

STUDY SUMMARY SHEET

(F/S)

EAS KOR/S 301/77

1. COUNTRY	Korea		
2. NAME OF STUDY	Rapid Transit Line No.2 Construction Project in Seoul		
3. SECTOR	Transportation / Railway		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Agency Seoul Subway Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Transportaion Consultants, Inc. Pacific Consultants International (PCI) The Japan Electrical Consulting Co., Ltd.		
7. STUDY PERIOD	Apr.1977 ~ Dec.1977 8month(s) ~		
8. SITE OR AREA	Seoul		
9. MAJOR PROPOSED PROJECT(S)			
<ul style="list-style-type: none"> - New subway line (double track, 1,435 mm gauge, 24 km, 20 stops) - Marshalling yard (capacity of 410 cars) - Operation (fleet of 240 cars, daily service frequency of 430 cars) - Electric equipment (direct current 1,500V, transformers at 6 sub-stations, overhead transmission) - Signals and telecommunication (automatic signals, telephones, wireless) 			

地下鉄2号線建設計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: D/D Imp.Agency/ Seoul Metropolitan Government</p> <p>Finance: (FY 1991 Overseas Survey) Total cost of construction : W887.1 billion Local currency component : W805.7 billion Foreign currency component: W 71.4 billion of which, Yen Loan W 15.8 billion Others W 55.6 billion</p> <p>Construction: (FY 1991 Overseas Survey) 1. New Station-Sport Stadium (14.3km) Opened in Oct. 1980 2. Sp. Stadium-Univ. of Education (5.5km) Opened in Dec. 1982 3. Univ. of Ed.-Seoul Univ.(6.7km) Opened in Dec. 1983 4. Seoul Univ.-New Station (22.3km) Opened in May 1984</p> <p>(FY 1997 Overseas Survey) The extention of Line No.2 was managed by SMSC (Seoul Metropolitan Subway Corporation) and the remnant by SMG. At present, SMSC is in charge of operation of Line No.1~4.</p> <p>Detail: (FY1991 Overseas Survey) After the completion of the JICA study, the Korean authorities decided to reroute the proposed Subway No.2 in accordance with the urban development plan for Seoul. Specifically, the subway was to be constructed in line with the policy objective of alleviating the population concentration in the Gangpae Area by encouraging the population growth of the Gangnam Area. Accordingly, the subway No.2 was divided into four sections, and the construction was completed in four stages, as shown above. The route proposed by the JICA study was different from the one actually constructed, but coincided over some parts of the Sections 1) and 4) shown above. On these parts, the findings of the JICA study were utilized for detailed designing with some technical modifications.</p>		

STUDY SUMMARY SHEET

(F/S)

EAS KOR/A 301/78

1. COUNTRY	Korea					
2. NAME OF STUDY	Southwest Coast Agricultural Land Reclamation Project					
3. SECTOR	Agriculture / (Agriculture in) General					
4. TYPE OF STUDY	F/S					
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	ADC				
	PRESENT COUNTERPART AGENCY					
6. CONSULTANT(S)						
7. STUDY PERIOD	Mar.1978 ~ Jun.1978 3month(s) ~					
8. SITE OR AREA	Kimpoo, Sihwa, Hongbo, Puchang, Haenam					
9. MAJOR PROPOSED PROJECT(S)						
	Kimpoo	SihwaA	SihwaB	Puchang	Hongbo	Haenam
1. Reclamation(ha)	4,910	21,100	-	7,910	1,907	5,935
2. Tide Crest	8 places 12km	7 places 21.3km	4 places 2.6km	4 places 9.8km	4 places 2.6km	7 places 12.4km
3. Pumping Stations	1	10	10	9	9	12
4. Drainage	-	4	3	-	-	-
5. Irrig.	9 canals	15 canals	15 canals	62 canals		
6. Cost (billion won)	23.4	217.1	131.7	94.3	35	64.4
7. Implementation	3 yrs	5 yrs	5 yrs	4 yrs	4 yrs	4 yrs
8. IRR(%)	12.75	8.75	9.26	12.1	12.0	11.2
Note: the cost 1) includes the alternative A of Sihwa, and cost 2) the alternative B of Sihwa.						

西南海岸干拓農地開發計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Kimpō (FY 1997 Overseas Survey) Subsequent Study: Jun.1979~1980 D/D on Sea dike Dec.1986~Oct.1987 D/D on farm land construction Consulting Firm / Donga Construction Company Finance: Mar.1980 Private investment 82,672 mil.wons Construction: Jun.1980~Jun.1989 (FY 1995 Overseas Survey) The farm-land was reduced from 3,730ha to 1,648ha and the other area will be used as trash dumping ground.</p> <p>(2)Sihwa (FY 1997 Overseas Survey) Subsequent Study: 1985~Dec.1986 D/D Consulting Firm / Korea Water Resources Corporation JICA proposal was modified. Finance: Public investment 528,000 mil.wons Construction: Jun.1987~Dec.1998 (FY 1995 Overseas Survey) The project was carried out preferentially for the purpose to supply industrial land and to revitalize local economy.</p> <p>(3)Hongbo (FY 1997 Overseas Survey) Subsequent Study: Mar.1993~Jun.1991 D/D Consulting Firm / R.D.C Finance: Jun.1991 Public investment 222,355 mil.wons Construction: 1991~2004 (FY 1995 Overseas Survey) This project is expected to increase income and to improve the living standard in rural area in order to dissolve the differences between city and rural community.</p> <p>(4)Puchang (FY 1991 Overseas Survey) Compared with the other sites, the urgency is low. The project is temporarily on hold, but if it should be implemented, funding would come mainly from the public sector. (FY1995 Overseas Survey) The project is temporarily hold because the urgency is low.</p> <p>(5) Haenam (FY 1997 Overseas Survey) Subsequent Study: 1983~Apr.1984 D/D on sea dike and auxiliary facilities 1987~1990 D/D on farm land construction The project was down scaled. Finance: Jan.1985 Public investment 153,922 mil.wons Construction: 1985~1988 Sea dike and auxiliary facilities 1985~1998 Farm land construction</p> <p>Detail (FY 1991 Overseas Studies) At the time of the JICA study, the primary objective of the proposed reclamation schemes was in the increased production of paddy. Due to the subsequent socio-economic changes, the objective was diversified to include animal husbandry, cash crops, and industrial development.</p>		

STUDY SUMMARY SHEET

(M/P)

EAS KOR/S 101/79

1. COUNTRY	Korea		
2. NAME OF STUDY	Long-Term Multipurpose Dam Schemes		
3. SECTOR	Social Infrastructure / Water Resources Development		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Water Resources Bureau, Ministry of Construction	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Oct.1977 ~ Sep.1979 23month(s) ~		
8. SITE OR AREA	10 damsites: Bamseonggol, Inje, Hongcheon, Ganhyeon, Gujeol, Dalucheon, Bonghwa, Imha, Hamyang, Juam		

9. MAJOR PROPOSED PROJECT(S)

In the 1st stage study, 24 damsites were investigated, out of which 10 sites were selected as high in priority.

In the 2nd stage study, 6 dam schemes (Bamseonggol, Mongcheon, Dalucheon, Ganhyeon, Imha and Juam) were concluded as feasible.

Resume of conceived dam project

Dam	River	Reservoir operation	Storage capacity (10*6m3)	Water supply (m3/s)	Installed capacity (MW)	Cost (US\$*10*6)
Bamseonggol	North Han	Const.flow for power	368	10	50	125
Hongcheon	North Han	Const.flow for power	954	93.0	-	136
Dalucheon	South Han	Demand-oriented flow	540	81.3	-	150
Ganhyeon	South Han	Demand-oriented flow	540	79.7	-	95
Imha	Nakdong	Const flow for power	920	15.6	48	155
Juam	Seoumjjin	Const flow for power	780	17.7	8	169

長期多目的ダム開発計画

<p>PRESENT STATUS</p>	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>*Juam Dam Aug.8.1984 L/A 11.1 billion yen (Juam Multi-purpose Dam Construction Project) Dec.1991 Completed</p> <p>*Imha Dam Aug.18.1987 L/A 6,975 million yen (Inha Multi-purpose Dam Construction Plan) Dec.1991 Completed</p> <p>*Gujeol Dam Finance: Korean Electric Power Corporation Construction: 1991 completed (the power plant located in Kanrin) *Bamseonggol: Implementation is difficult because of possible flooding and other negative consequences in North Korea. *Dalucheon:Time of implementation is not specified. *Hongcheon:A construction plan with expected completion in the year 2000 was prepared. *Ganhyeon:Time of implementation is not specified.</p> <p>*The Water Resources Bureau has had the Korean engineers undertake designing and the implementation of the Inje, Bonghwa and Hamyang Dam Projects. (FY 1996 Domestic Survey)</p> <p>Situation: (FY 1994 Domestic Survey) As a project to supply domestic water to the Chong Ju area, the construction has started with which includes the construction of the Yon Tan Dam and installation of waterway tunnel with 40km in length.</p> <p>Maintenance & Operation: The Korean Electricity Corporation has been in charge of the operation of both Juam Dam and Imha Dam.</p>	

長期多目的ダム開発計画

STUDY SUMMARY SHEET

(M/P+F/S)

EAS KOR/S 201B/85

1. COUNTRY	Korea		
2. NAME OF STUDY	Seoul Municipal Solid Waste Management System		
3. SECTOR	Public Utilities / Urban Sanitation		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Science and Technology (MOST)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Nippon Jogesuido Sekkei Co., Ltd.		
7. STUDY PERIOD	Jun.1984 ~ Sep.1985 15month(s) ~		
8. SITE OR AREA			
9. MAJOR PROPOSED PROJECT(S)			
<p>(1) Collection and Transportation:</p> <p><M/P> Three component separation of combustibles, non-combustibles, briquet ash is required for incineration, material recovery and preparing covering material for landfill. Vehicle collection system should be introduced to whole Seoul by 1995 . Transfer stations are recommended for the effective transportation of waste to the disposal site.</p> <p><F/S> Improved collection and transportation system will be established in whole Gangdong Gu in 1988. Transfer station with its capacity of 1,150 t/d, compactor trucks collect combustible waste and dump trucks collect briquet ash and non combustible waste, container trucks and two tons and four tons of trucks should be introduced.</p> <p>(2) Intermediate Processing:</p> <p><M/P> Construction of 13 units of incine-ration plants and Material recovery plants are proposed. The amount of incinerated waste would be 2,574 thousand tons in 2005, which is 48% of estimated combustible waste. Daily processing rate will be 300 tons in 2005, which means 99 thousand tons are treated annually by the plants.</p> <p><F/S>Construction of 600 t/d incineration plant was proposed for Gangdong Gu. The plant is expected to be in operation in Autumn 1988. In 1988, 100 days of operations is planned and 330 days after 1989.</p> <p>(3) Final Disposal:</p> <p><M/P> Final disposal is proposed as Nanjido mounding for initial stage, Incheon coastal landfilling for advanced stage and use of subsidiary landfills.</p> <p><F/S> Construction and Operation of new landfill sites in Nanjido, Incheon.</p>			

ソウル特別市都市固形廃棄物整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance: (FY 1991 Overseas Survey) The total cost was estimated to amount to 2 trillion won by the municipal budget.</p> <p>Construction: (FY 1991 overseas Survey) One incinerator (150 ton/day) was already constructed in Mokudon, and the construction of two others is expected to start during 1992.</p> <p>Detail: After the completion of the study, subsequent steps were suspended because of the budgetary reallocation necessitated by the Olympic Games.</p> <p>(FY 1991 Overseas Survey) In October 1991, the municipal government of Seoul announced its long-term development plan of solid waste management, which envisages to establish 11 incinerators with a total capacity of 16,500 tons/day by the end of 1999. The finding of the JICA study would be partly consulted for the implementation. The JICA study proposed the land reclamation in Jinsen to establish a final disposal site. The current policy is to utilize the existing disposal site in Nanjido until Nov.1992, and then to transfer to the Jinsen site (Jinsen City is already using about 4 million square meters out of the total available area of 20 million).</p> <p>(FY 1997 Overseas Survey) Ministry of Science and Technology has not carried out follow up of the study after its completion.</p>		

STUDY SUMMARY SHEET

(M/P)

EAS KOR/S 102/91

1. COUNTRY	Korea		
2. NAME OF STUDY	Study on River Environment for the Tributaries of Han River System		
3. SECTOR	Social Infrastructure / River & Erosion Control		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	River Maintenance Division, Seoul Metropolitan Government	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Oct.1989 ~ Jan.1992 27month(s) ~		
8. SITE OR AREA	Seoul Metropolitan Area of four rivers (the Anyang Chong, the Yangjae Chong, the Ui Chong and the Chungroung Chong Rivers)		
9. MAJOR PROPOSED PROJECT(S)			
1. Water Quality Improvement Facilities The Anyang Chong River: four facilities dredging piled mud on lower streams The Yangjae Chong River: one facility The Ui Chong River: arrangement of lower streams The Chongroung Chong River: one facility 2. Flow Regime Improvement Facilities The Ui Chong River: one movable barrage three environmental streams 3. River Space Improvement Facility The Anyang Chong River: three points 28.2km The Yangjae Chong River: two points 13.2km The Ui Chong River: one point 14.0km The Chongroung Chong River: one point 7.8km			

漢江水系中小河川環境整備計画

<p>PRESENT STATUS</p>	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 1992 Overseas Survey) Waiting for the answer.</p> <p>(FY 1993 Domestic Survey) No Progress.</p> <p>(FY 1994 Domestic Survey)(FY 1995 Domestic Survey) No additional information.</p> <p>(FY 1997 Domestic Survey) A part of proposed projects was completed with own fund.</p> <p>Subsequent Study: (FY 1997 Overseas Survey) Apr.1993~Oct.1994 B/D and D/D for Ui-Chon environment improvement Consulting Company / Dongbu Engineering Co Components of the study / river channel improvement, river space utilization planning, water quality improvement</p> <p>Construction: (FY 1997 Overseas Survey) 1996~2001 The improvement of channel, construction of the citizen's park on water side.</p> <p>Others: (FY 1997 Overseas Survey) SGM carried out supplementary studies and has implemented the result of them.</p>	

STUDY SUMMARY SHEET

(F/S)

EAS MNG/S 301/92

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Improvement Plan for Transshipment Facilities at Zamin-Uud Station		
3. SECTOR	Transportation / Railway		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Trade and Industry, Mongolia, and Mongolian Railway	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS) Pacific Consultants International (PCI)		
7. STUDY PERIOD	Aug.1992 ~ Mar.1993 7month(s) ~		
8. SITE OR AREA	Zamin-Uud Station		
9. MAJOR PROPOSED PROJECT(S)			
<p>* Project costs are shown in " million yen" instead of US\$1,000.</p> <p>Since the track gauge of Mongolia is different from that of China, Mongolia necessitates cargo transshipment facilities at its border station of Zamin-Uud. Thus, the following structures, facilities and equipment are to be constructed or introduced at the station.</p> <p>Embankments, tracks, platforms, equipment of signal, telecommunication, lighting and powering, access road main office buildings, site office buildings, signal equipment room, signal cabin, cargo storage houses, garages antitheft fences, residential houses and cargo handling equipment(reach stacker, forklift and conveyor).</p>			

ザミンウード駅貨物積替施設整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Study: Jan.1993 B/D (Consultant:Pacific Consultant International)</p> <p>Finance: Jun.10.1993 E/N 1,121 mil.Yen (Improvement Plan for Transshipment Facilities at Zamin-Uud Station, Phase 1/2) Aug.5.1994 E/N 1,007 mil.Yen (Improvement Plan for Transshipment Facilities at Zamin-Uud Station, Phase 2/2)</p> <p>Construction: Contractor - Kohnnoike Gumi</p> <p>1st Stage - construction of facilities for transshipment of freight carried by wagons Oct.21.1993 commenced (well boring transport of earth and sand for embankments, and construction of temporary offices and houses for workers) Mar.1995 scheduled to be completed</p> <p>2nd stage - construction of facilities for container cars Nov.1994 - construction started Oct.1995 - construction completed</p> <p>Managing Institution: Mongolian Railway</p> <p>Effects: (FY 1998 Overseas Survey) The transport capacity of the country has been increased and technical/Technological renewal carried out.</p> <p>Related Project: (FY 1998 Overseas Survey) In March 1993, Petroleum Products Logistics Study was conducted by World Bank which submitted the study report to the Mongolian Government. However, due to shortage of the budget to be allocated in the near future for the implementation of this project, the World Bank suggested to approach other institution or bilateral donor for possible financing of this project in soft terms. In order to stabilize Mongolia's petroleum products import requirements the Government of Mongolia wishes to implement the project with assistance of Japanese grant aid. Cost (planned) : 2,200mil.yen Contents: Plant, unloading and loading facilities, truck loading facilities, platform, electric power diesel generators, laboratory equipment, buildings, shelters and structures.</p>		

STUDY SUMMARY SHEET

(M/P)

EAS MNG/A 101/95

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Integrated Agricultural and Rural Development in Central Region		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	MOFA	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Agricultural Land Development Agency		
7. STUDY PERIOD	Aug.1994 ~ Mar.1995 7month(s) ~		
8. SITE OR AREA	Central Mongolia (6 provinces and 1 city, 235,000km ²)		
9. MAJOR PROPOSED PROJECT(S)			
<p>Seven Projects with urgency were presented.</p> <ol style="list-style-type: none"> 1.Seed Multiplication Project 2.Irrigation Agriculture Technology Development Project 3.Animal Husbandry Laboratory Technology Development Project 4.Nomad Area Water Supply System Servicing Project 5.Milk Production Improvement Project 6.Agricultural and Animal Husbandry Information Transmission System Servicing Project 7.Veterinary Laboratory Technology Development Project 			

中部地域農牧業農村総合開発計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 1996 Domestic Survey)(FY 1998 Domestic Survey)</p> <p>The Development Study related to the Agricultural and Animal Husbandry Cooperative Society Systematization Project, proposed by M/P, was undertaken.</p> <p>*For detail, please refer to "Strengthening of Agricultural Cooperatives (A110/97)".</p> <p>Veterinary Laboratory Technology Development Project is being implemented as Project-type Technology Cooperation.</p> <p>Japanese technical cooperation:</p> <p>(FY 1998 Domestic Survey)</p> <p>1 July 1997~30 June 2002 Project-type technical cooperation (Technical improvement project of diagnosis skill on infectious disease of livestock).</p> <ul style="list-style-type: none"> - Acceptance of 5 trainees annually. - Dispatch of long-term experts (5 experts) to Agriculture University of Mongolia. - Provision of materials for examination. <p>Finance:</p> <p>(FY 1999 Overseas Survey)</p> <p>Request for Japan's grant aid was submitted for implementing "Seed Multiplication Project" in July 1999 (amount: US\$8,035,000; components: equipment supply and facilities construction).</p> <p>Backgrounds:</p> <p>(FY 1996 Overseas Survey)</p> <p>On 26th of December, 1996, request for assistance for the proposed project was submitted by Ministry of External Relations.</p> <p>(FY 1997 Domestic Survey)</p> <p>As a result of election in July 1996, the political power has changed and administrative reform was carried out drastically.</p> <p>New counterpart of the project is Ministry of Agriculture and Industry.</p> <p>Mongolian side desires early implementation of seed multiplication among the proposed projects.</p> <p>Decline in seed quality is main factor which has caused a reduction of agricultural production.</p> <p>(FY 1997 Overseas Survey)</p> <p>The Government of Mongolia was made re-organized by following IMF order. Mongolian side has limited money to develop the projects.</p> <p>(FY 2001 Domestic Survey)</p> <p>The priority project proposed in this Study, The Agricultural and Animal Husbandry Information Transmission System Servicing Project, made the start of the implementation of the Basic Design Study on the Information Assistance for Rural Nomads.</p> <p>(FY 2005 Domestic Survey)</p> <p>JICA development study, the improvement of rural livestock farming institution against Zodo, has been conducted (February 2003 to February 2006). Maintenance of water facilities (well) in nomadic area, and proper maintenance in nomadic land is conducted.</p> <p>(FY 2005 Overseas Survey)</p> <p>Mongolian Ministry of Agriculture requested Japanese Government for a funding on technical cooperation project in improving statistical information network of Agriculture. However, JICA and the Ministry has reached to an agreement to integrate 3 individual projects, namely Strengthening Agricultural cooperatives, Extension service and Agricultural information system. In accordance with the agreed concept, the Ministry of Food and Agriculture requested a technical cooperation project to increase agricultural production through integrated service and cooperative activities, as well as statistical information network in 2004.</p> <p>Project preparation study is going to be carried out. This study will be followed by project implementation on Intensifies Livestock and Corp farming starting from April 2006. On behalf of the Government of Mongolia, the Ministry of Food and Agriculture has submitted its request to Japanese Government to carry out development study on "Possibility of Growing Wheat under Irrigated condition" for fiscal year of 2006-2007, which has been reviewed by the Japanese side.</p> <p>Subsequent Project: Milk Production Improvement Project</p> <p>Beneficiaries: Dairy farmers, milk producers, herders and consumers</p> <p>Implementing period: June 2004</p> <p>Funding:</p> <p>Funding party procurement: Japanese Trust Fund</p> <p>Amount: 1.9 million USD</p> <p>Beneficiaries: dairy farmers, milk producers, herders and consumers</p> <p>Content: The project has been implemented with a technical cooperation from Japan. Trust Fund and the technical support from FAO of the UN since June 2004. The project sites cover Saikhan and Mandal soum of Selenge aimag, Mungun morit soum of Tuv aimag, Darkhan-khuns shareholding company of Darkhan-Uul aimag, Jargalent village, "Suu" and "Mon-Suu" shareholding companies in UB. Project has several components such as supply of dairy equipment, spareparts, establishment National Dairy training center for conducting trainings transferring know-how on up-to-date technology in dairy field. Total funding of the project is 1.9 million USD for 3 years duration.</p> <p>Subsequent Study: Improvement Plan of Livestock Farming System in Rural Area</p> <p>Beneficiaries: Rural population and herders</p> <p>Implementation period:</p> <ul style="list-style-type: none"> Phase I March 2003 to June 2003 Phase II: August 2003 to December 2003. Phase III: in progress <p>Contents: The third phase or pilot study based on the first two phases outcomes is now being implementing in Dornogobi aimag aimed at mitigation measure of Dzud damage.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

EAS MNG/S 201/95

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Water Supply System in Ulaanbaatar and Surroundings		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Urban Planning Bureau of Ulaanbaatar City	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Jul.1993 ~ May.1995 22month(s) ~		
8. SITE OR AREA	Ulaanbaatar City		
9. MAJOR PROPOSED PROJECT(S)			
<p>1. Water intake expansion of existing upper resource (24,000m3/day -> 72,000m3/day)</p> <p>2. Water intake expansion of existing central resource (97,000m3/day -> 114,300m3/day)</p> <p>3. Exploitation of upper Naraiha, new resource 41,400m3/day</p> <p>1.---More establishment of pump and pipe. 2.---Rehabilitation of pump and well. 3.---Installation of well, pump and pipe.</p>			

ウランバートル市水供給計画

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

Description :

1. No person in charge during the study period is remaining due to extinguish of the responsible department of Mongolia (1995).
2. Change of regime occurred by election in 1996 and the structure reform is under process still.
3. New loan is difficult to receive because of a large sum of loan on road, railway, power generation plant projects.

Subsequent Study:

(FY 1997 Overseas Survey)

Sep.1995~Jan.1996 B/D

Consulting Company / Nippon Jogesuido Consultants

Finance:

17 Jun.1996 E/N 171mil.yen (Rehabilitation of Water Supply Facilities in Ulaanbaatar) (Urgent Rehabilitation Project)

19 May 1997 E/N 2,083mil.yen (Rehabilitation of Water Supply Facilities in Ulaanbaatar)

Construction:

(FY 1997 Overseas Survey)(FY 1999 Domestic Survey)

1996~1999 (completed)

Consulting company / Nippon Jogesuido Consultants

(FY 1996 Overseas Survey)

1995 Digging of 21 wells using digger.

1996 Study of 100m depth for digging work.

Japan's technical cooperation:

(FY 1999 Overseas Survey)

Acceptance of trainees: Oct. 1997 1 trainee (water works in the cold region), Oct. 1998 1 trainee (leakage detection in water supply system).

Dispatch of an expert: 1 Apr. 1998 - 1 Apr.2000, an urban planning and water supply engineer.

Impact:

(FY2001 Oversea Survey)

First Stage:

- 1) Chlorine is used 2.5 times a day and reduced from 24-26t to 10t in annual base.
- 2) Because the automatic recovering module was installed in the new chlorine stelizing system, stelized water is supplied to residents without stopping.
- 3) Due to the installation of diesel generator, now the electricity is stably supplies.
- 4) Due to the installation of flow meter, daily water consumption has decreased.

Second Stage:

- 1) 60% of Central Water Source is renovated and capacity increased by 20%.
- 2) 2.4million kW power is saved annually
- 3) As the result of installing reservoir, pump and pipe, flow meter for CTP, water gauge, it is now able to monitor water supply, distribution and consumption.

The facilities were installed for over 2 years but there was no claim except communication system. There were a several problems on communication system between 1999 and 2001. In order to find out the reasons, a construction company visited the site. It should be solved soon.

(FY 2005 Domestic Survey)

Infrastructural improvement of the remote measuring system has been made by USUG.

STUDY SUMMARY SHEET

(M/P+F/S)

EAS MNG/S 204/96

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Telecommunications Network in Ulaanbaatar City		
3. SECTOR	Communications & Broadcasting / Telecommunication		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Infrastructure Development	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Telecom. Eng. and Consulting Service (JTEC) Nippon Telecommunication Consulting Co., Ltd.		
7. STUDY PERIOD	Sep.1995 ~ Aug.1996 11month(s) ~		
8. SITE OR AREA	Ulaanbaatar city		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P> Telecommunications demand fulfillment plan in 2010.</p> <p><F/S> 1.Installation of telecommunication equipment at ATC-6. 2.Radio-subscriber system in Ger Area.</p>			

ウランバートル市電気通信網整備計画調査

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

Description :

(1) Telecommunication facilities development in Ger Area

Finance:

(FY 1998 Overseas Survey)

Since private companies were allowed to participate in the development project of telecommunication facilities in Ger Area, WILL project was started. Mobicom is conducting the project (installation of base station and subscriber stations, connection to PSTN and cellular network) by BOO scheme.

(FY 1999 Overseas Survey)

The project is not fulfilling of the targets due to limited coverage area of the service, low household income and affordability to the service tariff.

(FY 2001 Domestic Survey)

Some private company provides the communication services by wireless system (WILL) to the Newly Developed Area include the Ger Area. It would seem that the government gave the license for operation.

Service Charge:

This service charge is higher than the one of present fixed telephone charge provided by the Mongolian TELECOM, and lower than the one of the cellular phone.

(2) Telecommunication equipment improvement at ATC-6

(FY 1998 Overseas Survey)

No action has been taken for realizing the project.

(FY 1999 Overseas Survey)

No action has been taken for realizing the project due to financing problems.

(FY 2001 Domestic Survey)

Although is had asked the Japanese Government for a loan for two years since the completion of M/P, it has not been accepted. However, it was implemented by the French Grant Aid (200 million FF).

(3) Others

(FY 1998 Overseas Survey)

Regarding "Project of Conversion to N7 Signal at International Telecommunication Station" and the purchase of the parts, a Japanese grant aid assistance is being requested.

(FY 2001 Domestic Survey)

Financial Procurement:

It was realized from the Japanese Non-Project Grant Aid in JFY 1999 and 2001.

Phase 1 : 200 million Yen, Phase 2 : 200 million Yen (Total : 400 million Yen)

Supplier : NEC Corporation

(FY 2001 Domestic Survey)

Construct:

Aug.2002 Completed

Background:

(FY 1997 Domestic Survey)(FY 1999 Overseas Survey)

The government of Mongolia submitted a request of yen loan with amount of 5 billion yen and SAPROF in February 1997. OECF dispatched an evaluation mission to the country in Jun.-Jul. 1997, but no pledge was executed at the 6th Mongolia Assistance Group Meeting in October 1997, because the privatization of telecommunications in Mongolia is supposed to be unclear so far.

STUDY SUMMARY SHEET

(Basic Study)

EAS MNG/S 502/96

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Topographic Mapping of Ulaan-Tsav Area		
3. SECTOR	Social Infrastructure / Survey & Mapping		
4. TYPE OF STUDY	Basic Study		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	International Engineering Consultants Association Pasco International Inc.		
7. STUDY PERIOD	Feb.1993 ~ Jul.1996 41month(s) ~		
8. SITE OR AREA	Ulaan-Tsav Area in Dronod Prefecture		
9. MAJOR PROPOSED PROJECT(S)			
None			

ドルノド県ウランツァブ地域国土基本図作成調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 1997 Domestic Survey)

The objective of the Study is to make 1/50,000 aerial photographs and prepare 1/25,000 topographic maps covering an area of approximately 10,800km²/from the Long. 114.00' E to Long. 115.30' E and from the south of Lat. 49.40' N to Lat. 48.40' N in Ulaan-Tsav area in Mongolia. The area is a steppe in the peneplain extending to the north of Choibarsan, the central city in the north-eastern part of Mongolia.

This area is mostly used for grazing. The next predominant usage is mowing place for feed. A few barley field scatters in the flat area. The population of this area is small. Most of the inhabitants are nomadic.

The matters of the Study are as follows.

1. 1/50,000 aerial photography approximately 10,800km²
2. 1/25,000 topographic mappings approximately 10,800km² (128 sheet)

The Study started in February 1993. Through the field operation of setting of aerial signals, aerial photography, ground control point survey, field identification of aerial photographs, field completion and laboratory study of aerial triangulation, stereo plotting, compilation, drafting and printing, it was accomplished in July 1996 after period of four years and five months.

The existence of abundant underground resources in the study area is expected. Their development and utilization will depend on the studies (aerial photographs, topographic maps, etc.) from now on. Utilization of the results of the Study for this purpose is expected.

(FY 1998 Overseas Survey)

The outputs of this study are topographic maps with 1:2,500 scale in East part of Mongolia. Those maps will be used for the "Tumen-gon" and "Tumen-ekh" international project for developing infrastructure.

STUDY SUMMARY SHEET

(M/P)

EAS MNG/A 110/97

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Strengthening of Agricultural Cooperatives		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Food and Industry, National Association of Mongolian Agricultural Cooperative(NAMAC), Mongolian Association of Private Herders(MAPH)	
	PRESENT COUNTERPART AGENCY	Ministry of Food and Agriculture, National Association of Mongolian Agricultural Cooperatives(NAMAC)	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. System Science Consultants Inc.		
7. STUDY PERIOD	Mar.1996 ~ Dec.1997 21month(s) ~		
8. SITE OR AREA	The training center in Ulaanbaatar and 10 Model Agricultural Cooperative consisting 8 cooperatives from the NAMAC and 2 cooperatives from the Mongolian Association of Private Herders(MAPH) from Dornod, Dornogobi, Zavkhan, Dundgobi, Uvs, Bulgan, Khentii, Gobi-Altai, Uvurkhangai aimags were adopted in the study		
9. MAJOR PROPOSED PROJECT(S)			
<p>1. Model Agricultural Cooperatives</p> <ul style="list-style-type: none"> - "Bayanberkh" khorshoo of wheat production and sales - "Yalalt" khorshoo of meat processing - "Galuut" khorshoo of meatprocessing - "Buyant-orgil" khorshoo meat processing - "Bat Buren" khorshoo of cashmere production and sales - "Durvuljin - Tavan - Erdene" khorshoo of cashmere production and sales - "Dalain khugjil" khorshoo - "Shine-Urnult" khorshoo of wool production and sales - "Altan tevt" khorshoo cashmere production and sales - "Khar huden" khorshoo <p>2. Training and Information Center in Ulaanbaatar</p> <p>Total estimated cost for strengthening of all the 10 Model Agricultural Cooperative was: 32.9 million US\$ Establishing training and Information Center in UB was: 8.5 million US\$</p>			

農牧業協同組合改善計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 1998 Domestic Survey)(FY 2000 Domestic Survey)</p> <p>It seems that some actions are being taken for realizing Japanese grant aid.</p> <p>(FY 2002 Overseas Survey)</p> <p>Ministry of Food and Industry and NAMAC are discussing promotion of agricultural cooperatives through Japan's technical cooperation. The projects include staff trainings, information sharing on agricultural products, and ensuring financial resources for their activities. Also, the Govt. has made an announcement to appoint year of 2003 as "The Year of Promoting Cooperative Activities".</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

EAS MNG/S 207/97

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Rehabilitation Project of the Mongolian Railway		
3. SECTOR	Transportation / Railway		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	The Mongolia Railway	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS) Pacific Consultants International (PCI)		
7. STUDY PERIOD	Jul.1996 ~ Feb.1998 19month(s) ~		
8. SITE OR AREA	Sukhe-baatar ~ Bayan (About 450km)		
9. MAJOR PROPOSED PROJECT(S)			
(M/P) - River bank protection (11 places). - Slope stability (22 places). - Track lifting (1 place). - Bridge rehabilitation (12 places). - Drain improvement (138 places). Total 184 places. (F/S) 72 places of high priority were selected from the Master Plan. - River bank protection (7 places). - Slope stability (12 places). - Bridge rehabilitation (11 places). - Drain improvement (42 places). Total 72 places. [Imp. Period] (M/P) 1999~2019 (F/S) 1999~2004			

鉄道線路基盤改修計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : 1)Railway Transportation Rehabilitation Project Phase I Finance: 9 Nov. 2000 E/N 530 mil. yen (Railway Transportation Rehabilitation Project Phase I - 1/2) 4 Jun. 2001 E/N 870 mil. yen (Railway Transportation Rehabilitation Project Phase I - 2/2) (FY 1999 Overseas Survey) Request for Japan's grant aid for the railway rehabilitation project (US\$16,000,000) and construction of petroleum product transshipment and storage facilities at Zamynnuud Station (US\$13,000,000) is to be submitted. Request for ODA loan for Railway Transportation Rehabilitation Project (Stage II) (US\$40,190,120) is to be submitted. Construction: (FY 2001 Domestic Survey) Period: the 1st phase: from Apr.2001 to Nov.2001 the 2nd phase: from Aug.2001 to Mar.2003 Contents: River bank protection, Slope stability, Drain improvement, Bridge rehabilitation Contractor: Konoike Construction Co., Ltd. Situation of progress: the 1st phase: completed in 8, Nov.2001. the 2nd phase: under preparation. (FY 2001 Domestic Survey) Construction was completed in Oct. 2002. 2)Railway Transportation Rehabilitation Project Phase II Finance: 23 Jun. 2003 E/N 668 mil. yen (Railway Transportation Rehabilitation Project Phase II) Japan's technical cooperation: (FY 1999 Overseas Survey) 1998 ~ 2 years: JICA expert is dispatched to the Mongolian Railway to study the maintenance of railroad system. 1999: Two engineering staff from Mongolian Railway are involved in JICA training in the field of rolling stock maintenance and management and railway telecommunication and signaling maintenance and management. (FY 2003 Domestic Survey) Acceptance of Technical Training Participants: two persons from Mongolian Railway (fleet maintenance, cargo transport management) Dispatch of Experts(3 persons) October 2003 - December 2003 "Support of Mongolian Railway Improvement Project/Master Plan Preparation" (FY 1998 Domestic Survey) The main line between Sukhe-baater and Zamyn-und of the Mongolian Railway is an important transportation facility in Mongolia. The railway plays an important role as a major artery for freight distribution for long haul and international transportation services in particular, since roads have not been improved as expected. In this Study, countermeasures to natural disaster and concrete bridge rehabilitation were recommended for the main line between Sukhe-baater and Bayan (450km). The Government of Mongolia is planning to request Japan a grant aid for the execution of this project under the consideration of the present situation and character of the tracks, and also the financial situation of the Mongolian Railway.		

STUDY SUMMARY SHEET

(Basic Study)

EAS MNG/A 502/97

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Forest Resources Management Study in Selenge		
3. SECTOR	Forestry / Forestry & Forest Conservation		
4. TYPE OF STUDY	Basic Study		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Forest Technical Association Asia Air Survey Co., Ltd.		
7. STUDY PERIOD	Mar.1994 ~ Mar.1998 48month(s) ~		
8. SITE OR AREA	Selenge Aimak (4,280,000 ha)		
9. MAJOR PROPOSED PROJECT(S)			
<p>Following maps were made by this Study: Aerial photography (intensive area of 160,000ha, scale of 1/25,000); Analysis of landsat data; Forest type map (scale of 1/25,000); Soil map (scale of 1/25,000); Forest management plan map; Land use and vegetation maps (intensive area, scale of 1/50,000).</p> <p>Forest Management Plan</p> <ul style="list-style-type: none"> - Cutting Plan - Regeneration Plan - Forest Roads - Forest Conservation - Forest Protection 			

セレンゲ県森林管理計画調査

PRESENT STATUS	In Progress or In Use Delayed Discontinued
Description : (FY 1998 Domestic Survey) The concrete action for realizing the project including the request for fund has not yet been taken. JOCV is preparing for the implementation of the project.	

STUDY SUMMARY SHEET

(M/P+F/S)

EAS MNG/S 211/98

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Study on Groundwater Development for Altai City		
3. SECTOR	Social Infrastructure / Water Resources Development		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Infrastructure Development, Gobi-Altai Governor's office	
	PRESENT COUNTERPART AGENCY	Ministry of Infrastructure	
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Sep.1996 ~ Mar.1999 30month(s) ~		
8. SITE OR AREA	600km2 around Altai city including area " Kharzat", "Sukhyn Hooly"		
9. MAJOR PROPOSED PROJECT(S)			
<p>Improvement of existing facilities:</p> <ol style="list-style-type: none"> 1. reconstruction of 4 wells, and 2. replacement of submersible motor pump with control system (0.42m2/min X 65m X 4units). <p>additional new facilities:</p> <ol style="list-style-type: none"> 1. water level indicator system for reservoir: 2 sets, 2. procurement of water wagon: 3 cars, 3. procurement of water cart: 2,792 (households) sets, 4. installation of main distribution pipe for Ger area G-1, G-2, G-3: dia. 150-250mm X 11.0km, 5. construction of water kiosk in Ger district: G-1; 6 places, G-2; 3 places, G-3; 5 places, 6. construction of one production well: keeping 10m from existing wells; 7. installation of transmission pipe: dia.200mm X 3.5km X 2lines; 8. construction of new reservoir: 500m3 X 2 ponds; <p>and,</p> <ol style="list-style-type: none"> 9. construction of new pump station: 1.5m3/min X 65m X 2units. 			

アルタイ市地下水開発計画調査

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

Description :

(FY2002 Domestic Survey)

There is no information available on the current situations of this project .

(FY2002 Overseas Survey)

Altai city requested to implement the proposed projects in this study, but the Government could not cope with the implementation of it due to the shortage of budget and manpower.

"Provincial towns basic urban services project" funded by ADB was implemented in 5 western provincial centers from 1998 to 2000, but Altai city was not included the project.

The Mongolian Government has requested to implement the proposed project by Grant Aid of Japan.

(FY2003 Overseas Survey)

Target of Request for Fund: Yen loan, Grant Aid

Time of request: 2000-2002

Condition of request realization: Not responded

The Mongolian government installed water conveyance pipes (200mm x 1.6km x 2) (total amount 100 tugrik) on its budget of FY2003. In addition, the Mongolian government is expected to implement the following programs on its budget of FY2004 out of the proposed projects.

1)Installation of Mongol-made water purifier

2)Installation of chlorination equipment

3)Repair work of chlorination equipment・Installation of Russia-made pumps and repair of boreholes

4)Installation of a water pipe (2 km)

STUDY SUMMARY SHEET

(M/P)

EAS MNG/S 102/99

1. COUNTRY	Mongolia		
2. NAME OF STUDY	The Study on the Support for the Economic Transition and Development in Mongolia		
3. SECTOR	Development Plan / (Development Plan in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Finance	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Daiwa Institute of Research Ltd. Nomura Research Institute		
7. STUDY PERIOD	Sep.1998 ~ Mar.2000 18month(s) ~		
8. SITE OR AREA			
9. MAJOR PROPOSED PROJECT(S)			
1. Agriculture/livestock farming: Infrastructure development. 2. Mining industry: Improvement of economic environment to attract foreign investments. 3. The third industry: Tourism infrastructure development. Tourism campaign. 4. Leadership training. 5. Effective implementation of midium term public investment plans.			

市場經濟化支援調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY2000 Domestic Survey) There is no information after this project.</p> <p>(FY 2005 Overseas Survey) The project report has been utilised in planning phase in preparing public investment program, though implementation of the proposed projects has not been planned due to alteration made in the National development plan after the study.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

EAS MNG/S 204/99

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Improvement and Rehabilitation of Urban Road Network in Uraanbaatar		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Road Department, Ulaanbaatar City Government	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Yachiyo Engineering Co., Ltd.		
7. STUDY PERIOD	Jan.1998 ~ Apr.1999 15month(s) ~		
8. SITE OR AREA	M/P: Greater Ulaanbaatar area F/S: Urban Roadss in Ulaanbaatar city		
9. MAJOR PROPOSED PROJECT(S)			
M/P: Improvement of Rout 7: Increase the traffic lanes to 4 lanes. Rehabilitation of 2 lane roads. Construction of new bridges. F/S: Central Rout: Improvement including new bridges construction (construction period: 2 years) North Rout: Improvement including new bridges construction (construction period: 4 years) South Rout: Improvement including new bridges construction (construction period: 6 years) Ring Rout: Improvement including new bridges construction (construction period: 3 years)			

ウランバートル市道路整備計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (FY 2000 Domestic Survey) The state financial resources of the Government as well as of Ulaanbaatar city is still limited and severe, the Mongolian side recognized the importance of good maintenance of city roads and allocated 1.1 million US dollars from State Road Fund in 1999 as proposed by the Mater Plan Study. However, the Mongolian Government still can not develop or improve the high priority projects due to the shortage of required budget. In May 1999, the Government of Mongolia made a request for grant aid assistance to the Government of Japan, for the Project for Improvement of Road in Ulaanbaatar which comprised the improvement of roads and intersections and the procurement of equipment. JICA decided to conduct a Basic Design Study and dispatched the Study Team to Mongolia in May 2000. Finance: (FY 2000 Domestic Survey) 9 NoV. 2000 E/N 305 mil. Yen (Improvement and Rehabilitation of Urban Road Network in Uraanbaatar) 4 Jun. 2001 E/N 1,643 mil. Yen (Improvement and Rehabilitation of Urban Road Network in Uraanbaatar) Construction: (FY 2003 Domestic Survey) 1 Oct. 2001~30 Nov. 2004 (FY 2003 Overseas Survey) Request for the grant aid has been submitted in relation to the construction of an overhead crossing road between Ulan Bator City Bus Terminal and Eagles Street and is under examination of the Japanese government at present. (FY 2004 Domestic Survey) Completed in Oct. 2003 using Grant Aid. (FY 2005 Domestic Survey) Subsequent project: Improvement of ring road (flyover of railways) Funding: Requested party: Yen Loan Requested amount: 23 million USD Situation: Requesting Grant Aid study		

STUDY SUMMARY SHEET

(M/P+F/S)

EAS MNG/S 205/99

1. COUNTRY	Mongolia		
2. NAME OF STUDY	The Master Plan Study on the National Tourism Development		
3. SECTOR	Tourism / (Tourism in) General		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Tourism, Ministry of Infrastructure Development	
	PRESENT COUNTERPART AGENCY	Department of road, transport, tourism policy & coordination, Ministry of Infrastructure; Government implementing agency, Mongolian tourism board	
6. CONSULTANT(S)	PADECO Co., Ltd. Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Mar.1998 ~ Jul.1999 16month(s) ~		
8. SITE OR AREA	Nationwide		
9. MAJOR PROPOSED PROJECT(S)			
M/P: 1) Tourism Product Development Plan 2) Organization and Institutional Development Plan 3) Human Resource Development Plan 4) Environmental Management Plan 5) Facilities and Infrastructure Development Plan 6) Marketing and Promotion Development Plan F/S: Priority projects/programs include 3 government administration strengthening programs including strengthening of tourism administration as well as Aimag government and also two human resource development programs including upgrade tourism education. Other projects/programs include culture tourism enhancement such as Improvement of Bogd Khan Museum, and nature tourism development such as Terelji Visitor Center and so forth.			

観光開発計画調査

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

Description :

(FY 2000 Domestic Survey)

Mongolian economy has been stagnated since its economic transition. Mongolia has suffered from the sharp cut of economic aid from the former Soviet Union as well as the loss of markets in the Soviet block. It, however, has not been able to develop new markets and needed foreign currency for sustainable development. In this sense, tourism is an industry with great potentialities. After the study, National Tourism Center (later Tourism Board: TB) was established as planned and the proposal of JBIC tourism project was submitted to the Japanese Embassy in Ulaanbaatar as the fourth prioritized project.

(FY 2001 Domestic Survey)

The government of Mongolia submitted the request again as the second priority project to the government of Japan in Aug.2001. Moreover, the interpreter who was employed by the Study team was appointed to the Deputy Director of the Tourism Board and has been promoting the suggestion by the Study vigorously.

(FY 2002 Overseas Survey)

The Tourism Law of Mongolia was enacted in May, 2000 and was then amended in November, 2000. The law outlines definition for tourism, responsibilities and obligations of the state, tourism organizations and the classifications and grading of tour guides and hotels. In connection with this law, several regulations were adopted as follows;

- State Monitoring Regulation for Tourism
- Regulation of Classification and Grading of Tour Guides
- Regulation of Classification and Grading of Hotels and Tourist Camps
- Temporary Regulation of Classification of Tour Operators

"The hotel standard" and "The tourist ger camp standard" were adopted in 2000 and improved in 2002. In 2001, 116 hotels in Ulaanbaatar and 108 tourist ger camps were star-rated.

The Government of Mongolia has proclaimed 2003 as the " Visit Mongolia Year", and for the purpose, set up a National Committee responsible for organizing arrangements for this event. In Ulaanbaatar , the design drawing draft of "Mongolian Culture Park" and "Tourist Street" completed and locations are determined. The overseas tourism representative offices in Tokyo and Seoul were opened in 2002.

"Development of tourism human resource" (US\$ 6.662 million) and "Development of tourism infrastructure" (US\$ 18 million) projects are on the list of proposed projects to Japanese Government for 2002-2003 that was approved by Mongolian Government.

(FY 2003 Domestic Survey)

Although a request for yen loan has been submitted every year from the department in charge to the contact person for foreign aid of the Mongolian government, the request has not yet reached a formal request because the priority within the government is not high enough to be adopted.

(FY 2003 Overseas Survey)

1. The government made the following efforts in order to put into practice the tourism development program (master plan).

1) Tourism was positioned as an especially high importance in the economic sector, a series of policies intended for promotion of tourism and enforcement of the Tourist Law were incorporated into the government activity plan (2000-2004) and the Socioeconomic Development Basic Guideline.

2) The Mongol Tourist Bureau (MTB), which is the implementation agency of the government, was established in January 1999 under the name of "National Tourist Center (NTC) and was reorganized into MTB on September 9, 2000. MTB will take charge of enforcement of policies and promotion of tourism promotion.

3) The Mongol Tourist Law was established on May 5, 2000 and revised on November 30, 2001. This law defines tourism and specifies liabilities and obligations of the government and organizations involved in tourism, organizational structures of administrative organs , rights, responsibilities, classifications and grades in association with tour guides, operators, hotels and supervisory authorities over the tourist industry, placement (planning) of infrastructure, penalties against infringements of the law. In association with this law, regulations were established including the following.

- National regulation on supervision of the tourist industry
- Regulation on classification and gradation of tour guides
- Regulation on classification and gradation of hotels and tourist camps
- Regulation on classification of tour operators (provisiona

2. DThe Mongolian government declared 2003 as the "Mongol Tourism Year" and established a national committee to generalize the event held in commemoration of the year.

3. First draft design drawings of the Mongolian Culture Park and the Tourist Street in Ulan Bator were completed with the construction sites determined.

4. Standards for hotels and tourist camps were adopted in 2000 and were revised in 2002. In 2001, 116 hotels and 108 camps were rated.

5. Training courses for tour guide, first aid, traveling "tracelessly", etc. were planned under the cooperation of aid agencies for the purpose of diversification and quality improvement of products and services for the tourist industry, execution of employee training, assessment of companies and enhancement of competitiveness.

6. The Mongolian Airline will operate regular flights (26 planes) (international flights, destinations: Moscow, Peking, Berlin, Frankfurt, Alma-Ata, Irkutsk, Hohhot, Seoul, Tokyo and Singapore)

7. In September 2002, Investment Forum 2002 was held in Ulan Bator.

8. Overseas offices of the Tourist Bureau were established in Tokyo and Seoul in 2002.

9. At the 9th Conference of Donor Countries, the Mongolian government was recommended from donors and international organizations to implement the 22.2 million dollars' worth of tourist education enhancement project under the aid from Japan, yen loan for FY2003 and FY2004.

In addition, the "Human Resources Development Project for Tourist Industry (6.662 million US dollars' worth)" and "Kharkhorin Region Tourist Development Project (35 million US dollars' worth)" were added to the application project list to the Japanese government as well.

(FY 2004 Domestic Survey)

Lack of coordination within the Gov. led the proposal to be partially proposed as a JBIC item, though it was not selected.

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

Funding requests has been made after year 2000, though the projects not been implemented. C/P is considering to continue requesting for a financial assistance and to examine other funding sources at the same time..

Financial request is to be continued and another way of funding is to be considered.

STUDY SUMMARY SHEET

(M/P)

EAS MNG/S 115/00

1. COUNTRY	Mongolia		
2. NAME OF STUDY	The Study on Postal Service Improvement Plan in Mongolia		
3. SECTOR	Communications & Broadcasting / Post		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Mongol Post Company, Ministry of Infrastructure Development Mongolia	
	PRESENT COUNTERPART AGENCY	Ministry of Infrastructure Development, Mongolia Post Company	
6. CONSULTANT(S)	Nomura Research Institute PADECO Co., Ltd.		
7. STUDY PERIOD	Mar.2000 ~ Mar.2001 12month(s) ~		
8. SITE OR AREA	Mongolia		
9. MAJOR PROPOSED PROJECT(S)			
<p>Six programs are proposed. In the short term, investment for training, equipment, conveying machines, etc. are the main items and the amount will be relatively small. In the long term, after the year 2005, investment will be expanded for vehicles, facilities, PCs, etc.</p> <p>(1) Program for improvement in collection, delivery, and sorting work (US\$74,000) This investment is for conveyers, etc. which increase the reputation of MPC services by removing problems of lost, damage, etc. (2) Program for investment in improvement of postal delivery (US\$75,000/year) 15 vehicles will be replaced each year out of total 102 vehicles in operation.</p> <p>(3) Program for investment in management support system (US\$400,000) About 200 PCs will be introduced after 2005 for the purpose of providing tools for the management support and new services such as remittance and payment services, etc.</p> <p>(4) Program for training (US\$8,290/year) Investment for training executives, managers and staffs will be made each year.</p> <p>(5) Program for investment in mail handling facilities (US\$360,000) In order to cope with future increased mail volume by introduction of Pigeon Mail services, it will be necessary to build mail handling facilities in UB city.</p> <p>(6) Program for investment in vehicles for Pigeon Mail services (US\$30,000) In order to improve Pigeon Mail services, it will be necessary for MPC to operate 3 to 4 vehicles additionally.</p> <p>Local Cost 1) Approx. Tg980 million Foreign Cost1) Approx. US\$947 thousands (Note) Total amount of costs for six programs described. Items (2) and (4) are the amount of annual budget.</p>			

郵便事業改善計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY2001 Domestic Survey)</p> <p>In the course of the study including discussions about the master plan as well as technical transfer, MPC has already taken the initiative in improving reliability of services and expanding demands for postal services. MPC officers, many managers and employees joined technical transfer seminars run by the JICA Study Team, and understood the detailed contents of the master plan. MPC, then, has already started implementing the master plan in many levels of organizations. Mr. Hideki Bando, the head of the advisory committee, attended the above-mentioned seminars and key meetings with counterpart agencies in Mongolia, and actively provided useful know-how from experiences in Japan's postal services. The Study Team was informed that MPC had been sharing and utilizing some documents and presentation materials distributed in the seminars. MPC always have those materials ready in the post offices so that service people can actually use them.</p> <p>It was confirmed that MPC would be starting various improvement initiatives for mainly short term while ensuring all necessary supports from the government of Mongolia, and future requests to Japan will be made through official routes. This will be also applicable to such cases as applications for trainees to or receiving experts from Japan.</p> <p>The Study Team has finalized and submitted the final report to JICA under the supervision of JICA, and finished the entire mission as originally planned.</p> <p>(FY2002 Overseas Survey)</p> <p>The field survey was carried out in Mongolia from April to September 2000, with cooperation by counterparts such as MPC and MOI in Mongolia. The Study team examined the postal service business (including the postal service system, transportation network, market, needs for new services and management and finances).</p> <p>After the study MPC was provided about 12 vehicles 2000, 2001 and 2002.</p> <p>(FY 2004 Domestic Survey)</p> <p>No information to be specifically mentioned</p> <p>(FY 2005 Domestic Survey)</p> <p>No Information to be specified.</p> <p>(FY2005 Overseas Survey)</p> <p>Progress of the proposed project are as follows:</p> <ul style="list-style-type: none"> - Program for improvement in collection, delivery, and sorting work: investment has not yet been made. - Program for investment in improvement of postal delivery: Annually replacing 10 to 15 vehicles. - Program for investment in management support system: Planned to implement in 2005, though delays due to lack of financial resources. - Program for training: <ul style="list-style-type: none"> Budget for MRC staff education: 2001-3.9971 mil 2002- 9.418 mil 2003- 17.9635 mil 2004-13.5885 mil - Program for investment in mail handling facilities: No progress - Program for investment in vehicles for Pigeon Mail services: No progress 	

STUDY SUMMARY SHEET

(M/P+F/S)

EAS MNG/S 213/02

1. COUNTRY	Mongolia		
2. NAME OF STUDY	The Study on Economic Transition and Development Support in Mongolia (Tax Collection Enhancement 2)		
3. SECTOR	Administration / (Administration in) General		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Tax Agency	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)			
7. STUDY PERIOD	Nov.2002 ~ Mar.2003 4month(s) ~		
8. SITE OR AREA	Mongolia in entirety		
9. MAJOR PROPOSED PROJECT(S)			
<p>M/P: Taxpayer Information Management System Creation (Third Party Information System)</p> <p>Make known the existence of information regarding taxpayers in the National Tax Agency and other administrative agencies and identify useful information and examined data to be entered into the Taxpayer Information Database. After determining the data to be entered, presented advice on the format system and ways in which to use the system. As effective information, customs information and inspection information were incorporated and supported the construction of the Third Party Information System from the organization and software aspects</p> <p>F/S: Taxation Staff Education</p> <p>A review was made of the Mongolian taxation staff education and prepared a draft plan for the establishment of a staff education system.</p>			

市場經濟化支援調査 徴税機能強化支援(納税者情報管理制度整備)

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (FY 2003 Domestic Survey) The Third Party Information System is being used by the inspectors and has realized real results in tax collection. The information to be incorporated is planned to be expanded from customs and inspection information to include real estate related information and bank transactions. Further, with respect to the review of taxation staff education, based on the results of the study it is being implemented within the development study as the Mongolian National Taxation Education System Preparation Study. (FY 2004 Domestic Survey) 1. Subsequent studies: "Study for the Establishment of a Tax Education System" 1) Content of the study: textbook development for the Mongolian tax authority officials. 2) Study period: November 2003 - July 2005 2. Technical cooperation 1) Acceptance of trainee: 2 personnel, revenue official training system, licensed tax accountant system, 28th November 3rd December 2004 2) Dispatch of experts: 11 personnel November 2003 3. Request for subsequent studies: taxation education system (project-type technical cooperation) 1) Content of the study: revenue officials education system establishment, improvement of tax collection system 2) Possibility of implementation: Considered in JICA and Ministries (FY 2005 Overseas Survey) Subsequent study: Mongolia economic transition / development study Implementing period: November 2002 - March 2003 Implementing body: General Department of National Taxation of Mongolia Subsequent study: Third party information system Implementing period: November 2002 - March 2003 Implementing body: General Department of National Taxation (GDNT) of Mongolia Objectives: To develop tax payment information management system to increase payment rate by conducting inspection and revenue management through utilisation of information. Funding: Requested party: Yen Grant Aid Requested date: November 2002 Technical cooperation: Training: Training on Trainers for GDNT to conduct training service 10 personnel 3 to 4 weeks Dispatch of experts: Practical and concrete technical cooperation for tax management system Others: Revision of NTA training system has been conducted. Project will focus on GDNT human capacity development and support for tax management system in Mongolia as well as tax education system.		

市場經濟化支援調査 徴税機能強化支援(納税者情報管理制度整備)

STUDY SUMMARY SHEET

(M/P+F/S)

EAS MNG/S 214/02

1. COUNTRY	Mongolia													
2. NAME OF STUDY	Master Plan Study for Development of Rural Telecommunication System in Mongolia													
3. SECTOR	Communications & Broadcasting / Telecommunication													
4. TYPE OF STUDY	M/P+F/S													
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	(1) Ministry of Infrastructure of Mongolia (MOI) (2) Post and Telecommunication Authority of Mongolia(PTA)												
	PRESENT COUNTERPART AGENCY													
6. CONSULTANT(S)	Japan Telecom. Eng. and Consulting Service (JTEC) Pacific Consultants International (PCI)													
7. STUDY PERIOD	Mar.2002 ~ Feb.2003 11month(s) ~													
8. SITE OR AREA	M/P: 339 sites of districts or towns in the whole Mongolian territory. F/S: 22 sites of districts or towns in three (3) Aimags(Uvurkhangai, Selenge, Dalkhan-Uul)													
9. MAJOR PROPOSED PROJECT(S)														
<p>In the Master Plan Study, three(3) Facility Plans were developed to cover the period through year 2020, all 339 being prioritized in terms of investment time frame to overcome financial constraints that would impede the facility investment to be made all at once. They are Short-Term Facility Plan, Medium-Term Facility Plan and Long-Term Facility Plan that cover year 2003 through 2008, 2009 through 2013, and 2014 through 2020, respectively.</p> <p>Major Scope of Facility Plans in Master Plan</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Item</th> <th style="text-align: center;">Short-Term Plan</th> <th style="text-align: center;">Medium-Term Plan</th> <th style="text-align: center;">Long-Term Plan</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Switching System(lines)</td> <td style="text-align: center;">42,480</td> <td style="text-align: center;">14,580</td> <td style="text-align: center;">5,040</td> <td></td> </tr> </tbody> </table>					Item	Short-Term Plan	Medium-Term Plan	Long-Term Plan	Total	Switching System(lines)	42,480	14,580	5,040	
Item	Short-Term Plan	Medium-Term Plan	Long-Term Plan	Total										
Switching System(lines)	42,480	14,580	5,040											

地方通信網開発マスタープラン

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

Description :

(FY 2003 Domestic Survey)

(1)The Final Reports of M/P and F/S were submitted by the Consultant to Japan's Government through JICA in February 2003.

(2)The said Final Reports were forwarded to the related organizations of Mongolian Government

(3)PTA of Mongolia informed the Consultant that the Final Reports were submitted to the cabinet meeting of Mongolian Government.

(4)In September, 2003, PTA of Mongolia also informed the Consultant that the Final Reports were presented to National Congress meeting of Mongolia for final approval and that the Reports had been approved as a national rural telecommunication system plan of Mongolia

(5)In October 2003, the request for Grant Aid for Japan titled "REHABILITATION OF RURAL TELECOMMUNICATIONS SYSTEM IN KHANGAI AND CENTRAL REGIONS OF MONGOLIA" was submitted to Japan through Mongolian Government.

(FY 2004 Domestic Survey)

1. "Rehabilitation of Rural Telecommunications System in Khangai and Central Regions of Mongolia"

1) March 2003: Submitted for a project to be implemented in fiscal year 2004.

2) October 2004: Reapplied for a project to be implemented in fiscal year 2005 with a new format.

3) Realisation status: For the project, which was requested to be implemented in fiscal year 2004, reconsideration was given by the Mongolian government after June 2004, corresponding to the notification given by overseas agencies of the Ministry of Foreign Affairs (Japanese embassy and JICA). As a result, request reflecting indicated issues were prepared and has been submitted on 25th October 2004.

2. Other progress:

In Mongolia, organisational reform was conducted for MOI and PTA, which were the government agencies for telecommunications and information technology, in September 2004 and Mongolia Information and Telecommunication Technology Department directly under the President. It is considered that project actualisation will be commenced by the new agency.

(FY 2005 Domestic Survey)

Subsequent study:

Progress: Resubmitted in August 2005 as an FY 2006 implementing project.

STUDY SUMMARY SHEET

(F/S)

EAS MNG/S 307/02

1. COUNTRY	Mongolia		
2. NAME OF STUDY	Feasibility Study on Construction of Eastern Arterial Road in Mongolia		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Japan Overseas Consultants Co., Ltd.		
7. STUDY PERIOD	Mar.2001 ~ Jul.2002 16month(s) ~		
8. SITE OR AREA	The study area of the Eastern Arterial Road is the road section from Erdene to Undurkhaan on State Highway No. A0501, approximately 250 km in length. The area, influenced by the study road, consists of 4 eastern provinces of Tuv, Khentii, Dornod and Sukhbatoru as well as the Kherlen river basin.		
9. MAJOR PROPOSED PROJECT(S)			
1) Selection of route alternatives SectionA:Erdene-KherlenPRiver East, SectionB:KherlenPRiver East-Jargaltkhaan, SectionC:Jargaltkhaan-Murun West 2) Section of optimum pavement structure 3) Section of type of Kherlen bridge 4) Other bridge and culverts 5) Environmental impact assessment 6) Road maintenance system 7) Road improvement plan			

東部幹線道路建設整備調査

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

Description :

(FY 2003 Overseas Survey)

The application for Japan Grant aid for construction of bridges and box culverts along Eastern Arterial Road between Baganuur and Undurkhaan has been submitted to the Government of Japan in Dec. 2001. Then, the application for Japan Grant aid for construction of roads and facilities along Eastern Arterial Road between Baganuur and kherlen river East and Murun river West and Undurkhaan and the application for Japan Grant aid for procurement of equipment/ maintenance center on Eastern Arterial Road have been submitted to the Government of Japan in Apr. 2002.

(FY 2004 Domestic Survey)

Grant Aid funded B/D in progress.

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

Subsequent study: B/D on Eastern Arterial Road Construction and Equipment procurement

Implementing period: June 2004-March 2005 (9 months)

Implementing body: JICA

Objective: To conduct basic design and estimate project cost of Section II and Section IV among all six sections of the Eastern arterial road.

Relation with the report: To realise issues decided in the F/S and to prepare a framework of Grant Aid in B/D

Funding:

Funding party: Own funding and Yen Grant Aid (E/N concluded 27 June 2005)

Amount: Own fund: 1,227 million JPY, Yen Grant Aid: (Total) 544 million JPY (As of 1/2 period, undecided for 2/2

period)

Equipment procurement: 501 million JPY

Services : 43 million JPY

Content:

1/2 period: Plant-related equipment procurement and 5.2 km road construction

2/2 period: Other equipment procurement and approximately 55 km road construction

Progress:

After the F/S, the B/D of the project to construct Eastern arterial road and improvement of equipment has been carried out by the consultant.

March 2005: Final report of the study has been submitted.

October 2005: Tender evaluation on contractor and equipment supply has completed.

1/2 period: Contract concluded for equipment supply. Undecided for construction

Other sections is under development with own funding.

STUDY SUMMARY SHEET

(D/D)

SWA BGD/S 401/77

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Television Studio Construction Project		
3. SECTOR	Communications & Broadcasting / Broadcasting		
4. TYPE OF STUDY	D/D		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Information and Broadcasting	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Jul.1977 ~ Mar.1978 8month(s) ~		
8. SITE OR AREA	Dhaka City		
9. MAJOR PROPOSED PROJECT(S)			
<p>Detailed Design for a four-story auditorium (total floor area:3,926 sq.m) located at Dhaka City is to be carried out for the purpose of spreading education as well as advancing culture of Bangladesh. Main facilities are mentioned as follows;</p> <p>I. Architecture (Main Rooms)</p> <p>1)Audience seats area 530m2</p> <p>2)Stage 660m2</p> <p>3)Sub-Control Room 64m2</p> <p>4)Projector Room 19m2</p> <p>5)Offices 39m2</p> <p>6)Canteen 76m2</p> <p>7)Air-conditioning Room 384m2</p> <p>II. Building Equipment Work</p> <p>1)Plumbing & Sanitary Installation</p> <p>2)Electrical Installation</p> <p>3)Air-conditioning Installation</p> <p>III. Broadcasting Facilities</p> <p>1)Program Production Facilities</p> <p>2)Stage & Lighting Facilities</p> <p>3)Public Addressing Facilities & Others</p> <p>IV. Structure</p> <p>Reinforced concrete (Proscenium Arch: Combination structure)</p>			

テレビジョンスタジオ建設計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Construction: (FY 1993 Domestic Survey) As of March 1982, the construction of the auditorium was completed and educational programmes have been produced there.</p> <p>Background: Basic design survey to list up broadcasting equipment was carried out from 24 Mar.1977 till 13 Apr. 1977. After that, this study was conducted.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA BGD/A 301/79

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Narayanganj-Narsingdi Irrigation Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Water Development Board (BWDB)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Jul.1977 ~ Jul.1978 12month(s) ~		
8. SITE OR AREA	Project area: 24km east from Dacca covering a gross area of 59,600ha		
9. MAJOR PROPOSED PROJECT(S)			
1) Flood Protection Embankment New Dike 35.0 km Additional Embankment 24.1 km 2) NO.1 Pumping Station Area (13,100ha) Pumping Station diameter 1,650 mm X 6 NOS. Irrigation Canal 168.7 km Drainage Canal 10.0 km 3) NO.2 Pumping Station Area (13,400ha) Pumping Station diameter 1,650 mm X 6 NOS. Irrigation Canal 186.8 km Drainage Canal 13.7 km			

N-N地区かんがい計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Project area-45,000ha (1) Demonstration Unit (1,300ha) Subsequent Studies: Jul.1981 B/D Finance: Oct.20.1981 E/N 840 mil.Yen (Project for the Improvement of the N-N Irrigation Facilities) *Contents Construction of the demonstration facility with irrigation function and flood protection function in Narshinghi. Construction: 1981~Mar.1984 implemented (Consultant/Chuo Kaihatsu Co.)</p> <p>(2) Block A-1 (3,000ha) Implementation cost is 11,390.22 Taka (including F.E.8,201.78 Taka) Subsequent Studies: Feb.12.1989 E/N 76 mil.Yen (Project for the Construction of the N-N Irrigation Facilities D/D) Jan.11.1988 E/N 105 mil.Yen (Project for the Rehabilitation of N-N Irrigation Facilities D/D) Finance: Sep.7.1988 E/N 536 mil.Yen (Project for the Rehabilitation of the N/N Irrigation Facilities) *Contents Construction of the irrigation facility in Narshinghi. Aug.24.1989 E/N 570 mil.Yen (Project for the Construction of the N-N Irrigation Facilities) *Contents Construction of the ring dike (18km) at N-N irrigation area, irrigation of farmland (2,230ha), construction of bank. Jun.6.1990 E/N 1,796 mil.Yen (Project for the Construction of the N-N Irrigation Facilities) *Contents Construction of the irrigation facility in Narshinghi. Aug.29.1991 E/N 977 mil.Yen (Project for the Construction of the N-N Irrigation Facilities) *Contents Construction of the irrigation facility in Narshinghi. Construction: Sep.1990~Mar.1993 implemented (Consultant/Japan Engineering Consultants Co.,Ltd, Contractor/Shimizu Kensetsu)</p> <p>Management/Administration: Project management is being carried out by 14 machinery technicians, 9 civil engineers and 8 reserve staff under the responsibility of BWDB. Administration at pump site and operation diary are comparatively in good condition. Water management at pump side is rigid and some farmers complain. Due to the financial shortage, the number of staff is not enough and procurement of materials and parts tends to delay. Establishment of a farmers' organization and charge for water are being considered but are not achieved yet.</p> <p>Effect: (FY 1993 Overseas Survey) Communication of Project area is much developed, and the peoples in the locality is now cultivating three crops in a year. Although before the Project implementation, only one crop was cultivated in a year. The technology transfer is appreciated as it is very useful and appropriate. (FY 1996 Domestic Survey) Agricultural production has increased drastically owing to introduction of high yield variety and rise of planted rate (130%~230%). Also farm production has diversified. For example planting of cash crops to sell at Dhaka has increased, big consumption area. Stabilization of public welfare by flood protection. Revitalization of social and economic activities by utilizing bank road. Increase of fish-raising industry by utilizing Borrow Pit and new excavation.</p> <p>(3) Remaining Works (Block A-2, A-3 and B) Subsequent Studies: (FY 1997 Domestic Survey) Sep.~Dec.1995 SAPROF (OECF) Difference with JICA's proposal: The project includes improvement of irrigation / drainage facility in Block A-2. Bank will be constructed in outer spaces including Block A-2.A-3, Area B, because to construct a bank along with D-N road would be difficult. Complementary Study was conducted by OECF contacting with local consultant after SAPROF had been finished. Some measures for social aspects were proposed.</p> <p>Jul.1997 L/A 339mil.yen (N-N Drainage, Irrigation Project E/S) *Contents of project EIA, additional design survey, D/D on bank and irrigation / drainage facilities, establishment of supporting programs for land acquisition, training, participatory development, agricultural management, and so on.</p> <p>Construction: (FY 1998 Domestic Survey) Not yet started.</p>		

N-N地区かんがい計画

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 301/84

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Meghna-Gumti Bridges Construction Project		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Roads and Highway Dept., MOC	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Feb.1984 ~ Mar.1985 13month(s) ~		
8. SITE OR AREA	Road between Dhaka and Chittagon		
9. MAJOR PROPOSED PROJECT(S)			
<p>The Meghna River (about 830m wide) and the Meghna-Gumti River (about 1,360m wide) cross the Dhaka-Chittagong Highway about 25km and 40km east of Dhaka, respectively, where the Roads and Highways Department(RHD) provides mechanised ferry services. As the waiting time of vehicles for the ferries has increased, RHD has expanded the ferry arrangements to accommodate the increased traffic demand. However the necessity of ferry improvements will arise with the continuously increasing traffic. It is urgent to construct two bridges across these rivers which will complete the 380km long Aricha-Dhaka-Chittagong Highway, and the Dhaka-Chittagong Highway will be connected with the land transportation. The bridges are Meghna Bridge 930m, Meghna Gumti Bridge 1,480m respectively.</p>			

メグナ・メグナグムティ橋建設計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : This project is ranked as top priority in the 5th National Five Year Plan. (1)Meghna Bridge Subsequent Studies: Apr.1985 E/N 191 mil.Yen (Project for the Construction of Meghna Bridge D/D) Finance: Oct.1986 E/N 1,195 mil.Yen (Project for the Construction of Meghna Bridge (national loan-1/5)) Aug.1987 E/N 1,986 mil.Yen (as above (national loan-2/5)) Sep.1988 E/N 1,999 mil.Yen (as above (national loan-3/5)) Jul.1989 E/N 1,936 mil.Yen (as above (national loan-4/5)) Jun.1990 E/N 841 mil.Yen (as above (national loan-5/5)) Construction: Mar.1987 started (48 months) Feb.1991 completed May.1991 Opening Ceremony was held (FY 1991 Overseas Survey) (2)Meghna-Gumti Bridge Subsequent Studies: Jan.1991 E/N 140 mil.Yen (Project for the Construction of the Meghna Gumti Bridge D/D) Finance: Aug.1991 E/N 1,168 mil.Yen (Project for the Construction of the Meghna Gumti Bridge (national loan-1/5)) FY 1992 E/N 2,093 mil.Yen (as above (national loan-2/5)) FY 1993 E/N 2,236 mil.Yen (as above (national loan-3/5)) FY 1994 E/N 1,947 mil.Yen (as above (national loan-4/5)) FY 1995 E/N 759 mil.Yen (as above (national loan-5/5)) Construction: Nov.1994 Opening Ceremony was held (FY 1994 Domestic Survey)		

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 302/85

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Establishment of Railway Carriage and Wagon Manufacturing Plant		
3. SECTOR	Transportation / Railway		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Railway	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS)		
7. STUDY PERIOD	Nov.1984 ~ Nov.1985 12month(s) ~		
8. SITE OR AREA	Parbatipur in Town, Dinajpur District		
9. MAJOR PROPOSED PROJECT(S)			
1.Manufacturing workshop for passenger and freight cars (annual production): Total area---239,000 sq.m Passenger cars---120 Freight cars---900 2.Administrative offices and other necessary facilities: Houses for personnel---1,300			

鉄道車輛工事建設計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Reasons of Stoppage: Due to damages of cyclone and financial problem.</p> <p>Detail: (FY1991 Overseas Survey) From July through September 1987, Bangladesh was hit by a flood, the severest one in 40 years. As a result, railway routes were disrupted in many places and cut at more than 300 sections. Although efforts were made for the restoration, damages were caused again in 1991 by a cyclone. Under such circumstances, this project is now in suspension. No aid is given to this sector by the World Bank and the other donor agencies, because this sector holds problems in management.</p> <p>(FY1993 Overseas Survey) Suspended/Discontinued due to the changes of development policy in terms of the priority and the problems of financing.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA BGD/S 201B/87

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Development Project of Dhaka and Narayanganj Ports		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Inland Water Transport Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)		
7. STUDY PERIOD	Jan.1986 ~ Oct.1987 21month(s) ~		
8. SITE OR AREA	Ports at Dhaka and Narayanganj		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P> The study identified the long-term development plan ending 2005 with the following proposals.</p> <ul style="list-style-type: none"> - 12 wharves for general cargo - 5 wharves for containerized cargo - Passenger terminal for medium to long-distance travels to alleviate the congestion of the existing terminal <p><F/S> The short-term development plan:</p> <ul style="list-style-type: none"> - 4 floating wharfs for general cargo - 2 warehouses - open yard, and access roads - new handling equipment 			

ダッカ・ナラヤンガンジ港整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Sep.1993 L/A 179 mil.Yen (Dhaka Port Development Project E/S) Oct.1994~Jun.1996 Implemented (container wharf) Consulting Firm / PCI Content/ F/S review, Field investigation, D/D Cost estimate, preparation of tender document and technology transfer.</p> <p>Difference between JICA Proposal: 1)JICA proposed two separate places for container terminal & general cargo jetty but proposal has been made for side by side at one place for same. 2)JICA proposed straddle carrier but consultant designed RTG cranes.</p> <p>Finance: (FY 1997 Overseas Survey) GOB already applied for OECF loan amounting Taka 526.7mil.</p> <p>Construction: (FY 1996 Overseas Survey) Jul.1997~Jun.2000 Scheduled to be implemented</p> <p>Detail: The Planning Commission of the Government of Bangladesh instructed BIWTA to prepare a project paper for the combination of Cargo Handling Facilities and Container Terminal Projects in April 1991.</p> <p>(FY 1993 Overseas Survey) Bangladesh government considers this project as same as "Development Project of Container Terminal at Dhaka-Narayanganj Port (F/S,1991)" Top priority is given by Government to the project, following the world trend to the containerization. The transferred technology was appropriate and useful with the good timing.</p> <p>(FY 1997 Overseas Survey) GOB acquired 36.3 hectors land for the project.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 303/87

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Water Drainage System Improvement Project in Dhaka City		
3. SECTOR	Social Infrastructure / River & Erosion Control		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dhaka Water Supply and Sewerage Authority (DWASA)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Nov.1986 ~ Nov.1987 12month(s) ~		
8. SITE OR AREA	Dhaka City		
9. MAJOR PROPOSED PROJECT(S)			
<ul style="list-style-type: none"> - Dike: H=6m, total length=4,800m - Pump Station: Rehabilitation 9.6 cu.m/sec(1site) New Construction 9.2 cu.m/sec(1site) - Gates: W=6m, H=6m (2 sites) - Khals: Improvement: total length 13.1km - Drainage Pipes: Construction 12.5km 			

ダッカ市雨水排水施設整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>The Aftercare Study of this study was conducted in 1989 based on the record maximum floods of 1988 floods (70 year frequency). (FY1991 Overseas Survey)</p> <p>The study on the nationwide flood policy was conducted by the international organizations and each donors. The east part of Dhaka City was assigned to ADB, and the western part was assigned to Japan.</p> <p>(1)West Side (FAP8B) Rehabilitation of dike, improvement of drainage channel and construction of pumping station.</p> <p>Subsequent Studies: Mar.1990 E/N 66 mil.Yen (Water Drainage System Improvement Project in Dhaka City) Mar.~Jun.1990 D/D</p> <p>Finance: Sep.1990 E/N 626 mil.Yen (Water Drainage System Improvement Project in Dhaka City) Aug.1991 E/N 1,158 mil.Yen (Water Drainage System Improvement Project in Dhaka City) May.1992 E/N 397 mil.Yen (Water Drainage System Improvement Project in Dhaka City)</p> <p>Construction: Construction trader: Obayashi construction Mar.1991~Mar.1993 Completed</p> <p>Situation: (FY1995 Overseas Survey) This project was taken over by the DWASA, which carried out an updating study of this project.</p> <p>(2)East Side (FAP8A) Subsequent Studies: May.1992 F/S completed (ADB)</p> <p>Finance: ADB loan 915 mil.US\$</p> <p>Construction: 1996~1997 (schedule)</p> <p>*Refer to "Storm Water Drainage System Improvement Project in Dhaka City (Updating Study) (1989)"</p>		

STUDY SUMMARY SHEET

(F/S)

SWA BGD/A 302/88

1. COUNTRY	Bagladesh			
2. NAME OF STUDY	North Rajshahi Irrigation Project			
3. SECTOR	Agriculture / (Agriculture in) General			
4. TYPE OF STUDY	F/S			
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Water Development Board (BWDB)		
	PRESENT COUNTERPART AGENCY			
6. CONSULTANT(S)	Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.			
7. STUDY PERIOD	Jul.1987 ~ Jun.1988 11month(s) ~			
8. SITE OR AREA	Whole area: 72,270ha in northwest of Rajshahi City Irrigable area: 51,200 ha out of the whole area			
9. MAJOR PROPOSED PROJECT(S)				
	Barindo District		Paba District	
	Vertical	Mixed	Vertical	Mixed
Type of Pump				
Intake Capacity (m3/sec)	44.24		9.44	
Diameter (mm)	1,650	1,350	1,350	1,000
Unit	4	4	1	2
Pumping (m3/sec)	6.65	4.00	4.12	2.07
Motor Output (Kw/Unit)	2,390	1,460	720	370
Main Canal(Km)	49		14	
Branch Canal (Km)	445		82	

ラジシャヒ北部灌漑計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : Finance: 1990 The Government of Bangladesh requested for OECF loan to implement the irrigation over 9,000ha, but the OECF survey mission concluded that the project was premature for financing. Detail: (FY 1991 Overseas Survey) The economic viability of large-scale pump irrigation schemes are increasingly considered doubtful vis-a-vis the country's vulnerability to frequent floods these years. Other agricultural projects under implementation elsewhere are encountering the difficulty of purchasing land for irrigation development. The Government of Bangladesh thus withdrew the OECF application for the proposed project. (FY 1995 Overseas Survey) This project is planned based on the river water of Ganges as the water resource. However, after expiry of the memorandum of understanding with India in 1988, it became hard to get enough amount of water. At present, the negotiation with India is carrying out to this water supplement issue. The drainage systems are being investigated under FAP (Flood Action Plan) and recommended to implement as for a medium-term project. (FY 1996 Overseas Survey) The Government of Bangladesh is not in a position to implement the project with her own resources. OECF loan is requested for the project implementation. Implementation of the project will be assigned to BWDB. Recovery of the project may be possible by imposing water tax to the beneficiaries. (FY 1997 Overseas Survey) The project was included in the Three Year Rolling Programme (1996~98) and also in ADP (1997~98). Recently signed Ganges Water Treaty, has a provision for 35,000 cubic of water flow which is favorable to this project. Financial problem is delaying implementation.		

STUDY SUMMARY SHEET

(M/P)

SWA BGD/A 101/89

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Model Rural Development Project for Homna and Dandkandi Upazila Comilla District		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	LGEB BRDB	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Taiyo Consultants Co., Ltd.		
7. STUDY PERIOD	Oct.1988 ~ Sep.1989 11month(s) ~		
8. SITE OR AREA	Homna Sub-district and Daudkandi Sub-district		

9. MAJOR PROPOSED PROJECT(S)

The Model Rural Development Project for Homna and Daudkandi Upazilas is aimed to increase employment opportunities and incomes of rural poors through expanded production in agriculture, inland fisheries and rural industries. For this end, the Project constructs the following infrastructures and undertakes measures for strengthening and modernization of cooperatives.

(1) UCCA related works

- UCCA building 2 nos
- Agriculture Modernization Center 2 nos
- Inland Fish Center 2 nos
- Godown cum Community Center 143 nos

(2) Infrastructure development

- Re-excavation of irrigation canal 143 km
- Low lift pump 341 nos - Floating pump 5 nos
- Feeder road A 18 km - Feeder road B 140 km
- Rural road 83 km - Bridge 144 nos
- Growth center 8 nos - Hat market 34 nos
- Fish pond improvement 4500 nos
- School improvement 31 nos
- Drinking water supply 676 nos

The Project will be implemented in three stages. The total cost is estimated at 6,253 million Taka, of which 1,630 million Taka is appropriated for the first stage priority project.

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Subsequent Study: 1991.1.7~2.28 B/D</p> <p>Finance: Dec.11.1991 E/N 723 mil.Yen(Model Rural Development Project-Phase 1/3) Aug.16.1992 E/N 849 mil.Yen(Model Rural Development Project-Phase 2/3) Jul.11.1993 E/N 895 mil.Yen(Model Rural Development Project-Phase 3/3)</p> <p>Contents: Elaboration of plan for rural infrastructure service and strengthening of rural organization at Homna and Daud Kandi.</p> <p>Construction: Phase I Dec.1991~Mar.1995 Completed (Consulting firm:Taiyo Consultants Co.,Ltd./ Construction Trader: Nishimatsu Construction) The construction work includes two Training Centers, two Workshops and two Godowns.</p> <p>Mini Project-type Technical Corporation Jan.6.1992~Jan.5.1996 Rural Development project This technical cooperation was implemented by JOCV and Japanese irrigation experts. With their assistance, the facilities constructed under this cooperation have been in operation.</p> <p>Effect: (FY 1995 Overseas Survey) RBDB and TCCA (Thana Central Cooperative Association) conduct training courses of agricultural production and upgrading life for people in the villages. JOCV volunteers are involved in these training. The project was very effective specially in improving the living standard of rural inhabitants. About 70% of them are benefited. (FY 1996 Domestic Survey) The improvement of industrial facilities in rural area has provided approximately 80,000 people with the opportunity for long-term employment. (FY 1996 Overseas Survey) The construction of workshops and godowns has resulted in the increase of agricultural production and the ensuring of fare prices through adequate marketing facilities.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 304/89

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Development of Chittagong Airport		
3. SECTOR	Transportation / Air Transportation & Airport		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Civil Aviation and Tourism Civil Aviation Authority of Bangladesh	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Nov.1988 ~ Sep.1989 10month(s) ~		
8. SITE OR AREA	Chittagong Airport		
9. MAJOR PROPOSED PROJECT(S)			
<p>The following projects are proposed in order to 1) rehabilitate the existing airport; 2) ensure functions as the substitute airport of the Dhaka Airport which is often damaged by flood; and 3) ensure the conditions (safety, punctuality, and capacity of facilities) as the international airport.</p> <ul style="list-style-type: none"> - Overlay of runway and rearrangement of runway strip in compliance of ICAO standards; - Construction of new terminal area (parking apron (B747:1, DC10:1, B737:2), taxiway, passenger terminal building (5,400 sq.m), cargo building (2,000 sq.m), control tower, car park (280 cars), access road and public utilities); - Installation of air navigation facilities (lighting, radio, communications and meteorological facilities); and - Storm Water Drainage. 			

チッタゴン国際空港開発計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Sep.1993 L/A 333 mil.Yen (Development Project of Cittagong Airport E/S) consultant CAAB (Civil Aviation Authority of Bangladesh) Mar.1994~Jun.1995 implementation Jul.1994~Jun.1995 D/D Consulting Firm / PCI</p> <p>Finance: Aug.1996 L/A 10,943 mil.Yen (Development Project of Cittagong Airport) *Contents Overlay of runway, construction of taxiway and apron, construction of passenger's and cargo terminals, construction of operation complex, etc., construction of navigation aid facilities and construction of facilities for supply and treatment.</p> <p>Construction: (FY 1997 Overseas Survey) March 1998 commenced Dec.2000 scheduled to be completed Dec.2000~Dec.2001 defect liability period</p> <p>Detail: (FY 1991 Overseas Survey) The investment interest of Japanese enterprises in the export processing zone in Chittagong is increasing, so the construction of International Airport is needed.</p> <p>(FY 1993 Overseas Survey) As for the second international airport of the country, as an alternative airport of Zia international airport and as a disaster relief center, the plan seems to be very appropriate.</p> <p>(FY 1996 Overseas Survey) E/S for Stage 2 is under process for approval.</p> <p>(FY 1997 Domestic Survey) Approval of the selected contractor by the government is on process.</p> <p>Related Project: (FY 1997 Overseas Survey) "Chittagong Airport Up-grade" BCAA signed an agreement with Japanese companies to upgrade the airport into a full fledged international airport.</p> <p>Finance: The GOB has approved 5,410mil. Taka involving 4,448mil. Taka from OECF. *Components 3,060m runway, 18,850km2 passenger terminal building, 2,870km2 cargo terminal building.</p> <p>Construction: Mar.1998 to be started (for 33 weeks)</p> <p>Impacts: Saudi Air, Qatar Air, Oman Air, Emirate, Gulf air and Thai air shows their intention to CAAB to fly into the Cittagong Airport. CAAB has been preparing for opening the Airport.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 305/89

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Optimization of Capacity Utilization and Improvement of Performance of Chittagong Dry Dock		
3. SECTOR	Transportation / Marine Transportation & Ships		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Steel & Engineering Corporation (BSEC)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Overseas Ship-building Cooperation Centre (OSCC) Mitsui Engineering & Shipbuilding Co., Ltd.		
7. STUDY PERIOD	Mar.1989 ~ Feb.1990 11month(s) ~		
8. SITE OR AREA	Chittagong		
9. MAJOR PROPOSED PROJECT(S)			
(1) Slipway for small ship repair 18.30m X 145.00m (2) Establishment of galvanizing industry (3) Supplement of machinery and equipment (4) Increase of repair service capacity 1989/90 21 ships per year 2002/03 39 ships per year 2012/13 49 ships per year			

チッタゴン造船所整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : Reasons for Delay or Suspension: (FY1993 Overseas Survey) According to the feasibility study of JICA, Taka 28 crore is required to implement the Project. The main factor which delayed the implementation of the Project is the financial problems. The project may be implemented only when the fund becomes available from Governmental grant assistance from Japan or any other donor country. (FY1996 Overseas Survey) For the future grant aid project, it is required to reconsider over the F/S. (FY 1997 Domestic Survey) F/S review is not carried out yet, preparation of request for grant aid neither. (FY 1997 Overseas Survey) Negotiations were carried out with foreign companies such as Jurong Shipyard of Singapore, Komatsu Japan for joint venture but finally not succeeded. GOB is still looking for joint venture collaboration with some Japanese companies. To implement other recommendations, Chittagong Dry Dock needs technical assistance. (FY 1998 Domestic Survey) Although grant aid assistance can be thought as the only way to realize the project, request for grant aid has so far not been prepared. (FY 1999 Overseas Survey) The project is not cancelled at all. No progress could be made yet due to the lack of fund of the Bangladesh Government as well as the absence of any collaborating partner from overseas. However, negotiations are being carried out from time to time with foreign companies/agencies which indicate some interest in the project. During the recent days, BSEC (Bangladesh Steel & Engineering Corporation) considers that from the business point of view a second Dry Dock will be more beneficial than a Slipway. To justify this new idea and also to reconsider the viability of the entire project after the lapse of a long period of ten years, a further study to review the original F/S has become necessary. As a result, this issue will be taken up for discussion in the Board Meeting of March 2000 with the aim of requesting JICA through Bangladesh Government for a review study of the project.		

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 306/89

1. COUNTRY	Bagladesh																							
2. NAME OF STUDY	Storm Water Drainage System Improvement Project in Dhaka City (Updating Study)																							
3. SECTOR	Social Infrastructure / River & Erosion Control																							
4. TYPE OF STUDY	F/S																							
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dhaka Water Supply and Sewerage Authority(DWASA)																						
	PRESENT COUNTERPART AGENCY																							
6. CONSULTANT(S)	Pacific Consultants International (PCI)																							
7. STUDY PERIOD	Jul.1989 ~ Jan.1990 6month(s) ~																							
8. SITE OR AREA	Total project area is 134.9 sq.km including 45.9 sq.km of urgent area of Dhaka City																							
9. MAJOR PROPOSED PROJECT(S)																								
<p>The purpose of this project is to improve the drainage condition of Dhaka city which is located in the estuary delta area surrounded by the Gangas, Brahmaputra and Meghna rivers.</p> <p>The proposed storm water drainage facilities are categorized into two (2) phases, i.e 1) Phase I program and 2) Urgent Project taking into account the priority sequency of the drainage system.</p> <p>The facilities of the Urgent Project are selected from the Phase I program which include On-going Project by the Bangladesh government and other low priority facilities. The urgent project facilities are shown below:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Facility</th> <th style="text-align: left;">Phase I Program</th> <th style="text-align: left;">Urgent Project</th> </tr> </thead> <tbody> <tr> <td>1) Pump Station</td> <td>1 Place 10 m3/s</td> <td>1 Place 10 m3/s</td> </tr> <tr> <td>2) Gate</td> <td>1 Place</td> <td>1 Place</td> </tr> <tr> <td>3) Khal Improvement</td> <td>7,200m</td> <td>7,200m</td> </tr> <tr> <td>4) Brick Revetment</td> <td>1,000m</td> <td>1,000m</td> </tr> <tr> <td>5) Box Culvert</td> <td>5,800m</td> <td>2,200m</td> </tr> <tr> <td>6) Bridges</td> <td>5 Place</td> <td>5 Place</td> </tr> </tbody> </table> <p>A part of Urgent Project was implemented in Feb. 1993 by the Japanese Grant Aid Program.</p>				Facility	Phase I Program	Urgent Project	1) Pump Station	1 Place 10 m3/s	1 Place 10 m3/s	2) Gate	1 Place	1 Place	3) Khal Improvement	7,200m	7,200m	4) Brick Revetment	1,000m	1,000m	5) Box Culvert	5,800m	2,200m	6) Bridges	5 Place	5 Place
Facility	Phase I Program	Urgent Project																						
1) Pump Station	1 Place 10 m3/s	1 Place 10 m3/s																						
2) Gate	1 Place	1 Place																						
3) Khal Improvement	7,200m	7,200m																						
4) Brick Revetment	1,000m	1,000m																						
5) Box Culvert	5,800m	2,200m																						
6) Bridges	5 Place	5 Place																						

ダッカ市雨水排水施設整備計画(アフターケア)

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)West Side (FAP8B) Rehabilitation of a pumping station and drainage channel (4.1km) Subsequent Studies: Mar.1990 E/N 66 mil.Yen (Storm Water Drainage System Improvement Project in Dhaka City) Mar.~Jun.1990 D/D Finance: Sep.1990 E/N 626 mil.Yen (Storm Water Drainage System Improvement Project in Dhaka City) Aug.1992 E/N 1,158 mil.Yen (Storm Water Drainage System Improvement Project in Dhaka City) May.1992 E/N 397 mil. Yen (Storm Water Drainage System Improvement Project in Dhaka City) Construction: Mar.1991~Mar.1993 Completed Construction Trader:Obayashi Construction Operation & Maintenance: (FY 1997 Overseas Survey) Programmes for skill development of Bangladesh personnel for O&M of pump station are necessary. Situation: (FY 1995 Overseas Survey) Pumping station completed by Japanese Grant Aid, has been smoothly operated since 1993, there has been no trouble so far and stock of spare parts are sufficient. (FY 1997 Overseas Survey) Bangladesh engineers constructed 6km of Box Culvert through their own effort.</p> <p>(2)East Side (FAP8A) Subsequent Studies: May.1992 F/S by ADB completed Finance: ADB fund 915 mil.Yen Construction: 1996~97 Construction to be completed (FY 1999 Overseas Survey) The works have been delayed and are now expected to be completed in December 2000. (FY 2000 Domestic Survey) No progress until now.</p> <p>Effects/Impacts: (FY 1999 Overseas Survey) As a result of implementation of this project, a lot of improvement in the drainage system of Dhaka City (especially in those areas covered by this project) has been achieved.</p> <p>Remained Project: Box culvert 3,600m has not been implemented at the end of 2000. No progress has been observed for this part.</p> <p>*Refer to "Water Drainage System Improvement Project in Dhaka City (1987)"</p>		

STUDY SUMMARY SHEET

(F/S)

SWA BGD/A 303/90

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Kurigram Irrigation and Flood Control Project: North Unit		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Water Development Board (BWDB)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Sanyu Consultants Inc.		
7. STUDY PERIOD	Jul.1989 ~ Oct.1990 15month(s) ~		
8. SITE OR AREA	The study area (A=35,100ha) is located in 4 Upazilas ; Kurigram, Bhurungamari, Fulbari and Nageswari in the Kurigram District, adjoining of the West Bengal of India.		
9. MAJOR PROPOSED PROJECT(S)			
<p>To measure plans for irrigation, river flood embankment, drainage facilities improvement and agricultural supporting systems.</p> <ul style="list-style-type: none"> . Communal area = 32,800ha . Pump station for irrigation A=29,500ha, Q=42.8cub.m/sec. . Reversible pump station for irrigation / drainage A=3,300ha, Q=4.9cub.m/sec. . Improvement of embankment and regulators . Canals and relationship structures 			

クリグラム北部灌漑排水計画

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

Description :

Finance:

During the annual meeting of 1992, The government of Bangladesh requested an OECF loan.
 Although OECF sent a preliminary mission in Jun.1992, it decided to turn down the request because the electricity supply plan to the main pumping station had not been confirmed.
 Financial cooperation is being requested to the Government of Japan.

Detail:

Further study and reconsideration are needed to adjust to the standard flood control policy of Bangladesh.

(FY 1993 Overseas Survey)

After completion of additional survey and detailed design studies, the preparation to secure finance will be started.

To involve more number of local consultants and personnels of the Government of Bangladesh to the Project activities will be requested to JICA.

(FY 1994 Domestic Survey)

Although further study is needed to modify the project, it is suspended due to the lack of fund.

(FY 1995 Overseas Survey)

As the result of the fact-finding survey done by OECF in 1990, it was found that there was no idea to supply electric power for the pump stations. Therefore, the implementation of this project had been once suspended.

However, since this project covers the area used to suffer the flood disasters every year, the construction of the drainage facilities, 22km of embankment and about 3km of power distribution line to the pump stations are planned and promoting with a high priority.

(FY 1996 Domestic Survey)

Due to financial constraints, no progress has been made to revise the electric supply plan, which the OECF preliminary study team found unsatisfactory. Therefore, no action has been taken for the implementation of the proposed project.

(FY 1996 Overseas Survey)

The electricity plan is completed.

(FY 1997 Domestic Survey)

It is possible that request for grant aid will be submitted after FY 1999.

(FY 1997 Overseas Survey)

The project is getting delayed due to the lack of interested donor to support the project financially.

IDB has given indication that it may consider to send an appraisal mission which is not yet confirmed.

(FY 1998 Domestic Survey)

Higher priority is put on the development project of infrastructure in the capital area which was damaged by flood this year. Therefore, lower priority is put on this project in Kurigram located in the periphery.

(FY 1999 Overseas Survey)

The project is delayed due to the lack of fund. ERD (Economic Relations Division, Ministry of Finance) is being requested every year to look for a donor, but it seems that the priority is not very high yet. However, Bangladesh Government allocated Tk.10.15mil. for the project out of their very limited FY1999-2000 budget and some work is already in progress.

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 307/90

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Development Project of Container Terminal at Dhaka-Narayanganj Port		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Inland-Waterway Transport Authority (BIWTA)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Nov.1989 ~ Mar.1991 16month(s) ~		
8. SITE OR AREA	Pangaon site on the south bank of the Buriganga River in Dhaka Port		
9. MAJOR PROPOSED PROJECT(S)			
<p>*Construction of a new container terminal</p> <p>1.Terminal area : 8ha</p> <p>2.Berth length : 180m</p> <p>3.Container gantry crane : 2</p> <p>4.Straddle Carriers : 5</p> <p>5.CFS : 1 shed</p> <p>6.Terminal office</p> <p>7.Access road : 3.6km</p>			

ダッカ港コンテナ・ターミナル整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Sep.1993 L/A 179 mil.Yen (Development Project of Dhaka Port E/S) Oct.1994~Jun.1996 Implemented Consulting Firm / PCI Content/ F/S review, Field investigation, D/D, Cost estimate, Preparation of tender document and Technology transfer.</p> <p>Difference with JICA Proposal/ JICA proposed two separate places for container terminal & general cargo jetty but proposal has been made for side by side at one place for same. JICA proposed straddle carrier but consultant designed RTG cranes.</p> <p>Finance: (FY 1997 Overseas Survey) GOB already applied for OECF loan that amount of Taka 526.7mil. (FY 1999 Overseas Survey) The application for ODA loan was not materialized finally. Some steps were initiated to go ahead with the project by self-finance of the Bangladesh Government, but this was not also materialized due to fund constraint. About two years ago, the Ministry of Shipping, without consulting the other relevant ministries/agencies, succeeded to sign a contract with an American company to implement the project on BOO basis. However, this contract could not be implemented yet due to strong opposition from the Labor Union of BIWTA and other inter-agency problems on the Bangladesh side. There is a possibility that during the forthcoming visit of President Clinton to Bangladesh in the last week of March, the existing contract might be amended to suitable terms and conditions for both the parties. However, the insiders of BIWTA still feel that it will be better to try for the JBIC loan again to safeguard the interest of Bangladesh.</p> <p>Detail: Planning Commission of GOB instructed BIWTA to prepare a project paper for the combination of Cargo Handling Facilities and Container Terminal Projects in Apr. 1991. The Feasibility Study was approved officially by GOB in Sept. 1991. The request for Yen Loan of FY1992 has been submitted by GOB at the end of Oct. 1991. As of Mar.1994 The Government of Bangladesh has decided to implement the Development Project of Dhaka Port, combining this project and the Development project of Dhaka and Narayanganj Port.</p> <p>(FY 1993 Overseas Survey) This Project is treated as the same Project namingly "Development project of Dhaka and Narayanganj Ports" (M/P, F/S project completed in FY 1987) by the Government of Bangladesh.</p> <p>(FY 1997 Overseas Survey) GOB acquired 36.3 hectares land for the project.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA BGD/A 102/91

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	The Model Rural Development Project Phase II for Kachua, Nabinagar, Bancharampur and Debidwar Upazilas		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Rural Development Board (BRDB) Local Government Engineering Bureau (LGEB)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Taiyo Consultants Co., Ltd.		
7. STUDY PERIOD	Sep.1990 ~ Aug.1991 11month(s) ~		
8. SITE OR AREA	Old Comilla District (Kachua, Nabinagar, Bancharampur and Defidwar Upazilas)		
9. MAJOR PROPOSED PROJECT(S)			
Master Plan (1) LLP Irrigation Development and Drainage Improvement Programme (2) Fractional Pump Promotion Programme (3) Crop Intensification and Diversification Programme (4) Farm Input Supply Programme (5) Model Farm Credit Programme (6) Semi-Intensive Fish Pond Culture Development Programme (7) Post Harvest Plants Expansion programme (8) Upagila Food Frains Marketing Programme (9) Joint Marketing Promotion Programme (10) Feeder and Rural Roads Improvement Programme (11) Growth Center Improvement Programme.			
Priority Project (1) Irrigation Development 34km ; (2) Fractional Pump 200nos. (3) Road Improve. 14.1km ; (4) UCCA 4nos. (5) Growth Center 4nos.			

モデル農村開発計画 II

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Finance:</p> <p>(FY 1995 Overseas Survey)</p> <p>The Government of Bangladesh has requested grant aid to the Government of Japan. The project design was reviewed to meet the proper scale of the Japanese grant aid.</p> <p>(FY 1997 Domestic Survey)</p> <p>The projects are included in the long list of request for FY 1996 grant aid assistance.</p> <p>(FY 1999 Overseas Survey)</p> <p>BRDB's application for Japan's grant aid could not climb up yet in the ERD's priority list, therefore, no result has come through. However, it seems that some positive actions are now being taken by the LGEB side toward the implementation of a portion of the project.</p> <p>Detail:</p> <p>Considering the situation of Stage I, which was implemented with the Japanese grant aid assistance, and the effect of Mini-Project Technical Cooperation, the implementation of Stage II will be decided.</p> <p>(FY 1997 Overseas Survey)</p> <p>GOB sent a request to Japanese Embassy in May.1997, to support the basic design mission. A proposal was sent scaled down.</p> <p>(FY 1998 Domestic Survey)</p> <p>The situation has not changed.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

SWA BGD/S 202B/92

1. COUNTRY	Bagladesh																																																		
2. NAME OF STUDY	Greater Dhaka Protection Project (FAP8A)																																																		
3. SECTOR	Social Infrastructure / River & Erosion Control																																																		
4. TYPE OF STUDY	M/P+F/S																																																		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Irrigation, Water Development and Flood Control. Flood Plan Coordination Organization.																																																	
	PRESENT COUNTERPART AGENCY																																																		
6. CONSULTANT(S)	Pacific Consultants International (PCI)																																																		
7. STUDY PERIOD	Oct.1990 ~ Jun.1992 20month(s) ~																																																		
8. SITE OR AREA	Greater Dhaka East of Greater Dhaka Area, DND and West part of Narayanganj Area (A=194,04km ²)																																																		
9. MAJOR PROPOSED PROJECT(S)																																																			
<p>*(R) is Rehabilitation <M/P>(1991-2010):Total Project Cost TK 61,208 Mil. 1)Structural Measures 1 Embankment (R) / 16.7km 6 Pump Station / 16 pls 2 Embankment / 108.3km 7 Khal Improvement / 241.4km 3 Flood Wall(R) / 24.9km 8 Drainage Pipe / 17.0km 4 Flood Wall / 55.4km 9 Retarding Pond / 4192 ha 5 Sluice Gate/ 57 pls 2)Non-Structural Measures 1 Reinforcement and Improvement of Flood Forecasting and Warning System 2 Construction (or Improve) of evacuation road networks and flood shelters : 4 Flood Prone Area <F/S></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Greater Dhaka Area</th> <th style="text-align: center;">DND of Narayanganji</th> <th style="text-align: center;">Narayanganji West</th> </tr> </thead> <tbody> <tr> <td>Embankment</td> <td style="text-align: center;">27.52km</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">11.89km</td> </tr> <tr> <td>Sub-Embankment</td> <td style="text-align: center;">17.42km</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">-----</td> </tr> <tr> <td>Road-Cum-Embankment</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">4.10km</td> </tr> <tr> <td>Flood Wall</td> <td style="text-align: center;">21.27km</td> <td style="text-align: center;">3.38km</td> <td style="text-align: center;">11.48km</td> </tr> <tr> <td>Flood Wall(R)</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">25.20km</td> <td style="text-align: center;">-----</td> </tr> <tr> <td>Sluice Gate</td> <td style="text-align: center;">7 pls</td> <td style="text-align: center;">1 pls</td> <td style="text-align: center;">14 pls</td> </tr> <tr> <td>Pump Station</td> <td style="text-align: center;">180.5m³/s(4)</td> <td style="text-align: center;">64.7m³/s(2)</td> <td style="text-align: center;">12.2m³/s()</td> </tr> <tr> <td>Stop Log</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">58 pls</td> <td style="text-align: center;">17 pls</td> </tr> <tr> <td>Retarding Basin</td> <td style="text-align: center;">18.95x1,000,000m³</td> <td style="text-align: center;">6.81x1,000,000m³</td> <td style="text-align: center;">1.28x1,000,000m³</td> </tr> <tr> <td>Khal Improvement</td> <td style="text-align: center;">73.2km</td> <td style="text-align: center;">51.2km</td> <td style="text-align: center;">17.2km</td> </tr> <tr> <td>Bridge</td> <td style="text-align: center;">13 No.</td> <td style="text-align: center;">40 No.</td> <td style="text-align: center;">14 No.</td> </tr> </tbody> </table>					Greater Dhaka Area	DND of Narayanganji	Narayanganji West	Embankment	27.52km	-----	11.89km	Sub-Embankment	17.42km	-----	-----	Road-Cum-Embankment	-----	-----	4.10km	Flood Wall	21.27km	3.38km	11.48km	Flood Wall(R)	-----	25.20km	-----	Sluice Gate	7 pls	1 pls	14 pls	Pump Station	180.5m ³ /s(4)	64.7m ³ /s(2)	12.2m ³ /s()	Stop Log	-----	58 pls	17 pls	Retarding Basin	18.95x1,000,000m ³	6.81x1,000,000m ³	1.28x1,000,000m ³	Khal Improvement	73.2km	51.2km	17.2km	Bridge	13 No.	40 No.	14 No.
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ঢাকা首都圏洪水防衛・雨水排水計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies(Situation of request): (FY 2000 Domestic Survey) In relation to the Dhaka Eastern Bypass Project, the Dhaka Central Eastern Component was requested. However, no progress can be observed due to the unsuccessful negotiation about the demarcation of the project between the World Bank and the Japan side.</p> <p>Finance: (FY 1994 Domestic Survey) Donor meeting is planned to be held at Dhaka city on Dec.1994. On this meeting policy of each donor country or international organization will be discussed. (FY 1995 Domestic Survey) Planned Donor meeting on Dec. 1994 had been cancelled. However, it will be held on around Sep. 1995 in Dhaka. (FY 1996 Domestic Survey) In 1994 FPCO (Flood Plan Coordination Organization) compiled the report for the implementation of respective FAP and distributed it to donors. Although a donor meeting was held in 1995, no concrete action has been taken for the project implementation. (FY 1999 Overseas Survey) The project is again included in the Priority List of FY1999-2000 having the following components: a)Dhaka East Northern Compartment (3,000ha, Tk.4,645mil.); b)Dhaka East Central Compartment (3,000ha, Tk.4,074mil.); c)Dhaka East Southern Compartment (2,000ha, Tk.4,074mil.). Bangladesh Government is now looking for donors for this project. In the ADP for FY1999-2000, Bangladesh Government allocated Tk.300mil.for this project, but no work has started yet.</p> <p>Detail: (FY 1993 Overseas Survey) No commitment from Donors for conducting the detail design and implementation has yet been received. Eastern part of the Greater Dhaka Flood Protection Project (FAP-8A) is under preparation by Bangladesh Water Development Board (BWDB).</p> <p>(FY 1995 Overseas Survey) It may take some time to decide priority among six(6) blocks of the project, because the construction cost will be as large as \$74M. There is another alternative to consider the east embankment as a part of the N-S Trans Bangladesh Trunk Highway (Chittagon - Dhaka - N.W.) which passes the Jamna Bridge which is under construction.</p> <p>(FY 1996 Domestic Survey) ADB implemented F/S on the western region of Dakka, following M/P. Later, as a part of measures for flood mitigation and for environment protection, ADB has undertaken the rehabilitation of drainage canals, the rehabilitation of the bank and the embankment.</p> <p>(FY 1996 Overseas Survey) Ministry of Water Resources had been requested to arrange fund through ERD for the implementation of the sub-projects namely Greater Dhaka East, Narayangonj DND & Narayangonj West. No commitment from Donors for conducting detailed design & implementation has yet been received. PCP for FAP-8A has been prepared by BWDB and is in the process of approval.</p> <p>(FY 1997 Overseas Survey) BWDB prepared a PCP scaled down to Taka 2,300million and sent to MOWR. It is included in the priority list for donor support.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA BGD/S 203B/92

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	River & Erosion Control/ Drainage Improvement in North West Region		
3. SECTOR	Social Infrastructure / River & Erosion Control		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Flood Plan Coordination Organization, Ministry of Irrigation	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. NIKKEN Consultants, Inc.		
7. STUDY PERIOD	Jan.1991 ~ Jan.1993 24month(s) ~		
8. SITE OR AREA	North West Region (34,600 sq.km)		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P> Stagewise Development Plan established</p> <p>1) Short-term plan (1993-1997: Investment Cost US\$580 million) Gaibandha Improvement, Lower Atrai (Polder C&D), L.Jamuna Right Bank, Other FAP projects and On-going projects (Bogra Polder 2 and Gazaria Ichamati)</p> <p>2) Mid-term plan (1998-2007: Investment Cost US\$285 million) Lower Atrai (polder A&B), Teesta Left Bank, Bogra Polder 3 and On-going projects</p> <p>3) Long-term plan after 2007 Hurasagar, Mohananda Right Bnak and Upper Karatoya/Bangali Floodway</p> <p><F/S> The following measures were planned to be provided to mitigate the flood damage from the neighboring rivers in and around the project area:</p> <p>1) Teesta Right Embankment</p> <p>2) Ghagot River flood control</p> <p>3) Drainage improvement in the project area</p> <p>4) Flood proofing and associated development/improvement works for fisheries, health and navigation</p>			

北西地域洪水防御排水計画

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

Description :

This Study (FAP2) was undertaken as one of 26 Flood Action Projects (FAP). FAP2 targeted the area surrounding by the River of Pramaputra and the border with India. This Study was undertaken by the study team participated by the Japanese and the British experts. Respective FAP study was commenced around the same time with the fund provided by various donors. However, because the completion dates of respective study were varied, no integral plan to cover a whole FAP has been made, yet.

FAP-2

(FY 1994 Domestic Survey)

ADB seems to have keen interest of the "Gaibandha Improvement Project" which is a priority project of FAP-2.

(FY 1995 Domestic Survey)

EPCO considers "Gaihandha Improvement Project" as a high priority project. However, it seems to take considerable time before its implementation since no step has been taken to coordinate respective FAP.

(FY 1998 Domestic Survey)

Implementation Plan for the projects proposed by this study and prioritized in FAP has not yet been formulated.

(FY 1999 Overseas Survey)

The project is included in the Priority List of Bangladesh Government for FY 1999-2000 and is waiting for donors.

Environment Impact on the Surrounding Area:

(FY 1995 Overseas Survey)

ADB has just approved a technical assistance amounting to more than B1 million for assessing economic, social and environmental impact to the N-W region by the construction of the Jamna Bridge in December, 1995.

Problems to be solved:

(FY 1995 Overseas Survey)

Relative feasibility and priorities of the project will be affected by the reevaluation of the project from the viewpoint of poverty, environment and people's participation.

Situation:

(FY 1996 Overseas Survey)

Final recommendations of FAP studies have been given in the report on Bangladesh Water and Flood Management Strategy, Sept.1995 approved by the GOB.

(FY 1997 Overseas Survey)

The project is delayed due to lack of financial support.

Related Projects:

(1)FAP-1

(FY 1996 Domestic Survey)

Construction:

Being implemented by IBRD.

(2)FAP-13

(FY 1993 Overseas Survey)

Subsequent Studies:

Oct.1993~Dec.1996 Phase II Study

Finance:

Both Japan and U.K. show their interests to finance FAP-13.

STUDY SUMMARY SHEET

(F/S)

SWA BGD/A 304/92

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Kurigram Irrigation and Flood Control Project: South Unit		
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Water Development Board	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Chuo Kaihatsu Corporation		
7. STUDY PERIOD	Dec.1991 ~ Mar.1993 15month(s) ~		
8. SITE OR AREA	Northwest Region adjacent to Indea, 59,400ha bounded by the existing embankment		
9. MAJOR PROPOSED PROJECT(S)			
1. Irrigation: Existing farm land of 35,500ha will be irrigated the rough conjunctive use of both groundwater and surface water, and percentage of planting will be higher from 190% to 224% 2. Drainage Improvement: Draining network will be improved through rehabilitation works of existsting drainage channels 3. Flood control: Rehabilitation of the existing flood embankment. 4. Rural infrastructure: 52 reconstruction bridges, 30 new bridge, and 9 culverts.			

クリグラム南部灌漑排水計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance:</p> <p>(FY 1995 Overseas Survey) The grant aid for this project has already been requested.</p> <p>(FY 1996 Overseas Survey) OECF is requested for financing.</p> <p>(FY 1997 Domestic Survey) The project is included in the long list of request for FY 1996 grant aid assistance.</p> <p>(FY 1999 Overseas Survey) The project is delayed due to the lack of fund. It seems that it is very difficult for ERD to get a donor for this project. However, Bangladesh Government allocated Tk.28.5mil. for the project out of their very limited FY1999-2000 budget and some work is already in progress.</p> <p>Detail:</p> <p>Government of Bangladesh will implement the plan depending on the Flood Action Plan conducted by World Bank and other organizations.</p> <p>(FY 1993 Overseas Survey) Hoping to involve more local consultants and the staff of the government of recipient country.</p> <p>(FY 1995 Overseas Survey) GOB plans to implement the embankment by themselves. This project has been given high priority as it covers the area where floods occur frequently every year. It is planned to construct the drainage facilities and extend the embankment for flood protection.</p> <p>(FY 1997 Overseas Survey) This project is given priority by the GOB and has been included in the Annual Development Plan. The implementation of the project needs donors' financial support for which GOB is waiting. BWDB completed some protection works and embankment.</p> <p>(FY 1998 Domestic Survey) This project is excluded from the projects that will be provided loan, due to the deteriorating financial situation of Bangladesh government.</p>		

STUDY SUMMARY SHEET

(Basic Study)

SWA BGD/S 501/94

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Geodetic Survey in the People's Republic of Bangladesh		
3. SECTOR	Social Infrastructure / Survey & Mapping		
4. TYPE OF STUDY	Basic Study		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Survey of Bangladesh (SOB)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	International Engineering Consultants Association		
7. STUDY PERIOD	Apr.1992 ~ Mar.1995 35month(s) ~		
8. SITE OR AREA	Approximately 70% of the whole area of Bangladesh		
9. MAJOR PROPOSED PROJECT(S)			
1)To design a plan to protect flood disasters. 2)To draw up topographic maps of Dhaka metropolitan zone. 3)To rearrange the network of secondary datum lines.			

国土測地基準点網整備計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Utilization of Outputs: (FY 1996 Overseas Survey) Outputs are supplied in different development authorities such as Chittagong Port Authority, SPARSO, Water Development Board, etc. SOB is preparing for topographic maps.</p> <p>(FY 1997 Domestic Survey) Outputs of datum lines are being utilized for measurement and regional development plan.</p> <p>Necessity to Update Outputs: (FY 1997 Domestic Survey) There is no necessity to update outputs at present. Datum lines were rearranged in the area covering 70% of whole country. It is necessary to establish nationwide datum line system by rearranging remaining 30%.</p> <p>Related Project: (FY 1997 Overseas Survey) SOB is now implementing a 3 year project (1996~99) on topographic mapping and procurement of equipment with the assistance from the Government of France. (Taka 160mil.)</p> <p>Detail: (FY 1997 Domestic Survey) Assistance on construction of new datum lines, provision of machinery and dispatch of expert was requested to JICA's study team in October 1997. Official request will be submitted in the near future.</p> <p>(FY 1997 Overseas Survey) Survey of Bangladesh received 10 JICA experts in 1996 and 97 to modernize the organization. A Project Performa has been prepared to establish a cartographic center. The organization is planning to complete remaining 30% of land area through own personnel trained under the project.</p> <p>(FY 1998 Domestic Survey) There is no information.</p> <p>(FY 1999 Overseas Survey) 1.Survey of the remaining 30% land area: The measuring ewuipment needed for this purpose have already been obtained through JICA (28 Dec.1998 E/N 341mil.yen). Government of Bangladesh has already allocated a nominal fund of Tk.12 lakh for the work. Therefore, the work will start this year with a plan to complete within the next two years. A short-term JICA expert is expected to arrive soon to help in the necessary preparations for the work. JICA is further requested to provide at least two geodesy experts to guide in the actual work during the Dec.2000 ~ Jan.2001. 2.Cartography equipment: The cartography equipment provided by JICA are already in operation, but having some small problems in operating the printing press. JICA will accept three trainees at the grassroot level to eliminate the problems. 3.Digitization of maps: The French Government's assistance during the last two years for digitization of maps will expire at the end of June.2000. By this time, only 17 maps out of 267 in total have been digitized and as many as 250 maps are left behind. In order to complete the work, a grant aid of US\$3mil and the services of 3 experts for at least 3 years will be necessary.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

SWA BGD/S 201/98

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Development of Sewerage System in North Dhaka		
3. SECTOR	Public Utilities / Sewerage		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dhaka Water Supply and Sewerage Authority (DWASA)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Jagesuido Sekkei Co., Ltd.		
7. STUDY PERIOD	May.1997 ~ Jun.1998 13month(s) ~		
8. SITE OR AREA	<M/P> North Dhaka Area <F/S> North Dhaka Area		
9. MAJOR PROPOSED PROJECT(S)			
<M/P> Tongi Municipality was included in the study area, but it was outside of the administration of DWASA (implementing agency). In this regard, the sewerage system of Tongi was prepared separately from Dhaka City. Stabilization pond method was taken up for the sewage treatment method and separate sewer system was planned in view of locality and the maximum utilization of the existing sewer line. Sewage treatment was planned at the sewage treatment plant from the viewpoint of environmental conservation until the sewerage service is extended throughout the study area.			
<F/S> Out of four (4) sub-areas in North Dhaka, the North Dhaka East area was selected as the target area for the priority project. In addition to the feasibility study, an emergency project was formulated in view of urgency, since the realization of the study result will take considerable time in securing project finance and land acquisition. The emergency project was likewise aimed at introduction of the grant aid assistance.			
FIRR 1)4% of interest rate, 2)6% of interest rate.			

ダッカ北部下水道整備計画調査

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

Description :

(FY 1999 Domestic Survey)

JBIC's loan is not applicable for this project under the current conditions of Bangladesh, while the proposed emergency project was taken up as potential candidate project for the grant aid assistance at the bilateral annual consultation meeting between Bangladesh and Japan. The Bangladesh Government has waited for an early realization of grant aid procurement.

(FY 1999 Overseas Survey)

WASA has already applied to the Ministry of Local Government and Rural Development (LGRD) to take up the matter with ERD (Economic Relations Division, Ministry of Finance) for finding out a donor as soon as possible. WASA has also applied to the Ministry for land acquisition for the project. Meanwhile, WASA is eagerly waiting for fund (about Tk.1,000mil.) from JICA to implement the Emergency Project proposed by the Study. WASA is also requesting the Japan's grant aid for procurement of the sewer cleaning equipment which will cost more than Tk.500mil.

(FY 2000 Domestic Survey)

Subsequent Studies:Oct.-Nov.2000 B/D (JICA)

(FY 2000 Overseas Survey)

The request of Japan's grant aid for "development of sewerage system in North Dhaka" and "procurement of the sewer cleaning equipment in South Dhaka". In order to cope with these requests, JICA implemented pre-survey for grant in May, 2000 and D/D (phase I) in Oct. and Nov., 2000. As the result of these surveys, it was cleared that improvement of sewerage system in Central/South Dhaka is required immediately.

JICA is asking Bangladesh government to examine contents of request. Taking into account reactions by Bangladesh government, JICA will examine feasibility of projects.

(FY 2001 Overseas Survey)

As a result of the discussion between JICA and ERD, the government of Bangladesh decided to prepare an application for Japan's grant aid concerning "Development of Sewage System in Dhaka". The application has been submitted to Japanese Embassy in Bangladesh and project concept paper (PCP) was approved by ECNEC (Executive Committee of the National Economic Council) on Jun 19, 2001 (Requested amount: 3,378 million yen.).

(FY 2003 Overseas Survey)

Although an agreement memorandum was concluded between the Chinese government and the Bangladeshi government on November 1, 2002 on the construction of a sewage treatment plant and the related improvement of sewerage on the eastern side of Northern Dacca, concrete movement has not been seen yet.

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 301/99

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	The Study on Construction of the Bridge over the River Rupsa in Khulna (Phase II)		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Roads and Highways Department, Ministry of Communication	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Japan Overseas Consultants Co., Ltd.		
7. STUDY PERIOD	Jun.1999 ~ Mar.2000 9month(s) ~		
8. SITE OR AREA	Southern section of Khulna Bypass Road, 3km down stream from existing ferry		
9. MAJOR PROPOSED PROJECT(S)			
<p>1) Route: Route 1 was selected, 10.04 km in total length</p> <p>2) Approach Road: West Bank 5,880m and east bank 2,799m</p> <p> i) Cross section: Total width 21.5m, carriage way dual (lane 3.5m and slow lane 2.5m)</p> <p> ii) Canal Bridge: Hatia Bridge: 3*30m length and 2*9m in width Molonghata Bridge: 1*30m in length and 2*9m in width</p> <p> iii) Calvert: 9 lotions</p> <p>3) Rupsa Bridge: 1,360m in length and 16.0m in width</p> <p> i) Main Spans: Superstructure: 7 spans continuous PC box girder 70+5@100+70=640m Substructure: RC bored piles (2.5m in diameter) with pilecaps on water.</p> <p> ii) Approach Spans: Superstructure PC girders 2*12@30m=720m Substructure: RC bored piles (0.9m in diameter)</p> <p> iii) Bank protection: 50*150m on east bank</p> <p> iv) Scour Protection: on piers in water</p>			

ルプシャ橋建設計画調査(フェーズ2)

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description : Finance: (FY 2001 Domestic Survey) 18th Aug. 2000 L/A 8,300 mil.US\$ Construction: (FY 2000 Domestic Survey) RHD (Road and Highway Department) of Bangladesh made contract with a consultant June 2000 to start design review and tender preparation. In November 2000, RHD had completed prequalification and is enforcing tendering. The project will be financed by JBIC loan. (FY 2003 Domestic Survey) 16 May 2001 ~ 11 Nov.2004 66.6% of construction completed on 31 Oct. 2003. (FY 2004 Domestic Survey) No information to be specifically mentioned. (FY 2005 Domestic Survey) The construction has been completed in mid-April, 2005, which an opening ceremony was held in late May. Construction has been able to develop high quality bridge within revised schedule even though critical problems, such as lack of bearing capacity with a long-range concrete pile, have occurred. Currently, final adjustment, final design change and claim approval are in progress. (FY 2005 Overseas Survey) Subsequent project: Khulna bypass road under Rupsa bridge construction project Objective: To connect Khulna-Satkhira and Khulna-Tessore, and bypass traffic jam in Kulna city Implementing body: Road and Highway Department, Ministry of Communication Funding: Funding party: own fund Contents: Construction of a new motorway whose total length is 16.54km and number of traffic lane is 2 but will be expanded to 4 in the future.		

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 301/00

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	The Feasibility Study on the Extension and Expansion of Mohara Water Treatment Plant in the People's Republic of Bangladesh		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Chittagong Water Supply and Sewerage Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Jagesuido Sekkei Co., Ltd.		
7. STUDY PERIOD	Jan.2000 ~ Dec.2000 11month(s) ~		
8. SITE OR AREA	Chittagong City and surrounding area		
9. MAJOR PROPOSED PROJECT(S)			
1) Mohara Water Treatment Plant expansion - 90,000m3/day capacity 2) Khulshi Distribution Reservoir a) Ground - 19,600m3 b) Elevated - 1,780m3 3) Transmission Pipe line - 15,045m 4) Distribution Pipe Line - 48,290m 5) Rehabilitation of existing Mohara Treatment Plant, Kalurghat Iren Removal Plant, Booster Station and Patenga Booster Station			

モハラ上水場拡張計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2001 Overseas Survey)</p> <ol style="list-style-type: none"> 1. After receiving JICA's final report, CWASA submitted PCP (project concept paper) to the government of Bangladesh and is awaiting approval. 2. A request for Japan's grant aid to implement the proposed project has been submitted to the government of Japan. 3. JBIC's Sector Strategic Mission visited CWASA from May 21 to 22, 2001 and discussed fund procurement for the project implementation. 4. CWASA is making efforts to collect delinquent charge from users. 5. Two tasks were organized to crackdown illegal connections, defective meters and bills. 6. Various efforts are made for management and financial improvement. <p>(FY 2005 Domestic Survey) (FY 2005 Overseas Survey)</p> <p>Subsequent Study: Extension of Mohara Water Treatment Plant in the People's Republic of Bangladesh</p> <p>Relation with the study: A project which is based on F/S survey reports</p> <p>Implementing Period: 2005</p> <p>Implementing body: Chittagong Water Supply and Sewerage Authority (CWASA)</p> <p>Funding:</p> <p>Funding party: Own finance</p> <p>Amount: No details known (approximately 35 million USD)</p> <p>Objective: To extend Mohara Water Treatment Plant, according to the proposal made in the study, to secure 90,000 square meters drinking water per day to solve water shortage and to supply safe drinking water to Chittagong city and its surroundings.</p> <p>Status: Implementation with own fund were decided, since request for the Grant Aid made to the Japanese government in 2001 was not accepted.</p> <p>September 2005 - Tender</p> <p>October 2005 - Tender evaluation in progress</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA BGD/S 215/02

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	The Study on Ground Water Development of Deep Aquifers for Safe Drinking Water Supply to Arsenic Affected Areas in Western Bangladesh		
3. SECTOR	Social Infrastructure / Water Resources Development		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Health Engineering, Ministry of Local Government, Rural Development and Cooperatives	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Mar.2000 ~ Dec.2002 33month(s) ~		
8. SITE OR AREA	M/P: Jessore, Jhenaidah, and Chuadanga Districts F/S: Jessore, Jhenaidah, and Chuadanga Districts		
9. MAJOR PROPOSED PROJECT(S)			
<p>F/S:</p> <p>Based on the results of the Study, four priority projects and a regional rural water works plan were formulated.</p> <p>1) Rural Water Supply for Keshabpur by Groundwater from Deep Aquifers: Provision of safe drinking water for 61mouzas (population of 8,400) in urgent areas in Keshabpur by developing groundwater from deep aquifers.</p> <p>2) Improvement and Expansion of Urban Water Supply Facilities in 3 Pourashavas: Provision of arsenic-free water supply through the improvement and expansion of urban water supply facilities for Chuadanga, Jhenaidah, and Moheshpur</p> <p>3) Provision of Arsenic Free Water to Socially Vulnerable Sectors by Rainwater Harvesting and Solar Distillation System</p> <p>4) Establishment of Thana Arsenic Mitigation Promotion Center</p> <p>5) Regional Rural Water Works Plan: Transport of arsenic safe drinking water to rural areas where deep aquifers are not suitable for development through a pipeline.</p> <p>Project Cost:</p> <p>Foreign Cost 1)624 million taka 2)388 million taka 3)358 million taka 4)208 million taka</p>			

砒素汚染地域地下水開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (FY 2003 Domestic Survey) The supplementary survey on deep groundwater use in the Keshabpur area, conducted as a pilot project, revealed that deep ground water not contaminated with arsenic is continually produced. However, regarding the arsenic contamination mechanism, a single source cannot be determined and the fact that the contamination will spread by groundwater flow cannot be denied. It is characterized by constantly changing contamination conditions. Therefore, the use of deep groundwater cannot be considered an absolute measure and the provision of a safe water supply investigated through the development study under the grant aid program has not been achieved. Although the use of deep ground water is thought to be a major alternative plan based on the present situation of groundwater use, it is just one scheme. (FY 2003 Overseas Survey) The Department of Public Health Engineering approved implementation of sewerage development and the water supply improvement project in Keshobpur Thana County, Jessore Province, which is a priority project in the projects proposed in these studies. This project will introduce 30 manual pumps and 3 electric pumps to construct supply water systems in 16 places of Keshobpur Thana County. (FY 2004 Domestic Survey) Subsequent studies: Rehabilitation of the laboratory is in progress. Implementing period: February - August 2004 Submission of final report: July 2005 Funding party: Grant Aid (waiting for an approval) Other progress: B/D on "Strengthening Water Examination System in Bangladesh" conducted in 2004. (FY 2005 Domestic Survey) Subsequent study: Laboratory improvement Implementing period: February - August 2004 Submission of final report: July 2005 Funding party: Yen Grant Aid (Currently waiting for an approval) Other progress: B/D for water quality examination system strengthening plan was conducted. (FY 2005 Overseas Survey) Department of Public Health Engineering (DPHE) has submitted a proposal on waste water development and water supply project implementation for Keshobpur Thana district in Jessore prefecture. The project has not been implemented though DPHE is expecting for an immediate realisation. Subsequent study: Database improvement for deep ground water development Implementing period: 6 months Implementing body: Department of Public Health Engineering Relation with the project: To identify potential and vulnerability of deep groundwater to arsenics. Funding: Funding party: DFID and JICA Amount: 3,105 million BDT Content: software development Objective: 1) To manage data and develop map of aquifer throughout Bangladesh to identify vulnerability and potential 2) to recognise the actions and data gaps based on the aquifer map 3) to prepare an output to utilise in comprehensive aquifer survey.		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA BGD/S 216/02

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	The Study Rural Development Focusing on Flood Proofing in the People's Republic of Bangladesh		
3. SECTOR	Social Welfare / Disaster Relief		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Local Government, Rural Development and Cooperatives, Local Government Engineering Department (LGED)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Sanyu Consultants Inc. RECS International Inc.		
7. STUDY PERIOD	Dec.2000 ~ Sep.2002 21month(s) ~		
8. SITE OR AREA	M/P: Char Area (Gaibandha, Jamalpur, Kurigram, Sirajganj in 4 districts:2,670km ²) and Haor Area (Habiganj, Kishoreganj, Netorokona, Sunamganj in 4 districts:6,500km ²)Total :9,170 km ² F/S: Char Area, Gaibandha district, Fulchhari upazila, Erendhabari union, Algar char gram 713ha and Haor Area, Kishoreganj district, Nikli upazila, Gurai union, Gurai gram 569ha		
9. MAJOR PROPOSED PROJECT(S)			
M/P: (1)Protection of human lives and household properties: 1)Flood-proofing program 2)Sheltering system establishment program (2)Living environment improvement: 3)Primary health care promotion program 4)Rural electrification expansion program (3)Livelihood development: 5)Communication action program 6)Appropriate farming technologies introduction program 7)Community based fishery development and management program 8)Growth center construction program 9)Skill training program 10)Primary education strengthening program (4)Capacity building: 11)Social mobilization and institutional building program F/S: A. Char Area (1)Flood-proofing and improvement of living environment: 1)Homestead raising 2)Sheltering place by raising school ground 3)Approach road to sheltering place 4)Raised hand tubewell 5)Flood warning and evacuation system (2)Livelihood development: 6)Home gardening promotion with nutrition 7)Poultry promotion 8)Skill training on hand weaving (embroidery) 9)Mulberry plantation and cocoon production B. Haor Area (1)Flood-proofing and improvement of living environment: 1)Wave protection plan 2)Raised hand tubewell 3)Flood warning and evacuation system (2)Livelihood development: 4)Home gardening promotion with nutrition education 5)Poultry promotion (Duck rearing) 6)Nursery development for social forestry 7)Technical training on fish culture utilizing borrow pits 8)Training on entrepreneurship and business management for a parboiling plant operation			

洪水適応型生計向上計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (FY 2003 Domestic Survey) LGED set up PIU (Project Implementation Unit) which was recommended during the Study on March, 2003. And 50 m of mound protection works and 2 numbers of hand tubewell were constructed as an examination at Gurai union in Haor Area with an amount of 1.9 million J. yen which raised from fund of Japanese expert assisted by JICA Bangladesh office. As for 2nd stage, LGED is now preparing to start training on vocational skill education (September, 2003). (FY 2003 Overseas Survey) These studies proposed implementation of two pilot projects in two villages - Char Area and Haor Area. A project will be formulated with the whole area as a target based on the analysis of the result obtained from implementation of these pilot projects. Some of the projects have been completed in the aforementioned areas under the financing of JICA, Bangladesh government and interested parties. Another project is expected to be completed in Char Area in near future. LGED submitted a request for a grant aid to the Japanese government in July 2002 in order to pursue all the projects in the aforementioned two areas (210 thousand US dollars, Tk. 117.75 lakhs). Assistance from Japan (Grant Aid) is indispensable to complete the model project. (FY 2004 Domestic Survey) 1. Grant Aid 1) Char area (budget: 1,010 million YEN) - Homestead raising of flood shelter - Homestead raising of evacuation route - Rehabilitation and improvement farm road connecting villages - public market establishment 2) Haor area (budget 1,210 million YEN) - Construction of encroachment protection wall in residential area - Early flood prevention banks for harvest seasons - Construction of underwater farm road connecting villages - Construction of post-harvest facilities (paddy rice drier) - LLP procurement - Rehabilitation of farm roads in villages - Establishment of public market 2. Other funding request By using the debt relief, in addition to the above Grant Aid project, request for soft components using a counter-fund was made (August 2004). 1) Vocational education program 2) literacy and sanitation education to the illiterate. 3) Microcredit 4) Free offer of medicine. 3. Other progress LGED has, based on the D/S output, established PMO within LGED and has established Project Implementation Unit (PIU) in Grai village in Kishoreganj district, Hanor area. With the help of a NGO, developing an understanding for community share, although small, construction of encroachment protection wall and vocational training program was implemented with a participation of the community. In addition, construction is experimentally conducted in Algar char gram in Faibandha district, Char area. (May 2004) LGED has developed its confidence on the outcome of developing community consent, which intends to continue other project proposed for the model project and commence construction of flood-adoptive structure building, and are willing to implement in other areas by combining soft components. (FY 2005 Domestic Survey)(FY 2005 Overseas Survey) Two model projects were prepared in the Master Plan. The progress of the pilot project implemented by LEAD financed by JICA and the Bangladesh government is as follows; Implementing period: January 2003-30 June 2006 Implementing body: LGED Progress: 85% Subsequent study: Rural development in the most vulnerable areas by flood - Char and Haor Implementing period: January 2006 Funding: Funding party: Government Funding and Japanese Government Requested date: July 2004(2005?) Status: After receiving the grant aid request, JICA has sent a study team to Bangladesh from 25 August 2005 to 23 September 2005 to conduct research on necessity, validity and promptness. The Minutes of Discussion was signed between JICA and ERD, which JICA confirmed for a grant aid to construct erosion protection walls in Haor excluding Char from the target area. JICA has not yet given a final decision on the amount of grant aid to the Char-Haor project, which LGED will prepare Development Project Plan to submit the Bangladesh government in order to secure matching fund after decided.		

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 301/03

1. COUNTRY		Bagladesh
2. NAME OF STUDY		Feasibility Study for Up-gradarion and Expansion of Data Communication / Transsmision Network of Flood Forecasting and Warning Service
3. SECTOR		Social Infrastructure / River & Erosion Control
4. TYPE OF STUDY		F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangladesh Water Development Board (BWDB), Ministry of Water Resources
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)		Nippon Koei Co., Ltd.
7. STUDY PERIOD		Oct.2002 ~ Dec.2003 14month(s) ~
8. SITE OR AREA		All over the Bangladesh
9. MAJOR PROPOSED PROJECT(S) The said JICA F/S has proposed the improvement of FFWS with such a basic concept that the Regional Operation System of FFWS plus manual and telemeter comblined observation system as summarized below in order to eliminate man-made errors in manual observation, manual data transmission, etc.		

洪水予警報システム計画調査

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

Description :

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Surveys)

A formal Application form for Japanese Grant Aid, for the implementation of the proposed project (Proposed by the F/S) named "The Pilot Project for Improvement of Flood Forecasting and Warning Services" has been sent to the Embassy of Japan in Bangladesh, for further action. The Application form has been sent properly, through the Ministry of Water Resources (MoWR) and ERD to the Japanese Embassy for early implementation of the Project starting from May 2005. Next developments are not known.

(FY 2005 Domestic Survey)

Request for a pilot project on flood forecasting and warning service improvement has not been selected, which existing atmospheric radar system facilities improvement has been selected. The pilot project has been requested again in July 2005, which is currently under discussion in MOFA (as of 4th November, 2005).

(FY 2005 Overseas Survey)]

Final discussion has been held with ERD for the implementation in September, 2005. MOWR and ERD is continuously working to promote implementation.

STUDY SUMMARY SHEET

(F/S)

SWA BGD/S 301/04

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	Feasibility Study of Padma Bridge in the People's Republic of Bangladesh		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Construction Project Consultants		
7. STUDY PERIOD	May.2003 ~ Mar.2005 22month(s) ~		
8. SITE OR AREA	Munshiganj, Shariatpur, and Madaripur districts.		
9. MAJOR PROPOSED PROJECT(S)			
1) Padoma bridge: enabling establishment of railway. 5,580m 2) Attachment road: 12,163m 3) River bank construction 16,300m			

パドマ橋建設計画 (社会開発部)

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2005 Domestic Survey)</p> <p>The project is the most prioritised project in Bangladesh. Subsequently, coordinated D/D of JICA is prospected, though financial issues exists with huge expences for the implementation. In addition, ADB is apointing a consultant to conduct technical assistant (T.A.) focusing on the feasibility of Public Private Partnership (PPP).</p> <p>(FY 2005 Overseas Survey)</p> <p>Request has been made for Padma multipurpose bridge construction to ADB, the World Bank, and the Bangladesh government. In addition, request for a Yen loan has been made to the Japanese goveremnt in May 2005. Within, 880.92 million USD has been requested to Japan and 474.00 million USD were requested to Bangladesh.</p> <p>Construction is planned to commence from October 2008, after procurement of fund and preparation. Duration of the construction is planned for 54 months.</p> <p>Subsequent study:</p> <ol style="list-style-type: none"> 1. Land Acquisition Plan 2. Resettlement Action Plan 3. Environment Management Plan 4. PPP study for Padma bridge construction 5. D/D on Padma bridge construction <p>Implementing body: JMBA</p> <p>Objective:</p> <ol style="list-style-type: none"> 1, 2, and 3: Corresponds to the proposal made in the study 4: PPP study by ADB 		

STUDY SUMMARY SHEET

(Basic Study)

SWA BGD/S 501/04

1. COUNTRY	Bagladesh		
2. NAME OF STUDY	The Study on Urban Information Management for Greater Dhaka City		
3. SECTOR	Social Infrastructure / Survey & Mapping		
4. TYPE OF STUDY	Basic Study		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Asia Air Survey Co., Ltd. Aero Asahi Corporation		
7. STUDY PERIOD	Nov.2002 ~ Aug.2004 21month(s) ~		
8. SITE OR AREA	Greater Dhaka City		
9. MAJOR PROPOSED PROJECT(S)			
<p>Proposals listed below were made to SOB, the C/P.</p> <p>1) Preparation of SOB mid and long-term project plan</p> <p>2) Improvement of relations between related agencies.</p> <p>3) Preparation of training plan for the officials</p> <p>4) Preparation of inventory maintenance plan</p> <p>5) Development of digital geographic map</p> <p>6) Development of 1:50:000 scale maps not prepared in the study.</p>			

ダッカ首都圏地域地図情報整備計画 (社会開発部)

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2005 Domestic Survey)</p> <p>Japanese government has supported the Survey of Bangladesh (SOB) in the national standard point network maintenance plan, procurement of printing equipment, and Dacca metropolitan geographical information development plan.</p> <p>With the output of the above activities and self effort, the SOB has completed the maintenance of GPS network and first level standard point network throughout Bangladesh, which are preconditions to renew time varying aged (approximately 50 to 70 years ago) 1:50,000 scale map. In addition, request has been made to the Bangladesh government in utilising matching fund for Yen Grant Aid to prepare 1:50,000 scale map of Dacca and the surrounding, planned by introducing digital mapping techniques.</p> <p>(FY 2005 Overseas Survey)</p> <p>No information to be specifically mentioned.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA BTN/A 301/88

1. COUNTRY	Bhutan																																								
2. NAME OF STUDY	Luntch-Mongar 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	Department of Agriculture, Ministry of Agriculture and Forestry																																							
	PRESENT COUNTERPART AGENCY																																								
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Nippon Giken Inc.																																								
7. STUDY PERIOD	Dec.1987 ~ Nov.1988 11month(s) ~																																								
8. SITE OR AREA	Lhuntsi and Mongar Districts(Area:560,000ha, Population-Lhuntsi District: 42,100, Mongar District:77,200)																																								
9. MAJOR PROPOSED PROJECT(S)																																									
<p>Following two projects were proposed as model development:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Main components</th> <th style="text-align: left;">Tangmachhu area</th> <th style="text-align: left;">Masandagaza area</th> </tr> </thead> <tbody> <tr> <td>Project area</td> <td>478ha</td> <td>125ha</td> </tr> <tr> <td>Intake(new)</td> <td>3 sites</td> <td>2 sites</td> </tr> <tr> <td>Main canal(rehabilitation)</td> <td>12.6km</td> <td>9.5km</td> </tr> <tr> <td>Main canal(new construction)</td> <td>0</td> <td>0</td> </tr> <tr> <td>Secondary canal(new const.)</td> <td>0.4km</td> <td>0.4km</td> </tr> <tr> <td>Feeder road</td> <td>5.4km</td> <td>2.4km</td> </tr> <tr> <td>Agro-processing factory</td> <td>1 site/90m2</td> <td>-</td> </tr> <tr> <td>Agriculture machanization</td> <td>proposed</td> <td>proposed</td> </tr> <tr> <td>Agri. mechanization centre</td> <td colspan="2">Establish one branch in Mogar prefecture for both areas.</td> </tr> <tr> <td>Agri. extension office</td> <td colspan="2">One office will be established in Lingmethang.</td> </tr> <tr> <td>Trial cum demonstration farm</td> <td>5 places</td> <td>3 places</td> </tr> <tr> <td>Agri. machinery for the farm</td> <td>one-set</td> <td>one-set</td> </tr> </tbody> </table>			Main components	Tangmachhu area	Masandagaza area	Project area	478ha	125ha	Intake(new)	3 sites	2 sites	Main canal(rehabilitation)	12.6km	9.5km	Main canal(new construction)	0	0	Secondary canal(new const.)	0.4km	0.4km	Feeder road	5.4km	2.4km	Agro-processing factory	1 site/90m2	-	Agriculture machanization	proposed	proposed	Agri. mechanization centre	Establish one branch in Mogar prefecture for both areas.		Agri. extension office	One office will be established in Lingmethang.		Trial cum demonstration farm	5 places	3 places	Agri. machinery for the farm	one-set	one-set
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ルンチ・モンガ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>(FY1994 Domestic Survey) The Bhutan government puts high priority on the implementation of another project and has not made any official request to finance this project.</p> <p>(FY1995 Overseas Survey) There is no possibility to implement this project because of the change of development policy and the convert of the donating country.</p> <p>(FY 1997 Domestic Survey) Request for a grant aid assistance has been submitted to Japanese Government in 1997.</p> <p>(FY 1998 Domestic Survey) It seems difficult that this project will be provided a grant aid assistance since higher priority is put on other projects.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA BTN/S 301/95

1. COUNTRY	Bhutan		
2. NAME OF STUDY	Groundwater Development Project in Wangduephodrang District		
3. SECTOR	Social Infrastructure / Water Resources Development		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Jan.1994 ~ Jan.1996 24month(s) ~		
8. SITE OR AREA	Wangduephodrang province, Wangduephodrang Area (70km ²)		
9. MAJOR PROPOSED PROJECT(S)			
<p>1) Wangdu Phodrang City Water Supply Project Water Distributing Facility Expansion: 8 l/s -> 20 l/s Filtration Plant: 1,700m³/d (Filtration Capacity), Drain Tank Capacity (850m³)</p> <p>2) Village Water Supply Project Target Village: 31 villages Beneficiary: 651 persons</p> <p>3) Irrigation Water Resources Development Project Total length of canal: 60.8km Total area: 758ha Total benefit farmhouse: 558</p>			

ウォンディフォドラン県地下水開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (FY 1997 Domestic Survey) Village Water Supply and Irrigation Water Resources Exploitation Project will be materialized by government's own fund and not by Japanese aid because of the contents and scale. Wanduephodrang Water Supply Project will be requested as Grant Aid Project. However, coordination among the related ministries is necessary because there is another project that needs larger amount of grant aid. (FY 1997 Overseas Survey) No action has been taken to materialize the project after the completion of the study, because project scale is not appropriate and the irrigation project is less feasible. The quantity of ground water available is not suitable for an irrigation project. Moreover Domestic water supply is under the purview of another ministry. (FY 1998 Domestic Survey) Irrigation water resources development project and village water supply project have not been implemented since the government budget was not allocated for those projects. The request for a grant aid assistance regarding Wangdu Phodrang City water supply project has not been submitted since there was a large-scale grant aid assistance project (road, power generation, etc.). (FY2005 Domestic survey) (FY2005 Overseas Survey) There are difficulties considering an implementation of the project, due to political issues such as lowered priority within the development plan. In addition, according to the FS conducted, ground water for the irrigation has been revealed to be insufficient, which is only enough for a local use. Therefore, implementation of the project is difficult. The result of the study has been reported to the Ministry of Health, which controls drinking water in rural areas.		

STUDY SUMMARY SHEET

(F/S)

SWA BTN/S 301/98

1. COUNTRY	Bhutan		
2. NAME OF STUDY	National Highway Bridge Construction		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Public Work Division (PWD) in Ministry of Communications.	
	PRESENT COUNTERPART AGENCY	Department of Roads, Ministry of Communications	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Hokkaido Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Aug.1997 ~ Jul.1998 11month(s) ~		
8. SITE OR AREA	National Highway Route 1 (546km), Route 4 (244km), Route 5 (187km) and others.		
9. MAJOR PROPOSED PROJECT(S)			
<p>As a result of the evaluation, the following bridges have been selected as priority project.</p> <p>1.Bridge No.1 Kurizampa (W=5.5m, L=54m).</p> <p>2.Bridge No.2 Chakar Zam (W=7.5m, L=43m).</p> <p>3.Bridge No.3 Bjee (W=5.5m, L=50m).</p> <p>4. Bridge No.4 Wachy Zam (W=5.5m, L=4.3m).</p> <p>5. Bridge No.5 Mangdichu (W=5.5m, L=100m).</p> <p>Project Cost (US\$ 1,000)</p> <p>1)~4) see above. 5)91,381,500 (Local cost 11,394,000; Foreign cost 79,987,500).</p> <p>EIRR</p> <p>1)~4) see below. 5)6.2%.</p>			

橋梁整備計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance: (FY 2001 Domestic Survey) 8 May, 2001 E/N 1,713 million Yen "The Bridge Replacement Plan" * Contents of the financing: The replacement of five old bridges which are obstacles on the road</p> <p>Construction: (FY 2003 Domestic Survey) 8 Oct.2001 ~ 15 Oct.2003</p> <p>Profit effects: (FY 2001 Domestic Survey) It is expected to make a great contribution for the socio-economical development in Bhutan as a result of the replacement of five old bridges like following examples. The development of safe and stable public transportations and mail service; the security of safe and stable access to the public facilities, especially like the education and medical facilities; the improvement of the quality of life of more than 0.1 million people living along the road</p> <p>(FY 1999 Domestic Survey) It is expected that the project will be realized with a Japan's grant aid assistance.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA BTN/A 104/02

1. COUNTRY	Bhutan		
2. NAME OF STUDY	The Study on Agriculture and Farm Road Development in the Lhuntse and Mongar District		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	The Ministry of Agriculture, the Royal Government of Bhutan	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Docon Co., Ltd.		
7. STUDY PERIOD	Apr.2002 ~ Mar.2003 11month(s) ~		
8. SITE OR AREA	Lhuntse and Mongar Disitric		
9. MAJOR PROPOSED PROJECT(S)			
<p>1)Regional Agricultural Development Plan, Lhuntse and Mongar Program for Food Crop Production Increase Program for Cash Crop Production Strengthening Market Development Program Extension Strengthening Program</p> <p>2) Farm Road Development Plan, Lhuntse and Mongar Farm Road Construction Program Farm Mule Track Construction Program Light-loaded Bridge Construction Program Construction Machinery Center Program</p>			

地域農業・農道開発計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2003 Domestic Survey)</p> <p>1)A project for reconstruction of suspended bridges is in progress as Japan's Grant Assistance for Grassroots Project and Development Project for Sustainable Agriculture was implemented in February 2003.</p> <p>2)The Preliminary Study for the Technical Capacity</p> <p>(FY 2005 Domestic Survey)</p> <p>Subsequent project: Equipment procurement for rural access road construction project</p> <p>Funding:</p> <p>Funding party:</p> <p>Amount: 521 million JPY (E/N limit)</p> <p>Details: Procurement of equipment for road construction in 6 eastern prefectures</p> <p>Technical cooperation:</p> <p>Technical cooperation project: Agricultural production technology development and diffusion support plan in 2 East provinces.</p> <p>(FY 2005 Overseas Survey)</p> <p>District Rural Access Master Plan (DRAP) study was conducted by SNV and SEZAP from FY 2004 in identifying measures for accessing, ranking of villages in terms of access, and screening and ranking of proposals. However, implementation of the project is prospected to be difficult due to lack of water for irrigation.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA IND/S 301/87

1. COUNTRY	India		
2. NAME OF STUDY	Railway Improvement Plan of Transport Capacity and Train Speed on the Delhi-Kampur Section		
3. SECTOR	Transportation / Railway		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Indian Railway Board	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS) Tonichi Engineering Consultants, Inc. Yachiyo Engineering Co., Ltd.		
7. STUDY PERIOD	Feb.1987 ~ Jan.1988 11month(s) ~		
8. SITE OR AREA	Between Delhi and Kampur, northwestern India		
9. MAJOR PROPOSED PROJECT(S)			
<p>I. Conventional line improvement by 1991: max. speed 160km/h, Ghaziabad-Kampur</p> <p>1. Track & structures: 1) Imprv. of transition curves; 2) Imprv. of 333 turnouts on main tracks; 3) Construction of passing tracks that do not border on platforms (Aligarh & Etawah stations); 4) Construction of one platform and two departure-arrival tracks, in Kanpur station; 5) Imprv. of 187 turnouts and track layout(Ghaziabad, Tundla & Juhi marshalling yards); 6) Remodeling of No. 304 bridge and Hathras overbridge</p> <p>2. Rolling stock: Imprv. of high-speed running performance and brake performance of electric locomotives, passenger cars, and freight cars</p> <p>3. Signals and telecommunications: Signal automation, electronic interlocking, auto- matic control of level crossing facilities, and introduction of ATS (automatic train stop) and CTC (centralized train control) systems</p> <p>4. Electrification: Partial modification of the contact-wire structure</p> <p>II. High-speed railway construction by 2000: max. speed 250km/h, Delhi-Agra-Kampur</p> <p>1. Terminals: New Delhi, New Agra, and New Kanpur</p> <p>2. Track and structures: Embankment section 412km; viaduct section 17km; sections jointly used by the conventional railway 21km.</p> <p>3. Rolling Stock: A super express train of 6 motored cars and 10 trailers</p> <p>4. Signals and telecommunications: Automatic train control(ATC) system, electronic interlocking system, centralized train control(CTC) system, AF non-insulated track circuit, Optical cable, train radio, telephone equipment, etc.</p> <p>5. Electrification: 1) AT feeding system, 6 new substations; 2) Contact wire system</p>			

デリー～カンプール間幹線鉄道改良計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Convention line improvement The study recommended that the conventional line improvement should be carried out including the section between Kampur and Calcutta.</p> <p>Subsequent Study: Based on the recommendations, the Ministry of Railway requested a JICA feasibility study on the improvement around the New Delhi Station* ("Development Plan for the New Delhi Station," completed in 1990). The Indian Railway Board is studying the improvement of Kampur - Calcutta Section, utilizing the method employed by this study. *Refer to "Development Plan for the New Delhi Railway Station (1989)"</p> <p>Finance: Own fund(Ministry of railway)</p> <p>Construction: (FY 1994 Overseas Survey) Improvement of the whole section is being implemented. Since preparation of electric locomotives and arrangement of tracks or singals are almost completed with few exceptions, the new railway service will be started in June 1995. The frequency of service is scheduled as once a day in the beginning.</p> <p>(2)High-speed railway construction (FY 1994 Overseas Survey) Plan will be necessary for the Indian Ministry of Transportation in the future, it is not planned at present.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA IND/S 302/87

1. COUNTRY	India		
2. NAME OF STUDY	Modernization of Rolling Stock Workshop		
3. SECTOR	Transportation / Railway		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Indian Railway Board	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS) Pacific Consultants International (PCI)		
7. STUDY PERIOD	Feb.1987 ~ Jan.1988 11month(s) ~		
8. SITE OR AREA	Jamalpur Workshop (Eastern Railway), Perambur Workshop (Southern Railway)		
9. MAJOR PROPOSED PROJECT(S)			
<p>1.Workshop modernization</p> <p>1)Shortening of period of POH(periodical overhaul) of rolling stock, and strengthening of inspection/repair capacities; 2)Improvement of operation efficiency of rolling stock, and reduction of POH costs; 3)Introduction of new technology for rolling stock inspection and repair; 4)Development of skills of personnel by training and education; 5)Introduction of testing equipment for improving quality and reliability of rolling stock</p> <p>2.Plan of strengthening inspection/repair capacities, and scale of investment.</p> <p>1)Jamalpur Workshop: Project cost,481 million Rs.</p> <p>Building construction---Engine test room, car maintenance room, training center</p> <p>Building reconstruction---Steam-locomotive part shop, casting shop</p> <p>Machine installation---Testing equipment for engine and generator; commutator grooving equipment; bogie washer; brake-shoe casting equipment; others</p> <p>Machine replacement---Wheel lathe, etc.</p> <p>Others---Maintenance of passage, floor surface, track, etc.</p> <p>2)Perambur Workshop: Project cost,639 million Rs.</p> <p>Building construction---Passenger-car body shop, freight-car painting shop, others</p> <p>Building reconstruction---Freight-car inspection/repair shop, etc.</p> <p>Machine installation---Large crane, car-body washing and painting equipment, supersonic flaw detector, car-body traverser, etc.</p> <p>Machine replacement---Wheel lathe, etc.</p> <p>Others---Maintenance of passage, floor surface, track, etc.</p>			

鉄道車両工場近代化計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Reasons for Stoppage: (FY 1994 Overseas Survey) L/A of OECF loan* was concluded in March 1990, but abrogated in June 1994. The reason was that, though consulting concerning detailed design (JARTS), proposals of the Ministry of Railways and negotiation for contracts started in October 1990, no conclusion was made even spending a long time. It have been difficult for the ministry to make a conclusion because they had been seeking for possibility to privatize train production and railway management, keeping accordance with the Indian Government's grand policy of privatization since 1991.</p> <p>(FY 1994 Domestic Survey) The Ministry of Finance of Indian Government has sent official letter to New Delhi office of OECF on Aug.1994 saying that the loan amount for the project has remained unutilized because of non-conclusion of consultancy agreement between the Indian project executing agency and the Japanese consulting firm for various reasons. Indian Government, therefore, decided to terminate the loan agreement, and asked for the agreement of OECF for the termination. Following the above request, OECF HDQ is taking contact with concerned Ministries of Japanese Government to terminate the loan.</p> <p>Mar.1990 L/A 1,256 mil.Yen (Rolling Stock Workshop Modernization Project) *Contents Provision of equipment for Jamalpur and Perambur Workshops</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA IND/S 201B/89

1. COUNTRY	India																		
2. NAME OF STUDY	Development of Calcutta and Haldia Dock Systems of Calcutta Port Trust																		
3. SECTOR	Transportation / Port																		
4. TYPE OF STUDY	M/P+F/S																		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	The coordination committee Government of India (Ministry of Surface Transport, Port Department)																	
	PRESENT COUNTERPART AGENCY																		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)																		
7. STUDY PERIOD	May.1988 ~ Oct.1989 17month(s) ~																		
8. SITE OR AREA	Calcutta and Haldia																		
9. MAJOR PROPOSED PROJECT(S)																			
<p><M/P></p> <p>Master Plan with the target year of 2005.</p> <ol style="list-style-type: none"> 1.Functional Allocation <ul style="list-style-type: none"> The container traffic allocation between Calcutta and Haldia 2.Effective land use of Calcutta Port Trust 3.Improvement of Transportation Facilities <ol style="list-style-type: none"> 1) Construction of Bridge 2) Construction of handling place for railway cargo 4.Improvement of Navigation Aid System <p><F/S></p> <p>Short-Term Plan with the target year to 1995</p> <table style="width: 100%;"> <tr> <td style="width: 50%;">(1) Calcutta</td> <td style="width: 50%;">(2) Haldia</td> </tr> <tr> <td>- Port road</td> <td>- Container berth</td> </tr> <tr> <td>- Railway</td> <td>- Multi-Purpose berth</td> </tr> <tr> <td>- Rehabilitation of port facilities</td> <td>- Yard</td> </tr> <tr> <td>- CFS</td> <td>- Railway</td> </tr> <tr> <td>- Dredging</td> <td>- Cargo handling equipment</td> </tr> <tr> <td>- Cargo handling equipment</td> <td>- Port Service vessels</td> </tr> <tr> <td>- Port Service vessels</td> <td></td> </tr> </table>				(1) Calcutta	(2) Haldia	- Port road	- Container berth	- Railway	- Multi-Purpose berth	- Rehabilitation of port facilities	- Yard	- CFS	- Railway	- Dredging	- Cargo handling equipment	- Cargo handling equipment	- Port Service vessels	- Port Service vessels	
(1) Calcutta	(2) Haldia																		
- Port road	- Container berth																		
- Railway	- Multi-Purpose berth																		
- Rehabilitation of port facilities	- Yard																		
- CFS	- Railway																		
- Dredging	- Cargo handling equipment																		
- Cargo handling equipment	- Port Service vessels																		
- Port Service vessels																			

カルカッタ・ハルディア港開発計画

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

Description :
(1)Calcutta Port
Subsequent Studies:
D/D undertaken Modernization of KPD water gate Apr.~Aug.1991
Replacement of Tug Cuameli Apr.~Jun.1990
F/S undertaken Development of 4 lane bridge Feb.1990~Aug.1991
Channel navigation / VTMS project Jan.1990~Aug.1991
Replacement of Floating Crane Feb.1990~Agu.1991

Finance:
Almost all the fund was domestically financed (by governmental budget, internal reserve, or loans). Foreign fund, that was allocated to the container park at Calcutta, was financed by the ADB loan.

Construction:
Modernization of KPD water gate Nov.1991~1993 scheduled
Replacement of Tug Cuameli Sep.1990~Jan.1992 scheduled
Replacement of mobile crane Jul.1990~1992 scheduled
Port road, Improvement of port facilities, Loading/discharging machines, Replacement of port service vessels have been partly completed. Container cargo operation is controlled by computers.
*Projects completed (FY 1996 Overseas Survey)
VTMS, Replacement of railway track and associated, Rehabilitation of yard space(Phase II), Modernization of container freight station, Replacement of pilot vessel, Replace of survey vessel, Replacement of viaduct bridge, Refurbishment of roads.
*Projects in progress
Replacement of bascule bridge
*Projects deferred (FY 1996 Overseas Survey)
Replacement of swing bridge, Replacement of C.V.Atlas, Augmentation of equipment / maintenance system

(2)Haldia Port
Subsequent Studies:
Techno-Economic FS by RITES for rail facilities upto 2005
Study by GSI for construction of off-shore facilities at Digha High / Saugor Island.(own fund)

Finance:
Almost all the fund was domestically financed (by governmental budget, internal reserve, or loans)

Construction:
(FY 1991 Overseas Survey)
Replacement of Dredger Mar.1990~Aug.1991
Procurement of Grab Dredger Mar.1990~Aug.1991

Due to the decrease of the cargo destined for former USSR countries, and the little need to invest in the new port (Haldia) by port users, implementation of the project is not expected a this moment.

(FY 1996 Overseas Survey)
*Projects completed
Replacement of Tug Kunti, Procurement of high-powered locomotive in replacement, Construction of roads inside and outside Docks, Construction of Quarter, Augmentation of railway and yard facilities, Construction of 3rd oil jetty, Night vavigation, Procurement of bull dozers.
*Projects in progress
Infrastructure improvement and rehabilitation work, Replacement of Tug, Development of Dock Basin, Construction of Barge Terminal, Replacement of stacker-cum-reclaimer, Procurement of Grab Dredger, Reconstruction of Tippler, Construction of ship loaders, Improvement of signaling and telecommunication system.
*Projects deferred
Replacement of dredger Churni, Augumentation of existing container handling facilities/Terminal, Extension of second arm of Dock and development of additional berth, Development of Quay face before berth no.3, Development of shore facilities at Saugor Island/Digha High.

Situation:
(FY 1996 Overseas Survey)
JICA F/S re-categorized the improvement of pilot systems into short-term action items (previously long-term objectives). It is for the purpose of cost reduction and improving CPT's financial status by raising working ratio of pilots and maintaining working circumstances.
Effect according to implementation of the project is satisfactory.Assessment of effects is now being undertaken.

(FY 1997 Overseas Survey)
F/S on shore based station for Pilotage was conducted from Sep.1997 to Jan.1998. Proposals of this study have been modified according to the changing needs.

STUDY SUMMARY SHEET

(F/S)

SWA IND/S 303/89

1. COUNTRY	India		
2. NAME OF STUDY	Development Plan for the New Delhi Railway Station		
3. SECTOR	Transportation / Railway		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Northern Railway	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS) Tonichi Engineering Consultants, Inc.		
7. STUDY PERIOD	Nov.1988 ~ Jan.1990 14month(s) ~		
8. SITE OR AREA	200 kilometers around New Delhi		
9. MAJOR PROPOSED PROJECT(S)			
<p>- Target year: 2010, 1st half period (from present to 2000), latter half period (from 2000 to 2010)</p> <p>- Track improvement plans: 1st half period --- track addition, electrification, and signal modernization for 6 lines(718.6km) and improvement of bottlenecks in Delhi (grade separation); Latter half period --- track addition, electrification, and signal modernization for 8 lines(730.6km) and improvement of bottlenecks in Delhi (grade separation)</p> <p>- Improvement of New Delhi station</p> <p>1. Station improvement 1)Track layout 2)Reconstruction of main structures 3)Related facilities (water supply and drainage, car cleaning, and electric facilities)</p> <p>2. Passenger facilities (facilities that serve for smooth passenger flow; passenger service facilities; station offices; others) 1) Station office improvement (construction of station offices in the eastern entrance, reconstruction in the western entrance) 2) Auxiliary facilities -Mechanical facilities: escalators, baggage lifts, air-conditioning facilities; -electric facilities: substations, power lines and related facilities, lighting facilities) 3)Station plaza development 3) Passenger information and guidance systems. 4) Telecommunications facilities.</p>			

ニューデリー駅近代化計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance: own fund (Ministry of Railway) Phase I 50.1 mil.Rp Phase II 165.5 mil.Rp Phase III 134.2 mil.Rp</p> <p>Finance: own fund (Ministry of Railway) Phase I 50.1 mil.Rp Phase II 165.5 mil.Rp Phase III 134.2 mil.Rp</p> <p>Construction: (FY 1994 Overseas Survey) Phase I 1993~1994 extension of pedestrian bridges (2), construction of platforms (2) with transfer of lines for train wash and repair, constructions of lines for train wash (2), repair (5) and strage (2), maintenance of parking for buses and taxies at the east entrance of the station</p> <p>Phase II 1995~1996 platforms(2), building of station, waiting room, crossing point, junction, extension of strage (FY 1996 Overseas Survey)</p> <p>Phase III 1996~1997 platforms(2),removal of two lines for train wash and strage, line for train wash(1),lines for strage, switch (FY 1996 Overseas Survey)</p> <p>Constructor: Northern Railway</p> <p>Difference with JICA proposals: (FY 1996 Overseas Survey) Facilities as follows are required to enable the transportation of passengers as planned. Delhi Station Platform(14),wash lines(3),strage lines(3) New Delhi Station Platform(16),wash lines(13),strage lines(13) Nizamaddium Station Platform(7),wash lines(6),strage lines(6) Delhi Sarai Station Platform(3),wash lines(7),strage lines(6)</p> <p>Detail: It is uncertain whether the request will be made for further Japanese cooperation in the course of the project implementation in the future.</p> <p>(FY 1994 Overseas Survey) Neither building of a new line (bypass) nor automation of signal systems is planned.</p> <p>Construction: (FY 1994 Overseas Survey) Phase I 1993~1994 extension of pedestrian bridges (2), construction of platforms (2) with transfer of lines for train wash and repair, constuctions of lines for train wash (2), repair (5) and strage (2), maintenance of parking for buses and taxies at the east entrance of the station</p> <p>Phase II 1995~1996 platforms(2), building of station, waiting room, crossing point, junction, extention of strage (FY 1996 Overseas Survey)</p> <p>Phase III 1996~1997 platforms(2),removal of two lines for train wash and strage, line for train wash(1),lines for strage, switch (FY 1996 Overseas Survey)</p> <p>Constructor: Northern Railway</p> <p>Difference with JICA proposals: (FY 1996 Overseas Survey) Facilities as follows are required to enanble the transportation of passengers as planned. Delhi Sation Platform(14),wash lines(3),strage lines(3) New Delhi Station Platform(16),wash lines(13),strage lines(13) Nizamaddium Station Platform(7),wash lines(6),strage lines(6) Delhi Sarai Station Platform(3),wash lines(7),strage lines(6)</p> <p>Detail: It is uncertain whether the request will be made for further Japanese cooperation in the course of the project implementation in the future.</p> <p>(FY 1994 Overseas Survey) Neither building of a new line (bypass) nor automation of signal systems is planned.</p>		

ニューデリー駅近代化計画

STUDY SUMMARY SHEET

(F/S)

SWA IND/S 304/90

1. COUNTRY	India		
2. NAME OF STUDY	Plan for Improvement of New Mangalore Port		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	The Coordination Committee Government of India (Ministry of Surface Transport), Joint Secretary(Ports)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Yachiyo Engineering Co., Ltd.		
7. STUDY PERIOD	Aug.1989 ~ Aug.1990 12month(s) ~		
8. SITE OR AREA	New Mangalore Port		
9. MAJOR PROPOSED PROJECT(S)			
1.Review of Master Plan 1)Iron Ore Berth, Oil Berth, 2)Oil Product Berth, Coal Berth, 3)Breakwaters 4)Dredging 2.Short-term plan with the target year of 1995 1)Improvement of the existing Iron Ore Berth to 100,000 DWT class. 2)Reconstruction of the existing 0:7 Product Jetty to a Crude 0:7 Jetty of 100,000 DWT class 3)Construction of an 0:7 Product Jetty of 85,000 DWT class 4)Extension of the Southern and Northern Breakwaters up to 1,500m 5)Deepening and widening of the channel 6)Deepening and widening of the Basin			

ニュー・マンガロール港改良計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Oil Facility Subsequent Studies: (FY 1997 Overseas Survey) 1993~1994 D/D Consulting Company / Consulting Eng. Services (I) Ltd. cost / Rs.3.00 lakhs</p> <p>Finance: (FY 1997 Overseas Survey) Jun.23.1994 SCICI L/A Rs.238.14 Crores *Contents of the project One crude jetty for MRPL with all infrastructural facilities.</p> <p>Construction: Jun.1994~Dec.1996 - construction of crude oil jetty - upgradation of existing oil jetty - extension of southern and northern breakwaters (contractor:Asian Foundation & Construction Ltd,Bombay) - capital dredging (contractor:HAM Dredging & Marine Constructions Neterland) - Procurement of two tugs (contractor:Cochin Shipyard) (FY 1996 Overseas Survey) The end of 1997 to be completed</p> <p>Administration & Maintenance: A Grass root refinery of 3 MTPA has been commenced ahead of the target date. (FY 1996 Overseas Survey)</p> <p>Perspectives on Remained Works: Expansion of refinery from 3 to 9 MTPA will be taken on hand shortly. The fund were arranged by the user MRPL as a loan from a consortium led by SCICI Ltd with MRPL's promotion contribution.</p> <p>(2)Iron Ore Facility Subsequent Studies: D/D undertaken (FY 1996 Overseas Survey) KIOCL has decided to construct the iron ore berth. The M/P by JICA is reviewed periodically. (FY 1991 Overseas Survey)</p> <p>Improvement of iron ore processing facility has been delayed after the detailed design due to a financial problem. Kudremukh Iron Ore Co. Ltd. (KIOCL), which determined to build iron ore handling berths, suspended the construction owing to expansion cost for development. (FY 1994 Overseas Survey)</p> <p>(3)Other Projects: (FY 1997 Overseas Survey) Coal berth (2 Nos), Product berth, Multi-user oil jetty will be taken up shortly. Two coal berths will be developed as a BOT project by user agencies to handle coal required for the Power projects being set up near Mangalore.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA IND/A 301/91

1. COUNTRY	India		
2. NAME OF STUDY	Irrigation and Drainage Development of Sharda Canal CAD Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Water Resources. Department of Area Development of Uttar Pradesh State Government.	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Hokkaido Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Sep.1990 ~ Jul.1991 10month(s) ~		
8. SITE OR AREA	Command area Hardoi Branch Canal within Sharda Canal CAD Project		
9. MAJOR PROPOSED PROJECT(S)			
1. Irrigation Plan 1.1 Improvement of Existing Irrigation System: 53,161ha 1.2 Sai River Pump Lift Irrigation Scheme: 4,989ha 1.3 Ground Water Development: 1,180nos 1.4 Establishment of Wireless Communication System 2. Drainage Plan 3. On-farm Development Plan 4. Improvement Plan of Water logging and Salt Affected Areas: 17,950ha 5. Crop Production Plan 6. Plan to Actualize Osrafandi			

シャルダ灌漑・排水事業整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Detail: (FY 1994 Domestic Survey) To implement the Project, the request from the government of Uttar Pradesh State, where the project will be implemented, to the Central Government must be required in the first place. Up to date, the State government has taken no action. The government of India requires a large proportion of grant aid in the financial assistance. She considers that unit cost per ha is rather high for extension of the proposed development concept to surrounding areas.</p> <p>(FY 1996 Domestic Survey) The state government has not approved the implementation of the project.</p> <p>(FY 1997 Overseas Survey) There is no perspective for realization of the proposed project.</p> <p>(FY 1998 Domestic Survey) State government has not submitted the request for fund. There is little possibility to submit the request in the near future.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA IND/S 305/92

1. COUNTRY	India		
2. NAME OF STUDY	Transport Infrastructure Development Project in Calcutta		
3. SECTOR	Transportation / Urban Transportation		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Transport Department Ministry of Transport	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Yachiyo Engineering Co., Ltd. Fukuyama Consultants International, Inc.		
7. STUDY PERIOD	Sep.1991 ~ Feb.1992 5month(s) ~		
8. SITE OR AREA	Calcutta Metropolitan Area		
9. MAJOR PROPOSED PROJECT(S)			
Flyover - 6 flyover At Grade Improvements - 4 Intersections Pedestrian Plaza - 1.5 kilometer			

カルカッタ都市交通施設整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance: (FY 1996 Domestic Survey) Feb.25.1997 L/A 10,679 mil Yen (Transport Infrastructure Development Project in Calcutta) *Contents of OECF loan Supply of equipment for construction of 6 flyovers and improvement of 3 grade crossings, civil work, CS.</p> <p>Difference with JICA's proposal: (FY 1997 Domestic Survey) - Gariahat crossing Grade crossing ---> flyover - Pedestrian Plaza was eliminated</p> <p>Situation before the procurement of fund: (FY 1993 Overseas Survey) The Government of West Bengal has made an application for the OECF assistance through the Government of India. However, no further progress is made. This Project is included in the Eighth 5-year plan of the Government of West Bengal. This Project aims at following points and to be expected very effective. 1)To increase extremely limited road capacity in the central area of Calcutta, 2)To arrange more efficient public transportation systems with bus service networks, 3)To improve the accessibility of the central area of Calcutta and its linkages with surrounding areas of the metropolis including newly built second Hooghly bridge.</p> <p>Construction: (FY 1999 Overseas Survey) Nov.1999~Aug.2002 implementing</p> <p>(FY 2000 Domestic Survey) The construction has been conducting divided into three packages; Package 1: Part street F/O, Long gate F/O (Nov. 2000~) Package 2: Gariahat crossing F/O, 3 Grade crossings (Nov. 1999~) Package 3: AJC Bose Road F/O (Nov. 2000~)</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA IND/S 203/97

1. COUNTRY	India		
2. NAME OF STUDY	Development of the Port of Mumbai		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Japan Port Consultants Co., Ltd.		
7. STUDY PERIOD	Feb.1997 ~ Mar.1998 13month(s) ~		
8. SITE OR AREA	Mumbai, Maharashtra State, India		
9. MAJOR PROPOSED PROJECT(S)			
<p>(M/P) (Imp. Period: ~2017)</p> <p>Improvement of the Main Channel : Deepening the present water depth to 12.0m Deep below CD in terms of the controlled depth. Widening of channel at the narrow places to 500m wide.</p> <p>(F/S) (Imp. Period: ~2007)</p> <p>(1) - Establishment of a New Full-scale Container Terminal</p> <ul style="list-style-type: none"> - Construction of Infrastructure; Off-shore berth (L=900m, D=13.5m), Connection bridge (L=1,180m, 4 lanes), Dedicated container road with a fly-over. - Construction of super-structure; 2 CFS (S=19,200m2) etc. - Preparation of water facilities. - Procurement of container-handling equipment (6 quay-side container gantry). <p>(2) Improvement of Conventional Cargo Handling Operation.</p> <p>(3) Management, Operational and Institutional Matters.</p>			

ムンバイ (ボンベイ) 港開発計画調査

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

Description :

(FY 1998 Domestic Survey)

Jawaharlal Nehru Port (JNP) started its operation in 1989 at the location of the other side of Mumbai Harbor. JNP is a port being specialized in handling containers and dry bulk cargoes. Since hinterland of containers to be handled via Mumbai Port (MBP) and JNP is almost over-lapped, expansive development projects of MBP have long been hung up since the development of JNP.

However, container throughput of JNP has been increasing dramatically since its commencement of operations.

Maritime transportation to/from India is expected to increase drastically for the future, mainly due to a vast amount of population power (930 million in 1996) and relatively less containerization ratio at present.

Thus, a new container terminal project was proposed at MBP so as to handle an increasing volume of containers, given the future development plan of JNP. Feasibility study (F/S) was also conducted.

Indian side : Ministry of Surface Transport (MOST) and Mumbai Port Trust (MBPT), was expected to apply OECF loan. Since India conducted nuclear tests in May 1998, however, this application will be hung up for the time being.

(FY 1999 Overseas Survey)

Consultants are under bidding to advise the proposals/recommendation by this Study. Proposal for deepening of Main Channel is under consideration.

(FY 2003 Overseas Survey)

Construction of two container berths (three container berths including the future construction) and development of a container terminal are in progress. Bidders will be invited until January 15, 2004 in addition to the already selected five candidate companies.

STUDY SUMMARY SHEET

(F/S)

SWA IND/A 308/97

1. COUNTRY	India		
2. NAME OF STUDY	Rehabilitation of Minor Irrigation Tanks for Rural Development in Tamil Nadu		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Sanyu Consultants Inc.		
7. STUDY PERIOD	Dec.1996 ~ Feb.1998 14month(s) ~		
8. SITE OR AREA	Former Chengalpattu-MGR and Former Ramanathapuram (total 5 districts in Tamil Nadu State)		
9. MAJOR PROPOSED PROJECT(S)			
<ul style="list-style-type: none"> - Rehabilitation of Tank Irrigation System (2,093 tanks, total 213,746 ha). - Construction of Community wells. - Construction of Demonstration farms and Extension Center. - Formulation of WUAs by community organizer system. 			
[Imp. Period] 13 years.			

タミルナドゥ州溜め池改修計画

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

Description :

(FY 1998 Domestic Survey)

1. Formally requested the OECF loan for the Project implementation by the Indian Government in 1997. OECF Fact finding mission was dispatched to Tamil Nadu in Dec.1997.
2. The Japanese Government did not commit the Project in March 1998. Therefore the OECF appraisal will be made in 1999/2000 if possible.

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

No specific progress has been made yet.

STUDY SUMMARY SHEET

(M/P+F/S)

SWA IND/S 202/98

1. COUNTRY		India		
2. NAME OF STUDY		National Highway Bypasses		
3. SECTOR		Transportation / Road		
4. TYPE OF STUDY		M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Surface Transport		
	PRESENT COUNTERPART AGENCY			
6. CONSULTANT(S)		Nippon Koei Co., Ltd. Yachiyo Engineering Co., Ltd.		
7. STUDY PERIOD		Mar.1997 ~ Aug.1998 17month(s) ~		
8. SITE OR AREA		<M/P> 10 cities(Bareilly, Patna, Keonjhar, Balugaon, Vijayawada, Kannur, Nandura, Khamgaon, Bhopal, Gwalior) <F/S> 2 cities selected from M/P(Bareilly, Gwalior)		
9. MAJOR PROPOSED PROJECT(S)				
<M/P>				
	Bypass Name	Length(km)	Length(Km) of bridge	No. of bridges
	Bareilly	31.1	248	5
	Patna	49.9	1,381	5
	Keonjhar	8.5	56	2
	Balugaon	15.4	71	2
	Vijayawada	28.1	61	2
	Kannur	11.1	405	4
	Nandura	6.4	75	2
	Khamgaon	10.9	109	4
	Bhopal	40.3	137	5
	Gwalior	26.0	61	4
				Estimated Project Cost(1,000\$)
				52,248
				136,884
				12,601
				15,362
				57,115
				40,715
				9,994
				19,791
				60,491
				58,977
<F/S>				
	Bareilly	29.976	353	13
	Gwalior	26.479	137	5
				40,434
				29,124
*Project costs were all estimated in local currency.				

国道バイパス建設計画調査

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

Description :

(FY 1999 Domestic Survey)

Ministry of Surface Transport is planning to implement the project under BOT scheme. However, no progress has been made. Due to the Indonesia's nuclear bomb tests, Japan's financial assistance toward Bareilly Bypass and Gwalior Bypass was frozen at the termination phase of this Study. Therefore, implementation under BOT scheme was recommended as a conclusion.

(FY 2001 Domestic Survey)

The enforcement body in the case of the materialization of the proposed projects is NHAI (National Highway Authority of India). Although NHAI appealed to the government to carry out all the bypasses of the proposed projects by Grant Aid of Japan after this Study, but the government did not correspond at all. There is no project which was materialized until Nov. 2001 substantially, although NHAI has been preparing the bypass construction to be carried out by BOT or BOOT method.

Although national highway maintenance is already performed by the BOT method and it is thought in India that the government side subject of the enforcement by the BOT method is NHAI, there are some from which MoST becomes an enforcement body, and there seems to fight for the leadership by NHAI and MoST about the enforcement. It is judged that the project does not progress due to various factors, such as discord with MoST, lack of capability of the NHAI itself, and immaturity of the financial market in India.

(FY 2003 Domestic Survey)

Personnel who know the details of this study have decreased as a result of retirement and transfer in the New Delhi Ministry of Surface Transport, which is the organization in charge of this study. On the other hand, JBIC is not positive in adoption of road construction/ improvement projects requested by India. Because India is so keen on introduction of the ITS technology with the objective of improving the traffic condition that a significant review is required even in the case where introduction of ITS facilities is incorporated into the contents of project in order to implement the studies in future.

STUDY SUMMARY SHEET

(F/S)

SWA IND/S 303/99

1. COUNTRY	India		
2. NAME OF STUDY	Feasibility Study on the Construction of Expressway in the National Capital Region		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Committee of the Metropolitan Development	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Nov.1998 ~ Mar.2000 16month(s) ~		
8. SITE OR AREA	Deli and the surrounding metropolitan area		
9. MAJOR PROPOSED PROJECT(S)			
Implementation of the Feasibility Study on the Tool Highway with the length of 80km between Kundli- Ghaziabad/ Ghaziabad and Meerut.			

首都圏高速道路整備計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (FY 2000 Domestic Survey) No progress has been seen because request can not be submitted owing to sanctions posed over atomic bomb experiment. (FY 2001 Domestic Survey) Although maintenance of the road, targeted in the project, was decided to be implemented using the BOT scheme, there is no progress where none of private entity has responded to the term. (FY 2003 Overseas Survey) As for activities toward implementation of the project, a coordination committee was established with the objective of implementing EPE under the Indian Government and the Minister of Urban Development, and is reviewing progress at a regularly held meeting. In addition, a working group was established under the National Capital Region Planning Board (NCRPB). The project is under preparation for implementation. Of the proposed expressways, the project for the expressway between KUNNDORI and KAJIABIRD will be implemented in conjunction with the project for the expressway between FARIDABIRD and NOIDARKAJABIRD for the purpose of improvement of the "Eastern Peripheral Expressway"(EPE). The National Capital Region Planning Board (NCRPB) has adopted financial planning models prepared by two consultants - SBI Caps and IFCI - as final selections out of the 11 consultants it commissioned for consultation. Those plans propose implementation of projects under the SPV method. The project can enter the implementation phase as soon as approvals are obtained from organizations concerned. (FY 2004 Domestic Survey) No information to be specifically mentioned. (FY 2005 Domestic Survey) This project is part of the toll road highway network plan. Initially, BOT scheme using a private sector fund was considered for realisation, although this has not been implemented. Positive action from central and local authority in adopting PPP scheme, especially government initiatives in finance and risk sharing, was not made.		

STUDY SUMMARY SHEET

(M/P)

SWA IND/S 115/01

1. COUNTRY	India		
2. NAME OF STUDY	The Development Study on Reproductive Health in the State of Madhya Pradesh		
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	Government of Madhya Pradesh	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	System Science Consultants Inc.		
7. STUDY PERIOD	Nov.2000 ~ Mar.2002 16month(s) ~		
8. SITE OR AREA	Madhya Pradesh province		
9. MAJOR PROPOSED PROJECT(S)			
1. Project for improvement access and quality of RCH services 2. Project for improvement through strengthening BCC/IEC linked with gender awareness campaign program 3. Project for improvement through community based activities 4. Project of social marketing and family life education 5. Life environment development project for rural women			

リプロダクティブ・ヘルス支援計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY2002 Domestic Survey) There is no information available on the current situations of this project .</p> <p>(FY2003 Domestic Survey) Project delayed due to change in structure of the organization in charge or similar cause. Feasibility of the prospects: the project aims at carried forward operation within 3-5years.</p> <p>(FY 2004 Overseas Survey) A major reason of the delay is due to replacement made in Madyha Pradesh of DHFW, the major counterpart. Following the completion of M/P, JICA term had conducted a presentation of the detail and held a meeting with senior officers of Madyha Pradesh government in January 2003. In this meeting, Madha Pradesh government has submitted a request to dispatch 2 JICA experts and to improve maternity healthcare facilities in Damoh and Tikamgarh, among the target area of the study, and had agreed for a technical cooperation. Formal request for the dispatch of a JICA expert and the facility is applied to Indian government on 21st October 2003. The second form for a dispatch of JICA expert was submitted on 8th March 2004. All of these documents has been received by JICA and at present, the project is to commence from 2005.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>	

STUDY SUMMARY SHEET

(M/P)

SWA IND/S 118/02

1. COUNTRY	India		
2. NAME OF STUDY	The Reconstruction Support for the Gujarat-Earthquake Disaster in Devasted Area in India		
3. SECTOR	Social Infrastructure / (Social Infrastructure in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Government of Gujarat (GSDMA, DOHFW, DPEP)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nihon Sekkei, Inc.		
7. STUDY PERIOD	Jun.2001 ~ Jun.2002 12month(s) Jul.2002 ~ Apr.2003 9month(s)		
8. SITE OR AREA	(1)Quick Reconstruction Support project (Construction of two CHCs and five Primary Schools and Supply of Medical Equipment to one of the CHCs)-1)Primary Schools: Sumarasar Sheik (Bhuj), Bhadreshwar Kumar & Bhadreshwar Kanya (Mundra), Mathak and Dhamadka (Anjar) 2)CHCs :Anjar for Anjar CHC and Mundra for Mundra CHC Maternity Building 3)Supply of Medical Equipment to Anjar CHC in Anjar (2)Rebuilding Plan-1)Primary Education Sector: within Kutch district 2)Technical Education Sector: Bhuj and Lakhtar 3)Regional Healthcare Facilities: Anjar, Bhui and 14 other areas 4)Community Training: The sites		
9. MAJOR PROPOSED PROJECT(S)			
1)Primary Education Sector: Supply of educational equipment for the five schools constructed under QRS project. Construction of additional classrooms (Qty. undetermined) 2)Technical Education Sector: -Institute of Seismology in Bhuj, -Engineering College in Bhuj, -Vocational Training Centre in Bhuj, -Pharmacy College in Lakhtar, 3)Regional Healthcare Facilities: One package project consists of the following five items. -Mental Care and Rehabilitation Centre at Bhuj (Former Bhuj Mental Hospital):Halfway Home (20 occupants), Shelter Rehabilitation Workshop (40 patients) -Expansion of Anjar CHC:15 bedded Orthopaedic Ward, 10 bedded Rehabilitation & Physiotherapy Centre with equipments, Staff Quarters for Class III (12 units) and Class IV (20 units), an Ambulance -Regional Logistic Medical Store Centre at Bhuj -6 PHCs including Staff Quarters (7 units) in each PHC -5 Allopathic Dispensaries with Staff Quarters (5 units) in each Dispensary and 3 Sub Centres Project Cost(US\$1,000) Foreign Cost 1)Primary Education Sector: US\$235. 2)Technical Education Sector:US\$12,226. 3)Regional Healthcare Facilities:US\$3,888. 4)Community Training			

地震災害復興支援緊急開発調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2003 Domestic Survey) Quick Reconstruction Support project was implemented through this study. It was confirmed that the request made by the Government of Gujarat had been conveyed to the Government of India, however, the Embassy of Japan has not been informed of the request.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2004 Overseas Survey) Status of the proposed project: 1. Elementary education: No funds from JICA, which was offered from DPEP 2. Rural sanitation medical facilities: - Bjuj mental care rehabilitation centre: With a funding cooperation from the EC, establishment of the centre was approved with 9.6 million INR. Blind People's Association is the implementation body. Paraplegia hospital, ahmedabad is striving for the same goal. EC has approved 3.32 million INR for paraplegia hospital improvement. Investment in equipment has almost completed. Pension system for a rehabilitation of paraplegia patient is conducted by Gularat government. - Expansion of Anjar CHC: staff accommodation with the capacity of 25 persons is included in a new construction conducted in Phase 1 of the Grant Aid from EC. - Bjuj medical equipment supply centre: district level logistics management plan is conducted in the Sector Investment Program of EC funding cooperation. National level research has been completed, which the plan includes securing supply in national and regional level. Preparation for the design of the building is now in progress. - Primary health centre in 6 district of Bhuj: project has been handed over to Indian Red Cross. All of the reconstruction for health facilities has been completed and been transferred. 3. Technical education: - Institute of Seismology Bhuj: established by funding (300 million INR) from the World Bank. The Institute has been conceptualised by a cooperation form the Columbian University and is in progress to secure an architect. Construction will be started in June 2005, planned with 12 months of project period. If JICA is to seek funding, it will reduce loan from the World Bank to a certain point. - Engineering College at Bhuj: Currently constructed with a funding assistance from the World Bank (300 million INR). Construction has started in November 2004, planned with 14 months of project period. 4. Training for long-term disaster measures participation capability improvement of the community in collaboration with GSDMA Capacity building of the community for long-term disaster measures is an indefinite program. GSDMA is prepared to accept any funding assistance from JICA.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

SWA MDV/S 201B/92

1. COUNTRY	Maldives		
2. NAME OF STUDY	Seawall Construction Project for Male 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	Ministry of Foreign Affairs Ministry of Public Works and Labor	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) INA Corporation		
7. STUDY PERIOD	Aug.1991 ~ Dec.1992 16month(s) ~		
8. SITE OR AREA	The coast around Male 'Island (about 4,700m)		
9. MAJOR PROPOSED PROJECT(S)			
<p>Maldives has experienced inundation disasters by waves since the 1980s. For protection of disasters, the project will be conducted by the construction of seawall. The order of construction plan of seawall is made according to urgency. The length of seawalls and project cost each coasts is as follows;</p> <p>West - Coast 774.00 m US\$.10,328,156. East - Coast 1,009.22 m US\$.13,632,487. South - Coast 1,508.83 m US\$.17,057,963. North - Coast 1,441.00 m US\$.10,403,567.</p>			

マレ島海岸防災計画

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

Description :

Because Male' is the capital of Maldives and bears 25% of the total population, the coastal protection project in Male is given high priority.

(1) West Coast

Subsequent Studies:

The Government of Republic of Maldives has requested in February 1993 for the construction of seawalls along the West Coast of Male Island where the utmost urgency of the construction was indicated in the development study. The Government of Japan decided to carry out a basic design study in connection with the coastal disaster prevention plan for the Island of Male', and JICA dispatched a basic design study team between August and September, 1993 to investigate the necessity of the plan. After that the construction procedure and roughly cost estimation were carried out.

Feb.1994 E/N 32 mil.Yen (Project for the Seawall Construction in Male Island (D/D))

Finance:

Jul.1994 E/N 856 mil.Yen (Project for the Seawall Construction in Male Island 1/2)

Jul.1994 E/N 480 mil.Yen (Project for the Seawall Construction in Male Island 2/2) (provision of grant aid / FY 1995)

Content: 87 mil.Yen (for Supervision by the consultants firm)

1,249 mil.Yen (for Construction)

Construction:

Construction Trader: Taisei Construction

Nov.1994~Mar.1996 Completed (FY 1998 Overseas Survey)

(2) East Coast

Subsequent Studies:

The Government of Republic of Maldives had requested the implementation for the East Coast, which was given 2nd priority, to the Government of Japan on Aug.1994. The Government of Japan accepted the request and planned to dispatch the basic design study team to the site on Aug.1995 in order to discuss with the Maldives's authority concerns and to investigate the circumstances by topographic survey and so on.

Jan.1996 E/N 30 mil.Yen (Project for the Seawall Construction in Male Island (II)(D/D))

Finance:

2 Jun.1996 E/N 1,148 mil.Yen

(Project for the Seawall Construction in Male Island (II))

Construction:

Construction Trader: Taisei Construction

17 Oct.1996~15 Mar.1998

Operation and management:

(FY 1998 Domestic Survey)

Facilities are well managed and maintained. Sand is supplied for the artificial beach and the surrounding area is also well maintained.

Effects:

(FY 1998 Domestic Survey)

Since the damage by high tide has been alleviated and sand erosion from the reclaimed area has been protected, there have been positive effects on protection of human life and social improvement. Improvement of the view of the artificial beach has increased the number of tourists.

(3) South Coast

(FY 1997 Domestic Survey)

Subsequent Study:

Jan.1998 E/N for D/D to be signed

Finance:

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

8 May 1998 E/N 1,380 mil.yen

(Project for the Seawall Construction in Male Island (II))

*Contents of the project

Construction of the Southern Sea wall (1,546m)

Construction:

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

22 Oct.1998~15 March 2000

Taisei Construction Co., Ltd.

(FY 2001 Domestic Survey)

2000 Completed

Progress situation:

(FY 1998 Domestic Survey)

Length of 100m (12% of the total) had been completed by Dec. 1998.

Prospects for the remaining works:

Term1: planned to be completed in March 1999; Term 2: planned to be completed in March 2000.

(4) North Coast

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

The request for a grant aid assistance has been submitted.

Subsequent Study:

(FY 2000 Domestic Survey)

Jun.2000 B/D

Finance:

(FY 2000 Domestic Survey)

Aug.2000 E/N 8,200 mil.Yen

マレ島海岸防災計画

STUDY SUMMARY SHEET

(M/P+F/S)

SWA MDV/S 221/99

1. COUNTRY	Maldives		
2. NAME OF STUDY	The Study on Solid Waste Management for Male' City		
3. SECTOR	Public Utilities / Urban Sanitation		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Construction and Public Works (MCPW), Male Municipality	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Environmental Technology Consultants Co., Ltd.		
7. STUDY PERIOD	May.1998 ~ Jun.1999 13month(s) ~		
8. SITE OR AREA	M/P: Male' City (Male' Island, Villingiri Island, Thilafushi Island, airport island and resort islands) F/S: Male' City (Male' Island, Villingiri Island, Thilafushi Island, airport island and resort island)		
9. MAJOR PROPOSED PROJECT(S)			
M/P: Target year 2010 1) Collection: Vehicle station collection and Bell collection by compactor trucks 2) Transport: Transportation by dump trucks, large compactpr trucks and ferries, Improvement and construction of transfer stations (Male' city:1, Villingiri Island:1) 3) Port area cleaning: Procurement of small motor boat and dump truck 4) Final Disposal: Construction of new landfill site (Thilafushi-2: 434,000m3. Thilafushi-2: 729,000m3), Construction of seawall of the existing landfill site(Thilafushi-1) F/S: Target year 2003 1) Collection: Procurement of compactor trucks 2) Transport: Procurement dump trucks, large compactor trucks and ferries, Improvement and construction of transfer stations(Male' Island: 1, Villingiri Island:1) 3) Port area cleaning: Procurement of small motor boat and dump truck 4)Construction of new landfill site (Thilafushi-2: 434,000m3), Construction of seawall of the existing landfill site(Thilafushi-1) 5) Recycle: Construction of stock yards at the transfer stations and the landfill site, Installation of small compost plant			

マレ市廃棄物処理計画調査

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 2000 Domestic Survey) Minister of Construction and Public Works and steering committee expressed their request of early implementation of priority projects. However, the project hasn't yet come to the implementation.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2004 Overseas Survey) No progress was seen due to unavailability in acquiring guidelines and lack of related regulations. Financial difficulty can be the greatest obstacle. Possibility of the implementation is totally dependent on the Gov. or the national interest. Therefore, there is a possibility if the situation turns around in this mean. However, due to apparent impossibility factors for implementation and other impediment factors, request for the funding has not been submitted.</p> <p>(FY 2005 Domestic Survey) A reef with final disposal has been utilised as an industrial site after reclamation. In addition, industrial sites are constantly being created by reclaiming the site with high quality soil in other areas. Sites has been utilised as gas tank, cement silo, block factory, shipyard, repairing factory, and warehouse, which has become a unique industrial complex in Maldives. Although, JICA study has proposed for adequate expansion (construction) plan, C/P is propelling their original plans, which prioritise utilisation of the reclamation sites. Although, initially the project was planned as a Yen Grant project, it has not been realised due to policy changes. However, final disposal sites has been utilised without any coast protection facilities, which risks of tidal waves to spread the wastes exists. Therefore, immediate measures are required. As a result of the above mentioned reasons, realisation of waste disposal facility with Yen Grant Aid is considered to be difficult. However, there needs to improve fragile coast to protect disposal sites from tidal waves. This is eligible for a Grant Aid and a request has been submitted from the C/P.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA NPL/S 301/83

1. COUNTRY	Nepal		
2. NAME OF STUDY	Rural Telecommunications Network Project		
3. SECTOR	Communications & Broadcasting / Telecommunication		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Nepal Telecommunicating Corporation(NTC)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.		
7. STUDY PERIOD	Nov.1982 ~ Oct.1983 11month(s) ~		
8. SITE OR AREA	Whole country		
9. MAJOR PROPOSED PROJECT(S)			
<p>Contents</p> <p>-Construction of the National Radio Telecommunications Network with 53 Radio Stations.</p> <p>Nepal Telecommunications Corporation(NIT) had established the basic plan for telephone network as for the indicators and standards in order to settle the domestic telecommunication network plan in 1978.</p> <p>The basic plan is consisted of:</p> <ol style="list-style-type: none"> 1.Switching Plan, 2.Numbering Plan, 3.Charging Plan, and 4.Transmission Plan. <p>These plans should be the foundation to settle the telecommunication network paln.</p> <p>Based on above mentioned matters, this Project has been planned.</p>			

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
Description : The reasons for realizing the project are as follows: - large impacts - high priority Subsequent Studies: Jun.1984 E/N (Rural Telecommunication Network Improvement (D/D), 154 mil.Yen) Mar.1985 D/D undertaken Finance: May 1986 E/N 1,226 mil.Yen (Rural Telecommunication Network Improvement I 1/3) Oct.1986 E/N 2,245 mil.Yen (Rural Telecommunication Network Improvement I 2/3) Sep.1987 E/N 905 mil.Yen (Rural Telecommunication Network Improvement I 3/3) Aug.1991 E/N 904 mil.Yen (Expansion of the Rural Telecommunication Network II) Jul.1992 E/N 781 mil.Yen (Expansion of the Rural Telecommunication Network III) Jun.1996 E/N 1,864 mil.Yen (Expansion of the Rural Telecommunication Network IV) Upon the completion of the construction financed by grant aid assistance planned to be signed in Jun. 1996, all of the proposed projects will be completed, except for that of 2 areas. (FY 1997 Domestic Survey) Construction: (FY 1997 Domestic Survey) (FY 1998 Domestic Survey) (FY 1999 Domestic Survey) Phase IV Feb.1997~March.1999 (completed). Contractor / Phase IV Kanematsu, Nippon Musen Operation and Management: NTC is in charge of O&M. Materials and facilities provided by a grant aid assistance are well maintained and smoothly operated. Impacts: (FY 1997 Domestic Survey) In Phase I-III, 42 public phones were installed and service is being provided to resident and public organizations. Perspective for Remaining Projects: (FY 1998 Domestic Survey) Regarding the "expansion of rural telecommunication" including the remaining two sites, a grant aid assistance will be requested in 1999. *Related Project Presently, the World Bank finances the project to equip all VDCs with Multi-Access Radio System, taking into account the progress of this proposed project. The completion of this World Bank financed project is expected to increase the number of subscribers which NTC can accommodate.		

STUDY SUMMARY SHEET

(M/P)

SWA NPL/S 101/84

1. COUNTRY	Nepal		
2. NAME OF STUDY	Kosi River 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 Electricity Ministry of Water Resources	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Chuo Kaihatsu Corporation		
	Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Jun.1983 ~ Mar.1985 21month(s) ~		
8. SITE OR AREA	42,000 sq.km in eastern Nepal		
9. MAJOR PROPOSED PROJECT(S)			
<p>1) Arun III Hydropower Development Project</p> <p>This project (240 MW) is projected the most economically feasible in all 53 hydropower sites (total of 11,000MW) located within the Kosi river system. Under the project as set out in the master plan study, catchment area is 32,332 km², maximum discharge is 156 m³/s, total head is 194m, facility output is 240 MW, and annual generated energy is 1,965 GWh.</p> <p>Subsequent to this master plan study, the project was the subject of a JICA funded feasibility study, and detailed design (402 MW output) has been completed by a German and Japanese consortium. Development of half the foregoing capacity is in progress with funding by the World Bank.</p> <p>2) Sun Kosi Diversion Project</p> <p>This is a multipurpose development project comprising diversion of 72 m³/s of discharge from the Kosi river by 16 km long tunnel to the Terai plain for irrigation, as well as hydropower generation utilizing the head available along the diversion route. This diverted discharge will enable perennial irrigation of farm land in the broad Terai plain (175,000ha), anticipated to raise farm productivity from the current 350,000 tons/year to 100,000 tons/year. Power would be generated utilizing head along the induction canal from the Sum Kosi (61,000kW) as well as at Kamla dam (32,000kW).</p>			

コシ河流域水資源開発基本計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>1) The Arun III hydropower project is the most economically viable project among projects surveyed in Nepal; 2) Implementation of Arun III will promote the development of other hydropower projects; and 3) Sun Kosi Diversion Project is important partly for its impact on food production and partly for environmental conservation in the Himalayas.</p> <p>(FY 1998 Overseas Survey) Funds have been procured for the project implementation since higher priority has been given to the energy development and private sector has participated in constructing the facilities.</p> <p>1. Arun III Hydropower Development Project Subsequent Studies: F/S undertaken by JICA (EPDC, CKC) Oct.1988~Apr.1991 D/D undertaken jointly by West Germany (Lahmeyer /Energy Engineering) and Japan (EPDC /CKC) Finance: The Government of Nepal has requested external funding from ADB, Germany (KfW) and Japan (OECF). Jan.1995 WB gave up the project because of the environmental problems. (FY 1997 Domestic Survey) No progress. (FY 1995 Overseas Survey) WB has been requested to resume the implementation of the project. Construction: 1992 to be commenced (Although F/S planned 402 MW, the project is to be divided into 2 stages of 201 MW). 2001 to be implemented.</p> <p>2. Sun Kosi Diversion Project (FY 1997 Domestic Survey) The Nepalese Government has repeatedly requested a JICA F/S on the Sun Kosi Diversion Project, which is the most promising project among the Kosi River M/P and its economic impact is high but has been unsuccessful, partly because the expected cost of construction could be as large as US\$500 million. (FY 1997 Overseas Survey) F/S has not been realized yet but the M/P has been widely used for related works.</p> <p>3. Bhote Kosi Hydropower Project (FY 1994 Domestic Survey) NEA is going to implement a plan for Bhote Kosi Project as one of the best sites for hydropower development among many sites studied under the Basic Study. (FY 1995 Overseas Survey) The MOU has been signed with a private company to implement the Bhote Kosi Hydropower project. (FY 1997 Domestic Survey) Under construction by BOT scheme.</p> <p>4. Khimikhola Hydropower Project (60 MW) Finance: Cooperative Finance of ADB and IFC (Appr .US\$200 mil.) Construction: 1995 Commenced (State Craft (Norway))</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

SWA NPL/S 201B/87

1. COUNTRY	Nepal		
2. NAME OF STUDY	Development Plan of Television Network		
3. SECTOR	Communications & Broadcasting / Broadcasting		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Nepal Television Corporation	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	NHK Integrated Technology		
7. STUDY PERIOD	Jun.1987 ~ Mar.1988 9month(s) ~		
8. SITE OR AREA	Kathmandu and east and west Terai		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P> The Nepalese government desires to achieve the followings through the television network: (1) Prompt transmission of information to the people (2) Reinforced means of effective communication to the entire nation (3) Substantial and efficient school education (4) Improvement of agricultural techniques (5) Popularization of the idea of family planning (6) Popularization of the idea of health and hygiene (7) Reinforced campaign for conservation of forests (8) Promotion of understanding among races and among communities with different regions</p> <p><F/S></p> <p>Phase 1: - TV Broadcasting Centre including 3 studios is built in the capital, Kathmandu-Main transmitting station is built on Mt. Phulchowki.- 1 transposer station is built in the east Terai region as the 1st step towards service expansion in that region.</p> <p>Phase 2:-Construction of 1transmitting station and 2 transposer stations in the east Terai region= 1 transposer station in the west Terai region - 1 studio is added to the Broadcasting Centre - Correspondent offices in the Terai region are each equipped with 3 sets of news gathering equipment.</p> <p>Phase 3: - Construction of 8 transposer stations in the west Terai and 1 transposer station in the east Terai - 1 outdoor broadcasting van is introduced. - Correspondent offices in the Terai and each equipped with 2 sets of news gathering equipment</p> <p>Phase 4: - 3 transposer stations and built in the west Terai - Correspondent offices are equipped with the necessary sets of new gathering equipment.</p>			

テレビジョン放送網開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : Finance and Construction Sep.-Oct.1990 Installation of transmission stations in Ilam, Nepalganji, Palpa, etc .with the total cost of 1.40 million NER. Nepalese Government budgeted. Nov.1993-Jan.1994 Installation of Namji, Sarangkot, Pokhara, Juleshor and Daunne transmission stations and transposer stations. French Government provided grant aid assistance of the total cost of 14 million FF. Detail: The Government of Nepal (GON) requested a Japanese grant aid, but it was notified by the Japanese Government that the project would not be funded immediately. The GON requested a grant aid to France, which subsequently agreed to undertake an F/S on TV broadcasting network. The GON is expecting a Japanese aid on studio equipment. (FY 1996 Overseas Survey) In Jul. 1994, the Japanese Government was requested for grant aid assistance to implement the TV Studio Improvement Project. (FY 1997 Domestic Survey) Nepal side is preparing for requesting a grant aid assistance. (FY 1997 Overseas Survey) Request for a grant aid assistance has not been approved yet. (FY 1998 Overseas Survey) Nepal National Broadcasts has been utilized the results of this M/P when they have developed their TV network in nationwide. Relay stations proposed by this study are no longer necessary since the technical conditions have been changed.		

STUDY SUMMARY SHEET

(F/S)

SWA NPL/S 302/88

1. COUNTRY	Nepal		
2. NAME OF STUDY	Sindhuli Road Construction Project		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Road, Ministry of Works and Transport	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Nov.1986 ~ Jun.1988 19month(s) ~		
8. SITE OR AREA	Between Bardibas and Dhulikhel in the Central Development Region		
9. MAJOR PROPOSED PROJECT(S)			
<ul style="list-style-type: none"> - Construction of trunk road (155 km, two-lane, paved) connecting the East-West Highway in the Terai Plains and the Kathmandu region - The project is divided into two sections <ul style="list-style-type: none"> Section I: From Bardibas of the East-West Highway Bazar to Shindhuli Section II: Shindhuli Bazar - Khurkot - Nepalthok - Dhulikheli of Kodari Road - A operation & maintenance training center 			

シンズリ道路建設計画

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

Description :

Subsequent Studies:

Sep. 1992 A Japanese mission was dispatched for Sindhuli Road Aftercare Study. M/M was signed to review F/S for the reduction of construction.

Jan. 1993 "Sindhuli Road Aftercare Study" by JICA was started. In

June 1993, the draft final report will be submitted. The objective of the study is to examine the alternative plan including a single track plan to reduce the cost.

Finance:

Aug.16 1995 E/N 75mil. Yen (Sindhuli Road (D/D))

Detail:

The Government of Nepal assigns top priority to this project among various trunk road projects, and is requesting Japanese grant aid. The new government considers the improvement of road and drink water facility to be important development areas for the moment.

(FY1994 Domestic Survey)

Although the torrential rain attacked Nepal in Jul.1993 just after the Aftercare Survey, the rain did not make heavy damage on the road of this Project which was surveyed by the Dept. of Road in Jan.1994. The Basic Design Study for Section I was conducted in Aug.1994. The Draft Final Report was submitted to HMG in Oct.1994.

*Refer to "Aftercare Study for Sindhuli Road Construction Project (1993)" about details thereafter.

STUDY SUMMARY SHEET

(M/P)

SWA NPL/A 101/89

1. COUNTRY	Nepal		
2. NAME OF STUDY	Integrated Rural Development Project in the Lumbini Zone		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Development of Planning Local Development	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Hokkaido Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Sep.1988 ~ Nov.1989 14month(s) ~		
8. SITE OR AREA	Gulmi, Arghakhanchi, Kapilvatsu and Marchawar area of Rupandehi district		
9. MAJOR PROPOSED PROJECT(S)			
<p>The master plan was formulated for 15 years from 1990 to 2005, and 33 projects of central government level and 137 projects of local government level were included in the plan. The proposed high priority development projects are as follows:</p> <p>Irrigation rehabilitation project : Rajikdwa:2,400 ha</p> <p>Rural road rehabilitation project : Tansen to Tangas:75 km</p> <p style="padding-left: 100px;">East-west highway to Sandikharka:69 km</p> <p>Rural water supply : Banganga and Gajeda:for 11,900 population</p> <p style="padding-left: 100px;">Material supply program: for two districts of hill area</p> <p>Agriculture production promotion :</p> <p style="padding-left: 20px;">Improvement of agri.:3-district extension services offices</p> <p style="padding-left: 20px;">Ilaka service centre:22 Ilakas</p> <p style="padding-left: 20px;">Veterinary service centre:1-Regional centre</p> <p style="padding-left: 60px;">3-District centre</p> <p style="padding-left: 60px;">27-Ilaka centre</p> <p>Improvement of plan implementation :</p> <p style="padding-left: 20px;">Institutional improvement: Central and caacity district government</p> <p style="padding-left: 20px;">Capacity improvement of staff:3-district,villages</p> <p style="padding-left: 20px;">Improvement of budgetary: System in situation of local government central</p>			

ルンビニ県農村総合開発計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>This project is regarded to help the promotion of the Development Policy of the Nepalese government.</p> <p>Subsequent Studies: Jun.1992~Sep.1993 F/S undertaken by JICA (Rajikduwa Irrigation Project) Jan.1994 Rajikduwa Irrigation Planning Works have been completed by the submission of the draft final report regarding to the basic design.</p> <p>Finance: (FY 1999 Overseas Survey) 1.Gulmi-Argakhanchi Rural Development Project(GARDP) It is under progress by EU fund. *Contents: Agriculture, Rural infrastructure-road, Community buildings, Drinking water, etc. 2.Rural Water Supply and Sanitation Program It is under progress by FINNIDA fund. *Site area: All 6 districts of Lumbini Zone.</p> <p>Detail: (FY 1991 Overseas Survey) The Government of Nepal plans to incorporate the proposal of the present study into the forthcoming the 8th five-year plan, and hopes for a small team of JICA experts who will advise on the annual planning of the proposals.</p> <p>(FY 1997 Overseas Survey) EC is assisting MLD in implementing one IRD project in Gulmi and Argakhanchi districts. Therefore, JICA proposed projects have not been implemented yet.</p> <p>(FY 1998 Overseas Survey) The rural development policy proposed by this study is being utilized in the on going Ninth National Development Plan (1998-2003). Since cost of the investment by the beneficiary farmers has been increased due to the guideline of the Nepal Irrigation Sector Project (NISP) by World Bank, the implementation of subsequent studies expect few have been postpones.</p> <p>*Related Project The World Bank has provided the Irrigation Line of Credit (ILC) for three development districts in the western part of region. 20 mil. NRs. has been already disbursed to Kaptan district, which has been promoting the irrigation project with it.</p> <p>(FY 2000 Domestic Survey) No information.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

SWA NPL/S 202B/89

1. COUNTRY	Nepal		
2. NAME OF STUDY	Development of Civil Aviation		
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 Civil Aviation, Ministry of Tourism	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Aug.1988 ~ Sep.1989 13month(s) ~		
8. SITE OR AREA	The whole area of Nepal<M/P> Kathmandu, Pokhara, Jomsom, Simikot, Lukla, and Syangboche airports <F/S>		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P>1.Kathmandu International Airport Development Project: Construction of Domestic Passenger Terminal Building (3,200 sq.m) Expansion of Apron (B747 class x 4 spots, B757 class x 5 spots, etc.) Installation of Air Navigation System (MLS, etc) Construction of Cargo Terminal Building (27,000 sq.m) Construction of Maintenance Hangar (B767 calss)</p> <p>2.New Pokhara Airport Development Project: Runway 1,900m, Apron (B757 class x 1 spot, HS748 class x 1 spot) Terminal Building (1,000 sq.m), Air Navigation System (VOR/DME, etc.)</p> <p>3. Runway extension at Jomson and Simikot Airports Runway pavement and Apron expansion at Lukla Airport Runway relocation at Syangboche Airport</p> <p><F/S>1. Kathmandu International Airport Project: a. Total floor area 3,200 sq.m, One and half level concept Annual passenger handling capacity 330 thousand b. DCIO class x 2 spots, B767 class x 1 spot, and B757 calss x 5 spots for international flight HS748 class x 2 spots and DHC6 class x 1 spot c. Installation of LLZ/DME, renewal of DVOR/DME, Renewal of Aeronautical ground lights.</p> <p>2. New Pokhara Airport Runway length 1,900m Apron(HS748 x 2 spots and DHC6 x 1 spot), Terminal building 800sq.m, Air navigation system VOR/DME,NDB etc.</p> <p>3. Runway extension at Jomson and Simikot Airports Runway pavement and apron expansion at Lukla Airport, and Runway relocation at Syangboche Airport.</p>			

国内航空網整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (1) Kathmandu International Airport Development Project Subsequent Studies: Jun.1993-Jul.1994 "Tribhuvan International Airport Modernization Plan in Nepal"(M/P+F/S) Jan.1994 E/N 106 mil.Yen (Project for Modernization of Tribhuvan International Airport in Kathmandu (D/D)) Finance: Jul.1994 E/N (Modernization of Tribhuvan International Airport in Kathmandu) Total 3,453 mil.Yen, Items, for FY 1994 876 mil.Yen, for FY 1995 2,371 mil.Yen, for FY 1996 206 mil.Yen (FY1994 Domestic Survey) Construction: (FY1995 Overseas Survey) The project has been implemented as "Kathmandu International Airport Modernization Plan in Nepal" *Refer to "Kathmandu Airport Improvement Project Study (1994)". Situation: (FY 1996 Domestic Survey) No request has been made to finance the proposed projects (2) and (3). This is mainly because of the financial difficulty of the Government. (FY 1996 Overseas Survey) ADB has provided the loan for the construction of airports in Pokhara, Lukla and Jomson. However, as to the Simikot airport, no concrete plan has been made for the project implementation. (FY 1997 Overseas Survey) DCA has been doing some improvement work at Simikot Airport with its own resources. So far DCA has not requested assistance from Japan but DCA is looking forward such cooperation from the Government of Japan. (FY 1999 Overseas Survey) Simikot: completed. Pokhara: completed. Kukla: to be completed by Jun. 2001. Jomson: to be completed by Jun. 2001.		

STUDY SUMMARY SHEET

(Basic Study)

SWA NPL/S 501/90

1. COUNTRY	Nepal		
2. NAME OF STUDY	Groundwater Management Project in the Kathmandu Valley		
3. SECTOR	Social Infrastructure / Water Resources Development		
4. TYPE OF STUDY	Basic Study		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Nepal Water Supply Corporation (NWSC)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Japan Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Dec.1988 ~ Nov.1990 23month(s) ~		
8. SITE OR AREA	Kathmandu valley		
9. MAJOR PROPOSED PROJECT(S)			
Master Plan : 1994 - 2030			
Stepwise implementation of systems for water supply facilities are summarized below in the order of an optimum implementation of schemes.			
Optimum	Name of Scheme	Project Cost	
Implementation Order		(million US\$ in 1990)	
1st	Mahankal Chaur scheme	18.3	
2nd	Bansbari - Maharajganj scheme	15.4	
3rd	Shaibhu scheme	4.9	
4th	Balaju scheme	5.2	
5th	Lambagar scheme	11.3	
6th	Sundarijal scheme	15.6	
7th	Manohara scheme	18.7	
8th	Balkhu scheme	17.0 Total 106.5	
The above schemes are classified into three categories according to the following basic concept which requires similar facilities for the schemes in the same category.			
Basic Concept		Scheme	
1) Water quality improvement	Mahankal Chaur scheme, Bansbari - Maharajganj scheme		
2) Rehabilitation of water treatment plant	Shaibhu scheme, Balaju scheme, Lambagar scheme, Sundarijal scheme		
3) New scheme	Manohara scheme, Balkhu scheme		

カトマンズ盆地地下水開発計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(1)Mahankal Chaur Plan and Bansbari Plan Subsequent Studies: Feb.- Mar.1991 B/D (Kathmandu Water Supply Plan) Consultant/ Japan Engineering Consultants Co., Ltd. Finance Jul.1992 E/N 2,086 mil. Yen (Kathmandu Water Supply Facilities Improvement Plan - 1/2) Jun.1993 E/N 1,286 mil. Yen (Kathmandu Water Supply Facilities Improvement Plan - 2/2) These are for the installation of two filtration plants to improve water supply system in kathmandu. Construction: (FY 1995 Domestic Survey) Phase I - completed Phase II - completed in Feb. 1995 Effects: (FY 1995 Domestic Survey) To begin the utilization of the water filtration plant constructed by phase 1 and 2, it becomes possible to supply enough water for the demands until 1995. At the same time, the quality of water becomes safe and sanitary, since enough amount of chlorite is found at the hydrants in downtown. Problems: (FY 1995 Domestic Survey) The deep wells as for the water resources for the plant during the dry season (especially Feb. to May) are planned to be repaired by the World Bank, however, the repairment works are much delayed.</p> <p>(2)Balaju/Sundarijal (FY1996 Overseas Survey) The rehabilitation work is in progress with the IBRD loan. The provided loans are US\$24 mil. and US\$27,000 respectively.</p> <p>(3)Lambagar (FY1996 Overseas Survey) The priority has been lowered because the river, from which water will be taken, was polluted. (FY 1998 Overseas Survey) The priority has been lowered since the river, the water source, has been polluted.</p> <p>(4)Shaibhu/Manohara/Balkhu: (FY 1996 Overseas Survey) Grant aid assistance has been requested. (FY 1997 Overseas Survey) Request for these projects has been forwarded for FY 1998 to Government of Japan for consideration. (FY 1998 Overseas Survey) The project is delayed since it is not included in the World Bank projects.</p> <p>(5)Kodkhu, Roshi and Melanchi (FY1993 Overseas Survey) Above three projects have been proposed to JICA. (FY1995 Overseas Survey) The government of Nepal expects the Kodku and Melanchi Projects to be included in the next phases. (FY1996 Overseas Survey) As to the Melanchi River Project, local consultants completed B/D with UNDP fund. The total project costs for the improvement of a water intake tunnel, water treatment plants and water supply network and the implementation of hydraulic power project are estimated at US\$138 mil. Kodkhu Project has been delayed due to the land acquisition problem caused by the rise of land price in Kathmandu.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

SWA NPL/S 203B/92

1. COUNTRY	Nepal		
2. NAME OF STUDY	Kathmandu Valley Urban Road Development		
3. SECTOR	Transportation / Air Transportation & Airport		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Works, Department of Road	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Japan Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Jul.1992 ~ Mar.1993 8month(s) ~		
8. SITE OR AREA	Kathmandu Valley		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P></p> <p>1) Short-term Plan</p> <ul style="list-style-type: none"> - Shuttle bus service of New Bus Terminal - Construction of Inner Ring Road (Bagmati, Bishnumoiti Corridors) - Bus access road improvement - Construction of new Bagmati Bridge <p>2) Long-term Plan</p> <ul style="list-style-type: none"> - Inner Ring Road (North & South Sections) - Outer Ring Road <p><F/S></p> <p>1) Construction of Bagmati corridor road including New Bagmati bridge</p> <p>2) Improvement of bus terminal access road</p>			

カトマンズ都市交通計画

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

Description :

The number of the daily traffic on the Bagmati Bridge is now 48,000 vehicles. It is projected that any further increase of traffic will not be accommodated.

(1)New Bagmati Bridge

Subsequent Studies:

Jan.1994 Grant Aid E/N 51 million yen (New Bagmati Bridge Construction D/D)

Finance:

Jul.1994 Grant Aid E/N 766 million yen (New Bagmati Bridge Construction-1/2)

1995 Grant Aid E/N 475 mil.Yen (New Bagmati Bridge Construction-2/2)

Project Content:

Construction of Bagmati Bridges, improvemetn of Tapatari Crossing, reinforcement of the existing Bagmati Bridge etc.

Construction:

Oct.1994 Commenced

1995 Completed

Effect:

The connection between Kathmandu and Patan has been considerably improved.

(2)Bishnumati Link Road(A part of Bagmati Corridor Road)

Subsequent Study:

(FY 1999 Overseas Survey)

D/D was implemented by ADB fund.

Finance:

(FY 1997 Overseas Survey)

ADB

Construction:

(FY 1997 Overseas Survey)

Under construction

Details:

(FY 1994 Domestic Survey)

The Bagmati Corridor Road, which is one of the sections of the proposed Middle Ring Road and road which links to the bridge, needs to be implemented by the Government of Japan as soon as possible, hopefully as a grant aid project. However, some adjustment of domestic budget should be done beforehand in conjunction with the envisioned Shindhuli Road Construction Project, which is the greatest grant aid projects ever undertaken by the Japanese Government.

(FY 1996 Domestic Survey)

The Construction of the Bagmati corridor road won't be commenced until the completion of Sindhuli Road Construction Project.

(3)Bus Terminal Access Road (FY 1996 Overseas Survey)

Subsequent Studies:

B/D completed

Finance:

ADB had cancelled its approval to finance the project because the land acquisition had been expected to be difficult. Presently, the Department of Road is in negotiation with ADB with respect to the fund procurement since it has already acquired the land necessary to the project implementation.

(FY 1997 Overseas Survey)

This project has not been formalized yet.

STUDY SUMMARY SHEET

(M/P)

SWA NPL/S 104/93

1. COUNTRY	Nepal		
2. NAME OF STUDY	Water Resources Development of the Upper Karnali and Mahakali River		
3. SECTOR	Social Infrastructure / Water Resources Development		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Water Resources	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Chuo Kaihatsu Corporation		
7. STUDY PERIOD	Nov.1991 ~ Oct.1993 23month(s) ~		
8. SITE OR AREA	Upper Karnali and Mahakali River Basins in the Nepal Territory		
9. MAJOR PROPOSED PROJECT(S)			
<p>The Bheri-Babai, which is a hydropower project to generate a power of 82.9MW by diverting the Bheri River water to the Babai River, has another merit of irrigation development by supplying diverted water to a command area of 74,270 ha extending in the lower area.</p>			

カルナリ川上流及びマハカリ川流域水資源開発計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Bheri-Babai Hydroelectric Project</p> <p>Subsequent Studies:</p> <p>(FY 1998 Domestic Survey)</p> <p>March 1998 ~ Aug. 2000 JICA F/S study on "Bheri-Babai hydroelectric power development".</p> <p>Cost: approx. 300 million yen</p> <p>Difference from JICA proposal: Tunnel route was moved to the upper stream.</p> <p>(FY 1999 Overseas Survey)</p> <p>Phase 2 of F/S is undergoing.</p> <p>Finance:</p> <p>(FY 1999 Overseas Survey)</p> <p>Jul.9.1999 A request was submitted to Japanese government.</p> <p>*Amount: 170 mil.US\$</p> <p>Detail</p> <p>(FY 1995 Domestic Survey)</p> <p>After the stoppage of Arum III project, this project becomes hopeful one to be developed next to the Gandaki-A project.</p> <p>(FY 1997 Domestic Survey)</p> <p>The problems of this project are as follows.</p> <ol style="list-style-type: none"> 1. Coordination with India is necessary, because the lower Bheri runs through India. 2. Construction of facilities including a power plant needs to be cautious, because a drainage mouth is in a national park. <p>(FY 1998 Overseas Survey)</p> <p>Higher priority has been given to the supply of electricity to the west part of the country that is under-developed. This has promoted the implementation of the proposed projects.</p> <p>Related Project</p> <p>Mahakali II Irrigation Project by World Bank (FY 1996 Overseas Survey)</p> <p>The construction is in progress with ADB loan and is expected to complete next year.</p>	

STUDY SUMMARY SHEET

(M/P)

SWA NPL/S 105/93

1. COUNTRY	Nepal		
2. NAME OF STUDY	National Hydro-Meteorological Data Management 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 Hydrology and Meteorology, Ministry of Water Resources	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	<div style="display: flex; justify-content: space-between; align-items: center;"> Jun.1991 ~ Jul.1993 25month(s) </div> <div style="text-align: center; margin-top: 5px;">~</div>		
8. SITE OR AREA	The entire area of Nepal territory		
9. MAJOR PROPOSED PROJECT(S)			
<p>The Immediate Programme intends to strengthen the meteo-hydrological observation system by improving the quality of data gained from the existing meteo-hydrological stations.</p>			

国内水文資料整備計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Detail

The Nepali government intends to implement the Immediate Program by applying the Japanese grant aid Program and in fact the Government of Nepal has already submitted the application to the Government of Japan.

(FY 1995 Overseas Survey)

Hydro-meteorological stations established under the study program are now in operation and undertake data collection. However, hydrological stations strengthening program, which is expected to be supported by JICA, has not been materialized yet.

(FY 1996 Overseas Survey)

The Government of Nepal requested for the Japanese grant aid assistance twice. But they have not been accepted. Because of the budget constraint of the Department of Hydrology and Meteorology and the negation of the Japanese Government to provide grant aid assistance, the Facility Improvement Project has not been materialized.

(FY 1997 Domestic Survey)

The Government of Nepal is requesting a grant aid assistance but the request is not approved yet, maybe due to the low priority of the project.

(FY 1998 Overseas Survey)

The facilities have been developed under the model project. Two observation stations, which were constructed in this study, are still being utilized.

(FY 1999 Overseas Survey)

Due to the changes that have taken place 7 years after the completion of the development study, Department of Hydrology and Meteorology is taking into consideration of reviewing and updating this project by Japanese experts.

STUDY SUMMARY SHEET

(F/S)

SWA NPL/S 302/93

1. COUNTRY	Nepal		
2. NAME OF STUDY	Aftercare Study for Sindhuli Road Construction Project		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Roads, Ministry of Works and Transport	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Dec.1992 ~ Jul.1993 7month(s) ~		
8. SITE OR AREA	Central Development Region from Bardibas to Dhalikhel		
9. MAJOR PROPOSED PROJECT(S)			
<p>Construction of Sindhuli Road having a length of 158km, and connecting Bardibas on East-West Highway with Dhulikel on Kodari Road.</p> <p>Stage wise construction of minimal development scheme was proposed.</p> <p>Single lane with gravel surface and minimal slope protection, and minimal one lane bridge and causeway in the first stage.</p> <p>Widening to double lane with installation of bituminous pavement and full slope protection, and adding one lane bridge and replacement of causeway by bridges in the second stage after 10 years of the completion of first stage construction.</p>			

シンズリ道路建設計画アフターケア調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Construction of Bridges between Bardibas-Sindhuli Bazar (First Segment) Subsequent Studies: Aug.1995 E/N 75 mil.Yen (Sindhuli Road Construction Plan (I) D/D) Sep.1995~Mar.1996 D/D</p> <p>Finance: Jun.1996 E/N 876 mil.yen, Sep.1996 E/N 1,236mil.yen (Sindhuli Road Construction Plan (I)) Project Component: Construction of nine bridges,17 causeway in the Phase I section and provision of machinery</p> <p>Construction: Nov.1996~Mar.1998 Being implemented. Construction Traders:Hazama-Gumi, Taisei Construction (J/V)</p> <p>(2)Sindhuli Bazar-Dhalikhel Road Construction (Second and Third Segments) Subsequent Studies: Nov.1995~Feb.1996 B/D (Consultant: Nippon Koei Co., Ltd.) 10 Jan. 2000 E/N 74mil.yen (Sindhuli Road Construction Plan (II) D/D) Finance: 21 Jun. 2000 E/N 2,439 million yen 17 Aug. 2001 E/N 3,317 million yen</p> <p>(3)Fourth Segment Subsequent Study: Sep. 1996 E/N 118 mil.yen D/D</p> <p>Finance: 6 Jun.1997 E/N 613mil.yen 6 Jun.1997 E/N 1,052 mil.yen 6 Jun.1997 E/N 986 mil.yen 6 July 1999 E/N 611 million yen</p> <p>Construction: (FY 1998 Domestic Survey) Jan. 1998~ Contractors/ Hazama and Taisei</p> <p>Detail: The Government of Nepal has put the top priority to this project among the Eighth Five-Year Plan (1992-97).</p> <p>*Refer to "Sindhuli Road Construction Project (NPL/S 302/88)" for detail.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA NPL/A 308/93

1. COUNTRY	Nepal		
2. NAME OF STUDY	Rajkudwa Irrigation 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, Ministry of Water Resources	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Hokkaido Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Jun.1992 ~ Oct.1993 16month(s) ~		
8. SITE OR AREA	Existing farm land of 1,800ha lying between Gudurnng and Kondre river, Kapilvastu district, Lumbini Zone		
9. MAJOR PROPOSED PROJECT(S)			
Headworks : 1 no. Headrace : 0.45km Feeder canal : 26.9km Irrigation canal : 88.3km Drainage canal : 69.2km Irrigation pond : 5 nos. Major village and farm road : 49.5km Agricultural support facilities : 6 nos.			

ラジクドゥワ灌漑計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: End of Mar.-May 1993 Basic design study team was dispatched.</p> <p>(FY 1995 Domestic Survey) End of Oct.1994 An additional survey team was dispatched for three weeks. Jan.1995 The works have been completed by the submission of the draft final report.</p> <p>Detail: The project was short-listed at the time of Annual Meeting held in May, 1993.</p> <p>(FY 1995 Overseas Survey) Although the Government of Nepal had requested the Government of Japan for financing the implementation of this project, the Japanese government expressed her inability to finance to project in September, 1995 through the Embassy of Japan. This was because, first, the project expense would be considerably high while the number of beneficiaries would be small and, second highest priority was given to another project. However, the population growth has outweighed the growth of agricultural production. Therefore, the Nepales Government has given high priority for development activities that can increase agricultural production.</p> <p>(FY 1997 Overseas Survey) Because the cost to be involved was found to be very expensive, the project has not been taken for implementation. No initiative has been taken to procure the fund.</p> <p>(FY 1998 Domestic Survey) There is little possibility to implement the project.</p> <p>(FY 1998 Overseas Survey) It aims to enhance the share of the investment by the beneficiaries to the irrigation facilities in the Nepal Irrigation Sector Project (NISP) by World Bank that was started in 1996. However, although the irrigation project proposed by this F/S was included in the Eighth National Development Plan (1992 - 1997), it is not mentioned in the on-going Ninth National Development Plan (1998 - 2003). The priority of the project has been lowered.</p> <p>(FY 1999 Overseas Survey) This project has been suspended.</p> <p>(FY 2000 Domestic Survey) There has been no progress after D/D Study because of the high cost.</p>		

STUDY SUMMARY SHEET

(Basic Study)

SWA NPL/S 501/93

1. COUNTRY	Nepal		
2. NAME OF STUDY	Topographic Mapping of Lumbini Zone		
3. SECTOR	Social Infrastructure / Survey & Mapping		
4. TYPE OF STUDY	Basic Study		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Survey Dept., Ministry of Land Reform and Management	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	International Engineering Consultants Association Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Oct.1990 ~ Nov.1993 37month(s) ~		
8. SITE OR AREA	Southern and Central area of Nepal bordering with India		
9. MAJOR PROPOSED PROJECT(S)			
1. Aerial photography 1:50,000, 9,000 km ² 2. Topographic mapping 1:25,000, 9,000 km ² , 81 sheets 3. Printing 1,000 copies for each 81 sheets			

ルンビニ県地形図作成調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Detail

Printed topographic maps are used for the promotion of various government policies and utilized to establish rural development plans by public organizations in 5 districts of Lumbini zone.

(FY 1996 Overseas Survey)

The Government of Nepal has been drawing up topographic maps for other 13 zones with the financial and technical assistance of FINNIDA. It will be completed by the end of 2001. As a result, the topographic maps for all 14 zones, including Lumbini where maps were prepared with the Japanese assistance, are to be completed.

STUDY SUMMARY SHEET

(M/P)

SWA NPL/A 106/94

1. COUNTRY	Nepal																							
2. NAME OF STUDY	Terai Groundwater Resources Evaluation and Development Project																							
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation																							
4. TYPE OF STUDY	M/P																							
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Irrigation, Ministry of Water Resources																						
	PRESENT COUNTERPART AGENCY																							
6. CONSULTANT(S)	Sanyu Consultants Inc.																							
7. STUDY PERIOD	Oct.1991 ~ Jul.1994 33month(s) ~																							
8. SITE OR AREA	Three counties located at the eastern, middle and western parts of the Terai Plain: Jhapa, Mahothari and Banke																							
9. MAJOR PROPOSED PROJECT(S)																								
<p>1)Water resources plan: The unit number which is determined by average quantity of well-water from the standard deep well (depth: 130-150m, diameter: 250mm, water level: 20m below the ground surface) and necessary water quantity for a unit in each county are as shown below:-</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">County</th> <th style="text-align: center;">Jhapa</th> <th style="text-align: center;">Mahothari(N)</th> <th style="text-align: center;">Mahothari(S)</th> <th style="text-align: center;">Banke</th> </tr> </thead> <tbody> <tr> <td>Qty of well-water(l/s)</td> <td style="text-align: center;">120</td> <td style="text-align: center;">97</td> <td style="text-align: center;">66</td> <td style="text-align: center;">110</td> </tr> <tr> <td>Average area to cover(ha)</td> <td style="text-align: center;">150</td> <td style="text-align: center;">97</td> <td style="text-align: center;">66</td> <td style="text-align: center;">157</td> </tr> <tr> <td>No.of irrigated unit</td> <td style="text-align: center;">113</td> <td style="text-align: center;">61</td> <td style="text-align: center;">31</td> <td style="text-align: center;">51</td> </tr> </tbody> </table> <p>2)Planned facilities: Followings will be provided for each deep well:- Well pump station, power distributing lines at the unit area, water pipelines and valve, ending water distributing lines, drainage canals and rural roads.</p>					County	Jhapa	Mahothari(N)	Mahothari(S)	Banke	Qty of well-water(l/s)	120	97	66	110	Average area to cover(ha)	150	97	66	157	No.of irrigated unit	113	61	31	51
County	Jhapa	Mahothari(N)	Mahothari(S)	Banke																				
Qty of well-water(l/s)	120	97	66	110																				
Average area to cover(ha)	150	97	66	157																				
No.of irrigated unit	113	61	31	51																				

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Subsequent Studies:

(FY 1994 Domestic Survey)

This survey work has been conducted for formulation of a Master Plan. Intensive and close investigations have been made in the particularly selected county of Jhapa. This survey work was almost same as the Feasibility Study. The survey works targeting 30 units of this county will be implemented in advance to provide a sample case to the further project implementation. It will be better to conduct the Feasibility Study on Mahothari and Banke counties based on the results of this survey work in future.

Finance:

(FY 1997 Domestic Survey)

The Government of Nepal requested the Japanese grant aid including necessary equipment or materials to promote the project in September 1997.

(FY 1999 Overseas Survey)

1. Jhapa Groundwater Irrigation Project

Aug. 1997 Japan's grant aid (10.8 mil. US\$) was pledged.

*Contents: Deep tubewell irrigation system development for 4,500 ha.

(FY 2000 Domestic Survey)

The not deep wells have been developed by their own fund by slow degrees. It is expected to conduct the grant aid project that has been already pledged on 1997.

Detail:

(FY 1995 Overseas Survey)

The study findings are used to establish several other irrigation development schemes in Jhapa district.

(FY 1996 Overseas Survey)

In 1995 the cabinet made a decision that the irrigation in Terai Plain would be promoted by means of shallow wells, not deep wells proposed in this Study. The project realization has been waited. However, it should be necessary to dig deep wells at the place where shallow wells are not of use for the irrigation.

(FY 1998 Overseas Survey)

Since the policy of the Agricultural Prospective Plan (APP) has given higher priority to utilizing the groundwater rather than the surface water as the water source for the agricultural use, higher priority has been given to this project.

STUDY SUMMARY SHEET

(M/P+F/S)

SWA NPL/A 201/94

1. COUNTRY	Nepal		
2. NAME OF STUDY	Rehabilitation of Government Development Irrigation Schemes in the Kathmandu Valley		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Irrigation Bureau	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Chuo Kaihatsu Corporation Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Mar.1993 ~ Dec.1994 21month(s) ~		
8. SITE OR AREA	3 provinces in Kathmandu Valley (Kathmandu, Bhaktapur, Lalitpur)		
9. MAJOR PROPOSED PROJECT(S)			
<p>This project aims at improvement/rehabilitation of existing irrigation facilities (irrigation area approx. 9,000ha) under the governmental irrigation scheme at Kathmandu Basin which is food supply base to the Metropolitan area. And also aims at establishment of farmer participating agriculture, placing the maintenance under the control of farmers. For the method, 13 of irrigation priority schemes as follows were selected from existing schemes and phased transfer of schemes to farmers after the rehabilitation is expected. Facility projects for targeted irrigation schemes are as follows.</p> <p>1)Water intake facility: Among 18 facilities in 13 schemes, 13 facilities need to be renewed and 4 facilities including slight one, need to be repaired.</p> <p>2)Water Canal: Out of trunk line (61km), existing stone-piled lining (32km) and soil water canal (29km) will be improved to be concrete lining, branch canal (28km) and 3rd canal will be constructed.</p> <p>3)Structural facilities of canal: Structural facility for tertiary level including water control gate and water division.</p>			

カトマンズ盆地灌漑改善計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description : <p>Finance: (FY 1998 Overseas Survey) Most of the thirty proposed rehabilitation schemes will be implemented as a part of the Second Irrigation Sector Program (SISP) which are implemented in 1996 - 2002 with financial support of Asian Development Bank.</p> <p>Progress Situation: (FY 1998 Overseas Survey) Out of the thirty schemes, Kothku, and Tika Bhairav-I schemes have been completed, Bashan, Dahkhsinkali, Mahadev Khola, and Katunje schemes have been partially completed, and Indrayani, Bishwambhara, and Kutudhal schemes are under implementation. (FY 1999 Overseas Survey) The remaining schemes are under progress.</p> <p>1. Shali Nadi Irrigation Project A detail survey is intended. *Contents: Irrigation for 150ha of Shankhu Bajrajogini VDC, Suntol VDC, Pukulachhi VDC, and Lapse Phedi VDC.</p> <p>2. Bosan Irrigation Project The project is under survey for implementation under SISP. *Contents: Irrigation for 30ha of Kirtipur Municipality and Machche VDC.</p> <p>3. Lubhu Raj Kulo An approval was submitted after completing all the necessary procedures. *Contents: Irrigation for 150ha of Lubhu VDC.</p> <p>4. Tika Bhairav II An approval was submitted after completing all the necessary procedures. *Contents: Irrigation for 200ha of Lalitpur district.</p> <p>5. Bidol Irrigation Project The project is under consideration for a survey. *Contents: Irrigation for 50ha of Bhaktapur District.</p> <p>(FY 2000 Domestic Survey) Because of the high cost, there is no action to obtain finance for the remaining schemes.</p> <p>Reasons for Delay: (FY 1998 Overseas Survey) SISP guideline adopts the policy that the beneficiaries should bear more costs for the irrigation facilities when they are invested. In addition, the policy that the farmers' irrigation group should operate and manage the irrigation facilities is promoted. As a result, the project will be implemented if there is the request from farmers' irrigation group. Therefore, since there has not been any request from the group, some proposed projects have not been implemented.</p> <p>Detail: (FY 1995 Domestic Survey) preparing for request on the assumption of Grant Aid.</p> <p>(FY 1996 Overseas Survey) The early implementation of this proposed project is considered difficult because the review study points out (1) the rise of land price and (2) the higher priority is given to drinking water than irrigation water as the use of water resource.</p> <p>(FY 1997 Overseas Survey) From the point of view of the importance of urban land in Kathmandu and the face value of the land vs cost involved in the implementation of the irrigation schemes, no effort to execute these schemes have been taken.</p> <p>(FY 1998 Domestic Survey) The reason why there has been any progress in implementing this project is that the higher priority is given to drinking water than irrigation water as the use of groundwater.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA NPL/S 204/94

1. COUNTRY	Nepal		
2. NAME OF STUDY	Tribhuvan International Airport Modernization Plan in Nepal		
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 Civil Aviation, Ministry of Tourism and Civil Aviation	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Jun.1993 ~ Jul.1994 13month(s) ~		
8. SITE OR AREA	Tribuvan International Airport, Kathmandu		
9. MAJOR PROPOSED PROJECT(S)			
<p>Urgent Project:</p> <p>1) In order to protect the recurrence of plane accident such as the accidents which had occurred consecutively on 1992, a plan to promote the security will be drawn up, and urgent items in the plan especially installation of radars and the training facilities are proposed as for the urgent project.</p> <p>Improvement plan for ground facilities:</p> <p>1) Improve the existing airport's facilities, which are now getting old and narrow, in order to meet with the future demand, to promote the security and the level of services following the standard level in the world.</p> <p>2) Construction of the apron for big planes and new terminal for the international flights. Existing terminal building for the international flights will be converted for the domestic flights.</p>			

カトマンズ空港整備計画調査

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>(1)Emergency Project Improvement of radar, etc. Subsequent Studies: Jan. 1994 E/N 106mil.Yen (project for Modernization of Tribhuvan International Airport in Kathmandu (D/D)) Finance: Jul. 1994 E/N 876 mil.Yen (Project for Modernization of Tribhuvan International Airport in Kathmandu 1/3) 1995 E/N 2,371 mil.Yen (Project for Modernization of Tribhuvan International Airport in Kathmandu 2/3) 1996 E/N 206 mil.Yen (Project for Modernization of Tribhuvan International Airport in Kathmandu 3/3) Construction: May 1995 Commenced (FY 1995 Overseas Survey) Aug. 1997 Completed (FY 1997 Domestic Survey) Operation & Maintenance: (FY 1997 Domestic Survey) After the completion of construction, training for control officers is on-going. After the training, control work utilizing the radar will be started.</p> <p>Situation: For the implementation of the project, 2 Japanese long-term experts have been dispatched, and the staff's training have also been commenced in Japan. (FY 1996 Domestic Survey) The request has been made to implement the remaining project (construction of a training center, etc.) of the emergency project. (FY 1997 Domestic Survey) Grant aid assistance is requested for remaining projects. (FY 1998 Domestic Survey) Installation of SSR on the summit and development of the training center will be implemented with a grant aid assistance if airport radar which was installed in the emergency project phase I is surely used. However, the trouble of other materials gives damages to the new radar. Therefore, JICA is planning to implement the improvement project on those materials before the implementation of the phase II. Study is to be conducted in Feb. ~ Aug. 1999, then phase II is to be implemented. (FY 1999 Domestic Survey) Nippon Koei Co. conducted a study before implementing phase II.</p> <p>(2)Improvement of Ground Facilities Finance: ADB (Tribhuvan International Airport Improvement Project) Project Content: Improvement of runway and parking lot, expansion of apron and improvement of terminal Construction: Sep. 1997 started (FY 1996 Domestic Survey) ADB has been implemented the improvement project since 1990. (FY 1997 Domestic Survey) After the completion of expansion work of apron, international terminal is being expanded.</p> <p>Differences from JICA's proposal: (FY 1998 Domestic Survey) The plan formulated by this study requires the move of the military facilities, and gives burden to the government of Nepal, in terms of land acquisition and finance.</p> <p>Japanese technical cooperation: (FY 1998 Domestic Survey) Acceptance of trainees: 42 trainees in total (radar control technique, and radar equipment maintenance). 6 experts (radar control technique, and radar equipment maintenance) in total were dispatched to Department of Civil Aviation, Nepal.</p> <p>Situation: (FY 1996 Domestic Survey) The procedure to establish a public corporation to operate the airport instead of the Department of Civil Aviation is in progress. (FY 1996 Overseas Survey) This M/P has been reviewed and modified with the ADB's Technical Assistance. The modernization plan will be implemented based on this modified M/P.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA NPL/S 315/96

1. COUNTRY	Nepal																										
2. NAME OF STUDY	Disaster Prevention Plan for Severely Affected Districts by 1993 Disaster in the Middle and South Area																										
3. SECTOR	Social Infrastructure / River & Erosion Control																										
4. TYPE OF STUDY	F/S																										
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY																										
	PRESENT COUNTERPART AGENCY																										
6. CONSULTANT(S)	Nippon Koei Co., Ltd. INA Corporation																										
7. STUDY PERIOD	Jan.1996 ~ Mar.1997 14month(s) ~																										
8. SITE OR AREA	5 severely affected areas by 1993 disaster in Makwanpur District																										
9. MAJOR PROPOSED PROJECT(S)																											
1.Basic Sabo PJT + Participatory Disaster Prevention PJTs + Community Development PJTs (composed of 8 sub-project) 2. same as above 3. same as above 4.Two groundsills and River side park 5.Checkdam + Sand transportation road Project Cost <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: right;">Total</th> <th style="text-align: right;">Local Cost</th> <th style="text-align: right;">Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>1.Phedigaon CDPP</td> <td style="text-align: right;">2,003</td> <td style="text-align: right;">1,052</td> <td style="text-align: right;">951</td> </tr> <tr> <td>2.Namtar CDPP</td> <td style="text-align: right;">5,265</td> <td style="text-align: right;">389</td> <td style="text-align: right;">4,876</td> </tr> <tr> <td>3.Chisapani CDPP</td> <td style="text-align: right;">1,385</td> <td style="text-align: right;">614</td> <td style="text-align: right;">771</td> </tr> <tr> <td>4.Mahadevbesi IDPP</td> <td style="text-align: right;">1,655</td> <td style="text-align: right;">165</td> <td style="text-align: right;">1,490</td> </tr> <tr> <td>5.Kuleljani IDPP</td> <td style="text-align: right;">6,319</td> <td style="text-align: right;">1,093</td> <td style="text-align: right;">5,226</td> </tr> </tbody> </table> Imp.Period 1.1997~2016(except community development) 2.1999~2004 3.1997~2008 4.2000~2002 5.1998~2001					Total	Local Cost	Foreign Cost	1.Phedigaon CDPP	2,003	1,052	951	2.Namtar CDPP	5,265	389	4,876	3.Chisapani CDPP	1,385	614	771	4.Mahadevbesi IDPP	1,655	165	1,490	5.Kuleljani IDPP	6,319	1,093	5,226
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5.Kuleljani IDPP	6,319	1,093	5,226																								

中南部地域激甚被災地区防災計画調査

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>(1) Community Disaster Prevention(Phedigaon, Namtar, Chisapani) (FY 1998 Domestic Survey) A JICA expert (rural development, two years) has been dispatched since July 1998. PEU (Community Disaster Prevention) was established in the DOSC and the advice is being given by an expert in order to implement the promotion and monitoring of the community disaster prevention project.</p> <p>1. Basic Sabo Project (FY 1997 Domestic Survey) The DOSC (Department of Soil Conservation) would like to request the grant aid to Japan for the implementation. (FY 1998 Domestic Survey)(FY 1999 Overseas Survey) Although the request for a grant aid assistance was submitted, it has not been approved.</p> <p>2. Participatory Disaster Prevention Projects i) Phedigaon (FY 1997 Domestic Survey) DPTC(Disaster Prevention Technical Center) is requesting the budget to Japan as the Pilot Project. ii)Chisapani (FY 1998 Domestic Survey) Nepal Red Cross has implemented the project as a social welfare support project of Japanese government for three years from March 1998.</p> <p>3. Community Development Projects i) Wireless Telephone ar Namtar (FY 1997 Domestic Survey) Village committee is requesting to Napalese government for the implementation. ii)Eri-culture Project at Namtar (FY 1997 Domestic Survey) Japanese businessmen group (people concerned with study team members) is trying to establish a private company to develop eri-silk industry at Namtar. (FY 1999 Domestic Survey) The project seemed to be implemented by local private company, however there is no precise information. iii)Water supply at Chisapani (FY 1997 Domestic Survey) Grass roots grant of Japan is expected.</p> <p>"Nippon NGO Network for Nepal(NNNN)" is interested in participating in agricultural related projects as community development.</p> <p>(2) IDPP for Kulekhani Reservoir (FY 1997 Domestic Survey) NEA(Nepal Electricity Authority) is going to carry out the detailed study for implementation. They are expecting to utilize the remaining loan for Kulekhani Disaster Prevention Project II financed by OECF, if the results of the derailed study is good. (FY 2002 Domestic Survey) Construction: Feb. 2002 Completed.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA NPL/A 111/97

1. COUNTRY	Nepal		
2. NAME OF STUDY	Integrated Watershed Management in the Western Hills		
3. SECTOR	Forestry / Forestry & Forest Conservation		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Forest Technical Association Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Nov.1995 ~ Feb.1998 27month(s) ~		
8. SITE OR AREA	Southern parts of Kaski District and Parbat District (120,000 ha)		
9. MAJOR PROPOSED PROJECT(S)			
Integrated Watershed Management Plan - Land Use Improvement Programmes - Erosion Control Programme - Living Environment Improvement Programme - Income Generation Programme - Extension and Education Programme			

西部山間部総合流域管理計画調査

PRESENT STATUS	In Progress or In Use Delayed Discontinued
Description : (FY 1998 Domestic Survey) The results of the Study are utilized in the implementation of "Community Development and Forest / Watershed Conservation Project (CDFWCP)" and "Greenery Promotion Cooperation Project (GPCP)" backed by the JOCV.	

STUDY SUMMARY SHEET

(F/S)

SWA NPL/A 311/97

1. COUNTRY	Nepal		
2. NAME OF STUDY	Trishuli Irrigation Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Chuo Kaihatsu Corporation		
7. STUDY PERIOD	Nov.1996 ~ Sep.1997 10month(s) ~		
8. SITE OR AREA	Trishuli area in the Nuwakot district approx. 70km northwest of Kathmandu		
9. MAJOR PROPOSED PROJECT(S)			
Irrigation scheme and Programs (1) Irrigation - Benefited area : 749ha - Intake facility : 2 - Main canal : 5.95km - Branch canal : 1030km (2) Programs - Social Preparation Program - Water Management Program - Monitoring Program			

トリスリ灌漑計画

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

Description :

(FY 1998 Domestic Survey)

It seems that the proposed project is included in the list of the requests for a grant aid assistance in FY 1999.

(FY 1999 Domestic Survey)

ODI requested Japan's grant aid to Department of Foreign Investment annually (amount: US\$12,375,000).

Provision of a dredger to NEA is the precondition of the implementation of the proposed projects.

(FY 1999 Overseas Survey)

Jul.8.1998 A request for Japan's grant aid was submitted.

*Contents: Irrigation construction(750ha)

(FY 2002 Domestic Survey)

The project was removed from the FY 2002 request list for Japan's grant aid.

(FY 2003 Domestic Survey)(FY 2003 Overseas Survey)

While the Implementation Agency has been requesting for implementation of this project by a grant aid, the project has been excluded from the request list of the Nepal Embassy. However, this project has been positioned as a semi priority.

STUDY SUMMARY SHEET

(M/P+F/S)

SWA NPL/S 206 /99

1. COUNTRY	Nepal		
2. NAME OF STUDY	The Study on Flood Mitigation Plan for Selected Rivers in the Terai Plain		
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, Ministry of Water Resources	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	NIKKEN Consultants, Inc. Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Nov.1997 ~ Jun.1999 19month(s) ~		
8. SITE OR AREA	M/P: Basins of the 8 rivers that flow through the Terai plain(Ratuwa, Lohandra, Lakhandei, Narayani, West Rapti, Babai and Khutiya Rivers) F/S: The Lakhandei and Babai River basins		
9. MAJOR PROPOSED PROJECT(S)			
M/P: 1) Watershed Management Component For the conservation of watershed, construction of erosion control facilities, encouragement of afforestation and land use regulation are recommended as primary measures. In order to mobilize local communities and related organizations, publicity activities are also essential to materialize the measures. 2) River Control Component As a datum line for river course stabilization, river boundary line (RBL) should be first designated and authorized for the flood mitigation activities. The river control component includes bioengineering measures such as forest and grass belts as dike works and preventive bank protection by vegetation in addition to the conventional river control measures. 3) Community Development Component This component consists of three sets of activities, i.e., community mobilization to build up organizational bases for implementation of the Plan, Local coping measures to enable the communities to live with flooding, and community-based sustainable flood mitigation measures to motivate the local people to maintain and sustain the flood control structures. F/S: 1) Watershed Management Component Gully erosion control and hill-side works, River-side eroison control by consolidation of riverbed, protection of riverbank from scoring, and planting permanent crops along the riverbanks, Afforestation and land use regulations 2) River Control Component Forest and grass belts, spurs(groins), revetments, ring dikes, dike roads, and closing dikes 3) Community Development Component Community Mobilization, local coping strategy, multi-purpose facility			

テライ平野河川治水計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2000 Domestic Survey) Request for Japan's grant aid is about to be submitted.</p> <p>(FY 2001 Domestic Survey) The Preliminary Study has been implementing since mid-Aug.2001 until mid-Dec.2001. Based on the result of this M/P, the grant aid was requested to provide the wire for the gabion wire cylinder and the excavator necessary for the river disaster protection at 13 rivers in the Terai Plain.</p> <p>(FY 2004 Domestic Survey) No action has been taken after FY 2002.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA NPL/S 303/00

1. COUNTRY	Nepal		
2. NAME OF STUDY	Feasibility Study on the Construction of Kathmandu-Naubise Road Link in the Kingdom of Nepal		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Roads, Ministry of Physical Planning and Works	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Mar.2000 ~ Mar.2001 12month(s) ~		
8. SITE OR AREA	Area between Kathmandu and Naubise		
9. MAJOR PROPOSED PROJECT(S)			
<p>To construct a new alternate road between Kathmandu and Naubise, where existing Tribhuvan Highway is the sole trunk-road linking Kathmandu with other areas in Nepal. The existing Tribhuvan road in this section has extremely steep terrain and poor geology, therefore a remarkable numbers of traffic interruption have been taken place. The Project Road will be constructed aiming to provide reliable and comfortable land transport in this section, which has the most important role in national security and economical points of view.</p> <p>1. Construction of New 2-lane Alternate Road: Total Lengrh 21.4km. 2. Construction of 2-lane Highway Tunnel: Total Length 705m (included in the above). 3. Other proposed issues</p> <ul style="list-style-type: none"> - F/S on the solar and wind power generation for operation of the highway tunnel. - Construction of track terminal in the vicinity of Kathmandu Outer Ring Road. 			

カトマンズ・ナウビセ道路建設計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description : <p>Situation (FY 2001 Domestic Survey) Department of Road (DOR) submitted EIA report to MOPE (Ministry of Population and Environment) on May 2001 for approval. After public notice of the EIA for 30 days, an evaluation committee was held and returned its comments on the EIA to DOR, DOR prepared answers against the comments and submitted them to MOPE. Currently final approval for the EIA is expected to be issued soon.</p> <p>Regarding financial source for the Project, DOR prepared a Implementation Program (I/P) for application of JBIC loan and request a JBIC loan application for the Project through MPPW (Ministry of Physical Planning and Works). There is an argument on the expected financial source for the Project, e.g. Loan or Grant, in the Nepal government and further discussion on this matter is still in process in the Government.</p> <p>(FY 2002 Domestic Survey) The government was examining on whether the funds will be raised on loan aid or grant aid (JICA's D/D). Later on the consensus has allegedly reached that they would submit official request for loan aid.</p> <p>(FY 2003 Domestic Survey) It is apparent that a request was made to JBIC. Request amount: Over 10 billion yen Details: Construction of alternative road between Kathmandu and Naubise with the objective of improving the access from Mid-Western Tarai and India to Kathmandu. Possibility of adoption: the adoption is considered to be difficult because the project is not within the scope of project scale assumed by JBIC.</p> <p>(FY 2004 Domestic Survey) There are no activity to progress this project due to high priority placed on arterial road construction project between Kathmandu and Tarai.</p> <p>(FY 2004 Overseas Survey) The government is planning to adopt BOT for the construction.</p> <p>(FY2005 Domestic Survey) Rehabilitation of Mugling to Narayangat section, extending from Prithibi road which Kathmandu and Naubise by-pass road was planned, has become a priority after been destroyed by a disaster in 2004. Concerns towards by-pass road construction between Kathmandu and Naubise are low in comparison, which realisation is less likely to be made unless rehabilitation of the section is underway.</p> <p>(FY 2005 Overseas Survey) Funding is yet to be made. The Government is still planning to adopt BOT for the construction, which has issued a public notice for national, international, private, and public investors on 4th March, 2004.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA NPL/A 116/01

1. COUNTRY	Nepal		
2. NAME OF STUDY	The Study on the Agricultural Marketing Development Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Marketing Development Directorate of the Ministry of Agriculture and Cooperative	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	System Science Consultants Inc. Sanyu Consultants Inc.		
7. STUDY PERIOD	Mar.2000 ~ May.2001 14month(s) ~		
8. SITE OR AREA	Wholesale Markets; Lalitpur, Biratnagar, Morang Collection Centers; Makwanpur, Kavre, Chitwan, Nuwakot, Dhading, Jhapa, Dhankuta, Sunsari, Morang Livestock Markets; Morang, Kathmandu, Banke Fish Markets; Morang (Kosi Area)		
9. MAJOR PROPOSED PROJECT(S)			
1) New Wholesale Market in Kathmendu (Site A) 2) New Wholesale Market in Kathmendu (Site B) 3) New Wholesale Market in Biratnagar 4) Collection Center in Central Region 5) Collection Center in Eastern Region 6) Livestock Marketing System 7) Fish Marketing System 8) Sanitary Control System			

農産物市場開発計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY2002 Domestic Survey) There is no information available on the current situations of this project .</p> <p>(FY2003 Domestic Survey) Constraints:Difficulties in procuring financing Period of 3-5 years required to implement the projects.</p> <p>(FY 2004 Overseas Survey) 1. Farmers, plantation owner groups, agricultural union, consumers, wholesale group, and retail groups are strongly requesting Nepalese government to establish a new wholesale market. This action is based on the request for a funding made to Japan by HNG/N for an establishment of a new market in the Kathmendu basin. HMG/N is aiming for an implementation of the proposed project within 1 or 2 years. Other project will be implemented, when the fund have been secured. Therefore, period for an implementation for other projects can not be predicted. 2. The Honourable Minister for Agriculture and Cooperative will construct the basis in project area until February 2005. Basement construction of the road at the entrance point and land generation construction will soon be commenced. Therefore HMG/N is enthusiastic in market development, which aims to develop the proposed market as an Export Promotion Centre. This is due to the demands form India, Bangladesh, and Arab countries for horticultural products. However, rating, packaging, transportation system has not been developed yet. Improvement of above issues are also anticipated in the proposed project.</p> <p>(FY 2005 Domestic Survey) Grant aid was requested, though was not selected.</p>	

STUDY SUMMARY SHEET

(M/P)

SWA NPL/S 117/01

1. COUNTRY	Nepal		
2. NAME OF STUDY	The Study for Earthquake Disaster Impact and Improvement of Emergency Response Capabilities in the Kathmandu Valley		
3. SECTOR	Transportation / Meteorology & Seismology		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Narcotics Control and Disaster Management, Ministry of Home Affairs	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Jan.2001 ~ Dec.2001 11month(s) ~		
8. SITE OR AREA	Kathmandu Valley		
9. MAJOR PROPOSED PROJECT(S)			
1. establishment of early earthquake information system 2. establishment of municipality disaster management institution and exercise 3. building improvement, and, 4. establishment comprehensive database for earthquake disaster mitigation			

カトマンズ盆地地震防災計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY2002 Domestic Survey) There is no information available on the current situation of the project.</p> <p>(FY2003 Overseas Survey) Various program projects are implemented aiming at enhancement of civil consciousness especially against earthquake disasters using such means as media and seminars under the initiatives of the Ministry of Home Affairs of Nepal. The largest cause for the stagnation of the project progress is not progressing is shortage of funds and resources.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2004 Overseas Survey) Project has not been implemented due to a complexity of the situation. Priorities of the agencies are placed on security related issues.</p> <p>(FY 2005 Domestic Survey) No information to be specified.</p> <p>(FY 2005 Overseas Survey) Implementation of the project has not progressed due to difficulties in financial procurement. Although the implementation of the project is still under consideration, 3 to 5 years may needed for a progress.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA NPL/A 301/02

1. COUNTRY	Nepal		
2. NAME OF STUDY	The Feasibility Study on the Sunsari River Irrigation Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	the Department of Irrigation, the Ministry of Agriculture	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Sanyu Consultants Inc.		
7. STUDY PERIOD	Apr.2001 ~ Mar.2003 23month(s) ~		
8. SITE OR AREA			
9. MAJOR PROPOSED PROJECT(S)			
1)Irrigation Development (Service area 10,000ha: Headworks, main canals, secondary canals, tertiary canals, drainage, establishment of water users association etc.) 2)Rural infrastructure (rural road improvement) 3)Agriculture supporting (vegetable extension) 4)Environmental mitigation (monitoring of water quality, compensation for fishermen) 5)Drainage development, 6)Groundwater development Imp. Period (if the request letter for grant aid was approved in 2003) 1) April 2005~ March 2011 2) April 2007~March 2009 3) April 2009~March 2013 4) April 2006~ March 2011 5) April 2014 ~March 2015 6) April 2007~ March 2009			

スンサリ川かんがい計画調査

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

Description :

(FY 2003 Domestic Survey)

The government of Nepal submitted a request letter for Japan's grant aid to realize the proposed projects in this Study in September 2003.

(FY 2004 Domestic Survey)

In Nepal, irrigation project over 2,000 ha of land requires EIA clearance. The department of irrigation is in the process of acquiring EIA during 2003-4. It is intending to request the Grant Aid to Japan with the grant of EIA clearance.

(FY 2004 Overseas Survey)

Request has been made for a funding assistance to implement the project. Project is prospecting to be implemented with the funding assistance from donor countries. Government is intending to fund the project, if funding assistance from donor countries are to be delayed.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

(FY 2005 Overseas Survey)

D/D is required before implementing the project. The Nepalese government has made a request to the Japanese government for a Grant Aid of 1,412,812,000 NPR.

STUDY SUMMARY SHEET

(Other Studies)

SWA PAK/S 601/75

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Port Muhammad-Bin-Quasim Project (Follow-Up)		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	Other Studies		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Quasim Port Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Central Consultant, Inc.		
7. STUDY PERIOD	Feb.1976 ~ Mar.1976 1month ~		
8. SITE OR AREA	Quasim Port		
9. MAJOR PROPOSED PROJECT(S)			
<p>In response to the request of the Pakistani Government, the study team explained the results of the study on Quasim Port and offered technical suggestions.</p>			

バンデルカシム港建設計画アフターケア

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Subsequent Studies and Others:

1973-1975 M/P for Muhammad-Bin-Quasim Port

1975 D/D for the construction of a berth with the capacity of 25,000-75,000t

1976 Undertaking of this Study

1976-1980 D/D by consultants of Japan, France, Canada and U.K.

(Financed by Holland, Canada, Japan, W.Germany, Italy, Bulgaria and GOP)

Finance:

GOP and loans/grants from foreign countries.

Construction:

1974 - Undertaken by France, Belgium, Holland and GOP (The project scale was modified.)

Jun.1995 Scheduled to be completed (Construction cost: Rs. 4,700 mil. (include Foreign Currency Rs. 1,913 mil.))

Detail:

(FY 1993 Overseas Survey)

This JICA study has resulted in the improvement of the second port of Pakistan, Port Muhammad Bin Quasim.

(FY 1994 Overseas Survey)

1977-79 : A French consultant company won the international bid which was conducted upon the completion of "D/D of Terminals for Iron Ores and Coal" by JICA. The company revised JICA's design and presented a new detailed design. Total construction cost of Rs.220 mil. was financed by France.

1979-83 : A Dutch consultant company got an order after the completion of D/D of "Implementation of Dredging and Navigation-support Facilities" by JICA. The project was conducted from 1978 through 1983. Total construction cost of Rs.397.06mil.(foreign fund of it was Rs.320.44mil.)was financed by the ADB.

Due to the construction delay for lacking enough domestic finance and inflation, the total cost at the time of completion came up to more than a double of original estimation (from Rs. 2,097 mil. to Rs.4,700 mil.). Constructions financed by foreign funds are completed, but the delay of constructions to be financed by domestic funds is at a critical situation and governmental support is needed.

STUDY SUMMARY SHEET

(M/P+F/S)

SWA PAK/S 201B/79

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Shipping & Shipbuilding Development		
3. SECTOR	Transportation / Marine Transportation & Ships		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ports and Shipping Wing, Ministry of Communication	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Shipbuilding Research Centre of Japan		
7. STUDY PERIOD	Aug.1978 ~ Oct.1979 14month(s) ~		
8. SITE OR AREA	Major parts and shipbuilding yards<M/P> Karachi<F/S>		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P> The study proposed the fleet replacement for the government-owned national shipping line and the improvement of the government-owned shipbuilding yard (KSEW).</p> <p>1) Shipping 22 obsolete ships (226,800 DWT) will be scrapped during 1980 - 1983 and replaced by 16 new ships (240,000 DWT).</p> <p>2) Shipbuilding The capacity and operation of KSEW was studied to propose measures for improving productivity. Out of 16 new ships, 4 will be constructed by KSEW.</p> <p><F/S></p> <p>1) Shipping Construction of 16 multi-purpose vessels (15,000 DWT) (4 vessels to be built at KSEW).</p> <p>2) Shipbuilding Purchase of necessary equipment, overseas manpower training, technical assistance by experts.</p>			

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

Description :

1. Supply Project of 16 New Multi-purpose Vessels

Finance:

	(No.)	(built at/by)
a) Mar. 1979 L/A approx. 16 mil. Yen (Shipping Reinforcement Project)	6	Japan
b) 1981 British grant approx. 3.2 mil. Pound Bank loans approx. 4 mil. Pound	3	Great Britain
c) 1981 Habib Bank (N/A) credit group	3	Poland
d) Dec. 1979 Danish Govt. loan 125 mil. Krone	1	Denmark

2. Building 4 ships at the Karachi National Shipyard (KSEW)

Finance:

According to the replacement project plan of the national commercial fleet at first, 4 vessels out of 16 were planned to be built domestically. The global decline of marine transportation business, and the lack of foreign currency reserve, this situation did not allow Pakistan to purchase 3 vessels domestically. One vessel was built financed by OECF loan.* Total Investment Expenses 18,88 million yen including local currency of 880 mil yen.

*Mar. 1979 L/A approx. 2 bil. Yen (Shipping Reinforcement Project).

STUDY SUMMARY SHEET

(F/S)

SWA PAK/S 301/80

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Construction Project of a Mini-Port in Gwadar		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Port and Shipping Wing Ministry of Communication	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Kiso-Jiban Consultants Co., Ltd.		
7. STUDY PERIOD	Sep.1978 ~ Mar.1980 18month(s) ~		
8. SITE OR AREA	West side of Makran Coast/ South of Baluchistan		
9. MAJOR PROPOSED PROJECT(S)			
Item	Quantity		
Breakwater	1,030m		
Quay -1.5m	200m		
-3.0m	740m		
Ice, freezing and refrigeration Plant	1 unit		
Refrigeration vessel	1 unit		
Revetment	500m		

グアダル・ミニポート開発計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: (Main Work) (FY 1998 Overseas Survey) 1984-88 D/D Consulting Firm / Gifford & Partners(UK), Techno Consult(Pakistan) Study Cost/8.217 mil.Rs (government budget) Difference with JICA's proposal/Several changes concerning the pier structure, the depth of the water, the length of the canal, the operational facilities of the port, etc. were proposed.(Ancillary Work)</p> <p>Finance: (Main Work) Nov.1987 Loan from the Belgian Government BEC 485.89 mil. Jul.1988 Buyers Credit from Consortium Bank 841.77 mil. (A Belgian consulting firm won the international bid). Main works were implemented with the investment costs of Rs.1,542.2 mil. including Rs.799.2 mil.of foreign currency.</p> <p>(Ancillary Work) Pakistani Government Rs.81.5 mil.</p> <p>(Total Investment Cost) Approximately Rs.1,624mil. (the Pakistani government: Rs.975 mil, the Loan from the Belgian government: Rs.221 mil., the Belgian Bank Group Loan: Rs.428 mil.).</p> <p>Construction: Oct.1988-Oct.1992 Main works were Implemented Contractor: Besix Nov.1993 Ancillary works were started (the construction of a service center building, a clinic, refrigeration facilities, etc.are now progressing) Jun.1995 Ancillary works were completed.</p> <p>Details: Upon the completion of the construction of the port facilities, the trial operation started partially on December 1992. The collection of port-usage charges also started.</p> <p>(FY 1993 Overseas Survey) This JICA study was highly appreciated and was well-utilized in the implementation of the project.</p> <p>(FY 1994 Overseas Survey) Because the port has not been officially admitted yet, the port management and its operation have been handled by the persons in charge of this project.</p> <p>(FY 1997 Overseas Survey) The maintenance dredging of channel and basin of Gwadur Fish Harbor cum Mini Port was done in 1996. Fund has not been procured yet for remaining components.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA PAK/S 202B/81

1. COUNTRY	Pakistan																
2. NAME OF STUDY	Introduction of Containerization																
3. SECTOR	Transportation / Port																
4. TYPE OF STUDY	M/P+F/S																
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ports and Shipping Wing, Ministry of Communication.															
	PRESENT COUNTERPART AGENCY																
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)																
7. STUDY PERIOD	Nov.1980 ~ Mar.1982 16month(s) ~																
8. SITE OR AREA	Karachi																
9. MAJOR PROPOSED PROJECT(S) <div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> <p><M/P> Select and compare two ports, Karachi port and Qasim Port, as container terminal. Set up an inland CFS in Lahore. (Main works) Long-term project: Container terminal: 6 berth (new construction) Inland CFS: 50 ha Urgent improvement plan: Container terminal: 2 berth (Qasim) Inland CFS: 30 ha (Lahore), Railway transport</p> <p><F/S>Urgent Improvement Plan</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Karachi</th> <th style="text-align: center;">Qasim</th> </tr> </thead> <tbody> <tr> <td>Container berth</td> <td style="text-align: center;">600m</td> <td style="text-align: center;">600m</td> </tr> <tr> <td>Container Terminal</td> <td style="text-align: center;">282,400sq.m</td> <td style="text-align: center;">282,400sq.m</td> </tr> <tr> <td>Railway</td> <td style="text-align: center;">11,700m</td> <td style="text-align: center;">5,500m</td> </tr> <tr> <td>Roads</td> <td style="text-align: center;">4,700m</td> <td style="text-align: center;">2,500m</td> </tr> </tbody> </table> <p>Budget 1) for Karachi Port, 2) for Qasim Port and FIRR 3) for Inland CFS.</p> </div>				Karachi	Qasim	Container berth	600m	600m	Container Terminal	282,400sq.m	282,400sq.m	Railway	11,700m	5,500m	Roads	4,700m	2,500m
	Karachi	Qasim															
Container berth	600m	600m															
Container Terminal	282,400sq.m	282,400sq.m															
Railway	11,700m	5,500m															
Roads	4,700m	2,500m															

コンテナ輸送導入計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1) Container Terminal 1.Basic Infrastructure of Qasim Port Finance: ADB Loan Construction: 1986 The 1st stage completed.</p> <p>2.Karachi Port and Qasim Port Finance: Investment from the private sector expected (Rs.160 mil.). Construction: June 1994 - June 1996 Scheduled to be implemented. Although the construction is likely to be undertaken by an Australian private firm, a civil lawsuit concerning the firm's bidding have been under deliberation in the Supreme Court (in the high court the case was decided for the Australian firm). The location of some of the container terminals was changed from the west shore, which was proposed by this Study, to the south part of the port since the private sector hoped to slash the investment cost. No modification concerning the size of the port was made.</p> <p>(2)Inland Container Freight Station : ICFS Subsequent Studies: Dec.1994 The Pakistan Railways presented a conceptual design to build ICFS in which the change of the construction site was proposed (Sheikhupura at the northwestern district was selected for the construction site instead of Kahna Kacha at the south of Lahore). Finance: The government is now under consideration to accept the investment from the private sector.</p> <p>Detail: (FY 1994 Overseas Survey) Since the completion of this Study, the counterpart has been reluctant to promote the construction of both Ports, Karach and Qasim. While 12 years have been passed since then, no progress has been made. The possibility to review this M/P was discussed. However, no action has been taken. The government decided to reorient its policy and to promote the privatization. At present, the government is willing to construct the container terminal with the investment by the private sector. A private firm is now examining a plan, which proposes to alter the existing two berths to the container terminal.</p> <p>(FY 1997 Overseas Survey) J.V. of APL (USA) and ICT (Philippines) is implementing the project for setting up of a container terminal at Berth No.22~24 (Jan.1997 ~ Sep.1998). Project for Berth No.6~9 is under process.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA PAK/A 301/82

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Agricultural Development Project with Widening of Pat Feeder Canal		
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Economy, Baluchistan Provincial Bureau of Water Power Generation	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Sanyu Consultants Inc.		
7. STUDY PERIOD	Feb.1982 ~ Jan.1983 11month(s) ~		
8. SITE OR AREA	Kachhi Plain, Baluchistan Province (Head of Indus River) Area 250,000 sq.m		
9. MAJOR PROPOSED PROJECT(S)			
<ul style="list-style-type: none"> - Desert Pat Feeder canal : 11.1km Pat Feeder canal : 187.2 km Extension of Distributaries : 375 km - Improvement and Construction of related canal structure - Construction of minor canal: 1,224km - Aerial survey <p>Note: The project cost 1) above is for case 3 and 2) is for case 4.</p>			

パットフィーダー水路拡張計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Construction of Facilities 1.Widening of Pat Feeder Canal Finance: Jan.17,1986 the Loan Agreement with ADB was signed (Rs.3,067 mil.) IFAD fund was introduced. Construction: The construction of facilities, in which the widening of the Pat Feeder Canal was a main project, is being implemented.</p> <p>2.Map drawing and Purchase of Vehicle Finance: Sep.18,1987 L/A 1,550 mil.Yen Delivery: Sep.1992 Completed</p> <p>(2)Pilot Firm Project Finance: 28 Mar.1988 E/N (396 mil.Yen) 15 Aug.1988 E/N (1,668 mil.Yen) Construction: Completed. Dispatch of Experts: Feb.1990 Five Japanese experts were sent for the management of this project. Dec.1992 The short-term expert (irrigation and water management) was dispatched.</p> <p>(3) Other project (FY 1998 Overseas Survey) Finance: 28 Sep. 1994 1,142.507 million Rs. (IFAD, Government of Baluchistan, and UNICEF) Contents: Improvement of watercourses, demonstration plots on cotton, incremental staff cost and operational cost, machinery and equipment, training, technical services, extension & research, rural credit.</p> <p>Detail: (FY 1993 Overseas Survey) Although the water courses were planned to be unlined, 10-30% lining is decided to be made as conducted in the similar project, OEWM project. This modification will be implemented as Pat Feeder Command Area Development Project from June, 1994 with the financial assistance from IFAD.</p> <p>(FY 1994 Domestic Survey) ADB is implementing the construction.</p> <p>(FY 1995 Overseas Survey) 10% lining of water courses is scheduled to be completed in June, 2020 with IFAD fund.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA PAK/S 101/83

1. COUNTRY	Pakistan		
2. NAME OF STUDY	National Transport Plan		
3. SECTOR	Transportation / (Transportation in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Planning and Development Division	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Mitsui Knowledge Industry		
7. STUDY PERIOD	Dec.1981 ~ May.1983 17month(s) ~		
8. SITE OR AREA	Entire country		
9. MAJOR PROPOSED PROJECT(S)			
<p>The study covered 1) roads and road transportation, 2) railways, 3) ports, 4) shipping, 5) aviation and airports, and 6) other transportation modes. Major proposals are as follows:</p> <ul style="list-style-type: none"> - Improvement of database on transport and traffic. - Improvement and expansion of MTRC. - Comprehensive study on inland water ways. - Introduction of containerization and related adjustments of transport modes. 			

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

The master plan was incorporated into the transport sector of the 6th Five-Year Development Plan (1983-88). Feasibility studies were undertaken on major airports (Karachi, Lahore and Islamabad).

(FY 1993 Overseas Survey)

- 1) Motor way project is denied according to the results of this survey.
- 2) Indus highway has been constructed by OECF loan.
- 3) Geometric Design has been utilized in North-West province.
- 4) In order to determine the method of traffic forecast, NTRC and NHA have discussed which is better, AASHTO or JICA criteria.

(FY 1994 Overseas Survey)

Comprehensive recommendations based upon data (e.g., traffic volume, etc.) analysis were presented, and the M/P contributed a lot to determination of basic transportation policies.

(FY 1994, FY 1995, FY 1997 Domestic Survey)

No additional information.

STUDY SUMMARY SHEET

(F/S)

SWA PAK/S 302/83

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Pakistan Railways Locomotives Manufacturing Factory Project		
3. SECTOR	Transportation / Railway		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Railways, the Government of Pakistan	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS)		
7. STUDY PERIOD	Mar.1982 ~ May.1983 14month(s) ~		
8. SITE OR AREA	Bara Bandah, Nowshera, Northwest Frontier Province		
9. MAJOR PROPOSED PROJECT(S)			
<p>Construction of a locomotive factory for domestic production of 25 diesel electric locomotives (50 locomotives in future) per year</p> <p>(1) Construction of locomotive factory</p> <p>(2) Domestic production plan</p> <p>1st phase (to be completed in one year after the opening of the factory) --- Domestic production ratio, 20%</p> <p>2nd phase (to be completed in 2 to 5 years after the opening) --- 30-35%</p> <p>3rd phase (to be completed in about 10 years after the opening) --- 50%</p>			

国鉄機関車供給計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1) Construction of the Locomotive Factory Subsequent Studies: 1985 D/D completed Finance : Feb.1984 L/A 9,760 mil. Yen *Components: Construction of locomotive factory/ the provision of parts of locomotives, which are planned to be constructed in the first operating year of the factory/ etc. Construction: May 1985 Contract concerning the consulting service signed. 1989 Evaluation of tender completed. Feb.1990 Construction started. Feb.1991 Installation of machinery started. Dec.1993 Construction completed.</p> <p>(2)Locomotive Rehabilitation Project Finance: Aug.1993 L/A 6,011 mil.Yen (Locomotives Rehabilitation Project) *Components: Rehabilitation of 54 locomotives/ the provision of training for the staff of National Railway company Mar.1996 L/A 6,774 mil.Yen (Locomotives Rehabilitation Project II) *Components: Rehabilitation of remained 48 locomotives.</p> <p>(3)Manufacturing of Locomotives Finance: Aug.1994 L/A 6,067 mil.Yen (Diesel Electric Locomotives Production Project) *Components Manufacturing of 18 diesel locomotives Mar.1996 L/A 8,578 mil.Yen (Diesel Electric Locomotives Production Project II) *Components: Provision of 30 locomotives (10 locomotives to import and 20 locomotives to manufacture at the factory constructed with OECF loan).</p> <p>Detail: (FY 1993 Overseas Survey) The procurement of 38 diesel locomotives (30 finished and 8 knocked-down)was completed with nine-billion-yen OECF loan signed in December 1980. (FY 1994 Overseas Survey) After the construction of the factory was completed, in August 1994, five diesel locomotives are planned to be manufactured with materials procured with the OECF loan signed in February, 1984. In addition, materials used for the manufacturing of 18 diesel locomotives will be procured with the OECF loan signed in August 1994. With the procured materials, eight of locomotives will be manufactured in the second operating year and ten will be in the third operating year. According to the investment plan of the railway sector integrated in the Eighth Five-Year Plan (1993/94 - 1997/98), additional 53 locomotives will be procured and 101 will be rehabilitated, for which Rs.16,400 mil. will be allocated.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA PAK/S 303/84

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Conduction of Water from Khanpur to Islamabad/Rawalpindi		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Capital Development Authority (CDA)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Sanyu Consultants Inc. Nihon Suido Consultants Co., Ltd.		
7. STUDY PERIOD	Jul.1984 ~ Mar.1985 8month(s) ~		
8. SITE OR AREA	Islamabad City ,Rawalpindi City		
9. MAJOR PROPOSED PROJECT(S)			
<p>Equipment & Scale</p> <p>Ran Water Conveyance Facility Intake Tower: 6.74cu.m/sec Aqueduct : 13.1km</p> <p>Water Filtration Plant Max.Capacity 522,000cu.m/day</p> <p>Distribution Main Line 700mm-1.5km(2 lines) 1.500mm-1.6km 1.500mm-6.5km(2 lines)</p> <p>Distribution Pond 13,000cu.m,PC Type X 2 16,000cu.m,PC TYpe x 1</p> <p>Note: The a/m costs are 1) for Phase I, 2) for Phase II and 3) for Phase III.</p>			

カンブールダム・イスラマバード・ラワルピンディ導水計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Mar.1990 - Feb.1991 D/D</p> <p>Finance: Mar.1989 L/A 12,518 mil. Yen</p> <p>*Components Construction of (1) water conveyance facility (2) water filtration plant (3) pumps and electric equipment and (4) reservoir, which will be utilized to supply water from Khanpur to the urban areas. The domestic fund (Rs.1,871 mil.) is provided by the Pakistani government and the Punjab state government.</p> <p>Construction: Feb.1995 started (scheduled to be completed by Jul.1998) Consulting Firm/Nippon Jagesuido Sekkei,Parsons Engineering Science Inc(USA), local Contractor/Taisei Corp,local (FY 1997 Overseas Survey) All components except transmission pipeline to Islamabad & Service Reservoir Islamabad and Housing Colony completed to the extend of 50 to 80 %.</p> <p>Detail: (FY 1992 Overseas Survey) Although the OECF loan is made available already, the source of domestic fund has not been confirmed. Although at present the national government is examining the possible provision of the fund, the commencement of the project requires the fund from the Punjab state government as well.</p> <p>(FY 1993 Overseas Survey) As the provision of fund by the national government and the state government has been confirmed, the construction will be completed by 1995 or 1996. It is said that not only OECF but also the Bank of Tokyo has provided the fund for this project.</p> <p>(FY 1997 Domestic Survey) Construction has been suspended because the land for treatment plant is not acquired yet and procurement of fund by Punjab state has some problems.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA PAK/A 101/85

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Integrated Rural 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 Local Government and Rural Development, Capital Development Authority (CDA)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Giken Inc. Chuo Kaihatsu Corporation Japan Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Feb.1985 ~ Mar.1986 13month(s) ~		
8. SITE OR AREA	Islamabad capital territory (rural area: 59,500ha)		
9. MAJOR PROPOSED PROJECT(S)			
<p>(1) Model Integrated Rural Area Development (MIRAD) Project The project is located in rural area of Islamabad capital district. The project components include water supply by way of groundwater, small scale irrigation, road construction (35km), construction of agricultural machinery stations (10 units) and agricultural development stations (6 units).</p> <p>(2) Upper Kurang Irrigation Project (UKIP) The project is located in rural area of Islamabad capital district. Water source will be from the surface water of the Kurang river which runs through the central part of the capital district, and from groundwater to be tapped in the southern part of the project area. The irrigation area will be approximately 6,300ha in total.</p>			

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(1)MIRAD Subsequent Studies: 1988 B/D (Consulting firm / Nippon Giken Inc.) 1989 D/D Finance: 1989 E/N 1,858 mil. Yen (MIRAD-I) 1990 E/N 1,254 mil. Yen (MIRAD-II) for the construction of two irrigation dams, three deep wells, 16 waterworks and drainage facilities and two rural development centers, the improvement of road (19km), and the provision of agricultural machinery and vehicles. Implementation: Dec.1991 Provision of agricultural machinery and vehicles completed Nov.1992 dispatch of the long-term expert (irrigation technology) Construction: 1991 Completed</p> <p>(2)UKID Subsequent Studies: 1988 F/S (Consulting firm-Sanyu Consultants and Nippon Giken Inc.)</p> <p>*Refer to "Upper Kurang River Irrigation Project (1988)" for detail.</p> <p>Detail: (FY 1992 Overseas Survey) The dispatch of two experts has been requested. However, the other has not been confirmed, yet. Besides, the C/P has made a further request for the technical assistance for the maintenance and management of the facilities.</p> <p>(FY 1994 Overseas Survey) The maps drawn and the basic data collected in this study has been utilized well.</p>	

STUDY SUMMARY SHEET

(M/P)

SWA PAK/A 102/86

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Paddy/Rice Handling and Processing Improvement Project		
3. SECTOR	Agriculture / Agricultural Processing		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Food and Agriculture	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Overseas Merchandise Inspection Co., Ltd. Nippon Koei Co., Ltd. System Science Consultants Inc.		
7. STUDY PERIOD	Jul.1985 ~ Aug.1986 13month(s) ~		
8. SITE OR AREA	Punjab, Sind		
9. MAJOR PROPOSED PROJECT(S)			
<p>1. Direct rental operation of harvesting machines to the farmers for the harvest of rice and wheat crops.</p> <p>2. Rental operation of rubber-roll husker to the collaborating rice mills.</p> <p>3. Production of edible oil from rice bran through processing facility and relevant technology from which highly sophisticated use of the rice bran is much improved. In addition, the facility can be used for other local oil seeds and will increase efficiency of oil extraction then ultimately will save oil importation and foreign currency be involved.</p> <p>4. Establishment of facilities for improving and developing postharvest technology in order to meet the farmers' request as well as requirement, necessary test and adjustment shall be made for the relevant postharvest machinery. At the same time necessary training for the handling and operation of the said machinery for the farmers is also implemented for the reasonable use of the by-products of the agricultural produce concerned together with the required implementation of the facility and machinery to go with.</p>			

米穀收穫後処理法改善計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(1)Project 1 has been carried out by the private entrepreneurs.</p> <p>(2)Project 2 has been carried out by the manufacturers of the agricultural machinery. This results in the timely harvest and the loss is decreased.</p> <p>(3)The implementation of Project 3 has been considered by the Ministry of Food and Agriculture as a part of the Edible Oil Production Plan included in the Eighth Five-Year Plan.</p> <p>(4)Establishment of facilities for improving and developing postharvest technology (Project 4)</p> <p>Finance: Dec.1991 Grant Aid requested-Not accepted</p> <p>Request for the Cooperation: 1992 Project-type technical cooperation for mechanization of rice cropping and improvement of post-harvest technology requested. Dec.1992 Dispatch of short-term experts in the field of agricultural machinery and post-harvest technology requested.</p> <p>Detail: (FY 1995 Overseas Survey) The project "the research and introduction of Modern Rice Transplanting and Harvesting Technologies" is being implemented for a period of three years (1993/94 -1995/96) with own fund of the Pakistani government. For the implementation of the Pre and Post Harvest Rice Research and Development, the request has been made to the Japanese government for funding.</p> <p>(FY 1996 Domestic Survey) The project of edible oil and the construction of training facilities thereof have been in halt due to the following reasons:1)The oil extracted from rice bran is not competitive as much as ordinary edible oil, and 2)The present organization among private entrepreneurs doesn't function well for the collection of rice bran.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA PAK/A 302/86

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Baluchistan Irrigation Development Project through Groundwater Development		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Economic Affairs and Finance, Government of Pakistan. Government of Baluchistan	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Nihon Norin Helicopter Co., Ltd. Sanyu Consultants Inc.		
7. STUDY PERIOD	Jun.1986 ~ Mar.1987 9month(s) ~		
8. SITE OR AREA	Baluchistan, Quetta and Kalat areas (40,000 ha, 11,500 people)		
9. MAJOR PROPOSED PROJECT(S)			
Wells (18") : 18 Arterial drainage : 1 km Farm pond : 3 Arterial farm road : 1.6 km Above-mentioned facility elements are for 10ha model farm plot. It is required to carry out the ground water investigation to clarify the development potentiality.			

バルチスタン州地下水かんがい開発計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Sep.1986 - Dec.1987 D/D</p> <p>The Grant Provision of Equipment by the Japanese Government 1987 three well-digging machines for Baluchistan Development Authority 1990 two well-digging machines for WAPDA 1991 two well-digging machines for PHED 1995 the request was made for the grant provision of equipment (B/D is scheduled to be implemented from September 1995)</p> <p>Finance: Mar.1996 E/N 1,227 mil.yen (Exploitation of Ground Water in Balochistan Province)</p> <p>*Underwater Irrigation Plan (Construction of arterial drainage, farm pond and arterial farm road) (FY 1995 Overseas Survey) The shortage of the fund has caused the delay of the project.</p> <p>Detail: (FY 1992 Overseas Survey) The water resources development program is now handled by the Public Health Department which was newly established under the state government in 1987 and the provided equipment has been utilized for its implementation.</p> <p>(FY 1997 Domestic Survey) The primary purpose of this project was to discover crack groundwater by gamma rays investigation utilizing a helicopter. Test boring was done to confirm the water volume. But for a part of the deepest area, existence of groundwater was not confirmed because a pump for test did not have enough capacity, and the study was finished.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA PAK/S 102/87

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Water Resources Development Potential for the Metropolitan Area of Islamabad/Rawalpindi		
3. SECTOR	Social Infrastructure / Water Resources Development		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Capital Development Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Sanyu Consultants Inc. Yachiyo Engineering Co., Ltd.		
7. STUDY PERIOD	Nov.1986 ~ Feb.1988 15month(s) ~		
8. SITE OR AREA	Capital Area (the Province of Punjab)		
9. MAJOR PROPOSED PROJECT(S)			
<p>The Study proposed the improvement of the control system for 3 existing dams (Rawal, Simly & Khanpur) and the construction of 5 new dams (Haro, Dor & Soan Rivers) to realize the effective utilization of water sources.</p> <p>1. Projects proposed for the target year of 2000</p> <p>1) Construction of water conveyance facilities from Khanpur (to be completed in 1991)</p> <p>2) Study and project preparation of Cherah Dam (Soan River) and the start of its construction; and study and project preparation of D----- Dam (S--- River)</p> <p>3) Implementation and completion of the improvements proposed in Islamabad and Rawalpindi</p> <p>2. Projects proposed for the target year of 2010</p> <p>1) Completion of R----- Dam (to be completed in 2005)</p> <p>2) Construction of D----- Dam (to be completed in 2009)</p> <p>3. Projects proposed for the target year of 2030</p> <p>1) Study, project preparation and construction of R----- Dam, N----- Weir and Dor water conveyance facilities (to be completed in 2015)</p> <p>2) Study, project preparation and construction of P---- Dam (to be completed in 2019)</p> <p>3) Study, project preparation and construction of D----- Dam (to be completed in 2025)</p>			

首都圏水資源開発基本計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(1)Khanpur Dam *Please refer to "Conduction of Water From Khanpur to Islamabad/Rawalpindi(1984)."</p> <p>(2)Simly Dam (Phase III) Finance: Mar.1989 L/A 5,750 mil. Yen for the construction of the third pipe and the extention of the water filtration plant in order to supply 76,000 tons of additional water to Islamabad from the Simly dam.</p> <p>Construction: (FY 1998 Domestic Survey) 1991~Aug.1997 Contractor / Taisei Corp.</p> <p>Detail: (FY 1991 Overseas Survey) Rs 35.37 mil. was allocated for the implementation of F/S for the Cherah dam, but it has been suspended until the Khanpur Irrigation Project is completed. Although the budget allocation of Rs.12.87 mil. was approved in Aug.1989 to undertake the study on the groundwater resources and the request was made for the JICA assistance, the request was turned down by JICA which claimed that similar F/S had been undertaken before.</p> <p>(FY 1997 Overseas Survey) The proposed projects have been incorporated into 8th 5-year Plan (1991~1995).</p>	

STUDY SUMMARY SHEET

(M/P)

SWA PAK/S 103/87

1. COUNTRY	Pakistan		
2. NAME OF STUDY	National Transport Plan (Follow-Up)		
3. SECTOR	Transportation / (Transportation in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Planning Commission, Transport and Communications Section	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) ALMEC Corporation Japan Railway Technical Service (JARTS)		
7. STUDY PERIOD	Jan.1987 ~ Mar.1988 14month(s) ~		
8. SITE OR AREA	Pakistan(whole country)		
9. MAJOR PROPOSED PROJECT(S)			
<p>Railways : Improvement of signal system, Track doubling & electrification, Locomotive enforcement, Cargo terminals, Inland dry ports, etc.</p> <p>Roads : Increase the capacities of trunk road network system including Indus Highway, Maintenance system improvement and work's implementation, and others</p> <p>Ports : Improvement of container facilities in Karachi and Qasim, warehouses and approach roads, oil berths, etc.</p> <p>Airports : Improvement of terminal facilities and runways, communication and navigation aid systems, etc.</p> <p>R & D : Research and development studies in the establishment of transport data base, profitability & fare levels, urban transport planning, etc.</p> <p>Budget 1) for Road and 2) for Railways</p>			

全国総合交通計画(アフターケア)

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued
<p>Description :</p> <p>This M/P was utilized in the transportation/traffic sector of the seventh five-year project (FY1988/89-1992/93) conducted by the Pakistani government. The proposed projects have been implemented as follows:</p> <p>(1)Indus Highway</p> <p>The linear-shape adjustment and the pavement renovation of the existing 1200km-long Indus Highway, which runs from the north to the south through the west side of the Indus River basin and leads from Peshawar (near to Islamabad) to Kotri (near to Karachi), and the construction of a new 240km-long highway, which is directly connected to Karachi.</p> <p>This highway construction plan is, according to the priority based upon pavement status and traffic volume at each region, divided into three phases (Phase I,II and III).</p> <p>Subsequent Studies:</p> <p>F/S, D/D undertaken</p> <p>Consultant / local</p> <p>The implementing agency/ Planning Commission</p> <p>Financed by OECF (70%) and GOP (30%)</p> <p>Finance:</p> <p>Mar. 1989 L/A (Phase I, foreign currency 8.5bill. yen, domestic currency 3.64bill. yen)</p> <p>Jan.1991 & Aug.1993 L/A (Phase II, foreign currency 45.8bill.yen, domestic currency 8.08bill. yen)</p> <p>OECF financed 80% of the total construction cost. OECF loan for Phase III will be decided with the progress result of I and II.</p> <p>Construction:</p> <p>(FY 1996 Domestic Survey)</p> <p>Phase I Completed</p> <p>Phase II Scheduled was completed around Dec.1997</p> <p>Phase III Undecided.</p> <p>(2) Additional carriageway project (N-5: Karachi-Lahore-Islamabad)</p> <p>(FY 1994 Overseas Survey)</p> <p>Sections between i)Nowshera and Cablet, ii)Rawalpindi and Kharian will be expanded to 4-lane width. Finance for this project is negotiated with the World Bank.</p> <p>(3)Construction of the Great Bridge between Sukkar and Rohri</p> <p>Finance:</p> <p>A loan from ADB was admitted in 1994.</p> <p>(4)Creation of road traffic database</p> <p>To reinforce the National transport Research Center, the creation of traffic database is under consideration. (FY1994 Overseas Survey)</p> <p>(5)Comprehensive Study on Transportation System in Lahore.</p> <p>Oct. 1991 M/P completed by JICA</p> <p>Detail:</p> <p>(FY1993 Domestic Survey)</p> <p>The 7th plan period was over mid-1993. The comparison between the initial plan and results will be done in the national transport plan study of 1994.</p> <p>(FY1994 Domestic Survey)</p> <p>The National Transport Plan (the 8th 5-year plan) has been undertaken by JICA since Jan.1994 lasting in Mar.1995.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA PAK/A 303/88

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Upper Kurang River Irrigation Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Islamabad Capital Territory Administration (ICTA)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Sanyu Consultants Inc. Nippon Giken Inc.		
7. STUDY PERIOD	Aug.1987 ~ Mar.1988 7month(s) ~		
8. SITE OR AREA	Irrigation development with 6,600 ha irrigable area through water resources development of upper Kurang River		
9. MAJOR PROPOSED PROJECT(S)			
<ul style="list-style-type: none"> - Water resources: K-2 dam (zone-type fill dam whose height and effective capacity is 53 m and 18.5 MCM, respectively) - Canal: Total length of main and branch canals is 130 km - Off-farm facilities: 6,600 ha - Road Network: 18.6 km - Agriculture-supporting facilities: Buildings, agricultural machinery, etc. 			

クラング川上流かんがい開発計画

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

Description :

Reasons For Delay and Suspension:

(FY 1992 Overseas Survey)(FY 1993 Overseas Survey)(FY 1995 Domestic Survey)

As the result of social and economic changes such as a population increase and urbanization in the Metropolitan Islamabad area, the opening of nearby road that led to a decrease and higher prices of agricultural land, etc., the Government puts higher priority on the water supply for the metropolitan area where the rapid increase in population has been observed.

Background:

After the completion of F/S study, the Government of Pakistan has decided to suspend the project, because the beneficiary area of the project engulfs part of city districts (which is called park areas by the Government of Pakistan).

Sanyu Consultants Inc. was requested by the Government of Pakistan to make a conception paper for the project in order to coordinate among the concerned authorities, and it was submitted in Feb., 1990 to the Government of Pakistan.

(FY 1991 Overseas Survey)

Rs.1,359 mil. is desired to be funded by OECF.

(FY 1997 Overseas Survey)

Review of F/S including other components as water supply, waste water treatment and sanitation, and grant aid assistance are expected but not requested yet.

(FY 1998 Overseas Survey)

The P&D Division views that cost of development per ha is very high and project might not be feasible in respect of irrigation. The concept clearance committee has therefore decided that the project may be reviewed for provision of drinking water in lieu of irrigation.

STUDY SUMMARY SHEET

(M/P+F/S)

SWA PAK/A 201B/89

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Swat District Integrated Rural 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	NWFP, Local Government and Rural Development Department	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Sanyu Consultants Inc. Pacific Consultants International (PCI)		
7. STUDY PERIOD	Oct.1988 ~ Dec.1989 14month(s) ~		
8. SITE OR AREA	Shangla Par District in NWFP		
9. MAJOR PROPOSED PROJECT(S)			
Priority Development Project 1.Agri. Infrastructure Development - Irrigation - Small Scale Irrigation Scheme 18 pla. - Spring Water Tank Irrigation 30 pla. - Kabalgram Irri. Scheme 320 ha. - Sandai-Aloch Irri. & Hydel Power Scheme 352 ha. - Choga Irri. & Hydel Scheme 170 ha. - Chakesar Irri. & Hydel Scheme 110 ha. 2.Agri. Supporting Service Development 3.Road Improvement 103.5km ; Road Construction 176.0km 4.Rural Electrification 26,700H 5.New Water Supply System 22,300H 6.Rural Infrastructure Development 7.Village Community Development			

スワット地域農村総合開発計画

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><M/P></p> <p>Upon the completion of M/P, F/S was conducted and priority was given to the Agricultural Infrastructure Development, Agricultural Development, Road Network Improvement and Village Water supply. (Total Project Cost:Rs. 310 mil.)</p> <p>The M/P has been utilized as a guideline for the development of the mountainous area of Northwest district.</p> <p>The Shangla Par Integrated Rural Development Project, the highest priority project proposed by M/P, was approved by the federal government and in 1992 the request for a grant aid was submitted to the Japanese government.</p> <p>(FY1991 Overseas Survey)</p> <p>This M/P was integrated into the Seventh and Eighth Five-Year Plans.</p> <p><F/S></p> <p>The first priority projects were selected among priority projects proposed in M/P, for which the Pakistani Government requested to the Japanese Government for the Grant-aid of FY 1992.</p> <p>The projects given higher priority were</p> <ul style="list-style-type: none"> - Agricultural Infrastructure Improvement - Agricultural Development - Road Networks Improvement - Village Water Supply <p>Estimated Cost: US\$15.19 million</p> <p>(FY 1999 Domestic Survey)</p> <p>Construction of road is being implemented with the government fund.</p> <p>Detail:</p> <p>(FY 1992 Overseas Survey) (FY 1993 Overseas Survey)(FY 1995 Domestic Survey)</p> <p>The request for a grant aid has not been approved because the MIRAD project, which is a comprehensive rural development project of similar nature to this project, is on-going and needs to be closely monitored before the implementation of this project.</p> <p>(FY 1997 Overseas Survey)</p> <p>Funds have not been procured yet for execution of the project, therefore no action has been initiated by any one of the executing agencies.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA PAK/S 304/89

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Establishment of the Second TV Channel for Education		
3. SECTOR	Communications & Broadcasting / Broadcasting		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Pakistan Television Corporation Ltd. (PTV)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	NHK Integrated Technology Nippon Sogo Architects and Engineers		
7. STUDY PERIOD	Jan.1989 ~ Sep.1989 8month(s) ~		
8. SITE OR AREA	Islamabad City, and around the country		
9. MAJOR PROPOSED PROJECT(S)			
<p>The establishment of the second TV channel for education in the Islamic Republic of Pakistan.</p> <p>In the first 2 years project contents are:</p> <ul style="list-style-type: none"> -Construction of a TV programme production centre in Islamabad. -Supply and installation of broadcasting equipment for the above mentioned ETV Centre. -TV programme transmission facilities via satellite(consist of 2 up/down link earth stations and 14 TV ROs). -Supply and installation of ETV transmitter and antenna for each of 12 rebroadcast stations. Upon completion, 56% population coverage is achieved. <p>In the later 3 years:</p> <ul style="list-style-type: none"> -Construction of ETV centers in Karachi and Lahore. -Supply and installation of ETV production equipment. -ETV transmitter and antennas for the rest 30 rebroadcast stations. Upon completion 98% of population coverage will be achieved. 			

教育テレビチャンネル設立計画

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 / First Two Years (Islamabad ETV Center, 15 Broadcasting Stations, TVRO and 2 Earth Stations) Subsequent Studies: The B/D report was drawn up during this F/S. Finance: Dec.10.1989 E/N 1,634 mil.Yen (Project for the Establishment of the Educational TV channel) 27 Jun.1990 E/N 1,783 mil.Yen (Project for the Establishment of the Second TV channel for Education) Construction: Mar.1991 the first year project completed Nov.1992 the second year project completed. The opening ceremony was held at the presence of the President of Pakistan.Since then, it has been broadcasting seven hours a day at regular time. Contractor / Sumitomo Corp</p> <p>(2)Phase II / Last Three Years Subsequent Studies: Jun.1994~Dec.1994 B/D Jul.1995 D/D has been conducted for eleven rebroadcasting stations Finance: Feb.1995 E/N 333 mil.Yen for 4 rebroadcasting stations. (Project for Expansion of the Educational TV Channel) May 1995 E/N 214 mil.Yen for 11 rebroadcasting stations. (Project for Expansion of the Educational TV Channel-National Loan Phase-1/2) 1996 E/N 578 mil.Yen (Project for Expansion of Educational TV Channel-National Loan Phase-2/2) Construction: (FY 1997 Domestic Survey, Overseas Survey) Feb.1995~Apr.1998 As of February 1998, TV center, 27 ETV.RBSs, 2 Earth Stations have been completed. 3 ETV.RBSs are under construction. Contractor / Sumitomo Corp (FY 1999 Overseas Survey) Construction was completed in 1998. TV centers are in operation since Mar. 1999.</p> <p>(3)Phase III (FY 1999 Overseas Survey) Construction will be implemented after Japan's grant aid is ensured. *Contents: 2 TV Centers at Karachi and Lahore, 13 Nos. ETV rebroadcast stations</p> <p>Management & Operation: (FY 1996 Domestic Survey) The Islamabad ETV Center and 15 broadcasting stations, constructed for the first two years, have been run without any problem. The 4 broadcasting stations constructed in Phase 1 of the Last Three Years Project have been also managed smoothly.</p> <p>Effect: (FY 1993 Overseas Survey) This project has been contributing to the improvement of the literacy rate and been highly effective in the fields of health, family planning and microindustry. (FY 1999 Overseas Survey) ETV rebroadcast station network has extended the TV coverage population of the country to approx. 75%. The coverage number will enhance to approx. 98% when the development of Phase III completes.</p> <p>Others: (FY 1997 Overseas Survey) The PC-I Form of ETV project Phase III has already been submitted to Ministry of Information and Media Development.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA PAK/A 304/90

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Water Resources Development Project in Malir Basin		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Government of Sindh	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Aug.1989 ~ Oct.1990 14month(s) ~		
8. SITE OR AREA	Malir River Basin situated about 20km north west of Karachi city, Total area is 30,000ha		
9. MAJOR PROPOSED PROJECT(S)			
<ul style="list-style-type: none"> - Construction of Mol Dam: - Type of dam = Rockfill (Zone type) - Maximum water level = 173.0m, Normal full water level 169.6m - Maximum height = 48.8m - Gross storage = 45.7MCM, - live storage = 35.0MCM - Dam volume = 1,730 x 10³m³ - Demonstration Pilot Farm - Development of irrigation area (4,350ha) and Domestic Water Supply 33MCM 			

マリル川流域農業開発計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>*Mol Dam</p> <p>Subsequent Studies: Aug.1993 L/A 206 mil.Yen. (E/S for Water Resource Development Project in Malis Basin) for the review of the existing plan concerning the dam and the reservoir, its D/D and its tender preparation. Jan.1994~Mar.1995 D/D implemented</p> <p>Difference from JICA Proposal: The boring revealed the weak nature of the soil at the dam site. The additional foundation work was implemented to enhance the stability of the construction site.</p> <p>Finance: (FY 1996 Domestic Survey) The State Government of Sindh plans to implement the project with an OECF loan. The necessary procedure to approve the project implementation has been in process in the Government of Sindh. Thus, the L/A signing is likely to be in 1997. The amount is to be 4,500 mil.Yen and the project contents will be the construction of Mol Dam, of a pilot demonstration farm and of roads to cross the river. (FY 1998 Domestic Survey) The Pakistan government is preparing to submit the request for OECF loan after the cancellation of economic sanctions imposed on Pakistan. Amount (planned): approx. 5 billion yen Contents (planned): Mol dam, a pilot demonstration farm, and the road crossing the river, etc.</p> <p>Construction: (FY 1996 Domestic Survey) The Pakistani Government expects the construction to be commenced from Oct.1995. The construction work is planned to be undertaken for four years, including the preparation for tender. After the signing of L/A, a construction trader will be determined through tender.</p> <p>Situation: (FY 1996 Domestic Survey) A pilot demonstration farm is to be constructed at the site of the present extension farm run by the Government. This extension farm mainly aims at the experiment on varieties of agricultural products. But it has not been in active operation. D/D on a pilot demonstration farm has been completed as a part of an OECF-financed project. Although the procedure to approve the project implementation in the Provincial Government has been delayed due to the low economical efficiency of the Project, the Government desires the early implementation of a pilot farm project to disseminate the agricultural method which requires less water. (FY 1997 Domestic Survey) It is unknown if a request for OECF loan has been submitted. (FY 1998 Domestic Survey) Reasons of not realizing the project: - There is an opinion in the state government of Sindh that EIRR should be enhanced. - Economic sanctions were imposed on Pakistan due to the test of nuclear bombs.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA PAK/S 203B/91

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Comprehensive Study on Transportation System in Lahore		
3. SECTOR	Transportation / Urban Transportation		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Lahore Development Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	ALMEC Corporation Pacific Consultants International (PCI)		
7. STUDY PERIOD	Jul.1990 ~ Oct.1991 15month(s) ~		
8. SITE OR AREA	Lahore Metropolitan Area (2,300 Sq.Km)		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P>Components of the Master Plan (up to 2010):</p> <p>1)Short-term plan (1992-1995) (Total cost Rps 25 bil): Improvement and construction of roads; 9 intersections; traffic management; bus system ; new bridge across the Ravi River.</p> <p>2)Medium-term plan (1996-2000) (Total cost Rps 65 bil): roads; 14 intersections; new bridge across the Ravi River; bus system ; Heavy Rail Transit (HRT) System (40.0km); traffic management; mode interchange facilities.</p> <p>3)Long-term plan (2001-2010) (Total cost Rps 110 bil): roads; intersection improvement (92.4km); new bridge across the Ravi River; bus system ; Light Rail Transit (LRT) System; mode interchange facilities.</p> <p><F/S> 1) Intersection Improvement (construction of flyovers): Total cost Rp.302.3 million</p> <ul style="list-style-type: none"> - Qartaba Chowk - Ferozepur Road / Canal Bridge & Wahdat Road - Kalma Chowk <p>2) LRT: Total cost Rp.5,965 million</p> <ul style="list-style-type: none"> - Construction of a light rail line from the present CBD to the Model Town in the south (12.5 km) - Related facilities and equipment (elevated stations, signaling and communication, yards and workshops, rolling stocks, acquisition of the right of way, etc.) <p>* Costs are estimated in the end 1990 prices.</p>			

ラホール都市圏総合交通システム開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description : (1) Intersection Improvement (FY 1994 Overseas Survey) In 1994 the Punjab state government allocated Rs.450 mil. for the construction of the underground crossings. Also, the widening of the existing road has been undertaken with the World Bank loan. Because ground two-level crossings are planned to be constructed over the LRT route, their construction cannot be commenced before the LRT route is determined. <Tail underground way> Subsequent Study: D/D Consulting Firm/NESPAK(local) Finance: Government budget Rp.70.mil Construction: 1993~1994 Contractor/ M/S S.A Builders <Ferozepur underground way> Subsequent Study: D/D Consulting Firm/NESPAK(local) Finance: Aug.1997 Government budget Rp.140.mil Construction: 1995~1997 Contractor/ M/S Fahim & Co, M/S S.A Builders <Ravi River(Babsub)> The road connecting Lahore~Islamabad Motorway and Lahor Bypass Subsequent Study: D/D Finance: Government budget Construction: 1996~1997 <LRT System> Subsequent Studies: In 1992 the World Bank conducted F/S on LRT, the route of which was shortened compared with the JICA proposal. Besides, a Japanese consulting firm conducted the second financial analysis in 1994. LDA reviewed F/S and carried out EIA with its own fund in 1995. Finance: (FY 1996 Domestic Survey) Aug.1996 E/N 30 billion yen (Yen Loan). *Project Content Construction of LRT in Lahore. (2) Ring Road surrounding Lahore Subsequent Studies: (FY 1994 Overseas Survey) First Section (16km):F/S and D/D completed with the World Bank loan Other Section (30km):JICA is expected to implement F/S and D/D Finance: (FY 1997 Overseas Survey) BOT or private fund (3) Parking Lot (FY 1994 Overseas Survey) A plan to construct a parking lot at the green belt area in the old town is now in progress and the construction will complete in 1997. Four or five more parking lots will be constructed with the land exchange scheme, which was utilized in the construction of the said parking lot. (4) 12 Grade Separation Facilities (FY 1992 Overseas Survey) D/D is in Progress (5) Bridge across Ravi River <Construction of Bridge(Saggian)> (FY 1997 Overseas Survey) Subsequent Study: D/D Finance: The State government of Panjab Construction: 1994~1995 <Railway Bridge> Subsequent Study: 1996~1997 D/D		

STUDY SUMMARY SHEET

(F/S)

SWA PAK/A 305/92

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Development of Irrigation Based on Flood Flows of D.G. Khan Hill Torrents		
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Irrigation Power, province of Punjab	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Giken Inc. Sanyu Consultants Inc.		
7. STUDY PERIOD	Mar.1991 ~ Oct.1992 19month(s) ~		
8. SITE OR AREA	Vidor in D.G. khan, Punjab province		
9. MAJOR PROPOSED PROJECT(S)			
1.Dispersion Structure:2 sites 2.Distribution Facilities: improvement at 23 sites 3.Watershed Conservation Facilities: *construction of earthen mound *application of grass contour hedges *construction of gully plugs 4.Road:new road-1 route improvement -1 route			

D.G.カーン地区かんがい開発計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Mithawan Hill Torrent Area (Pilot Project Area) Subsequent Studies: Aug.1993~Jan.1994 B/D (B/D-39mil.Yen, Phase 1-60mil.Yen, Phase 2-42.8mil.Yen) Finance: Apr.1994 E/N 487mil.Yen (Project for Water shed Management and Irrigation Development in Mithawan) Jul.1994 E/N 456mil.Yen (Project for Water shed Management and Irrigation Development in Mithawan) Construction: Contractor / Taisei Kensetsu Co.,Ltd. Phase 1 May.1994~Mar.1995 completed Contents of Works:sand pocket, basin conservation, road rehabilitation Phase 2 Nov.1994~Mar.1996 completed Contents of works:construction of flood dispersion facility, basin conservation facility.</p> <p>Operation & Maintenance: (FY 1997 Domestic Survey) Constructed structures at Mithawan are being utilized effectively, maintained by local residents. Nursery farm exceeded the capacity of demand for young tree owing to growing consciousness for river conservation. At present a variety of trees are planted for feeding, lumber and firewood. Residents desire for small-scale dam which is impossible for them to construct by, themselves due to financial and technical problem.</p> <p>Effect: (FY 1997 Domestic Survey) Chotinara Flood dispersion facility has contributed to enlarge Irrigation area drastically. River basin conservation project has demonstrating effect for residents and social effect for surrounding areas.</p> <p>(2) Mithawan/ Bhattiwala Dispersion Structure (FY 1998 Domestic Survey) Subsequent study: Oct. 1995 ~ June 1997 B/D *results/ provision of a grant aid assistance is not appropriate considering the scale and form of the dispersion proposed by Pakistan side. 13 ~ 29 Oct. 1997 B/D *results/ it is proposed to provide machines and materials necessary for the construction of the facilities which control water in Mithawan Alluvial Fan.</p> <p>Finance: 4 May 1998 E/N 455 million yen</p> <p>Japanese technical cooperation: 4 March ~ 29 April 1998 Acceptance of a trainee (erosion control technique).</p> <p>(3)Vidor Hill Torrent Area (FY 1996 Domestic Survey) The implementation of project in this area has been scheduled to be after the completion of Mithawan project. But the state government of Punjab requested to World Bank to carry out the project. Subsequent Studies: Review Study and D/D (ADB) conducted</p> <p>Finance: World Bank approx. 1,200 mil.yen *Contents of loan Construction of two dispersion structures, additional works and others. (rehabilitation of road, dam, construction of bank)</p> <p>Construction: Aug.~Dec.1996 Contractor / Local contractor</p> <p>Progress: Dispersion structure No.1 was completed but other works had been cancelled because of the difficulty to finish within the loan period.</p> <p>Background: (FY 1997 Domestic Survey) In the beginning, local people were not willing to cooperate but through activities of FAO, explaining the impact which can be obtained from the Project, residents became to participate actively in designing and construction works.</p> <p>(4) D.G. Khan Area (FY 1998 Domestic Survey) No actions have been taken.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA PAK/S 104/94

1. COUNTRY	Pakistan		
2. NAME OF STUDY	National Transport Plan		
3. SECTOR	Transportation / Urban Transportation		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Transportation Research Center (NTRC), Ministry of Transportation and Communication	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	ALMEC Corporation Pacific Consultants International (PCI)		
7. STUDY PERIOD	Jan.1994 ~ Feb.1995 13month(s) ~		
8. SITE OR AREA	Whole of the country		
9. MAJOR PROPOSED PROJECT(S)			
Proposal for the eighth five year plan:			
			(million rupee)
	Road (Arrangement of Automobile road; National highway and rural road)		73,226
	Railway		40,700
	(Improve the orbits, signal system; increase the coach, electrification and improve the information system)		
	Port (Improvement of the ports of Karachi, Qashim, etc.)		14,572
	Airport/Aviation (Airport renovation project, and other projects regarding to aviation)		8,560
	Total		167,058

全国総合交通計画調査(第8次5ヶ年計画)

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY1995 Overseas Survey) The study results have been circulated to all concerned agencies that would use it for their specific development.</p> <p>(FY 1996 Domestic Survey) The JICA mission was dispatched to conduct the Study on the modernization of Karachi Port. However, due to the disturbed peace and order both in Pakistan as a whole and in Karachi, no progress has been made.</p> <p>(FY 1997 Overseas Survey) Projects recommended by NTP and included in the 8th Five Year Plan are as listed below.</p> <p>(1) Road Double-tracked of N-5. Improvement of Indus Highway. Completion of Islamabad - Lahore Motorway. Highway Safety Programme etc.</p> <p>(2) Railways Doubling of tracks. Electrification of track. Revamping of signalling and repair of bridges. Rolling stock and modernization of management information system.</p> <p>(3) Ports & Shipping improvement of Karachi & Port Qasim. Development of other various ports. Institutional improvement etc.</p> <p>(4) Airport Improvement of major airports.</p> <p>Presently 8th Five Year Plan (1993~98) is being reviewed and 9th Five Year Plan (1998~2003) is being formulated by Planning Commission in consultation with all the concerned Ministries and executing agencies / departments.</p> <p>(FY 1999 Domestic Survey) The study results were utilized in the 9th Five Year Plan(1998-2003).</p>	

STUDY SUMMARY SHEET

(F/S)

SWA PAK/A 306/94

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Chashma Right Bank 1st Lift Irrigation Project		
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Irrigation Department, the Government of North West Frontier Province (N.W.F.P.)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Giken Inc. Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Mar.1993 ~ Mar.1995 24month(s) ~		
8. SITE OR AREA	D.I. Khan district, North-Western Frontier Province (N.W.F.P.)		
9. MAJOR PROPOSED PROJECT(S)			
<p>Waterintake works : newly established</p> <p>Canal : newly established</p> <p>Crossing drain works : 11 Waterway bridges, 11 Culverts, 1 Mud removal-cum-outlet work 1 and 29 Bridges</p> <p>Pump station : 20cu.m/s - 72cu.m/s, actual lift head 18.3m</p> <p>Pump : Vertical vortex type, Main pump 10cu.m/s X 6 unit, Sub pump 6cu.m/s X 2</p> <p>Water line : 3 lines of steel pipe with a diameter of 3,200mm</p> <p>Trunk canal : total extension 113.25km</p> <p>Other facilities : Branch of trunk canal, Regulation reservoir, Drain facility, Communication facilities, Living water supply facilities and Rural roads</p>			

チャシュマ右岸揚水灌漑計画

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

Description :

(FY 1996 Domestic Survey)

The establishment of "Chashma Right Bank Development Corporation" has no advance, even though it is recommended as a preparatory stage to implementation. Therefore, implementation will delay even if the request for finance was submitted. The corporation is expected to be implementing and managing organization and it is indispensable to improve an actual complicated organization system which is impediment factor to promote the project. OECF gives a careful consideration to the matter because of high cost. Follow-up study will be undertaken to approve the project.

(FY 1997 Domestic Survey)

The local government of NWF province considers that this project should be implemented after the completion of Gravity Irrigation Development Project in the adjacent plain area financed by ADB.

The slow progress of the above project has caused the delay of realization of this project.

At present, stage I and II of ADB project have completed and Stage III (7 years for implementation) has started in 1994.

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

The government of NWF province regards the project financed by ADB loan as the development project phase I and the project proposed by this study as the development project phase II, respectively. The proposed project is to be implemented after the completion of the phase I (right bank irrigation channel project). Since the major component of the proposed project is the large-scale pump, it is necessary to improve the deteriorating electric power supply. The provincial government is required to have further initiative to ensure the fund for this large-scale project.

(FY 1999 Overseas Survey)

The proposed project has been delayed because of the lack of fund for D/D.

STUDY SUMMARY SHEET

(M/P+F/S)

SWA PAK/A 218/97

1. COUNTRY	Pakistan		
2. NAME OF STUDY	The Lining of Distributaries and Minors in Punjab		
3. SECTOR	Agriculture / (Agriculture 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)	Nippon Koei Co., Ltd. Nippon Giken Inc.		
7. STUDY PERIOD	Mar.1996 ~ Aug.1997 17month(s) ~		
8. SITE OR AREA	Panjab Province		
9. MAJOR PROPOSED PROJECT(S)			
<p>(M/P) (Imp. Period: 1996.4~1996.8) Preparation of M/P (Rehabilitation of Distributary & Minors) for the 3 irrigation systems (total canal length 6,615km, benefited area 2.4mil.ha). Selection of priority area (for 500km of canals).</p> <p>(F/S) (Imp. Period: 1996.10~1997.5) Feasibility Study on canal rehabilitation for the selected area (12distributaries and minors with 540km of length, benefited area 241,000ha). Establishment of Water Users' Association.</p>			

パンジャブ州支線水路改修計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1998 Domestic Survey) The project is under promotion by Mr.A.R.Mahsud (member of Nippon Giken Co., Ltd., institutional expert for the study).</p> <p>(FY 2000 Overseas Survey) Government of the Punjab has not procured funds for any project, though it is high on its priority list.</p> <p>(FY 2002 Domestic Survey) While this project will be treated as a loan assistance project because it is not included in the grant aid candidate, prospects for resumption of yen loan is nil for the time being.</p> <p>(FY 2003 Domestic Survey) Because the priority of the studies is high, there is a possibility that the project is requested again from 2004 up if resumption of yen loan comes within sight.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA PAK/A 312/97

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Irrigation Water Resources Development with Delay Action Dams Project in Balochistan		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Giken Inc. Sanyu Consultants Inc.		
7. STUDY PERIOD	Mar.1996 ~ Mar.1997 12month(s) ~		
8. SITE OR AREA	Quetta City, Balochistan state.		
9. MAJOR PROPOSED PROJECT(S)			
1. Brewary, Kad Kocha II, Mangi, Jigda, Dara Construction of above 5 dams & Rehabilitation of Irrigation Facilities. 2. Kach, Arambi, Murgu Kotal, Sakhol Construction of above 4 dams & Rehabilitation of Irrigation Facilities. 3. Iskal Koo, Wali Dad, Sanzali, Samaki, Ghutai Shela Construction of above 5 dams & Rehabilitation of Irrigation Facilities. [Imp. Period] 1. 1 year 2. 1 year 3. 1 year			

地下水涵養ダム計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : Finance: (FY 1998 Domestic Survey) Nippon Giken Inc. has recommended above-mentioned item 1 project as Grant-Aid Project by the Japanese Government to the Government of Balochistan . The Government of Balochistan requested for implementation of this project to the Government of Pakistan (GOP). The Project is presently under consideration for implementation by the GOP. (FY 1999 Overseas Survey) A request for Japan's grant aid was submitted to Japanese Embassy by Economic Affairs Division on Apr.6, 1998. Amount of request: 806.602 mil. Rs. *Contents: Construction of 5 delay action dams, procurement of construction machinery/ equipment (FY 2001 Domestic Survey) The groundwater dams have been constructed at 34 places since 1999. The Projects at Dara of Group I and at Ghutal Shela of Group II in the proposed Projects have been completed. And the Project at 11 places have been already financed among the planned Projects at 28 places in 2001/2002. The other priority Projects which are not implemented yet do not have any progress because of the aid-suspension during last three years and the present situation in Afghanistan. The future prospects are also difficult for the time being. (FY 2002 Domestic Survey) A request for Japan's grant aid was submitted to Japanese Embassy by Economic Affairs Division on 2002. Amount of request: 1,600 mil. Yen. *Contents: Construction of 5 delay action dams, procurement of construction machinery/ equipment (FY 2003 Domestic Survey) The preliminary study in relation to a grant aid (Preliminary Study for Balochistan Province Flood Runoff Development Project) was implemented from September 2003 to December 2003. The feasibility of the future basic design (B/D) is under consideration.		

STUDY SUMMARY SHEET

(F/S)

SWA PAK/A 310/98

1. COUNTRY	Pakistan		
2. NAME OF STUDY	Taunsa Barrage Irrigation System Rehabilitation		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Irrigation and Power Department.	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Giken Inc.		
7. STUDY PERIOD	Aug.1997 ~ Sep.1998 13month(s) ~		
8. SITE OR AREA	The study covers the Taunsa barrage and related facilities which are located in the southwest post of the Punjab province, 900km upstream from the mouth of the Indus.		
9. MAJOR PROPOSED PROJECT(S)			
<p>1) Rehabilitation of Barrage and Hydraulic Structure: Rehabilitation work should be taken-up as earlier as possible. Rehabilitation scale and method must be selected in a manner to meet with availability and capacity of implementation organization. All undersluice gate will be newly replaced with one leaf gate. Weir gate will be repaired continuously using present gate leaf. All gates except canal regulator gates will be electrified in gate operation. Hydraulic Structure shall be repaired in its damaged portion.</p> <p>2) Rehabilitation of canal bed excavation and repairing canal escapes.</p> <p>3) Equipment procurement, O & M and monitoring equipment.</p>			

タウンサ堰灌漑システム改修計画調査

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

Description :

(FY 1999 Domestic Survey)

The Project has not been progressed due to freezing of development assistance caused by nuclear test and coup in the country.

(FY 2001 Domestic Survey)

The proposed Projects on this Plan do not have any progress because of the aid-suspension during last three years and the present situation in Afghanistan.

The huge flood at D.G.Khan area destroyed the tail distribution outlets of the main canal in D.G.Khan canal. Therefore, it is impossible to irrigate to the area of about 200 thousand ha.

(FY 2002 Domestic Survey)

Due to the fact that Japan's ODA was discontinued to impose sanctions against development of atomic weapons in Pakistan, the project was not carried forward operation. This time the Govt. of Japan decided to launch grant aid of 300 million dollars to Pakistan, and this project was listed as a prospective project of FY2003. The Govt. of Pakistan has already approved PC-I, and submitted a request to the Govt. of Japan.

(FY 2003 Domestic Survey)

The preliminary study in relation to a grant aid (Preliminary Study for Taunsa Barrage Partial Repair Project) was implemented from August 2003 to October 2003. The chances are high that the basic design (B/D) will be implemented in the first half of 2003.

STUDY SUMMARY SHEET

(F/S)

SWA PAK/S 101/03

1. COUNTRY	Pakistan		
2. NAME OF STUDY	The Study on Comprehensive Flood Mitigation and Environmental improvement Plan of the Lai Nullah Basin in the Islamic Republic of Pakistan		
3. SECTOR	Social Infrastructure / River & Erosion Control		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Federal Flood Commission, Ministry of Water and Power	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	CTI Engineering International Co., Ltd. Pacific Consultants International (PCI)		
7. STUDY PERIOD	May.2002 ~ Sep.2003 16month(s) ~		
8. SITE OR AREA	Lai Nullah Basin		
9. MAJOR PROPOSED PROJECT(S)			
Construction of drain, Maintenance of flood forecast and alarm system, etc.			

ライ・ヌラー川流域総合治水計画調査

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

Description :

(FY 2004 Domestic Survey)

The Pakistan government has requested Japanese Grant Aid for the Maintenance of flood forecast and alarm system suggested by the M/P. Also F/S on the construction of draub has been requested by the Pakistan government.

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

Subsequent study: Basic Design Study on the Urgent Porject for Lai Nullah Flood Forecasting and Warning System in the Islamic Republic of Pakistan

Implementing period: August 2004-March 2005 (7.5 months)

Implementing body: JICA

Objectives: Overall goal of the project is to mitigate flood disaster, particularly to reduce the number of casualties in the capital city. Specifically, the project aims to promptly evacuate the residents to secure locations. To achieve the above objectives, the study aims to procure and install equipments as well as constructing necessary facilities.

Funding:

Funding party: Yen Grant Aid, E/N concluded on 10 August 2005, own fund

Amount: Yen Grant Aid: 661 million JPY, Own fund: 23 million PKR

Requested period: August 2003

Progress:

1. Consultancy Contract has been signed between CTI Engineering International Co. Ltd., Japan and FFC, which has been verified by the Japanese government.
2. Contract for the procurement of equipment has been signed and is waiting for an approval from the Japanese government.
3. Arrangements for establishing PMU are in progress.
4. PMD is making necessary arrangements for the Frequency Allocation through PTA.
5. Necessary arrangements for A/P are in progress.

STUDY SUMMARY SHEET

(F/S)

SWA LKA/A 301/77

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Inginimitiya Reservoir Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Irrigation, Power and Highways	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Mar.1977 ~ Aug.1977 5month(s) ~		
8. SITE OR AREA	Puttalam District		
9. MAJOR PROPOSED PROJECT(S)			
1) Irrigation Area: 2,500 ha 2) Dam Type: Homogeneous type Length: 3.97 km Top width: 6.10 m Approximate number of cubes: 1,112,190 cu.m 3) Reservoir Effective storage capacity: 60.2 MCM Total drainage area: 614,685 sq.km Maximum annual yield (for 150 sq.miles): 415,574,000 cu.m 4) Main Canal Type: Earth Channel Length: LB 21.40 km RB 26.06 km Irrigation area: LB 1,620 ha RB 931.5 ha			

インギニミチャ灌がいダム計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Jun.1979-Jun.1984 D/D and engineering service undertaken by Japan Engineering Consultants Co.,Ltd.</p> <p>Finance: Aug.1978 L/A (Ingimitiya Reservoir Project, 1.8 bil.Yen)</p> <p>Construction: Sep.1981 Construction started Mar.1985 Construction completed</p> <p>Realized Projects (1 and 2 by OECF loan) 1.Earth dam (length 4,648m, height 18m, Cap.60.19 million tons) 2.Irrigation facilities (existing 664 ha, new 1,887ha) 3.Land clearing & preparation and settlement (1,680 households)</p> <p>Situation: (FY1992 Overseas Survey) The dam has already been in use. However, owing to the shortage of water, the planted area was far below the planned target (approx. 50% of the target during 1985 - 1993). Presently a study to identify the reasons of the water shortage (SAPS) is being conducted, and the final report is due in March 1993.</p> <p>(FY1993 Overseas Survey) The Project is completed and in use. A specified F/S based on the JICA's study has not been applied. In 1993 758 reservoir are under survey.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA LKA/S 301/77

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Outside Colombo Area Telecommunication Development Scheme: Stage II Project		
3. SECTOR	Communications & Broadcasting / Telecommunication		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Post and Telecommunication	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)			
7. STUDY PERIOD	Jan.1977 ~ Jul.1977 6month(s) ~		
8. SITE OR AREA	Colombo and six other major cities (Jaffna, Trincomalee, Anuradhapura, Kurunegala, Badulla, (Ratnapura)		
9. MAJOR PROPOSED PROJECT(S)			
1) Subscriber trunk dialing systems: 6 cities except Colombo 2) Cross-bar systems - 6 local switches (total of 14,500 terminals): Colombo Central, Anuradhapura, Jaffna, Kurunegala Ratnapura, Badulla, Trincomalee - Toll switch (400 terminals): Colombo Central - Toll transit switch (200 terminals): Colombo Central 3) Toll transmission paths (new and extension) New microwave radio systems (3 paths); Extension of microwave radio systems (2 paths); new UHF system (1 path); and Cable carrier systems (2 paths) 4) Local cables at 6 telephone offices: Aerial cable 68km and underground cable 30.5km (Badulla, Colombo Central, Jaffna, Kurunegala, Ratnapura) 5) 5 office buildings: Badulla Telephone Office and four radio repeater stations (Single Tree Hill, Namunukula, Suriyakanda, Kurunegala Rock)			

電気通信網整備計画

STUDY SUMMARY SHEET

(F/S)

SWA LKA/A 302/79

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Moragahakanda Agricultural Development Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Mahaweli Development Board	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Oct.1978 ~ Sep.1979 11month(s) ~		
8. SITE OR AREA	The area which will be irrigated by Angamedilla anicut and Elahera anicut on the Amban ganga(62,200ha)		
9. MAJOR PROPOSED PROJECT(S)			
1.Dam and Reservoir Effective Storage Capacity: 686 MCM Dam Type : Rockfill (Main Dam and 2nd saddle-dam) Concrete Gravity (1st Saddle-dam) 2.Downstream Development Irrigation area: 62,200 ha Canal Irrigation Canal 145.2 km Drainage Canal 91.4 km			

モラガハカンド農業開発計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Review Study: Another JICA study (M/P+F/S) was conducted in two phases during 1988 - 1989 to review this feasibility study. The new study proposed the construction of dams, irrigation development (62,000ha) and a hydropower plant (25MW) in the 1st phase and proposed 3-stage development plan for the NCRB area in the 2nd phase. The Sri Lankan Government is now considering the construction of Karuganga Dam proposed by the new study. As a result, the proposals of this F/S were greatly changed. (FY1992 Overseas Survey)</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA LKA/S 201B/80

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Development Project of the Port of Colombo		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sri Lanka Ports Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)		
7. STUDY PERIOD	Jun.1979 ~ Mar.1980 9month(s) ~		
8. SITE OR AREA	Colombo(Field investigation was also conducted at Galle and Trincomare Ports)		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P> The study formulated a Master Plan with a target year of 1988.</p> <p>1.Conventional berths</p> <p>1)One new berth (KQ #2): -12m x 250m (to be modified to a container berth after 1988)</p> <p>2)Expansion one berth to two berths: -9m x 165m & expansion 50m</p> <p>3)Others (3 berths converted to ship repair berths,one berth converted to a container berth)</p> <p>2.Container berths</p> <p>1)Three new berths (KQ #1, #2, #3)</p> <p>2)Containerization of QEQ #5 (crane foundation, etc.)</p> <p>3.One oil berth: dolphins, pipelines, bunkering facilities, etc.</p> <p>4.Cargo handling equipment (85 fork lifts, 8 mobile cranes & one floating crane)</p> <p>5.Road 5.7km(two-lane in 1982 four-lane in 1988)</p> <p><F/S></p> <p>1)One new conventional berth (KQ #2): -12m x 250m</p> <p>2)Conversion of one berth to a ship repair berth</p> <p>3)Cargo handling equipment (38 3-ton fork lifts, 47 5-ton fork lifts, 30-ton mobile cranes and one floating crane)</p> <p>4)One new container berth (KQ #1): -12m x 300m</p> <p>5)Crane foundation and others for QEQ #5: -11m x 200m</p> <p>6)Container equipment (3 container cranes, etc.)</p> <p>7)Road 5.7km (two-lane)</p>			

コロンボ港整備計画

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

Description :

Subsequent study:

Aug.1980~Sep.1980 "Development Project of the Port of Colombo (follow-up) (S 601/80)"

(1) Development Project of the Port of Colombo

Finance:

Oct.1980 L/A 7,600 mil.Yen for the construction of one container berth, ancillary facilities, etc.

Construction:

Aug.1985 Completed

(2) Development Project of the Port of Colombo (II)

Finance:

Apr.1984 L/A 6,362 mil.Yen for the construction of one container berth in the adjacent land to which the container berth was constructed in the Project (I) and the installation of equipment.

Construction:

Nov.1987 Completed

(3) Development Project of the Port of Colombo (III)

Finance:

Jan.1985 L/A 2,579 mil.Yen for the construction of a new container berth and the installation of equipment.

Construction:

Jan.1987 Completed

(4) Development Project of the Port of Colombo (IV)

Finance:

Aug.1987 L/A 1,955 mil.Yen for the installation of crane foundation and the improvement of road.

Construction:

Oct.1993 Completed

Detail:

(FY 1995 Overseas Survey)

This study aimed to improve the Colombo port which has played a role as an international port. This project was given national priority, which contributed to the realization of the project.

STUDY SUMMARY SHEET

(Other Studies)

SWA LKA/S 601/80

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Development Project of the Port of Colombo (Follow-Up)		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	Other Studies		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)		
7. STUDY PERIOD	Aug.1980 ~ Sep.1980 1month ~		
8. SITE OR AREA			
9. MAJOR PROPOSED PROJECT(S)			
<p>The study team explained the technical issues involved in the construction of the container berth which was proposed by the F/S conducted in FY 1979 and will be financed by OECF.</p>			

コロンボ港整備計画アフターケア

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>This study results are effectively utilized. The details should be referred to "Development Projects of the Port of Colombo (M/P+F/S)".</p> <p>(FY 1995 Domestic Survey, Overseas Survey) No additional information.</p> <p>(FY 1997 Overseas Survey) Most of the F/S projects are effectively utilized and the balance few (extension of South West Break -waters removal of south end of NW Breakwaters) to be taken up after further studies.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA LKA/A 303/81

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Mahaweli Ganga Agricultural Development: System C		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Mahaweli Development Board	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Mar.1981 ~ Mar.1981 0month ~		
8. SITE OR AREA	Right Bank on the lower Mahaweli Ganga(68,000ha)		
9. MAJOR PROPOSED PROJECT(S)			
1.Main Canal 17.4 km 2.Branch Canal 54.7 km 3.Farm ditch 50.1 km 4.Main drains Kuda Oya, Hungamala Ela 5.Reclamation (Block 3.4.5) 1) Land clearing 9,255 ha 2) Distributor and field channels 6,960 ha 3) Secondary and field channels 6,960 ha 4) On-farm development 6,960 ha 5) Roads 130 km 6.Equipment and Vehicles 1) Maintenance equipment 2) Management and operation vehicles 3) Tractor hire service equipment and vehicles 4) Social infrastructure vehicles 5) Settlement vehicles			

マハヴェリ農業開発計画システムC地区

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

Description :

This Project has been carried out with the OECF loan (10,650 mil.Yen), IDA (US\$ 9,000), the Japanese grant aid and the Japanese technical cooperation.

(1) Development of Mahaweli Area

Subsequent Studies:

Finance:

Oct.1981 L/A 7,700 mil.Yen (Development of Mahaweli Area)

May.1988 L/A 2,950 mil.Yen (Development of Mahaweli Area II)

For the construction of the irrigation facilities as a part of development Project of Mahaweli in order to irrigate 24,100ha and subsequently to promote the settlement of 24,100 households in the irrigated area. With the OECF loan, IDA fund and Kuwait fund, the construction of canals, the procurement of the materials and the agricultural training to the farmers are to be implemented.

Construction:

At the end of 1992 Main and branch canals completed

1993 Tertiary irrigation and drainage canals and rural roads scheduled to be completed

(2) Construction of Pilot Farm

Subsequent Studies:

Jul.~Aug.1982 B/D

Finance:

Dec.1982 Grant Aid E/N 996 mil.Yen

Construction:

Apr.1983~Mar.1984 Completed

(3) Technical Cooperation

Feb.1985~Jan.1990 Experiments and demonstration on the pilot farm

Dec.1990~Nov.1992 Follow-up technical cooperation (an expert in upland farming)

Nov.1992~Oct.1994 After-care technical cooperation (experts in agricultural machinery and dry-field farming)

The government of Sri Lanka expects the continued technical assistance from JICA to disseminate the farming technique and the knowledge for maintenance and management of the facilities.

Situation:

(FY 1997 Overseas Survey)

Two major activities of the pilot farm are seed production and rice processing. The expected objectives were not realized due to inefficiency of local management staff.

STUDY SUMMARY SHEET

(F/S)

SWA LKA/S 302/82

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Water Supply Scheme for Amparai Group of Towns		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Water Supply and Drainage Board	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.		
7. STUDY PERIOD	Feb.1982 ~ Oct.1982 8month(s) ~		
8. SITE OR AREA	Amparai district located at east coast Ceylon Island		
9. MAJOR PROPOSED PROJECT(S)			
<div style="display: flex;"> <div style="width: 15%;">Service Area</div> <div>1995 : 2,732 ha 2005 : 3,325 ha</div> </div> <div style="display: flex;"> <div style="width: 15%;">Served Population</div> <div>1995 : 172,300 2005 : 261,100</div> </div> <div style="display: flex;"> <div style="width: 15%;">Daily Max.</div> <div>1995 : 27,400 cu.m/day 2005 : 53,900 cu.m/day</div> </div> <div style="display: flex;"> <div style="width: 15%;">Water Sources</div> <div>Amparai area : Amparai reservoir Coastal area : Sambuveli weir (surface water)</div> </div>			

地方上水道整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1996 Overseas Survey) Subsequent Studies: IDA provided fund for designing. D/D scheduled to be implemented with kfw loan. JICA proposed to provide water to Amparai, Kalmunai, Naipuddimunai and Sammanthurai. However, kfw proposes only Amparai Water Supply Scheme for implementation.</p> <p>Finance: Oct.1995 DM 20 mil. (kfw) Content:Projects including Amparai, Nawalapitiya and Koggala.</p> <p>Construction: Feb.1999~Feb.2001 Scheduled to be implemented.</p> <p>(FY 1997 Overseas Survey) 1. Stage I 1993 NWSPB implemented water supply scheme in Samanthurai 1994 funds obtained from Australia govt. for implementation 1997 work under Australia grant is in progress</p> <p>Stage I activities created benefits for the people especially in castle areas. The project has been promoted because of high priority in the development plan of the district and support from politicians.</p> <p>2. Stage II Activities are in the planning process, NWSDB has updated the plans.</p> <p>Situation: (FY 1997 Overseas Survey) The government of Sri Lanka needs to negotiate for low interest loans. The JICA proposals need changes.</p>		

STUDY SUMMARY SHEET (Other Studies)

SWA LKA/S 602/82

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Colombo Airport Development (Follow-Up)		
3. SECTOR	Transportation / Air Transportation & Airport		
4. TYPE OF STUDY	Other Studies		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Airport and Aviation Service(S.L.) Ltd.	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Airport Consultants, Inc.		
7. STUDY PERIOD	Dec.1981 ~ May.1982 5month(s) ~		
8. SITE OR AREA	Katunayake		
9. MAJOR PROPOSED PROJECT(S)			
<p>As a result of comparative study of urgency between new runway construction and terminal complex development, new runway construction is recommended as having a higher priority.</p> <p>Following improvements had been proposed for Phase I (Target year : 1990);</p> <ul style="list-style-type: none"> - Construction of a new runway (3,350m long) and conversion of the existing runway to a new paracklet taxiway. - Construction of new exit taxiways - Expansion of the existing passenger building (floor area : approx. 10,700 m2 - 36,000 m2, peak-hour capacity ; 2,100 passengers) - Construction of AASL maintenance center and administration headquarter - Construction of rescue and fire fighting facilities - Installation of VASIS, runway lights, etc (precision approach Cat.I) - Construction of utility facilities such as sewage treatment plant and potable water supply. 			

コロンボ空港整備計画アフターケア

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(1) Expansion of Colombo Airport (I)</p> <p>Subsequent Studies: F/S Colombo Airport Development Study Project (Consulting firm: Netherlands Airport Consultants BV (NACO))</p> <p>Finance: Apr. 1983 L/A 10,200 mil. Yen for the renovation of the passenger buildings/ EXIM Loan for the construction of the runway/ UK ODA for Navaid/ France ODA for other facilities</p> <p>Construction: Jan. 30, 1989 Completed</p> <p>Maintenance & Operation: Due to the frequent occurrence of terrorism, the number of passengers had been less than expected initially. However, because the order, which had prohibited ordinary passengers and vehicles to enter freely the Airport premises, was lifted in August 1995 and the Government launched the tourism promotion policy, the number of passengers has been increasing. Thus the revenue has been increasing as well. Operation and Maintenance is carried out by Airport & Aviation Services (SL) LTD. The capacity of the airport is expected to be adequate upto 2000.</p> <p>(2) Expansion of Colombo Airport (II) (FY 1998 Domestic Survey)</p> <p>Subsequent studies: 1997 F/S was conducted by own fund. 1998 SAPROF by OECF.</p> <p>Finance: Aug. 1999 L/A of yen loan (scheduled). Planned amount of loan: 10 billion yen</p> <p>Contents: Improvement of passenger building, expansion of cargo terminal building, improvement / paving of runways, etc.</p> <p>Construction: N/A</p> <p>Backgrounds: The survey conducted by the Japan Airport Consultants, Inc. in May, 1995 confirmed the following: *Improvement Plan (II) (expected cost - nine billion Yen)</p> <ol style="list-style-type: none"> 1. Construction of two two-story piers 2. Construction of seven boarding bridges for both sides of each pier 3. Construction of an additional apron beside each pier <p>After this plan meets the approval of the cabinet, the international tender will be called for a consulting firm to formulate F/S report for the Expansion of Colombo Airport (II) . However. because the Cabinet has been occupied with the recurrent racial dispute, it is likely to take time before the plan is materialized.</p> <p>(FY 1997 Domestic Survey) Counterpart is Airports and Aviation Services Ltd, (AASL) at present. The stock of this private company is hold by government.</p>	

コロンボ空港整備計画アフターケア

STUDY SUMMARY SHEET

(F/S)

SWA LKA/S 303/83

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Colombo-Katunayake Expressway and New Port Access Road Project		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Greater Colombo Economic Commission (GCEC)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Bridge and Structure Instituted, Inc. Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Dec.1982 ~ Jan.1984 13month(s) ~		
8. SITE OR AREA	Colombo metropolitan area		
9. MAJOR PROPOSED PROJECT(S)			
<p>The budget 1) is for F/S and 2) for D/D.</p> <p>[Project A]</p> <p>1) Main Road 25.4km K-1:Dalugama IC - Ragama IC 7.1km; K-2:Ragama IC - Ekala IC 8.4km K-3:Ekala IC - Airport 9.9km 2) Alternatives and affiliated roads K-4:Wewelduwa - Kiribathgoda(Access Road to Biyagama) 1.7km K-5:Ekala IC - Negombo(A3)Road 3.1km; K-6:Dandugam - Airport 9.5km K-7:KIPZIC - Canada Sri Lanka Friendship Road 1.6km</p> <p>[Project B]</p> <p>1) Main Road 5.7km P-1:Colombo Port - Prince of Wales Avenue 1.6km P-2:Prince of Wales Avenue - Peliyagoda 1.5km P-3:Peliyagoda - Dalugama(Along Kandy) 2.9km 2) Alternative and affiliated roads P-4:Peliyagoda -Dalugama (Along Kandy) 2.6km P-5:Peliyagoda - Wattala 1.0km</p>			

コロンボ周辺道路網整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Mar.1990 L/A 520 mil.Yen (Colombo-Katunayake Express Way E/S) Dec.1992 D/D completed</p> <p>Situation: (FY 1994 Domestic Survey) Mar.1994 The Sri Lankan government officially announced the environment report regarding this project.</p> <p>(FY 1995 Domestic Survey) The new government has been examining all proposed projects and their priority.</p> <p>(FY 1995 Overseas Survey) This project is suspended due to strong public protest for land acquisition surveys.</p> <p>(FY 1996 Domestic Survey) The Sri Lankan Government has been still examining the project, including alternative plans.</p> <p>(FY 1997 Domestic Survey) Although the government of Sri Lanka has intention to implement the project, there is no perspective to implement due to financial problem, environmental problem, problem related to the resettlement of residents and security problem.</p> <p>(FY 1997 Overseas Survey) This project aims at construction of expressway connecting Colombo city and the airport. Although OECF loan was pledged, no schedule for implementation has been made due to the public protest. Possibility to realize the project is low at present, because the problem is becoming rather political issue as a party out of power is supporting the local residents. Recently attempts were made to seek funds from Malaysia.</p> <p>(FY 1998 Domestic Survey) A Malaysian private company considered the participation in BOT. However, since the funds have not been procured, the project has not been realized. As of now, there is little possibility to realize the proposed project.</p> <p>*Project B Port Access Road (1.5km) 1987 E/S conducted with an OECF loan (FY 1996 Domestic Survey) Completed and it has been in use. (Refer to (4) Development Project of Port of Colombo (IV) of "Development Project of the Port of Colombo (1980)".</p>		

STUDY SUMMARY SHEET

(F/S)

SWA LKA/S 304/83

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Telecommunications Network Improvement Project in Greater Colombo		
3. SECTOR	Communications & Broadcasting / Telecommunication		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sri Lankan Telecommunications Department (SLTD)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.		
7. STUDY PERIOD	Jan.1983 ~ Nov.1983 10month(s) ~		
8. SITE OR AREA	Colombo metropolitan area		
9. MAJOR PROPOSED PROJECT(S)			
<p>(1) Junction Network</p> <p>Junction cable installation: 109.1km</p> <p>(The above includes optical fiber cable installation for 11.7km.)</p> <p>PCM system establishment: 781 systems</p> <p>PCM repeaters: 1,411 pcs</p> <p>Manhole construction: 327 pcs</p> <p>Duct installation: Installation length 59.7 km, Pipe length 230km</p> <p>(2) Subscriber Network</p> <p>Primary cable installation: 147km</p> <p>Secondary cable installation: 950km</p> <p>Cross-connecting cabinet establishment: 187 locations</p> <p>Number of lead-in cable pairs to exchanges: 67,900 pairs</p> <p>Manhole construction: 450 pcs</p> <p>Duct installation: Installation length 96km, Pipe length 490km</p>			

大コロンボ電気通信網整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>High priority; This project is considered top priority by the Government of Sri Lanka.</p> <p>The greater Colombo area is the center of political and economic activities in the country, and the outdated and insufficient telecommunications system had become a major bottleneck to be overcome by the early 1980s.</p> <p>(1) Telecommunications Network Improvement Project in Greater Colombo</p> <p>Finance: May.1985 L/A 10,359 mil.Yen for (1) the construction of the junction network connecting 24 stations in Greater Colombo (installation of 109.1km-long junction cable, establishment of 781 new PCM system and installation of 230km-long duct) and (2) the construction of the subscriber network connecting seven stations (installation of 147km-long primary cable, 950km-long secondary cable and 490km-long duct).</p> <p>Construction: Jan.1988~Mar.1991 Completed</p> <p>(2) Telecommunications Network Improvement Project in Greater Colombo</p> <p>(II)</p> <p>Subsequent Studies: Jun.1993 D/D Commenced</p> <p>Finance: Mar.1991 L/A 10,968 mil.Yen for (1) the construction of the subscriber network, which was not implemented in the Phase I and (2) the improvement of the equipment.</p> <p>Construction: Nov.1991 The contract with the consulting firm signed Jul.1993~Jul.1996 Completed</p> <p>Maintenance & Operation: The maintenance section of Sri Lanka TELECOM is in charge of M&O.</p> <p>Effect: The improved subscriber network enhances the reliability of telecommunication services. As a result, the number of subscribers has increased, which results in the increase of the revenue of Sri Lanka TELECOM. Also, the project contributes to the development of economy.</p> <p>*This study will not be followed up from FY 1997. (the proposed projects have been completed)</p>		

STUDY SUMMARY SHEET

(M/P)

SWA LKA/S 101/85

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Master Plan for the Domestic Telecommunication Network		
3. SECTOR	Communications & Broadcasting / Telecommunication		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Posts and Telecommunications Development.	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.		
7. STUDY PERIOD	Dec.1984 ~ Oct.1985 10month(s) ~		
8. SITE OR AREA	Whole country		
9. MAJOR PROPOSED PROJECT(S)			
<p>To propose 100% of Digitalization of Trunk Network in the year 2000 and the network development for the following towns</p> <p>(1) Greater Colombo Area Telecommunications Improvement Project-2</p> <p>(2) SLTD Organization Improvement project</p> <p>(3) Subscriber's line expansion project and Telecommunications network expansion project for rural towns/villages</p>			

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(1) Telecommunication Network Improvement Project in Greater Colombo (II) Finance: Mar.1991 L/A 10,968 mil.Yen Subsequent Studies: May.1991 (OECF) Construction: Jul.1993~Jul.1996 Completed After completed, Japanese Construction Company supports Sri Lanka TELECOM for the management and operation. Refer to "Telecommunications Network Improvement Project in Greater Colombo (1993)".</p> <p>(2) 100% Digitalization of Junction Networks Finance: ADB Loan Construction: (FY 1996 Overseas Survey) Nov.1993~Dec.1996 Completed (Marubeni)</p> <p>(3) SLTD Organization Improvement Project Finance: The World Bank Loan (FY 1993/1994) Construction: (FY 1996 Overseas Survey) Sep.1992~Aug.1994 Completed (Sofrecom, France)</p> <p>(4) Subscriber's Line Expansion Project Finance: Aug.1993 10,112mil.yen (Regional Telecommunications Development Project) *Contents of the project Renovation and construction of inner and outer facilities as switching machine, subscribers' cables, etc. in Kandy, Matale, Nawalapitiya, Aatton, Kalutara, Panadura. Construction: Dec.1997 Deadline for a tender</p> <p>Detail: (FY 1995 Domestic Survey) Because of the recent political and economical changes, both M/P and F/S have been reviewed since March 1995.</p> <p>(FY 1997 Overseas Survey) Financial assistances for project implementation were obtained from OECF, World Bank, ADB and Finland. The suggestions of the JICA study are being implemented under different projects. Underground cable systems is an effective mechanism.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA LKA/A 304/85

1. COUNTRY	Sri Lanka																												
2. NAME OF STUDY	Rehabilitation of Tank Irrigation Project																												
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation																												
4. TYPE OF STUDY	F/S																												
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Lands and Land Development																											
	PRESENT COUNTERPART AGENCY																												
6. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Kyowa Engineering Consultants Co., Ltd.																												
7. STUDY PERIOD	Jan.1985 ~ Mar.1986 14month(s) ~																												
8. SITE OR AREA	Minipe scheme 6,800ha Nagadeepa scheme 2,400ha																												
9. MAJOR PROPOSED PROJECT(S)																													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">1.Canal System</td> <td style="width: 30%;">Minipe</td> <td style="width: 30%;">Nagadeepa</td> </tr> <tr> <td>Main Canal</td> <td>55.3km</td> <td>11.6km</td> </tr> <tr> <td>Branch Canal</td> <td>-</td> <td>6.3km</td> </tr> <tr> <td>D Canal</td> <td>70.3km</td> <td>20.0km</td> </tr> <tr> <td>F Canal</td> <td>42.0km</td> <td>42.9km</td> </tr> <tr> <td>Heen Ganga Intake</td> <td colspan="2">7.4m(H) X 74m(L)</td> </tr> <tr> <td colspan="3">2.Road System</td> </tr> <tr> <td>Rehabilitation of Road</td> <td>18.8km</td> <td>5.9km</td> </tr> <tr> <td>Bridge</td> <td>-</td> <td>4 X 50m</td> </tr> </table>			1.Canal System	Minipe	Nagadeepa	Main Canal	55.3km	11.6km	Branch Canal	-	6.3km	D Canal	70.3km	20.0km	F Canal	42.0km	42.9km	Heen Ganga Intake	7.4m(H) X 74m(L)		2.Road System			Rehabilitation of Road	18.8km	5.9km	Bridge	-	4 X 50m
1.Canal System	Minipe	Nagadeepa																											
Main Canal	55.3km	11.6km																											
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2.Road System																													
Rehabilitation of Road	18.8km	5.9km																											
Bridge	-	4 X 50m																											

農業用貯水池復旧計画

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>(1)Minipe-Nagadeepa Irrigation Rehabilitation Project Subsequent Studies: May.1990~Dec.1991 E/S Finance: Jul.15.1988 L/A 1,850 mil.Yen for the renovation of the main canals and roads (73.3km), the renovation of the branch canals and roads (90km) and the renovation of the tertiary road. Construction: (FY 1998 Domestic Survey) Sep.1991~March 1998 Management & Operation: (FY 1997 & 1998 Domestic Survey) Department of irrigation is in charge of operation of main and branch canals and farmers organizations are in charge of small canal under the supervision of Irrigation Management Division. Effect: (FY 1997 Domestic Survey) Residents were hired for construction. By the income from the work, the life of residents has been improved.</p> <p>(2)Minipe-Nagadeepa Rural Development Project Subsequent Studies: Apr.~May.1989 B/D Finance: Apr.17.1989 E/N 449 mil.Yen Jun.22.1989 E/N 709 mil.Yen for the improvement of rural road and the digging of wells. Construction: 1989 started Mar.1991 Completed (Konoike-Gumi) Operation & Maintenance: (FY 1997 Domestic Survey) Residents are in charge of administration of wells under the supervision of provincial assembly, and Divisional Engineer's Office is in charge of road maintenance. But maintenance cost shortage has caused superannuating. Approximately 40 wells out of 181 wells and some part of road need repairs. Effect: (FY 1997 Domestic Survey) Clean water is available now and the time spent by women for carrying water has been reduced drastically. Rehabilitation of road contributes to revitalization of the area.</p> <p>(3)Construction of Mahaweli Road Bridge Reinforcement of transportation of agricultural product, improvement of distribution network, rural life bases and rural transportation system in Minipe area, the left side of Mahaweli river. Subsequent Studies: Jan.1994 E/N 76 mil.Yen (Project for Construction of the Mahaweri Road Bridge (D/D)) Apr.~Jun.1995 D/D Finance: May.1995 E/N 236 mil.Yen (Project for Construction of the Mahaweri Road Bridge) Construction: Jan.1996~July 1998 (Kajima Corporation)</p> <p>Technical Assistance from Japan: (FY 1998 Domestic Survey) Acceptance of trainees Sep.1996~2 months 1 person (Bridge construction) Sep.1997~2 months 1 person (Bridge construction) Sep.1998~2 months 1 person (Bridge construction) Operation & Management: (FY 1998 Domestic Survey) Department of irrigation is in charge. However, its responsibility is planning to be transferred to Ministry of Road Development.</p> <p>Others: (FY 1997 Overseas Survey) The project has mainly focused on improving irrigation infrastructures in Minipe and Nagadeepa. In addition well, roads and bridge were constructed. Under community development and local capacity building, the government line agencies were provided with variety of supplies including building, vehicles. The projects led to increase the cropping intensity. In addition, cropping pattern has changed.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA LKA/A 101/87

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Integrated Rural Development Project for Gampaha District		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Rural Development Bureau, Ministry of Finance, Planning, Racial Problems and State Unification (former Ministry of Project Planning and Implementation)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Chuo Kaihatsu Corporation Sanyu Consultants Inc.		
7. STUDY PERIOD	Jul.1986 ~ Mar.1987 8month(s) ~		
8. SITE OR AREA	Gampaha district(1,600sq.km, 1.4 million population)		
9. MAJOR PROPOSED PROJECT(S)			
<p>5 long term and 20 short term objectives were set.</p> <p>3 priority projects were selected from the short term projects for early development.</p> <p>Short term projects:</p> <ol style="list-style-type: none"> 1.Development of Agricultural Production 2.Development of Agricultural Infrastructure 3.Development of Rural Industries 4.Development of Human Resources 5.Development of Social Infrastructure <p>Priority projects:</p> <ol style="list-style-type: none"> 1.Model Project for Improvement of Agricultural Production 2.Development of Human Resources 3.Development of Social Infrastructure <p>The Cost 1) above pertains to the short-term plan, and the Cost 2) to the total of priority projects.</p>			

ガンパハ県農業総合開発計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>In 1987, the Government of Sri Lanka selected the Model Project for Improvement of Agricultural Production, which is one of the priority projects proposed by M/P, as the first priority project to be implemented.</p> <p>(1)Model Project for Improvement of Agricultural Production Subsequent Studies: Jan.9~Feb.20.1989 B/D Finance: Jun.22.1989 E/N 996 mil.Yen (Phase I) Jun.29.1990 E/N 1,075 mil.Yen (Phase II) Construction: Feb. 8.1991 Phase I Completed Oct.17.1991 Phase II Completed Effect: increase of paddy yield by 70% annually.</p> <p>(2)Development of Social Infrastructure The Construction of 16 Bridges and the Donation of Materials. Subsequent Studies: Jul.27~Aug.30.1993 B/D Finance: Apr. 5.1994 E/N 1,195 mil.Yen (Integrated Rural Development Project for Gampaha District (Phase I)) Sep.12.1994 E/N 531 mil.Yen (Integrated Rural Development Project for Gampaha District (Phase II)) Construction: Construction Trader:Hazama-Gumi Aug.9.1994~Feb.20.1995 Phase I Jan.31.1995~Nov.29.1995 Phase II</p> <p>(3)Project-Type Technical Cooperation Upon the request for the project-type technical cooperation, the Japanese government dispatched the preliminary study mission in March 1993. The project-type technical cooperation has been conducted since 1994.</p> <p>Detail: (FY 1995 Domestic Survey) In August 1995, the Sri Lankan Office submitted a request for the review survey of the 1987 M/P to the Japanese Embassy.</p>	

STUDY SUMMARY SHEET

(M/P)

SWA LKA/A 102/89

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Sand Drift in the Southeastern Coast		
3. SECTOR	Fishery / Fishery		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Fisheries and Aquatic Resources Executing Agency: Ceylon Fishery Harbours Corporation	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	TETRA Co., Ltd.		
7. STUDY PERIOD	Mar.1988 ~ Dec.1989 21month(s) ~		
8. SITE OR AREA	Kirinda Fishery Harbour Southeastern Coast Fishery population 1,408/Fishing boats 128/Yearly haul 385t		
9. MAJOR PROPOSED PROJECT(S)			
Extension of Main Breakwater 200m Improvement of Existing Main Breakwater 100m Construction of Sub-breakwater 230m Construction of Jetty 200m			

南東部沿岸漂砂調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Subsequent Studies: Oct.23~Nov.12.1990 B/D Jan.17~Jan.31.1991 B/D Jan.23. 1992 E/N 28 mil.Yen (Rehabilitation of Kirinda Habour D/D) *Socio-economic survey and of the fishery survey and the formulation of the renovation plan.</p> <p>Components of Renovation Plan: Phase I- Extension of the main breakwater by 60m and construction of the 80m-long sub-breakwater Phase II- Extension of the main breakwater by 120m and construction of the 120m-long jetty and the 140m-long sub-breakwater phase III- Extension of the main breakwater by 20m, rehabilitation of the main breakwater (120m) and construction of 90m-long sub-breakwater</p> <p>Finance: May.28.1992 E/N 737 mil yen (Rehabilitation of Kirinda Habour-1/3) May.31.1993 E/N 1,209 mil yen (Rehabilitation of Kirinda Habour-2/3) May.16.1994 E/N 212 mil yen (Rehabilitation of Kirinda Habour-3/3) Feb.1.1999 E/N 5 mil yen</p> <p>Construction: Phase I- Oct.1992~Mar.1993 Phase II- Jun.1993~Mar.1994 Phase III- Jun.1994~Mar.1995 Contractor:Goyo Construction Co.</p> <p>After Completion of Construction: The dispatch of short-term experts on the maintenance of cold storage and on the coastal survey works, which was planned to be started in Nov.1995, has been suspended due to the worsening public peace and order. (FY 1995 Domestic Survey)</p> <p>Maintenance and Operation: (FY 1996 Domestic Survey) The kirinda Port has been well maintained by the Ceylon Fishery Harbours Corporation. Since the Port resumed its operation, the Corporation has been monitoring the Port and in May 1996 the first dredging was undertaken. The dredged earth was approximately 5,000cu.m., which was less than the figure estimated in B/D, 10,000cu.m. Therefore, it can be concluded the renovation work was successful.</p> <p>Effect: (FY 1996 Domestic Survey) The fish catch is reported to be 1,500t annually, which well exceeds 800t estimated in B/D. It results in the income increase among fishermen.</p> <p>Detail: (FY 1994 Domestic Survey) The implementation and management work conducted by the consulting firm was completed on October 12, 1994. (FY 1996 Overseas Survey) The request has been submitted for the extension of quay wall and the installation of machinery and tools for workshop.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

SWA LKA/A 201B/89

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Extension of the Moragahakanda Agricultural 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	Mahaweli Development Board	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Japan Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Jan.1988 ~ May.1988 4month(s) ~		
8. SITE OR AREA	<M/P> Amban Ganga and Mahaweli Gang Basins and NCRB area <F/S> Basin of Amban Ganga and Mahaweli Gang		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P>Stage-wise agricultural land development is recommended in NCRB area.</p> <p>Package 1 Joint Facilities Kalu ganga dam NCP canal</p> <p>New Irrigation Area 23,900 ha Cashew Farm 10,000 ha Rehabilitation 25,500 ha</p> <p>Package 2 Joint Facilities NCP canal Minipe LB canal</p> <p>New Irrigation Area 26,600 ha Rehabilitation 38,600 ha</p> <p>Package 3 Joint Facilities NCP canal Minneriya Pump Station</p> <p>New Irrigation Area 27,000 ha Cashew Farm 10,000 ha</p> <p><F/S>Agricultural Development (62,000ha) in the Amban Ganga basin and hydro-power generation (25MW) by constructing the Moragahakanda dam with a height of 72m.</p> <p>Principal feature of irrigation and drainage system is as follows:</p> <ul style="list-style-type: none"> - Rehabilitation of irrigation canal 60km - New Construction of irrigation canal 120km - New construction of O/M roads 150km - Downstream land development 13,900ha - Drainage canal 90km 			

モラガハカンド農業開発計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: (FY 1998 Domestic Survey) Type of study: Review F/S Cost: 63 million Rp. Period: Jan.-Dec. 1999 Consultants: Nippon Koei, Co., Ltd. A.GIBB (U.K.)</p> <p>Finance: (FY 1998 Domestic Survey) It seems that the request for OECF loan will be submitted after the review of F/S.</p> <p>Detail: 1. Priority decreased: New government in 1989 placed Janasabia-Plan as significant task in policy. The content of plan: To give Rp 2,200 per month to poverty. 2. Since 1989 structural adjustment proposed by World Bank and IMF has been implemented.</p> <p>(FY 1994 Domestic Survey) The Mahaweli Development Board undertook the survey for the Kalu Ganga Dam Construction Project in this project area from 1992 to 1993 and examined its result with this proposed project. What was proposed to the cabinet, which was convened on July 6, 1994, was to undertake the construction of both dams simultaneously in order to avoid the operational losses which were likely to take place in case each dam was constructed separately. However, considering the availability of investment fund and their priority, the construction of the Moragahakanda dam is planned to come before the construction of the Kalu Ganga dam.</p> <p>(FY 1995 Overseas Survey) The construction of the Moragahakanda dam is under examination as the first stage to realize this project.</p> <p>(FY 1996 Overseas Survey) In Jun.1996 the Re-Appraisal Study was implemented and the Government of Sri Lanka is now seeking the assistance to carry out F/S based on the Re-Appraisal Report. The construction of the Moragahakanda dam is planned to be implemented based on this F/S and funds has been sought. This project requires the maximum of 2,000 families to leave their lands. Therefore, the Government is seeking for funds to provide them with irrigation facilities and public infrastructure in new lands. The proposed project has been modified and it is decided to implement only the dam construction and civil works necessary for the resettlement.</p> <p>(FY 1997 Overseas Survey) New large-scale irrigation development projects are put lower priority by Sri Lankan government because of their low profitability. There is less possibility to implement this project at present.</p> <p>(FY 1998 Domestic Survey) It seems that the request for OECF loan for constructing Moragahakanda Dam will be submitted after the review of F/S.</p> <p>(FY 1999 Domestic Survey) A request for Japan's ODA Loan hasn't been submitted. A review on F/S is under preparation by Kuwait fund.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA LKA/S 202B/89

1. COUNTRY	Sri Lanka																																			
2. NAME OF STUDY	Development of the Port of Colombo																																			
3. SECTOR	Transportation / Port																																			
4. TYPE OF STUDY	M/P+F/S																																			
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sri Lanka Ports Authority																																		
	PRESENT COUNTERPART AGENCY																																			
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Japan Port Consultants Co., Ltd.																																			
7. STUDY PERIOD	Nov.1988 ~ Nov.1989 12month(s) ~																																			
8. SITE OR AREA	Colombo Port																																			
9. MAJOR PROPOSED PROJECT(S)																																				
<div style="display: flex; justify-content: space-between;"> <div style="width: 40%;"> <p><M/P></p> <p>1)New North Pier : Berth No.3 Berth No.4</p> <p>2)Fort container terminal</p> <p>3)New Queen Elizabeth Container Terminal(NQECT): Berth No.1 Berth No.2 Berth No.3</p> <p>4)Extension of SW breakwater (550m)</p> <p>5)New SW breakwater (510m)</p> <p>6)Re-alignment of main entrance channel</p> <p>7)Computer communication</p> <p>8)Port highway system</p> <p><F/S></p> <p>1)Jaye Container Berth (JCT): Berth No.3 (-13.5m x 330m, planned capacity 300,000TEUs, stacking yards 6,300TEUs) Berth No.4 (-13.5m x 360m, planned capacity 300,000TEUs, stacking yards 6,150TEUs, feeder berth -9.0m x 170m) Gantry cranes(Post Panamax):2 x 2 units, High speed transfer cranes:6 x 2 units</p> <p>2)New North Pier(NNP): Berth No.1: -7.5m x 130m, Warehouse: 40m x 160m / Berth No.2: -11.0m x 210m, Warehouse: 40m x 160m 3)Pipe line for the new oil terminal: 700m 4)Rehabilitation of Queen Elizabeth Quay: Berths No.4 and No. 5, etc. 5)Supplement of transfer crane(JCT No.1&No.2)</p> <p>6)channel dredging 7)Communication system improvement</p> </div> <div style="width: 55%;"> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; width: 40%;"></th> <th style="text-align: center; width: 20%;">Plan A: Cost 1)</th> <th style="text-align: center; width: 20%;">Plan B: Cost2)</th> </tr> </thead> <tbody> <tr> <td>-11m x 210m</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>-7.5m x 130m</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td style="text-align: center;">o</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>-14 x 350m</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-14 x 340m</td> </tr> <tr> <td>-14 x 350m</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-14 x 330m</td> </tr> <tr> <td>-12 x 300m</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-12 x 330m</td> </tr> <tr> <td style="text-align: center;">o</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">o</td> <td style="text-align: center;">o</td> </tr> <tr> <td style="text-align: center;">o</td> <td style="text-align: center;">o</td> <td style="text-align: center;">o</td> </tr> <tr> <td style="text-align: center;">o</td> <td style="text-align: center;">o</td> <td style="text-align: center;">o</td> </tr> </tbody> </table> </div> </div>					Plan A: Cost 1)	Plan B: Cost2)	-11m x 210m	-	-	-7.5m x 130m	-	-	o	-	-	-14 x 350m	-	-14 x 340m	-14 x 350m	-	-14 x 330m	-12 x 300m	-	-12 x 330m	o	-	-	-	o	o	o	o	o	o	o	o
	Plan A: Cost 1)	Plan B: Cost2)																																		
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コロンボ港開発計画

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

Description :

Subsequent Studies

Mar.1989 OECF appraisal mission was dispatched to examine the jaya Container Terminal (JCT) No.3.

Sep.1991 The survey mission was dispatched to propose the effective operational scheme of the Port of Colombo after the completion of the JCT No.4.

Finance

Oct.1989 OECF pledged the provision of 6,200 mil.Yen for the construction of the JCT No.3 at the Paris Conference.

Mar.1990 L/A 6,329 mil.Yen (Expansion of the Port of Colombo I)

Mar.1991 L/A 11,021 mil.Yen (Phase II)

*Components: construction of one container berth, the procurement of two container cranes and eight transfer cranes, etc. (Scheduled to be completed in June, 1995)

Mar.1992 L/A 21,055 mil.Yen (Phase III)

*Components:(1)the construction of one container berth, (2)the procurement of equipment for JCT No.1 and No.2, (3)the dredging, (4)the laying of oil pipelines, (5)the procurement of equipment for JCT No.4 and (6)the procurement of equipment for the communication system. (Scheduled to be completed in August, 1996)

Aug.1993 L/A 7,728 mil.Yen (Phase IV)

*Components: the procurement of equipment and the strengthening of the management capability of the Port Authority.

Jul.1994 L/A 5,668 mil.Yen (Improvement of the Port of Colombo)

*Components: construction of a general cargo berth at the north pier to containerize Queen Elizabeth Quay (QEQ), which is currently used as the general cargo berth.

Aug.1995 L/A 12,705 mil.Yen (Improvement of the Port of ColomboII)

*Components:(1) supply machinery and instruments to the North Pier, (2) redevelopment of QEQ.Development of the Port of Colombo will be completed by this Project.

Construction

Oct.1991-Dec.1994 JCT No.3 is completed

Dec.1995 JCT No.4 is completed

Jun.1993-Mar.1995 Improvement of communication system is completed.

Oct.1993-Mar.1994 Transfer cranes were supplemented in JCT No.1 & No.2.

Jun.1995-Aug.1996 Channel dredging was completed.

Oct.1995-Jun.1998 Construction of oil pipeline is completed.

1997 Construction of NNP1&2 were completed.

Progress

(FY 1992 Overseas Survey)

The construction of JCT No.4 and of the communication system was commenced.

The renovation of QEQ was completed.

The laying of Oil pipelines and the dredging are scheduled to be implemented.

The construction of NNP is in preparation.

(FY 1995 Overseas Survey)

The laying of oil pipelines, the dredging and the improvement of the communication system are in progress.

Detail

JICA is implementing "Development of the New Port of Colombo Project". (FY 1995 Domestic Survey)

STUDY SUMMARY SHEET

(M/P)

SWA LKA/S 102/91

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Development of the Port of Galle		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sri Lanka Ports Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Japan Port Consultants Co., Ltd.		
7. STUDY PERIOD	Sep.1990 ~ Nov.1991 14month(s) ~		
8. SITE OR AREA	Port of Galle		
9. MAJOR PROPOSED PROJECT(S)			
Master Plan: (1)Southwest Breakwater : 1,500m(protection from SW Monsoon) (2)Container Terminal : 3 berths(-14m, 1,090m), container yard(2,200 slots) Cargo handling machinery(container cranes, transtainers, tractor trailers), other related facilities and buildings (3)General/Bulk Cargo : 2 berths(-14m x 270m, and -12m x 240m), storage sheds, handling machinery(unloaders, belt conveyors, forklifts) (4)Bunker Oil Berth : 1 Dolphin-type berth(-7.5m x 120m)			

ゴール港整備計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>After the completion of this study, which was to formulate the emergency plan for the construction of 350m-long breakwater, the Sri Lankan government was seeking the possibility to implement the project with the assistance of the Japanese government.</p> <p>It is said that the construction of the breakwater will urge foreign shipping companies to open up their business at the Port of Galle.</p> <p>(FY 1992 Overseas Survey)</p> <p>The Sri Lankan government is examining the possibility to implement the project with the BOT scheme and will appoint an implementing company on June 30. At the same time, it is under consideration to apply for an OECF loan.</p> <p>(FY 1995 Domestic Survey)</p> <p>An implementing company has not been appointed, yet. However, the Government has been seeking the way to realize this project. For example, it calls to foreign companies to propose a new development project of the Port of Galle.</p> <p>(FY 1997 Overseas Survey)</p> <p>The importance of the Galle Port has been reconfirmed in the study of Integrated Development Plan in the Southern Area conducted in 1996. The project will be possibly implemented if fund as financial assistance is secured. Sri Lankan government was planning to apply the BOT scheme but the plan is being suspended. The government plans to review the scale of the project.</p> <p>(FY 1997 Overseas Survey-Counterpart)</p> <p>The new offers for the development of Galle Port on BOT basis were called for by the Ministry of Plan Implementation and have been evaluated. Finally, Mott Mac.Donald/China Construction (UK-China consortium) was selected for the development of the outer harbor and LOI was issued in May 1996. The consortium was required to submit a F/S covering financial, technical and environmental aspect of the project. The JICA design was updated. In January 1998, Govt decided to cancel the LOI because of their inability to show the financial aspects to go ahead with the project.</p> <p>Fresh tenders will be called very soon.</p> <p>(FY 1999 Overseas Survey)</p> <p>The project is difficult to implement with BOT scheme. The government of Sri Lanka made a request for Japanese ODA loan in Aug. 1999.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA LKA/A 305/92

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Walawe Irrigation Upgrading and Extension Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Mahaveli Authority of Sri Lanka	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Naigai Engineering Co., Ltd.		
7. STUDY PERIOD	Jun.1992 ~ Nov.1992 5month(s) ~		
8. SITE OR AREA	Left bank of the Walawe river 180km southeast Colombo		
9. MAJOR PROPOSED PROJECT(S)			
<p>(1) Upgrading and rehabilitation of existing irrigation facilities in the MEA are of 2,900 ha, including a total of 190 km of the left bank main canal and subordinate canals and 2,200 related structures;</p> <p>(2) Construction of irrigation and drainage facilities in the Edension and MEA areas of 6,380 ha including 25 km of the left bank rasis canal 313 km of subordinate irrigation canals, 47 tanks 254 km of drainage canals, about 1,000 structures, and 322 km of canal inspection roads;</p> <p>(3) Land reclamation for 5,240 ha of paddy and upland fields and construction of on-farm roads for 6,380 ha;</p> <p>(4) Provision of information including preparation of 1,200 ha of land for 22 villages, 28 schools, 12 health & medical care facilities, 22 drinking water supply system, 140km of roads. 22 administration offices, 6 agro-extension facilities and a development center.</p>			

ワラウエ農業開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1) Project Implemented with the Japanese Grant Aid Subsequent Studies: Jul.22~Aug.19.1993 B/D Finance: Jan.21.1994 E/N 968 mil.Yen (Walawe Left Bank Infrastructure Service Plan) *Components:infrastructure service of road, bridge, water supply facility at walawe left bank area. Jul.28.1994 E/N 253 mil.Yen (provided in 1994). (Walawe Left Bank Infrastructure Service Plan-National Loan-Phase1/2) Jul.28.1994 E/N 765 mil.Yen (provided in 1995). (Walawe Left Bank Infrastructure Service Plan-National Loan-Phase2/2) *Components:increase of self-sufficiency in basic food, promotion of export products by rehabilitation of road at Walawe left bank area and construction of Walawe bridge. Construction: Jun.1994 Project for Improvement of Rural Infrastructure in Walawe Left Bank commenced. Mar.1996 Completed Construction Trader/Kumagaya-Gumi (FY2000 Overseas Survey) Impact: 1. Construction of water treatment plant and providing water tankers have realised the supply of safe and hygienic water. The water has supplied to the inhabitants of Suriyawewa town and people in the suburbs. The project has contributed remarkably to the improvement of the hygienic situation in the area. 2. Construction of all-weather type road and a bridge on the Walawe rivers has improved the traffic system in the area, especially in the improvement of medical and educational services in the area.</p> <p>(2) Walawe Left Bank Irrigation Upgrading and Extension Project Subsequent Studies: Jul.1994 L/A 379 mil.Yen for Walawe Left Bank Irrigation Upgrading and Extension Project, E/S *Through the rehabilitation of the irrigation facilities covering 2,900ha and the rearrangement of irrigation/drainage water network in a part (1,040ha) of non-irrigated area, this project aims at the stabilization of irrigation water supply and upgrading of land use efficiency. This OECF loan is used for the consulting fee to conduct D/D and to prepare the tender documents. Apr.1995 D/D Commenced Sep.1996 Completed (Nippon Koei) Aug.1995 The completed review report was submitted to MASL. (FY 1999 Domestic Survey) Dec.1999 ~ Mar.2000 JBIC SAPI Finance: Aug.1995 L/A 2,572mil.Yen (Walawe Left Bank Irrigation Upgrading and Extension Plan) *Components: 1)Rehabilitation of the existing irrigation facilities (2,090ha) and construction of irrigation facilities in the area relying on the rain-fed agriculture. 2)Procurement of machinery. 3)Consulting Service (C/S) Oct.1996 L/A 9,393 mil.Yen (Walawe Left Bank Irrigation Upgrading and Extension Plan (II)) *Components: 1)Construction of irrigation facilities (5,340ha) 2)Rehabilitation of reservoir 3)C/S Construction: (FY 1998 Domestic Survey) D/D Nov.1997~May 1999 (scheduled) 2000~2003 (scheduled) (FY 2000 Overseas Survey) 1. Walawe Left Bank Irrigation Upgrading and Extension Plan (JBIC Loan No. SL-P45) Period: Nov. 1997 to Oct. 2001, Contents: Upgrading and extension of irrigation canals for the area of 4,000ha (upgrading area of 2,900ha and extension of 1,100ha and construction of rural infrastructure such as development centre and week-end market facilities) Contractor: Hanjung-SGCC Consortium, Situation of progress: 76% at the end of Oct. 2000. Upgrading and extension work for the area of 900ha is remained. The work is scheduled to be completed by the end of Oct. 2001. 2. Walawe Left Bank Irrigation Upgrading and Extension Plan (II) (JBIC Loan No. SL-P48) Period: mid- 2001 to mid-2005, Contents: Upgrading and extension of irrigation canals for the area of 5,300ha and construction of rural infrastructure, Contractor: Under procurement</p>		

STUDY SUMMARY SHEET

(M/P)

SWA LKA/A 103/94

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Agricultural and Rural Development for Up-country Peasantry Rehabilitation Program		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Inland Farming villages' Restratement	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Chuo Kaihatsu Corporation		
7. STUDY PERIOD	Feb.1993 ~ Jul.1994 17month(s) ~		
8. SITE OR AREA	Central Uva and Sabaragamuwa Provinces (Total area approx. 19,000 sq.km)		
9. MAJOR PROPOSED PROJECT(S)			
		District-1	District-2
Rehabilitation of the irrigation facilities		766ha	214.2ha
Rehabilitation of the rural farm roads		128.8km	67.0km
Rehabilitation of the water supplying facilities for the farm villages		915m	2,822m
Rehabilitation of the various facilities		9places	14places
Preservation of agricultural field		100ha	50ha

内陸部農村復興計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Finance: (FY 1997 Overseas Survey) Government budget 1994: 40 mil.Rp, 1995: 55 mil.Rp, 1996: 40 mil.Rp, 1997: 40 mil.Rp, 1998: 45 mil.Rp, 1999: 63 mil.Rp</p> <p>Project components such as agricultural roads, rural electricity, minor irrigation facilities, drinking water facilities, social amenities were implemented.</p> <p><Request for Financial Assistance> A part of the proposed project for District-I is in process in order to be implemented as a grant aid project.</p> <p>(FY 1995 Overseas Survey) The main report has been distributed among the relevant Ministries, Department and Institutions. Data and statistics have been used and an action has been taken to implement a proposed project. A request for grant aid has been submitted to the Japanese government.</p> <p>(FY 1996 Domestic Survey)(FY 1997 Domestic Survey) The request for grant aid assistance has been submitted to the Japanese Government.</p> <p>(FY 1997 Overseas Survey) Annual mission, which visited Sri Lanka in January, recommended to implement projects utilizing the counter value of KR2. Sri Lankan government has requested grant aid assistance for bridge construction in 1998. The project priority is in rural road.</p> <p>(FY 1998 Domestic Survey) It seems that the government will not request a grant aid assistance. They are examining other source of fund for the bridge construction.</p> <p>(FY 1999 Overseas Survey) JICA's grant aid: 407.9 mil. Rs. Government budget: 20.1 mil. Rs. *Contents: Rural roads, Weekly market centers, Community centers, Libraries, Agricultural training centers</p> <p>(FY 2000 Domestic Survey) No information.</p>	

STUDY SUMMARY SHEET

(F/S)

SWA LKA/S 306/94

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Kalu Ganga Water Supply Project for Greater Colombo		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Water Supply and Sewage Corporation (NWSDB)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Jagesuido Sekkei Co., Ltd. Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Dec.1993 ~ Dec.1994 12month(s) ~		
8. SITE OR AREA	Greater Colombo Zone		
9. MAJOR PROPOSED PROJECT(S)			
To establish water supply system from the Kalu Ganga as the water resources.			
(Main Facilities)			
Water intake facility : 191,100cu.m/d			
Water conducting pipe : 1,500mm dia., 7,670m in length			
Filtration plant : 182,000cu.m/d			
Clean water reservoir : 30,000cu.m			
Water supplying pipe : 1,650-200mm dia., 37,130m in length			
Water distribution pipeline : 700-90mm dia., 192,200m in length			

大コロンボ圏給水拡張計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description : Subsequent Studies: (FY 1996 Domestic Survey)(FY 1998 Domestic Survey) 12 Sep.1996 OECF SAPROF *The request for grant aid assistance was submitted to the Japanese Government upon the completion of this Study. However, it was turned down due to the worsening financial situation of counterpart agency and the proposed project size. Thus, SAPROF was decided to be implemented to improve the financial situation of NWSDB and review of project size. Finance: (FY 1997 Domestic Survey) Aug.1997 L/A 11,278 mil.Yen (Kalu Ganga Water Resources Development and Water Supply Expansion) *Contents: 1) Construction works for developing a new water supply system by utilizing the Kalu Ganga River as water source; 2) Procurement of equipment and materials; 3) Consulting services for construction and management; and 4) Implementation of a pilot scheme for low-income households to construct water supply and sanitation systems through community participation. Construction: (FY 1998 Domestic Survey) Not yet started. (FY 1999 Overseas Survey) A contract between the consultants will be concluded soon. Situation: (FY 1997 Overseas Survey) Accordingly a feasibility study report was prepared by OECF and adjusted the financial proposal of JICA study. Therefore, the project is to be started as early as possible. The NWSDB has called for tenders for implementation of phase one activities.		

STUDY SUMMARY SHEET

(M/P)

SWA LKA/S 109/96

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Nationalwide Bridge Development		
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.		
7. STUDY PERIOD	Mar.1995 ~ Aug.1996 17month(s) ~		
8. SITE OR AREA	Whole Sri Lanka except the north and east area		
9. MAJOR PROPOSED PROJECT(S)			
<p>There are about 4,430 bridges on national trunk roads. Among them, 206 bridges were judged to need urgent rehabilitation and tabulated in the list by RDA. Considering the conditions of all bridges in Sri Lanka, 100 bridges were selected.</p> <p>The 100 bridges which need to be rehabilitated were divided into 3 groups based on the priority of rehabilitation which was determined considering function of roads, traffic volume and damage degree of the bridges. The Project Implementation Program was prepared in accordance with the priority.</p> <p>The study results were extended to 4,430 bridges, and it was assumed that 253 nos. of bridges need rehabilitation. Rehabilitation Plan for the 253 bridges were prepared.</p>			

全国橋梁改修計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

1. Reconstruction Project of Five Bridges

Subsequent Study:

(FY 1998 Domestic Survey)

March 1998 Study on B/D

Finance:

(FY 1998 Domestic Survey)

27 Aug. 1998 E/N 468mil.yen (Reconstruction Project of Five Bridges)

*Contents of the project: Reconstruction of Bridge No.31, 32, and 38.

(FY 1999 Domestic Survey)

27 May 1999 E/N 878mil.yen (Reconstruction Project of Five Bridges)

Construction:

(FY 1998 Domestic Survey)

17 Nov.1998 announcement of P/O

8 Dec. 1998 an explanatory meeting for bid (scheduled)

8 Jan. 1999 bid (scheduled)

31 Mar.1999 Commenced

31 Mar.2000 Completion(scheduled)

	Location	Route	River		
Bridge No.31	South-Galle	Elpitiya-Opatha-Avittawa Road(Modaela)	Galwake	14m	RC Box Culvert
Bridge No.32	North West-Puttalalm	Bolawatta-Dankotuwa Road	Oya	14m	PC
Bridge No.38	Sabaragamuwa/Ratnapura	Gilimale-Malwala-Carney Road	Eluwamulla	25m	PC
Nartupana Bridge		Horana-Anguruwatota-Aluthgama Road			
Kospalana Bridge		Moratuwa-Piliyandala Road			

(FY 1999 Overseas Survey)

Progress situation: The construction of Bridge No.31, No.32, and No.38 has completed to 78%. The construction of other bridges will start soon.

(FY 1999 Domestic Survey)

Bridge No.31, No.32, and No.38 were constructed.

Operation & Management:

(FY 1998 Domestic Survey)

RDA (Road Development Authority) will be in charge of operation & management after the completion.

(FY 2001 Overseas Survey)

As these bridges are located on National Highways maintained by RDA, normal maintenance work of these bridges are also carried out by RDA. There is no considerable maintenance requirement at present as they are new.

Effect:

(FY 1998 Domestic Survey)

It is expected that reconstruction of bridges will vitalize economic activities such as agriculture, commerce, industry, etc., improve traffic, improve access to public facilities such as schools, hospitals, administrative offices, etc., promote exchange activities with other local communities.

2. Rehabilitation Project of Small/medium-sized Bridges

(FY 1998 Domestic Survey)

Rehabilitation Project of Small/medium-sized Bridges (Phase II, tentative name).

The remaining two bridges are planned to be rehabilitated by a grant aid assistance.

(FY 2000 Domestic Survey)

Subsequent Study:

Oct. 2000 Study on B/D Rehabilitation Project of Small/medium-sized Bridges (Phase II, tentative name).

3. Reconstruction of Gampola and Muwagama Bridge

Subsequent Study:

(FY 2001 Overseas Survey)

Feb. 23, 2001 D/D 41 million yen "Reconstruction of Gampola and Muwagama Bridge (D/D)"

Fund Procurement:

(FY 2001 Domestic Survey)

Jun. 15, 2001 E/N 1497 million yen (2001-430 mil. yen, 2002-765 mil. yen, 2003-302 mil. yen) "Reconstruction of Gampola and Muwagama Bridge (D/D)"

Construction Progress:

(FY 2001 Overseas Survey)

Oct. 10, 2001 Construction was started.

4. Progress situation of the proposed project

(FY 2001 Overseas Survey)

30 bridges are remaining out of 100 bridges studied for the rehabilitation/reconstruction. Design work of some of these bridges have been completed.

Background:

(FY 1997 Domestic Survey)

The Government of Sri Lanka requested Japan's Grant Aid for reconstruction of 13 bridges among 35 bridges which were classified under The Group one, Top Priority to be rehabilitated in the

全国橋梁改修計画調査

STUDY SUMMARY SHEET

(M/P+F/S)

SWA LKA/S 209/96

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Domestic Telecommunication Network		
3. SECTOR	Communications & Broadcasting / Telecommunication		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd. Japan Telecom. Eng. and Consulting Service (JTEC)		
7. STUDY PERIOD	Mar.1995 ~ Apr.1996 13month(s) ~		
8. SITE OR AREA	M/P:Whole Country F/S:Greater Colombo Area, Central Region		
9. MAJOR PROPOSED PROJECT(S)			
<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <M/P> Telecommunications Network Improvement and Expansion </div> <F/S> 1. Greater Colombo Area Network Improvement and Expansion. 2. Construction of Central Ring Optical Fiber Transmission Network. 3. Construction of New ISC, TSC and Earth Station.			
[Imp. Period] <M/P> 1998~2015 <F/S> 1, 2, 3 : 1998~2000			

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

Description :

(M/P)

Finance:

(FY 1998 Domestic Survey)

M/P proposed projects are under implementation with OECF loan, French Protocol, Suppliers' Credit, their own funds.

18 Aug. 1997 L/A 3,114 million yen (Transmission and Substation Development Project (I))

*Project components: 1) Rehabilitation of the Kolonnawa Substation which provides approx. 60% of the City of Colombo's power supply, and 2) Upgrading of the 132 kV transmission line to 220kV in Western Province (South) to meet demand in that area.

(FY 1999 Domestic Survey)

28 Sep. 1998 L/A 4,030 million yen (Transmission and Substation Development Project (II))

*Project components: 1) Construction of Ratnapura 132/33kV Grid Substation; 2) Construction of Athurugiriya 132/33kV Grid Substation; 3) Reconducting of Kelanitissa-Kolonnawa 132kV transmission line; 4) Expansion of Thulhiriya Grid Substation; 5) Installation of additional equipment at Chilaw Grid Substation; 6) Installation of static capacitors at Kelanitissa and Pannipitiya Grid Substations.

(F/S)

1. Telecommunication Network Expansion Project in Colombo Metro Area

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

Finance:

18 Aug. 1997 L/A 10,023 million yen

(Telecommunication Network Expansion Project in Colombo Metro Area I)

28 Sep. 1998 L/A 13,369 million yen

(Telecommunication Network Expansion Project in Colombo Metro Area II)

*Project Components: This project aims to respond to the demand for telephone services by installing new switching systems in the Colombo Metro Area.

Phase II includes part of the scope excluded by F/S.

Construction:

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

Period:

Phase I March 1999~Aug.2000

Phase II Aug.1999~Jan.2001

Progress situation:

Phase I Bid was made in July 1998. Now is preparing for contract.

Phase II Preparing for bid.

(FY 2002 Overseas Survey)

Construction of Phase I: 99 % completed (Planned completion: Mar. 2003 as of Jan. 2003)

Benefitful Impacts:

(FY 2001 Domestic Survey)

The total increase of the telephone lines of 130 thousands are expected because of the additional lines by the project of 110 thousands and transfer of lines of 20 thousands.

2. Construction of Central Ring Optical Fiber Transmission Network

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

Finance:

It is under implementation as an additional scope of "The Regional Telecommunication Development Project (12 Aug. 1993 L/A 10,112 mil. yen)". Period of L/A was extended three more years.

Construction:

(FY 2001 Domestic Survey)

Period: Phase I from Sep.1998 to May 2000, Completed, Phase II from Mar.2000 to Oct.2001, Completed

Profit effects:

(FY 2001 Domestic Survey)

The demand on telephone was satisfied by means that the additional installation of the transmission lines connecting between central and western principal cities with the telephone exchange.

3. Construction of New ISC, TSC

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

SLTL has conducted a study and partially changed the contents of the F/S proposed project (Deleting the Earth station ISC: 2,600 circuits --> 4,200 circuits, TSC: 21,000 circuits --> 10,000 circuits).

The project is being implemented with Suppliers' Credit or their own funds.

(FY 2001 Domestic Survey)

The construction was completed in Dec.1999. International telephone exchange 2,000 lines, Out-of-Town telephone exchange 10,000 lines, Capacity of exchange (10,000/20,000 lines)

Profit effects:

(FY 2001 Domestic Survey)

The increasing Out-of-Town and International telecommunication became possible to be exchanged smoothly because of the Telecommunication Network Expansion Project in Colombo Metro Area, the Telecommunication Network Expansion Project in Rural Cities and other projects.

Privatization of government institute:

(FY 1998 Domestic Survey)

Sri Lanka Telecom (SLT) was privatized to Sri Lanka Telecom Limited (SLTL) in Aug. 1997.

Situation after privatization: The number of subscribers has increased from 20,000 to 40,000 for a year after the privatization. It is planned to shorten the period of construction of the projects which are under implementation or planning. Medium or small-scale projects are being implemented with ODA or Suppliers' Credit. NTT is participating in management and project construction by dispatching several experts to SLTL.

全国電気通信網整備計画

STUDY SUMMARY SHEET

(M/P+F/S)

SWA LKA/S 210/96

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Development of the New Port of Colombo		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sri Lanka Ports Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Japan Port Consultants Co., Ltd.		
7. STUDY PERIOD	Jul.1995 ~ Oct.1996 15month(s) ~		
8. SITE OR AREA	Colombo		
9. MAJOR PROPOSED PROJECT(S)			
<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <M/P> Expansion of the Port of Colombo (main container berths 6-10, and others) </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <F/S> South Port Development (main container berths 3, other) Redevelopment of Bandaranaike Quay Others </div> <div style="border: 1px solid black; padding: 5px;"> [Imp. Period] <M/P> 1997~2005 <F/S> 1. 1997~2005 2. 1997~2001 3. 1997~2005 </div>			

新コロンボ港開発計画調査

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) The study team for the development of the new port of Colombo submitted the final report in September 1996. In accordance with the proposal of the report, the Government of Sri Lanka made an official request for a yen loan for 1997, however, the Government of Japan suspended judgement due to the fact that the development of QEQ on a BOT basis was not concluded and the redevelopment plan of QEQ was not finalized.</p> <p>(FY 1999 Overseas Survey) F/S will be undertaken for South port under ADB. The TOR for F/S has been prepared in consultation with World Bank and JBIC. F/S is scheduled from March 2000-January 2001.</p> <p>(FY 2001 Overseas Survey) F/S has been completed by ADB and final report is awaited. ADB has approved US\$ 10 million Technical Assistance Loan for Colombo Port Efficiency and Expansion Project. Invitation for Expression for Interest for Consultancy services is in progress and closing date for submission of documents is Dec. 12, 2001.</p> <p>(FY 2001 Domestic Survey) This Study was requested by SLPA (Sri Lanka Port Authority) based on the viewpoint on the middle and long term development plan to study the possible developable space from whole port areas preliminary and comprehensively. As a result, it was suggested the development of the southern port and the new port at north of present port as a practical plan, and that it was the most effective and economical to develop the southern port as a short term plan. On the other hand, the management of the QEQ (Queen Elizabeth Quay) was entrusted to the private firm (SAGT: South Asia Gateways Terminals, the firm invested by R&O) and the expansion works was started in order to operate QEQ as the container terminal in earnest. This fact has not been assumed at the time of the Study and the role of the present QEQ became different from the suggestion of the Study. SAGT which has acquired a right of QEQ required the scale expansion of the southern port and was pressed to review the feasibility of the southern port development which became an important factor to develop QEQ area. As a result, the ADB Study as "F/S Study on the Southern Port of the Port of Colombo (Nov.2000)" based on the suggestions by this Study was implemented. As there is a difference between the suggestions by both Studies on the development scale, shape and etc., SLPA takes time to reach the decision as an implementing agency.</p> <p>Future perspective: (FY 2001 Domestic Survey) Although it does not have any relation to this Study, the development project of North Pier of the Port of Colombo as "The Port of Colombo Urgent Improvement Project" has been proceeding by JBIC loan based on the Development Study of "Development of the Port of Colombo" implemented in 1989.</p> <p>(FY 2002 Overseas Survey) 1) Project director has been appointed to carry out the Project 2) Regarding selection of Consultant for Colombo Port Efficiency and Expansion Project, bids were evaluated and sent for ADB's concurrence. 3) Selection of Panel of Experts is on progress.</p>		

STUDY SUMMARY SHEET

(F/S)

SWA LKA/A 302/96

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Rehabilitation of Irrigation and Drainage Systems in River Basins of Southern Sri Lanka		
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Chuo Kaihatsu Corporation		
7. STUDY PERIOD	Jan.1995 ~ Sep.1996 20month(s) ~		
8. SITE OR AREA	3 districts of Kalutara, Matara, and Hambantota in southern Sri Lanka		
9. MAJOR PROPOSED PROJECT(S)			
1. Rehabilitation plan for existing irrigation / drainage system 2. Plan to strengthen operational and maintenance capacity 3. Plan to strengthen and support farmer organizations 4. Program to strengthen participatory management system 5. Monitoring and environmental impact assessment program Completion of preparatory works including tendering procedures is targeted for June 1998, with construction last for 3.5 years from July 1998 to 2001.			

南部灌漑排水システムリハビリ計画

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) Internal revision (Own Fund) *Difference from JICA's proposal: reduction of the project budget to Rs. 1,191.3 million, reduction of equipment by 50%. Finance: (FY 1998 Overseas Survey) 9 Feb. 1999 L/A 3.7 million Kuwait Dinar (Kuwait Fund) *Contents: Rehabilitation of irrigation system, institutional development, engineering services, training in Liyangastota, Muruthawela, and Badagiriya irrigation scheme. Construction: (FY 1998 Overseas Survey)(FY 1999 Overseas Survey) 1999 - 2004. (FY 2001 Overseas Survey) Progress Situation: The progress up to the end of Oct. 2001, is about 17% of the total work. Perspective for remaining work: The remaining work will be completed on schedule. (FY 2002 Overseas Survey) The target date of completion of the project is end 2004. However, as the initial stage of the project registered slow progress, the project is expected to be completed in 2006. Total cost incurred during the period of operation of the project; <table> <tr> <th></th><th>CF (Rs.M.)</th><th>RFA (Rs.M.)</th></tr> <tr> <td>1999</td><td>0.8</td><td>--</td></tr> <tr> <td>2000</td><td>12.26</td><td>36.50</td></tr> <tr> <td>2001</td><td>30.84</td><td>77.74</td></tr> <tr> <td>2002</td><td>26.15</td><td>37.69 (as of the Oct. 2002)</td></tr> </table> Background: (FY 1997 Domestic Survey) Sri Lanka Government (Department of Irrigation) has been preparing for implementation of the project by World Bank loan and OECF loan, but it is not realized yet. According to the document of Department of Irrigation, construction cost for 3 project was reviewed. Department of Irrigation has intention to request a grant aid assistance for one project and OECF loan for other projects.				CF (Rs.M.)	RFA (Rs.M.)	1999	0.8	--	2000	12.26	36.50	2001	30.84	77.74	2002	26.15	37.69 (as of the Oct. 2002)
	CF (Rs.M.)	RFA (Rs.M.)															
1999	0.8	--															
2000	12.26	36.50															
2001	30.84	77.74															
2002	26.15	37.69 (as of the Oct. 2002)															

STUDY SUMMARY SHEET

(M/P+F/S)

SWA LKA/S 206/98

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Greater Kandy and Nuwara Eliya Water Supply and Environmental Improvement Plan		
3. SECTOR	Public Utilities / (Public Utilities in) General		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Water Supply and Drainage Board	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.		
7. STUDY PERIOD	Jan.1998 ~ Feb.1999 13month(s) ~		
8. SITE OR AREA	<M/P> <F/S> Greater Kandy and Nuwara Eliya.		
9. MAJOR PROPOSED PROJECT(S)			
<p>1.Greater Kandy Water Supply Project: MP (US\$167,569,000): (3 phases) Intake/Conveyance/Purification Facilities Capacity 115,000 m3/day, Transmission Pipeline approx.189km, Transmission Pump House 33 houses, Distribution Reservoir 59 units, Distribution Pipeline 1 l.s. FS (US\$71,705): Intake/Conveyance/Purification Facilities Capacity 38,500 m3/day, Transmission Pipeline approx.42km, Transmission Pump House 9 houses, Distribution Reservoir 20 units, Distribution Pipeline 1 l.s.</p> <p>2. Kandy Sewerage Project: MP (US\$44,332): (2 phases) Sewage Treatment Plant 2 plants, Capacities 17,000 m3/day (OD or AL method), 1,700 m3/day (AL method), Sewer Pipeline approx.29km, Sewage Pump House 3 houses. FS (US\$25,439): Sewage Treatment Plant 1 plant Capacities 8,500 m3/day (OD or AL method), Sewer Pipeline approx.27km, Sewage Pump House 2 houses.</p> <p>3. Nuwara Eliya Water Supply Project: MP (US\$8,450): (2 phases) Wells 5 wells Capacity 6,500 m3/day, Chlorination Facilities, Transmission Pipeline approx.9km, Transmission Pump House 5 houses, Distribution Reservoir 5 units, Distribution Pipeline approx. 9km. FS (US\$8,167): Wells 5 wells Capacity 6,000 m3/day, Chlorination Facilities, Transmission Pipeline approx.8km, Transmission Pump House 5 houses, Distribution Reservoir 5 units, Distribution Pipeline approx. 7km.</p> <p>4.Nuwara Eliya Sewerage Project: MP (US\$9,863): (2 phases) Sewage Treatment Plant 1 plant Capacity 2,800 m3/day (AL method), Sewer Pipeline approx.19km, Sewage Pump House 2 houses. FS (US\$6,218): Sewage Treatment Plant 1 plant Capacity 1,400 m3/day (AL method), Sewer Pipeline approx.14km, Sewage Pump House 2 houses.</p> <p>*() shows the project cost.</p>			

大キャンディ圏・ヌワラエリア上下水道整備計画調査

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

Description :

1. Greater Kandy Water Supply Project

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

NWSDB applied Japan Bank of International Cooperation (JBIC) through the Sri Lankan Government for the Yen Credit Loan Project in the year 2000. Under evaluation by JBIC.

(FY 2000 Overseas Survey)

Greater Kandy Water Project is to be funded by JBIC. Exchange of notes have been signed.

2. Kandy Sewerage Project

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

Together with above water supply project, applied for Yen Credit Loan Project in the year 2000.

(FY 2000 Overseas Survey)

Application has made for JBIC funding.

(FY 2001 Overseas Survey)

Requested amount: 2,386 million yen

Contents: Sewage pump house (Capacity: 8,500m³/day), Sewer pipeline approx. 22km, 2 Sewage pump houses.

3. Nuwara Eliya Water Supply Project

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

NWSDB listed up the project on the list of projects for Japanese Grant Aid in the year 2000.

(FY 2000 Overseas Survey)

Implementation is funded by JICA under Grant Aid Assistance.

(FY 2001 Overseas Survey)

Fund Procurement: To be implemented by Japan's Grant Aid. (481 million yen)

Contents: 7 Wells (Intake capacity: 6,000m³/day), Chlorination facilities, Transmission pipeline approx. 8km, 5 Transmission pump houses, 5 Distribution reservoirs, Distribution pipeline approx. 9km. (Stage I, II included.)

(FY 2002 Domestic Survey)(FY 2002 Overseas Survey)

28 Nov. 2001 E/N 481 mil.Yen (The Project for Improvement of Nuwara Eliya Water Supply 1/2)

3 Jul. 2002 E/N 555 mil.Yen (The Project for Improvement of Nuwara Eliya Water Supply 2/2)

Bidder: Taisei Corp.

Date and period of the planned start of construction: Jun.2002 (10 months), Oct.2002 (12 months)

4. Nuwara Eliya Sewrage Project

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

Together with above water supply project, applied for Japanese Grant Aid in the year 2000.

(FY 2000 Overseas Survey)

Application has made for JICA Grant Aid Assistance.

(FY 2001 Overseas Survey)

Request for JICA's Grant Aid has been submitted.

Contents: Sewage treatment plant (Capacity: 1,400m³/day), Sewer pipeline approx.14km, 2 Sewer pump houses.

STUDY SUMMARY SHEET

(F/S)

SWA LKA/S 305/99

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	The Feasibility Study on Outer Circular Highway to the City of Colombo		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Road Development Authority(RDA), Ministry of Transport and Highways	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Oriental Consultants Co., Ltd.		
7. STUDY PERIOD	Nov.1998 ~ Jan.2000 14month(s) ~		
8. SITE OR AREA	The route of 40km from Panadura crossing the Bologola River to Katunayake		
9. MAJOR PROPOSED PROJECT(S)			
<p>Initial construction is proposed for a 4 lane dual carriageway with grade separated interchanges, with provision for subsequent widening which should be executed when traffic volumes reach critical thresholds. It is anticipated that traffic volumes of the OCH(Outer Circular Highway) on some sections will reach about 55,000 PCUs by about 2020.</p> <p>Optional staging of the project should be considered as follows; (except the Bandaragama-Kottawa, which is under construction)</p> <ol style="list-style-type: none"> 1) Kottawa-Kadawata 2) Kadawata-CKE(Colombo-Katunayake Expressway) 3) Bandaragama-Panadura <p>The study area consists of the Colombo Metropolitan Region(CMR), which is representative of the Western Province and is made up of the three administrative districts of Gampaha, Colombo, and Kalutara. In respect to the Outer Circular Highway itself, road trace alternatives has been confined to a belt 10km in width and 50km in length.</p>			

大コロンボ圏外郭環状道路整備計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2000 Domestic Survey) As the result of the Feasibility Study, the Sri Lanka Government has the strong intention to embody the materialization of the project. Therefore, the Sri Lanka government submitted the request letter for JICA BD/DD study in August 2000, and has a plan to implement the project soon. For the construction, the Sri Lanka government will request for the Japan's ODA loan.</p> <p>Subsequent Study: (FY 2001 Domestic Survey) 21 Jun.2000~ 29 Mar. 2002 Detailed Design Study on the Outer Circular Highway to City of Colombo in the Democratic Socialist Republic of Sri Lanka.</p> <p>(FY 2002 Domestic Survey) JICA's D/D for the roads between Wattala and Aottawa (28km) was launched on Sep, 2001, but residents' opposition group hindered its progress. The Govt. is carrying out campaign for generating understanding on projects among local people. Moreover, the Govt. made a public announcement on the area as commercial land, instead of enforcing coercive legal methods. The Govt. shows desire to launch the project through Yen Loan after D/D.</p> <p>(FY 2003 Domestic Survey)(FY 2003 Overseas Survey) The consultant contract was concluded between JICA and consultants (Oriental Consultants, Pacific Consultants International) on study of detailed design (D/D) on June 21, 2001 and put into effect, but it was suspended on January 30, 2002 because relocation of residents was not facilitated on the side of Sri Lanka. The Road Development Authority, which is the Implementation Agency of the government of the party nation, has made explanation to the local residents at site and efforts to obtain agreement from them since the suspension at the end of January 2002. In addition, the government of the party nation has been performing a survey at its cost. As of November 2003, RDA is requesting JICA to resume a part of study of the Southern section of 12km with less problematic impacts on opposing local residents, out of the total study target length of 28 km. Although it has not reached concretization, the Japanese government is expected to provide a yen loan in response to the request of the party nation government.</p> <p>(FY 2004 Domestic Survey) As for the Phase 2 of the D/D of Outer Circular Highway to the City of Colombo, D/D of Southern 12km section and B/D of Northern 26km section is in progress during June 2004 - May 2005. This aims to conduct detail design of the southern section, which is already surveyed by counterpart Gov., and to prepare documents to progress explanation to Northern section residents, provide technical assistance, and to clarify conditions of basic designs with the preparation of an order documents. There is a possibility of D/D implementation for Northern section if it is possible to conduct survey by gaining agreement from the residents.</p> <p>(FY 2005 Domestic Survey) Subsequent study: Detailed Design Study on the Outer Circular Highway to City of Colombo Implementing period: June 2001-March 2002, May 2004-July 2005 Implementing body: JICA Objective: To conduct B/D and D/D study on the Outer Circular Highway to City of Colombo, and to transfer output to a planned Yen Loan project. Relationship with the report: B/D and D/D was conducted as subsequent study, based upon the selected route in the F/S in the report. Status: Requesting for Yen Loan as of 2005. Subsequent study initially aimed to conduct D/D on the whole section of the planned project sites (29km). However, opposition campaign by a residential group have let the project to suspend. Only D/D of Southern 12km section was completed after resumption. However, the Northern 16km section is unable to resume the study due to residential campaigns. Although result of the study shows feasibility for the southern section alone, realisation of the project is considered to be difficult without northern section to be feasible. F/S study is being conducted for a possibility of road reallocation for unsolved sections by University of Moratuwa. Future progress is uncertain, where activities by the Sri Lankan government, such as consultation services to residents, have been discontinued due to implementation of the above mentioned study.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

SWA LKA/A 204/00

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	The Study for potential of irrigated agriculture in the dry and intermediate zones of Sri Lanka		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Irrigation Management Division of the Ministry of Water, Irrigation and Water Management	
	PRESENT COUNTERPART AGENCY	Irrigation Management Division of the Ministry of Irrigation and Water Management	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Mar.1999 ~ Oct.2000 19month(s) ~		
8. SITE OR AREA	M/P: Approximately 6,500km ² extending over the four districts of Anuradhapura, Kurunegala, Puttalam, and Matale (100 Irrigation Schemes) F/S: 2 Mjor (Nadchaduwa, Palkadawela), 2 Medium (Periyakulama, Nahananneriya), 6 Minor (Mahananneriya Cascade) =Total: 10 Irrigation Schemes (approximately 4,000ha)		
9. MAJOR PROPOSED PROJECT(S)			
M/P: 1) Training / Awareness Programs (Project Cost: Local Cost: 2,688 mil. Rs.)(Imprementation Period: 8 years) 2) Strengthening FOs/Rural Development 3) Stable Crop Production / Crop Dversification 4) Income Generation Program. 5) Rehabilitation of Irrigation Facilities 6) Farm Road Improvement 7) Improvement of Water Management 8) Improvement of Marketing 9) Improvemtn of Rural Credit 10) Strengthening Agricultural Support Services 11) Research and Development Program of Cascade System and Subsurface Water 12) Monitoring and Evaluation. F/S Local Cost: 1) 1,397 mil. Rs.			

乾燥地域灌漑農業総合再開発計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description : (FY 2001 Domestic Survey) There is no concrete information since this study was completed short time ago. (FY 2001 Overseas Survey) F/S and M/P: Completed. The Ministry of Lands, Irrigation and Power has requested ERD to find a donor. ERD has informed that the project will be included in the next yen loan package of JBIC. (FY 2002 Domestic Survey) The government submitted request as the 35th loan aid project. Consequently, JBIC is planning to dispatch experts in Dec 2002, and will have reached L/A around by Mar. 2003. (FY 2002 Overseas Survey) Nov. 2002: JBIC fact finding mission was dispatched. Dec. 2002: JBIC Review Mission was expected to dispatch. Fund raising: (FY 2003 Domestic Survey) March 26, 2003 L/A 6.01 billion yen "Pro-poor Economic Advancement and Community Enhancement" *Details of loan project: Promotion of reduction of poverty, life enhancement of farmers, and sustainable agricultural development aiming for development and rehabilitation of agricultural communities through implementation of rehabilitation of irrigation facilities and income improvement program in pilot regions of Northwestern part, central provinces, Northern and Eastern provinces of Sri Lanka. Construction: (FY 2003 Domestic Survey) October 2003 implementation of bidding for consultant service is under evaluation at present. (FY 2004 Domestic Survey) No information to be specifically mentioned. (FY 2004 Overseas Survey) 1. Finance: 1) Funding Party: Yen Loan (L/A concluded on 26th March, 2003) 2) Amount: 8 million YEN 3) Content: Economic development and empowerment of people under poverty to increase income of rural agrarian communities. 2. Tender 1) Tenderer: Irrigation Management Section 2) Construction Start: September, 2003 (planned) 3. Other Status: New project is planned by JBIC from similar perspectives. (FY 2005 Domestic Survey) Phase 1: Although tender for the construction was completed, construction has been suspended, due to political factors such as change of regime. Phase 2: SAPROF was implemented by JBIC in 2004		

STUDY SUMMARY SHEET

(F/S)

SWA LKA/S 304/00

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Urgent Development of Port of Galle as a Regional Port		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sri Lank Ports Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Japan Port Consultants Co., Ltd.		
7. STUDY PERIOD	Feb.2000 ~ Oct.2000 8month(s) ~		
8. SITE OR AREA	Galle Port		
9. MAJOR PROPOSED PROJECT(S)			
New multi-purpose berths (240m x 12m, depth 12m) Multi-purpose crane 1, Top lifter 3, Shed and Open yard Breakwater, Entrance channel, Turning basin , Access road			

ゴール港緊急改善計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2001 Domestic Survey) Requested detail design of the project under JICA scheme in the year 2001 but not accepted. Requests detail design of the project again in the year 2002.</p> <p>(FY 2001 Overseas Survey) JICA study was completed and prepared report was dated Oct. 2000. The Government of Indonesia has given 2nd priority for Galle Project in their list in requesting funds 34th Yen Loan Package. At the stage, Sri Lanka Port Authority was given the deadline to complete the EIA report and obtain environmental clearance by Dec. 2000. However, environmental clearance was received in Feb. 2001, and therefore JBIC did not undertake project appraisal. Thereafter, no further progress.</p> <p>(FY 2002 Overseas Survey) JBIC fact finding mission visited Port Galle and conducted meetings with relevant officials in Colombo and Galle in Nov. 2000. In mid of year 2002, another JBIC mission visited Colombo and Galle. EIA clearance was granted and subsequent meetings were held to made awareness of the project to public. In addition to public, presentation was done to Parliamentarians in Galle District and Galle District Development Council at Galle.</p> <p>(FY 2003 Overseas Survey) Emphasizing the importance of the project in all forums including the one held in Tokyo in June 2003, the Sri Lanka Ports Authority is making every possible effort to obtain the STEP loan.</p> <p>(FY 2004 Domestic Survey) Finance: 1) Request to: planned for Yen Loan 2) Requested date: July, 2004 Discussion held with JBIC Fact Finding Mission and Sri Lankan Port Authority about this project 3) Status: April, 2005 JBIC Appraisal Mission planned for dispatch</p> <p>(FY 2004 Overseas Survey) 1. Subsequent Studies: 1) Environmental Impact Assessment (EIA) has completed. Department of Coast Conservation has approved the implementation of the project with conditions. 2) Port sector M/P preparation to identify the priority of Sri Lankan port development project was conducted on February, 2004, with the funding from ADB. The objective is to examine the effect of project implementation to the coral reefs inhabiting in the Port of Galle. This report was approved by the Cabinet of Ministries. 3) Review of carriage estimation of the Port of Galle has completed in accordance with the development program proposed in port sector M/P (July, 2004). 4) Numerical modelling study, taking into account the balance of hovering and concentration of the Port (July, 2004). This will be an extremely useful reference for JBIC to give decision of the loan.</p> <p>2. Funding Request: 1) Requested Party: JBIC loan based on Special Terms for Economic Partnership (STEP) loan scheme. 2) Requested Period: November, 2002 - May 2004 JBIC will dispatch Appraisal Mission in December, 2004 to settle YEN loan contract.</p> <p>3. Other Progress: The Cabinet Appointed Tender Board and the Technical Evaluation Committee has been appointed by the Ministry of Finance to commence procurement activities for the selection of consultants. The Sri Lanka Port Authority has requested JBIC for a list of consultants, whom are capable of conducting detailed design of the project within STEP scheme.</p> <p>(FY 2005 Domestic Survey) Subsequent Study: Commissioned Study on Development of Port of Galle Implementing period: September 8th 2005 - November 30th 2005 Implementing body: JBIC Objective: 5 years have passed since the completion of the study. During the period, several issues relating to cost increase (approximately 10,000 million JPY) has occurred, such as price hike of steel materials, attention to Tsunami prevention measures, increase in number of remuneration to fishing industry, and extended construction period. The study is to revise project proposed in the mentioned study taking into account the necessity to reduce the amount of Yen loan and to curtail project expenses. Phase I: Construction of breakwater, construction of a quay, purchasing of packing equipment. Phase II: Construction of additional quay. Funding: Requested party: Yen loan. Coordination between JBIC and the Sri Lankan government aiming to conclude in FY 2005. Possibility of realisation: Loan contract to be made during 2005 for phase I.</p>		

STUDY SUMMARY SHEET

(D/D)

SWA LKA/S 406/00

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Detailed Design Study on the Project for Reduction of Non-Revenue Water in the Greater Colombo area in the Democratic Socialist Republic of Sri Lanka		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	D/D		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Water Supply and Drainage Board, Ministry of Urban Development, Housing and Construction	
	PRESENT COUNTERPART AGENCY	National Water Supply and Drainage Board, Ministry of Urban Development, Construction and Public Utilities	
6. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.		
7. STUDY PERIOD	Dec.1999 ~ Mar.2001 15month(s) ~		
8. SITE OR AREA	Colombo Municipal Council Area and Kotikawatte & Mulleriyawa Districts		
9. MAJOR PROPOSED PROJECT(S)			
1. Civil Work Contract 1-1Reduction of Maligakanda and Elli House Reservoirs 1-2Water Supply Enhancement in Kotikawatte and Mulleriyawa Area 1-3Rehabilitation/Reinforcement of Medium and Large Diameter Pipe Networks 1-4Rehabilitation/Reinforcement of Small Diameter Pipe Networks 2. Leak Repair Contract : Repair of 2,340 leaks in distribution mains and 9,000 leaks in service mains 3. Low-Income Settlement Environmental Improvement Contract : Water Supply improvement in 30 low-income settlements			

コロンボ市上水道改修事業実施設計調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance: (FY2001 Domestic Survey) Aug. 1999 L/A 4,217 mil.yen (Project for Reduction of Non-Revenue Wate)</p> <p>Construction: (FY2001 Domestic Survey) 1. Selection of S/V Consultant 1-1. Received Invitation to submit proposal from NWSDB on May 2001 1-2. Participated in proposal /briefing in Colombo on 19 June 2001 1-3. Submitted proposal on 10 July 2001 2. Selection of Contractor 2-1.NWSDB announced Pre-qualification in local newspapers in August 2001 2-2.Applicants purchased Pre-qualification documents from NWSDB on 15 September 2001 2-3. Applicants submitted applications for Pre-qualification on 23 October 2001</p> <p>Situation (FY 2001 Overseas Survey) D/D was completed. Appointing consultants for construction supervision stage: Financial negotiations completed. CATB meeting on this to be held. Pre Qualification (PQ) for civil works contract I: Tenders closed on Oct. 23, 2001. Evaluation in progress. Pre Qualification for reservoir rehabilitation contract: Awaiting JBIC concurrence for the tender document. (FY 2002 Domestic Survey) The contract with the consulting firm signed on Nov. 2002. (FY 2002 Overseas Survey) Bidder: Nihon Suido Consultants Co. Ltd. Date and Period of the planned start of construction: Nov.2003 (50 months) (FY 2003 Domestic Survey) Bid evaluation of construction-related vendors is in progress Construction commencement schedule: Undecided (FY 2003 Overseas Survey) Date and Period of the planned of construction: Jan.2004 ~ Dec.2007</p> <p>(FY 2004 Domestic Survey) Tenderer: 1 Chinese entity, 1 Japanese JV, and 1 England entity Under negotiation, start date is unknown</p> <p>(FY 2004 Overseas Survey) 1. Subsequent Studies: Documents for tender has been prepared based on a review of design completed by a consultant (construction supervisor). Agreement has been reached with a contractor of the lowest price tendered and construction of NRW-1 is planned to start soon. 2. Tenderer: M/S Joint company between Kashima Construction Co. and Kubota Co. for NRW-1, successful tenderer of NWI-2 is not determined. Construction period is from January 2004 to December, 2007.</p> <p>(FY 2005 Domestic Survey) Subsequent project: NRW-1, NRW-2 Tender contractor: NRW-1 - Kashima Construction, and Kubota Joint enterprise NRW-2 - China CEO in China Construction period: The Sri Lankan government has not yet issued an approval for the contract, thus construction period has not been specified.</p>		

STUDY SUMMARY SHEET

(D/D)

SWA LKA/S 407/00

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	The Detailed Design Study on Bandaranaike International Airport Development Project in Sri Lanka		
3. SECTOR	Transportation / Air Transportation & Airport		
4. TYPE OF STUDY	D/D		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Airport and Aviation Services (Sri Lanka) Limited.	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Airport Consultants, Inc. Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Dec.1999 ~ Nov.2000 11month(s) ~		
8. SITE OR AREA	Bandaranaike International Airport		
9. MAJOR PROPOSED PROJECT(S)			
<p>The major components of the project are:</p> <ol style="list-style-type: none"> 1) Rehabilitation of southern section of the parallel taxiway pavement. 2) Strengthening of a part of the existing apron pavement. 3) Expansion of paved apron. 4) Improvement of passenger terminal building 5) Construction of new pier 6) Construction a new cargo terminal building 7) Installation a ASR, SSR 8) Modernization of aeronautical telecommunications system 9) Modernization of meteorological observation system 10) Improvement of public utilities system 			

コロンボ空港改善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 :

Finance:

(FY 2001 Domestic Survey) 4 Aug. 1999 L/A 12,384 mil. Yen (JBIC loan) Bandaranaike International Airport Development Project

Construction:

(FY 2001 Domestic Survey) After subscription of the contract for consulting services for the Project between AASL and Joint Venture Japan Airport Consultants, Inc. - Nippon Koei, Co., Ltd. on 28 of August 2001, currently is ongoing the prequalification process for the tendering of construction works.

(FY 2001 Overseas Survey)

- 1) After conclusion of the D/D, the Executing Agency, AASL had conducted the selection of the consultants for post design consultancy services for the Project in November 2000.
- 2) As a result, Joint Venture, Japan Airport Consultants / Nippon Koei Co. Ltd. was selected as the Consultants for the Project, and the contract was signed in August 2001 between AASL and JV.
- 3) Prequalification for works of the Project has been made dividing into the following four packages.
Package-A: Civil & Utility Works, Package-B1: Passenger Building works, Package-B2: Cargo Building works, Package-C: Air Navigation Systems
- 4) Prequalification documents for Package-A, B1, and C had been distributed and on Sep. 17, 2001, the applications from the applicants had been received by the Cabinet Appointed Tender Board that was organized by the Cabinet under the tender regulations of Sri Lanka.
- 5) Number of applicants is 11 applicants for Package A. 10 for Package-B1, and 6 for Package C. Evaluation for these applicants has been made by the consultants and AASL.
- 6) Tender for the above three Packages are expected to be conducted as soon as possible after the approval of the relevant authority and JBIC.

(FY 2002 Overseas Survey)

Package A, Package B1: tenders closed in May 2002 and are being processed. Package B2: tenders invited and close on 2nd Dec. 2002. Package C: tenders invited and close 20 Jan. 2003.

- 1) Package A: Civil engineering/urban development construction
-Bidding date: May 31, 2002 -Bidders: four groups, viz. Pihl/MT Hojgaard JV (Denmark), Taisei/Mitsubishi JV, Hanjin (Korea), Kajima/Daewoo JV bid for it. -Construction commencement schedule: the construction contract was concluded with Taisei/Mitsubishi JV on March 25, 2003 and the construction started on May 8, 2003.
- (2) Package B1: construction of the passenger building
-Bidding date: May 31, 2002 -Bidders: six groups, viz. Pihl/MT Hojgaard JV (Denmark), Laing (UK)/Marubeni, Taisei/Mitsubishi JV, Ohbayashi/Sumitomo JV, Takenaka/Mitsui Construction/Mitsui & Co.JV, Hanjin (Korea) bid for it. -Construction commencement schedule: the contract was concluded with Taisei/Mitsubishi JV on July 24, 2003 and the construction started on September 8, 2003.
- (3)Package B2: construction of the cargo building
-Bidding date: December 2, 2002 -Bidders: a prequalification procedure was implemented on July 7, 2002 to which 14 groups applied. Of the 11 groups that passed the prequalification, eight groups, viz. Maga Engineering Ltd. (Sri Lanka), Larsen & Tourbro JV (India), YMC BIA Consortium (China)Pihl/MT(China), Tudawe/Walkers JV (Sri Lanka), Kumagai (Japan), Sirra (Sri Lanka), JCC (Sri Lanka), and K-Tech/Santarili (Thailand) bid. -Construction commencement schedule: the contract was concluded with Maga Engineering Ltd.(Sri Lanka) on April 30, 2003 and the construction started on August 21, 2003.
- (4)Package C: construction of the air navigation aids
-Bidding date: February 20, 2003 -Bidders: as a result of rebidding, Alenia Marconi System (Italy) and Park Air Systems Ltd. (UK) bid. -Construction commencement schedule: the construction contract scheduled to be signed with Alenia on October 6, 2003 was postponed due to reasons of the Sri Lanka government. The schedules for the signing of the contract and the construction commencement have not been decided yet.

(FY2003 Overseas survey)

- 1)Post Design Consultancy
Bidder: Japan Airport Consultants/ Nippon Koei Co. Ltd.
Date of the planned start of construction: Sept. 2001
- (1)Package A: Civil & Utility Works
Bidder: Taisei & Mitsubishi JV
Date of Planned start of construction: 8th May, 2003Period of construction: 24 months
- (2)Package B1: Passenger Building Works
Bidder: Taisei & Mitsubishi JV
Date of Planned start of construction: 8th Sept., 2003Period of construction: 24 months
- (3)Package B2: Cargo Building Works
Bidder: Maga Engineering(Pte) Ltd.
Date of Planned start of construction: 12th Aug., 2003Period of construction: 18 months
- (4)Package C: air Navigation System
Bidder: Alenia Marconi P.p.A.
Date of planned construction:JBIC concurrence received for signed contract: 4th Nov. 2003. Contractor to submit Performance Bond for Engineering to issue Notice to Proceed

(FY 2004 Overseas Survey)

1. Design/Construction: Design completed 100 percent
 - 1) Package A: Civil engineering and construction March, 2003 - July 2005
 - 2) Package B 1: Terminal building construction September 2003 - October 2005
 - 3) Package B 2: freight building construction August 2003 - February 2005
 - 4) Package C: Aviation navigation system March 2004 - September 2005
- Management/ operational body after the completion will be the Airport and Aviation Services (Sri Lanka) Ltd.

(FY 2005 Domestic Survey)

1. Completion dates of the construction have changed. In addition, new package has been included.
- 1) Package A: October 15th 2005
- 2) Package B1: October 31st 2005
- 3) Package B 2: July 16th 2005
- 4) Package D: January 25th 2005
Contents: Re-expansion of apron
Implementing body: KDAW, a local entity
Construction ceremony schedule on 15th November, 2005

コロンボ空港改善事業連携実施設計調査

STUDY SUMMARY SHEET

(M/P)

SWA LKA/S 119/02

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	The Study on the Comprehensive Groundwater Resources Development for Hambantota and Monaragala Districts in Sri Lanka		
3. SECTOR	Social Welfare / Disaster Relief		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Water Resources Board	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Mar.2001 ~ Dec.2002 21month(s) ~		
8. SITE OR AREA			
9. MAJOR PROPOSED PROJECT(S)			
<p>Promising areas of groundwater development in Hambantota and Monaragala districts have been selected, which was followed by the formulation of well-drilling plan in those areas.</p> <p>1) Upper areas</p> <p>-To supply two excavators which currently are under control of WRB or NWSDB. It will take around 7.8 years to complete constructions of proposed 468 wells. The other nominated areas for groundwater development would be Bibile-Madulla districts, Monaragala-Siyambalanduwa districts, Thanamalwila sub- districts, Katuwana-Weerakeiya sub-districts.</p> <p>Hambantota districts 193 wells Monaragala districts 275 wells The total 468 wells</p> <p>2) Lower areas</p> <p>-To supply an excavator of eight-inch caliber (with capability of digging as far as 200m)(200m深度の?). According to an estimate in the plan, it will take around 7.5 years to complete constructions of proposed 193 wells. The other nominated areas for groundwater development would be Badalkumbura-Wellawaya districts and Wellawaya-Lunugawehera districts.</p> <p>3) Pilot plans</p> <p>-To formulate groundwater development plans for 15 pilot GND.</p>			

南部2県地下水資源開発調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2003 Overseas Survey)</p> <p>Under this project, 661 deep tube wells have been proposed to meet the total water demand of 154,166m³/day. The successful implementation of the project will contribute to,</p> <p>(a)Provision of safe drinking water to the area.</p> <p>(b)Improvement of Hygienic condition of the area</p> <p>(c)Improvement of health and living standards of the inhabitants</p> <p>(d)Poverty reduction of the Southern (area)</p> <p>(FY 2004 Domestic Survey)</p> <p>Although Water Resource Board of the Ministry of Irrigation, the C/P, has requested JICA Grant Aid for a proposed project to be implemented as a project in fiscal year 2003, reply has not been made.</p> <p>(FY 2004 Overseas Survey)</p> <p>Although the proposal of the proposed project has been submitted to the Department of External Resources on 16th October 2003, reply has not been made.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

SWA LKA/S 217/02

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	The Study on Urban Drainage improvement Plan for the Colombo Metropolitan Region in the Democratic Socialist Republic of Sri Lanka		
3. SECTOR	Social Welfare / Disaster Relief		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sri Lanka Land Reclamation and Development Corporation	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Aug.2001 ~ Mar.2003 19month(s) ~		
8. SITE OR AREA	M/P: Colombo Metropolitan Region (Western Province, 830 km ²) F/S: Weras Ganga Basin (55.5 km ²), a part of Bolgoda Basin		
9. MAJOR PROPOSED PROJECT(S)			
<p>M/P:</p> <p>1) Structural Measures : Ja Ela Basin Storm Water Drainage Plan, Kalu Oya Basin Storm Water Drainage Plan, Greater Colombo Basin Storm Water Drainage Plan, Bolgoda Basin Storm Water Drainage Plan</p> <p>2) Non-structural Measures : Storm water retention area management, Development control in urban development areas, Land use regulation in lowland areas, Dissemination of flood information to the public, Flood-proofing of buildings in flood-prone areas, (6) Flood fighting</p> <p>3) Institutional Development Plan: Demarcation of responsibilities within the storm water drainage sector among related agencies , Lowland management by SLLRDC</p> <p>4) Operation and Maintenance Plan : Demarcation of O&M works among SLLRDC and local authorities: a) SLLRDC, Organization strengthening of SLLRDC, Organization set-up of local authorities</p> <p>5) Human Resources Development Plan: (1) Short-term objectives: a) Enhancement of the capability of SLLRDC staff for the O&M activities, b) Execution of the on-the-job trainings and lectures for the staff of local authorities under the leadership of SLLRDC, (2) Long-term objectives: a) Development of human resources specialized in the storm water drainage sector, b) Execution of overall training program consisting of four categories of managerial and administrative, technological and technical, social development and O&M</p> <p>F/S:</p> <p>1) Structural Measures : Weras Ganga Scheme, Nugegoda-Rattanaipitiya Scheme, Bolgoda Canal Scheme, Ratmalana-Moratuwa Scheme</p> <p>2) Non-structural Measures : Storm water retention area management, Development control in urban development areas, Land use regulations in lowland areas, Dissemination of flood information to the public, Flood-proofing of buildings in flood-prone areas</p> <p>3) Operation and Maintenance Plan</p>			

コロンボ首都圏洪水対策計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2003 Domestic Survey) In 2003, the government of Sri Lanka requested to conduct a JICA Development Study in FY2004 for Preparation of Detailed Design and Implementation of Weras Ganga StormWater Drainage and Environmental Improvement Project. The government of Sri Lanka intends to request a financial assistance for this project within 37th Loan by JBIC. The Weras Ganga Scheme (Dredging of Weras Ganga) will be implemented under the Additional Work (2) of the Greater Colombo Environment Improvement Project Phase III (approved by JBIC in October 2003).</p> <p>(FY 2004 Domestic Survey) Although a request was made to JBIC, it was not selected.</p> <p>(FY 2004 Overseas Survey) F/S has been submitted to the project pipeline of the Department of National Planning. Currently, waiting for a fund to be secured to conduct detailed planning and implementation of Weras Ganga Storm Water Drainage & Environment Improvement Project. Suggestion was made to the Department of External Resources to secure an agreement for assistance from JICA and JBIC.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>		

STUDY SUMMARY SHEET

(D/D)

SWA LKA/S 402/02

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	The Detailed Design Study on Greater Kandy Water Supply Augmentation Project in the Democratic Social Republic of Sri Lanka		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	D/D		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Water Supply and Drainage Board (NWSDB)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.		
7. STUDY PERIOD	Jan.2001 ~ Jun.2002 17month(s) ~		
8. SITE OR AREA	Sewerage: Kandy City Water Supply: Greater Kandy		
9. MAJOR PROPOSED PROJECT(S)			
<p>Sewerage (Phase I)</p> <p>Planned area: 271 ha</p> <p>Design served population: 19,300</p> <p>Design flow: 8,500 m3/day</p> <p>Sewage treatment method: Oxidation ditch process</p> <p>Sludge handling method: Thickening-digestion-natural drying</p> <p>Water Supply (Phase I)</p> <p>Design served population: 615,800</p> <p>Design treatment capacity: 36,700 m3/day</p> <p>Facilities to Be Constructed:</p> <p>Intake (including a raw water transmission pump station)</p> <p>Raw water transmission pipe (800-1000 mm x 1.5 km)</p> <p>Water treatment plant (including a clear water transmission pump station)</p> <p>Clear water transmission pipe (110-800 mm x 29.9 km)</p> <p>Service reservoir (10 locations)</p> <p>Water distribution pump station (5 locations, out of which four locations are attached to service reservoirs)</p> <p>Water distribution pipe (90-350 mm x 39.4 km)</p> <p>Purchase of water quality analysis instruments and kids</p>			

キャンディ上水道整備事業実施設計調査

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) 1)Sewerage (Phase I) JBIC expects to conduct the SAPROF for Phase I project of sewerage system.</p> <p>2)Water Supply (Phase I) The water supply project, to which JBIC has financed Special Yen Loan, is now in the process of negotiation with a successful tenderer after tendering. The tender exceeded the budget and the adjustment is now going on in the direction to reduce the scope of work. The construction work is expected to start early in 2004. Finance: 30 Mar. 2001 L/A 5,151 mil. Yen</p> <p>(FY 2003 Overseas Survey) Requested additional investment to JBIC.</p> <p>(FY 2004 Domestic Survey) For the sewerage (phase-In), selection of the consultant has been completed in September 2004 for JBIC to conduct F/S, due to difficulties faced in acquiring an agreement of the local community in planned sewerage treatment site, as of December, it has not been commenced yet. For the water supply (phase I), contract was concluded by entrenching the scope of construction of water distribution stations, water pipes, water distribution pipes, and analysis equipment, which has started the construction in December 2004 and is planned to be completed in May 2005.</p> <p>(FY 2004 Overseas Survey) 1. Sewerage (phase I): settling land right issues 2. Water supply (phase II): 1) Design/Construction: D/D has completed in December 2002. Construction has been started from December 2003. Completion planned in October 2006. 2) Tenderer: Consultant contract: M/s Nippon Jagesuido Sekkei Co., Ltd. Constructor contract: M/s Taisei Corporation, Hitachi Plant Engineering & Construction Co., Ltd.</p> <p>(FY 2005 Domestic Survey) Subsequent study: Kandy Water Supply Project Implementing period: October 2002-March 2006 Implementing body: National Water Supply and Drainage Board (NWSDB) Funding: Funding party: Self-funding, Yen Loan Amount: 5,151 million JPY E/N signed on 18 January 2001, L/A signed on 30 March 2001 Situation: 1 Sewerage</p> <p>(FY 2003 Domestic Survey) JBIC is prospected to conduct SAPROF (FY 2004 Overseas Survey) Selection of consultant to conduct SAPROF has completed in September 2004. Difficult in acquiring an agreement from the residents of planned site. (FY 2005 Domestic Survey) Due to difficulty faced in acquiring an agreement from the local community in planned site, recommencement of the project has not been planned.</p> <p>2 Water supply Period: D/D: Completed December 2002 Construction period: (FY 2004 Domestic Survey) December 2004-May 2005 (FY 2004 Overseas Survey) December 2003-August 2006 (FY 2005 Domestic Survey) December 2003-May 2006 Bidder: Consultant contract: M/s Nippon Jagesuido Sekkei Co., Ltd. Constructor contract: M/s Taisei Corporation, Hitachi Plant Engineering & Construction Co., Ltd.</p> <p>(FY 2003 Domestic Survey) The water supply project, which JBIC has financed a Special Yen Loan, is now in the process of negotiation with a succeeded bidder. Negotiating to reduce the work scope due to excess of a bidding price. (FY 2004 Domestic Survey) Contract concluded with reservoir, distribution pipe, and works on analysis equipment contracted.</p>		

STUDY SUMMARY SHEET

(M/P)

SWA LKA/S 101/03

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	The Study on Improvement of Solid Waste Management in Secondary Cities of Sri Lanka		
3. SECTOR	Public Utilities / Urban Sanitation		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Mar.2002 ~ Dec.2003 21month(s) ~		
8. SITE OR AREA	7 cities in Sri Lanka		
9. MAJOR PROPOSED PROJECT(S)			
<ul style="list-style-type: none"> - Management of solid waste - To hold seminars on solid waste management - To construction database and necessary information supply system 			

地方都市環境衛生改善計画調査

<p>PRESENT STATUS</p>	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description : (FY 2004 Domestic Survey) Requested project-type technical cooperation.</p>	

STUDY SUMMARY SHEET

(M/P)

SWA LKA/S 102/03

1. COUNTRY	Sri Lanka		
2. NAME OF STUDY	Master Plan Study for Strengthening Health System in the Democratic Socialist Republic of Sri Lanka		
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	Management, Development, and Planning Unit, Ministry of Health, Nutrition and Welfare	
	PRESENT COUNTERPART AGENCY	Ministry of Healthcare, Nutrition, and Uva Wellassa Development	
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Mar.2002 ~ Nov.2003 20month(s) ~		
8. SITE OR AREA	Whole nation including the North East Province which was included into the study area during the process of planning due to the political climate change		
9. MAJOR PROPOSED PROJECT(S)			

保健医療制度改善計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 2004 Overseas Survey)

As it mentioned briefly in the section '11.3 precondition', the status of the HMP is unfortunately officially not yet finalized due to the internal conflict between the MoH and the government medical officials union called GMOA as of today. However, the work of Japanese consultants was officially recognized as completed at November, 2003 by the MoH officials. The finalization of the MPH has been progressing and could end in a month time, however, due to other political issue between the MoH and the GMOA, the finalization of MPH also suspended in the last several weeks. This is very unfortunate situation for the MPH, however there is no other way to overcome the issue than just for two party to solve other issue first.

At the end of master plan project, the MoH had requested to continue the support of the implementation of the HMP. Answering the request of the MoH, the Japanese government has decided to implement other Study under the scheme of Development Study and has already sent a SW team in September this year to decide the scope to the Study, the Study (HMP phase 2) is expected to start early 2005 for 2 years period.

Though the finalization of HMP is still taking place, the implementation of the HMP has been supported by several development partners. The World Bank has decided to give a support in a grant from in amount of US\$ 60 million from June 2004 as a five year project to implement the HMP planned projects. JBIC has also started budget support loan called SIRUP 2 in the health sector in the amount of US\$ 50 million for the next 5 years. JICA has been giving a technical support to these on-going donor funded projects to a successful implementation and the efforts are highly recognized and appreciated by the development partners and the MOH.

(FY 2005 Domestic Survey)

Actions has been taken to gain political approval from the MoH for the M/P prepared has continued even after the regime change in April 2005, which is prospected to be approved as a white paper in 2005.

Subsequent study: Sri Lanka Health System Management Development Plan

Implementing period: November 2005-September 2007

Implementing body: JICA

Objective: 1) To promote the implementation of Master Plan proposed in Phase I (Study on Medical Health System Improvement Plan) and to develop management skills of the MoH. 2) To propose action plans and implement the plan in the following 3 fields;

Field I: To expand 5S-TQM movement and to improve hospital management

Field II: To reconsider information system by clarifying cost structure of health service and to propose action plans for rational and efficient hospital management

Field III: To propose national risk action plan regarding NCD prevention, social marketing activity strategy, and operation plan for NCD prevention at local level, in coordination with the World Bank

Technical cooperation:

Dispatch of experts:

Period: From early 2004

Subsequent project: Sri Lanka Health Sector Development Project (SLHDP)

Funding:

Funding party: the World Bank

Amount: 6 million USD (2004-5 years)

Contents: Implementation of 8 components, including local medical system development, budget system improvement, and medical information system, based on the Master Plan proposed in the Study on Medical Health System Improvement Plan. Cooperative implementation with Japanese government is agreed, especially in improving the quality of hospital service and NCD (Non-Contagious Disease) components.

Subsequent project: Small Scale Infrastructure Rehabilitation and Upgrading Project (SIRUP) Phase II

Funding:

Funding party: Yen Loan

Amount: 5,000 million JPY

Contents: 1) Construction and improvement of schools, 2) medical appliance procurement, 3) improvement of retail distribution facilities.

STUDY SUMMARY SHEET

(M/P)

CAS AZE/S 116/00

1. COUNTRY	Azerbaijan		
2. NAME OF STUDY	Master Plan Study on Integrated Environmental Management in Baku city in Azerbaijan Republic		
3. SECTOR	Administration / Environmental Problems		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	State Committee for Ecology and Control for Nature Use (SCE), Baku Committee for Ecology and Control for Nature Use (BCE)	
	PRESENT COUNTERPART AGENCY	Ministry of Environment(?)	
6. CONSULTANT(S)	Kokusai Kogyo Co., Ltd.		
7. STUDY PERIOD	Feb.2000 ~ Mar.2001 13month(s) ~		
8. SITE OR AREA	The area under control of the BCE		
9. MAJOR PROPOSED PROJECT(S)			
1. Institutional Capacity Building for the BCE.(M/P: Investment 7,242,000 US\$, O&M 367,000 US\$) 2. Development of Environmental Data Management (Priority Project: Investment 3,894,000 US\$, O&M 164,000 US\$) 3. Development of Environmental Monitoring System 4. Development of Nature Conservation System 5. Development of Illegal Dump Control System. 6. Development of Supervision and Support System for M/P Formulation of Municipal of Solid Waste Management and Waste Recycling.			

バクー市環境管理計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Situation (FY 2001 Domestic Survey)</p> <p>It is said that Ministry of Environment was established recently and the SCE played an important role for it. However, it is not definite how the BCE will be involved. It is said that the discussion is being held whether the request letter for Japan's Grant Aid should be submitted from the BCE (C/P of study team) or from Ministry of Environment. Since their movement is complicated politically in the government of Azerbaijan, it seems to be difficult to forecast the result of discussion in the government.</p> <p>(FY 2001 Overseas Survey)</p> <p>BCE's function and structure for environmental/natural resource conservation have been changed since the establishment of Ministry of Environment and Natural Resources. The name of BCE has been changed to Absheron-Baku Regional Ecology and Natural Resources Department and its function has become limited to environmental conservation and audit. Concerning the proposed project, Ministry of Environment and Natural Resources has submitted a request for Japan's grant aid in order to purchase technological equipment and machinery for expansion of natural environment conservation organizations in Azerbaijan.</p> <p>(FY 2002 Overseas Survey)</p> <p>1) Institutional Capacity Building for the BCE TACIS provided 131,083 Euro for laboratory equipment project. The proposal of the project sent for consideration to Japan for Grant 4.3 mil yen.</p> <p>2) Development of Environmental Data Management (Priority project) An Archive Fund has been established in the Ministry of Ecology and Natural Resources. The Ministry finances the Fund by its own resources (3,894,000mil US\$, O&M 164,000US\$).</p> <p>3) Development of Environmental Monitoring System National Monitoring Service has been established in the Ministry of Ecology and Natural Resources by their own means.</p> <p>4) Development of Nature Conservation System Ministry of Ecology and Natural Resources manages the System by their own means.</p> <p>5) Development of Illegal Dump Control System Ministry of Ecology and Natural Resources manages System by their own means.</p> <p>6) Development of Supervision and Support System for M/P Formulation of Municipal of Solid Waste Management and Waste Recycling. The Municipal of Solid Waste Management and Waste Recycling has been established in the Ministry of Ecology and Natural Resources.</p> <p>(FY 2004 Domestic Survey) No information.</p>	

CAS AZE/S 212/01

1. COUNTRY		Azerbaijan
2. NAME OF STUDY		Urban Transportation Improvement in the City of Baku
3. SECTOR		Transportation / Urban Transportation
4. TYPE OF STUDY		M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Municipality of Baku, Azerbaijan
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)		Central Consultant, Inc. Nippon Koei Co., Ltd.
7. STUDY PERIOD		Aug.2000 ~ Mar.2002 19month(s) ~
8. SITE OR AREA		M/P: Baku City Central area and its sub-urban area (total 285.4 km ²) F/S: 6 regions of Baku at the total area of 284.5km ² , population of 1,450 millions.
9. MAJOR PROPOSED PROJECT(S)		
M/P: Public Transport Improvement Plan Road Sector Improvement Plan Traffic Management Plan F/S: 1) Large Bus Introduction 2) Bottleneck Improvement 3) Tram Rehabilitation 4) Central Traffic Control System Installment 5) Improvement of 20 January Intersection 6) Improvement of Azizbekov Intersection		

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

Description :

(FY2002 Domestic Survey)

There is no information available on the current situations of this project.

(FY 2002 Overseas Survey)

It seems difficult to realize the proposed projects due to the hard financial economic situation without the financial sources of international finance organization.

Present time, the activities of acquisition of large buses are conducted for long-term credit conditions. Baku City has got different offers from about 30 urban bus producers.

The Executive Power of Baku City negotiates with the Baku Branch of the Mitsubishi Corporation in order to improve the condition of the city streets. Japanese Grant is expected for the realization of these activities.

Transport Department has also raised the question before the Executive Power of Baku city about the Grant for acquisition of large buses.

(FY 2003 Domestic Survey)

Concerns arise for the difficulty in management and operation of the bus due to a tight financial condition. Economic recovery is anticipated.

STUDY SUMMARY SHEET

(Basic Study)

CAS AZE/S 505/02

1. COUNTRY	Azerbaijan		
2. NAME OF STUDY	National Digital Mapping Project in the Republic of Azerbaijan		
3. SECTOR	Social Infrastructure / Survey & Mapping		
4. TYPE OF STUDY	Basic Study		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	State Committee for Geodesy and Cartography	
	PRESENT COUNTERPART AGENCY	State Committee for Land and Cartography	
6. CONSULTANT(S)	Pasco International Inc.		
7. STUDY PERIOD	Mar.2000 ~ Dec.2002 33month(s) ~		
8. SITE OR AREA			
9. MAJOR PROPOSED PROJECT(S)			
As the study results, the digital geographic data were provided to the concerned organizations. There are no proposed projects.			

デジタル地図作成調査

<p>PRESENT STATUS</p>	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2003 Domestic Survey) The counterpart of the Azerbaijan took up the topographic map digitizing at scale of 1:10,000 using the most advanced instruments based on digital topographical mapping technologies obtained from JICA Study Team. The counterpart has already completed the preparation of work specifications and digital map symbols. The Azerbaijan has the plan of creating the digital data of land use classification for improving the function of the metropolitan area in the future.</p> <p>(FY 2004 Domestic Survey) No information.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>	

STUDY SUMMARY SHEET

(M/P)

CAS KYR/S 101/94

1. COUNTRY	Kyrgyz		
2. NAME OF STUDY	Improvement of Payment System		
3. SECTOR	Administration / Public Finance & Banking		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Bank of Kyrgyzstan	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	UNICO International Corporation		
7. STUDY PERIOD	Nov.1993 ~ Jan.1995 14month(s) ~		
8. SITE OR AREA	Whole of the country		
9. MAJOR PROPOSED PROJECT(S)			
<p>Construction of the settlement system of bank accounts by means of computer network which will be established at Bishkek, the capital city, as for the center, and will serve for whole of the country. The introduction plan of the equipment is as follows :</p> <p>1)Medium size computer 19 (Bishkek 9, Local 10)</p> <p>2)Medium/small size computer 11 (Bishkek 6, Local 5)</p> <p>3)Small size computer 62 (Bishkek 44, Local 18)</p> <p>4)Peripherals 19 (Bishkek 14, Local 5)</p> <p>5)Terminal system 300 (whole area of the county)</p>			

銀行決済システム改善開発調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 1995 Overseas Survey) After reconstruction of the present banking systems, the project will be implemented in 1997.</p> <p>(FY 1997 Overseas Survey) A part of the proposed projects has been realized. Remaining projects are to be realized gradually. Outputs of the study have been utilized for elaboration of a plan for establishment of Real Time Gross Settlement System.</p> <p>Subsequent Study: (FY 1997 Overseas Survey) Jun.1994~Sep.1994 Review study (fund from World Bank) A part of JICA's recommendations was re-studied in detail. Consulting Firm / Sakura Research Center</p>	

STUDY SUMMARY SHEET

(M/P)

CAS Kyr/S 102/94

1. COUNTRY	Kyrgyz		
2. NAME OF STUDY	Development of Radio and TV Broadcasting		
3. SECTOR	Communications & Broadcasting / Broadcasting		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	State National Broadcasting Company (SNBC)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	NHK Integrated Technology		
7. STUDY PERIOD	Dec.1993 ~ Feb.1995 14month(s) ~		
8. SITE OR AREA	Bishkek and many points in the country		
9. MAJOR PROPOSED PROJECT(S)			
1)Facilities to produce programmes for radio broadcasting - Renewal of old facilities at the Radio Center - Modernization of facilities at the Radio Center 2)Facilities to produce programmes for TV broadcasting - Renewal of old facilities at the old TV Center - Renewal of old facilities at Osh Broadcasting Association - Renovation of TV cameras to CCD type 3)Facilities for transmitting - Renewal of old facilities of radio transmitting (long, medium and short wave, FM) - Renewal of old facilities of TV transmitting 4)Facilities for program transmission - Renewal of facilities for program transmission - Prepare new program transmission circuit for newly established Kyrgyz TV No.2 channel.			

全国ラジオ・テレビ放送網整備計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Finance: The Government is said to be preparing for a proposal for Japanese grant aid on the renewal of old facilities to produce TV programs which is given the top priority among various projects proposed by this survey work. (FY 1998 Overseas Survey) Request for a grant aid assistance was submitted to Japanese government for the renewal of the facilities/equipment for producing the programs. There is no financial source in the Kyrgyz Republic for implementing this project.</p> <p>Situation: (FY 1995 Overseas Survey) Based on the study results, SNBC has started its daily morning programs package and has been working on improving the quality of its programs. It has been requested to hold several seminars for improving broadcasting services to the Japanese Government.</p> <p>(FY 1996 Domestic Survey) B/D will be implemented for the provision of studio equipment, which is considered the most urgent. The Japanese grant aid assistance is likely to be provided after the completion of B/D.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

CAS KZK/S 221/96

1. COUNTRY	Kazakhstan		
2. NAME OF STUDY	Air Transportation Development		
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)		
7. STUDY PERIOD	<div style="display: flex; justify-content: space-between;"> Mar.1995 ~ Mar.1996 12month(s) Aug.1996 ~ Mar.1997 7month(s) </div>		
8. SITE OR AREA	Republic of Kazakhstan, Central Asia		
9. MAJOR PROPOSED PROJECT(S)			
<div style="border: 1px solid black; padding: 5px;"> <p><F/S></p> <p>Project : Contents : Cost (US\$1,000)</p> <p>1. Akmola Airport Development Project : Runway Extension, Terminal Area Arrangement, Nav aids Modernization, others : 201,262</p> <p>2. Almaty Airport Development Project : Terminal Reconstruction, Runway Improvement, Nav aids Modernization, others : 203,493</p> <p>3. Aktau Airport Development Project : Runway widening, Terminal Arrangement, Nav aids Modernization, others : 94,758</p> <p>4. Aktyubinsk Airport Development Project : Runway Improvement, Apron Improvement, Terminal Arrangement, others : 84,398</p> <p>5. Atyrau Airport Development Project : Runway Shoulder Improvement, Apron Expansion, Terminal Arrangement, others : 103,657</p> <p>6. Pavlodar Airport Development Project : Runway Improvement, Apron Expansion, Terminal Arrangement, others : 101,383</p> </div>			
<p>[Imp. Period]</p> <p>Target Year 2005</p>			

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>1.Astana (Akmola) Airport Finance: (FY 1997 Domestic Survey) The Government of Kazakhstan requested yen credit for Akmola Airport Development Project after the JICA feasibility study completed. (FY 1998 Domestic Survey) June 1997 Request for yen loan was submitted to Japanese government. 29 June 1998 E/N (22,122 mil. yen) *Contents: Development of Astana Airport. Situation: There has been little progress due to the change of the implementing agency and the lack of coordination regarding the consultant contract. (FY 1998 Overseas Survey) 24 Dec. 1998 L/A 22,122 million yen "Astana Airport Reconstruction Project". Construction: (FY 1999 Domestic Survey) The required procedure for concluding consultant contract is been taken. (FY 1999 Overseas Survey) 1998 ~ 2004. (FY 2001 Domestic Survey) Jan.2002 ~ Mar.2004 (Runway extension and arrangement have been completed) Contents: New Passenger terminal building construction, New construction of apron and taxiway (partially improvement), New construction of the other buildings (Cargo building, control tower and etc.), others Others: (FY 1998 Domestic Survey) Name of the capital was changed from Akmola to Astana.</p> <p>2.Almaty Airport (FY 1998 Overseas Survey) Reconstruction of landing strip has been made. (FY 2001 Domestic Survey) New terminal building are under construction and will be operated partially through the year of 2001.</p> <p>3. Atyrau Airport (FY 1998 Overseas Survey) The Atyrau Reconstruction Project has been resumed. Project Cost: US\$37.3 million (state external loan) Implementing agency: Ministry of Transportation, Communication and Tourism Components: repairs of landing strip, renew of energetic system, engineering networks, accident-rescue works' equipment, reconstruction of storage, transportation and communication sites. Implementing period: 1999 ~ 2001.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

CAS KZK/S 222/96

1. COUNTRY	Kazakhstan		
2. NAME OF STUDY	Road Network in Western Kazakhstan		
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)	Yachiyo Engineering Co., Ltd.		
7. STUDY PERIOD	Aug.1995 ~ Feb.1997 18month(s) ~		
8. SITE OR AREA	Aktyubinskaya, West Kazakhstan, Atyrauskaya and Mangistauskaya states in Western Kazakhstan		
9. MAJOR PROPOSED PROJECT(S)			
<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <M/P> 1. Road Improvement: Hahambet - Atyrau 2. Road Improvement: Kzyl Orda Border - Irgiz </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <F/S> 1. Road Improvement: Kzyl Orda Border - Irgiz 2. Road Improvement: Irgiz - Karabutak 3. Road Improvement: Atyrau - Mahambet </div> <div style="border: 1px solid black; padding: 5px;"> [Imp. Period] <F/S> 1,2,3: 51 months </div>			

西カザフスタン道路網整備計画

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

Description :

Subsequent Study:
(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)
Jun. ~ Sep. 1999 SAPROF
*Difference from JICA's proposal: SAPROF covered the areas which were not covered by this Study, in particular, the area Karabulak - Kustanai Oblast.

Finance:
(FY 1997 Domestic Survey)
Department of Road is planning to commence the project with next year's OECF Loan.
(FY 1998 Domestic Survey)(FY 1998 Overseas Survey)
Request for OECF loan was submitted in Dec. 1998. OECF Appraisal Mission will be sent within FY 1998.
Project cost: US\$ 170 million (OECF loan US\$ 127.5 million, Own fund US\$ 42.5 million)
- Rehabilitation of priority sections(total: 578.5km)
 Karabutak - Aktubinsk 77.5km(priority section out of 213km)
 Karabutak - Kustanay border 249km
 Atyrau - Uralsk 252km(priority section out of 492km)
Kzyl - Orda Oblast border - Irgiz - Karabutak - Khromtau - Aktubinsk and Atyrau - Makhambet Sections (total length 580km) US\$ 128 million
- Consulting services US\$ 12 million
- Equipment US\$ 13.4 million
- Maintenance of Kzyl - Orda Oblast border - Karabutak - Aktubinsk - Uralsk road (1,028km) US\$ 11.6 million
*Contents of the project requested: Rehabilitation works of JICA Link No.1, 2, 3, 4, 18 and provision of the maintenance materials.
(FY 1999 Domestic Survey)
ODA loan was pledged in Dec., 1999.

Others:
(FY 1998 Domestic Survey)
Since the capital city was transferred from Almati to Astana, the request for overseas assistance for strengthening the road to Astana is under consideration.

STUDY SUMMARY SHEET

(M/P+F/S)

CAS KZK/A 223/97

1. COUNTRY	Kazakhstan		
2. NAME OF STUDY	Kzyl-Orda Irrigation/Drainage and Water Management Improvement Project		
3. SECTOR	Agriculture / (Agriculture 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)	Nippon Koei Co., Ltd. Sanyu Consultants Inc. Aero Asahi Corporation		
7. STUDY PERIOD	Jul.1996 ~ Mar.1998 20month(s) ~		
8. SITE OR AREA	Kzyl-Orda Left Bank Area		
9. MAJOR PROPOSED PROJECT(S)			
(M/P) Rehabilitation of irrigation and drainage facilities. Rehabilitation and upgrading of rural infrastructure. (F/S) Rehabilitation of main irrigation and drainage facilities. On-farm development. Rehabilitation of rural infrastructure. Installation of post-harvest facilities. [Imp. Period] (F/S) Total 8 years.			

ケジルオルダ地区灌漑施設水管理改善計画

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

Description :

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

The rehabilitation and improvement of the intake structure of the Kzyl-Orda headworks has been applied by the Government of Kazakhstan to the Government of Japan for the grant aid (9 mil.US\$).

The project for improvement of the irrigation system in the Kzul-Orda, which include the above project component, (122 mil.US\$) is included in the list of middle and long term Project Implementation Plan of the Republic of Kazakhstan.

(FY 2000 Domestic Survey)

The priority of agricultural field is relatively low. In spite of being listed every year, it has not been accepted Kazakhstan government. The Japanese consultant who conducted the survey continues to support to submit the request including the headworks.

(FY 2003 Overseas Survey)

The Government of the RK did not send application for providing the loan to the Government of Japan.

Ministry of Agriculture has submitted the budget application for 2003 in amount of 15 min. US dollars for financing the examination. However, the application was rejected by the Republic Budget Commission and the modified budget was accept for 2004.

STUDY SUMMARY SHEET

(M/P+F/S)

CAS KZK/S 219/99

1. COUNTRY	Kazakhstan		
2. NAME OF STUDY	The Study on Solid Waste Management for Almaty City		
3. SECTOR	Public Utilities / Urban Sanitation		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Natural Resource and Environmental Protection, Almaty City Department of Environment Protection, Almaty City Office	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Yachiyo Engineering Co., Ltd. CTI Engineering International Co., Ltd.		
7. STUDY PERIOD	Feb.1999 ~ Feb.2000 12month(s) ~		
8. SITE OR AREA	M/P: Almaty city and Karasai disposal site F/S: Almaty city and Karasai disposal site		
9. MAJOR PROPOSED PROJECT(S)			
M/P: 1. Phase I (2000-2005) 1) Establishment of Waste Authority 2) Introduction of new collection system 3) Construction of transfer stations 4) Improvement of Karasai disposal site 5) Rehabilitation of illegal disposal site 2. Phase II (2006-2010) 1) Expansion of new collection system 2) Introduction of separate collection 3) Capacity expansion of transfer stations and disposal site 4) Rehabilitation of illegal dump sites 5) Others (revise of tariff) F/S: 1. Urgent improvement project (2000-2002) 1) Establishment of Waste Authority 2) Procurement of collection equipment for urgent area 3) Construction of West transfer station 4) Procurement of disposal equipment 2. Second priority project (2002-2005) 1) Procurement of collection equipment 2) Construction of Spasskaya transfer station 3) Improvement of Karasai disposal site 4) Model rehabilitation of illegal dump site			

アルマティ市廃棄物管理計画調査

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

Description :

Finance:

(FY 2002 Domestic Survey)

Project name:Almaty Solid Waste Management Rehabilitation Project

Finance: E B R D

Fund procurement situation: to be implemented within the approved budget.

Amount: 27.8million EUR

Date of pledge or approval: Dec.2002

(FY 2003 Domestic Survey)

Details of the financed project: rehabilitation of the garbage disposal service, establishment of garbage disposal system and finance, improvement of garbage collection equipment, improvement of relay stations and equipment, improvement of final disposal sites.

(FY 2000 Domestic Survey)

1) Application for Japanese grant aid for urgent improvement project was submitted to Japanese Embassy in 1999.

2) EBRD (European Bank for Reconstruction and Development) is discussing financing for part of priority projects(Urgent improvement project and second priority project) in 2000.

3) Almaty City has established the Waste Authority in Jan. 2000 to improve solid waste management.

(FY 2001 Domestic Survey)

Almaty City has established the Waste Authority in early 2000 based on the result of the Study. However, the remaining projects were not materialized as the grant aid due to the low priority in the central government. After that, Almaty City had been discussing with the European Bank for Reconstruction and Development (EBRD), has signed on the Loan Agreement amounted US\$ 22 million on this project and commenced the procedure for bidding. However, the Loan Agreement has not been issued yet because the central government had not approved this project as an investment project. Almaty has been trying to negotiate with the central government to settle it, therefore, the newly procurement like garbage carts and others has not been made. Meanwhile, the present management system was improved because the Waste Authority was operated by the self-finances like a collected charge.

The relationship between Almaty City and the central government (especially the Ministry of Treasury or the Ministry of Planning and Development) seems to be instable because its priority was low among the grant aid project at the central government and the approval as an investment project by the central government was delayed and etc..

(FY 2004 Overseas Survey)

Due to an amendment made to the regulation (2001), which prohibited local authority to acquire a loan from foreign countries, project has not been completed.

(FY 2005 Overseas Survey)

Project has already being implemented with a fund from EBRD.

STUDY SUMMARY SHEET

(Basic Study)

CAS KZK/S 501/99

1. COUNTRY	Kazakhstan		
2. NAME OF STUDY	The Urgent Establishment of National Basic Geographic Data in Southern Area of the Republic of Kazakhstan		
3. SECTOR	Social Infrastructure / Survey & Mapping		
4. TYPE OF STUDY	Basic Study		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Agency of Republic of Kazakhstan on Land Resource Management (ALRM)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Aero Asahi Corporation		
7. STUDY PERIOD	Jan.1998 ~ Mar.2000 26month(s) ~		
8. SITE OR AREA	Syrdarya River Basin (Kzylorda Oblast and a part of South Kazakhstan Oblast) in the southern area of Republic of Kazakhstan (150,000km2)		
9. MAJOR PROPOSED PROJECT(S)			
As the study results, the digital geographic data were provided to the concerned organizations. There are no proposed projects.			

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2000 Domestic Survey) The agency on Land Resources Management of the Republic of Kazakhstan has already distributed CD-ROMs, which store Geographic Information as the final results of this study, to international organizations in Kazakhstan such as the institute of Space research of RK, Kazgiprovodkhoz, and the International Fund for Saving the Aral Sea. The final results have been used in higher steps in national/regional planning as source for analysis and basic data in those organizations.</p> <p>(FY 2001 Domestic Survey) The final results of the study is utilized for the Kzylorda Oblast inventory work in the Kazakhstan Forest Authority that is affiliated with the Committee of Forestry, Fishery and Hunting. Also, the Agency on Land Resources Management has a plan to utilize the results as basic spatial data for developing environmental database such as water quality database.</p> <p>(FY 2002 Domestic Survey) The output of the study has been used by Oil and Gas Authority as a basis material in the summary research of the route in the pre-F/S of the study on oil and gas transportation facility management in Kzylorda Oblast and Kazakhstan.</p> <p>(FY 2003 Domestic Survey) From April 2003, Kaz Geo Cosmos, a private entity, has began to sell remote sensing data manipulation, new geographical map development, and update service for existing geographical maps. The entity has adapted geographical map development methods transferred by JICA, which were then transferred domestically by the country.</p> <p>(FY 2004 Domestic Survey) The output of the study has been used as a dataset in various GIS software within maintenance/management system of oil and gas transportation facilities of Oil and Gas Authority in Kzylorda Oblast and South Kazakhstan Oblast.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

CAS KZK/S 213/01

1. COUNTRY	Kazakhstan		
2. NAME OF STUDY	The Study on the Master Plan for the Development of the City of Astana		
3. SECTOR	Social Infrastructure / Urban Planning & Land Development		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Kisho Kurokawa Architect & Associates Nippon Koei Co., Ltd. International Development Center of Japan (IDCJ)		
7. STUDY PERIOD	Jan.2000 ~ May.2001 16month(s) ~		
8. SITE OR AREA	Astana City		
9. MAJOR PROPOSED PROJECT(S)			

アスタナ新首都総合開発計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (FY 2002 Overseas Survey) It is necessary to promote the proposed projects in compliance with the legislation. (FY 2002 Domestic Survey) Subsequent Study: D/D: The Detailed Design Study of the Water Supply and Sewerage System for Astana City in the Republic of Kazakhstan Study period: Mar. 2003 - Consultant: NJS (Nippon Jogesuido Sekkei. Co., Ltd.) (FY 2003 Overseas Survey) Procurement of Financing: There is no decision yet. (F Y 2004 Domestic Survey) Follow-up study was conducted by JICA in FY 2002 ("The Study on the Master Plan for the Development of the City of Astana"). This study was conducted with the objective to determine detailed condition of the plan for major sections, which will be the centre of the city. (F Y 2004 Overseas Survey) At present, study has not been conducted by Japanese groups, therefore foreign fund is not needed. Master plan for the Astana city is in the process for implementation. (FY 2005 Domestic Survey) No information to be specifically mentioned.		

STUDY SUMMARY SHEET

(D/D)

CAS KZK/S 401/03

1. COUNTRY	Kazakhstan		
2. NAME OF STUDY	The Detailed design study of the project "Water Supply and Sewerage systems of Astana city", Republic of Kazakhstan		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	D/D		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.		
7. STUDY PERIOD	~ ~		
8. SITE OR AREA	Astana City		
9. MAJOR PROPOSED PROJECT(S)			
1. Water intake facility 2. Water distributing pump and filtering station 3. distributive networks 4. raw water intake facility 5. collector network 6. installation of water meters 7. Sewerage treatment plant			

アスタナ上下水道整備計画詳細設計調査

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

Description :

(FY 2004 Overseas Survey)

The basic source of economic drinking and industrial water supply of Astana city is Vyacheslavskoe water basin with water-feedback (95% of security) in volume 89.2 million m3/ the year, constructed in 1970, taking place to south-east from city in 51 kilometers.

The updated and added project "Water Supply and Sewerage systems of Astana city" corresponds to specifications working Republic Kazakhstan on designig and can be recommended to the statement.

(FY 2005 Domestic Survey)

Subsequent project: Water Supply and Sewerage system project in Astana city

Implementing period: 8 July 2003- (9 months)

Implementing body: AKIMAT

Objective: To establish water and sewage treatment network throughout Astana city, the new capital, by constructing water treatment facilities, introducing metering fee system, and rehabilitating existing sewage treatment facilities.

Water treatment capacity: 100,000 m3/day

Sewage treatment capacity: 136,000 m3/day

Funding:

Own fund: 21,361 million JPY

Yen Loan: 14,429 million JPY L/A: 8 July 2002 E/N: 29 March 2002

Tender:

Date: 19 April 2005

Situation: Although evaluation of the tender has been completed, negotiation of the contract is delayed due to adjustment of bid prices. Negotiation is to be commenced in November 2005.

STUDY SUMMARY SHEET

(M/P+F/S)

CAS UZB/S 223/96

1. COUNTRY	Uzbekistan		
2. NAME OF STUDY	Water Supply Systems in Six Cities of the Aral Sea Region		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Public Works	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Tokyo Engineering Consultants Co., Ltd. Kyowa Engineering Consultants Co., Ltd.		
7. STUDY PERIOD	Aug.1994 ~ Dec.1996 28month(s) ~		
8. SITE OR AREA	Khorezm Province and Republic of Karakai Pakstam		
9. MAJOR PROPOSED PROJECT(S)			
<p><M/P></p> <p>Rehabilitation and expansion of Tuyamuyun-Nukus and Urgench water supply system (Total capacity 1,000,00 cu.m./day)</p> <p>- Rehabilitation and expansion of water treatment plant (Total capacity 316,200 cu.m./day, 7 water treatment plants) and improvement of distribution network in Khorezm and Karakal Pakistan.</p> <p><F/S></p> <p>1. Rehabilitation and expansion of Tuyamuyun-Nukus and Urgench water supply system (Total capacity 750,000 cu.m./day) Rehabilitation of water treatment plant (Total capacity 142,200 cu.m./day, 7 water treatment plants) and improvement of distribution network in Khorezm and Karakal Pakistan.</p> <p>2. Rehabilitation and expansion of Tuyamuyun-Nukus and Urgench water supply system (Total capacity 600,000 cu.m./day) Improvement of distribution network in Khorezm and Karakal Pakistan.</p> <p><M/P></p> <p>3 Phases, 13 years</p> <p><F/S></p> <p>1. 2 Phases, 13 years</p> <p>2. 1 Phases, 5 years</p>			

アラル海沿岸6都市給水計画調査

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

Description :

Finance:

(FY 1998 Domestic Survey)

Ministry of Public Works is implementing the construction works of the Kaparas water intake facility, an aqueduct, water treatment plants of Tuyamuyun-Nukus and Urgench.

This project requires a large amount of funds. However, since IMF pointed out the problem of double exchange rate, new financial assistance from aid agencies are now suspended.

(FY 1999 Overseas Survey)

The Ministry of Communal Services of Uzbekistan has accomplished the construction works in the region of Aral sea to develop the water supply pipeline network.

1. Water pipe from Tuyamuyun to Urgench: to supply water to households and industrial consumers of Khorezm region, total cost 144,544,000sums, length 377.6km, capacity 577,000m³/day, construction of water purifying facilities, filter station, a reservoir of clean water and a pump station.

2. Water pipe from Tuyamuyun to Nukus: total cost 215,532,000sums, length 380km, capacity 340,000m³/day

3. Construction of pumping station on the Kaparas reservoir: total cost 11,233,000sums, capacity 690m³/day

(FY 2002 Overseas Survey)

The above mentioned construction has been accomplished.

3. Construction of pumping station on the Kaparas reservoir: For the period 1999, 795,000 sums of budget (at the level of prices of 1991) was utilized.

Background:

(FY 1997 Domestic Survey)

a) Results of Water Quality Analysis

According to own analysis, evaporated residue, total hardness values are exceed the standard.

b) Kaparas Intake Pumping Station

To utilize the clean water from Kaparas Reservoir, the facilities are under construction. However the progress of the construction is not so high due to the budgetary difficulties.

c) Tuyamuyun-Nukus and Tuyamuyun-Urgench Water Supply System

The same reason as Kaparas Intake Pumping Station, the construction progress is slow. Especially, the transmission pipe to Muynak, where the water quality is expected to be the worst in the system, have not be installed.

d) Water Supply System I Khorezm Province and Republic of Karakal Pakistan

Water Treatment Plant is too old for work. There is not enough stock of spare parts and the chemicals such as coagulants on disinfectant due to financial difficulties, therefore, operation and maintenance is insufficient. JFW ratio is high and water meters are seldom installed.

e) Water Usage

The area belong to semi-arid and ground water is saline, therefore, the purified water seem to be used for livestock on gardening purpose.

f) Technology Level

Technology level is relatively high due to the transfer from the former Soviet Union.

g) Organization and Institution matters

There still exist organization or institution under the structure of the former Soviet Union. Organization, Institution, Laws, which are suitable for market economy, are not developed fully.

h) Management / Financial Affairs

The effect of the former Soviet Union planned economy still remains. Water tariff is under low price policy and UFW ratio is high, therefore, income is insufficient for the organization. The financial situation is tend to be deficit, which causes insufficient operation & maintenance and delay of planned construction schedule.

STUDY SUMMARY SHEET

(F/S)

CAS UZB/S 305/97

1. COUNTRY	Uzbekistan		
2. NAME OF STUDY	Construction of Electric Locomotive Repair Workshop		
3. SECTOR	Transportation / Railway		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	State Railroad Company of Uzbekistan "Uzbekiston Temir Yollari".	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS) Japan Transportaion Consultants, Inc. Pacific Consultants International (PCI)		
7. STUDY PERIOD	Nov.1996 ~ Aug.1997 9month(s) ~		
8. SITE OR AREA	Tashkent		
9. MAJOR PROPOSED PROJECT(S)			
<p>1. Estimated yearly number of overhauled rolling stock, as 55ELs, 128DLs and 40ECs, in case that electrification scale in 2010 is the same as in 2005. The construction of the electric locomotive repair workshop will be completed in 2001.</p> <p>2. Four alternatives are proposed. Case 1 : Overhaul of EL in conducted Uzbekistan Depot and that of EC in Tashkent Locomotive Repair Workshop. Case 2 : Overhaul of both El and EC is conducted in the Workshop. Case 3 : Overhaul of EL is conducted in the Workshop and that of EC in the Depot. Case 4 : Overhaul of both EL and EC is conducted in the Depot.</p> <p>3. Outline of design Building 9,972m2 Equipment and Machinery 394 set Catenary 1,790m</p>			

電気機関車修理工場建設計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : Subsequent study: (FY 1999 Overseas Survey) Aug. 1999 F/S review (UTJ fund, 3,000,000Uzbek sums). It made financial and technical analysis and considered the purchase of four new locomotives. (FY 1998 Domestic Survey) Uzbekistan Railways (UTJ) have the role of main transport means in the country, because the country is the same inland one as the other Central Asian Countries. However, at present, UTJ have no electric locomotive and railcar repair workshop and others have been obliged to construct electric locomotive and railcar repair workshop in Uzbekistan to save valuable foreign currency and wasteful treatment days to foreign country, and to cope with the repair work for electric locomotive and railcar which will increase in number due to the extension of electrified lines along with presumed increase of the transport volume. In this Study, based on the above mentioned background and in response to the Uzbekistan Government, JICA study team recommended relevant proposals for the construction of electric locomotive and railcar repair workshop. (FY 2001 Domestic Survey) Although the Repair Workshop Construction for electric locomotive and railcar had been requested as the ODA loan Project, it has not been accepted as one. (FY 2002 Domestic Survey) Though this project ranks extremely high on the list of priority among JICA's cooperation towards Uzbekistan, method of generating funds has not been embodied. According to its policy, the govt. makes request for financial assistance once a year, and in electronic power for 2002. This project comes second while the construction project of railway from Uzbekistan to Afghanistan ranks first. Nevertheless, according to No. 285th presidential decree, dated 8th, August 2002, "Measure on future cooperation with Japan", this project is to be launched for FY2006. Related Project: (FY 2001 Domestic Survey) The Tashkent Railcar Repair Workshop Construction Project(including the procurement of 25 railcars) was implemented by the ODA loan of "The Railway Passenger Transport Improvement Project" from Apr.1998 to Aug.2001. (FY 2002 Overseas Survey) State Railroad Company of Uzbekistan carried out correction of the reviewed F/S considering the fact that State Railroad Company of Uzbekistan had finalized construction of Tashkent Railcar Repair Workshop with Japanese Yen Loan in 2001 and the factory started repair electric locomotives in one of its shops. (FY 2003 Domestic Survey)(FY 2003 Overseas Survey) Although the priority of this project in Uzbekistan is quite high, the request for funds has not become concrete after the implementation of this study. Uzbekistan has made a request for funds at a pace of once (one project) a year as its policy in the educational field in 2000 and the electrical field in 2001 and 2002 for the past three years. The first priority of Uzbekistan in the railway field is new construction of railway that runs from Uzbekistan to Afghanistan and this project (Electric Locomotive Repair Shop Construction Program) is positioned as the second priority.		

STUDY SUMMARY SHEET

(M/P)

CAS UZB/S 110/98

1. COUNTRY	Uzbekistan		
2. NAME OF STUDY	Air Transportation Development		
3. SECTOR	Transportation / Air Transportation & Airport		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Air Company "Uzbekistan Havo Yullari" (NAC).	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Airport Consultants, Inc.		
7. STUDY PERIOD	Apr.1997 ~ Jun.1998 14month(s) ~		
8. SITE OR AREA	Airports and air navigation facilities in Uzbekistan.		
9. MAJOR PROPOSED PROJECT(S)			
<p>Scope of development plan for the selected High Priority Projects were summarized as follows:</p> <p>1) Existing Tashkent Airport: Expansion of domestic passenger and cargo building, fire-fighting and rescue station installation of ASDE.</p> <p>2) New Tashkent Airport: Runway 4,300m, international passenger building, tower, ATC and aero navigation facilities, utilities.</p> <p>3) Namangan Airport: Runway extension, overlay of pavement, expansion of passenger building, tower, ATC and aero navigation facilities.</p> <p>4) Termez Airport: Runway expansion, overlay of pavement, expansion of passenger building, tower, ATC and aero navigation facilities.</p> <p>5) Nukus Airport: Runway extension, overlay of pavement, expansion of passenger building, tower, ATC and aero navigation facilities.</p> <p>6) Nationwide Aero Navigation Facilities: Replacement of NDB with VOR/DME at 8 sites.</p>			

航空輸送改善総合開発計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)</p> <p>1) The Government of Uzbekistan requested to the Japanese Government to finance for the development project of New Tashkent Airport in 1998. However, the Japanese side gave no positive reply.</p> <p>2) The Government of Uzbekistan has given priority to the New Tashkent Airport Development in order to encourage reform to market-oriented economy and national economic and social development.</p> <p>3) National Air Company "Uzbekistan Havo Yullari" (NAC) has conducted the further detailed feasibility study from April 1999, and intends to request financial assistance for the New Tashkent Airport Development to the Japanese Government next year.</p> <p>4) At present, three local airports (Samarkand, Bukhara, Urgench) modernization projects is ongoing under the Japanese Yen Credit. Subsequently, NAC intends to implement the modernization project of Nukus Airport, which was selected as high priority airport in JIAC Master Plan Study with appropriate soft loan.</p> <p>(FY 2001 Domestic Survey)(FY 2002 Domestic Survey)</p> <p>Although the Yen loan was requested regarding the New Tashkent Airport Development in FY 1999, it is not requested again from that time. The Yen loan is not requested regarding the Nukus Airport Modernization. The other priority projects proposed on this Development Study do not have any progress to realize them. The present Tashkent Airport development works (Passenger Terminal, Taxiway, Apron for domestic lines) have been implementing although they had not proposed by the Study.</p> <p>(FY 2002 Overseas Survey)</p> <p>Uzbekistan Airways received joint loan of EBRD and German bank KfW in the amount of 48 million US\$ for reconstruction of international terminal of Tashkent airport, namely modernization of ATC, taxi track and pyrone.</p> <p>1) First stage: Upgrading of international terminal</p> <p>2) Second stage: Modernization of cargo terminal</p> <p>KfW bank contracted one German consulting/ engineering company to prepare F/S of Tashkent airport Cargo terminal.</p> <p>Preparation of the above-mentioned F/S was started in April 2002. It was scheduled to accomplish it by the end of 2002, however it is still under preparation.</p> <p>(FY 2003 Overseas Survey)</p> <p>From 2002 to 2003, a feasibility study was implemented in relation to the improvement of the airport and the Toshkent Airport Cargo Terminal in Nukus City and Termez City.</p> <p>From 2002 to 2003, improvement of the Nukus Airport Passenger Terminal was implemented on the private fund of "Uzbekistan Airways", with subsidization by the government of Karakalpk Republic.</p> <p>"Uzbekistan Airways" and the airport cargo terminal will be improved under the financing of the KfW Bank of Germany.</p> <p>The budget planning for the airport improvement project by Nukus City and Termez City is supposed to be determined within FY2004 and implemented in 2005 - 2006.</p>	

STUDY SUMMARY SHEET

(M/P)

CAS UZB/S 117/99

1. COUNTRY	Uzbekistan		
2. NAME OF STUDY	The Study for Improvement of Management and Tariff Policy in the Water Supply Services		
3. SECTOR	Administration / Public Finance & Banking		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Macroeconomic and Statistics, Ministry of Communal Services	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Shin Nihon & Co. Nippon Jogesuido Sekkei Co., Ltd.		
7. STUDY PERIOD	Jun.1999 ~ Mar.2000 9month(s) ~		
8. SITE OR AREA			
9. MAJOR PROPOSED PROJECT(S)			
1. Technical Advice by experts 1) Improvement of the Tariff Policy & Tables and Business operating activity (2000-2002) 2) Study of How to install meters and establish the guideline (2000-2001) 3) Improvement of Maintenance for the Building and Prevention of Water leakage (2001) 4) Improvement of Tariff Collection system by Using EDP (2001) 5) Introduction of the Public Relation Program for Enlightenment and Education to save water and to establish good relationship with users (2001) 2. Improvement and replacement of facilities 1) Replacement of Pipelines (Study: 2001-2002, Implementation: 2003-2005) 2) Construction of Reservoirs (Study: 2001-2002, Implementation: 2003-2004) 3) Improvement and replacement of Water Treatment Plants and Pump Station (Study: 2001-2002, Implementation: 2003-2004)			

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2000 Domestic Survey) The Tashkent Vodokanal has changed the water policy effective as of February, 2000 as follows; Tashkent Vodokanal is to employ the revised tariff table effective in March 2000 and will uniformly charge 6.75 sum/m3 to the users. With this policy, the proposed solutions regarding the method of collecting installation costs are included. Also, Vodokanal examines the possibility of setting up a Department of Publicity and having employees wear uniforms. The data in our main report is referred to in their future investment plan on facility and equipment.</p> <p>(FY 2001 Domestic Survey) Having regard to the result of M/P, the proposal on the installation cost collection system of meters was accepted for the revised tariff table adopted in the Tashkent Vodokanal. Although the Uzbekistan side had fixed idea to set up the tariff, the survey team showed various options and proposed the most reasonable method. This enabled to implement the technical transfer on how to set up the tariff for the continuous discussion, not as a transient matter. Furthermore, regarding the facility, the study team analyzed the cause of problem on the necessary renewal and improvement of facility for the future from the different point of view with the Uzbekistan side, and proposed the point of the optimum improvement. As a result, the Uzbekistan side agreed this improvement plan and adjusted the future measures to be taken. As a result above all, the long and short term policy on the future water project management and tariff control were made clear.</p> <p>(FY 2002 Overseas Survey) A partial re-organization of sales department of Vodokanal has been implemented.</p> <p>Japanese Technical Cooperation : (FY 2001 Domestic Survey) Although it was planned from Oct.2001, it is postponed because of the terrorist acts in the USA. (FY 2002 Domestic Survey) Dispatch of the Short-term Expert of experts : Feb.~ Mar. 2001, Acceptance of trainees: two trainees ,Apr.~Mar.2002</p> <p>Benefit effects: (FY 2003 Overseas Survey) 1)The potable water tariff revision issue was solved. 2)Adoption of nonmetal piping in water plumbing was significantly increased. 3)Use of Japan-made valves for detection of leakage parts extremely eased repair works of damaged piping, and the expense required for the works was reduced.</p> <p>Situation to implement the Project: It would seem that the other aid agency or international organization commenced to realize the project based on the result of this Development Study. (FY 2002 Oversea Survey) Vodokanal had contacts with EBRD and ADB. They were interested in the situation with urban water supply. (FY 2003 Domestic Survey)(FY 2003 Oversea Survey) Of the proposed details, revision of tariff and improvement points in the method for bearing installation cost of water meters have been already put into action and improvement of management has been encouraged. On the other hand, as for facilities, a loan from EBRD (European Bank for Reconstruction and Development) for urgent rehabilitation of facilities amounting to 13.5 million dollars is has been applied for.</p> <p>(FY 2004 Domestic Survey) Based on the result of this study, subsequent F/S is in progress as a next step for priority projects within the master plan prepared with the focus to improve the management of water service entity and to maintain water supply facilities (JICA Development Studies: in progress from July, 2003). Project Name: JICA project "The Study on Water Supply System Improvement in Tashkent, Republic of Uzbekistan", (1) Funding Party: JICA, (2) Amount: FY 2003: 1 million YEN. Under contract negotiation for FY 2004, (3) Content: Development Study, (4) Japanese Technical Corporation: Accepting trainee from several countries, such as Uzbekistan and Kazakhstan, (5) Benefit: Because the project is in progress, benefits have not been evaluated.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2005 Overseas Survey) Subsequent Studies "Tashkent Water Supply Service Facilities Improvement Project" On April, 2004, Khokimiyat in Tashkent and EBRD concluded a contract of this project. Implementation period is scheduled from 2004 to 2007, which EBRD will allot a budget for equipment purchase, replacement of low market rate pumps in three water supply facilities, and construction of new pump-facilities and water supply management facilities. The project will implement design and reconstruction of the sluice facilities, which will establish a new pumps and water pipes at 3-d above water level. Funding party: 10 million USD Implementing body: SUVSOZ Technical Corporation Training: 4 experts from SUVSOZ has taken part in JICA hosted training courses from 2001 to date. Dispatch of Experts: Study conducted on pricing mechanism by a JICA consultant in SUVSOZ from December 2001 - March 2002 Other Technical Corporation: (1) In 2002, JICA Uzbekistan Office alienated 4 computers (Pentium 3) to SUVSOZ, which is not used in other department of the Trust. (2) In November, 2004, JICA study team has purchased 2 ultrasonic flow metre, "Vzlyot", to measure the consumption volume of SUVSOZ pipelines. Benefits: (1) Proposed improvements in management system and tariffs, which JICA consultant had prepared, are referred in the essential activities of SUVSOZ. Adjustment of drinking water, which was lowered to net cost, has made a settlement of internal public subsidy. (2) Non-metal pipes, especially polyethylene pipes, are widely used. (3) Gradually introducing uniforms for the Trust staffs, uniforms with a Trust's logo are introduced for emergency service and sewage staffs. (4) Reorganisation of "Water Sale" department was partly conducted establishing department for each district for marketing, which water charges are collected by locals taking an opportunity and saving of water is recommended through media. (5) Positively introducing local water management equipment to allowing self-report. (6) Using Japanese equipment to check water leakage, which accomplished sharp decline in manpower and costs for damaged water-pipe eradication. (7) Ultrasonic flow meter made possible to analyse amount of water supply and amount of water utilisation facility.</p>	

STUDY SUMMARY SHEET

(M/P)

CAS UZB/S 101/03

1. COUNTRY	Uzbekistan		
2. NAME OF STUDY	The study on the Restructuring of Health and Medical System in Republic of Uzbekistan		
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	Ministry of Health	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	System Science Consultants Inc.		
7. STUDY PERIOD	Nov.2002 ~ Oct.2003 11month(s) ~		
8. SITE OR AREA	Nation wide (6 regional baseline survey areas)		
9. MAJOR PROPOSED PROJECT(S)			
1. Strengthening of medical services in rural district level medical services system. 2. Strengthening of object level medical services system. 3. Strengthening of health financing. 4. Establishment of health insurance system 5. Improvement of blood transfusion system 6. Establishment of health information system			

保健医療システム改善計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2004 Overseas Survey)</p> <p>Ministry of Health send second application for conducting study at the regional level, the purpose of study is to create the comprehensive regional model of improving health services at district and regional level including all priority directions proposed at M/P. There is expectation that study will be conducted in Navoi region of Uzbekistan. Navoi has many problems at district and regional level in terms of structure and efficiency of health care services. The region has already received some Grant aid equipment in the past, there is a hope that a new study will help to consolidate structures and services for building a new model of regional health care, which is also provide better quality services.</p> <p>(FY 2005 Domestic Survey)</p> <p>Subsequent study: Navoi medical service improvement plan (Development study)</p> <p>Implementing period: December 2005- March 2007 (planned)</p> <p>Implementing body: JICA</p> <p>Objectives: To investigate the status quo of the medical facilities from the 1st level to the 3rd level, to collect and analyse data of hospital management, and to clarify the role/function of the 3rd medical services based on its geographical characteristics with large-scale soil and the disease structure in planning medical services focusing on the purpose of 3rd medical services. In addition, the most adequate plan will be selected to prepare a detailed plan.</p> <p>Situation: S/W was signed on July 2005. Study is in preparation.</p>	

STUDY SUMMARY SHEET

(F/S)

ASO ETM/S 305/00

1. COUNTRY	East Timor		
2. NAME OF STUDY	The Study on Urgent Rehabilitation Plan in the East Timor		
3. SECTOR	Public Utilities / (Public Utilities in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	United Nations Transitional Administration in East Timor(UNTAET)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI) Nippon Koei Co., Ltd. Yachiyo Engineering Co., Ltd.		
7. STUDY PERIOD	Feb.2000 ~ Aug.2000 6month(s) ~		
8. SITE OR AREA	East Timor except 3 districts of Ambeno, Bobonaro and Covalima		
9. MAJOR PROPOSED PROJECT(S)			
1) Implementation Plan of 3 Years Urgent Rehabilitation for Road Sector 2) Implementation Plan of 3 Years Urgent Rehabilitation Port Sector 3) Implementation Plan of 3 Years Urgent Rehabilitation Power Sector 4) Implementation Plan of 3 Years Urgent Rehabilitation Irrigation Sector			

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (FY 2001 Domenstic Survey) 1) The Transitional Government appreciates that the Infrastructure projects have been implemented successfully and efficiently executed. 2) Inadequate funding is available in CFFT Budget to adequately meet optimum routine and periodic maintenance activities. Current and proposed budgets only provide sufficient funds for basic operation and maintenance of the respective networks. 3) The rate of recruitment and training of local staff to both salary and wages positions is too slow and must be achieved on target. 4) More bilateral TA grants are required in the short term to assist in the training and capacity building of maintenance sections to accelerate the transfer of knowledge/skills. 5) Focus should be placed on funding projects that are economically justified and also decrease recurrent costs for East Timor. 6) Focus to be placed on developing infrastructure projects that are affordable sustainable. 7) Appropriate infrastructure be provided to encourage development of East Timor with particular reference to the development of commercial agricultural enterprises. 8) Introduce a broader education scheme to explain to the community at large the benefits and advantages of payment by users of consumed energy, water etc. 1. Road sector (FY 2003 Overseas Survey) 1) UNDP: US\$ 4,913,000. Repair work of the road between the Dili-Aileu-Aitoto-Ainaro-Cassa sections were implemented by UNDP and UNOPS under the urgent rehabilitation grant aid. In addition, the Study on Road and Bridge Repair Work Plan between the Dili-Cassa-Suai sections are currently in progress under a grant aid for general projects. 2) JICA : B/D The "Study on Road and Bridge Repair Work Plan" effective in FY2004 2. Harbor sector (FY 2003 Overseas Survey) Fender beam and navigational aids for Dili Harbor UNDP US\$ 2,760,000 , Dili Harbor Container Yard UNDP US\$ 2,563,000 Under an urgent rehabilitation grant aid project, rehabilitation of lighthouses and navigation lamps and repair works of pier fenders were implemented by UNDP and UNOPS by FY2002. Rehabilitation of the East Side Container Yard has been already improved by ARB in 2002 under the TFET funds. In addition, rehabilitation of the West Side Container Yard will be completed within FY2003 under the urgent grant aid. 3. Electric power sector (FY 2003 Overseas Survey) 1) 13 power stations in rural areas UNDP US\$ 2,483,000, Dili Comoro Power Station US\$ 4,317,000, Recovery of 13 power stations in local cities and rehabilitation of the Comoro Power Station in Capital Dili were implemented by UNDP and UNOPS under an emergency fund assistance project. In addition, the Distribution Network Rehabilitation Project in Dili City and the Electric Power Rehabilitation Project for Power Plants are currently in progress under the general grant aid. 2) Next stage study: B/D Effective 2003, Fund raising: November 13, 2003 E/N 4. Agricultural sector (FY 2003 Overseas Survey) RAKURO irrigation (1) US\$ 3,341,000, RAKURO irrigation (2) US\$ 5,762,000, The repair works for the RAKURO Irrigation System has completed as of December 2003 under the emergency grant aid. Since the RAKURO Irrigation (1) aims for temporary securing and supply of agricultural water to the RAKURO Irrigation District, the repair works were focused on the temporary inlet channel and the temporary driving channel. However, since water for the RAKURO Irrigation (1) is taken from the RAKURO River (seasonal river) and is therefore unstable, the RAKURO irrigation (2) repair works was intended for intake from the RAKURO River (ever-flowing river) and the head works, the inlet channels and the siphons were repaired and the bank protection was improved. (FY 2004 Domestic Survey) No information to be specifically mentioned. (FY 2004 Overseas Survey) 1. Road Sector: Dili-Ainaro/Cassa road reconstruction Phase 2: Project in progress conducted with a Grant Aid (E/N 2003, B/D August 2003). Construction planned to start from October, 2004. Completion planned to be March, 2006. Supervisor: Division of Road, Bridge, and Public Work (MTCPW) 2. Port Sector: Reconstruction of carriage delivery bridge in southern side of the Port Dili. Under supervision of UNDP/UNOPS. 3. Electricity Sector: Electricity supply networks reconstruction, which is now in progress. E/N approval on in November, 2003 (Grant Aid) (FY 2005 Domestic Survey) Subsequent Study: The Basic Design of Rehabilitation of Roads and Bridges Plan Implementation period: Designing period: from March 2003, Construction period: October 2004 - March 2006 Implementing body: JICA Objectives: To improve roads between Dili and Cassa (including 1 bridge) Funding: Funding party: Yen Grant Aid E/N concluded May 17th 2004, Amount: 1,500 million JPY Progress: 60 % Subsequent Study: Construction of Mora Bridge The construction would begin in June 2006, with JICA grand aid. (FY 2005 Overseas Survey) The project for improvement of roads between Dili and Cassa Implementation period: From October 2004 Status: 95% completed The project for rehabilitation of power supply in Dili Implementation period: From May 2005 Status: 90% completed Technical cooperation project: Construction Equipment Training Program (CETRAP) The project for the capacity building for road maintenance		

STUDY SUMMARY SHEET

(F/S)

ASO ETM/S 306/00

1. COUNTRY	East Timor		
2. NAME OF STUDY	The Study on Urgent Improvement Project for Water Supply System in East Timor		
3. SECTOR	Public Utilities / Water Supply		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	United Nation Transitional Administration East Timor(UNTAET)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Tokyo Engineering Consultants Co., Ltd. Pacific Consultants International (PCI)		
7. STUDY PERIOD	Feb.2000 ~ Mar.2001 13month(s) ~		
8. SITE OR AREA	15 towns (the capital of Dili, all district capitals oecussi and three sub-district towns)		
9. MAJOR PROPOSED PROJECT(S)			
<p>The rehabilitation plan was formulated based the general idea of rehabilitation with minimal cost even though big capital investment is incurred. Accordingly, 5 general concepts were proposed such as follows; 1)Reliable transmission pipelines. 2)Adequate water treatment facilities. 3)Efficient water distribution management. 4)Reduction of disaccounted-for-water though leakage control. 5)Maximize service coverage.</p> <p>The priority schedule for the project was prepared based on the parameters such as, unserved population, condition of the water supply, contribution to socio-economic aspect, health risk to water borne-diseases, cost effectives and the status on non-JICA rehabilitation projects.</p>			

東チモール水供給システム緊急整備計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description : (FY 2001 Domestic Survey) The water supply sector, as well as other sector of public infrastructure, have various problems. To overcome these problems and to structure sustainable water supply system, recommendation suggested such as follows: 1) Establishment of organization; water supply in district towns are to be operated by government. Because of difficult to operate small water supply systems in other local communities, it was confirmed that they would be entrusted to the self-help endeavor of the concerned residents. 2) Development of human resources; all engineers and officers who were at the management of former supply authority have left. It is required to train staff for the administrative and engineering posts. 3) Development of Laws, regulations and standards; it is required to develop laws and regulations that define the under supply services during the transition to establishment of the East Timorese National Government. 4) Financial Planning; it is necessary to make the water supply service be operated without depending the government's subsidy. It is therefor, proposed initiate the tariff collection in the early stage. 5) Sustainable Water Supply Facilities; water distribution control system must be adapted into the rehabilitation plan in terms of sound management of water supply services. Finance: (FY 2002 Domestic Survey) UNOPS Construction: (FY 2002 Domestic Survey) Dili 2001-2003, 3 cities (Liquica, Manatuto, Los Palos) 2002-2003 (FY 2003 Overseas Survey) Construction progress: water supply system for Dili - completed in July 2003, water supply system for three local cities - completed in November 2002, water supply system and drainage networks in Dili - scheduled to be completed in March 2004 Technical cooperation of Japan: Acceptance of Technical Training Participants (FY 2003 Domestic Survey) May 2004 One person (technical field: leakage prevention) Future perspective: (FY 2002 Domestic Survey) Grant Aid will be offered to local 5 cities. (FY 2003 Overseas Survey) As for the Project for the Improvement Water Supply in DILI and Rural Districts, the B/D is supposed to be completed in March 2003 to July 2003 and the E/N is supposed to be signed in the next fiscal year. (FY 2003 Domestic Survey) Five local cities Grant aids are supposed to be provided Grant aids are expected to be requested for the following two projects of water distribution pipes improvement 1) Water supply facilities improvement projects in Same City and Ainaro City: Request period: FY2006, Amount: 1,107 million yen 2) Water supply facilities improvement projects in Ermera City and Maubisse City: Requested period: FY2008, Amount: 859 million yen (FY 2004 Domestic Survey) 1 Water supply system and drainage networks in Dili 1) Design: Started in September 2004. Completed in December 2004. Tender in January 2005, 2) Construction: Planned to start in February 2005. Planned to be completed in December 2006, 3) Management/Operational body after completion of design/construction: Water and Sanitation Services (WSS) 2 Subsequent Studies "Water Supply System Improvement Plan in 2 Cities: Same and Ainaro", planned to be conducted in FY 2005 (FY 2004 Overseas Survey) 1 The Project for the Improvement of Water Supply in Dili and Rural Districts 1) Target site: 5 districts/cities, 2) Progress: Design has completed in August, 2003 2 The Project for the Improvement of Water Supply in Dili 1) Funding Request: Grant Aid, E/N approved on 17th May, 2004, 2) Contents: 3 water treatment facilities, including restoration works for an aqueduct, carriage pipe, and distribution pipe, 3) Construction start date: March, 2005 (completion in December 2006) (FY 2005 Overseas Survey) Subsequent study: The study on urgent improvement of water supply system in East Timor Implementation period: February 2000 - August 2000 Implementation body: JICA Objectives: To plan and implement urgent projects To contribute to UNTAET's infrastructure rehabilitation programs Technical cooperation: Dispatch of experts: Adviser for the Directorate of Water and Sanitation Service (September 2004 - September 2005) Training program: Operation and Maintenance of Urban Water Supply Systems: (May 19 - August 10, 2003) Non-profitable waste management: (13 October - December 08, 2003) Seminar on comprehensive solid waste management: (11 May - 17 July, 2004) Operation and management of urban water supply systems (31 May - 08 August, 2004) Engineering of solid waste: (08 June - 28 August, 2004) Seminar on comprehensive solid waste management: (17 May - 9 Jul, 2005)		

STUDY SUMMARY SHEET

(Basic Study)

ASO ETM/S 502/00

1. COUNTRY	East Timor		
2. NAME OF STUDY	The Study on Urgent Establishment of Topographic Mapping in the East Timor		
3. SECTOR	Social Infrastructure / Survey & Mapping		
4. TYPE OF STUDY	Basic Study		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Agriculture Affairs Section of the United Nation Transitional Administration in East Timor	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Asia Air Survey Co., Ltd.		
7. STUDY PERIOD	Feb.2000 ~ Aug.2000 6month(s) ~		
8. SITE OR AREA	Dili City107km2, Manatutu City 50km2, Baucau City 72 km2, Liquicia City 28 km2, East Timor		
9. MAJOR PROPOSED PROJECT(S)			
Non			

東チモール緊急復興地理情報データベース作成調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2001 Domestic Survey)</p> <p>The usable topographic maps for Dili City in East Timor had basically been only the 1:25,000 scale topographic maps that were made up by BAKOSURTANAL, Indonesia in 1990's (two types of aerial photos taken in the 1980's and the 1990's). In addition, other topographic maps of larger scale had also been partly available, but those maps had been expanded and compiled from the 1:25,000 scale topographic maps.</p> <p>Therefore, the accuracy of these topographic maps was the same as that of the 1:25,000 scale maps, and the information contained in those maps was that obtained in the middle of the 1980's and early in the 1990's. The topographic maps available for the Dili City and its environs have already been inadequate at present because of large changes in the land use and road conditions.</p> <p>One of the important objectives for creation of the 1:2,000 scale topographic maps and GIS data in this Study was that those maps should be prepared as soon as possible for use as basic materials to promote the reconstruction of urban facilities in Dili City which is about start and to solve the problems that the Dili City, the largest city in East Timor has.</p> <p>However, the existing materials necessary for creation of digital topographic maps, especially GIS data had mostly been lost since the dispute in September 1999 and usable existing materials were not available. Thus, the Study Team had to collect various types of information necessary for creation of digital topographic maps and GIS data through field verification.</p> <p>As Described above, there were many difficulties in this Study for creation of digital topographic maps and GIS data in terms of the required time and its contents compared with the works for other ordinary areas. It is also anticipated that those topographic maps and GIS data will readily be subject to secular changes as the reconstruction of Dili City is making progress.</p> <p>However, it was expected that the created digital topographic maps and GIS data would be effectively used as the basic materials for the reconstruction of the urban facilities and solution of various problems in Dili City and its environs.</p> <p>(FY 2003 Overseas Survey)</p> <p>The geographic information provided in February 2003 had been taken over from UNTAET to the Ministry of Agriculture (Cadastre). However, the provided geographic information had not been used in the Ministry of Agriculture at all due to shortage of manpower and lack of ability. With transfer of the geographic information from the Ministry of Agriculture to the Ministry of Land and Property accompanying the ministry reform enforced in August, the geographic information came to be utilized by staff in the Ministry of Land and Property effectively for various purposes at present including compilation of database of land registration information.</p> <p>(FY 2003 Domestic Survey)</p> <p>We have been receiving inquiries since the completion of the study from various quarters such as the United States, NGOs and Japan Self-Defense Forces on how to obtain the topographical map, which is a deliverable of this study. The fact proved that the map has been effectively utilized.</p> <p>(FY 2004 Overseas Survey)</p> <p>No information to be specifically mentioned.</p> <p>(FY 2005 Overseas Survey)</p> <p>Technical Cooperation:</p> <p>Training: Planning and management of national mapping and surveying, October 2005 to July 2006 1 personnel.</p>	

STUDY SUMMARY SHEET

(M/P)

ASO ETM/A 101/03

1. COUNTRY	East Timor		
2. NAME OF STUDY	The Study on Integrated Agricultural Development of East Timor		
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)	Sanyu Consultants Inc.		
7. STUDY PERIOD	Mar.2000 ~ Jul.2003 40month(s) ~		
8. SITE OR AREA	Cover 13 districts in East Timor		
9. MAJOR PROPOSED PROJECT(S)			
<p>There are several major components of each sector are itemized below and flow of plan formulation of integrated agricultural development plan.</p> <ol style="list-style-type: none"> 1. Agricultural Development Project <ol style="list-style-type: none"> 1) Agricultural Production (Rice Promotion) 2) Consolidation of Agricultural infrastructures 3) Establishment of Farm Machinery Training and Hiring Station 4) micro-Finance Plan 5) Marketing Plan 6) Farmers Organization and Capacity Building 2. Livestock Development <ol style="list-style-type: none"> 1) District -level Development Plan 2) Collaborative Program Implementation 3) Micro-Finance Plan 4) Marketing Plan 5) Capacity Building 6) Research and Development 3. Forest Development <ol style="list-style-type: none"> 1) Forest Rehabilitation and Production Plan 2) Production of Fuel Food 3) Production of Timber wood 4) Production of Candle-nut oil 5) Preparation of Forest Law, regulation , Rule and Required Data 6) Institutional Development and Capacity Building 4. Fishery Development <ol style="list-style-type: none"> 1) Development Demand Analysis 2) Boat Building Project Phase 3 3) Fishing Gears Improvement Project 4) Fishing Landing Survey 5) Project for Small-Scale Fishery Enterprise 6) Baseline Survey for Commercial Based Fishery management 			

東チモール農林水産業開発計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2004 Domestic Survey)</p> <p>The development plan prepared in the study has been utilized as a basement data for the National Development Plan, prepared at the time of the independence in May 2003. In Timor-Leste, almost all of government publication and statistics data have been scattered. Thus the development plan, a comprehensive report in agriculture, forestry, and fishery prepared in this study, has been utilized not only by government authorities but by related donors and NGOs as well.</p> <p>Along with the study, Lacro irrigation area has completed its repair works in December 2003, which all of 660 ha area has been irrigated in rainy season. The pilot project has completed its mission along with the study. Irrigation association established by the study team has continued to lend cultivation equipment and loan for a rent.</p> <p>(FY 2004 Overseas Survey)</p> <p>Based on the study, sustainable development of agricultural production, poverty reduction, community development, environment, agriculture, and capacity building have been considered to be a priority issue. The Ministry of Agriculture, Fishery, and Forestry and JICA East Timor office are considering to jointly implementing 2 of the project from the above priorities.</p> <p>1. Agriculture Rice Promotion Project in Manatuto: The objective of the project is to improve the productivity to ease irrigation fee. This project is planned to be conducted for 3 years with a participation from the community.</p> <p>2. Community-Based Watershed Management Project: The objective of the project is to develop a new community based approach using traditional local management and operational methods.</p> <p>(FY 2005 Domestic Survey)</p> <p>No information to be specifically mentioned.</p> <p>(FY 2005 Overseas Survey)</p> <p>CARE International have conducted survey on domestic rice market and distribution from 2003 to 2004. Objective of the study is to prepare a proposal in order to assist in marketing local rice and producers.</p> <p>Subsequent project: Manatuto Irrigation and Rice Cultivation Project</p> <p>Implementing period: June 2005-June 2008</p> <p>Objective: To increase rice productivity in target area.</p> <p>Funding:</p> <p>Funding party: Yen Loan E/N concluded in June 2005</p> <p>Benefit:</p> <p>Beneficiary: Rice farmers and water users in the Manatuto District</p> <p>Benefit:</p> <ol style="list-style-type: none"> 1) Income increase 2) Adoption of rice production and O/M irrigation scheme in other areas of Timor-Leste. 3) Improvement in rice productivity by efficient operation of the Lacro irrigation plan. 4) Lacro irrigation plan has been operated by WUA. <p>Technical cooperation:</p> <p>Dispatch of experts: 4 personnel</p> <p>Training (course title, period, participant):</p> <p>Seminar on Coastal Fisheries Management: 22 August-29 September 2002: MAFF</p> <p>GIS Technology for Sustainable Management of National Resources and Agricultural Products: 12 August-15 September 2002: MAFF</p> <p>Irrigation, Drainage and Rural Development Course: 11 February-21 November 2003: MAFF</p> <p>Seminar on Introduction to Japan's ODA and JICA's Activities: 4 December-13 December 2002: MAFF</p> <p>Agriculture: 26 June-30 August 2002: MAFF</p>	