

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Sep.1995

Revised Mar.2008

OCE COK/S 202/94

<b>1. COUNTRY</b>	Cook Islands		
<b>2. NAME OF STUDY</b>	Additional Study on Coastal Protection and Port Improvement		
<b>3. SECTOR</b>	Transportation	/ Port	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Economical Planning	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	To formulate a coastal protection plan and port improvement plan: 1)Review and revision of M/P, focusing on a protection from hurricane at the northern coast of Ralotonga Island; and 2)Review of a short-term protection plan elaborated by the government of Cook Islands.		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International The Overseas Coastal Area Development Institute		
<b>8. STUDY PERIOD</b>	Sep.1993 ~ Sep.1994 12month(s) ~		
<b>9. SITE OR AREA</b>	Coastline of Rarotonga Is. 13.5km long, population 18,000, 9,000live on the island.		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>&lt;M/P&gt;</p> <p>1) Protection of important infrastructures, and domestic and international commercial properties from hurricanes.                  2) Adoption of design wave for a centry probability.                  3) Conservation of tourist beaches for future benefit and the tourist industry.                  4) Preservation of natural coastal scenary and protection of deterioration of coastal environment.</p> <p>&lt;F/S&gt;</p> <p>1) Health Department Sea bank protection (600 m)                  2) Beachcomber Off-shore bank (500 m), sea bank protection (500 m)                  3) Banana Court Marina for pleasure boats                  4) Westpac Bank Off-shore bank (800 m), sea bank protection (800 m)                  5) TPP Fuel Depot Off-shore bank (1,400 m), sea bank protection (1,400 m)                  6) Parliament Bldg. Sea bank protection(1,800 m)                  7) Airport Runway Off-shore bank (600 m), sea bank protection(500 m)                  8) Avatiu Port West break water (200 m), East break water (200 m)</p>		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

\*Refer to "Coastal Protection and Port Improvement (M/P+F/S 1992)".

Results of the Additional Study:  
 It suggests implementing the protection project covering the important facilities only, instead of the whole northern coast.

Detail:  
 (FY 1994 Domestic Survey)  
 It is unknown how the Government of the Cook Islands will implement the project.

(FY 1997 Domestic Survey)  
 There is no plan for implementation of the project so far.

(FY 1997 Overseas Survey)  
 A private consulting firm has constructed wave dissipating free flow breakwater named Coped Max as an experiment.  
 After this, the government of Cook Islands has constructed above mentioned breakwater at the edge of the runway for the length of 100 m. The installation of the breakwater seems to be useful as the site had less damage from the hurricane compared to the site where there is no breakwater.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Mar.1990

Revised Mar.2008

OCE FJI/A 501/78

<b>1. COUNTRY</b>	Republic of the Fiji Islands		
<b>2. NAME OF STUDY</b>	Analytical Survey of Coconut Forests in Taveuni Island		
<b>3. SECTOR</b>	Forestry	/ Forestry & Forest Conservation	<b>4. TYPE OF STUDY</b> Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	DAFF Fijian Forest Department	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	To improve coconut plam plantation utilization and to establish the inventory method of the plantation.		
<b>7. CONSULTANT(S)</b>	Japan Forest Technical Association KOKUSAI KOGYO CO., LTD. Asia Air Survey Co., Ltd.		
<b>8. STUDY PERIOD</b>	Jul.1977 ~ Mar.1978 8month(s) ~		
<b>9. SITE OR AREA</b>	An area of 100 sq.km in and around coconut stands in Taveuni Island		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>For the purpose of exploiting coconut stands, a forest survey was conducted and its results were analyzed. As a result, a survey manual for coconut stands was presented containing following components: 1) Survey by sample tree method to prepare a tree volume table; 2) Survey by sample tree method to prepare photo stand volume table; and 3) Preparation of standard interpretation cards.</p> <p>Utilization plan of coconut palm plantation was formulated through grabbing the growing stock and the wood increment using the aeral photos.</p> <p>The total growing stock is estimated as 750,000 cu.m. The felling plan and the extraction plan are prepared with the assumption of rotation age of 50 years. Applying sustainable feeling system, some 20,000 cu.m of annually felled volume is estimated. By means of transportation, log yard should be established while the existing roads and harbours are enough for it.</p> <p>To contribute to the planning of such as utilization plan, "Manual for Forest Survey on Coconut Palm Plantation" was formulated.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

The survey manual is used by the authorities concerned.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)

No additional information.

(FY1995 Overseas Survey)

The follow-up study is impossible due to the lack of the related materials.

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Mar.1990

Revised Mar.2008

**OCE FJI/A 502/82**

<b>1. COUNTRY</b>	Republic of the Fiji Islands		
<b>2. NAME OF STUDY</b>	The Survey for Forest Development in Fiji		
<b>3. SECTOR</b>	Forestry	/ Forestry & Forest Conservation	<b>4. TYPE OF STUDY</b> Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Fijian Forest Department	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	To establish the measurement method of forest resources, and prepare the basic materials for formulation of working plans.		
<b>7. CONSULTANT(S)</b>	Japan Forest Technical Association		
<b>8. STUDY PERIOD</b>	Jul.1980 ~ Mar.1982 20month(s) ~		
<b>9. SITE OR AREA</b>	An area of 18.7 sq.km in Koroutari district Nua Levu Island		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>The basic materials for the following issues were prepared based on the investigation on natural conditions, especially soil condition. The principles and methods were proposed.</p> <ol style="list-style-type: none"> <li>1) Inventory method of wood resources.</li> <li>2) Criteria on evaluation of forest productivity using the combination of two factors: species and site conditions.</li> <li>3) Preparation of Forest Productivity Map on the basis of the said criteria.</li> <li>4) Preparation of Suitable Species Map with the use of Forest Productivity Map.</li> <li>5) As to the area in Koroutari District, based on the results of the analysis on pine plantations, it was recommended that the authorities concerned must establish a forest management plans.</li> <li>6) As to the area in Nukurna District, based on the results of the analysis on broad-leaves forests and its productivity, it was recommended to conduct a productivity survey for re-afforestation project in broad-leaves forest near future using the reference materials and the study method in this study.</li> </ol>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

## Utilization of the Study:

As to the pine plantation in Koroutari District, the stand density control diagram presented on this study has been utilized for forest planning.

As to Nukurna District, the results of this study have been utilized for forest planning.

Expansion for other districts has delayed due to a lack of basic data, personnel, and the fund.

## (FY 1997 Overseas Survey)

The study was utilized for privatization of the Fiji Pine Ltd. in 1991.

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Mar.1990

Revised Mar.2008

**OCE FJI/A 503/87**

<b>1. COUNTRY</b>	Republic of the Fiji Islands		
<b>2. NAME OF STUDY</b>	Fisheries Resources Survey in Fiji and Tuvalu		
<b>3. SECTOR</b>	Fishery	/ Fishery	<b>4. TYPE OF STUDY</b> Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Bureau of Fishery, Ministry of Agriculture and Fishery, Fiji; Bureau of Fishery Ministry of Commerce and Natural Resources, Tuvalu	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>			
<b>7. CONSULTANT(S)</b>	Hohsui Corporation		
<b>8. STUDY PERIOD</b>	Jul.1983 ~ Jun.1986 35month(s) ~		
<b>9. SITE OR AREA</b>	In the water basin within 200nautical miles of Fiji and Tuvalu		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Both Government of Fiji and Tuvalu requested the development of fishing method to explore marine resources and development of unutilized resources in the surrounding water. Upon this request, Japanese Government conducted the development of fishing places of pelagic fish by pole and line fishing, trolling line, and drift gillnet and resources survey including development of demersal fish resources by bottom line.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

## Utilization of the Study:

(FY 1995 Overseas Survey)

The findings of the study have been utilized to prepare for the management guideline. And it is proposed to set up a resource management unit.

## Effect:

Following the result of the study, Governments of Fiji and Tuvalu promoted the bottom line fishing method to fishermen who were taking the traditional fishing method, and gave them assistance.

The use of this fishing method contributes to the development of fisheries in both countries, by enabling the exports of long tail bream to Hawaii and U.S. mainland.



# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Jul.1996

Revised Mar.2008

OCE FJI/S 201/95

<b>1. COUNTRY</b>	Republic of the Fiji Islands																		
<b>2. NAME OF STUDY</b>	North Viti Levu Groundwater Development Project																		
<b>3. SECTOR</b>	Social Infrastructure	/ Water Resources Development	<b>4. TYPE OF STUDY</b> M/P+F/S																
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Bureau of Mineral resources																	
	<b>PRESENT COUNTERPART AGENCY</b>																		
<b>6. OBJECTIVES OF THE STUDY</b>	Elaboration of Ground Water Development Project for the purpose of service water supply and evaluating the existing ground water.																		
<b>7. CONSULTANT(S)</b>	Nippon Koei Co., Ltd.																		
<b>8. STUDY PERIOD</b>	Jun.1993 ~ May.1995 23month(s) ~																		
<b>9. SITE OR AREA</b>	9 villages in the northern part of Viti-Levu island																		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Water Supply Project for 9 villages in the northern part of Viti-Lebu island was elaborated. Water supply for 3 villages as follows was proposed as preferred project.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Village</th> <th style="text-align: left;">Serviced population (2011)</th> <th style="text-align: left;">Planned volume of water (m3/day)</th> <th style="text-align: left;">note</th> </tr> </thead> <tbody> <tr> <td>1) Vutuni Creek</td> <td>314</td> <td>60</td> <td>new</td> </tr> <tr> <td>2) Vatuyaka</td> <td>561</td> <td>108</td> <td>Extension of existing system</td> </tr> <tr> <td>3) Rabulu</td> <td>930</td> <td>180</td> <td>Extension of existing system</td> </tr> </tbody> </table>			Village	Serviced population (2011)	Planned volume of water (m3/day)	note	1) Vutuni Creek	314	60	new	2) Vatuyaka	561	108	Extension of existing system	3) Rabulu	930	180	Extension of existing system
Village	Serviced population (2011)	Planned volume of water (m3/day)	note																
1) Vutuni Creek	314	60	new																
2) Vatuyaka	561	108	Extension of existing system																
3) Rabulu	930	180	Extension of existing system																

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<b>Description :</b>		
(FY 1996 Overseas Survey)		
(1)Vutuni Creek No major progress has been made. Funding for the implementation seems to be the major problem at present as bulk of government resources has been directed at other areas.		
(2)Vatuyaka The scheme will involve connecting the borehole to the existing supply and extending the supply to include more consumers in the area. The project implementation will come after the completion of Vanua Levu project.		
(3)Rabulu The water source has been sold to a private company for the packaging of mineral water for export.		
Situation:		
(FY 1996 Overseas Survey) Technical transfer was the major output from the project. The equipment and expertise learnt is being used at present for the groundwater development project, which is being implemented with funds from the French Government in Vanua Levu, the second of the two largest islands. Because the implementation of this project is considered urgent, it is given high priority, which is one of reasons for the delay of the proposed project. The Vanua Levu project will be undertaken for another year. A request to continue similar work elsewhere in Fiji was also submitted. Vanua Levu was identified as the next needy area. Southwest Viti Levu is also in similar category.		
(FY 1997 Overseas Survey) Many other areas also need similar studies.		
(FY 1998 Domestic Survey) Since Japanese grant aid assistance is not applied for Fiji, it is planned to implement the proposed projects with their own fund. It seems that other donors have not conducted subsequent studies.		
Related projects:		
(FY 1998 Domestic Survey) This study is about water supply project for villages in the northern part of Viti-Lebu. M/P study on water supply in urban area is being conducted with their own fund.		
Viti-Levu island Water Supply Project (FY 1997 Overseas Survey)		
Subsequent study: 1997~2000 M/P		
*Contents of the study Review of JICA study, review of water demand / service and draw up M/P for whole region. JICA proposal was for selected smaller communities. The new project tries to address the whole region. Implementing organization / Public Works Department Consulting Company / Private Consultants		
Finance: Government budget (estimate) 1.5mil.		
*Contents Upgrade regional water supply and extend supply		
Construction: 1997~2000 Partly upgraded and extended by the end of 1997.		
Related Project: (FY 1997 Overseas Survey) "Vanua Levu Groundwater development"		
Finance: \$F 0.75mil. French Government		
(FY 2005 Domestic Survey) No information to be specifically mentioned.		
(FY 2005 Overseas Survey) Vutuni and Vatuyaka bowling sites are not included in the village development plan, though they are included in the water pipe network plan. Although Rabulu site had a capacity enough to supply Rabulu city, all of the works has been shelved since the site has been acquired by Fiji Waters Limited.		

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# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Dec.1999

Revised Mar.2008

OCE FJI/S 215/98

<b>1. COUNTRY</b>	Republic of the Fiji Islands		
<b>2. NAME OF STUDY</b>	Watershed Management and Flood Control for Four Major Viti Levu Rivers		
<b>3. SECTOR</b>	Social Infrastructure	/ River & Erosion Control	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Agriculture, Fisheries and Forests	
	<b>PRESENT COUNTERPART AGENCY</b>	Ministry of Agriculture, Sugar and Land Resettlement	
<b>6. OBJECTIVES OF THE STUDY</b>	To formulate a M/P for the watershed management and flood control of Rewa, Sigatoka, Nadi and Ba rivers in Viti Levu Island aiming at the target year of 2015.		
<b>7. CONSULTANT(S)</b>	Yachiyo Engineering Co., Ltd.		
<b>8. STUDY PERIOD</b>	Aug.1996 ~ Oct.1998 26month(s) ~		
<b>9. SITE OR AREA</b>	<M/P> Viti Levu Island(Rewa, Sigatoka, Nadi and Ba watershed) <F/S> Nadi River		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>&lt;M/P&gt; Target year: 2015 Total area: 6,000km<sup>2</sup> Total population: 210,000</p> <p>1.Structural Measures: Dike(Rewa, Ba), Diversion and short cut(Nadi)</p> <p>2.Non-structural Measures: Improvement of land use regulation  Flood forecasting, alarming and evacuation  Soil erosion control  Afforestation  Institutional Improvement</p> <p>&lt;F/S&gt;  Nadi diversion channel and short cut channel</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting  Delayed or Suspended  Discontinued or Cancelled
<p><b>Description :</b></p> <p>(FY 1999 Domestic Survey)  Fiji government has submitted the Implementation Program(I/P) to Japan in April, 1999. However, no reply has been made.</p> <p>(FY 2002 Domestic Survey)  1.Constraints: policy change- project's priority within the development plan has been shifted.Ministry of Agriculture, Fisheries and Forests primarily focuses on drainage and agricultural development, being in charge of dredging work at the estuary region, became C/P of this project. Altogether, the Ministry has no experience of disaster prevention, and the proposed project by F/S was targeted for urban water control. Considering this, the Ministry seems to give lower priority</p> <p>2.The prospects: more than 5 yrs is needed for project implementation. At the end of the Study, Ministry of National Planning, City of Nandi, and Fiji Tourism Association of were enthusiastic about its implementation. However, situations changed afterwards. In May, 2000, armed gunmen seized the Parliament, blaming the political superiority for indigenous Fijians. The administration which took office by the General elections of 2001, is currently under deliberation against a sentence to the effect that the formation of a Cabinet is unconstitutional. Political chaos continues. Accordingly, it is necessary to postpone its implementation pending a more stable political situation.</p> <p>(FY 2002 Overseas Survey)  The higher priority had been on other development plans. It would take more than 5 years to implement the proposed projects.</p> <p>(FY 2003 Domestic Survey)  When the development studies were completed, Ministry of National Planning, Nadi City, Fiji Travel Association were keen on implementation of the project. As a result of the general election held in May 1999, the prime minister of Indian decent took office for the first time in its history and the constitution was revised to permit representatives of Indian decent to occupy a half of the legislative seats and thus the political system turned to the advantage of Indian decent. Nandi City and Fiji Travel Association intended to positively promote the implementation of the project at the time when the bureaucratic organization settles in the new system after the general election. However, in May 2000, the congress was occupied by an armed group who advocates political precedence and the later established interim government was determined to be unconstitutional. Furthermore, the administration born by the general election in 2001 was also accused to be unconstitutional and the justice is on trial at the supreme court. Thus, the political system of Fiji is in a chaotic situation. Therefore, the implementation of the project needs stabilization of politics. On the other hand, the Ministry of Agriculture, Fisheries and Forests of Republic of Fiji, who basically places its nucleus on irrigation and agricultural development, became the agency in charge of the project because it was the implementation agency of dredging at estuaries. Thus, because the ministry has no experience in disaster prevention projects and the project proposed in the feasibility study is an urban-type water control project for Nandi City, it is probable that the priority of the project in the Ministry of Agriculture, Fisheries and Forests of Republic of Fiji has been lowered.</p> <p>Impediments:  (FY 2003 Overseas Survey)  The priority in the government policy shifted to education and health care.  The project does not satisfy the needs because while the flood control policy has been mentioned in the study, the study lack proposal of measures against anti-drought measures, and thus it does not meet the country's needs.</p>		

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# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Dec.1999

Revised Mar.2008

**OCE FJI/S 503/98**

<b>1. COUNTRY</b>	Republic of the Fiji Islands		
<b>2. NAME OF STUDY</b>	The Preparation of Nautical Charts in the Northern Lau Islands Region		
<b>3. SECTOR</b>	Social Infrastructure / Survey & Mapping		<b>4. TYPE OF STUDY</b> Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Hydrographic Office, Marine Department, Ministry of Infrastructure, Public Works and Transport, Republic of Fiji.	
	<b>PRESENT COUNTERPART AGENCY</b>	Hydrographic Office, Marine Department, Ministry of Communication, Works and Energy, Republic of the Fiji Islands (since Aug. 1998).	
<b>6. OBJECTIVES OF THE STUDY</b>	1) To prepare three Fiji nautical charts, Nos. F52, F53, and F54, each on the scale of 1/150,000, covering the Northern Lau Islands region; 2) To report the recommendation for improvement of operation and management system of hydrographic surveying and nautical charting in Fiji; and 3) To carry out technology transfer through the implementation of the Study with a view to enabling the Fiji counterpart personnel to improve their technique in hydrographic surveying and nautical charting.		
<b>7. CONSULTANT(S)</b>	Aero Asahi Corporation Asia Air Survey Co., Ltd.		
<b>8. STUDY PERIOD</b>	Nov.1994 ~ Mar.1999      52month(s) ~		
<b>9. SITE OR AREA</b>	Suva city, and the sea and coastal areas in the Northern Lau Islands region.		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Recommendations for the improvement of operation and management system of hydrographic surveying and nautical charting in Fiji:</p> <p>(1) Organization and staffing of the Fiji Hydrographic Office: Recommendations were made to improve the organization and staffing of the Fiji Hydrographic Office for its more effective functioning, such as to increase one more senior hydrographer's post; to upgrade the levels of technical officers in the Cartographic Section to those equivalent in the Hydrographic Section, etc.</p> <p>(2) Improvement of executing work and services of the Fiji Hydrographic Office: Recommendations were made to prepare medium/long-term chart publication plans; to publish charts for short-term needs; to publish reference charts of the small harbors where survey results are available, etc.</p> <p>(3) Provision of equipment: Recommendations were made to provide the Fiji Hydrographic Office with modern survey equipment for more effective and precise hydrographic surveying and nautical charting, such as DGPS for navigation and large-scale survey, software and computer for survey data logging and processing, portable type narrow multi beam echo-sounder, co-ordinategraph and software for construction of nautical charts, etc.</p> <p>(4) Overseas training: Overseas training for technical officers of the Fiji Hydrographic Office were recommended.</p> <p>(5) Survey vessel: Replacement of the existing old survey vessel by a smaller and more affordable hydrographic survey vessel of 200-500 tons carrying a survey launch onboard was recommended, such a vessel being capable of supporting hydrographic survey activities of neighboring island states.</p> <p>(6) Study on possibility of carrying out tidal current observation and tidal current prediction with a technical cooperation of a foreign government was recommended.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 1999 Domestic Survey)

1. The Fiji Nautical Charts Nos. F52, F53, and F54 produced and their 200 printed copies each furnished to the Fiji Hydrographic Office as the results of this Project are providing the navigating vessels in the region with up-to-date hydrographic information thus to contributing their safer and more economical navigation. This situation is clearly proved by the fact from the amount of sale of these charts as follows (as of 28 Dec. 1999):

Chart F52: sold since May 1996. 200 copies have been sold. Out of stock and additional 250 copies are being printed in Fiji.

Chart F53: sold since May 1997. 137 copies have been sold.

Chart F54: sold since May 1998. 67 copies have been sold.

2. Following the recommendations reported by the Project, the requests for provision of the following equipment have been submitted by the Fiji Hydrographic Office, which are currently under consideration by JICA: (1) Co-ordinategraph and associated software; (2) Portable type narrow multi beam echo-sounder.

3. As for the organization and staffing of the Fiji Hydrographic Office, improvement thereof have been partially executed in line with the recommendations concerned.

(FY 2001 Domestic Survey)

1. Provision of equipments

The Provision of co-ordinategraph and associated software and portable type narrow multi beam echo-sounder was determined. These equipments were budgeted for the fiscal year 2001 by JICA, however, it has not been implemented yet because the resubmitted budget for the equipments was over the original budget.

2. Organization and staffing of the Fiji Hydrographic Office

One more senior hydrographer's post has been set up.

3. Situation of progress

Concerning the tidal current observation and forecast, a survey for collecting information and a project formation study were implemented in Dec. 2000 and Nov. 2001 by a grant from JTCA (Japan Transport Cooperation Association). The project is currently under consideration to be implemented as a technical assistance project. Based on the study results, the Fiji Hydrographic Office submitted a request for JICA experts dispatch in tidal current observation/forecast which is currently under consideration by the Japanese government.

4. Survey vessels

The Fiji Hydrographic Office is requesting the provision of survey vessels. They comments even used 20 ton vessel can be used for coastal hydrographical survey.

5. Survey equipments provided to the Fiji Hydrographic Office

The provided survey equipments in the study are working in good condition and utilized for hydrographic survey.

(FY 2002 Domestic Survey)

The Project of development of tidal observation/forecast, as follow-up cooperation of the project, will be required to accept as the wide-area project covering neighboring countries, therefore, the Govt. of Fiji appears to request for dispatch of experts and provision of equipment and facilities.

(FY 2002 Overseas Survey)

After this study, no further studies have been conducted. The hydrographic service in order to fulfill major proposed projects need assistance, but it has not been possible due to the political problems.

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Mar.1990

Revised Mar.2008

**OCE KIR/A 501/78**

<b>1. COUNTRY</b>	Kiribati		
<b>2. NAME OF STUDY</b>	Fishery Resources in the Gilbert Islands		
<b>3. SECTOR</b>	Fishery / Fishery		<b>4. TYPE OF STUDY</b> Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Bureau of Marine Resources	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>			
<b>7. CONSULTANT(S)</b>	Hohsui Corporation Universal Fisheries Inc.		
<b>8. STUDY PERIOD</b>	May.1978 ~ Nov.1978 6month(s) ~		
<b>9. SITE OR AREA</b>	Sea shore and off-shore basin between Butaritari Island and Nonouti Island in Gilbert Islands		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Taraw Island in the Gilbert Islands was the base of the study. Resource development study of Skipjack and other fish was conducted through experiment of Skipjack pole and line fishing and of fry fishing by Stick-held disp net &amp; round haul fishing in the shore and offshore of Butaritari Island and Nonouti Island.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

## Utilization of Outputs:

(FY 1997 Overseas Survey)

The results of the study had been utilized for elaboration of National Development Plan (1979~1982, 1983~1986, 1987~1990)

## Subsequent Studies:

Nov. - Dec. 1979 B/D

Oct.~Nov.1985 Fisheries Channel Survey

Consulting Company / Nippon koei

## Finance:

Based on the findings of the study, as for the Fisherly Resourcers Development around the Btaritari Island, fishing training boat (1982), fishing mother boat (1984), expansion of refrigerating facilities in Becio Port (1988) were provided and the exploitation of the unutilized fishery resources is being prepared.

## (1)Fishing Training Boat

Mar.21.1980 E/N 500 mil.yen fishing training boat

May.28.1982 E/N 500 mil.yen fishing training boat

May. 3.1983 E/N 200 mil.yen fishing training boat

## \*Contents of the project

Provision of 3 training boats.

## (2)Fishing Mother Boat

Sep.26.1984 E/N 580 mil.yen fishing mother boat

## (3)Fisheries Channel

Sep.30.1985 E/N 939 mil.yen channel development for fishing boats

Aug.26.1986 E/N189 mil.yen channel development for fishing boats

## \*Contents of the project

Construction of the Betio-Bairiki causeway and fisheries channel

Construction:1986~1987

## (4) Extension of Refrigerating

Apr.27.1988 E/N 253 mil.yen expansion of refrigerating facilities

## (5)Afterward

Nov.11.1988 E/N 130 mil.yen training of fishermen

Apr.30.1990 E/N 90 mil.yen (Outer Island Aquaculture Development)

May.14.1991 E/N 145 mil.yen (Outer Island Artisanal Fisheries Development)

Apr.10.1995 E/N 224 mil.yen (Fisheries Resources Development II)

Jun.26.1995 E/N 209 mil.yen (Fisheries Resources Development III)

## Effect:

The Governments of both countries commenced to exploit the bonito resources using the fishing training boats provided by Japanese Grant Aid, and contribute to obtain the foreign currency by exporting the catches.

## Situation:

(FY 1995 Overseas Survey)

As a result of the study a Pole and Line Fishing Company was established to exploit the wild bait fish resources.

(FY 1997 Overseas Survey)

Restoration work of vessels had been carried out in Jan~Mar.1996 financed by OECF. Three vessels provided are used not only for training but also for commercial fishing.

The fishing mother boat is currently used by the company TML for transshipment of fish for a foreign company.

The refrigerating facilities are used for storing fish. Evaluation of cold storage is necessary.



# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Aug.1995

Revised Mar.2008

OCE KIR/S 201/94

<b>1. COUNTRY</b>	Kiribati		
<b>2. NAME OF STUDY</b>	Ports Development in Kiribati		
<b>3. SECTOR</b>	Transportation	/ Port	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Transportation, Communication and Tourism	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Implementation of Feasibility Study to improve the conditions and capacity of the old Besio Port which had been left without any arrangement for a long period.		
<b>7. CONSULTANT(S)</b>	TETRA Co., Ltd.		
<b>8. STUDY PERIOD</b>	Mar.1994 ~ May.1994	2month(s)	
	Jul.1994 ~ Mar.1995	8month(s)	
<b>9. SITE OR AREA</b>	Port Besio, Tarawa Is., Kiribati		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>(1)Port Improvement Idea (up to 2005)</p> <p>For Port Besio:  Dredging/settle nautical marks  6.0m wharf (extension 80m)  Repairment of 3.0m existing wharf (extension 130m)  Set a container yard with pavement Shed (2,300sq.m)  Terminal for passengers (650sq.m)  Loading/dredging equipment  For London Wharf:  Maintenance works</p> <p>(2)Plan Within Short Period (up to 2000)</p> <p>For Port Besio:  -ditto-  -ditto-  -ditto-  Set a container yard  Shed (800sq.m)  Terminal for passengers (560sq.m)  -ditto-</p> <p>(3)Improvement Action Plan (Aug.1997-July2004)</p> <p>For Port Besio:  Dredging/settle nautical marks  - 6.0m wharf (extension 80m)  Repairment of -3.0m existing wharf (extension 120m)  Set a container yard (1,700sq.m)  Shed (800sq.m)  Administrative Office (350sq.m)  Terminal for passengers (120q.m)  Loading equipment</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting  Delayed or Suspended  Discontinued or Cancelled
<p><b>Description :</b></p> <p>F/S covers whole proposed projects of M/P.</p> <p>Subsequent Studies:  Jul.1996~Mar.1997 B/D  1996 E/N 46 mil.yen (Project for Improvement of Betio Port)</p> <p>Finace:  May.1997 E/N 2,349 mil.yen  *Contents (Project was down sized)  Wharf (extension 80m, depth 6m)  Container Yard (17,000m2)  Anchorage  Access Road (630m)  Navigation Mark (Light buoy 8, Light beacon 1)  Rehabilitation of existing port  Administration office (350m2)  Cargo storehouse (800m2)  Loading equipment (Mobil crane, Fork lift)  (FY 1998 Domestic Survey)  All proposed projects are to be implemented with the above Japan's grant aid.</p> <p>Construction:  Nov.1997 started  Mar.2001 (National Debt A)  Contractor/Dainihon Doboku co., Ltd.</p> <p>Term I 1997.6.11~1998.3.31  Term II 1998.4.1~1999.3.31  Term III 1999.4.1~2000.3.31  Term IV 2000.4.1~2001.3.31  (FY 1998 Domestic Survey)  53 % of the construction works had been completed by October 1998.</p> <p>Japanese Technical Cooperation:  (FY 1998 Domestic Survey)  Acceptance of a trainee (training course on the container pier project).</p> <p>Situation:  (FY 1997 Overseas Survey)  The issue of basic wage rate for unskilled laborers for the project is still negotiated between the contractor and Ministry of Labor, Employment and Cooperations.  The Ministry of Information, Communication &amp; Transport who is the parent Ministry for the project is actively involved in resolving the issue to complete the project successfully within the time span and budget.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P)

Compiled May.2001

Revised Mar.2008

**OCE PLW/S 119/00**

<b>1. COUNTRY</b>	Palau		
<b>2. NAME OF STUDY</b>	Development Study for Promotion of Local Economy in the Republic of Palau		
<b>3. SECTOR</b>	Development Plan	/ Integrated Regional Development Plan	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	The Office of Planning and Statistics		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	<ul style="list-style-type: none"> <li>- To formulate long-term integrated development strategies and a mid-term infrastructure improvement plan, which aim to harmonize economic development with environmental protection.</li> <li>- To conduct pre-feasibility studies for priority investment project package for priority sectors identified in the above plan.</li> <li>- To assist Palauan counterpart personnel in strengthening their planning capability through the implementation of the Study.</li> </ul>		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Feb.2000	~ Aug.2000	6month(s)
<b>9. SITE OR AREA</b>	M/P: All over the nation excluding Hatohebei and Sonsorol Islands. F/S: Tourism Development Plan: Peleliu Island Solid Waste Management Program: Koror and Babeldaob Islands.		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	M/P: Agriculture: Improvement of Plant Nursery, Establishment of Hygiene Slaughterhouse, Emergency Treatment of Fruit Fly-Eradication and Strengthening of Quarantine Control. Fishery: Small Fishing Boat Maintenance Training, Marine Product Processing in Palau. Tourism: Ngarchelong Tourism Base Development, Kayangel Island Resort Development, Peleliu Tourism Promotion Zone Development. Environmental Management: Integrated Watershed Management. Social: Consolidation of Elementary Schools in Babeldaob Island. Urban Management: Marine Center Development. Road Transportation: Improvement of Connecting Road, National Road Rehabilitation. Air Transportation: Extension of Runway at Palau International Airport. Sea Transportation: Extension of Malakal Port. Wastewater: Sanitation Improvement Project. Waste Management: Development of a New Final Disposal Site for Koror and Babeldaob. Telecommunication: PNCC Service Improvement Program, Radio Tower Marine Safety.  F/S: Pre F/S Peleliu Tourism Development solid Waste Management Program for Koror and Babeldaob.		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 2001 Domestic Survey) New administration after the election in Oct. 2000 had decided to reduce 25% of governmental expenditure, and is implementing it. Japanese government has provided three large-economic scale of Palau.

(FY2001 Overseas Survey) The U.S. is to provide US\$ 412 million through the Compact of Free Association (COFA) but lasting by 2009.

(FY2003 Overseas Survey)

M/P:

1) Agriculture:

1-1. Projects in progress:

(i) Improvement of seedling providing facilities: The Ministry of Agriculture has launched this project with the department in charge relocated to the Nekken Farm region and is implementing it continuously. However, priority projects and fund allocation is being reviewed inside the government in light of the prospective decrease in revenues. The transfer of facilities to the Nekken Farm is expected to be completed in the middle of 2004. (ii) Extermination of fruit flies: Financing and other supports have been implemented from USDA and other US organizations for the sake of extermination measures against fruit flies and mealy bugs. In October of last year, experts were dispatched from USDA to provide training on extermination of mealy bugs. This project is expected to be continued until the extermination is completed. (iii) Strengthening of quarantine: The Palauan Congress (OEK) moved a bill to permit import of vegetables and fruits from Japan, Philippine and other countries with its quarantine system modified. At present, Palau permits import of vegetables and fruits from the United States and its territory. The bill is expected to pass at the beginning or in the middle of 2004.

1-2. Delayed projects

(i) Construction of sanitary slaughter house: It is inevitable that the current economic situation and the prospective shortage of local budgets in future (difficulties in fund raising) will hinder the progress of the project. It is expected that this program will be implemented in FY2005 at earliest as a result of the review of expenditures and priorities in fund allocation by the government and among ministries. M/P correspondence: PNCC service improvement program, radio antenna improvement and maritime safety facilities Present condition: delayed. Fund shortage resulted in the delay of the project. While PNCC intends to resume the aforementioned project, planned execution periods have not been determined at this point.

2) Tourism: Improvement of tourist bases in ARUKORON, Peleliu, Kayangel (delayed): Three tourist base improvement projects have been delayed due to the following reasons: 1) While the development needs vast expense, the financial resource of the government is insufficient. 2) The transportation and the access to those regions are extremely difficult. 3) ARUKORON remains developing with the "Compact Road" under construction. These regions are supposed to need the largest time for development in five to ten years from now on.

3) Land utilization: integrated basin management (delayed): Due to lack of revenue source, financing from donors is required. Under the current economic situation, securing of revenue source within 4-8 years from now on is difficult.

4) Sewage disposal: project for improving sanitary situation of local regions (in progress): A new sewage disposal system that purifies sewage by providing mechanical treatment will be constructed by use of aids from US organizations. The project is expected to be completed at the beginning of 2004.

5) Society: integration of elementary schools in Babeldaob Island (delayed): While Aimeliik and Ngatpang reorganized and integrated schools in FY2000, the construction of compact roads is retarding the integration of the schools. The integration is expected to be resumed after the construction of the compact roads is completed in 2006 - 2007.

6) Improvement of roads and highways (in progress): Inspection teams from Japan visited the sites in August and October and implemented an assessment and various studies on the road condition.

7) Airport: extension of international airport runways (in progress): Although the runway extension project has not been incorporated into the development program of recent years, a loan from China will be borrowed to allocate the fund to pavement of the runways and the project for rehabilitation of the mains with the objective of improving the safety within the runway. A public tender for design proposals will be invited in October with the contract conclusion expected to be announced around the beginning of December 2003. The construction is expected to be implemented around the beginning of 2004.

8) Harbor: extension of Malakal Port : (1)The grant aid was requested to the Japanese government in 2002; (2)Awaiting a response from the Ministry of Foreign Affairs of Japan

9) Urban development: Marine Center Development Project :The application was rejected by the Japanese government (refer to "Embassy of Japan-Koror", Diplomatic Note No.116/03 dated July11, 2003). Predictable problems in maintenance and management on the side of Palau were indicated.

10) Fishery: (1) Construction of small-scale fish processing plants: Procurement of additional funds is difficult. The schedule is expected to be delayed for 3 - 5 years. (2) Training of repair technology of small fishing boats: Procurement of additional funds is difficult. Fund shortage is expected to result in delay for 4 - 5 years.

F/S:

1) Projects in progress

(1) Solid waste disposal: construction of final disposal sites in Koror and Babeldaob: In November 2003, JICA's experts and a representative of Japanese Embassy visited a final disposal site in Aimeliik State. The project is waiting for the result of field analysis survey implemented by JICA and the Ministry of Foreign Affairs. (2) Tourism: Peleliu Island Tourism Development Project: Awaiting the result of the field analysis survey.

(FY 2004 Overseas Survey)

1. F/S for Palau market: 1) Content: Research and review on consumer demands for sustainability of the target area. 2) Period: July 2004

2. New Palau National Museum: 1) Funding request: Grant Aid (China) October 2001 Amount: 2.6 million USD. 2) Content: Improvement of entrance road and parking, design and construction of new Palau National Museum including other improvements.

3. Airport-Ngerikiil Connecting Road (improvement of connecting road including missing link) 1) Funding request: Grant Aid (China) Amount: 2.6 million USD. 2) Contents: Design and construction of all weather bidirectional one side two lane road with the same design standard and quality of compact road including paving, hill excavation, dam construction, pavement display, road sign, irrigation of crossing and sidewalks, guardrail construction along steep hill, and others.

4. Palau International Airport Navigational Aid Facilities and Runway Pavement Improvement (Ocerlay of Runway at Palau International Airport) 1) Funding request: ICBC June 2004 Amount June 2004. 2) Content: Project to improve existing runway by paving appropriate amount of asphalt on the surface of runway and conducting F/S for the feasibility of introducing airport navigational aid facilities to improve safety of the aircraft.

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

No information to be specifically mentioned.

# STUDY SUMMARY SHEET

## (F/S)

Compiled Mar.1990

Revised Mar.2008

OCE PNG/A 301/77

<b>1. COUNTRY</b>	Papua New Guinea								
<b>2. NAME OF STUDY</b>	Fishing Base Construction Project								
<b>3. SECTOR</b>	Fishery	/ Fishery	<b>4. TYPE OF STUDY</b> F/S						
<b>5.</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b></td> <td colspan="2"></td> </tr> <tr> <td><b>PRESENT COUNTERPART AGENCY</b></td> <td colspan="2"></td> </tr> </table>			<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			<b>PRESENT COUNTERPART AGENCY</b>		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>									
<b>PRESENT COUNTERPART AGENCY</b>									
<b>6. OBJECTIVES OF THE STUDY</b>									
<b>7. CONSULTANT(S)</b>									
<b>8. STUDY PERIOD</b>	Nov.1976 ~ Dec.1976 1month ~								
<b>9. SITE OR AREA</b>	Rabaul, Kavieng								
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Following the idea that Bonito pole and line fishing method is to be transferred to fishing based on fishing base, a fishing base will be established.</p>								

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

A follow-up study was conducted in Apr. 1977.

(FY1995 Domestic Survey)

No information available since the name of consultant in charge has been lost.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (F/S)

Compiled Mar.1991

Revised Mar.2008

OCE PNG/S 301/89

<b>1. COUNTRY</b>	Papua New Guinea		
<b>2. NAME OF STUDY</b>	Rural Telecommunication Development Plan in Papua New Guinea		
<b>3. SECTOR</b>	Communications & Broadcast / Telecommunication	<b>4. TYPE OF STUDY</b>	F/S
<b>5.</b>	The Post and Telecommunication Corporation(PTC)		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	1)Nationwide Rural Telecommunication Development Plan by year of 1997. 2)Initial Plan to selected areas which have priority.		
<b>7. CONSULTANT(S)</b>	NTT International Corporation		
<b>8. STUDY PERIOD</b>	Mar.1989	~	Nov.1989 8month(s)
<b>9. SITE OR AREA</b>	Rural areas (population 2.6million)		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	Following criteria are given to the selection of objective villages: 1)Villages with population more than 500, 2)Villages with government organization or private industries. Rural telecommunications development plan was prepared for 374 villages to where the radio telecommunications systems are applicable. The outline of the plan is as follows:  1) 738 telephone sets including pay phones will be installed in 374 villages. 2) The entire project will be divided into five phases through 1997 by giving attention to the schedule of finance and construction as well as to the establishment of a smooth operating system. 3) 75 telephone sets will be installed in 40 villages of 3 provinces during the first phase.		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

Reasons for delay or stoppage:  
 The project is considered as lower priority than the others (schools and hospital) by the Japanese Ministry of Foreign Affairs.  
 The project is unlikely to be implemented in the foreseeable future.

(FY 1995 Overseas Survey)  
 Because the development plans on communications network was changed and this project is considered not to be suitable for the PNG environment, it is unlikely that this project will be implemented.

(FY 1996 Overseas Survey)  
 It is unlikely that this project will be implemented.

(FY 1997 Overseas Survey)  
 It is unlikely that this project will be implemented.

(FY 1998 Domestic Survey)  
 It is unlikely that the request will be submitted for the time being. However, since the situation that there are no telecommunication facilities has not been improved, this project is not cancelled.

(FY 1999 Overseas Survey)  
 Technological innovation in telecommunication in 1990's has made the ten-year old project concept obsolete and irrelevant. Therefore, the project is virtually cancelled.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.



# STUDY SUMMARY SHEET

## (D/D)

Compiled Mar.1991

Revised Mar.2008

OCE PNG/S 401/89

<b>1. COUNTRY</b>	Papua New Guinea		
<b>2. NAME OF STUDY</b>	Detailed Design on Road Construction Project in Bereina-Malalaua		
<b>3. SECTOR</b>	Transportation	/ Road	<b>4. TYPE OF STUDY</b> D/D
<b>5.</b>	OIDA(DOFP) DOW		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	Road Construction.		
<b>7. CONSULTANT(S)</b>	Nippon Koei Co., Ltd. Katahira & Engineers International Pasco International Inc.		
<b>8. STUDY PERIOD</b>	Oct.1987 ~ Feb.1990 28month(s) ~		
<b>9. SITE OR AREA</b>	80km long highway between Bareina in Central Province and Malalaua in Gulf Province		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>80 km is broken down into 2 sections.</p> <p>LotI: 33.5km: Excavation &amp; embankment volume 1,570,000cu.m Bridges 3</p> <p>LotII: 47.1km: Excavation &amp; embankment volume 12,000,000cu.m Sand Mat 170,000cu.m Bridges 6</p>		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

The government is keen to develop the Transport Infrastructure as a means of Economic and Social Development.  
 An Australian consulting company conducted technical survey and B/D on crossing road construction between Bereina ~ Mararaua, from Dec.1980 to Sep.1982. As a consequence of the studies above mentioned PNG Government had requested a D/D study to Japanese Government, and this study was carried out.

**Proposed Projects:**

Bereina-Malalaua Construction of 81km-long road and nine bridges

**Subsequent Study:**

Feb.1990 D/D (JICA)

Aug.1994 The contract for E/S was signed.

(Consulting firm: Nippon Koei Co.,Ltd)

**Finance:**

19 Mar. 1991 L/A 4,691 mil.Yen (Trans-island Highway Project (I))

19 Mar. 1991 L/A 5,461 mil.Yen (Trans-island Highway Project (II))

\*Contents:Bereina-Malalaua(1)road construction (81km)

(2)bridge construction (9 bridges)

(3)consulting service

Construction Trader: COVEC (China)

Consultant: Nippon Koei

**Construction:**

Dec.1994 Scheduled to start bidding

May.1995 Commenced (scheduled to be completed in May, 2000).

(FY 1999 Overseas Survey)

Lot 1 of the highway was completed in 1999. It gives the region socio-economic benefits.

Construction of the Lot 2 is on schedule.

(FY 2000 Domestic Survey)

Lot 2 of the highway was completed in May 2000.

**Impact:**

(FY 2000 Domestic Survey)

Due to the completion of the highway, it is expected to ensure the stability of the transportation service between the Capital city, Port Moresby and the western seaside area. The completed highway is the part of the traverse road of PNG, furthermore, in case of extending this highway to the north, the comprehensive road network throughout the mainland of PNG will be completed.

**Maintenance & Operation:**

(FY 1996 Domestic Survey)

DOW is to be in charge of M&O.

**Description:**

(FY 1996 Overseas Survey)

Awaiting further studies to connect from Malalaua to Lea. The connecting Link will enable a comprehensive road network throughout the mainland of Papua New Guinea. Feasibility studies and design funds are sought.

(FY 2000 Domestic Survey)

PNG government expects JICA to conduct Feasibility Studies of the comprehensive road network throughout the mainland of PNG.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (F/S)

Compiled Mar.1993

Revised Mar.2008

**OCE PNG/S 302/91**

<b>1. COUNTRY</b>	Papua New Guinea																								
<b>2. NAME OF STUDY</b>	Tokua Airport Development Project																								
<b>3. SECTOR</b>	Transportation / Air Transportation & Airport		<b>4. TYPE OF STUDY</b> F/S																						
<b>5.</b>	Department of Civil Aviation (D.C.A.)																								
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>																									
<b>PRESENT COUNTERPART AGENCY</b>																									
<b>6. OBJECTIVES OF THE STUDY</b>	To develop Tokua Airport as the substitute of existing Rabaul Airport in order to avoid the danger of volcanic eruptions.																								
<b>7. CONSULTANT(S)</b>	Nippon Koei Co., Ltd. Pasco International Inc.																								
<b>8. STUDY PERIOD</b>	Feb.1991 ~ Mar.1992 13month(s) ~																								
<b>9. SITE OR AREA</b>	Tokua and Rabaul in East New Britain																								
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Tokua Airport Development targeting the year 2000 will be carried out to substitute the present Rabaul Airport due to the danger of volcanic eruptions. Major contents are as follows.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 20%;">Runway</td> <td>2,200m x 45m</td> </tr> <tr> <td>Runway Strip</td> <td>2,320m x 150m</td> </tr> <tr> <td>Apron</td> <td>205m x 140m</td> </tr> <tr> <td>Passenger Terminal Building</td> <td>5,000m<sup>2</sup></td> </tr> <tr> <td>Cargo Terminal Building</td> <td>360m<sup>2</sup></td> </tr> <tr> <td>Control Tower</td> <td>635m<sup>2</sup></td> </tr> <tr> <td>Administration Building</td> <td>778m<sup>2</sup></td> </tr> <tr> <td>Fuel Farm</td> <td>4,000m<sup>2</sup></td> </tr> <tr> <td>Parking Lot</td> <td>5,200m<sup>2</sup></td> </tr> <tr> <td>Operation Equipment</td> <td>VOR/DME, NDB, AMS, AFS, SALS, ATC, PAPI, etc.</td> </tr> <tr> <td>Utilities</td> <td>Electric, Water, Telephone</td> </tr> </table>			Runway	2,200m x 45m	Runway Strip	2,320m x 150m	Apron	205m x 140m	Passenger Terminal Building	5,000m <sup>2</sup>	Cargo Terminal Building	360m <sup>2</sup>	Control Tower	635m <sup>2</sup>	Administration Building	778m <sup>2</sup>	Fuel Farm	4,000m <sup>2</sup>	Parking Lot	5,200m <sup>2</sup>	Operation Equipment	VOR/DME, NDB, AMS, AFS, SALS, ATC, PAPI, etc.	Utilities	Electric, Water, Telephone
Runway	2,200m x 45m																								
Runway Strip	2,320m x 150m																								
Apron	205m x 140m																								
Passenger Terminal Building	5,000m <sup>2</sup>																								
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Control Tower	635m <sup>2</sup>																								
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Operation Equipment	VOR/DME, NDB, AMS, AFS, SALS, ATC, PAPI, etc.																								
Utilities	Electric, Water, Telephone																								

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

Subsequent Studies:  
 Aug.~Nov.1995 B/D  
 Jan.1996 E/N 60 mil.yen (Upgrading of New Rabaul Airport D/D)  
 Feb.~Sep.1996 D/D

Finance:  
 1996 E/N 2,537 mil.yen (Upgrading of New Rabaul Airport)  
 (due to the volcanic eruption that devastated Rabaul in 1994)

Construction:  
 Nov.15 1996~Mar.15 1998  
 Construction Trader:Fujita Kogyo Consultant:Nippon Koei

Components:  
 Runway extension and upgrading to cater for F28 jetliner.

(FY 1997 Domestic Survey)  
 A runway started its operation in Sep.1997. 4 flights of F28-4000 have entered service. There is no schedule for further rehabilitation so far.

(FY 1999 Overseas Survey)  
 The airport started in full operation in March 1998.

Effects/Impacts:  
 (FY 1999 Overseas Survey)  
 New Rabaul (Tokua) Airport substitutes the function of old Rabaul Airport which was abandoned in 1994 due to volcanic eruption disaster. The project is significantly contributing to rehabilitation and revitalization process of Rabaul Region.

Remaining Projects:  
 (FY 1997 Overseas Survey)  
 Phase 2 (design for airbus standard), Phase 3 (international B747 standard) have not been realized because of the lack of direction from Dept. of National Planning & Implementation. Government policy direction is required. Revision and update of M/P is necessary also.

(FY 1998 Domestic Survey)  
 F/S initially includes the construction of a substitute airport for the purpose of avoiding the risk of damage by volcanic eruption. However, Rabaul Airport was damaged by the volcanic eruption occurred in Sep. 1994. Therefore, New Rabaul (Tokua) Airport Development Project had been implemented with a grant aid assistance from Japan from Aug. 1995 to March 1998.  
 Old town of Rabaul is still buried in the volcanic ashes and the state government (East New Britain) seems to give up rehabilitating this old town of Rabaul. Since it takes further time to rehabilitate this area although the transfer of the airport has completed, it is not necessary for the time being to develop the airport for international use.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Mar.1995

Revised Mar.2008

OCE PNG/S 217/93

<b>1. COUNTRY</b>	Papua New Guinea		
<b>2. NAME OF STUDY</b>	Port Moresby Water Supply Development Plan		
<b>3. SECTOR</b>	Public Utilities	/ Water Supply	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	National Capital District Commission (NCDC)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Formulation of M/P and F/S on the water supply system, and further basic study on the immediate remedial measures.		
<b>7. CONSULTANT(S)</b>	Tokyo Engineering Consultants Co., Ltd. Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Aug.1992 ~ Mar.1994 19month(s) ~		
<b>9. SITE OR AREA</b>	National Capital District (Port Moresby)		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1)M/P</p> <p>1.1 Intake weir and mouth</p> <p>1.2 Raw water main</p> <p>1.3 Pumping station</p> <p>1.4 Expansion of Mt.Eriama plant</p> <p>1.5 New 9-mile plant</p> <p>1.6 Three service reservoirs</p> <p>1.7 Transmission and distribution pipes</p> <p>2)F/S</p> <p>2.1 Same as 1.1</p> <p>2.2 Same as 1.2</p> <p>2.3 Same as 1.3</p> <p>2.4 Same as 1.4</p> <p>2.5 Part of 1.5</p> <p>2.6 One service reservoir</p> <p>2.7 Part of 1.7</p> <p>3)B/D</p> <p>Transmission Pipe(1100mm X2.59km, 600mm X 7.19km)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<b>Description :</b>		
<p>(1)Emergency Pipeline Subsequent Studies: May.1994~Oct.1994 D/D Finance: Oct.1994 E/N 1,544 mil.yen (Port Moresby Water Supply Development Project) Construction: Dec.1994 Contract with construction trader signed (Dai Nippon Construction) Mar.1996 Completed and turned over to the City Government Operation and Maintenance: The facility is well maintained. Effect: Water supply for coastal area has increased.</p> <p>(2)Bomana Pump Station Subsequent Studies: Nov.1996-Feb.1997 Finance: Feb.2.1996 E/N 1,000 mil.yen (non-project type) Construction: Consultant JICS (FY 1999 Overseas Survey) Completed in 1998.</p> <p>(3)Water Pipeline System A part of the project proposed by F/S will be implemented with the BOT scheme and NCDC examines the proposals. Jul.1995 BOT contract signed (JC KRTA Consulting Group (Malaysia)) Project Cost:159mil.K (Foreign Currency 145 mil.K, Local Currency 14 mil.K) 1996 Construction scheduled to be commenced</p> <p>(4)Mt.Eriama plant and Ninemile plant (FY 1997 Domestic Survey) Finance: BOT Construction: 1997 started Difference with JICA's proposal: In JICA's plan, both plants were planed as distribution reservoirs for highland and lowland, but the altered plan has no definition of highland or lowland and expansion of Mt.Eriama only is scheduled. (FY 1999 Overseas Survey) BOT is under consideration for Mt. Eriama.</p> <p>Situation: (FY 1995 Overseas Survey) The proposal presented by JC KRTA was considerably different from the JICA plan. However, in general, it takes long that the request for the soft loan is approved, therefore, this proposal was accepted considering the urgency of the project.</p> <p>*OECF Loan NCDC is examining the possibility to implement with an OECF loan a part of the project proposed by F/S.</p> <p>Situation of Privatization: EDA RANU, which was privatized from Dep. of Water Supply, NCDC in Nov.1996, is responsible for development, maintenance, and operation of water supply and sewage in Metropolitan Area. EDA RANU was commissioned to operate the water treatment plants and to collect water charges for 30 years.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Dec.1999

Revised Mar.2008

OCE PNG/S 216/98

<b>1. COUNTRY</b>	Papua New Guinea		
<b>2. NAME OF STUDY</b>	Sewerage System of Port Moresby		
<b>3. SECTOR</b>	Public Utilities	/ Sewerage	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	National Capital Water & Sewerage Pty Ltd. (EDA RANU).	
	<b>PRESENT COUNTERPART AGENCY</b>	National Capital District Water & Sewerage Ltd. (EDA RANU)	
<b>6. OBJECTIVES OF THE STUDY</b>	1)To formulate a M/P for the target year 2015 for improving wastewater management and upgrading the sanitary and environmental conditions of Port Moresby with the view of reviewing existing plans. 2)To conduct a F/S on priority project(s) selected from M/P. 3)To transfer technology to the C/P.		
<b>7. CONSULTANT(S)</b>	Tokyo Engineering Consultants Co., Ltd. Nippon Jogesuido Sekkei Co., Ltd.		
<b>8. STUDY PERIOD</b>	Mar.1997 ~ May.1998 14month(s) ~		
<b>9. SITE OR AREA</b>	<M/P> The study area (coastal and inland areas) is 15,000ha based on the land use plan in 2015. <F/S> The study area is 5,600ha given priority mainly due to the degradation of the water quality along the coast.		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<M/P> (Phase 1~4 below) The study area is geographically divided into two catchment areas, viz., coastal and inland. The inland sewerage system of the 3 existing zones has to be upgraded and improved to meet the increased wastewater volume. The existing smaller catchments along the coastal areas will be incorporated into two zones. The collected sewage from the two zones will pass through a primary treatment process before discharge through an outfall into the lagoon.  <F/S>(Phase 1~2 below) As a result of the study on the M/P, the F/S of the Coastal Region was given priority mainly due to the degradation of the water quality along the coast. The sewerage collected from the Paga Point Zone will be successively pumped (8 stations) towards Paga Pint STP intercepting locally gravitated load. Similarly, the sewerage collected from the Kila Kila Zone will be successively pumped towards the Kila Kila STP.  Phase 1 (2000~2002): 1 sewage treatment plant (STP) at Kila Kila Zone, 11 pumping stations, Trunk sewer & force main in Coastal Area. Phase 2 (2003~2005): 1 STP at Paga Point Zone, 7 new PS and 6 improved PS, Trunk sewer & force main in Eastern Coastal Area. Phase 3 (2006~2010): Improvement of 3 STP in Inland Area, Improvement of 1 PS, Extension of trunk sewer in Inland Area. Phase 4 (2011~2015): 3 STP, 8 PS, Extension of sewers in Inland and Coastal Areas.		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

(FY 1999 Domestic Survey)

EDA RANU started the operation of both the water supply and sewerage systems for the NCD on 1 Nov. 1996. Investment fund is assumed available at an interest rate of 2.7% annually payable in thirty years (with ten years grace period). The depreciation is calculated using the straight-line method (no salvage value). The life of machine and electric equipment are assumed at fifteen years whilst the civil works are assumed at fifty years. The FIRR of the investment plan for the FS period is 6.21% until 2015 and eventually improves thereafter. The cause of the improved FIRR is the change of the sewerage charge systems based on water consumption and control of O/M cost within affordable level. If the condition mentioned earlier are met, the proposed investment of the F/S will be financially feasible and desirable.

Therefore, Government of Papua New Guinea has requested Japan's grant aid for implementing the projects for the area along the coast. However, the projects have not yet realized.

(FY 1999 Overseas Survey)

EDA RANU, through PNG Government, is seeking financial assistance for the project from the Government of Japan. As GOJ's negative response to this request for a grant aid, EDA RANU is considering to submit ODA loan.

(FY 2000 Overseas Survey)

Government of Papua New Guinea has requested Japan's grant aid for implementing the projects for the area along the coast. However, as the negative response to this request for grant aid, they are preparing the ODA loan application.

(FY 2002 Overseas Survey)

Subsequent Study: Sewerage System Development in Port Moresby (F/S) by JETRO (Itochu Copr. & NJS Consultants.)

Contents: Follow up study for the changes of socio-economic conditions in PNG such as depreciation of the local currency, rapid deterioration of the living environment etc. have been taken into account after the JICA's Study. To identify and screen candidate areas/ zones and development F/S toward and application of project loans for the JBIC.

Period: Oct. 2002- Jan. 2003

Major proposed projects:

Priority 1: Paga Point STP & Trunk sewer, Ocean outfall

Priority 2: Kilakila STP & Trunk sewer, Ocean outfall

Implementation Schedule

Pre-construction stage: mid 2004 - mid 2006

Construction: Start late 2006

Target completion: 2010 ( all facilities)

(FY 2003 Domestic Survey)

Condition of request for funds:

Requested to: JBIC (yen loan)

Time of request: the request was made in 2002, which has been under coordination and consultation with JBIC

.Details of request: (Amount) approximately 28 billion yen (Details) sewage treatment plant, relay pump, sewerCondition of request realization: raise of the priority is groped for on the side of Papua New Guinea

(FY 2003 Overseas Survey)

Although implementation of the priority project is progressing at a pace slower than the schedule due to delay in fund raising, the procedure for land acquisition started in November 2003 in regions of the project sites.



# STUDY SUMMARY SHEET

## (M/P)

Compiled Oct.2002

Revised Mar.2008

**OCE PNG/S 132/01**

<b>1. COUNTRY</b>	Papua New Guinea		
<b>2. NAME OF STUDY</b>	Investigation and Development of Underground Water Sources for Water Supply Project		
<b>3. SECTOR</b>	Public Utilities	/ Water Supply	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Papua New Guinea Waterboard	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1. Formulating a water supply master plan following potencial study of groundwater in 2 provincial capitals and 6 districts centers. 2. Constructing and repairing water supply facilities as a pilot project in selected 1 provincial capital and 3 districts centers. 3. Engaging technology transfers to C/P through the study.		
<b>7. CONSULTANT(S)</b>	Japan Techno Co.,LTD.		
<b>8. STUDY PERIOD</b>	Mar.2000	~	Feb.2002 23month(s)
<b>9. SITE OR AREA</b>	Two provincial capitals and six district centers		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>After the completion of M/P, the pilot project was launched following the F/S was cancelled due to the revised S/W. Implementing agencies implement their autonomous proposed project based on a monitoring and assessment results of management/maintenance status of the pilot project for a year. Therefore, there are no specific proposed projects due to the estimation of C/Ps autonomy.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 2002 Domestic Survey)

The Study was consist of 2 phases as follows commenced from March 2000 in Japan and was completed in February 2002.

Phase-1: Investigation of Groundwater and Formulation of Water Supply Plan(M/P)

1)Work in PNG(1): Formulation of Water Supply Plan and groundwater development including physical investigation and trial digging.

Phase-2: Improvement plan of Water Supply System was a pilot project

1) Work in PNG (2): Pilot Project

2) Analysis work in Japan (1): Preparation for Draft Final Report

3) Work in PNG (3): Explanation and Discussion on Draft Final Report, Implementation of the Seminar for Technology Transfer, and Evaluation for Pilot Project.

4) Analysis work in Japan (2): Completion of Final Report.

The M/P, Phase-1 for Water Supply Plan was completed at 2 provincial towns and 6 district towns on September 2000, and the Pilot Project, Phase-2 involved a new concept, with 3 particular aspects.

1) Experimental and trial studies of District Water Supply at Bereina, Kwikila and Mutzing consisting of construction and rehabilitation of existing water supply facilities and operation, management and maintenance by the PNG Waterboard.

2) The trial studies of a Water Vending Unit system supplying clean drinking water for lower income groups on Daru Island as part of the Provincial Town Water Supply.

3) The involvement and participation of villagers in a water supply project as part of the Rural Water Supply Project.

The pilot project, consist of construction and restoration of the water supply facilities, were successfully implemented from Dec.2000 to July,2007 and implemented evaluation and monitoring management/maintenance management. The project was handed over to the counterpart, regarding PNG Japanese ambassador and head of PNG-JICA in order to dependent management and maintenance by PNG Waterboard and villagers. This made it clear that several issues such as community-based organization, residents' willingness to pay for water, establishment of capable management of water supply services and subsidy from Provincial Government were exist in current management system. The Study Team provided coordination and facilitation to seek solution with managerial and financial viewpoint including organization and institutional reinforcement. The Study Team conducted the Seminars for Technology Transfer introducing the results of the Study.

(FY 2005 Domestic Survey)

There is no project proposed in the study, since the restoration and construction of water facilities were implemented as pilot projects.

(FY 2005 Overseas Survey)

Subsequent study: The Study on Ground Water Development for Water Supply System in Papua New Guinea

Funding:

Funding party: Yen Grant Aid Cooperation

Amount: 435.633 million JPY

Content: Implementation of water supply in 3 regions; Berenia, Kwikila, and Mutzing.

Design/Construction progress: 100% (to be completed in December 2002)

Status: Great efforts were put to solve the problem that many system in the pilot projects in Bereina, Kwikila and Mutzing have water leaking. The financial aid has not been provided as financial aid by MOA, local government, and LLG are not effective. PNG Water Utilisation Committee has helped the management cost of these 3 centres.

Technical cooperation:

Training: project related water supply development training (2000, 2 personnel)

Dispatch of experts: (1) Water supply master planning and design, (2)Ground water investigation and development, (3) Environmental and socio-economic analysis, (4) Finance, legal, and institution

(FY 2006 Domestic Survey)

At the World Water Forum of last year, implementing agencies explained that there was progress regarding self-reliant water projects which provincial governments and inhabitants were involved in and 3 types of water supply for rural cities (1. solar power, 2. commercial power, 3. diesel power generator). Also, the implementing agencies indicated that a follow-up study should verify outcome of participatory assistance for environmental reform in Pinaturi.

(FY 2007 Domestic Survey)

The subsequent study related to (1) water supply improvement for rural city residents by implementing projects in 3 object sites which are proposed at development study, (2) improvement of follow-up for 4 sites in which pilot projects were implemented, (3) construction of sustainable maintenance management system by collecting water charge, and etc. These are related to improvement of pilot project implemented at the development study and of water supply in new sites in which project has not yet launched.

# STUDY SUMMARY SHEET

## (F/S)

Compiled Mar.1986

Revised Mar.2008

OCE SLB/S 301/79

<b>1. COUNTRY</b>	Solomon Islands		
<b>2. NAME OF STUDY</b>	Telecommunication Trunk Network Construction Project		
<b>3. SECTOR</b>	Communications & Broadcasti / Telecommunication	<b>4. TYPE OF STUDY</b>	F/S
<b>5.</b>	Ministry of Transport and Communications		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	F/S on the telecommunication network construction project.		
<b>7. CONSULTANT(S)</b>	Nippon Telecommunication Consulting Co., Ltd.		
<b>8. STUDY PERIOD</b>	~ Apr.1980 ~		
<b>9. SITE OR AREA</b>	Solomon Island		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	Contents Scale Construction of over OH system 7 sections horizontal telecommunications network		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

Discontinued after the completion of F/S

Reason for Cancellation:

Agreement was not reached on the amount of yen credit.

(FY 1991 Overseas Survey)

No additional information.

(FY 1994 Domestic Survey)

No information.

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# STUDY SUMMARY SHEET

## (F/S)

Compiled Mar.1993

Revised Mar.2008

**OCE SLB/S 302/91**

<b>1. COUNTRY</b>	Solomon Islands		
<b>2. NAME OF STUDY</b>	Development Project of Henderson International Airport		
<b>3. SECTOR</b>	Transportation	/ Air Transportation & Airport	<b>4. TYPE OF STUDY</b> F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Civil Aviation Division (CAD), Ministry of Tourism and Aviation (MTA)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Preparation of M/P and F/S on the short-term development project.		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Sep.1990 ~ Oct.1991 13month(s) ~		
<b>9. SITE OR AREA</b>	Henderson International Airport, Honiara		
<b>10. MAJOR PROPOSED PROJECT(S)</b>			
<p>1) Civil Works Runway strengthening (maintaining the current scale), taxiway(242.5m long and 23m wide) apron(130m wide and 105 deep), GSE road(20mwide), access road extension, terminal road and car parking sloping, drainage, asphalt pavement, fence(2.4m high) and security.</p> <p>2) Architectural Works Passenger terminal building: one-floor terminal building with a floor space of 4,000 sq. m.; Other works include repair of the existing terminal building and construction of fire station garage.</p> <p>3) Aviation Safety Facilities Radio system: Installation of ILS localizer(LLZ), glidepath(GP)antenna and DME and renewal of the existing NDB. Other plans include aviation radio facilities, navigation control system, approaching lights, and relocation of weather observation facilities.</p> <p>4) Municipal Service Facilities Fuel depots, electric power facilities, water supply facilities, sewage disposal facilities, incinerator, and telephone system.</p> <p>* The items of the above project costs are 1)costs of the whole projects, 2) costs of priority I projectes and 3) costs of priority II projects.</p>			

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting  Delayed or Suspended  Discontinued or Cancelled
<p><b>Description :</b></p> <p>Subsequent Studies:  Nov.1992 Dispatch of Project Finding Mission concerning the provision of grant aid assistance  Nov.1995 E/N 79 mil.yen (Development Project of Henderson International Airport D/D)</p> <p>Difference with proposal of JICA:  The project was modified due to the devaluation of the yen against the U.S. dollar. The fire station is to be relocated and the public car park to be reduced in size.</p> <p>Finance:  May.1996 E/N 1,826 mil.yen  (Development Project of Henderson International Airport)</p> <p>*Project Components  Construction of international passenger's terminal, apron, taxiway, parking lot, electricity supply facilities, water supply facilities and telecommunication facilities. (installation of aviation safety facilities is not included)</p> <p>Construction:  Nov.1996 Commenced (Scheduled to be completed in Mar.1998)  Construction Trader:Kitano Construction  Nov.-~Dec.1998 Additional construction work for improving the ventilation of the terminal building.</p> <p>(FY 1997 Domestic Survey)  Terminal Building  Structure was completed.  Under construction of interior and finishing works.  Pavement of Apron and Taxiway  The roadbed was completed.  Under construction of asphalt layer.  Road and Parking Area  Almost completed.</p> <p>Remaining Proposed Projects:  (FY 1997 Overseas Survey)  Strengthening of runway  Communication equipment  Navigational aid  New control tower</p> <p>(FY 1998 Domestic Survey)  The request for "Development Project of Henderson International Airport and Improvement Project of Navigation Facilities" was submitted in 1997. The contents are as follows:  a) Improvement and pavement of runway;  b) Construction of a new control tower;  c) Development of the national VORIDME;  d) Development of the national VHF communication networks.  *c) and d) are not included in the proposed projects.</p> <p>(FY 1999 Domestic Survey)  Finance:  Jul.1999-Feb.2000 B/D</p> <p>Japanese technical cooperation:  (FY 1998 Domestic Survey)  25 Aug. ~ 15 Oct. 1998 Acceptance of a trainee (aeronautical engineering)</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Sep.1995

Revised Mar.2008

OCE SLB/A 201/94

<b>1. COUNTRY</b>	Solomon Islands		
<b>2. NAME OF STUDY</b>	Development Study on Improvement of Nationwide Fish Marketing System		
<b>3. SECTOR</b>	Fishery	/ Fishery	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Fisheries Department, Ministry of Natural Resources	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Elaboration of a M/P on fish marketing improvement in order to increase fishermen's income and to make stable supply the marine products to the urban area. Implementatin of pre-Feasibility Study on improvement of distribution system of the marine products.		
<b>7. CONSULTANT(S)</b>	System Science Consultants Inc.		
<b>8. STUDY PERIOD</b>	Mar.1993 ~ Mar.1994 12month(s) ~		
<b>9. SITE OR AREA</b>	Whole area of the Solomon Islands		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>5 model zones to be established. The contents of major projects in each model zone are as follows:-</p> <p>1)Improvement of the organization and the regulations covering whole country: Establish a conference to discuss the improvement of organization/ regulations to make more smooth and effective circulation of the marine products and to introduce financial assistance to encourage the marine industry.</p> <p>2)Model zone-1 (type-1): Economic zone of Honiara City, the capital To arrange the Honiara Central Market To establish and to manage a corporation of marine products distribution in Honiara</p> <p>3)Model zone-2 (type-1): Florida archipelago Establish a basement in Tulagi with 5 satellites to control loading, unloading, storage, communication, water supply, transportation etc.</p> <p>4)Model zone-3 (type-2): Western Province Establish Noro basement with 6 satellites to control the marine industry at this province</p> <p>5)Model zone-4 (type-3): Rennel Island Arrange the unloading point at Kanggara Bay and establish various servicing facilities including a local center</p>		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

In this study, a lot of national and regional level strategies and alternative plans for the fish marketing system improvement were proposed. In the national level, organization improvement plan for the effective management of fish marketing system was presented, and in the regional level, the whole country was divided into three types (Type 1 Honiara economic area, Type 2 regional promotion zone, Type 3 isolated islands promotion zone) depending on 1 the natural, geographic social and economic circumstances and infrastructure installation, 2 fish production, fish marketing, inter-islands and inside island transportation structure, 3 future potential. And out of each types, most feasible and effective areas were selected as a model area.

The reasons for realizing the proposed projects are as follows:

- 1)Big socio-economic impacts are expected by the improvement of environments not only for products but consumers;
  - 2)Promotion of the fishery port development as for the basepoint of the widespread commercial area; and
- Because there has been no proper fish market in the studied area, the government has given top priority to this project.

**(1)Honiara Central Market Improvement****1.Unloading Facility****Subsequent Studies:**

Oct.~Nov. 1993 B/D

**Finance:**

Jan.1994 E/N 248 mil.yen (Honiara Fish Market Improvement Plan)

\*Components: Improvement of Fish Market to promote coastal fishery.

Unloading pier improvement for the 1st stage.

**Construction:**

May.1994~Mar.1995 Pier and unloading facilities completed.

Contractor/Toyo Construction

**2.On-shore facilities**

(Market hall, ice manufacturing, freezing facilities)

**Subsequent Study:**

Jun.1995 B/D

**Finance:**

Dec. 1995 E/N 785 mil.yen (Honiara Central Market Improvement Plan)

**Construction:**

May.1996~Mar.15.1997 (completed)

Contractor/Toyo Construction and CRC

**Management & Operation:**

Honiara town council will take over the management of the market facilities.

**(2)Remaining Projects****(FY 1996 Overseas Survey)**

While the project implementation has been yet decided because new proposals have come up, the Japanese government has shown keen interest in financing future fisheries development projects.

**(FY 1997 Overseas Survey)**

No action has been taken to materialize remaining projects (Model Zone 2, 3, 4)



# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Mar.1990

Revised Mar.2008

OCE SMA/S 201B/87

<b>1. COUNTRY</b>	Samoa														
<b>2. NAME OF STUDY</b>	Development of the Ports in Western Samoa														
<b>3. SECTOR</b>	Transportation	/ Port	<b>4. TYPE OF STUDY</b> M/P+F/S												
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Transport													
	<b>PRESENT COUNTERPART AGENCY</b>														
<b>6. OBJECTIVES OF THE STUDY</b>	Formulation of M/P up to the year 2005 Preparation of a first stage plan within the framework of the M/P														
<b>7. CONSULTANT(S)</b>	The Overseas Coastal Area Development Institute TETRA Co., Ltd.														
<b>8. STUDY PERIOD</b>	Jan.1987	~	Oct.1987 9month(s)												
<b>9. SITE OR AREA</b>	Apia Port														
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>&lt;M/P&gt;            Long-term development plan of ports in Western Samoa was proposed in the study.            1) Apia Port as commercial port, ferry terminal, marina.            2) Asau Port as commercial port.            3) Saleleroga Port and Mulifanua Port as ferry terminals.</p> <p>&lt;F/S&gt;            To maintain and improve Apia port, the following items are listed as the first stage development plan.</p> <table style="margin-left: 20px;"> <tr><td>Wharf repair</td><td>185m</td></tr> <tr><td>Breakwater</td><td>100m</td></tr> <tr><td>Ferry terminal</td><td>3,600sq.</td></tr> <tr><td>Yard expansion</td><td>6,000sq.</td></tr> <tr><td>Tug boat</td><td>1</td></tr> <tr><td>Buoy lightings</td><td>4</td></tr> </table>			Wharf repair	185m	Breakwater	100m	Ferry terminal	3,600sq.	Yard expansion	6,000sq.	Tug boat	1	Buoy lightings	4
Wharf repair	185m														
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Buoy lightings	4														

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p><b>Description :</b></p> <p>Subsequent Studies:  Mar.~Apr.1988 B/D  Consulting Firm/Nippon Tetrapod Co., Ltd.</p> <p>Finance:  Oct.1988 E/N (Project for the Development of Apia Port (I), 690 mil.Yen)  Jun.1989 E/N (Project for the Development of Apia Port (II), 913 mil.Yen)</p> <p>Realized Project:  Phase I :Wharf repair 185m, wharf extension and one tug boat  Total cost US\$ 5.28 million (US\$1=130.7yen)  Phase II:Yard expansion, ferry terminal and breakwater 80m  Total cost US\$ 6.96 million</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Dec.1999

Revised Mar.2008

OCE SMA/S 217/98

<b>1. COUNTRY</b>	Samoa		
<b>2. NAME OF STUDY</b>	Improvement of Apia Port		
<b>3. SECTOR</b>	Transportation	/ Port	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Transport	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	In order to promote the economic development of Samoa; the objectives of the study are 1) to formulate a new M/P on the Apia Port, which is the only international port in Samoa, up to the year 2015 based on the previous M/P and 2) to conduct a F/S on urgent projects.		
<b>7. CONSULTANT(S)</b>	TETRA Co., Ltd.		
<b>8. STUDY PERIOD</b>	Jun.1998	~	Dec.1998 6month(s)
<b>9. SITE OR AREA</b>	Apia Port		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>&lt;M/P&gt;</p> <p>Dredging : 210,000m3</p> <p>Improvement of breakwater : 70m</p> <p>Rehabilitation of existing wharf: 185m</p> <p>New wharf : 190m</p> <p>Minor repair works</p> <p>Small boat jetty : 20m</p> <p>Relocation of mooring buoy for tanker</p> <p>Container yard : 21,000m2</p> <p>Renovation of existing gate</p> <p>Marina : 10,000m2</p> <p>Green area : 4,500m2</p> <p>CFS : 1,600m2</p> <p>Shed : 1,800m2</p> <p>Maintenace shop : 200m2</p> <p>Oil tanks</p> <p>Administration office : 450m2</p> <p>Tug boat : 1</p> <p>&lt;F/S&gt;</p> <p>Improvement of breakwater: 70m, Rehabilitation of existing wharf: 185m, New wharf: 190m, Minor repair work, Pavement of staging area: 4,500m2, Administration office: 450m2, Tug boat: 1</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<b>Description :</b>		
<p>1.The Project for Construction of a Tugboat Subsequent Study (FY 2001 Domestic Survey) Jan. 2000 JICA B/D Finance: (FY 2001 Domestic Survey) 26 Jul. 2000 E/N (The Project for Construction of a Tugboat for Apia Port) Construction: Consultant:Fisheries Engineering Co., Ltd.</p> <p>(FY 2002 Overseas Survey) Construction: Jan. 2001 - Jul.2001 Proficient impacts: Direct impact: calling ships (240/year) Indirect impact: Samoa nations (170,000 )</p> <p>Japanese Technical Cooperation: (FY 2002 Overseas Survey) JICA Short- Term Expert: Radio and navigation equipment ( Jan. 2002 - Feb. 2002) (FY 2003 Overseas Survey) Training in Japan: Marine Texhnique (Engineer, 2001.7.10 ~ 2001.12.16), Coastal Shipping (2000.5.16 ~ 2000.7.1)</p> <p>2.The Project for the Second Development of Apia Port Subsequent Study (FY 2001 Domestic Survey) 23 Feb. 2000 -25 Sep. 2000 JICA B/D Contents (Rehabilitation of existing wharf: 185m , New wharf : 190m ,Improvement of breakwate ,Green area:4,500m2 ,Administration office ) Finance: (FY 2001 Domestic Survey) 29 May 2001 E/N (The Project for the Second Development of Apia Port) Construction: (FY 2001 Domestic Survey) Period: D/D 15 Feb. 2001 - 31 Jul. 2001 Term.1 15 Aug. 2001 - 31 Mar.2002 Term.2 1 Apr. 2001 - 31 Mar. 2003 Term.3 1 Apr. 2003 - 31 Oct. 2003 Situation of Progress: 1 Nov. 2001 Commenced</p> <p>(FY 2002 Overseas Survey) Situation of Construction: Sep. 2001 - Oct. 2003</p> <p>(FY 1999 Domestic Survey) Preliminary survey for improvement of Apia Port related to Japan's grant aid was carried out in September, 1999. After that a real survey is being carried out from January, 2000 for upgrading tug boat in the phased improvement plan for Apia Port. Also, the official announcement of conducting the basis design survey which covers other parts besides upgrading of tugboat was made in the short-term upgrading plan.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (F/S)

Compiled Jul.1998

Revised Mar.2008

**ERP ALB/S 304/97**

<b>1. COUNTRY</b>	Albania		
<b>2. NAME OF STUDY</b>	Sewerage System in Metropolitan Tirana		
<b>3. SECTOR</b>	Public Utilities	/ Sewerage	<b>4. TYPE OF STUDY</b> F/S
<b>5.</b>	Ministry of Public Works and Tourism		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	Conduct a feasibility study on public sewage system in Tirana Metropolitan Area (population of 400,000-500,000) in Albania with the target year of 2010.		
<b>7. CONSULTANT(S)</b>	Nippon Jogesuido Sekkei Co., Ltd. Deloitte Touche Tohmatsu		
<b>8. STUDY PERIOD</b>	Jul.1996 ~ Mar.1998 20month(s) ~		
<b>9. SITE OR AREA</b>	Tirana Metropolitan Area (2,700ha)		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>(1) Outline of the Study</p> <ol style="list-style-type: none"> <li>1) Target area: Tirana City</li> <li>2) Target population: 525,000</li> <li>3) Target sewage flow: 106,000 m<sup>3</sup>/day</li> <li>4) Target sewage quality: <ul style="list-style-type: none"> <li>Inflow BOD 200 mg/l SS 200 mg/l</li> <li>Outflow BOD 25mg/l SS 35 mg/l</li> </ul> </li> </ol> <p>(2) Outline of Sewage Facilities</p> <ol style="list-style-type: none"> <li>1) Sewage treatment method: Aerated Lagoon Method</li> <li>2) Major facilities: <ol style="list-style-type: none"> <li>a) Complete Mixing Aerated Lagoon</li> <li>b) Partial Mixing Aerated Lagoon</li> </ol> </li> <li>3) Storm water settling basin</li> <li>4) Chlorine disinfection chamber</li> <li>5) Sewer pipe cleaning equipment</li> </ol> <p>(3) Project Cost</p> <p>Construction cost: USD 30,411  Equipment: USD 1,078  Total cost: USD 31,489</p> <p>Implementation period:  Construction: 4 years  Procurement: 1 year</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p><b>Description :</b>  (FY 1998 Domestic Survey)  It is difficult to implement the project with loan of Japan since FIRR is -4.2%. Financial assistance from other countries is examined.</p> <p>(FY 1999 Domestic Survey)  The planned facilities were cut down to "Public Sewer Pipe and Drain Facilities and Cleaning Equipment" excluding construction of sewage facilities in order to apply the Japan's Grant Aid Cooperation Project, and the preparation of request has been on going.  Project Impact: Improving river water quality at the metropolitan area and reducing flood damage by intercepting sewerage and releasing at downstream of rivers.</p> <p>(FY 2007 Domestic Survey)  Subsequent study: the Study on the Development Plan for Sewerage System and Sewage Treatment Plant for Greater Tirana in the Republic of Albania.(ALB/S 201/06)  Implementing period: July 2005 - October 2006  Implementing institutions: General Directorate of Water Supply and Sewerage (Ministry of Public Works, Transport &amp; Telecommunications), JICA  Funding:  Funding body: JICA (development study, S/W concluded: 15 February 2005)  Objective:  The objectives of the Study are:  1) To prepare a M/P for improving the sewerage system for Greater Tirana by reconsidering "Greater Tirana Sewerage System Maintenance Plan" refunding "Strategic Plan for Greater Tirana (2002)"; up-stream plan, and other sewerage system plan.  2) To conduct a F/S for priority project(s) identified in the M/P  3) To transfer technology to the Albanian counterpart personnel</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Dec.2007

Revised Mar.2008

ERP ALB/S 201/06

<b>1. COUNTRY</b>	Albania		
<b>2. NAME OF STUDY</b>	Sewerage System and Sewage Treatment Plant for Greater Tirana		
<b>3. SECTOR</b>	Public Utilities	/ Sewerage	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>		
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	<p>The objectives of the Study are:</p> <p>1) To prepare a M/P for improving the sewerage system for Greater Tirana by reconsidering "Greater Tirana Sewerage System Maintenance Plan" refunding "Strategic Plan for Greater Tirana (2002)"; up-stream plan, and other sewerage system plan.</p> <p>2) To conduct a F/S for priority project(s) identified in the M/P</p> <p>3) To transfer technology to the Albanian counterpart personnel</p>		
<b>7. CONSULTANT(S)</b>	Nihon Suido Consultants Co., Ltd. Tokyo Engineering Consultants Co., Ltd.		
<b>8. STUDY PERIOD</b>	Jul.2005 ~ Oct.2006 15month(s) ~		
<b>9. SITE OR AREA</b>			
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>M/P:</p> <p>Target year : 2020</p> <p>1. Facility Plan:</p> <p>1) Kashar STP Sewerage Area Pumping Station Capacity(Maximum Daily Flow): Kashar PS(213,500 m3/day) Sewage Treatment Plant: Kashar STP(257,400 m3/day)</p> <p>2) Bexulle STP Sewerage Area Pumping Station Capacity(Maximum Daily Flow):Kamza PS(50,700 m3/day) Sewage Treatment Plant: Bexulle STP(52,600 m3/day)</p> <p>2. Operation and Maintenance Plan: To establish a Joint Authority for Greater Tirana of all communes and municipalities in the Greater Tirana , including Tirana, using a reformed and renamed UKT (GTW&amp;SA) as the service provider (operator).</p> <p>F/S:</p> <p>1. Basic Design of the Facility:</p> <p>1) Kashar STP 2) Capacity: 95,900 m3/day, 3) Sewage Treatment Process (Screening, Grit Removal, Primary Sedimentation, Trickling Filter, Final Sedimentation, Chlorination)</p> <p>2. Implementation plan 1) Tender and evaluation: 2009, 2) Construction start: mid 2010, 3) Construction period: 3 year and half</p> <p>3. Operation and maintenance: Water Supply and Sewerage Enterprise of Tirana (UKT)</p> <p>4. Environmental consideration: Negative Impact: 1) Land acquisition/resettlement and waste, 2) Mine, 3) Water discharging area</p> <p>5. Project Cost: Total: 9,268 million ALL(FC: 4,942 million ALL, LC: 4,326 million ALL ) Direct Construction Cost: 6,380 million ALL(FC:4,038 million ALL, LC:2,342 millionALL)</p>		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**  
(FY 2007 Domestic Survey)  
Request for the Yen Loan have been made to implement the proposed project, which are now prepare for concluding L/A.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.



# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Sep.1995

Revised Mar.2008

**ERP BGR/S 201/94**

<b>1. COUNTRY</b>	Bulgaria		
<b>2. NAME OF STUDY</b>	Solid Waste Management for the Territory of the Sofia Greater Municipality		
<b>3. SECTOR</b>	Public Utilities	/ Urban Sanitation	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	City of Sofia	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	To draw the basic plan of the waste treatment, to select high priority project and to make F/S on the project. Technical transfer to the counterparts.		
<b>7. CONSULTANT(S)</b>	Yachiyo Engineering Co., Ltd.		
<b>8. STUDY PERIOD</b>	Oct.1993	~	Sep.1994 11month(s)
<b>9. SITE OR AREA</b>	City of Sofia		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Following projects are selected and recommended as for the projects with priority for sake of improvement of the urban wasted material treatment of the city of Sofiya :</p> <ol style="list-style-type: none"> <li>1)Improve collection of waste (collection service in whole area)</li> <li>2)Construction of final waste disposal in Katina</li> <li>3)Promote the recycle of wasted materials</li> <li>4)Establish cleaning corporations</li> </ol> <p>The Master Plan has recommended the introduction of incinerator as for long-term plan.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<b>Description :</b>		
<p>(1)Improvement of waste collection (proposed project 1) (FY 1998 Overseas Survey) Services of waste collection in four regions (Lulin, Vitosha, Ovcha Kupel, and Triaditsa) were given by a competition at a concession. Forthcoming is a concession to maintain the cleanness in the rest 20 regions. (FY 2000 Domestic Survey) No information.</p>		
<p>(2)Recycle of wasted materials (proposed project 3) (FY 1998 Overseas Survey) This project is an element of the development of the National Strategy of the recycling. The examination of the quantity and morphological composition of the solid wastes was conducted. (FY 2000 Domestic Survey) No information.</p>		
<p>(3)Establishment of cleaning corporation (proposed project 4) (FY 1998 Overseas Survey) A municipal company "cleanness-Sofia" Jsc. was established. Impact: (FY 2000 Domestic Survey) Decrease the personnel expense and the effective use of facilities Strengthen of the financial basis for the waste collection service by increasing charge</p>		
<p>(4)Construction of final waste disposal (proposed project 2) The reasons for the delay or the stoppage: The project is suspended because the inhabitants of surrounding area and the concerned authorities have not given the consent to the construction of final waste disposal in Katina. (FY 1997 Domestic Survey) The site of waste disposal plant has not been determined yet. (FY 1997 Overseas Survey) Social reason and administrative reason. (FY 1996 Domestic Survey) An alternative site must be determined. However, no possible site has been named. (FY 1996 Overseas Survey) The counterpart has an intention to implement a project for a thermal method (combustion of waste) for making solid waste harmless, which was proposed in this study. Also, as new projects, the closing of solid waste disposal site in Sophia with the minimum environment risk, the elimination of biogas and the total recultivation of the land have been proposed. (FY 1997 Domestic Survey) At present, waste is disposed in Rudinata, which is one of alternative sites for waste disposal plant. (FY 1998 Overseas Survey) It was planned that parts of the two waste disposal in Dolni Bogrov would be gathered in one body. Preliminary study on the technology for sanitation and recultivation of the solid waste disposal will be conducted in 1999~2000. Regarding the project implementation, the request for finance will be submitted after the decision of the expert council on the environmental impact evaluation (March 1999). (FY 1999 Overseas Survey) The provisional cost to implement the development of Dolni Bogrov landfill is 25 mil. Lv. and Bulgarian side is looking for investment.</p>		
<p>Related project: (FY 1998 Overseas Survey) Regarding the conceptions and design of the regional management of the solid waste (transfer station, separation of the useful components, etc.), the request for financial assistance was submitted to the EU.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Jul.1998

Revised Mar.2008

**ERP BGR/S 107/97**

<b>1. COUNTRY</b>	Bulgaria		
<b>2. NAME OF STUDY</b>	Long Term Management of Bulgarian Railways		
<b>3. SECTOR</b>	Transportation / Railway		<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	The Bulgarian State Railways (BDZ)		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	Based on a request of the government of Bulgaria, review state railway company management which becomes an obstacle for the introduction of market economy and conduct a survey to make a long-term management plan for transportation network system including cooperation with neighboring countries.		
<b>7. CONSULTANT(S)</b>	Daiwa Institute of Research Ltd. Yachiyo Engineering Co., Ltd. Japan Railway Technical Service		
<b>8. STUDY PERIOD</b>	Oct.1996 ~ Mar.1998 17month(s) ~		
<b>9. SITE OR AREA</b>	Entire Bulgaria (4,000 km)		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<ul style="list-style-type: none"> <li>1. Complete implementation of open access system</li> <li>2. Accounting separation as well as organization separation</li> <li>3. Establishment of three management in the integrated railway; infrastructure, freight and passenger, each being highly autonomous and market-oriented</li> <li>4. Successive raise in passenger fares in coordination with an increase in GDP per capita</li> <li>5. Integrated freight transport system and infrastructure development</li> <li>6. Focus on reinstatement of normal maintenance levels</li> </ul>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 1998 Domestic Study)

This study proposed that BDZ should conduct accounting separation as soon as possible, shift to organizational separation (at the latest by 2005), prepare for institutional separation, and make efforts to reduce their staff from current 51,000 to 23,000.

The government of Bulgaria was recommended to have financial responsibility for the maintenance and development of railway infrastructure from the moment of open access; clarify road user charge and equilibrate the burden between railways and roads; and make efforts to make the BDZ' passenger service financially independent.

The government of Bulgaria is making efforts to restructure and modernize public enterprises, especially BDZ, in order to correspond to transition into market economy and joining into EU. Affiliated organizations of BDZ, a concrete sleeper factory, a signal and communication factory, and an institute of railway technology are under privatization.

(FY 2003 Overseas Study)

Subsequent Study: Rationalization of railroads transportation networks and management, establishment of POC contract and research for marketing improvement.

Funding amount: USD 200,000

Objective: 1) Rationalization of BDZ network and operation 2) Establishment of PCO contracts 3) Strengthening of the commercial and marketing capacity of BDZ

Beneficiary of the project: BDZ

Implemented project: Turkey/Greece (Plovdir-Dimitrovgrad-Svilengrad) Cross border railway line electrification and 160km/h operating speed upgrade project

Implementing period: October, 2004 . June, 2009

Beneficiaries: State railway infrastructure company

Objective: 1) Improvement of railway operating speed, 2) Improvement of efficiency and quality of transportation service, 3) Improvement of safety and environment.

Contents: Improvement of railway function between Plovdir-Dimitrovgrad-Svilengrad (Turkey and Greece cross border line) and upgrade the standard operating speed to 160km/h by electrification and axle load will be improved to 22.5 tons. There is a consideration for further upgrading operating speed in the future. There will be an extension of the railway in five zones.

Implemented project: Technical cooperation for improvement of function on Vidin-Mezdra railway line.

Implementing period: January, 2005 . January, 2007

Beneficiaries: State railway infrastructure company

Objective: Provide technical cooperation needed to establish construction, regulation and procedure of railway transportation infrastructure within the EU policy regulations. Preparation of the document for bidding procedure and analyze alternative procedures for the railway along with Vidin-Sofia-Kulata. This alternative proposal will specify the location and method of Vidin-Mezdra railway construction.

(FY2007 Domestic Survey)

No information to be specifically mentioned.

(FY2007 Overseas Survey)

Project aiming to improve travelling time, reliability, cost efficiency and support service by increasing transportation volume of BDZ, in which the EU funding was utilized. This project corresponds to transportation management project proposed in the mentioned study.

# STUDY SUMMARY SHEET

## (F/S)

Compiled Jul.1998

Revised Mar.2008

**ERP BGR/A 318/97**

<b>1. COUNTRY</b>	Bulgaria		
<b>2. NAME OF STUDY</b>	Project for Agricultural Reform		
<b>3. SECTOR</b>	Agriculture / (Agriculture in) General	<b>4. TYPE OF STUDY</b>	F/S
<b>5.</b>	Ministry of Agriculture and Forestry		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	To conduct survey in Petrich, Rositza, and Sredna Tsunja where the government of Bulgaria selected, select one location from them as for a pilot district, and make an integrated agricultural improvement plan appropriate to the actual situation of the country.		
<b>7. CONSULTANT(S)</b>	Sanyu Consultants Inc. Daiwa Institute of Research Ltd.		
<b>8. STUDY PERIOD</b>	May.1996 ~ Jul.1997 14month(s) ~		
<b>9. SITE OR AREA</b>	Petrich (6,600ha), Rositza (50,700ha), and Sredna Tsunja (96,700ha)		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<ol style="list-style-type: none"> <li>1. Construction of an agricultural information center and an extension service office</li> <li>2. Construction of an agricultural machinery workshop</li> <li>3. Construction of an on-farm storage facilities for grains</li> <li>4. Improvement in a Korten collecting point</li> <li>5. Rehabilitation of irrigation facilities</li> </ol>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting  Delayed or Suspended  Discontinued or Cancelled
<p><b>Description :</b>  (FY 1998 Domestic Survey)  1. Economic Situation and Aid Type  Economic situation is deteriorating further in 1996. The monthly rate of increase in consumer price leaped to 23.3% in July 1996 from 2.4% in April 1996 because of a hike in fuel price of 17-20% in a month due to the depreciation of BGN to USD. On the first of June, the value added tax increased from 18 % to 22% and power and heating prices were raised in line with arrangements with international financial institutions. The government introduced an import tax of 5% and raised excise tax for tobacco and alcohol to increase revenue. According to a report of the National Statistical Institute (NSI), the annual inflation rate reached 311% in 1996. But, inflation has been accelerated more and more after that, and the monthly inflation rate jumped to 43.8% in January 1997 and 243% in February 1997, which is the highest inflation rate after the transition into market economy of Bulgaria.  After the formation of a new cabinet, economic situation is rather stable, but economic situation in the future depends on policies taken by a new government in the future and the establishment of a currency board of IMF. With measures for the stabilization of exchange rates and the adoption of the Currency Board Arrangement (CBA), the inflation rate is expected to decline to monthly rates below 2% in a month at the end of 1997.  The lev, which is the currency of Bulgaria, is losing value for dollar rapidly, reflecting the extensive and unstable financial situation of Bulgaria. 1 dollar was traded with around 156 levs at the end of July 1996, but the exchange rate reached 500 levs/USD in December 11. It depreciated to 3,000 levs/USD in the middle of February 1997 and appreciated to 1,500 levs/USD in the middle of March 1997.  Judging from such economic situation, it seems that it is very difficult to implement the project with loan and grant aid is the only way for the implementation. Yet, Bulgaria is not a target country for grant aid now. It meets sufficient conditions for target countries for grant aid, but it can become a target country for grant aid if a category for DAC countries changes from the perspective of economic situation stated above.</p> <p>2. Trend of the Implementation of the Project  For these backgrounds, the Ministry of Agriculture and Food Industry of Bulgaria strongly requests to implement the project as a grant aid project and announced to a mayor of Nova Zagora in a pilot district that it would cooperate actively for the implementation of the project.  Considering the economic crisis of Bulgaria, the embassy of Japan in Bulgaria will examine the implementation as general grant aid if they request grant aid.  For this, it seems that the Ministry of Agriculture and Food Industry immediately makes a request for grant aid for this project and starts preparing for bringing it to the embassy of Japan.  Progress situation of the proposed project:</p> <p>(FY 2001 Overseas Survey)  Agricultural extension centers were established in the area. These centers give advice to farmers at free of charge and assist them with the preparation of business plans and their applications to different programs.  Request situation:</p> <p>(FY 2001 Overseas Survey)  At present, there have been no requests made for a grant aid project.</p> <p>(FY 2003 Overseas Study)  Japanese technical cooperation:  1) Acceptance of trainees: 1 person  2) Dispatch of experts: 2 persons (Oct. 21, 2002-Dec. 6, 2002)</p> <p>(FY 2007 Domestic and Overseas Survey)  No information to be specifically mentioned.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Dec.1999

Revised Mar.2008

**ERP BGR/S 218/98**

<b>1. COUNTRY</b>	Bulgaria		
<b>2. NAME OF STUDY</b>	Environmental Management for Water Pollution Control in Maritza River Basin		
<b>3. SECTOR</b>	Administration	/ Environmental Problems	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Environment and Waters, Republic of Bulgaria	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1)To formulate a M/P for integrated environmental management for the Maritza Basin 2)To conduct a F/S on the priority projects identified in the M/P 3)To pursue technology transfer to the counterpart in the course of the study		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Mar.1997 ~ Mar.1999 24month(s) ~		
<b>9. SITE OR AREA</b>	<M/P>Maritza River Basin(21,000km <sup>2</sup> ) <F/S> Pazardjik City, Dimitrovgrad City and Stara Zagora City		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<M/P> 1.Construction of waste water treatment plants for 36 towns: First priority(7 towns), Second priority(10 towns), Third priority(19 towns) 2.Regulation of waste water from industry livestock farm 3.Forest conservation for water resources 4.Strengthening of monitoring systems for water resources, water use and water quality 5.Further development study for river basin management  <F/S> Construction of waste water treatment plants for the priority towns 1. Pazardjik City : Design population 97,000 2. Dimitrovgrad City : Design population 61,000 3. Stara Zagora City : Design population 165,000  *Project Cost(US\$1,000) : 1) Pazardjik City, 2)Dimitrovgrad City, and 3) Stara Zagora City		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
<b>Description :</b>		
Subsequent Studies: Stara Zagora, Dimitrovgrad : D/D and T/D were completed		
Finance:		
(FY 1999 Domestic Survey)		
Financial assistance for the implementation of the first priority towns of Stara Zagora, Haskovo, Dimitrovgrad and Pazardjik was requested to EU in May 1999.		
Stara Zagora, Haskovo, Dimitrovgrad: Financial assistance was promised.		
Pazardjik : Financial assistance was postponed.		
(FY 2001 Domestic Survey)		
Stara Zagora, Dimitrovgrad : Joint finance of EIB (concluded in 2000)		
Pazardjik : Finance of ISPA		
(FY 2001 Overseas Survey)		
1) Stara Zagora: Instrument for Structural Pre Association (ISPA) 75% (17,890,208 EUR), European Investment Bank 18% (4,293,360 EUR), National budget 7% (1,669,640 EUR). Total: 23,853,208 EUR.		
2) Haskovo: European Investment Bank 100%, Total: 18,013,494 EUR.		
3) Dimitrovgrad: ISPA 75% (14,659,558 EUR), European Investment Bank 18% (3,556,562 EUR), National budget 7% (1,330,360 EUR) . Total: 19,545,480 EUR		
4) Pazardjik: ISPA 65% (12,400,000EUR), National budget 35% (6,700,000 EUR), Total 19,100,000 EUR		
Construction:		
(FY 2001 Domestic Survey)		
Stara Zagora, Dimitrovgrad : D/D and T/D were completed and to be commenced construction from early 2002.		
Pazardjik : D/D and T/D were completed and to be bidding from early 2002.		
(FY 2001 Overseas Survey)		
1) Stara Zagora: 2002-2005. The tender of full engineering of the WWTP will be held in 2002. Construction is expected to start in the same year.		
2) Haskovo: 2002-2005. The tender of full engineering of the WWTP will be held in 2002. Construction is expected to start in the same year.		
3) Dimitrovgrad: 2002-2005. The tender of full engineering of the WWTP will be held in 2002. Construction is expected to start in the same year.		
4) Pazardjik: 2002-2005.		
Situation of Utilization:		
(FY 1999 Domestic Survey)		
The recommendations by the study were taken into account in the formulation of new Water Act. The new Water Act was adopted by the parliament in July 1999 which will be implemented from Jan.2000.		
National monitoring plan is now under formulation and the proposed study is been taken into account.		
(FY 2001 Domestic Survey)		
Although the draft plan of national monitoring was under the consideration of this Study suggestion, the exact monitoring has been conducting by the previous manner.		
Following development studies were already requested to Japan.		
(FY 1999 Domestic Survey)		
1.Study on Integrated Water Resources Management in Bulgaria(requested by the Ministry of Environment and Waters)		
2.Study on Agricultural Development in Upper-Middle part of Maritza River Basin(requested by the Ministry of Agriculture, Forestry and Agricultural Reform)		
(FY 2001 Domestic Survey)		
1.As for The Study on National Water Resources Management Plan, S/W was visited in Mar. 2000 and signed in Oct. 2000.		
2.As for The Study on Agriculture Development in the upper and middle basin of Maritza River, S/W was visited in May 2000 but was ended in failure because of the consensus between persons in charge.		

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# STUDY SUMMARY SHEET

(F/S)

Compiled Jun.2000

Revised Mar.2008

**ERP BHG/S 312/99**

<b>1. COUNTRY</b>	Bosnia-Herzegovina		
<b>2. NAME OF STUDY</b>	Feasibility Study on the Waste Water Treatment Plant of Sarajevo City		
<b>3. SECTOR</b>	Public Utilities	/ Sewerage	<b>4. TYPE OF STUDY</b> F/S
<b>5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Federal Ministry of Agriculture, Water Management and Forestry, Water Supply and Sewerage System Enterprise "Vodovod i Kanalizacija Sarajevo", Cantonal Ministry of Urban Planning, Housing and Utilities in Sarajevo		
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	1) To conduct a feasibility study for the rehabilitation of the Sarajevo WWTP that contributes to the recovery of the sanitary and environmental conditions. 2) To transfer technology on planning methods and skills to counterpart personnel in the course of the study.		
<b>7. CONSULTANT(S)</b>	Tokyo Engineering Consultants Co., Ltd. Nihon Suido Consultants Co., Ltd.		
<b>8. STUDY PERIOD</b>	Jan.1999	~	Dec.1999 11month(s)
<b>9. SITE OR AREA</b>	Sarajevo Treatment Plant Central, Bogska and Iridja Zone		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	The first and second field assessment survey of the WWTP has identified the following matters; 1) If the project is implemented, the treatment capacity of the WWTP may return to the condition before the War and can correspond to the planned sewage volume in 2015. 2) It became clear after applying calculation model that the civil and architectural structure of the wastewater treatment facilities has sufficient capacity. Repairs of construction joints, expansion joints, reinforced concrete protection, partial structural reinforcement are required. It is also concluded that most of the existing mechanical equipment can be used provided that cleaning, overhauling, and replacement of damaged and missing parts are done. Moreover, it is impossible to use electric facilities at all. 3) From the point of view of structural aspects, the sludge treatment facilities can be utilized provided that appropriate repair measures are applied in the same manner as the wastewater treatment facilities. Except for a total replacement of the sludge dehydration and boiler facilities, most of the existing mechanical equipment can be used provided that cleaning, overhauling and replacement of damaged and missing parts are done. However, total replacement of the electrical equipment is required.		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting  Delayed or Suspended  Discontinued or Cancelled
<p><b>Description :</b></p> <p>(FY 2000 Domestic Survey)</p> <p>1. The WWTP Rehabilitation Project and Costs</p> <p>Based on the assessment work, the fundamentals for WWTP rehabilitation were formulated as follows;</p> <ol style="list-style-type: none"> <li>1) Installation of new pre-treatment and pre-screening facilities that will remove heavier grit particles before they are lifted by the screw pumps.</li> <li>2) Existing facilities would be basically rehabilitated and improved to bring them back to the pre-war condition.</li> <li>3) All mechanical equipment and electric facilities, except some parts of the clarifies would be newly replaced.</li> <li>4) As an architectural work, a new boiler room and generator building will be constructed, and the others will be rehabilitated.</li> </ol> <p>Based on these improvement fundamentals, the preliminary design of the Project is formulated with the estimated cost as follows;</p> <ol style="list-style-type: none"> <li>1) The Total Project Costs is estimated at DEM 76 million, consisting of the construction cost, and engineering plus contingency cost at DEM 64 million and DEM 12 million, respectively.</li> <li>2) Annual O&amp;M cost is estimated at about DEM 6.1 million.</li> </ol> <p>2. Economic and Financial Evaluation</p> <p>Economic and financial evaluation is done with some assumptions in consideration with preliminary design and estimation, and O&amp;M cost. The calculation shows Financial Internal Rate of Return (FIRR) of 5.9%. The result indicated that the project is feasible as a loan project, provided that revenue collection of the improved by raising tariff rates. The economic benefit of the Project is justified by the calculation of the Economic Internal Rate of Return (EIRR), which is 17.6%. According to the result of questionnaire survey done on the domestic and non-domestic water uses in Sarajevo, recognition on the improvement of the environment and the water quality of Bosna and Miljacka Rivers was considerably high. The survey resulted to a relatively high amount of Willingness to Pay (WTP) at KM 3.0 to 4.1 per household per month.</p> <p>(FY 2003 Domestic Survey)</p> <p>Bosnia and Herzegovina is negative about fund raising by other means than the grant aid.</p> <p>(FY 2005 Domestic Survey)</p> <p>No information to be specificary mentioned.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P)

Compiled May.2001

Revised Mar.2008

**ERP BHG/S 108/00**

<b>1. COUNTRY</b>	Bosnia-Herzegovina		
<b>2. NAME OF STUDY</b>	The Study on the Transport Masterplan in Bosnia and Herzegovina		
<b>3. SECTOR</b>	Transportation / (Transportation in) General		<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Civil Affairs and Communications of Bosnia and Herzegovina, Ministry of Transport and Communications of the Federation of Bosnia and Herzegovina, Institute of Urbanism of the Republic of Srpska	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	<p>-Formulation of an integrated, multi-model (road, rail, waterway, air)transport master plan extending over a twenty year planning horizon to year 2020.</p> <p>-Identification, within the overall master plan framework, of urgent projects whose implementation is to be achieved by year 2005, and whose merit is determined via pre-feasibility studies.</p>		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Mar.1999 ~ Mar.2001 24month(s) ~		
<b>9. SITE OR AREA</b>			
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>(1) Road Sector (Project Cost Local Cost:3,487.6KM, Foreign Cost:1,499.7US\$ ) BiHTMAP project proposals including construction of new bypasses/expressways, improvement/widening/pavement of the existing roads, are based on sufficiency analysis and are intended to expand the road network.</p> <p>(2) Railway Sector (Project Cost Local Cost513.9KM, Foreign Cost:221.0US\$ ) With a target being functional modernization of BiH railway, a package improvement is proposed, whose focus is Corredor Vc and the line parallel to Corridor X. The highest priority should be given to immediate actions for; 1)rehabilitation of rolling stock, including rehabilitation of workshops and maintenance functions; 2)improvements of infrastructure, including signal and communications, as well as recovery of disconnected catenary system.</p> <p>(3) Air Transport Sector (Project Cost Local Cost:20.5KM, Foreign Cost:8.8US\$ ) Those project components which need to be addressed in the short-term to meet ICAO standards with respect to safety and security, and meet future international demand have been identified as priority projects.</p> <p>(4) Waterway Transport Sector (Project Cost Local Cost:167.7KM, Foreign Cost:72.1US\$ ) The urgent reconstruction projects shold be focused on making the Sava River transport system operational as soon as practicable.</p> <p>(5) Transport Training Institute(TTI) (Project Cost Local Cost:4.5KM, Foreign Cost:1.9US\$ ) The Transport Training Institute is proposed as an important urgent program.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 2001 Domestic Survey)

Special Training of "Development of Personnel in Transport Sector" for Bosnia and Herzegovina is to be started by the end of FY2001. It is to be held once every year, and 3 persons are invited from each Entity and the State, totaling 9 persons per year. It continues for five year and currently the details of the first-year program are being created.

(FY 2004 Domestic survey)

No information

(FY 2005 Domestic survey)

Subsequent Study: By-pass, Motorway and Support Regional Integration Program and Rail Rehabilitation Project

Implementing period: 2003 - 2005

Implementing body: EBRD

Objective: For a peaceful development in Bosnia Herzegovina, rehabilitation of infrastructural facilities and maintenance in the transport and traffic sectors are required where various sized transport and traffic infrastructural projects are in progress by EBRD, EU, and WB, etc. The M/P is referenced as a guideline to enhance rationalisation.

Funding:

Funding party: EBRD

Amount:

Road sector - First stage: 70 mil EUR

Railway sector - First stage: 21 mil EUR

Content: Rehabilitation projects of infrastructural facilities in the road and railway sectors.

Technical cooperation:

Training: Part of special country research programme in transportation sector.

Number of dispatched trainees: 8-9 people each from 3 ethnic groups and 3 governments.

Period: 2002, 2003, 2004, and 2005 (suspended due to coordination)

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Feb.2007

Revised Mar.2008

**ERP BHG/S 501/05**

<b>1. COUNTRY</b>	Bosnia-Herzegovina		
<b>2. NAME OF STUDY</b>	The study on establishing digital topographic maps for Bosnia and Herzegovina		
<b>3. SECTOR</b>	Social Infrastructure	/ Survey & Mapping	<b>4. TYPE OF STUDY</b> Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Civil Affairs	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1) To develop a geographical map, develop nationwide aerial photo to develop a new topographical digital dataset and to digitize previous national topographical map. 2) To transfer technology on topographical dataset development, updating, and management technique to the counterpart.		
<b>7. CONSULTANT(S)</b>	Pasco International Inc.		
<b>8. STUDY PERIOD</b>	Feb.2003	~ Sep.2005	31month(s)
<b>9. SITE OR AREA</b>	Nationwide including 21 major cities		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	Contents: 1) Basic geographical data development, update and issue. 2) Topographical map development, update, and issue		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**  
 (FY 2006 Domestic Survey)  
 No information to be specifically mentioned.

(FY 2007 Domestic Survey)  
 No information to be specifically mentioned.

# STUDY SUMMARY SHEET

## (Other Studies)

Compiled Mar.1991

Revised Mar.2008

**ERP GRC/S 601/89**

<b>1. COUNTRY</b>	Greece		
<b>2. NAME OF STUDY</b>	Tourism Promotion		
<b>3. SECTOR</b>	Tourism / (Tourism in) General		<b>4. TYPE OF STUDY</b> Other Studies
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Greek National Tourism Organization (E.O.T)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Proposal of possible measures to increase Japanese tourists to Greece.		
<b>7. CONSULTANT(S)</b>	ALMEC Corporation Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Sep.1988 ~ Jul.1989 10month(s) ~		
<b>9. SITE OR AREA</b>	The areas specified in Greece as destination the areas in Japan as origin of tourist		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1) Basic strategies for tourism promotion; 2) Promotional activities; 3) Improvement plans by target area; and 4) Improvement of transport service.</p> <p>Note: This project is not a concrete project, but only as example. That's why no cost calculation has been conducted.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

In accordance with the recommendations of the study, GNTO has increased their promotional budget in Japan, and various promotional activities are being implemented mainly in Tokyo metropolitan area. As a result, 130 thousand Japanese tourists visited Greece in 1989, exceeding the record 129 thousand in 1979 (the Aegean boom). GNTO Tokyo office continues their efforts to promote Japanese tourists to Greece. In addition to their efforts, the official schedule flights directly to Greece from Tokyo was opened by Olympic Airways from 1990, and a desirable increase of Japanese tourists is observed in 1991.

**(FY 1994 Domestic Survey)**

The number of Japanese tourists visiting Greece has been increasing except for that in 1991, because of Gulf War.

Tokyo office of GNTO continues their efforts for tourism promotion through advertising Greek attractiveness by large pictures at railway stations, etc. However, as the representative of GNTO in Tokyo was replaced in mid of this year, it is not clear whether they are willing to change the promotion strategy or not.

**(FY 1995 Domestic Survey)**

Once GNTO Tokyo Office unofficially sounded to JICA about a request for the new promotion survey for this project, after that, however, no activity is observed as yet.

**(FY 1995 Overseas Survey)**

The recommendations of the study have been in use to formulate the tourism promotion policies. However, because of the termination of the direct flight between Athens and Tokyo, it is expected to be difficult to increase the number of the Japanese tourists.



# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Mar.1995

Revised Mar.2008

**ERP HUN/S 218/93**

<b>1. COUNTRY</b>	Hungary		
<b>2. NAME OF STUDY</b>	Municipal Solid Waste Management in Budapest		
<b>3. SECTOR</b>	Public Utilities	/ Urban Sanitation	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry for Environment and Regional Policy (Budapest Capital City Government)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1.To formulate a M/P for the improvement of the municipal solid waste management in Budapest. 2.To conduct the F/S on the first priority project.		
<b>7. CONSULTANT(S)</b>	Environmental Technologic Consultants Co., Ltd.		
<b>8. STUDY PERIOD</b>	Mar.1992 ~ Aug.1993 17month(s) ~		
<b>9. SITE OR AREA</b>	District-XV Budapest (at the same site with the existing incineration plant)		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	Construction of new incineration plant -Number of furnaces : 480 t/day X 2 -Incineration capacity : 960 t/day(24hour/day operation) -Location : District-XV -Major facilities : Waste receiving and feeding facilities, Combustion facilities, Drafting facilities, Boiler facilities, Power generation facilities, Flue gas treatment facilities, Building facilities. Purchase of vehicles. Final disposal facilities (bulldozer)		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

F/S includes all the projects proposed by M/P.

\*The reconstruction of the flue gas treatment system installed in the existing incineration plant.

Prior to the first priority project execution, the reconstruction of the existing flue gas treatment system was politically decided to satisfy the new national environmental regulations which were legislated during JICA study was still being carried out (As a matter of course the first priority project was designed to meet the new regulations).

**Reasons for Delay or Suspension:**

The reconstruction of the flue gas treatment system in the existing incineration plant is the precondition for the implementation of the proposed project (construction of a new incineration plant). However, financial constraints have hindered the implementation of the reconstruction project. Therefore, no action has been taken to implement the proposed project.

(FY 1997 Domestic Survey)

One of factors caused delay is cost sharing problem.

(FY 1997 Overseas Survey)

Change in policy.

**Detail:**

The reconstruction (new construction) of the existing flue gas treatment is still under the status of promoting for materialization. The Hungarian Government has submitted the formal request to the Japanese Government for raising loan to materialize the construction of the flue gas treatment facilities for the existing incineration plant.

(FY 1995 Domestic Survey)

The City Congress of Budapest will decide again to promote the wasted gas treatment project at the end of August, 1995. Responding to this decision, OECF will begin the implementation of SAPROF.

Simultaneously, the City Congress will start to take measures in order to construct new wasted materials combustion plant based on the results of this survey works.

(FY 1996 Domestic Survey)

The Ministry of Environment and Regional Policy and the Budapest Capital City government consider this reconstruction project urgent and important. Thus, they concluded I/P (draft) of SAPROF with the dispatched OECF mission in June 1996. However, the central government and the Budapest Capital City government has not agreed how to secure the local fund to implement the project, which will be equivalent to 40% of total project cost. Because they are reluctant to undertake SAPROF before they confirm the financial source for the project, it has been suspended.

**Others:**

(FY 1999 Overseas Survey)

The construction of new controlled landfill is in progress. It is very likely that the construction of a new incineration plant will be needless in the next 5-10 years.

**Perspective:**

(FY 1997 Domestic Survey)

There is possibility to realize the project in case that ODA's interest for environment projects lower.

(FY 1997 Overseas Survey)

To materialize the project, Procurement of fund is necessary.

(FY 1998 Domestic Survey)

If the flue gas treatment system is established, implementation of the proposed project will be considered (probably after 2-3 years).

(FY 1999 Overseas Survey)

A tender for the reconstruction of flue gas treatment system in the existing incineration plant will be implemented. in 2000.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Sep.1995

Revised Mar.2008

**ERP HUN/S 101/94**

<b>1. COUNTRY</b>	Hungary		
<b>2. NAME OF STUDY</b>	Integrated Air Pollution Control Plan for Sajó Valley Area		
<b>3. SECTOR</b>	Administration	/ Environmental Problems	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	Ministry for Environment and Regional Policy		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	Survey and analyze the relation between local socio-economic activities and the air pollution. Drawing up general air pollution control plan.		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Sep.1992	~ Jan.1995	28month(s)
<b>9. SITE OR AREA</b>	Sajó Valley area in Borsod, Abauj and Zemplén Districts		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1) Thermal power plant :</p> <p>Introduce the combustion boiler with circulated flowing floor to Borsod power plant, and convert the existing boilers to the hybrid combustion system with flowing floor.</p> <p>2) Factory :</p> <ul style="list-style-type: none"> <li>- Convert the fuel from coal to natural gas (Boiler, Tunnerl Kiln)</li> <li>- Use low Nox burner (Cement Kiln)</li> <li>- Convert the heat treatment furnace to "Rath" type</li> <li>- Install a denitration facility to the nitric acid producing line</li> </ul> <p>3) People's life :</p> <p>Convert the fuel from coal to natural gas.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :****(1) Steam Power Plant**

## Subsequent Study:

Hungarian side requested to a JICA a F/S for reconstruction of the boilers at Borsod Power Plant to control air pollution. Mining and Industrial Department of JICA has dispatched a contact mission to carry out the preliminary survey for the implementation of F/S on July, 1995.

**(FY 1997 Overseas Survey)**

1995~July 1998 F/S on facility improvement and environmental protection of Borsod Power Plant was undertaken.

**(FY 1998 Domestic Survey)**

This steam power plant was sold to AES on an American private company when F/S was conducted. Therefore there is no possibility to implement the project with an assistance from Japan.

**(2) Factory**

## Subsequent Study:

(convert the heat treatment furnace to Rath type)

1995~96 own fund

**(3) People's Life**

(convert the fuel from coal to natural gas)

1995~97 3300 mil. Forint (consumers' own source and governmental financial aid, 67.9 mil.Forint)

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Jun.2001

Revised Mar.2008

**ERP HUN/S 209/98**

<b>1. COUNTRY</b>	Hungary		
<b>2. NAME OF STUDY</b>	The study on the Environmental Improvement of Lake Balaton in the Republic of Hungary		
<b>3. SECTOR</b>	Administration	/ Environmental Problems	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>		
	<b>PRESENT COUNTERPART AGENCY</b>	Balaton Development Authority	
<b>6. OBJECTIVES OF THE STUDY</b>	To formulate a M/P for water quality improvement of Lake Balaton and to conduct a F/S for proposed project(s) if necessary.		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Jan.1996 ~ Feb.1999 37month(s) ~		
<b>9. SITE OR AREA</b>	Lake Balaton (Surface area approximately 600km <sup>2</sup> ) and its catchment area (approximately 5,800km <sup>2</sup> )		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>M/P</p> <p>1. Institutional measures</p> <ul style="list-style-type: none"> <li>- Establish Lake Balaton Policymaking Chamber that handles coordination, policymaking, and information control.</li> <li>- Promote residents participation.</li> <li>- Examine introduction of environment usage fee.</li> </ul> <p>2. Construction measures</p> <ul style="list-style-type: none"> <li>- Implement the existing sewerage project in the catchment.</li> <li>- Implement the Kishbalaton project Phaze II in a early stage.</li> <li>- Dredge the KESTOHEI and SHIGRIGET lake basins.</li> <li>- Construct 33 vegetation based water purification facilities.</li> </ul> <p>3. Non-constuction measures</p> <ul style="list-style-type: none"> <li>- Promote environmental education.</li> <li>- Introduce products surcharge</li> <li>- Establish systems to popularize public sewerage connection and purification.</li> </ul> <p>F/S</p> <p>Construction of vegetation based water purification systems is one of the objectives of the F/S.</p> <p>Study Areas:</p> <ul style="list-style-type: none"> <li>- River water purification system (vegitation based water purification system): NYUGATY on UBUCHATORNA River and KERETY on HOZOTO River</li> <li>- Urban sewerage treatmen system (coagulation sedimentation fileration method): KESTHEI downtown.</li> </ul>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p><b>Description :</b></p> <p>(FY 2001 Domestic Survey)  The proposed organization for the restoration and development of Lake Balaton was established under the name of Balaton Development Authority. JICA's technical cooperation, upgrading of Pollution Load Database (PLDB) and Water Duality Simulation Model (which were provided by the Study as tools for the policy decision making), is being implemented by the request of the Authority.</p> <p>(FY 2002 Overseas Survey)  Two Short-term JICA experts were dispatched to the LBDCA: Water pollution load analysis, Water quality simulation modeling (11 Nov.2001-10. Dec. 2001, 25 Jan. 2002-25. Mar. 2002, 27. Jan. 2003-26 Mar. 2003)  Due to the unforeseen environmental changes (low water level and associated issues), LBDCA further requested a follow up study to continue the water quality simulation.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Jun.2000

Revised Mar.2008

**ERP MKD/S 114/99**

<b>1. COUNTRY</b>	Macedonia		
<b>2. NAME OF STUDY</b>	The Study on Air Pollution Monitoring System		
<b>3. SECTOR</b>	Administration / Environmental Problems		<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Urban Planning, Construction and Environment(during the Study) Ministry of Environment(at the last stage of the Study)	
	<b>PRESENT COUNTERPART AGENCY</b>	Ministry of Environment and Physical Planning	
<b>6. OBJECTIVES OF THE STUDY</b>	1) To provide recommendation on the establishment of a nationwide air pollution monitoring system. 2) To formulate a detailed plan for pollution monitoring with respect to a selected model city. 3) To carry out technical transfer to the counterpart personnel of the Macedonian government during the study 4) To support the decision-making on environmental policies of the Macedonia.		
<b>7. CONSULTANT(S)</b>			
<b>8. STUDY PERIOD</b>	Oct.1997	~	Aug.1999 22month(s)
<b>9. SITE OR AREA</b>	Nationwide, Model city: Skopje city, capital of Macedonia		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1. The air quality monitoring station of 4 stations and the mobile monitoring station of one station have been installed for Skopje City in this project.</p> <p>1) Setting up of additional 10 Air Quality Monitoring(AQM) stations(2 places are addition to Skopje City)</p> <p>2) Installation of 5 Continuous Emission Monitoring(SEM) Stations</p> <p>3) Introduction of one mobile monitoring system</p> <p>4) Establishment of Air Pollution Monitoring Center(APMC) including data bank system</p> <p>5) Introduction of auto-exhaust gas inspection system</p> <p>6) Up-grading analytical instruments of the Institute of Environment "Zelezara"</p> <p>2. Organization and Institution Planning</p> <p>Submitted our proposal to the Environment Consulting Center of the Ministry of Environment, the establishment of APMC, including the responsible work, organizational system, personnel plan, personnel training system.</p> <p>3. Suggestion about the maintenance and management plan such as the monitoring equipment</p> <p>4. Personnel Development Planning</p> <p>5. Implementation Schedule Plan for Nation Wide Monitoring System</p> <p>The proposal was submitted for the implementation schedule plan in the installation of the nationwide monitoring system, procurement of equipment and material, and so on.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 2000 Domestic Survey)

The counterpart of this Study said that the Macedonian government newly requested to the Japanese government. The major contents of that are requested are as follows;

- 1) 2 monitoring stations are to be increased in capital Skopje City. Then, it will have 6 stations which has already been supplied by JICA project.
- 2) Introduction of 2 new monitoring stations in Bitola City where the coal thermal power plant is being operated.

1. Establishment of air quality monitoring station system

(FY 2001 Domestic Survey)

The grant aid was requested to the government of Japan but not adopted yet. The Ministry of Environment of Macedonia is willing to proceed establishing the air quality monitoring station system under the decision by the government of Japan and JICA in Dec.2001 or Jan.2002.

Contents of request:

Procurement source: Japanese grant aid is expected.

Procurement amount: 45 million Yen is demanded.

Loan project content:

- 2 additional installation of the monitoring stations in Capital Skopje City and 2 establishments of them in Bitola City where the coal thermal power plant is located.
- Version up of the computers and other equipment at the central station (The Ministry of Environment and Nature Planning, Environment Information Center)

2. Personnel Development Planning

(FY 2001 Domestic Survey)

The expert by JICA (Mr.Okuno from Institute of Environment of Hyogo) has been giving a technical transfer, the young and middle experts on environment have been participating in the JICA training and the ministry itself has been also promoting the human resources, however there may possibly be shortage of them.

3. Organization and Institution Planning

(FY 2001 Domestic Survey)

Organization reform: Oct.2000, The ministry of Environment has changed its name to the Ministry of environment and Nature Planning.

Environment related laws: The Act on Environment and Nature Protection and Promotion came in force in Oct.1997 is still in force. Although it does not stipulate the measure to proof the control standard, the related laws have been introducing positively according to the latest information.

4. Suggestion about the maintenance and management plan such as the monitoring equipment

(FY 2001 Domestic Survey)

1) Maintenance and management of the provided equipment:

- Equipment at the Air Pollution Monitoring Station (4 stations): They are maintained well under the maintenance contract with the Australian Firm.
- The other equipment are also frequently utilized and operated well.

2) Inauguration of the Air Pollution Monitoring Center with the Data Bank System:

Although the EIC of Ministry of Environment are representing to it, more development on staff, equipment and technical level are necessary. It seems that the request on version up of the computers at EIC and dispatch of experts are one link of it.

Furthermore, the proposed projects like, the installation of continuous emission monitoring stations, and mobile monitoring system, the introduction of auto-exhaust gas inspection system, up-grading analytical instruments of the Institute of Environment, are under discussion based on the proposed projects, however they faces difficulty to make them forward because of the financial problem.

(FY 2004 Domestic Survey)

No information to be specifically mentioned.



# STUDY SUMMARY SHEET

## (M/P)

Compiled Jun.2000

Revised Mar.2008

**ERP MKD/S 115/99**

<b>1. COUNTRY</b>	Macedonia		
<b>2. NAME OF STUDY</b>	Master Plan Study on Integrated Water Resources Development and Management		
<b>3. SECTOR</b>	Social Infrastructure	/ Water Resources Development	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	Ministry of Development (MOD)		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	1) To formulate an integrated water resources development and management master plan for the target year 2025 in the whole area of The Yugoslav Republic of Macedonia. 2) To transfer technology to the counterpart personnel in the course of the Study		
<b>7. CONSULTANT(S)</b>	Nippon Koei Co., Ltd. KRI International Corporation		
<b>8. STUDY PERIOD</b>	Dec.1997	~ Jul.1999	19month(s)
<b>9. SITE OR AREA</b>	Whole area of Macedonia		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>The master plan was formulated for the target year 2025.</p> <p>In the Master plan, 42 projects were selected, among which 12 projects were proposed to be implemented in the First I phase (1999 to 2005) as a result of comprehensive evaluation. The following are purpose / feature, estimated project cost and economic/ financial internal rate of return(EIRR/FIRR).</p> <p>Project Name(Purpose/ Features)</p> <ol style="list-style-type: none"> <li>1. Water supply project for Tetovo (M.I. (200 l/s))</li> <li>2. Kichevsko Reka Water Supply (1,500 ha)</li> <li>3. Patishka Reka Water Supply Project (M. (80 l/s))</li> <li>4. Slupchanka Dam Project (M.I.(2601/s))</li> <li>5. Treska River Upper Reach Rural Water Supply Project (RWS(Population: 15*1,000))</li> <li>6. Skopje Circle Rural Water Supply Project (RWS (Population: 37*1,000))</li> <li>7. Kriva Palanka/Kumanovo Circle Rural Water Supply Project (RWS (Population: 35*1,000))</li> <li>8. Zletovica Dam Project(M.I (300 l/s))</li> <li>9. Valandovo Area Irrigation Rehabilitation Project(3,600 ha)</li> <li>10. Pelagonia Circle Rural Water Supply Project(RWS (Population: 24*1,000))</li> <li>11. Irrigation System Betterment in Resen(5,200 ha)</li> <li>12. Oraovica Dam Project(M.E(200 l/s))</li> </ol> <p>M: Municipal water, I: Industrial water, E: Environmental Water Supply</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 2000 Domestic Survey)

It is informed that some procedure for implementation of the Zletovicha Dam Project, one of the projects to be implemented in the first Phase, has been taken by Macedonia side. Except the Project, however, there is no information on implementation of their projects.

(FY 2001 Domestic Survey)

Although the local study was started on the Zletovicha Dam Project by JBIC from Apr.2001, it has been suspended after 1 month study due to the local political instability.

(FY 2002 Domestic Survey)

The local study is going on the Zletovicha Dam Project by JBIC.

(FY 2003 Domestic Survey)

20 Nov.2003 L/A about 9,600 mil. yen (The Zletovicha Dam Project)

(FY 2004 Domestic Survey)

Bid for the consultants in Yen Loan project was held (deadline of the proposal, 5th March, 2005)

(FY 2005 Domestic Survey)

Now in implementation phase.

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Dec.2007

Revised Mar.2008

**ERP MKD/S 501/06**

<b>1. COUNTRY</b>	Macedonia		
<b>2. NAME OF STUDY</b>	The Study for Establishment of State Base Maps for GIS in the Former Yugoslav Republic of Macedonia		
<b>3. SECTOR</b>	Social Infrastructure	/ Survey & Mapping	<b>4. TYPE OF STUDY</b> Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	State Authority for Geodetic Works	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1) Development of national basic map(basis of spatial data), 2) Technical transfer, 3) Diffusion of geographical information		
<b>7. CONSULTANT(S)</b>	KOKUSAI KOGYO CO., LTD.		
<b>8. STUDY PERIOD</b>	Mar.2004 ~ Nov.2006 32month(s) ~		
<b>9. SITE OR AREA</b>			
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Achievements are report of survey operation, and as follows.</p> <ul style="list-style-type: none"> <li>* Aerial photograph</li> <li>* On-site location survey achievement</li> <li>* Result of aerial triangulation</li> <li>* Prepressed film of topographic map in scale of 1/25,000</li> <li>* Printed diagram of topographic map in scale of 1/25,000</li> <li>* Digital data file</li> </ul> <p>The suggested projects are as follows.(in order of precedence)</p> <ol style="list-style-type: none"> <li>(1) Development of national basic map in country-wide level(project1)</li> <li>(2) Advanced use of Ortho Photo(project3)</li> <li>(3) Improvement in selling service of topographic map(project5)</li> <li>(4) Setting electronic basing point and changing geodetic reference system(project2)</li> <li>(5) Support to establish mid-term and long-term plan(project4)</li> <li>(6) Development of map compiled in downscale(project7)</li> <li>(7) Build up WebGIS(project6)</li> </ol>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY2007 Domestic Survey)

Suggested project as follows was conducted.

Implemented Project : Development of Geographical Information Database of Macedonia(dispatch experts)

Implementing Period : from January, 2007 to March, 2007

Implementing Body : Department of Location Survey

Contents : reinforcement of GIS/database making capacity

Successful Bidder : PASCO Corporation

# STUDY SUMMARY SHEET

## (M/P)

Compiled Mar.1994

Revised Mar.2008

**ERP POL/S 101/92**

<b>1. COUNTRY</b>	Poland		
<b>2. NAME OF STUDY</b>	National Transport Plan		
<b>3. SECTOR</b>	Transportation / (Transportation in) General		<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Transport and Maritime Economy (MTME)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Elaboration of a M/P and short/middle term priority plans for the National Transport Plan which will effectively encourage the economic restructuring toward a free market economy.		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International The Overseas Coastal Area Development Institute Japan Railway Technical Service		
<b>8. STUDY PERIOD</b>	Mar.1991 ~ Dec.1992 21month(s) ~		
<b>9. SITE OR AREA</b>	The Republic of Poland : 312 thousand sq.km. Population of 38.2 million		
<b>10. MAJOR PROPOSED PROJECT(S)</b>			
1. Master Plan			
Short Term Actions (1993 - 1996)		Medium Term Actions (1997 - 2000)	
Railway	Rationalization and Modernization of PKP	High speed service and encouragement of international transport	Roads & Maintenance of existing roads and preparation
Road Transport	Encouragement of Road administration and construction of road development plan	Encouragement of competitiveness of Polish ports	of highways
Ports & Maritime Transport	Preparation of port development policy	Encouragement of international air transport	
Air Transport	Modernization of airport infrastructure and air transport administration	Completion of suspended projects	
Urban Transport	Rationalization of urban transport entities	Preparation towards the EC integration	
MTME	Reorganization of transport administration		
2. Projects and Programs			
Improvement Program of the Transport Administration, Pre F/S on the CMK Railway Line Road Financing System, Port Cargo Information System, Pre F/S on General Cargo Terminals			

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

Implementation of the project (FY 1993 Overseas Survey)

1.Improvement program of the Transport Administration.

Essential structural change was carried out in MTME. It will continue.

Reorganization MTME

One of the recommendations by the study team was "Reorganization of MTME" which includes an introduction of "model organization system" to the existing "functional organization system"

Polish government has reacted to the recommendations as follows:

1)Establishment of new departments

-Department of Railways

-Department of Civil Aviation

2)Reorganization of the existing departments

-Department of Transport Policy

Reorganization of former Department of Transport systems and Department of International Cooperation

-Department of Motorcar Transport

Former Department of Land Traffic Administration

2.CMK railway line improvement

F/S was requested to JICA

3.Port Cargo Information System & General Cargo Terminal

They were used to draft the Maritime State Policy toward 2000.

4.The training program of PKP Management staff

This is in implementation phase. The firm to conduct training course has been chosen.

5.Restructuring of PKP

1995 "The Study on Restructuring of Polish State Railways in Poland" (JICA)

Utilization of the outputs:

The Government utilized the study results to formulate following two documents.

-Transport Policy and Realization Steps on the way of Transforming

Polish Transport System into adopted one to the market economy and new cooperation conditions in Europe

-Polish Transport System's Integration with EC Transport Systems

Situation:

(FY 1997 Domestic Survey)

Development study on privatization of national railway was carried out by JICA in 1996.

(FY 1997 Overseas Survey)

There are no changes in situation.

(FY 1998 Domestic Survey)

Oct.1996~Jan.1998 JICA M/P "Privatization of Polish State Railway"

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Mar.1995

Revised Mar.2008

**ERP POL/S 219/93**

<b>1. COUNTRY</b>	Poland		
<b>2. NAME OF STUDY</b>	Solid Waste Management for Poznan City		
<b>3. SECTOR</b>	Public Utilities	/ Urban Sanitation	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	-Ministry of Physical Planning and Construction -Poznan Municipality	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1.Formulation of solid waste management Master Plan 2.F/S on the first priority projects		
<b>7. CONSULTANT(S)</b>	KOKUSAI KOGYO CO., LTD. Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Mar.1992 ~ May.1993 14month(s) ~		
<b>9. SITE OR AREA</b>	1)Incineration plant and Sanitary landfill:Flanowo Michalowo area, south-east of Poznan 2)Public recycling center:Eight places in Poznan		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>-8 number of public recycling centers</li> <li>-Incineration plant</li> <li>-Sanitary landfill</li> </ul> </div>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p><b>Description :</b></p> <p>Finance: (FY 1994 Domestic Survey) GNP per person (1,790 US\$ in 1991, 1,910 US\$ in 1992) was once decreased and is increasing again. So far (1954-94), Japanese grant aid and loan are very few (urgent food aid, equipment for the Opera house, commodity loan). The possibility of the Japanese aid for this project seems not so high.</p> <p>Situation: The equipment for solid waste management (25 million yen) was provided JICA in FY 1995. The preservation of environment is very emphasized in Poland nowadays, so the implementation of this project is desired.</p> <p>(FY 1995 Overseas Survey) The implementation of the project is considered to be difficult due to the lack of fund of the Poznan Municipality. However, based on the finding of the study, the project to improve the recycling rate is being implemented.</p> <p>(FY 1996 Domestic Survey) In 1995 the provision of OECF loan was resumed. The priority order of project in Poznan is 1)Railway Construction Project (once commenced with the World Bank loan, but it is now suspended), 2)construction of sewerage and 3)construction of incineration plants. Thus, no step will be taken to implement this Project before 1) and 2) are implemented.</p> <p>(FY 1997 Overseas Survey) Poznan City can't find legal tenders for implementing these projects, because the priority order of projects in Poznan is center sewage-treatment Plant.</p> <p>(FY 1998 Domestic Survey) This project will desirable as the sales profit can be expected practically. However, Poznan Municipality gives third priority to this proposed project. Unless the projects given first and second priorities are realized, this project will not be implemented.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.



# STUDY SUMMARY SHEET

## (M/P)

Compiled Jul.1998

Revised Mar.2008

**ERP POL/S 108/97**

<b>1. COUNTRY</b>	Poland		
<b>2. NAME OF STUDY</b>	Privatization of Polish State Railways		
<b>3. SECTOR</b>	Transportation / Railway		<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Transport and Maritime Economy (MOTME)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Based on the request of the government of Poland, review a program to privatize the national railways which is a part of the policies to promote market economy in the country. And, conduct a study for making an adequate plan to improve management and shift toward privatization, with the consideration of an integrated transportation network system including cooperation with neighboring countries.		
<b>7. CONSULTANT(S)</b>	Japan Railway Technical Service Daiwa Institute of Research Ltd. Tonichi Engineering Consultants, Inc.		
<b>8. STUDY PERIOD</b>	Oct.1996 ~ Feb.1998 16month(s) ~		
<b>9. SITE OR AREA</b>	Whole Poland Total extension 23,000 km (Warsaw, Gdansk, Szczecin, Poznan, Wroclaw, Katowice, Krakow, Lublin etc.)		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1. Management Form of Privatization Separate Polskie Koleje Państwowe (Polish State Railways, PKP) into an infrastructure sector and a transport sector as an independent entity for each, and privatize them. It is proposed that a final management form should be a stock company which consists of 1 infrastructure company and 8 other companies (3 passenger companies, 2 freight companies, an affiliated business company, an information and telecommunication company, and a data processing company).</p> <p>2. Plan to Shift toward Privatization Maintenance of rail transport, Environmental preservation, Fares revision (price increase), Separation of assets (separate an infrastructure sector from PKP and change it into a new state-owned enterprise), Treatment of low-density lines (abolition of lines), Treatment of surplus workers (early retirement system, reshuffling of personnels), Introduction of Related businesses, Investment plans, Subsidies by the government (analyses of its necessity and effects), Human resource development, Management of Passenger management (between cities, in metropolitan areas, in local lines), Freight management (rail transport of general freight, transport of compound freight)</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 1998 Domestic Survey)(FY 2001 Domestic Survey)

Market economy has been promoted in Poland since 1989, and the privatization of the national railways (PKP) in the country has also been examined since 1991 as a part of the promotion of market economy. The government of Poland has positively tackled with the reform of the Poland national railways. It newly established the department of railways in MOTME in 1992, and clarified a direction of the reform by approving transport policies in a Cabinet meeting and making the "New Poland National Railways Law" effective etc. in 1995. The mentioned study is highly evaluated by MOTME and the national railways, etc. As the content of the report is comprehensive and the completion is the same with the time when the privatization of the national railways has been reviewed, the report is distributed to those concerned in the parliament and high-ranking government officials such as a presidential aide, and it has been used widely as a reference for the examination of the privatization of the national railways. The content of the proposal for Poland was enriched because Poland had a great interest in experiences of the privatization of the Japanese National Railways (JNR) and many unique policies in the reform of JNR such as the privatization and division of JNR, deregulation, the treatment of long-term debt, a reduction in surplus workers, the abolition of low-density lines and the establishment of the Settlement Corporation were applicable to the PKP's case, especially in the implementation of the study. Poland requested Japan to dispatch experts on the subjects stated below to raise effectiveness of a report which is the outcome of the study on privatization stated above, and the experts were dispatched by a JICA base.

## Technical cooperation:

Dispatch of experts: It is evaluated by Polish side that the appropriate advice by the experts contributes to promote privatization of the Polish national railways when the privatization of PKP is in progress.

1. April 1998 (18 days): "Support for the Reform of Railways (training for staff)" 2 persons (Japan Railway Technical Service)
2. October-November 1998 (21 days): "Support for the Reform of Railways (technical guidance)" (Seminars were held.) 3 persons (2 for Japan Railway Technical Service, 1 for Japan Telecom Co., Ltd.)
3. April 1999- "Support for the Reform of Railways (training for staff)"
4. February 2001- "Support for the Reform of Railways (technical guidance)"

(FY 2001 Domestic Survey)

After the submission of the report in February 1998, the PKP Reform Law was established, PKP became a special corporation, and accounts were separated in passenger, freight and infrastructure sectors in the special corporation, and the 3 sectors are supposed to be divided into the companies in the future. The direction of the privatization of PKP is same with the proposal of the development study, and the result of the study is used as a reference.

On the other hand, in implementing the privatization of railways concretely, Poland requested the government of Japan in April 2000 to conduct a JICA's development study again about adequate methods to privatize passenger and freight companies and the examination of the content of financial restructuring etc. since the development study was useful. However, it has not been conducted yet due to a problem of tax for the JICA's development study in Poland.

(FY 2002 Domestic Survey) (FY 2003 Domestic Survey)

Subsequent study: "Study on the Privatization of the Poland National Railways" (F/S)

Implementing period: March 2003 to March 2004 (Phase I), May 2003 to March 2004 (Phase II)

(FY 2003 Domestic Survey)

## Technical cooperation:

Training in Japan: Privatization of Railways-training of Japanese case studies (September-October 2003)

(FY 2003 Overseas Survey)

- 1) September 1999, Revised a national railways program.
- 2) September 2000, Revised a law for privatization.
- 3) Reduced employees to 147,000 people by the end of 2002.
- 4) Stopped the operation of low profitability 3,900km sections by the end of 2002.
- 5) Established a labor preparation fund.

(FY 2007 Domestic Survey)

No information to be specifically mentioned.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Dec.1999

Revised Mar.2008

**ERP POL/S 115/98**

<b>1. COUNTRY</b>	Poland										
<b>2. NAME OF STUDY</b>	Integrated Regional Development of Konin Province in Poland										
<b>3. SECTOR</b>	Development Plan	/ Integrated Regional Development Plan	<b>4. TYPE OF STUDY</b> M/P								
<b>5.</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;"><b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b></td> <td colspan="3"></td> </tr> <tr> <td><b>PRESENT COUNTERPART AGENCY</b></td> <td colspan="3">Government Centre for Strategic Studies, Konin Vaivodeship Office.</td> </tr> </table>			<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>				<b>PRESENT COUNTERPART AGENCY</b>	Government Centre for Strategic Studies, Konin Vaivodeship Office.		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>											
<b>PRESENT COUNTERPART AGENCY</b>	Government Centre for Strategic Studies, Konin Vaivodeship Office.										
<b>6. OBJECTIVES OF THE STUDY</b>	To prepare a regional development master plan in order to propose new directions for the future development of Konin Province, and to identify high priority projects selected from a long list to be prepared in the master plan.										
<b>7. CONSULTANT(S)</b>	UNICO International Corporation International Development Center of Japan										
<b>8. STUDY PERIOD</b>	Jul.1997	~	Jul.1998 12month(s)								
<b>9. SITE OR AREA</b>	Konin Province and its vicinity.										
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>From the 75 projects on the long list, 21 were identified as having high priority. Among the latter are many projects involving reform of governmental entities or systems. Investment requirements for these projects were not estimated.</p> <p>The average annual investments required in the case of a 6.0% growth rate for Konin's GRDP are :</p> <p>1995-2000 PLN 628 million 2000-2005 PLN 864 million 2005-2010 PLN 1,156 million</p> <p>21 priority projects</p> <p>Agriculture: 1. Strengthening of agriculture technologies in Konin, 2.Establishment of comprehensive irrigation management system, 3.Promotion of group sales activities, 4.Promotion of agro-tourism.</p> <p>Three key industries: 5.Promotion of aluminum down stream industries, 6.Promotion of heat utilization industries, 7.M/P study for utilization of underground water.</p> <p>Industry: 8.Establishment of a one-stop investment service center, 9.Construction of a Konin woodworking industrial park, 10.Establishment of SMEs supporting system, 11.Establishment of financing assistance scheme for new entrepreneurs, 12.Organization of "Economic Forum 2010".</p> <p>Physical distribution and transportation: 13.Construction of a distribution center for construction materials, 14.Construction of a service area for long distance drivers, 15.Construction of a distribution center for fruits and vegetables.</p> <p>Tourism: 16.Development of hot spring resources.</p> <p>Land use and infrastructure: 17.Improvement of transportation infrastructure, 18.Supply of a low cost housing, 19.Construction of a centralized waste treatment and disposal facilities, 20.Construction of industrial parks for general use.</p> <p>Man power development: 21.Establishment of the schools for higher education.</p>										

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 1999 Domestic Survey)

Subsequent to the study, Konin was merged with the neighboring province of Poznan. The recommended industrial and agricultural development projects are being implemented with EU assistance. Privatization is progressing in the province's three basic industries (coal, power, aluminum) and the new entities are making progress in realization of the recommendations of the Study.

(FY 2003 Overseas Survey)

Konin Regional Development Agency provided the following services chiefly to small and medium enterprises for four years from 1999 to 2002.

- 1) Training activities: Training of various fields such as marketing, financing and quality management were provided to 400 small and medium enterprises all over Wielkopolska.
- 2) Advice: Seven bases to support small and medium enterprises were instituted in Wielkopolska, where supporting service was provided to 2,000 companies in a year.
- 3) Information service: Various information on accession to EU was provided. Technical cooperation of Japan:

Technical cooperation of Japan:

(FY 2003 Overseas Survey)

- 1) Dispatch of Experts: FY1998 (2 persons), FY2000(3 persons), FY2002(1 person)
- 2) Acceptance of Technical Training Participants: FY1998, FY1999, FY2000, FY2002 (one person for respective fiscal years)

# STUDY SUMMARY SHEET

## (M/P)

Compiled Jan.2006

Revised Mar.2008

**ERP POL/S 101/04**

<b>1. COUNTRY</b>	Poland		
<b>2. NAME OF STUDY</b>	Feasibility Study on Polish State Railways S.A. (PKP S.A.) Privatization in Poland		
<b>3. SECTOR</b>	Transportation / Railway	<b>4. TYPE OF STUDY</b>	M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Infrastructure	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Proposing policies toward privatization and reformation of the Polish railway(PKP group) following formulation of fiscal measures, management strategies, competitiveness improvement of PKP group and optimization of management size through studying the reality of PKP management etc in accord with current situation of PKP.		
<b>7. CONSULTANT(S)</b>	Japan Railway Technical Service Nippon Koei Co., Ltd.		
<b>8. STUDY PERIOD</b>	Mar.2003 ~ May.2004 14month(s) ~		
<b>9. SITE OR AREA</b>	Entire Poland (especially Warsaw)		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1. Proposal on policies and prospect of PKP Group reform/privatization</p> <ol style="list-style-type: none"> <li>1) Scaling down of the business (future railroad scale: 11 thousand kilometers)</li> <li>2) Surplus employee measures (early retirement program, allocation)</li> <li>3) Surplus asset utilization (assets registration and assets division, development and disposal of unused lands)</li> <li>4) Accumulated debts settlement (sales income by real estate redevelopment)</li> <li>5) Modernization of the railway infrastructure (cancellation of the lack of infrastructure facilities maintenance and maintenance bug log)</li> <li>6) Improvement of administrative institutions</li> <li>7) Legislative reform</li> <li>8) Revision of regional transportation service and abolishment of unprofitable line</li> <li>9) Reinforcement of a corporate structure of three PKP services, update of train compartments</li> </ol> <p>2. Schedule of reform and privatization</p> <p>First stage (2004-2006): Correspondence to urgent problems</p> <p>Second stage (2007-2010): Correspondence to midterm problems</p> <p>Third stage (2011-): Correspondence to long term problems</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 2005 Domestic and Overseas Survey)

Proposals made in the study were adopted in "The restructuring of PKPS.A group and privatization promotion plan towards 2007" prepared by the Polish government, which were reflected to the Polish Railway policy. The study has been considered highly evaluated by Polish side. In addition, 3 experts were dispatched for a follow-up of the study to advise on privatization of national railway.

2004: Polish railway restructuring and privatization plan prepared, taking the result of study in account.

2004/Dec: JICA has dispatched 3 experts to make a comment on the plan

2005/Feb: The plan was approved by a cabinet, which was recognized as a formal government plan

2005: Related legislation are under consideration in national assembly.

(FY 2006 Domestic Study)

Poland, which became a member of EU 2 year ago, adopts proposals in the main study into Polish railway policies and promotes privatization and railway corporate downsizing of PKP.

(FY 2006 Overseas Survey)

In 16 Dec. 2003 which was a period of the report making, the Council of Ministers approved the "program for privatization and reorganization of the PKP group toward 2006". However, as speed of reorganization was too slow, the Council of Ministers approved the "strategy for privatization and reorganization of the PKP SA group" in 22 Feb. 2005.

The government allocated more national budget to support the railway transport which is aiming at its modernization and infrastructure development. The "railway foundation" was established based on the new gazette law chapter 12, article 61 which became effective from 2006. The foundation is a new capital source for railways in the sense of extra budget.

Surplus of PKP SA and Polish Railway Lines (PLK SA) were transferred to regional governments.

Subsequent study: F/S on a privatization plan of the Polish Railway (PKP S.A.)

Implemented period: 14 months from Mar. 2003 to May. 2004

Implementing agency: The Ministry of Transport Railway Department

Objective: Implementation of studies and proposals which can be reflected into Polish railway policies and which can be combined into the "plan for PKP S.A. group reorganization and privatization toward 2007" established by the Polish government

Beneficiaries: PKP S.A.

Funding party: own fund

Technical cooperation: Dispatch of experts (Short-term expert) : 3 experts in Dec. 2004

(FY 2007 Domestic Survey)

Poland seems to continue to adopt the contents proposed in mentioned study into Polish railway policy and encouraging restructuring and privatization of railways.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Jul.1996

Revised Mar.2008

**ERP ROM/S 201/95**

<b>1. COUNTRY</b>	Romania		
<b>2. NAME OF STUDY</b>	Solid Waste Management System for Bucharest Municipality		
<b>3. SECTOR</b>	Public Utilities	/ Urban Sanitation	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	1)Municipality of Bucharest Public Works Bureau		
	2)Ministry of Public Works Department of Urban Service		
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	Formulation of an Urban Waste Control Improvement Plan.		
<b>7. CONSULTANT(S)</b>	EX CORPORATION Urban & Environment Planning, Research and Consulting Yachiyo Engineering Co., Ltd.		
<b>8. STUDY PERIOD</b>	Aug.1994	~	Dec.1995 16month(s)
<b>9. SITE OR AREA</b>	Bucharest		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1.Construction of 3 reclamation disposal plants (Balaceanca, Cretuleasca, Glina)</p> <p>2.Installation of water supply (deep well) and pipe for surrounding villages of 3 plants.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting  Delayed or Suspended  Discontinued or Cancelled
<p><b>Description :</b></p> <p>Subsequent studies:  (FY 1998 Overseas Survey)  Sep.1997~March 1998 Redraw of F/S for the development of Glina Landfill  US\$ 10,000 (own fund)  * Pre F/S for new landfill sites (Giulesti-Sarbi, Vidra) were conducted in July~Sep.1998 with their own fund (US \$10,000 each).</p> <p>Background:  (FY 1996 Overseas Survey)  May.1996, Municipality of Bucharest submitted to Ministry of Finance to request OECF loan. In Dec.17.1996, the Municipality of Bucharest received the reply from both the Ministry of Finance and the Ministry of Public Works that both Ministries were willing to assist the implementation of this project. The municipality is to submit the detailed documents in order to obtain their final consent as the Government of Romania.</p> <p>(FY 1997 Domestic Survey)  The Government of Romania has requested OECF loan to construct a disposal plant. In July of 1997, Romanian president visited Japan and submitted a letter to the Japanese Government to request a loan.</p> <p>(FY 1997 Overseas Survey)  The Municipality of Bucharest permits and authorizes only the Glina landfill site, because of the opposition shown by the local councils and others for Balaceanca and Cretuleasca.  OECF loan is to be applied for 75% of project cost, and government budget for remained part.  It is necessary to conduct F/S in accordance with the Romanian Law.  Technical assistance for the implementation of The Sanitation Tax was accomplished by own means.</p> <p>(FY 1998 Domestic Survey)  In addition to this proposed project, the government of Rumania has requested OECF loan for the construction of harbor on the coast of the Black Sea and also the highway that leads to the harbor. It seems that higher priority is given to those harbor and highway construction projects.</p> <p>(FY 1999 Domestic Survey)  Romanian President submitted a letter to the Japanese Government to request a loan on disposal plant when he visited Japan in 1997. However, this project has not been included in the official request which has been submitted from Rumanian government to Japanese government.</p> <p>(FY 2005 Domestic Survey)  Subsequent project: Urban waste reclamation site development  Implementation period: 2000 to 2002  Implementing party: Bucharest municipal and private companies  Relationship with the study:  1. After the completion of study, although loan request from the Romanian Government to JBIC was anticipated, request have never been submitted.  2. Glina disposal sites have implemented expansion construction with funds from Bucharest municipality.  3. Complete privatisation of logistics system and introduction of the private funds for the disposal system has rapidly progressed. Reclamation sites have followed collection logistics services to be privatised which as a result, all of the collection services and disposal sites except Glina are conducting developments and operations with the private fund.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.



# STUDY SUMMARY SHEET

## (F/S)

Compiled Jul.1996

Revised Mar.2008

**ERP ROM/A 301/95**

<b>1. COUNTRY</b>	Romania		
<b>2. NAME OF STUDY</b>	Irrigation Project in Ruginesti-Pufesti-Panciu District Vrancea		
<b>3. SECTOR</b>	Agriculture / (Agriculture in) General	<b>4. TYPE OF STUDY</b>	F/S
<b>5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Agriculture and Food RAIF (Regia Autonoma a Imbunatatirilor Funciare-Land Reclamation Autonomy)		
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	Formulation of a F/S on Irrigation Improvement Project in the target area as well as Agriculture Development Project (including soil preservation).		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International Sanyu Consultants Inc.		
<b>8. STUDY PERIOD</b>	Mar.1994 ~ Jul.1995 16month(s) ~		
<b>9. SITE OR AREA</b>	Vrancea Province, Ruginesti, Pufesti, Panciu Area		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1. Irrigation facility: pump site (10), pressuring site (49), drainage canal(76.4km), water supply pipe (418.6km)</p> <p>2. Drainage Facility: drainage canal (136.0km)</p> <p>3. Soil Preservation Facility: level terraces (1,839ha), grass-grown canal (33km), boundary drainage canal (16.4km), sabo damu (6), Erosion Valley Countermeasure Work (8km)</p> <p>4. Road Improvement: trunk road (31.3km), branch road (53.8km), road for management (97.1km)</p> <p>5. Others</p>		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

A part of trunk water canals are under construction slowly using Romanian fund, however, due to a lack of fund, the construction plan of F/S is behind time.

(FY 1998 Domestic Survey)

Small-scale construction is on-going with own funds.

(FY 2001 Overseas Survey)

(There is no comment in the questionnaire regarding the progress situation of each separated project work with the following reason.)

Concerning the projects divided into works of irrigation, drainage, soil preservation and road improvement, the Study conducted by JICA, has not separated funds for the divided projects. All of them constitutes capacities in the frame of the same objective.

Perspective for Remaining Projects:

(FY 1997 Domestic Survey)

Romanian Government has requested OECF loan for other projects on rehabilitation of port and road.

(FY 1997 Overseas Survey)

Romanian Government will allocate budget for the project and at the same time will request grant aid assistance for Phase B and D/D to Japanese Government in January 1998.

There is no plan for conducting subsequent study but detailed study is necessary.

(FY 1998 Domestic Survey)

Rehabilitation of port and road has not progressed.

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

The OECF loan request has not been approved yet.

(FY 2001 Domestic Survey)

The Yen loan for the rehabilitation of port and road is not adopted.

The progress situation of the grant aid request concerning the phase B and D/D is not confirmed yet.

Situation:

M/P is being undertaken to request OECF loan but is delayed. Things are in confusion such as reformation of Ministry of Agriculture & Food in the end of survey period and independence of Land Improvement Bureau (counterpart at that time) as a public corporation.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

(FY 2005 Overseas Survey)

Neither subsequent study nor projects have been implemented due to financial constraints.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Dec.1999

Revised Mar.2008

**ERP ROM/S 111/98**

<b>1. COUNTRY</b>	Romania		
<b>2. NAME OF STUDY</b>	Master Plan for Environmental Water Management on the Prahova River Basin		
<b>3. SECTOR</b>	Administration	/ Environmental Problems	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Waters, Forests and Environment Protection.	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1) To formulate the master plan for water environment management on the Prahova River Basin for the target year 2015; and 2) To carry out technology transfer to the counterpart personnel in the course of the Study.		
<b>7. CONSULTANT(S)</b>	CTI Engineering Co., Ltd. Central Consultant, Inc.		
<b>8. STUDY PERIOD</b>	Dec.1997	~ Jan.1999	13month(s)
<b>9. SITE OR AREA</b>	Prahova River Basin (3,738km <sup>2</sup> ).		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1. Sewerage development for 2 cities, 12 towns and 2 villages in the basin.</p> <p>(1) Sewer networks: extension (2 cities, 11 towns) and new installation (1 town).</p> <p>(2) Treatment plant: improvement (2 cities, 8 towns, 2 villages) and new installation (3 towns).</p> <p>2. Wastewater treatment development for 79 factories mainly consisting of oil refinery.</p> <p>(1) Improvement (70 factories).</p> <p>(2) New installation (9 factories).</p> <p>3. Replacement of the old oil pipeline (15.7km) to prevent accidental water pollution caused by oil leakage.</p> <p>3. Installation of a new laboratory to strengthen the water quality monitoring of the river and wastewater effluent.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**  
 (FY 1999 Domestic Survey)(FY 1999 Overseas Survey)  
 No major progress has been made thereafter.

(FY 2001 Overseas Survey)  
 The present status of M/P is described as "in progress or in use" rather than "delayed" or "discontinued."  
 The Study was finished in March 1999 and a proposed list of recommendations was included in the Final Report in order to improve the Prahova River quality. Those measures (extension and construction of sewerage networks and treatment plants, replacement of the old oil pipeline in Doftana River area, installation of a new laboratory for river and wastewater monitoring) were targeted in 2015. The only action undertaken is in the direction of conducting the studies and obtaining the necessary permits for some treatment plants in Prahova County.  
 All other efforts to improve the River Water Quality were delayed by the lack of financial resources.  
 That is the reason that the Study is condered as finished with the measures included in the proposed M/P under continuation and achievement.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Jun.2000

Revised Mar.2008

**ERP ROM/S 220/99**

<b>1. COUNTRY</b>	Romania		
<b>2. NAME OF STUDY</b>	The Comprehensive Urban Transport Study of Bucharest City and its Metropolitan Area		
<b>3. SECTOR</b>	Transportation	/ Urban Transportation	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	General Council of the Municipality of Bucharest	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1) To conduct a comprehensive study of urban transport in Bucharest City and its Metropolitan area up to the year 2015 2) To conduct a further study on priority projects and programs which should be implemented within two or three years after completion of the study 3) To carry out technology transfer.		
<b>7. CONSULTANT(S)</b>	Central Consultant, Inc. PADECO Co., Ltd.		
<b>8. STUDY PERIOD</b>	Jul.1998 ~ Mar.2000 20month(s) ~		
<b>9. SITE OR AREA</b>	Bucharest City and its metropolitan area (61,681ha)		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	1) Formulation of Urban Transport Master Plan The transport Master Plan was formulated in which the Ring Road Reinforcement as a basic network pattern was combined with the Multi-Modal Axis Pattern as a public transport network pattern for the purpose of followings; - securing the smooth mobility - creating the attractive city center - formulating sub-core centers - protecting the urban environment, etc  2) Priority projects - Inner Ring road linkage by Basarab overpass - Bottleneck Piatas improvement - Parking system development in central area - New type tram introduction - Fare system improvement		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**  
(FY2000 Domestic Survey)  
There is no information after this project.

(FY 2001 Domestic Survey)  
About Inner Ring Road (Baserab overpass) which is the priority project of this Study, by self-finance etc., these results of the Study are utilized (unknown for details), and construction work is carried out. Moreover, maintenance of a subway is advanced in response to the result of the Master Plan of this Study.

(FY 2002 Overseas Survey)  
Construction:  
1) Basarab Overpass: Inner Ring Road has been completed.  
2) Urban roads rehabilitation: 5% finalized  
3) Modernization of the trams railway infrastructure in South- West area of Bucharest City: 30% finalized.  
Bucharest municipality has placed sub-project coordinator by establishing Projects Implementation Unit (PIU) to make various decisions.

(FY 2004 Domestic Survey)  
No information to be specifically mentioned.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (F/S)

Compiled Jun.2000

Revised Mar.2008

**ERP ROM/S 313/99**

<b>1. COUNTRY</b>	Romania		
<b>2. NAME OF STUDY</b>	Feasibility Study on Wastewater Treatment along the Danube River Downstream Reach		
<b>3. SECTOR</b>	Public Utilities	/ Sewerage	<b>4. TYPE OF STUDY</b> F/S
<b>5.</b>	Ministry of Public Works and Territorial Planning		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	1) To conduct a basic study on wastewater treatment in the selected 7 cities. 2) To conduct a Feasibility Study for wastewater treatment of the targeted 3 cities, namely Tulcea, Galati and Braila, among the selected 7 cities 3) To carry out technology transfer to the Romanian counterpart personnel in the course of the Study.		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International Nihon Suido Consultants Co., Ltd.		
<b>8. STUDY PERIOD</b>	Jan.1999	~	Jan.2000 12month(s)
<b>9. SITE OR AREA</b>	Tulcea, Galati, Braila		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	Construction of wastewater treatment facilities in Tulcea, Galati, Braila and Derobeta Turnu-severin.		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting  Delayed or Suspended  Discontinued or Cancelled
<p><b>Description :</b>  (FY 2000 Domestic Survey)  Tulcea: Official request letter for implementation of the Project by Japanese Grant aid has been submitted.  Galati and Braila: To implement the project by Phare's fund, the financial arrangement is in progress.</p> <p>(FY 2001 Domestic Survey)  1.The request procedure was not made for the grant aid on the sewage disposal plant construction in Tulca due to the change of the mayor at the election in May 2000, though the draft request form has been prepared.  2.It seems that the materializing plan of the sewage disposal plant constructions in Galati and Braila financed by EU do not have any specific progress.  3.Subsequent Studies:Fund of EU</p> <p>Subsequent Study:  (FY 2001 Overseas Survey)  Implementation period: 2000-2004 (four years)  Study type: F/S  Financial sources: EBRD (30%) and ISPA (70%)  Amount: 173,902,000 US\$ (approved in 2000)  Contents: Seven cities located along the Danube River (namely Tulca, Galati, Braila, Calarasi, Giurgiu, Turmu-Magurele and Drobeta-Turnu Severin) were selected as higher priority cities in the nation wide development of wastewater treatment from the view points of the government policies to fulfill the EU Environmental Directives as one of EU applicant countries.  While wastewater collection system are considerably developed in the selected cities, none of them have proper treatment facilities. They are discharging wastewater to the Danube River without proper treatment.  Objectives: 1) To conduct a basic study on wastewater treatment in the selected seven cities. 2) To conduct a feasibility study for wastewater treatment of the targeted three cities, namely Tuleca, Galati, and Broila among the seelcted seven cities. 3) To carry out technology transfer to the Romanian counterpart personnel in the course of the study.</p> <p>(FY 2002 Overseas Survey)  1) Galati: The international tender for selecting the consulting is scheduled in Jan.2003.  2) Braila: The project has been approved and the consultant has been selected. The consultant will prepare the application for the city collector, in order to obtain the funds under ISPA. The city collector has not been included in the feasibility study for the treatment facility.  3) Tulcea: The application is in the approval process in Brussels.  4) Drobeta Turnu-Severin: The international tender for selecting the consulting is scheduled in Jan.2003.</p> <p>(FY 2004 Domestic Survey)  No information to be specifically mentioned.</p> <p>(FY 2005 Domestic Survey) (FY 2005 Overseas Survey)  Galati: A tender for the selection of consultants for management and supervision is under preparation.  Tulcea: An application for the Cohesion Fund of the EU is under preparation and is to be completed in 2007. The preparation of the application is financed by ISPA.  Braila: Construction has started.  Droba Turnu-Severina: A tender for the selection of consultants for technical assistance, management, and supervision has been completed.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.



# STUDY SUMMARY SHEET

## (F/S)

Compiled Jun.2000

Revised Mar.2008

**ERP ROM/A 317/99**

<b>1. COUNTRY</b>	Romania		
<b>2. NAME OF STUDY</b>	Forests Restoration in Romanian Plain		
<b>3. SECTOR</b>	Forestry	/ Forestry & Forest Conservation	<b>4. TYPE OF STUDY</b>   F/S
<b>5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Waters, Forests and Environment Protection(MWFEP), National Forest Administration(NFA)		
<b>PRESENT COUNTERPART AGENCY</b>	Ministry of Agriculture, Food and Forests, National Administration of Forest		
<b>6. OBJECTIVES OF THE STUDY</b>	<p>1) To investigate the state of the forest decline, types and level of damage and vegetation in the study area using aerial photographs and the field survey results.</p> <p>2) To formulate a forest restoration plan by analyzing the existing measures to deal with the phenomenon of forest decline in Romania.</p> <p>3) To transfer technology to counterpart organization through enquiry activities.</p>		
<b>7. CONSULTANT(S)</b>	Japan Forest Civil Engineering Consultants Foundation Pasco International Inc.		
<b>8. STUDY PERIOD</b>	Sep.1997 ~ Feb.2000 29month(s) ~		
<b>9. SITE OR AREA</b>	Olt County and Dolj County		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>In this plan, the subject forests of the Plan were classified into the following 2 groups;</p> <p>1) forests of which the damage must be restored(damaged forest)</p> <p>2) forest of which the decline must be avoided(prevention forest)</p> <p>1. The basic principles of damaged restoration measures:</p> <p>1) Establishment of regeneration methods</p> <p>2) Establishment of environmental conservation function of forests</p> <p>3) Promotion of efficient forest restoration</p> <p>2.The basic principles of decline restoration measures:</p> <p>1) prevention of damage by drought and excessively wet conditions</p> <p>2) restoration of forest mantle</p> <p>3. The main planning items of restoration measures:</p> <p>1) cutting of standing trees mainly featuring damaged trees and declined trees</p> <p>2) reforestation</p> <p>3) nursing</p> <p>4) construction of drainage and infiltration</p> <p>5) supplementary planning to prevent damage of forest mantle</p> <p>6) improvement of forest roads</p> <p>7) forestry machinery</p> <p>8) establishment of a general arboretum and forestry work demonstration forests for local development</p> <p>9) technical development to breed highly resistance species</p> <p>4. The main planning items of prevention measures:</p> <p>1) construction of drainage and infiltration works</p> <p>2) supplementary planting to prevent damage of forest mantle</p>		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

(FY 2000 Domestic Survey)

The MWFEF hopes that the Plan will play a pioneering role in the restoration of degraded forest in Romania. While Romania is aiming at joining the EU, many environmental and legal issues must firstly be solved. It is hoped that the implementation of the Plan will contribute to the solving of some such issues.

The following necessities have been identified in connection with the implementation of the Plan.

- 1) Necessity of firmly identifying new target forests and preparing environmental standards by the year 2003.
- 2) Necessity for international aid to enable activities in line with the environmental as well as forestry strategies.
- 3) Necessity for international aid to enable Romanian to comply with the environmental standards of the EU in 3-4 years time.

The prospects for implementation of the Plan are still far from certain as of November 2000. However, recently, some organization of the Netherlands dispatched a party to Romania for the data collection and the negotiations over the conditions of the forest in the placed area.

(FY 2001 Overseas Survey)

F/S on Forest Restroration in Romania Plain is being planned as follows,

Implementation Period: 10 operation years.

Financial sources: Not yet identified.

Amount: 10,709,386 US\$ Total cost inclusive of indirect cost.

Contents: The project covers 115,806 ha forest area located in two countries in the Danube Plain, affected by forest decline and consists in the implementation of the Forest Restoration Plan. The main activities refer to production works, reforestation, drainage and infiltration works, supplementary planting at forest mantles, improvement of forest roads, procurement of machinery and decline prevention measures.

(FY 2002 Domestic Survey)

Received financial assistance by the World Bank, Forest Policy and Management of the Gov. of Rumania was prepared in 2000. One of its strategic actions was afforestation of denuded agricultural land. World Bank prepared the project information document for 'Romania-Afforestation of Degraded Agricultural Land Project', dated 28th of Oct., 2002, and announced its financial assistance of 3.67 US dollars from the Prototype Carbon Fund. In this project, construction method proposed by the last report of this Development Study, including utilization of machines (plough, disk harrow) and effective drilling auger, was adopted, therefore, it can be assumed that a part of the project was prepared, based on the Study result. The recipient: National Forest Administration (NFA) The implementing agency: NFA Funded by: World Bank, Prototype Carbon Fund. Amount of funds: 10.09 US dollars The site: 7 prefectures in Southwestern and Southeastern region (including Olt Prefecture and Dolj Prefecture in which Development Study was conducted).

(FY 2003 Domestic Survey)

The project by the World Bank reported in the Domestic Study for 2002 was found to be irrelevant to this project. However, partly because the C/P at the time of the Development Studies had been involved in the preparation of proposal for the World Bank project, it is definite that a part of the proposed project has been incorporated into the World Bank project. The proposed project itself temporarily sought a budget toward the implementation but could not procure a budget and has not been implemented yet.

(FY 2004 Domestic Survey)

The proposed project has once requested for a budget for its implementation, though it has not been implemented due to the failure of securing the budget.

(FY 2005 Domestic Survey)

The project have been delayed due to political factors such as decline of priority of development project, organisational change of counterpart, and administrative factor such as imperfect administration of implementing body.

Several reorganisations confounded the C/P. In addition, emergence of environment related institutions have let degrade political power of forestry related institutions. Thus, although the project have once requested for a fund, it is considered to be difficult in realising the project.

(FY 2005 Overseas Survey)

During the last 4years, following measures were taken without additional costs:

1. Adoption of technical solutions for forest management plans
2. Reference for specific research in area studies
3. Validation of existing technologies

Although having a favourable climate conditions in the past, it is difficult to state that the efforts were made to finance coming 5 to 7 years.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Oct.2002

Revised Mar.2008

**ERP ROM/S 223/01**

<b>1. COUNTRY</b>	Romania		
<b>2. NAME OF STUDY</b>	The Feasibility Study on the Development Project of the Port of Constantza		
<b>3. SECTOR</b>	Transportation	/ Port	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Transport, Romania	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	In order to make the port Constantza to have modernized function with high handling capacities and in order to contribute all-round viewed development of Romania which is making the transition to a market economy, the project aim to formulate 2010 target year master plan and to implement F/S of the proposed projects in 2010 target year short term development plan for the port of Constantza which is a largest port in Romania as well as a largest trading port in the black sea.		
<b>7. CONSULTANT(S)</b>	The Overseas Coastal Area Development Institute Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Aug.2000 ~ Jan.2002 17month(s) ~		
<b>9. SITE OR AREA</b>	M/P The port of Constantza/south port and north port F/S: The port of Constantza/south		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>M/P (Targeted fiscal year: 2020):</p> <p>1. Demand increase</p> <p>1) Container Terminal Expansion: Construction of an additional berth to the second dock in the south port where the first phase of container terminal project is currently in progress. 2) Construction of the grain terminal.</p> <p>2. Improvement of dock management:</p> <p>1) Steel product terminal consolidation, 2) Timber terminal consolidation, 3) Re-organization of general merchandise dock.</p> <p>3. Improvement of access</p> <p>1) Barge terminal improvement, 2) Harbor road improvement, 3) Harbor railway improvement.</p> <p>Short term improvement plan (Targeted fiscal year: 2010):</p> <p>1. Demand increase</p> <p>1) Construction of the grain terminal: 1 berth (300m) in the third dock in South port, 2 berths (250m) for barges, silo, ship loader, un-loader, superstructure such as cargo facilities are expected to be invested by private sector.</p> <p>2. Improvement of access</p> <p>1) Improvement of barge terminal: Barge moorage pier (1800m) in south port, barge dolphin (1400m), pusher/tugboat moorage pier (450m), 2) Harbor road improvement: Construction of by-pass road in north port (No.5 gate area)</p> <p>F/S</p> <p>1. Demand increase</p> <p>1) Construction of the grain terminal: 98million USD, Year of construction completed: 2007, EIRR: 18.9%, FIRR: 6.6%</p> <p>2. Improvement of access</p> <p>1) Improvement of barge terminal: 32million USD, Year of construction completed: 2007, EIRR: 23.9%, FIRR: 7.9%</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
<b>Description :</b>		
<p>1. Container Terminal Expansion  (FY 2005 Domestic Survey) Container terminal construction which is the main proposed facility, has been completed in 2003 with JBIC loan. The container is already exceeding its capacity due to much greater handling cargo volumes than expected (Present estimation from the first half, cargo volume in 2005 is estimated to reach 800 thousands TEU despite the JICA's estimation in a development study was 220 thousands TEU in 2005.) As a prioritized project, it could not estimate this explosive expansion due to the estimation of gradual increase of cargo volumes with gradual economic growth based on past experience. Therefore, the project does not establish a plan of large container terminals compatible with present growth despite the project recommends to expand terminals with approximately 1 million tons handling capacities in adjacent blank area as the second phase terminals.  (FY2006 Domestic and Overseas Survey)  Implemented Project: Second phase development of container terminals  Implementation period: April, 2006 - November, 2007 (Second phase) Implementing agency: Constantza Ports and Harbours Bureau  Objective: The completion of the second phase enables to handle estimated 1 million tons container cargo handling volume in 2006.  Relation to the mentioned study: Despite the project is in progress following the content of the report, the third phase development is necessary in order to handle 2010 estimated 2 million TEU due to much larger demands of container cargo than estimated in the report.  Funding body: Own fund (Dubai port)  Others: The Constantza Ports and Harbours Bureau and the Dubai Port concluded an agreement of land re-lease. The construction will begin in 2008 following detail design in 2007 with EUR 80 million own fund of the Dubai Port.  Progress: (FY 2006 Domestic and Overseas Survey) The Greek enterprise Mochlos SA Grecia accepted an order  (FY2007 Domestic and Overseas Survey)  Implemented project: Phase III container terminal improvement  Implementing period: 2008 - 2021 Implementing body: CSCT, DPW  Funding body: Private funds (FY2007 and FY2008 expense: 72 million EUR)  Purpose: By 2007, it became the biggest container hub port in the Black Sea with a transaction volume of 1.2million TEU. The terminal devised a comprehensive master plan aimed at developing the institution by 2021. Primary costs for the engineering work of the second phase project, such as quay cranes and gantry cranes for the yard, the secondary expenses were incorporated. For the construction, 520m of quay which makes the 1500m in total, and it will make the yard space dealing the transaction volume of 1.7million TEU.</p> <p>2. Grain terminal construction  (FY2005 Domestic Survey) Handling volume of grains has been fluctuating about 4 million tons in these 3 years which are 4 times larger than 1 mil tons in 2000. Despite there are grain terminals in the north port and a part of PIER 1, most of cargo handlings are inefficient such as that many barge operation are done from depot ships in offing due to deficiency of capacity of terminals. CPPA prioritize the project based on an estimation of future cargo volume growth. EBRD did not approve a loan request together with berg terminal. The tender was malfunction at preparation of implementation process by mobilizing private resources. At the moment of 2005, tender is under an assessment regarding barge terminal constructions.  (FY2006 Domestic and Overseas Survey) There is a plan to change the pier 3 to a container terminal, and build a grain terminal on terminal 1. SILO Trans SRL (Romanian company) has submitted a building certification and from April next year, construction will be started with SILO Trans SRL's own funds.  (FY2007 Domestic Survey) Bidding for the maintenance work is currently in progress. There will be an expansion of 6 new deep berths and the area of 34ha for a special terminal after the completion of the work.</p> <p>3. Barge terminal improvement  (FY2003 Domestic Survey) EBRD is reviewing the fund (application submitted around April 2003). However, the review of a scope/project expense, reviewing the economic assessment are necessary. The consulting company contracted by EBRD will be implementing CPA including the administrative control structure (Draft report will be completed by March next year). E/S operation is not included in the funding, so, it is necessary for CPA to budget for the consultant employment expense.  (FY2004 Domestic Survey) EBRD loan is used for the construction (20 million EUR), design work will be donated from the Dutch government. Construction will be started in FY2005.  (FY2005 Domestic Survey) Rating the bidding (2005).  (FY2006 Domestic and Overseas Survey)  Implementing project: Berg terminal development  Implementing period: July, 2006 - December, 2007 Implementing body: Constantza Ports and Harbours Bureau  Funding party: Romanian government (20%), EBRD (80%)  Contents: Berg mooring pier: 1200 - 1500m x -7.0m, Berth 99 - 101 pusher/ tug mooring pier, Depth of the sea -5.0m  Progress:  (FY2006 Domestic and Overseas Survey) 95% completed, work is expected to be completed in July, 2007.  (FY2007 Overseas Survey) Rest of the work proposed in the mentioned study will be completed in the Phase 3 of the project. However, funding has not been raised.</p> <p>4. Harbor road improvement  (FY2002 Overseas Survey) Funding and a part of D/D are requested.  (FY2007 Overseas Survey) F/S of Constantza South Port (Road bridge over access canals in sea canal area, network roads in and out of the port), and improvement of the road bridge over Danube/Black sea canal in Constantza Port are implemented. The project is included in SOP-T(Sectorial Operational Programme for Transport) and solidarity funding and structure funding from Europe were requested.</p> <p>5. Harbor railway improvement  Implemented project: Harbor railway improvement Implementing body: SC INSTITUTUL DE STUDII SI PROIECTARI CAI FERATE S.A.- BUCURESTI-ISPFC  Funding: Own fund Contents: Railroading construction to the Rail 3, Railroading construction to the Rail 6, Construction of railway connection point between Ferry Boat Station termination X in Constantza South Port and Ajijea South Station.</p> <p>6. Other  (FY2006 Overseas survey) In May, 2004, Constantza Port development work and commercialization plan were implemented. Cargo volume is analyzed by Jacobs Gibb and implemented study in 1999 and 2002. JICA and Jacobs Gibb analyzed operation volume. Both analysis stated fluctuation of operation volume followed by trade development in a past decade as characteristics. Followed by renewal of operation volume estimation, consultants adopted 2 case scenarios, pessimistic scenario which takes various risks related to economic development estimation in Asia and Europe into account, and basic case scenario which almost follow JICA operation volume estimation. Work is halted for the integration of Iron/steel articles terminals and Timber terminal and road improvement is in progress. Construction of grain terminal is opposed to receive funding from the EU Structural Funds.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Jun.2000

Revised Mar.2008

**ERP SVK/S 116/99**

<b>1. COUNTRY</b>	Slovakia		
<b>2. NAME OF STUDY</b>	The Study on Regional Environmental Management Plan for the Hron River Basin		
<b>3. SECTOR</b>	Administration	/ Environmental Problems	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Slovak Environmental Agency	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1) To formulate a master plan for regional environmental management for the area of Hron River Basin 2) To pursue technology transfer to the counterpart personnel in the course of the study		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Mar.1998	~ Jan.2000	22month(s)
<b>9. SITE OR AREA</b>	Hro River Basin		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	1. Core plan 1) River water quality management: 14 measures 2) Soil and groundwater quality management: 12 measures 3) Air quality management: 13 measures 4) Waste management: 10 measures 5) Ecology and forests management: 9 measures 6) Heritage and tourism resources management: 20 measures 2. Supporting plans 1) Institutional measures 2) Community participation and information dissemination plan 3) Environmental education plan 4) Environmental information network plan 5) Environmental monitoring plan		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 2000 Domestic Survey)

According to information from the Ministry of Environment, Slovakia, they are preparing to apply ISPA fund of the EU for some projects, and the Final Report of this Study is used for the preparation of the applications.

(FY 2001 Domestic Survey)

1. It seems that EU may provide more than 5 million Euro (probably 10 ~ 15 million Euro) to the drainage projects of mid-small sized in Hron River basin.
2. The DfID of England assists the establishment of the Clean Hron Association of Mayors.

(FY 2004 Domestic Survey)

No information.

(FY 2005 Domestic Study)

No request has been made for a Japanese assistance since 2003.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Sep.2003

Revised Mar.2008

ERP SVK/A 111/02

<b>1. COUNTRY</b>	Slovakia		
<b>2. NAME OF STUDY</b>	The Study for Sustainable Development of Agriculture in Zahorska Lowland and Protection of Natural Resources in Slovak Republic		
<b>3. SECTOR</b>	Agriculture / (Agriculture in) General		<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Slovak Water Management Enterprise, Branch Office irrigation and Drainage (SWME-ID)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	<p>To formulate technical guidelines for suitable soil and water management, which is the priority subject of Slovak agriculture for the improvement of agricultural production both quantitatively and qualitatively, and to promote agricultural development in the Zahorska Lowland, which is considered as a priority development area.</p> <p>To carry out technical skill transfer to Slovak counterpart personnel, through on-the-job training, sufficient discussion and communication during the course of the Study.</p>		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Jun.2001	~	Mar.2003      21month(s)
<b>9. SITE OR AREA</b>			
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>The case study was conducted with the purpose of reinforcing the Guidelines through detailed investigation and examination in a limited area and with the purpose of helping user's understanding by introducing ideal case of using the Guidelines. Two sites, i.e., Site-A, of which area is around 3,000 ha, in the Male Levare and Velke Levare villages and Site-B, of which area is around 400 ha, in the Gajary village were selected for the Study. Case Study of 1) Farmland management, 2) irrigation and drainage management and 3) Cultivation and farm management was formulated in the Case Study area.</p> <p>The biggest limitation factor to actually apply the farming technology proposed in the Guideline is improvement of the field irrigation machine parts by farmers in the region where irrigation is recommended. Therefore, the scenario was set by three cases according to the investment level to the field irrigation machine parts such as the reel hoses by the farmer.</p> <p>Scenario A: The irrigation agriculture expands to use all the irrigation systems which can be used to its maximum. Regional agriculture develops by a high profitability by which irrigation is assumed to be a base. In this scenario about 850 ha ca be irrigated. Main target crops when irrigation is used are vegetable, sun flower, and spring barley, if there is a surplus in the irrigation water, wheat, maize and alfalfa can be irrigated.</p> <p>Scenario B: This is set as the middle development level between scenario A and C. In this scenario about 400 ha is irrigated. Irrigation is executed to the vegetable and cash crops.</p> <p>Scenario C: This is set as a level of the existing irrigation machine parts or that which new machine parts is added on to it even if repairs be done if it is necessary. Irrigation is assumed to be limited to crops being irrigated now and the vegetable with the highest profitability, and there not be remarkable increase in an initial investment and the farming cost. About 180ha can be irrigated in this scenario.</p> <p>The following plans were formulated for each scenario.</p> <ol style="list-style-type: none"> <li>1. Farmland Management: Land Use Plan, Possible Crop Rotation, Soil Conservation, Water Management of Soil, and Soil fertility Management</li> <li>2. Irrigation and Drainage Management: Irrigation Recovery Plan, Restoration of Irrigation Facilities, Irrigation Plan, Improvement of Field Irrigation, Improvement Plan of Drainage Management</li> <li>3. Cultivation and Farm Management: Profitable and stable farm management through the combination of cultivation techniques according to the characteristic of firm field</li> </ol>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 2003 Domestic Survey)

After July 1, 2003, "Water Management Enterprise, Branch Office Irrigation and Drainage" which was the counter part organization became an independent business body by administrative reformation.

The final report was distributed to the local government, the farmer, the government, the chamber, and the university, etc. The translation from English to the Slovakian word is now advanced

It is planned to do the agricultural development project in the Zahorska Lowland by the European capital in the cooperation of three countries of Czech Republic, Austria, and Slovakia, and the report will be used at this time.

(FY 2006 Domestic Survey)

No information to be specifically mentioned.

(FY2007 Domestic Survey)

No information to be specifically mentioned.



# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Oct.2002

Revised Mar.2008

**ERP CRO/S 224/01**

<b>1. COUNTRY</b>	Croatia		
<b>2. NAME OF STUDY</b>	Study on Water Pollution Reduction at the River Sava Basin		
<b>3. SECTOR</b>	Public Utilities	/ Urban Sanitation	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	State Water Directorate (Policy), Croatian Waters (Implementation)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	(1) To formulation a master plan for water environmental management of the Sava River Basin including pollution loading reduction up to the target year 2015. (2) To conduct the feasibility study on wastewater treatment of the selected 5 towns neighborin		
<b>7. CONSULTANT(S)</b>	CTI Engineering International Co., Ltd. Nihon Suido Consultants Co., Ltd.		
<b>8. STUDY PERIOD</b>	Sep.2000 ~ Aug.2001 11month(s) ~		
<b>9. SITE OR AREA</b>			
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>M/P:</p> <p>(1) Improvement of Industrial Wastewater Treatment of 51 Major Factories.</p> <p>(2) Improvement of Sewerage Treatment System of 21 Towns excluding Zagreb City.</p> <p>F/S: Improvement of Sewerage Treatment System of following 5 towns</p> <p>(1) Dugo selo (implementing period: 2003-2007, FIRR 6.58)</p> <p>(2) Vrbovec (Implementing period: 2003-2007, FIRR 5.98)</p> <p>(3) Sisak (Implementing period: 2003-2006, FIRR 5.48)</p> <p>(4) Kutina (Implementing period: 2003-2007, FIRR Large)</p> <p>(5) Karlovac (Implementing period: 2003-2006, FIRR 5.91)</p>		

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p><b>Description :</b>  (FY 2002 Domestic Survey)  After six month of the project completion, the counterpart side made a subsequent request for JICA to conduct necessary study about D/D as a successive project of F/S. With regard to this matter, the Croatian government was notified that they need to follow the official procedures including the creation of the statement of request to the Japanese government. There is no information available about the subsequent progress of the project.</p> <p>(FY 2002 Overseas Survey)  The letters confirming the cooperation for the detailed design including five major cities was sent to Japan.</p> <p>(FY 2004 Domestic Survey)  No information to be specifically mentioned.</p> <p>(FY 2004 Overseas Survey)  The Commission for the Protection of the Danube River, the Commission for the Protection of the Black Sea, and EU jointly took action in the form of the DABLAS task-force. This task-force commits to the following activities: Studying, explaining, and proposing and supporting concerning the project fund and preparation of infrastructure projects for alleviation of water pollution in the area of Danube /the Black Sea. In this framework, the Croatian government proposed 19 projects, of which 15 projects are related to public sewage system and 4 projects are concerned with industry.</p> <p>Towns of Karlovac and Sisak in which JICA conducted surveys are proposed in the DABLAS framework. Karlovac was approved to be included to the Danube Investment Support Facility programme by the EU.</p> <p>(FY 2005 Domestic Survey)  No information to be specifically mentioned.</p> <p>(FY 2006 Domestic Survey)  No information to be specifically mentioned.</p> <p>(FY2007 Domestic survey)  No progress has been made on the proposed project in the headed study. Also, the possibility of development of the project is unclear.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P)

Compiled May.2001

Revised Mar.2008

**ERP LAT/S 112/00**

<b>1. COUNTRY</b>	Latvia		
<b>2. NAME OF STUDY</b>	Study on Environmental Management Plan for Lubana Wetland Complex in the Republic of Latvia		
<b>3. SECTOR</b>	Administration	/ Environmental Problems	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Environmental Protection and Regional Development (MEPRD)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Formulation of Environmental Management Plan		
<b>7. CONSULTANT(S)</b>	Nippon Koei Co., Ltd. KOKUSAI KOGYO CO., LTD.		
<b>8. STUDY PERIOD</b>	Jul.1999	~ Jan.2001	18month(s)
<b>9. SITE OR AREA</b>	Lubana Wetland, The Republic of Latvia		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1. Wetland Conservation Plan</p> <p>1) Environmental Management Center Construction Project, 2) Biotope Conservation Program, 3) Environmental Research and Monitoring Program, 4) Environmental Education and Public Awareness Program.</p> <p>2. Eco-tourism Development Plan</p> <p>1) Indrani / Lubana Eco-tourism Development Project, 2) Ngli/ Gaigalava Eco-tourism Development Project.</p> <p>3. Fishery Development Plan</p> <p>1) Fish Hatchery Development Project, 2) Angling Promotion Project</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 2001 Domestic Survey)

After completion of the M/P, JICA dispatched a short-term expert.

(FY 2001 Overseas Survey)

Final Report was published and distributed to concerned organizations such as local organizations and science organizations.

(FY 2002 Overseas Survey)

Name of proposed project: Lubana Project

Period of Study: 2001-2002

Finance: Denmark (Ministry of Labor), Latvian State Budget

Amount of fund: 58,153 LVL

Contents: Sustainable Eco-tourism in the Lubana Wetland Complex by implementing the 21 concepts and supporting employment initiative.

(FY 2003 Overseas Survey)

-20 persons trained in construction of wooden facilities for eco-tourism purposes

-6 persons trained as nature guides

-2 bird watching towers built in Nagi and Graigalava parishes

-Boardwalk of 850 m built in Teirunnieki dog

- Information materials printed and information signs installed

-experience exchange with Jarva community in Estonia

(FY 2003 Overseas Survey)

In 2003 Lubana wetland complex was proposed to be included in the list of internationally import wetlands under Ramsar convention. Respective amendments to the Law on the Convention on Wetlands of International Importance especially as Waterfowl Habitat (Ramsar , February 2, 1971) were adopted on November 13, 2002. Ministry of Environment of Latvia is preparing the Information Sheet on Ramseur Wetlands to be sent the Secretariat of the Ramseur Convention.

Name of Project: Management of the Lubana Wetland CComplex, Latvia

Financing: EU LIFE Nature program

(FY 2004 Domestic survey)

1. Nest step overseas survey

1) Natural wetland's water quality restoration management plan in Lubana Wetland (LWC).

This survey was implemented by the hydrology experts between 2003 December and June 2004. Funded by EU LIFE NATURE Program.

2) Maintenance planning of restoration of morphology, trimming of bush, /lawns on the basis of hydrology in LWC.

This survey was implemented between 2003 December and 2004 June. Implemented by two experts (herborists, ornithologists)

3) Improvement plan for habitat of aquatic birds and snipes.

This survey was implemented between 2003 December and 2004 by the experts (ornithologists).

2. Funding:

1) Receiving funds: Madona province assembly.

2) Financing: EU Life Nature (2003 October 28 treaty concluded)

3. Designing/Construction

1) A total maintenance plan in Lubana wetland in Latvia

- Construction started: 2004 June

- Construction completed 2004 September

- Details: Two nature supervision towers in LWC area

2) A total maintenance plan in Lubana wetland in Latvia

- Reconstruction of Aovoelste water gate (2005)

- Building information center (2005)

- Rebuilding of Kalnagala water gate (2006)

4. Technical cooperation: after 2001, no technical cooperation is received

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

# STUDY SUMMARY SHEET

## (F/S)

Compiled Dec.1999

Revised Mar.2008

**ERP LTU/S 309/98**

<b>1. COUNTRY</b>	Lithuania		
<b>2. NAME OF STUDY</b>	Sewerage System Improvement of Birzai and Skuodas town		
<b>3. SECTOR</b>	Public Utilities	/ Sewerage	<b>4. TYPE OF STUDY</b> F/S
<b>5.</b>	Ministry of Environment, Birzai Vandenys (Water Company), Skuodas Vandenys.		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	Due to the capacity shortage of the existing sewage treatment plants, receiving water bodies in both Towns have already been polluted heavily. In Birzai Town, lake's water was polluted and it caused groundwater pollution due to the high permeable Karst Topography. While in Skuodas, river receiving the treated sewage is flowing down to the neighboring country, Latvia and it caused bilateral problem. The study was conducted to relieve these circumstances by improving the treatment plants.		
<b>7. CONSULTANT(S)</b>	Nippon Jogesuido Sekkei Co., Ltd.		
<b>8. STUDY PERIOD</b>	May.1998	~	Jan.1999 8month(s)
<b>9. SITE OR AREA</b>	Birzai Town, Skuodas Town.		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	1) Birzai Town: Sewage Treatment Plant (5,000 m <sup>3</sup> /day), Effluent Pipe (Dia. 400 mm, L = 3,250 m). 2) Skuodas Town: Sewage Treatment Plant (1,600 m <sup>3</sup> /day).		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

(FY 1999 Domestic Survey)

Both Towns needed the immediate project implementation to cope with the current water pollution. Due to the time constraints needed for various transactions in Japanese Assistance, Lithuanian Government has decided to receive the loan from Nordic Investment Bank (NIB). Reportedly, the transaction with NIB has started right after the completion of this F/S.

## 1. Birzai Waste Water Treatment Plant

Subsequent Study:

(FY 2001 Overseas Survey)

Implementation Period: 9 Mar. 2001 - 30 Sep. 2002

Study Type: Construction by FIDIC " Design & Build and Turnkey Project "

Difference with JICA's proposal: Maximum capacity reduced from 5,000 m<sup>3</sup> /d to reduction in 3,300 m<sup>3</sup>/d due to reduction in water consumption and limited funds available .

Procurement of funds:

(FY 2001 Overseas Survey)

Source(s): NIB, State Grant

Pledged in: NIB loan / 9 Jun. 2000

State Grant / 20 Mar. 2001

Contents of the project to be funded: Construction works for Waste Water Treatment Plant , including construction supervision .

(FY 2002 Overseas Survey)

26 Sept., 2002 state inspection board signed accomplishment act and the plant was taken over by special purpose joint stock company ' Biruzai vandenys'.

Current capacity of the plant: 2000-2100 m<sup>3</sup>/day

The influent parameters are BOD<sub>7</sub>, 500-800 mgO<sub>2</sub>/l is much higher the standard.

## 2. Skuodas Waste Water Treatment Plant

Subsequent Study:

(FY 2001 Overseas Survey)

Implementation Period: 11 Jun. 2001 - 7 Nov. 2002

Study Type: Construction by FIDIC " Design & Build and Turnkey Project "

Procurement of funds:

(FY 2001 Overseas Survey)

Source(s): NIB, Finland grant , State Grant

Pledged in: NIB loan / 9 Jun. 2000

Finland grant / 10 May 2000

State Grant / 20 Mar. 2001

Contents of the project to be funded: Construction works for Waste Water Treatment Plant , including construction supervision .

Construction:

(FY 2002 Overseas Survey)

Period: Apr. 2001 - Apr.2003

Bidder: Lemminkainen Construction Ltd. (Finish company)

One of the construction, ' Soil and Water' is performed by the local consultants.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Jan.2006

Revised Mar.2008

**ERP LTU/S 201/04**

<b>1. COUNTRY</b>	Lithuania		
<b>2. NAME OF STUDY</b>	The Study for the Port Development Project in Lithuania		
<b>3. SECTOR</b>	Transportation	/ Port	<b>4. TYPE OF STUDY</b> M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>		
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>			
<b>7. CONSULTANT(S)</b>	Nippon Koei Co., Ltd.		
<b>8. STUDY PERIOD</b>	Mar.2002 ~ Aug.2004 29month(s) ~		
<b>9. SITE OR AREA</b>	Northern entrance and surrounding area of Klaipeda port		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>M/P:</p> <ol style="list-style-type: none"> <li>1. Outer port development project:               <ol style="list-style-type: none"> <li>1) Expansion and construction of breakwater</li> <li>2) Wharf facility and terminal construction</li> <li>3) Construction of ship line assistance facility, and cargo bay facilities</li> <li>4) Pauoscio yard expansion, railway access line construction</li> </ol> </li> <li>2. Southern harbor railroad project               <ol style="list-style-type: none"> <li>1) Railway, bridge, and facility construction</li> </ol> </li> </ol> <p>F/S:</p> <ol style="list-style-type: none"> <li>1. Outer port development project               <ol style="list-style-type: none"> <li>1) Expansion and construction of breakwater</li> <li>2) Wharf facility and terminal construction</li> <li>3) Construction of ship line assistance facilities and cargo bay facilities</li> <li>4) Pauscio yard expansion</li> </ol> </li> <li>2. Southern harbor railroad project               <ol style="list-style-type: none"> <li>1) Expansion and construction of breakwater</li> </ol> </li> </ol>		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

(FY 2005 Domestic Survey)

The Lithuanian government makes no request for yen loans. The project is prospected to be implemented with EU fund.

(FY2006 Domestic Survey)

Implemented project: Klaipeda seaport outer harbour maintenance project

Implementing period:

Verification review: 2005 - 2007

Commencement of implementation design: 2008

Construction: 2010

Implementing body: Klaipeda Seaport Authority

Objective: Shortage of container berth and difficulty in docking large ships is expected by 2010 to 2015, if there is steady increase of cargo demand in Klaipeda port. This project will provide economic stability in Lithuania by maintain stable and a high standard of port service, and competing against harbours in neighboring countries. This is short-term maintenance project in the mentioned study.

Situation: This proposed project in the mentioned study was approved by Lithuania strategic plan meeting on 25 January, 2005, and listed on Klaipeda seaport investment plan. Preparation works listed below have been implemented for the completion of the outer harbour maintenance project. 1) Amendment of Klaipeda urban development plan (by Klaipeda city), 2) implementing detailed environment assessment (by Klaipeda city, KSSA), 3) review of the facility details on the project (KSSA).

(FY2007 Domestic survey)

Subsequent study: Development of general plans of Klaipeda city

Implementing period: 2003 - 2004 (not known)

Implementing body: the Lithuanian government, Klaipeda city, Klaipeda state seaport authority

Objective: Discussion of the direction of Klaipeda seaport development and environmental impact assessment. Environmental assessment is an essential step for the new seaport maintenance and expansion for the outer harbour project, which was proposed by JICA.

Situation: Klaipeda sea harbour Strategic Environment Impact Assessment (SIA), including new seaport maintenance and expansion of the outer harbour project proposed by JICA, has been implemented.



# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Sep.2003

Revised Mar.2008

ERP MLD/S 225/02

<b>1. COUNTRY</b>	Moldova		
<b>2. NAME OF STUDY</b>	The Study on Water Supply System in the Northern Region in the Republic of Moldova		
<b>3. SECTOR</b>	Social Infrastructure / Water Resources Development	<b>4. TYPE OF STUDY</b>	M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Apele Moldovei ( The State Water Resources Management Concern )	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	1) To formulate a master plan for water supply systems for four cities/towns (Balti, Soroca, Falesti and Riscani) in the northern region of Moldova with the target year of 2015. 2) To conduct a feasibility study on priority project(s) which will be selected from projects constituting the master plan. 3) To pursue technology transfer to the Moldova counterpart personnel in the course of the Study.		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International Tokyo Engineering Consultants Co., Ltd.		
<b>8. STUDY PERIOD</b>	Mar.2001 ~ Nov.2002 20month(s) ~		
<b>9. SITE OR AREA</b>	M/P: Balti, Soroca, Falesti, Riscani and villages along the water transmission pipelines F/S: Balti, Soroca, Falesti and Riscani		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Project Cost(US\$ 1,000)</p> <p>M/P: Local Cost 6,300 Foreign Cost 14,700</p> <p>F/S: Local Cost 7,590 Foreign Cost 17,710</p> <p>M/P: 1) Improvement of intake facility and water transmission pumps and rehabilitation of the existing water transmission mains of Apa-canal Soroca-Balti water supply system          2) Improvement of the existing water treatment plant          3) Completion of the two existing reservoirs in Balti          4) Extension of the transmission pipeline to Falesti and Riscani and construction of the new reservoirs in Falesti and Riscani          5) Completion of the existing reservoir in Soroca          Water demand of M/P includes the water demand of the villages along the water transmission pipelines.</p> <p>F/S: 1) Improvement of intake facility and water transmission pumps and rehabilitation of the existing water transmission mains of Apa-canal Soroca-Balti water supply system          2) Improvement of the existing water treatment plant          3) Completion of the one existing reservoirs in Balti          4) Extension of the transmission pipeline to Falesti and Riscani and construction of the new reservoirs in Falesti and Riscani          Water demand of F/S includes only for 4 cities/towns (Balti,Soroca,Falesti and Riscani)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
		Completed Partially Completed Implementing Processing

**Description :**

(FY 2003 Domestic Survey)

The situations of the Government of Moldova(GOM) and the study area consisting of Soroca, Balti, Falesti and Riscani after the Study are described below.

- Apa-canal Soroca- Balti and electricity supplier of Red Nord of Moldova agreed upon under the assistance of GOM that the payment of previous unpaid electricity bill be suspended and that the repayment period for the present debt be extended.
- The World Bank granted the soft loan of 2.5 million US\$ to the Soroca city for the rehabilitation and the expansion of the water supply networks.
- The city of Falesti has been rehabilitating the sewerage and the water supply networks based on the JICA study report.
- The villages along the Apa-canal Soroca- Balti water supply pipeline is trying to find the fund for the connection to the water supply pipeline.
- Though the Balti water works raised the water tariff, improved water tariff collection system increased the collection rate.

As mentioned above, these municipalities in the Study area have currently made every effort to supply the quality water to the residents. Besides, GOM has requested GOJ through the Embassy in Ukraine to furnish GOM with grant-in-aid program for the ater supply system for the northern region in the republic of Moldova.

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Survey)

Due to unfavorable condition, stable water supply has been disturbed, which daily distressing people in the target region. Sporadic water supply forces people to use water from the well. It has been indicated that water, either from deep well or shallow well, includes fluoride nitric acid, which is harmful to health. The Ministry of Health of Moldova recognises correlation between polluted water and high medical disorder rate. High rate of medical disorder observed in the target region is considered to be caused by drinking water from shallow wells.

Japanese government is one of the major donors in assisting in improving social infrastructure in Moldova, which is also stimulating the economy. Japanese government is implementing assistance in various fields through the following project.

- 1) Project for Improvement of Medical Equipment for Mother and Child Republican Hospital
- 2) Project for Improvement of Maternal and Child Care system in the Secon level hospital
- 3) KR Project
- 4) Instalment of sound equipment to Mihai Eminescu
- 5) Emergency assistance in natural disasters

Moldovan government considers Japanese assistance to be understanding and strategic, with contract to be implemented without delays. Thus, Moldovan government is seeking for a Japanese Grant Aid assistance in improving northern water supply system.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

(FY 2006 Domestic Survey)

- "Request of Grant Aid for the Water Supply Plan of the Northern Area" was submitted to the Embassy of Japan in Ukraine in Jun. 2005. This is a second request as the request submitted in the following year after the completion of the subject study was not adopted.
- In the northern 4 areas of the Republic of Moldova, the surface water which can be a water source is only 2 rivers flowing along the border of the country and only 1 river can be used as a water source in practice. A water supply plan to the area concerned by the improvement in the existing water purification plant and water pipe using the river considered by the study to have high potentialities as a water source is thus strongly requested.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Mar.1986

Revised Mar.2008

**PLU PLU/S 101/77**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	Establishment of Electronic and Navigational Aid Systems Project		
<b>3. SECTOR</b>	Transportation	/ Marine Transportation & Ships	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Transportation Ministry Directorate General of Maritime Transportation (Indonesia)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Traffic volume forecast		
<b>7. CONSULTANT(S)</b>	Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Oct.1976	~ Aug.1978	22month(s)
<b>9. SITE OR AREA</b>	Strait of Malacca, Strait of Lombok		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Installation of electronic navigation system to cover the strait of Malacca - Singapore and the strait of Lombok - McCastle.</p> <p>Deccz Medium wave beacon base    3 bases  Ray Mark                                11 bases  Radar beacon                            1 bases  Light house                            new construction 10, improvement 2  Light buoy                                new construction 5, improvement 1</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

Implementation of the project  
(FY 1995 Overseas Survey)  
18 Medium Wave Radio Beacon Stations installed by Japanese yen credit 5 Differential Omega Stations installed by French loan.

Experts were dispatched following the report recommendations.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Mar.1986

Revised Mar.2008

**PLU PLU/S 501/78**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	ASEAN Submarine Cable Project: Thailand-Malaysia-Singapore Route		
<b>3. SECTOR</b>	Communications & Broadca / Telecommunication	<b>4. TYPE OF STUDY</b>	Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Communication Authority of Thailand, Telecommunication Dept. of Malaysia and Telecommunication Authority of Singapore	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Hydrographic survey for submarine cable route		
<b>7. CONSULTANT(S)</b>	Sanyo Techno Marine, Inc. Kokusai Denshin Denwa Co, Ltd.		
<b>8. STUDY PERIOD</b>	Apr.1978 ~ Sep.1978		5month(s)
<b>9. SITE OR AREA</b>	1,158km along the offshore of the east coast of Malay Peninsula		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>The study undertook the hydrographic survey to establish the submarine cable route in order to improve telecommunication services among ASEAN countries.</p> <ul style="list-style-type: none"> <li>- Routes studied: Pechaburi (Thailand)-Songkhla (Thailand)-Kuantan (Malaysia)-Katon (Singapore)</li> <li>- Sounding survey on sea-bed deposits, presence of base rock, sea-bed obstacles, sampling of deposits, etc.</li> <li>- Cable route length 1,574.4km (850.1nm).</li> <li>- The cable is to be buried for the entire route.</li> </ul>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

Construction:  
 The recommendation of the study was fully adopted and the installation was completed in 1983.  
 This MST Cable which connects three countries took Japanese submarine cable system and was constructed by Japanese company.

Pechaburi (Thailand)-Songkhla (Thailand)  
 CS-12M, Japanese method (1,200 lines), 74% buried  
 Songkhla (Thailand)-Kuantan (Malaysia)-Katon (Singapore)  
 CS-5M, Japanese method (480 lines), 85% buried  
 Total cable length: 1,711km

After the implementation:  
 (FY 1994 Domestic Survey)  
 The telecommunication system has been operated in a good condition since the completion of it.

(FY 1995 Domestic Survey)  
 Operated in a good condition continuously.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Mar.1990

Revised Mar.2008

**PLU PLU/S 502/78**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	Joint Hydrographic Survey in Malacca and Singapore Straits (One Fathom Bank Area)		
<b>3. SECTOR</b>	Transportation	/ Marine Transportation & Ships	<b>4. TYPE OF STUDY</b> Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Directorate of Marine Hydrography (Indonesia), Ministry of Communications (Malaysia), Port Authority (Singapore).	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Survey of the waterway		
<b>7. CONSULTANT(S)</b>	Malacca Strait Council		
<b>8. STUDY PERIOD</b>	Sep.1978	~ Dec.1978	3month(s)
<b>9. SITE OR AREA</b>			
<b>10. MAJOR PROPOSED PROJECT(S)</b>	Japan and three countries (Indonesia, Malaysia, Singapore) jointly undertook the channel survey in order to establish the navigable channel of -23m in the one fathom area and install navigational aids.		

マラッカ海峡ワンファザムバンク区域水路調査

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**  
 (FY1995 Domestic Survey)  
 No information.

(FY1995 Overseas Survey)  
 As a performance of this project, the Command Datum Chart has been published.



# STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1992

Revised Mar.2008

PLU **PLU/S 301/79**

<b>1. COUNTRY</b>	Plural countries								
<b>2. NAME OF STUDY</b>	Construction of Indo-Chinese Refugee Camps								
<b>3. SECTOR</b>	Social Infrastructure	/ Architecture & Housing	<b>4. TYPE OF STUDY</b> F/S						
<b>5.</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b></td> <td colspan="2"></td> </tr> <tr> <td><b>PRESENT COUNTERPART AGENCY</b></td> <td colspan="2"></td> </tr> </table>			<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			<b>PRESENT COUNTERPART AGENCY</b>		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>									
<b>PRESENT COUNTERPART AGENCY</b>									
<b>6. OBJECTIVES OF THE STUDY</b>	To formulate the plan for constructing the Processing Centers for Indo-China Refugees at the request of UNHCR, and the respective government of Indonesia and Philippines.								
<b>7. CONSULTANT(S)</b>									
<b>8. STUDY PERIOD</b>	Jun.1979	~	Oct.1979 4month(s)						
<b>9. SITE OR AREA</b>	Island of Galang, Riau Archipelago in Indonesia, and Tara Island in Philippines								
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>This Processing Center is supposed to provide the Indo-China refugees with a temporary place before they could actually depart to the country of permanent settlement. 1) Refugee Processing Centre in Indonesia Presently the camp is planned to have a capacity to shelter 10,000 persons while the administration buildings accommodate 150 persons. The temporary refugees will share a number of services such as public health, storage, and kitchen facilities. 2) Tara Refugee Processing Center The development plan was designed to provide the basic needs for 5,000 refugees and 150 administrative personnel. However, the authorities only submitted its provisional plan to the Jakarta meeting, and no further action has been observed.</p>								

<p><b>PRESENT STATUS</b></p>	<p>Completed or In Progress</p>	<p>Promoting</p>
	<p>Completed</p>	<p>Delayed or Suspended</p>
	<p>Partially Completed</p>	<p>Discontinued or Cancelled</p>
	<p>Implementing Processing</p>	<p></p>

Description :

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Mar.1986

Revised Mar.2008

**PLU PLU/S 503/82**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	Joint Production of Common Datum Charts of the Straits of Malacca and Singapore		
<b>3. SECTOR</b>	Social Infrastructure / Survey & Mapping	<b>4. TYPE OF STUDY</b>	Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Hydrographic Offices of Indonesia, Malaysia and Singapore	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Drawing of marine charts and tidal current survey		
<b>7. CONSULTANT(S)</b>	Malacca Strait Council		
<b>8. STUDY PERIOD</b>	May.1978 ~ May.1982 48month(s) ~		
<b>9. SITE OR AREA</b>	Malacca and Singapore Straits		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Japan and three countries undertook a joint hydrographic survey on the common datum points: 1) Hydrographic survey on common datum points by satellite observation; 2) Data computing and analysis; 3) Drawing of common datum charts; and 4) Drawing of land characteristics charts.</p>		

マラッカ・シンガポール海峡統一基準点海図作成

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

The straits is one of the most difficult places to navigate, and it is necessary to obtain accurate information of the straits.

Effect:  
Detailed marine charts of the entire Malacca and Singapore Straits contributed to the safe passage of large vessels.

(FY 1994 Domestic Survey)  
The navigation safety which was achieved at the completion of the project has been maintained.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Mar.1990

Revised Mar.2008

**PLU PLU/S 504/84**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	Medan (Indonesia) - Colombo (Sri Lanka) Submarine Cable Project		
<b>3. SECTOR</b>	Communications & Broadca / Telecommunication	<b>4. TYPE OF STUDY</b> Basic Study	
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Directorate General of Post and Telecommunication (Indonesia) and Dept. of Telecommunication (Sri Lanka)	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Hydrographic survey, route selection and financial analysis.		
<b>7. CONSULTANT(S)</b>	Kokusai Denshin Denwa Co, Ltd. Sanyo Techno Marine, Inc.		
<b>8. STUDY PERIOD</b>	Aug.1983	~ Mar.1984	7month(s)
<b>9. SITE OR AREA</b>	The marine cable route between the landing site (Pantaicermin) of Indonesia and the landing site (Colombo) of Sri Lanka		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	Installation of the submarine cable between the landing sites of Indonesia and Sri Lanka -Total route length 1,384.1nm -Average cable slack 3% -Total cable length 1,412.7nm		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

Finance:  
 Japanese Commercial Credit (13,900 million yen)

Construction:  
 (FY 1994 Overseas Survey)  
 Medan-Colombo  
 Implemented as one segment of SWE-WE-ME I project (Marseille-Singapore) in 1986.  
 Number of circuits for PT. Indosat is 133 (Total No.of circuits cable is 2160).

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (F/S)

Compiled Jul.1998

Revised Mar.2008

PLU **PLU/S 306/97**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	Proposed New Bridge over the Zambezi River at Chirundu Border Post		
<b>3. SECTOR</b>	Transportation	/ Road	<b>4. TYPE OF STUDY</b> F/S
<b>5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Time of development study: Ministry of Works and Supply (MWS) of Zambia, Ministry of Transport and Energy (MTE) of Zimbabwe Present: Ministry of Transport and Communications (MTC) of Zimbabwe		
<b>PRESENT COUNTERPART AGENCY</b>	Ministry of Transport and Communications		
<b>6. OBJECTIVES OF THE STUDY</b>	Construct a new bridge crossing Zambezi River in Chirundu which is a border point between Zambia and Zimbabwe and implement F/S (target year 2010) related to an improvement in border facilities. Also, design and estimate for the bridge and access roads in the level of grant aid basic design. Make proposals for custom works.		
<b>7. CONSULTANT(S)</b>	Chodai Co., Ltd.		
<b>8. STUDY PERIOD</b>	May.1997 ~ Mar.1998 10month(s) ~		
<b>9. SITE OR AREA</b>	Zambezi River in Chirundu		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>1. Construction of a Bridge            Length of a bridge: 400 m, Width of a bridge: 10.5 m            Upper part: PH5 PH8 continuous PC box section girder            Lower part: Reversed T-type abutment (direct foundation) 2, Wall-type direct foundation</p> <p>2. Construction of Access Roads            Length 800 m</p> <p>3. Construction of Border Facilities            Facilities in a cargo terminal, Facilities in a passenger terminal, Facilities in a terminal for traffic management for pedestrians, Surveillance center for the loading of freight cars, Facilities for stores and snack restaurants, Facilities for guard</p>		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**

(FY 2003 Domestic Survey)

The proposed project of the study was implemented by grant aid of Japan and was completed in November 2002. A completion ceremony was implemented in December 2002. They plan to conduct a defect test in November 2003 when a year has passed after the completion of the bridge.

The Zimbabwean side newly established border facilities with their own funds, while the Zambian side uses existing facilities.

1. Construction of a Bridge

Funding:

(FY 1999 Domestic Survey)

March 16, 1999 E/N 36 million yen "Chirundu Bridge Construction Plan D/D" (Zambia)

March 24, 1999 E/N 36 million yen "Chirundu Bridge Construction Plan D/D" (Zimbabwe).

May 18, 1999 E/N 1,478 million yen "Chirundu Bridge Construction Plan" (Zambia).

June 11, 1999 E/N 1,478 million yen "Chirundu Bridge Construction Plan" (Zimbabwe)

Construction:

(FY 1999 Domestic Survey) (FY 2001 Domestic Survey)

Period of construction: February 2000-February 2003

Content of construction: Length of a bridge 400m, PH5 PH8 PC box section girder, Length of access roads 540m

Constructor: Kajima Corporation Co., Ltd.

Progress situation: Construction works are in progress as planned.

(FY 2003 Overseas Survey)

Period of construction: February 2000-October 2003 Completion of construction

(FY 2002 Overseas Survey)

Chirundu Bridge: They began to use it.

2. Construction of Border Facilities

(FY 2001 Domestic Survey) Both Zambia and Zimbabwe started construction works respectively. People to live in future border facilities areas started migration in the Zambian side. Also, constructor was determined and land development and road construction are in progress in the Zimbabwean side.

(FY 2007 Domestic Survey) Preparing border facilities of both sides has been delayed due to the shortage of fund. Border facilities are to be respectively constructed by Zambia and Zimbabwe.

1) Cargo terminal

(FY 2003 Overseas Survey by an Office in Zimbabwe)

A fund of Z\$2 billion was provided for the project, and it will be increased further in the future. They need a fund of Z\$54 billion by the completion. They have a policy to complete Phase I by the beginning of next year and start Phase II. The problem is that there is lack of foreign exchange for procuring fuels and import products such as machinery and electronic equipments.

Progress: Building: 80%, Construction works of runways for arrival: 63.5%, Construction works of runways for departure: 51%, Parking lot: 49.41%, Total: 65.89%

2) ZRA administrative division

(FY 2003 Overseas Survey by an Office in Zimbabwe) 85% of the total project was completed. The construction will be completed by the end of February 2004, taking the present progress situation into consideration. Only Z\$36.7 million is appropriated to the project, and there is no money left in the fund. We will make up the fund from housing expenses of Z\$75 million and revised budget of Z\$8 million and allocate them to the project.

3) ZIMRA apartment

(FY 2003 Overseas Survey by an Office in Zimbabwe)

Progress: Building: 100%, Construction of sewage: 100%, Parking lot: Uncompleted

4) Housing facilities for the Zimbabwean police will be constructed after the construction for administrative division.

Others:

(FY 1999 Domestic Survey)(FY 2007 Domestic Survey)

They held a seminar on bridge construction including the Chirundu Bridge Construction Plan in the capital of Zimbabwe, Harare in February 7-February 12, 2000. Bridge engineers in both Zimbabwe and Zambia participated in the seminar.

Background:

(FY 1998 Domestic Survey)(FY 2007 Domestic Survey)

F/S was finished in March 1998, and B/D was finished in September 1998.

We prepare for implementing D/D as of December 1998. E/N is planned to be implemented in the middle of December, and construction works will start in August 1999.

"Study for Proposed New Bridge over the Zambezi River at Chirundu Border Post" (July. 1998 to Nov. 1998)

Funding: Grant Aid cooperation (E/N concluded: 18th of May. 1999) amount: JPY 2,956,000,000

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to-date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.



# STUDY SUMMARY SHEET

## (Basic Study)

Compiled Dec.1999

Revised Mar.2008

**PLU PLU/S 504/98**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	The Four Nation Joint Re-Survey of Critical Areas and Investigation of Dangerous/Uncinformed Shoals and Wrecks in the Straits of Malacca and Singapore		
<b>3. SECTOR</b>	Social Infrastructure / Survey & Mapping		<b>4. TYPE OF STUDY</b> Basic Study
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Malaysia: Ministry of Transport (MOT); Indonesia: Ministry of Communication; Singapore: Maritime and Port Authority (MPA).	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	To conduct a hydrographic survey of critical areas, including the investigation of dangerous/unconfirmed shoals and wrecks, to promote maritime safety in the straits of Malacca and Singapore.		
<b>7. CONSULTANT(S)</b>	KOKUSAI KOGYO CO., LTD. Sanyo Techno Marine, Inc.		
<b>8. STUDY PERIOD</b>	Oct.1996 ~ Mar.1998 17month(s) ~		
<b>9. SITE OR AREA</b>	12 sub-areas and 13 points in the Straits of Malacca and Singapore.		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	1.Control point survey. 2.Ebb tide survey. 3.Hydrographic survey (submerged ship, sandy shoal, sand wave, etc.).		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY 1999 Domestic Survey)  
 The survey results were used as reference for the establishment of a new navigational route (expansion of the old route) in the Straits of Malacca and Singapore. Information on sunken vessels and shoals verified through the survey will be annotated on the new nautical chart to be produced to ensure safety in navigation. Each nation independently carries out the revision of their respective nautical charts.  
 Using the results of this survey, a digital nautical chart will be produced with the joint cooperation of the three coastal nations. Digitizing the nautical chart is, however, expected to undergo some rough patches based on conditions observed at this period. The production of a digital chart requires constant data update. However, Indonesia and Malaysia are not fully equipped with the required technology, as well as the software for data update. The implementation of follow-up surveys was recommended to find ways to counteract this problem.

(FY 1999 Overseas Survey)  
 The final updating of the electric navigation charts (ENCs) covering the Straits of Malacca and Singapore is being carried by the three littoral states. The updating will be completed by the end of Jan. 2000. From Feb.2000, the ENCs will be installed on Electronic Chart Display and Information System (ECDIS) for sea trials. Any feedback from the trials will be used to further improve the quality of the ENCs. The ENCs will be commercially released from July 2000 and sold through an agent to be appointed.

(FY 2001 Domestic Survey)  
 The result of the Study was referred for the establishment of a new navigational route in the Straits of Malacca and Singapore. Moreover the revision of nautical charts was made nationally and the electric charts were completed and on sale.

(FY 2002 Overseas Survey)  
 The Authority needs to research the data which concerns proposed project such as the number of marine accident, traffic volume, dangerous of the area and so forth.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (D/D)

Compiled May.2001

Revised Mar.2008

**PLU**            **PLU/S 402/00**

<b>1. COUNTRY</b>	Plural countries								
<b>2. NAME OF STUDY</b>	The Detailed Design of the Second Mekong International Bridge Construction Project in the Lao People's Democratic Republic and The Kingdom of Thailand								
<b>3. SECTOR</b>	Transportation	/ Road	<b>4. TYPE OF STUDY</b> D/D						
<b>5.</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b></td> <td colspan="2">Ministry of Communication, Transport, Post and Construction (Lao P.D.R.), Department of Highways (Thailand side)</td> </tr> <tr> <td><b>PRESENT COUNTERPART AGENCY</b></td> <td colspan="2"></td> </tr> </table>			<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Communication, Transport, Post and Construction (Lao P.D.R.), Department of Highways (Thailand side)		<b>PRESENT COUNTERPART AGENCY</b>		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Ministry of Communication, Transport, Post and Construction (Lao P.D.R.), Department of Highways (Thailand side)								
<b>PRESENT COUNTERPART AGENCY</b>									
<b>6. OBJECTIVES OF THE STUDY</b>	The objective of the project is to review the SAPROF of OECF, study on the most suitable alternative of the project, followed by conducting the detailed design, environmental impact analysis, cost estimate, the construction planning, and maintenance planning and preparing the draft bidding documents as well as undertake the technology transfer to counterparts.								
<b>7. CONSULTANT(S)</b>	Oriental Consultants Co., LTD. Nippon Koei Co., Ltd.								
<b>8. STUDY PERIOD</b>	Mar.1999 ~ Jul.2000 16month(s) ~								
<b>9. SITE OR AREA</b>	Mukdaharn in Thailand and Savannakhet in Lao PDR								
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>The Second Mekong International Bridge crosses the Mekong River running between Lao PDR and Thailand for the link of the Indochina East-West Corridor, from Myanmar to Vietnam. This bridge, followed from the First International Bridge (the Friendship Bridge) between Lao PDR and Thailand, is also one of the major projects for the Great Mekong River Area Development.</p> <p>The Japan Bank for International Cooperation (JBIC), the execution organization of Japanese Government (GOJ), has already pledged the fund of the Second Mekong International Bridge Project, to the Government of Lao PDR (GOL) and Government of Thailand (RTG), December 1998.</p> <p>After that, the detailed design by the study team of Japan International Cooperation Agency (JICA) was undertaken, with series of the meetings with the execution organizations of GOL and RTG from March 1999 to June 2000.</p> <p>The location of the Second Mekong International Bridge is located 5km north from Savannakhet and 7.5km north from Mukdaharn was selected at the SAPROF of JBIC, 1998.</p> <p>&lt;Contents&gt; The contents of this project as follows; (1) Road Basic Design for alignment of the road, traffic lane, access to local roads, border control facility, and detailed design for them (2) Bridge The PC Sail Type Continuous Box Girder Bridge was selected in consideration with the climate, topographic condition, procurement of materials and local construction industry.</p>								

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting  Delayed or Suspended  Discontinued or Cancelled
<p><b>Description :</b>  (FY2001 Domestic Survey)  The pledge of Japanese Yen Loan of ODA has already agreed among Japanese Government and Counterpart. The early commencement of this project is expected. As of November 2001, the each Government negotiates about the Loan Agreement, and the conclusion of the Loan Agreement is being prepared now.  After the conclusion of the Loan Agreement, the Consultant Procurement by the both Governments and Contractor Procurement will be followed.</p> <p>Finance:  (FY2002 Domestic Survey)(FY 2002 Overseas Survey)  27 Dec. 2001 L/A 8,090 mil. Yen  (To Thailand: 4,079 mil. Yen, To Lao: 4,011 mil. Yen)</p> <p>Construction:  The planned tender processing including its evaluation: Jul. -Dec. 2002  The planned start of construction: Aug. 2003 (planned completion: Feb. 2006)  (FY2002 Domestic Survey)(FY2002 Overseas Survey)(FY2003 Domestic Survey)  July 2002 Preparation for bidding started May 2003 Implementation of bidding  Package 1 (the section for the international bridge construction will be jointly born by Laos and Thailand): 5 companies bid,  Package 2 (international border control facilities of the Laos side and the section for the access road construction will be born by Laos): 10 companies bid,  Package 3 (international border control facilities of the Thailand side and the section for the access road construction will be born by Thailand): 9 companies bid.  Construction commencement schedule: the construction for Package 1 is expected to start in December 2003, and the construction for Package 2 and 3 is expected to start in February 2004 O&amp;M: DOH and MCTCP are expected to join in maintenance and management of the bridge  *Because this project is a construction of an international bridge spanning two nations, it took a little more than one year before the exchange of notes (E/N) and conclusion of loan agreement (L/A) to prepare and conclude the agreement between two nations on the joint execution of the project in Laos and Thailand after the collaboration D/D completed in June 2000.</p> <p>Operation and Maintenance:  Both DOH and MCTPC shall be jointly responsible for bridge and maintenance.</p> <p>(FY 2004 domestic survey) (FY 2004 overseas survey)  Next step survey: The second Mekong International Bridge Construction project (currently on-going)  Funding: yen-loan (L/A was concluded 27 December 2001)  Amount: 4,011 million YEN  Bid: Mitsui Sumitomo Construction (bidding, construction work started)  Construction period: December 2003- December 2006</p> <p>(FY 2005 Domestic Survey)  Progress of design/construction: approximately 65%</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Oct.2002

Revised Mar.2008

PLU PLU/S 111/01

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	The Integrated Development Plan for the Border Region in Thailand and Lao PDR		
<b>3. SECTOR</b>	Development Plan	/ Integrated Regional Development Plan	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Thailand: Office of the National Economic and Social Development Board. Lao PDR: Committee for Planning and Cooperation	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Formulating regional comprehensive development plan targeting on inter-state regions between Thailand and Laos which are crucial for ongoing east-west cloister project. (Thailand: Mukdahan, Nakhon Phanom, Sakon Nakhon and Kalasin. Laos PDR: Savannakhet and Khammounan)		
<b>7. CONSULTANT(S)</b>	International Development Center of Japan KRI International Corporation Pacific Consultants International		
<b>8. STUDY PERIOD</b>	Mar.2000 ~ Sep.2001 18month(s) ~		
<b>9. SITE OR AREA</b>	Thailand: Mukdahan, Nakhon Phanom, Sakon Nakhon and Kalasin Laos: Savannakhet and Khammounan.		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>Common programs for Thailand/Lao PDR:</p> <p>1. Business Development Forum (USD 223,000/ year): Establishment of a forum which aims at implementing necessary cooperation and actions for industrial development of target areas with participation of private entrepreneur and government officers of Laos and Thailand. 2. Savannakhet Airport Utilization (USD3.48 million): Opening and sharing the existing Savannakhet Airport to both types of passengers from Laos which depart to Mukdahan, and passenger from Mukdahan. 3. Route 9 Joint Maintenance: The rout 9 in Laos is a part of the east-west cloister which connects Thailand and Laos. The Route 9 Joint Maintenance is an experiment to implement repairing and maintenance of the rout through an international cooperation.</p> <p>Programs for Thailand include:</p> <p>1. Integrated faming in rain-fed areas (USD 4,348 of initial investment): The plan attempts improving and stabilizing incomes of agricultural communities through raising yields by implementation of new farming methods. 2. Local Industry Platform (USD 1.27 million): The project aims to establish new supporting agencies aiming at development of regional indigenous industry.</p> <p>3. Human resource development a) Expansion of Rajamangala Institute, Kalasin (USD1.81 million): Course establishment project for engineer cultivation concentrating on IT. b) Establishment of new Rajabhat Institute, Mudahan (USD19.88 million): Establishing a new university for engineer cultivation in the region. 4. Mukdahan goods distribution and processing center (USD4.54 million): Establishing the Goods Distribution Center which can respond regional demands as well as promotes regional commodity distribution for the east-west cloister development.</p> <p>Programs for Lao PDR include:</p> <p>1. New village initiative (USD5.8 million for 10 years): New type of economic development projects in the area which attempt poverty reduction, regional development and income improvement of local inhabitants centering on development of indigenous industries and agriculture etc. 2. Primary education expansion and improvement program (USD12.8million): Project on new construction and renovation of elementary schools for primary education promotion. In this regard, the project proposes to parallel establishment of small farms with schools so that harvest income from farms enables to cover administrative and maintenance cost of schools. 3. Savannakhet agriculture college program (USD11.4million): The project aims to revive the school of agricultural technologies in Savannakhet in order to cultivate experts of agriculture. 4. Savannakhet technical school renovation program (USD6.9million): The project aims to expand and develop the school of technology in Savannakhet in order to cultivate broad range of industrial engineers. 5. Degraded NBCA Forest areas rehabilitation program: The project aims to conserve and improve forestry which environmentally destruction is ongoing.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**

(FY2002 Domestic Survey)

Both governments have admitted the significance of proposed projects; however, there have been some factors, delaying their implementation. On the other hand, the project of East-West Corridor has been promoted by the ADB; the proposed projects, especially formulated for Thai, seem to be simultaneously carried forward. Although Lao government has emphasized the projects, the targeted area has not been given priority. The government prioritizes firstly Venetian, its capital, and secondly the Southern area around Pakuse. Therefore, it requires considerable time to launch the projects.

(FY2003 Domestic Survey)

The progress is as follows.

Common in Thailand and Laos:

1. Businessperson Forum: the project, implemented by utilizing a part of funds provided by the Japanese government for ESCAP, has been made full use for business forum activities in support of ADB/ESCAP.
2. Savannakhet Airport Utilization: approval from the Immigration Bureaus of both nations, which is imperative for implementation of the project, will take long (three to five year period will be required before putting the project into effect).
3. Route 9 Joint Maintenance: it has become one of priority issues in the East-West Corridor Program under the support of ADB

Thailand:

1. Integrated Farming in Rain-fed Area: it became a prioritized program for the Thai government and each project has been implemented by related ministries.
2. Local Industry Platform: it has been used in the contents of small- to medium-sized businesses cluster program (Ministry of Technology) under the support of JICA.
3. Human Resource Development: it is expected to be positioned as an object of a private business under the current policy. However, actual privatization of the project requires further development of the regional economy.
4. Mukdahan Goods Distribution and Processing Center: it is expected to be positioned as an object of a private business under the current policy. However, actual privatization of the project requires further development of the regional economy.

Laos:

1. New Village Initiative: as soon as a donor provides support that can be systematically contributed to the revolving funds.
2. Primary Education Expansion and Improvement Program: it aims for implementation within one to two years as a part of formulation of an educational master plan.
3. Savannakhet Agricultural College Program: three to five year period will be required before put into effect.
4. Savannakhet Technical Rehabilitation School Program: three to five year periods will be required before put into effect.
5. Degraded NBCA Forest Rehabilitation Program: three to five year period will be required before put into effect.

(FY2003 Overseas Survey)

Thailand:

The Thai government incorporated "Mukdahan goods distribution and processing center project" into short-term project that will be implemented under ECS between Cambodia, Laos, Myanmar, and Thailand. IEAT is going to implement feasibility study and D/D in FY 2004.

(FY 2006 Domestic Survey)

No information to be specifically mentioned.

(FY 2007 Domestic Survey)

No information to be specifically mentioned.

# STUDY SUMMARY SHEET

## (M/P+F/S)

Compiled Oct.2002

Revised Mar.2008

PLU **PLU/S 225/01**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	Scholarship Program for International Students Studying in Japan at Their Own Expense		
<b>3. SECTOR</b>	Human Resources Developm / Education	<b>4. TYPE OF STUDY</b>	M/P+F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	United Nations University Financial Assistance Program	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	The project aims at establishment of a project plan for a proposal under the consideration which provides Yen loan to the implementing body UNU regarding a support program for privately-financed overseas student from developing countries to Japan through scholarship lending.		
<b>7. CONSULTANT(S)</b>	Shin Nihon & Co.		
<b>8. STUDY PERIOD</b>	Jul.2001 ~ Mar.2002 8month(s) ~		
<b>9. SITE OR AREA</b>	Japan		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>As the objective of the study stipulates, the purpose of this study was to formulate business plan, therefore neither M/P nor F/S were carried out within the study. The proposed business plan was formulated based on the premise that the project would be lunched as a 3-year pilot project where number of borrower students are limited, and then implemented as a post pilot project expanding the project size in full scale. The outline of the proposed plan is as follows:</p> <p>In order to select responsible and reliable borrower students, screening should be on a recommendation basis by educational institutions. In order to keep lending loss risk low, the loan amount should not exceed repayment capacity of an overseas student which is clarified by the fact-finding survey as well as the project should implement fund collection via automatic debit transfer and livelihood support using consultants which have experience of overseas students supporting project. Development and implementation of information system is necessary for a credit management in order to reduce operative duty of UNU Financial Assistance Programme.</p>		

<b>PRESENT STATUS</b>	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

**Description :**  
 (FY 2002 Domestic Survey)  
 The form of financial assistance was transformed from originally intended Yen loan into capital injection as a result of the discussion between JBIC and UNU which was conducted during the study. Because of condensed scale of the project in association with the formational change, the contract of the project implementation was changed due to the result of the reconsideration of subjected study and implementation method. After the change of financial assistance formation, the UNU and Japan government deepened their consideration of credit schemes responding to difficulty of ending loss control and repayment capacity limit of self-funded overseas students which was clarified in the study.  
 The transformed lending method which goes through universities was determined to be implemented privately as a pilot project as a result of shelved individual lending without a bond which was a condition in the study phase.

(FY 2003 Domestic Survey)  
 Implemented project: Privately Financed Foreign Students Supporting Program (pilot programme)  
 The consensus document which stipulated that JBIC invest for UNU trust fund established in Mar. 2003 was ratified. The Japanese ministry of Foreign Affair capitalize project operating budget.  
 JBIC investment amount: Up to JPY 486 million  
 Management and operation: UNU Financial Assistance Program  
 Contents: A pilot project started in FY2003 as a loan project executed through a university. In addition to five universities participating in this project at present, more universities are expected to participate in the pilot project in the future.

(FY 2004 Domestic Survey)  
 The project for self-funded overseas students was launched as a 3 years pilot project from 2003 followed by the result of the subjected study. On one hand, the project is funded by the JBIC and on the other hand, operation funds are covered by the Ministry of Foreign Affairs. The UNU Financial Assistance Program plays central role for project management and project implementation. The subjected project is implemented based on cooperation with universities. Regarding private universities, several universities already get involved to the pilot project. Currently, discussions with national universities which may cooperate to the subjected project are in progress regarding details.  
 Beneficial impact: Beneficial impact is not evaluated because the project is in progress.

(FY2007 Domestic survey)  
 The project was started in 2003 as a three-year pilot project as a result of the survey. The project targeted privately-financed overseas students were extended and is currently being implemented.  
 Implemented project: Financial Assistance Program for Student from Developing Country (Extended)  
 Implementing period: April, 2004 - March, 2008  
 Implementing body: United Nations University Student Association  
 Description: The loan for the pilot project was agreed through cooperating Universities. Cooperating universities are national or private university or junior college which approves the purpose and idea of Financial Assistance Program for Students from Developing Country, and exchanges contracts to give the loan of funds to a student studying abroad at their own expense. Cooperating universities have responsibility for recruiting and selecting the students for the loan entitlement, receive the repayment of the funding and monitoring. Therefore, for the pilot project, growth of the cooperating university numbers will be the key for success of the project.  
 According to the web-site of the United Nations University, 26 Universities and four junior colleges participated in this project as cooperating Universities (15 November, 2007), and since the start of the project in March, 2003, scholarship fund has lent to 592 foreign students. However, direction of the project after ending the pilot project has not been officially given. ([http://www.fap.hq.unu.edu/FAPS/u/fund\\_details.html](http://www.fap.hq.unu.edu/FAPS/u/fund_details.html))

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# STUDY SUMMARY SHEET

## (F/S)

Compiled Oct.2002

Revised Mar.2008

PLU **PLU/S 304/01**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	Feasibility Study on the Kazungula Bridge over the Zambezi River between the Republic of Botswana and the Republic of Zambia		
<b>3. SECTOR</b>	Transportation	/ Road	<b>4. TYPE OF STUDY</b>   F/S
<b>5.</b>	<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>	Botswana: Ministry of Works, Transportation and Communications Zambia: Ministry of public works	
	<b>PRESENT COUNTERPART AGENCY</b>		
<b>6. OBJECTIVES OF THE STUDY</b>	Implementing F/S regarding border facilities development and bridge construction with access roads which cross Zambezi river in Kazungula based on requests from Botswana and Zambia, and agreement with those 2 countries.		
<b>7. CONSULTANT(S)</b>	Nippon Koei Co., Ltd. Oriental Consultants Co., LTD.		
<b>8. STUDY PERIOD</b>	Aug.2000 ~ Mar.2001 7month(s) ~		
<b>9. SITE OR AREA</b>	Kazungula: Surrounding area of Zambezi River along the border with Botswana, Zambia, Zimbabwe and Namibia		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<ul style="list-style-type: none"> <li>1. Main Bridge</li> <li>2. Span Bridges</li> <li>3. Approach roads</li> <li>4. Border control facilities development</li> </ul>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p><b>Description :</b></p> <p>(FY 2002 Domestic Survey)</p> <p>1. Aimed at building cross border bridge linking Botswana, Zambia and Zimbabwe, the projects faces difficulty in raising funds from the beginning. More specifically, Zambia belongs to low income country, eligible for receiving grant aid, while Botswana, a middle income country, is not eligible.</p> <p>2. Even though various alternative proposals were submitted, final decision has not been made, and the project is not to be implemented.</p> <p>3. On the other hand, the government of Botswana has proposed to implement the project based on their own funds, and has requested Nippon Koei.,Ltd. who conducted F/S study, technical assistance to the project.</p> <p>(FY 2002 Overseas Survey)</p> <p>Additional studies including railway components, is stacked. The study will be implemented when Botswana and Zambia solve their boundary problem.</p> <p>(FY 2003 Overseas Survey)</p> <p>Botswana:</p> <p>Although this project was added to the Ninth National Development Project, the Botswanan government is studying a plan to construct the bridge without the railway components because of its doubtful financial feasibility. In June 2003, the Botswanan government requested the Japanese government for financing on the occasion of implementing the auxiliary study on the project including the railway components, but the Japanese government responded that it is not prepared for financing on the study.</p> <p>At present, the Botswanan government is in the process of determining the revenue resource for implementation of the project out of options including the Domestic Development Fund (DDF).</p> <p>(FY 2004 Domestic Survey)</p> <p>1. Funds request: Co finance with Buyers Credits (JBIC), and city bank</p> <p>2. Request period: Application of an official loan has not been submitted but introducing of the initiatives anytime.</p> <p>3. Other situations: The second presentation has been done for the both leaders of Zambia, and the Republic of Botswana in February 2004. Also, another presentation is planned in later dates.</p> <p>(FY 2004 Overseas Survey)</p> <p>1. Next step survey:</p> <p>There is less possibility of which the nest step survey would be implemented. The Botswana government has been discussing the construction of a bridge without considering the railways because they had no secure statements that whether the possibilities of financial implementation would increase by the railways.</p> <p>2. Funds raising, etc.</p> <p>The Botswanan and the Zambian government management committee held a meeting in Lusaka Zambia in order to discuss about fundraising for the project and cooperation method of both countries in November 30 2004. The management committee arrived at an agreement of their directionality such as following the Public-Private sector Partnership (PPP) approach, detaching persons to potential donors in case PPP approach does not work efficiently. The management committee was agreed to hold a meeting in march 2005 to discuss the result of PPP approach, and its directionality. Currently, seeking for the potential investors for this project.</p> <p>(FY 2005 Domestic Survey)</p> <p>The project has a possibility to be implemented with BOT method after absolute resolution of boundary issues between Botswana and Zambia in case of a bridge without railways even though feasibility of the project has been quite small due to financial problem of Botswanan government.</p> <p>(FY 2006 Domestic Survey)</p> <p>AfDB determined their funding for the subjected bridge following their F/S implementation. Botswana, Zambia, and Zimbabwe which is rated by JBIC as an inappropriate lending outlet country formed a committee to discuss about the subjected bridge development plan.</p> <p>(FY 2007 Domestic Survey)</p> <p>As a F/S of shift from view of placing importance to north-south transportation maintenance in SADAC, to measure of placing importance to east-west corridor, conducted issues as follows. Conduct in objective of enhancement of intraregional transportation system that respond to development of African east- west corridor(Mozambique, Maputo, Beira ~ Namibia) in SACAC.</p> <p>Implemented study : The SADAC North-South Transport Corridor Improvement Study, Consulting Services for the Proposed Kazungula Bridge Project and Boarder Facilities</p> <p>Implementing period : from January, 2008 to December, 2008</p> <p>Implementing body : Southern African Development Community Secretariat</p> <p>Funding party : unknown</p> <p>Condition : It is in procedure to select consultants. By the F/S of JICA, construction of the bridge itself is able to be conducted, but due to the restriction that Botswana is loan assistance targeted country and Zambia is grant aid assistance country for Japan, funding method had been a problem. In the conduction of Survey this time, it is expected that concrete funding method in international view would be suggested.</p>		

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which were not known, such as months of the study period, are described as ZERO.

# STUDY SUMMARY SHEET

## (M/P)

Compiled Mar.2005

Revised Mar.2008

**PLU PLU/S 101/03**

<b>1. COUNTRY</b>	Plural countries		
<b>2. NAME OF STUDY</b>	The Study on Hydro-meteorological Monitoring for Water Quantity rules		
<b>3. SECTOR</b>	Social Infrastructure	/ River & Erosion Control	<b>4. TYPE OF STUDY</b> M/P
<b>5.</b>	Mekong River Committee		
<b>COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</b>			
<b>PRESENT COUNTERPART AGENCY</b>			
<b>6. OBJECTIVES OF THE STUDY</b>	This survey is conducted to contribute to the preparation of the "Water Utilization Programme (WUP)" (one of the major policies of the Mekong River Committee (MRC)), which is designed to regulate the quantity and quality of water to be secured in considering the river ecological system and the environment so as to realize a reasonable and fair water use of the Mekong River. The purposes are 1) to understand the condition of the Mekong River, 2) to support for preparing the proposal of the water volume regulation established by MRC and 3) to develop the human resources of the counterpart side.		
<b>7. CONSULTANT(S)</b>	CTI Engineering International Co., Ltd. Nippon Koei Co., Ltd.		
<b>8. STUDY PERIOD</b>	Mar.2001	~	Mar.2004      36month(s)
<b>9. SITE OR AREA</b>	M/P: 4 countries along Mekong river basin F/S: N.A.		
<b>10. MAJOR PROPOSED PROJECT(S)</b>	<p>In order to support the preparation of the "Water Utilization Programme" undertaken by 4 member countries of the Mekong River Committee, technological assistances for the planning was provided by transferring technical experience of our water utilization planning, establishing a network of water monitoring, a basis of the program, and preparing the data on water volume based on the observation of the water volume in Cambodia where such data is insufficient. Accordingly, no new projects are proposed in this survey for the planning.</p>		

<b>PRESENT STATUS</b>	In Progress or In Use
	Delayed
	Discontinued

**Description :**  
 (FY 2004 Domestic Survey)  
 Although back-up studies are strongly recommended for preparing water-use plans and hydro-meteorological monitoring, it has not been realized yet.

(FY 2005 Domestic Survey)  
 The Ministry of Water Resources and Meteorology requested project-type technical cooperation of "Hydro-meteorological Monitoring Reinforcement Programme" as a FY 2006 project in order to establish hydro-meteorological monitoring network, to manage hydro-meteorological information, to develop human capacity, and to strengthen the organization as identified as a continuous issues in the mentioned study.

(FY 2006 Domestic Survey)  
 No information to be specifically mentioned.

(FY 2007 Domestic Survey)  
 No information to be specifically mentioned.

Descriptions in the Study Summary Sheet are based on the answers of the questionnaire, which a fact-finding have only been conducted when sources were available. Therefore, not all of the facts are up-to date. In addition, some may not describe the fact. Questionnaire conducted for the present year (FY 2007) have been conducted for studies completed in the last 6 years (from FY 2001 to FY 2006) and FY 1997. Data which where not known, such as months of the study period, are described as ZERO.