

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

1992 Dredging works were completed.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE SGP/S 301/86

1. COUNTRY	Singapore		
2. NAME OF STUDY	Plant Renovation Project of the Sentosa-1 Earth Station		
3. SECTOR	Communications & Broadcast / Telecommunication	4. TYPE OF STUDY	F/S
5.	Telecommunication Authority of Singapore		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To study the plant renovation of the SENTOSA-1 E/S		
7. CONSULTANT(S)	Japan Telecom. Eng. and Consulting Service		
8. STUDY PERIOD	Mar.1986 ~ Jul.1986 4month(s) ~		
9. SITE OR AREA	Sentosa Island of Singapore		
10. MAJOR PROPOSED PROJECT(S)	<p>The Plant Renovation Project:</p> <p>1) 5 years life extension Antenna mechanical part & structure - partial repair Antenna servo drive system - to replace some devices</p> <p>2) 10 years life extension Antenna mechanical part & structure - total repair Antenna servo drive system - to replace all High Power microwave transmitter - extension for TDMA system</p>		

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

Description :

Reasons of Stoppage:

The project was discontinued.

- 1) The antenna was the old type (york tower type) which is less flexible for expansion.
- 2) INTELSAT standards of the antenna were changed when the study was completed.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE SGP/S 302/88

1. COUNTRY	Singapore		
2. NAME OF STUDY	Singapore Urban Transport Improvement		
3. SECTOR	Transportation	/ Urban Transportation	4. TYPE OF STUDY F/S
5.	Public Works Department, Ministry of National Development		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Evaluation of technical and operational feasibility of introducing a new transport system		
7. CONSULTANT(S)	ALMEC Corporation Pacific Consultants International		
8. STUDY PERIOD	Aug.1987 ~ Nov.1988 15month(s) ~		
9. SITE OR AREA	5 routes		
10. MAJOR PROPOSED PROJECT(S)	<p>The study prepared plans to improve the feeder transport systems by introducing a new transit system for five selected areas. A detailed analysis was made of the Ang Mo Kio New Town System.</p> <p>Major project components:</p> <ol style="list-style-type: none"> 1) Route and alignment plan, including location of stations 2) Infrastructure plan (structures, stations, yards) and preliminary design 3) Selection of a transit system and an operation plan 		

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

Description :

(1) Sentosa Line

The Sentosa Development Corporation and the Public Works Department show their interest on this project. The preparation is on-going to call for the tender for a part of the Orchard-Sentosa Route.

(2) Simpang New Town System

HDB is now planning the comprehensive new town development project.

(FY 1998 Overseas Survey)

The development of New Town is not completed yet.

(3) Ang Mo Kio New Town-Marine Parade Route

It has been officially included into the transport network plan.

Subsequent Study:

Evaluation study has conducted. (own fund)

(FY 1998 Overseas Survey)

Alternative route is being considered.

Background:

(FY 1990 Domestic Survey)

Feb.1990 The seminar was held, based on the study results. 300 people participated and their understanding over the introduction of new traffic system was promoted.

(FY 1991 Overseas Survey)

The concept of LRT was generally accepted and integrated into the Concept Plan of Urban Transport.

(FY 1993 Overseas Survey)

There is no plan for the immediate implementation of the proposed projects. However, this study has promoted the better understanding on the LRT role played in the transportation network system in Singapore. LRT is integrated into the Long-Term Transportation Plan for 21st century.

(FY 1994 Domestic Survey)

As MRT (Mass Rapid Transit), which commenced its operation in 1989, has been extensively used, further improvement of feeder services become more important. In 1993 JICA was requested the implementation of F/S on the new transport system but it turned it down.

(FY 1995 Domestic Survey)(FY 1995 Overseas Survey)

From January to May, 1995, an international tender was conducted for the introduction of a new transport system in Cho chukan and Buena Vista. At present, the authorities concerned are negotiating with some successful bidders.

In September 1995 the Government established the Land Transport Authority to handle land transport issues.

(FY 1996 Domestic Survey)

An American firm made a successful bid on the Bukit Panjang district (Choa Chu Kang new town included) and the negotiation to conclude a contract is now in progress. The project in the Buena Vista district was cancelled due to its low feasibility.

Effect:

(FY 1997 Domestic Survey)

- Improvement of accessibility for residents in Choa Chu Kang new town
- Increase of MRT users
- Improvement of environment by reduction of traffic

Impacts for Surrounding Area:

(FY 1997 Domestic Survey)

- Betterment of city view
- Noise for residents
- Reduction of air pollution, noise and traffic accident

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1992

Revised Sep.2010

ASE SGP/S 303/90

1. COUNTRY	Singapore		
2. NAME OF STUDY	Selected Expressways		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	Public Works Department (PWD), Ministry of National Development (MND)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Analysis of feasibility on the selected three expressways; PIE, KLE, and PYE.		
7. CONSULTANT(S)	Oriental Consultants Co., LTD.		
8. STUDY PERIOD	Mar.1990 ~ Mar.1991 12month(s) ~		
9. SITE OR AREA	Central and northeastern parts of Singapore		
10. MAJOR PROPOSED PROJECT(S)	<p>1)Improvement of PIE (Pan Island Expressway, 8.65km)</p> <p>2)New construction of KLE (Kallang Expressway 2.8km)</p> <p>3)New construction of PYE (Paya Lebar Expressway 9.2km)</p>		

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

Description :

Development of the expressway system is considered urgent to maintain high standards of social infrastructure services in Singapore.

Implementation Schedule:

PIE:PIE/Woodsville Road IC - PIE/CTE IC Completion in 1994
 PIE/CTE IC West - PIE/BKE IC Completion in 1995
 KLE:KLE/ECP IC - KLE/PIE IC Completion in 2005
 PYE:PYE/PIE IC - PYE/TPE IC Completion in 2006

Estimated Project Cost (million S\$)

	PIE	KLE	PYE
Construction Cost	84.4	400	800
Land Acquisition and Compensation Costs	0.0	160	50
Contingencies (10%)	8.4	56	85
Total	92.8	616	935

(1)PIE**Subsequent Studies**

1990-93 D/D was conducted in the part of the route.

Finance:

96.3 millions S\$ (financed by the Government of Singapore)

Construction:

Apr.1992 commenced

Jul.1994 completed (total cost 79 million S\$)

It is contributing to realize the policy for increase of the transportation demand.

(2)KLE**Subsequent Studies****Finance:**

332.8 million S\$ (Kallang Expressway Project financed by the Government of Singapore)

Construction:

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

2001-2005

Tender is expected in mid-2000.

(3)PYE**Finance:**

(FY 1999 Overseas Survey)

Jul.1996 approved 1.27bil.S\$ (Paya Lebar Expressway Project financed by the Government of Singapore)

The target year for construction is set for 2009 owing to land borrowing. The change might be seen according to the economy of Singapore in the future.

Maintenance and Operation:

L.T.A.(Land Transport Authority)

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1988

Revised Sep.2010

ASE **THA/S 301/76**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Project of Strengthening and/ or Replacement of Steel Bridges on the State Railway		
3. SECTOR	Transportation	/ Railway	4. TYPE OF STUDY F/S
5.	State Railway of Thailand		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Investigation, from the aspects of design and work execution, of the existing 214 spans of steel bridges requiring strengthening and/or replacement		
7. CONSULTANT(S)	Japan Railway Technical Service		
8. STUDY PERIOD	Jan.1976 ~ Nov.1976 10month(s) ~		
9. SITE OR AREA	Southern line 1,159 km 110 bridges Northern line 751 km 22 bridges Northeastern line 1,205 km 45 bridges Eastern line 255 km 37 bridges		
10. MAJOR PROPOSED PROJECT(S)	<p>The number of steel bridge on the whole railway in Tailand become 1,397 (2,853 span) at the end of 1976. 169 of them (214 span) are recommended to need improvement by the study of VKRAS(England). After this study, government of Thailand proposed gov. of Japan to cooperate a now detailed study of strengthening and replacement of them.</p> <p>So the purpose of this study are following;</p> <ol style="list-style-type: none"> 1) Evaluating strength of 214 span 2) Suggesting a standard design and method of improvement / strengthening / replacement. 3) Estimating a cost of this project. <p>Proposals:</p> <p>Of the 214 spans:</p> <p>197 spans are to be repaired and strengthened.</p> <p>17 spans are to be replaced with the construction of new bridges</p>		

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

Description :

The expert was dispatched by JICA.

(1) Arterial Line (the Eastern Line Not Included)

Subsequent Studies:

Conducted by the Civil Engineering Department of the State Railway of Thailand

Finance:

Own Fund of the State Railway of Thailand and a loan from the Thai banks

Total Investment Cost: 350 mil.Bahts

Construction:

FY1978~FY2006

From 1979, based on the study results, the renovation of 104 bridges was completed and 17 of them were replaced by concrete bridges. Furthermore, the renovation of additional 37 bridges is either in progress or about to be commenced with the national budgets from 1987 to 1991. Except for the bridges in the closed lines, the remaining 25 bridges will be renovated after 1992.

(FY 1995 Overseas Survey)

The reinforcement of 214-span-bridge was designed with DL-16 standard weight.

Most of them have been reinforced or replaced already.

(FY 1997 Overseas Survey)

As of the end of 1997, 135 bridges have been completed out of 169 bridges. Remaining 34 bridges will be completed gradually by 2006 as shown below.

Year	Number of Bridges
1999	3
2000	7
2001	6
2002~2006	18

(2) Eastern Line

(FY 1991 Overseas Survey)

Because the volume of traffic in this line has kept low, it has not been concluded whether the renovation work on the bridges will be implemented.

(FY 1994 Domestic Survey)

A new prestressed concrete bridge was constructed up to the klong Sip Kao station. This construction aimed to upgrade the track standard to correspond to the new line between Klong Sip Kao and Kaeng Khoi stations which is to be constructed in near future. The upgrading of the remaining steel bridges in this line shall be subject to the result of the Eastern Railway Corridor Study conducted by TDRI. A part of the reinforcement project of the remaining steel bridges in the branch lines will be revised due to the budget constraint. The construction works may be integrated into the track rehabilitation plan if necessary.

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Jun.14.1979 L/A (Irrigated Agricultural Development Project in Chao Phraya (E/S), 150 mil.Yen) Jun.1979~Feb.1982 D/D (Sanyu Consultants Inc.)</p> <p>Finance: Jul.16.1982 9th OECF L/A (Chao Phraya Irrigation Plan, 2,650 mil.Yen)</p> <p>*Contents of OECF loan construction equipment 2.02 billion yen consultation service 390 million yen contingency 240 million yen</p> <p>*Contents of the Project -Circle embankment -Pump stations -Irrigation and drainage canals -On-farm development (tertiary irrigation and drainage canals and farm roads) -Rehabilitation and improvement of rural roads and bridges.</p> <p>Construction: Jun.1982 started Jul.1988 Yen loan expired. Construction continued by ALRO. 1990 completed</p>		

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STUDY SUMMARY SHEET

(D/D)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 401/77**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Bangkok Telephone Network Project : Junction Lines		
3. SECTOR	Communications & Broadcast / Telecommunication	4. TYPE OF STUDY	D/D
5.	Telephone Organization of Thailand (TOT)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	D/D of junction cable network and five local cable networks		
7. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.		
8. STUDY PERIOD	May.1977 ~ Feb.1978 9month(s) ~		
9. SITE OR AREA	Bangkok Metropolitan Area		
10. MAJOR PROPOSED PROJECT(S)	Contents Scale Construction of Junction cable 250,000 Pair-km		

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

Description :

Finance:

Jul.1978 L/A (EGAT Communication System Expansion Project, 1,464 mil.Yen)

*Components of the project:

- 1.Exchange of UHF ultrasonic radio and extension of route.
- 2.Installation of PLC.
- 3.Exchange/installation of VHF communication device.
- 4.Installation of LFL.
- 5.Installation of data transmission device.
(loan for equipments for projects above)

Project has been completed.

*The Economic Development Project 1977~84 of TOT.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE THA/S 302/78

1. COUNTRY	Thailand		
2. NAME OF STUDY	Pattaya Tourism Development		
3. SECTOR	Tourism	/ (Tourism in) General	4. TYPE OF STUDY F/S
5.	Dept. of Tourism		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Establishment plan of infrastructure for tourism		
7. CONSULTANT(S)	Pacific Consultants International TETRA Co., Ltd.		
8. STUDY PERIOD	Dec.1976	~	Dec.1977 12month(s) ~
9. SITE OR AREA	Pattaya, Ko lan Island		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> -Infrastructure -Water supply and sewerage -Water drainage system -Solid waste management -Road, power, communication -Port 		

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

Description :

Reasons of Stoppage:

(FY1991 Overseas Survey)

The Thai Government (National Economic and Social Development Board) applied for an OECF Loan in 1979 but was not accepted. A new local administrative office was established according to the new development plan and the new detailed design prepared by the Department of Town and Country Planning.

The project has been revived in a new JICA study "Pattaya Tourism Development."

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 303/78**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Separate System of Metropolitan Water Supply in Bangkok		
3. SECTOR	Public Utilities	/ Water Supply	4. TYPE OF STUDY F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Metropolitan Water Works Authority	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Water Service plan		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	May.1977	~	Jul.1978 14month(s)
		~	
9. SITE OR AREA	Bangkok metropolitan area		
10. MAJOR PROPOSED PROJECT(S)	<p>1.Project: Separate System of Metropolitan Water Supply Project surrounding Bangkok</p> <p>2.Area: The 9 Amephoes surrounding Bangkok city and the related housing and industrial project areas (168sq.km)</p> <p>3.Target year: Completion set at 2000 (Start to work in 1982)</p> <p>4.Water source: 8 Amphoes (excluding Nong Khaem) and Bang Chan from groundwater. The others from Central System.</p> <p>5.Groundwater: 33 Deep Wells built in 9 areas.</p>		

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

Description :

Reasons of Stoppage/Cancellation:

The project was implemented in different form from the proposed project.

(FY1995 Overseas Survey)

MWA has been implementing Bangkok Water Supply Project since 1980. The most parts of the project is through Central System. The project is financed by MWA for 25% of the total cost, OECF for 30-40%, and bond issuance for the rest. JICA studied Separate System, however OECF finance is for Central System. The Central System is carrying on for the implementation of this Project.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 304/78**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Rural Long Distance Public Telephone Service		
3. SECTOR	Communications & Broadcasti / Telecommunication	4. TYPE OF STUDY	F/S
5.	Telephone Organization of Thailand		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To recommend the optimum transmission system to TOT.		
7. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.		
8. STUDY PERIOD	Aug.1978 ~ Mar.1979 7month(s) ~		
9. SITE OR AREA	Each place of the country		
10. MAJOR PROPOSED PROJECT(S)			
<p>1. Installation of telephones Long distance telephone circuits, including public telephones, in major rural districts without telephones for the purpose of improving the telephone service in 469 rural areas. Telephone exchanges in 18 districts in 1989, and in 187 more districts in 1994.</p> <p>2. Transmission system: Terrestrial transmission system UHF (900 MHz band)</p> <p>3. Modulation system No much difference between FDM and PCM system from technical and economic viewpoints</p> <p>4. Equipment shelter Communication equipment Staton inclusive of power plant: This is to reduce construction cost and civil work period to the possible minimum.</p> <p>5. System maintenance The existing maintenance organization and practices can be applied to each Maintenance Center by increasing maintenance staffs to some extent when this project is completed. At the same time, it is desirable to introduce centralized supervisory system at each Maintenance Center so that it can have troubles at supervised stations under its control automatically recorded.</p>			

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

Description :

Finance:

Sep.1984 L/A (Rural Public Telephone Expansion Project, 3,090 mil.Yen)

*Components of Project

- Installation of radio communication system in 300 villages of 9provinces at the northern and north-eastern areas.
- OECF loan for equipment to install transmission system like base station, relay station, tower, etc.

Construction:

Dec.1986 contracted

Sep.1990 completed

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 305/78**

1. COUNTRY	Thailand																		
2. NAME OF STUDY	Phetchabun - Chai Badan Highway Project																		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S																
5.	Department of Highway																		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY																			
PRESENT COUNTERPART AGENCY																			
6. OBJECTIVES OF THE STUDY	Road Construction																		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers International																		
8. STUDY PERIOD	Mar.1978 ~ Mar.1979 12month(s) ~																		
9. SITE OR AREA	Phetchanbun - Chai Badan. Northern Region																		
10. MAJOR PROPOSED PROJECT(S)	<p>Three Alternatives of route: I Improvement of local community II New land development III Improvement of transportation</p> <p>1.Optimal route (I+II) Tha Maduk - Rang Yoi - Si Thep - Wichian Buri - Sap Bon - Nong Daeng - Pak Bot - Noen Sadao - Khok Charoen - Yang Lat - Tham Nam Bang - Nam Ron - Phetchabun</p> <p>2.Road length</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">1)Improvement</td> <td style="width: 15%;">130.1 km (85%)</td> </tr> <tr> <td>2)New construction</td> <td>21.2 km (15%)</td> </tr> <tr> <td>Total</td> <td>151.3 km</td> </tr> </table> <p>3.Pavement type</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">1)SBST (asphalt)</td> <td style="width: 15%;">94.2 km (62%)</td> </tr> <tr> <td>2)Laterite</td> <td>57.1 km (38%)</td> </tr> <tr> <td>Total</td> <td>151.3 km</td> </tr> </table> <p>4.Road width</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">1)Formation width</td> <td style="width: 15%;">9.0 m</td> </tr> <tr> <td>2)Pavement width</td> <td>5.5 m</td> </tr> </table>			1)Improvement	130.1 km (85%)	2)New construction	21.2 km (15%)	Total	151.3 km	1)SBST (asphalt)	94.2 km (62%)	2)Laterite	57.1 km (38%)	Total	151.3 km	1)Formation width	9.0 m	2)Pavement width	5.5 m
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Total	151.3 km																		
1)Formation width	9.0 m																		
2)Pavement width	5.5 m																		

ペチャブン～チャイバダン道路建設計画

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

Description :

Subsequent Studies:

1980~1981 D/D undertaken (DOH)

Finance:

Aug.1980 L/A (The Productive Road Construction Project (II), 8,160 mil.Yen)

*Components of Project

The expence for the road improvement works from single to simple double lanes paved road for the existed non-improved 27 routes in the northern, north-eastern and central areas.

The total cost of the Project was made up of 50% of OECF Loan & 50% of DOH budget.

(FY1992 Overseas Survey)

1,366 million yen was appropriated for this project from the OECF loan. The balance (6,794 million yen) was applied for rehabilitation of 22 rural routes in the northern, north-eastern and central areas. The total cost for the project was 171.42 million bahts.

Construction:

Jun.1981 started

Sep.1983 completed

(FY 1992 Overseas Survey)

The construction was started in June 1981 for the Yang Lat-Phechabum route and was completed in September 1981 for Sithep-Wichian Buri route. The total length was 149.2 km. (Proposed length was 151.3km)

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STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1986

Revised Sep.2010

ASE THA/S 101/79

1. COUNTRY	Thailand		
2. NAME OF STUDY	Bangkok Suburban Transportation Project		
3. SECTOR	Transportation	/ Railway	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Expressway and Rapid Transit Authority(ETA), Royal State Railway of Thailand(SRT)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Transportation Plan		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Oct.1978	~ Aug.1979	10month(s)
9. SITE OR AREA	Bangkok Metropolitan Area		
10. MAJOR PROPOSED PROJECT(S)	<p>Formulation of Master Plan for large scale transportation for Bangkok and its surrounding areas. Basic policy is to make the utmost use of existing railway system as the transportation means for people commuting to work.</p> <p>Main components are: Suburban lines(new construction) 6 lines(11 segments) total length 102.8km Improvement of existing lines (double track,new stations, signal and communication) total length 151 km Rolling stock(Year 2000) Suburban line 756 or 478 (depending on fare) Existing national railway 318</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Detail
(FY 1991 Overseas Survey)
The proposed projects have been integrated into the Infrastructure Section of the Ninth National Development plan.

(FY 1993 Overseas Survey)
The implementation of the projects has been suspended because
(1)the Thai government puts higher priority on the settlement of the urban traffic problem.
(2)the existing railway system in the suburban area can be used.
There is unlikely that a new line will be constructed in the suburb of Bangkok.

(FY 1995 Overseas Survey)
The implementing agency of this project was changed from ETA to MRTA (Metropolitan Rapid Transit Agency) in 1992. The Hong Kong firm, Hopewell, is now in charge of the implementation of some part of the projects (Ban Su-Don Muang Line).

(FY 1997 Overseas Survey)
As for suburban lines proposed by the study, construction of track with total length of 234km is in progress.
Other on-going projects are as follows.
- Doubling of track on the section of Bang Sue-Taling Chan
1994 started 1998 to be completed
- The construction of the third track on the section of Rangsit-Ayuthaya-Ban Phachi
1997 to be started 1999 to be completed (D/D was completed in Jul.1997)

*Related Development Study
"Improvement Plan for Railway Transport around Bangkok Metropolis in Consideration of Urban Development M/P+F/S (THA/S 217/95)"

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1990

Revised Sep.2010

ASE THA/A 101/79

1. COUNTRY	Thailand		
2. NAME OF STUDY	Irrigated Agricultural Development in the Greater Mae Klong River		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Cooperatives	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate the on-farm improvement plan of Mae Klong area in order to increase the rice production and the efficiency of water usage.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Dec.1977 ~ Mar.1980 27month(s) ~		
9. SITE OR AREA	Mid and down stream of Mae Klong River Basin : area 490,000ha		
10. MAJOR PROPOSED PROJECT(S)	<p>1.Short-term development plan</p> <p>1) Improvement of field of 185,900ha</p> <p>2) Repair of irrigation and drainage canals of 1,082km</p> <p>2.Long-term development plan</p> <p>1) Improvement of field of 174,200ha</p> <p>2) Repair of irrigation and drainage canals of 56km</p> <p>3) Construction of irrigation and drainage canals of 345 km</p> <p>* Cost 1) is for the short-term development plan and cost 2) is for the long-term development plan excluding the short-term development plan.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 1997 Overseas Survey)
 The outputs of the study have been incorporated into the 4th National Development Plan (1976-1981).

In 1979, F/S on "Kamphaeng Saen Irrigation and Agricultural Development" was conducted in the area where the M/P was implemented.

(1) Improvement of Rice Field along the Greater Mae Klong River
 (*This project targeted the land consolidation of approximately two million rai on the left bank of the Greater Mae Klong River.)

1. Improvement of 0.7 Million Rai Rice Field on the Right Band of the River (Phase-I)
 Finance:
 The World Bank loan
 Construction:
 Implemented (FY 1994 Domestic Survey)

2. Improvement of 290 Million Rai Rice Field on the Left Bank of the River (Phase-II) (*the targeted area of this project)
 Subsequent Studies: F/S
 Please refer to "Kamphaeng Saen Irrigation and Agricultural Development"(THA/A 302/79)

3. PhaseIII
 (FY 1996 Domestic Survey)
 Bang Rain District (192,800 rai) is targetted.
 Finance:
 Annual budget of RID
 Construction:
 1995 Commenced (1999 scheduled to be completed)*
 *It is decided that the secondary canals will be constructed but the construction of the tertiary canals is not to be undertaken.

Perspective or remaining works:
 (FY 1997 Domestic Survey)
 Schedule for construction of tertiary canals (192,800 Rai) at Bang Rain District was from 1995 to 1999. At present only 30% of work has been completed due to financial constraint. The period to complete was extended to 2001 but it will be extended more as to allocate budget is difficult.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 302/79**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Kamphaeng Saen Irrigated Agriculture Development Project in the Mae Klong River Basin		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Making an integral agricultural. Development plan based on newly developed farm land.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Jan.1979 ~ Oct.1979 9month(s) ~		
9. SITE OR AREA	Kamphaeng Saen District, Mae Klang River Basin, western part of Central Thailand, area 28,000ha, population 65,500		
10. MAJOR PROPOSED PROJECT(S)	<p>- Improvement of irrigation and drainage facilities constructed under the development project in Mae Klong River Basin.: 16,380 ha</p> <p>- Improvement of terminal facilities such as irrigation and drainage ditches, farm roads, etc. : 16,380 ha</p> <p>The project area is estimated about 28.000ha, being the east part of B. Mae Klang area and located at the north of Nakhan Pathom. Proposed irrigation area is 17,200ha within 22,800ha of available farming area. Proposed terminal irrigation plan, including land consolidation and related supporting facilities are as follows;</p> <p>- Renewing canal : 48km - Improvement of drainage : 176km - flood prevention, road : 24.8km - land consolidation : 17,200ha</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>The Mae Klong Project Phase II covers this project area (Refer to "Irrigated Agricultural Development in the Greater Mae Klong River (1979)")</p> <p>Finance The World Bank loan and Own Fund Total Investment Cost:approximately 1,944 mil. Bahts</p> <p>Construction: 1990 Commenced 1995 Completed (excluding 192,800 rai of Bang Rain District) In many districts only the secondary canals were constructed. The tertiary canal was decided not to be constructed. (FY 1996 Domestic Survey)</p> <p>Construction (FY 1994 Domestic Survey) Although the initial plan covered the area of 28,000ha (175,000rai), the target was revised after the construction of basic facilities such as the drainage canals, etc.</p> <p>(FY 1995 Domestic Survey) The original plan was to consolidate the land of 28,000ha with the Extensive method, however, only 3,500rai was consolidated and the remaining area was done with the Ditch and Dyke method.</p> <p>Reasons of scale down The priority of this project was lowered because the Thai government changed its agricultural policy after the Fifth Five-Year Plan and gave higher priority to the small-scale irrigation project over the land consolidation project.</p> <p>Maintenance & Operation: The secondary canals were managed by RID while the tertiary canals were managed by beneficiaries.</p> <p>Effect: The present planting area in the dry season is about 10~15% of the area initially planned</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 306/79**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Nong Bua - Ban Lam Chi Bon Highway Project		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	Department of Road Ministry of communication		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Provincial road improvement		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers International		
8. STUDY PERIOD	Jun.1979 ~ Feb.1980 8month(s) ~		
9. SITE OR AREA	Nakkon Sawan Prefecture, Chiyaphum Prefecture		
10. MAJOR PROPOSED PROJECT(S)	<p>Three alternatives of route: I Nong Bua-Wang Wat II Wang Wat-Tha Pong III Tha Pong-Lup Pho</p> <p>1. Objective: The project aims at accelerating socio-economic development in rural areas and, at the same time, at providing an inter-provincial road, in an east-west direction, to supplement the existing highway network which are mainly of radial type connection with Bangkok.</p> <p>2. Optimal route: Nong Bua-Nong Ngu Luam-Sap Bon-Wang Wat-Tha Pong-Nong Bua Rave- Lup Pho</p> <p>3. Road length</p> <p>1) Improvement: 41.9km</p> <p>2) Newconstruction: 112.8km total 154.7km</p> <p>4. Road width</p> <p>1) Formation width: 9.0-10.0m</p> <p>2) Pavement width (SBST): 5.5-6.0m</p> <p>5. Surface treatment</p> <p>1) SBST: 105.0km (68%)</p> <p>2) Soil aggregate surface: 49.7km (32%)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Promoting Factors: - large development impact - good linkage with other major road - high priority - effective administration</p> <p>Subsequent Studies: Dec.1984 D/D completed</p> <p>Finance: Sep.1983 L/A (the Productive Road Construction Project 3, 5,770 mil.Yen)*</p> <p>*Components of project(The Productive Road Construction Project 3) 1.prefectural road construction in the northern and north-eastern Thailand.(165km) 2.rehabilitation works of 8 routes in the northern area.(293.9km) 3.consulting costs.</p> <p>(FY1992 Overseas Survey) 2,517 million yen was appropriated for the project from the OECF loan. The total cost for the project was 348.70 million bahts. The total length was 162.2 km.</p> <p>Construction: Feb.1986 commenced Aug.1988 completed</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 303/80**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Mae Wang-Kew Lom Irrigated Agriculture Development Project		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To make integrated agricultural development plan by the improvement of agricultural infrastructure based on the field renovation.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Jul.1979 ~ Mar.1980 8month(s) ~		
9. SITE OR AREA	Lampang City, Lampang Province, northern part of Thailand area 22,700 ha		
10. MAJOR PROPOSED PROJECT(S)	<p>Irrigation area : 22,700ha Main irrigation canal : 100.12 km Tributary irrigation canal : 79.65 km Main drainage canal : 240.77 km Field improvement : 15,400 ha</p> <p>* Above costs are in 1979 prices.</p>		

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

Description :

Reason for the Project Cancellation:

Lowered priority of the land consolidation project due to the change in the agricultural policy.

Detail:

At the time of the study, the Thai government enforced the Law of Agricultural Infrastructure Improvement and vigorously undertook the projects for the improvement of agricultural infrastructure in order to expand the area of double cropping, which was expected to result in the promotion of the self-sufficiency and the expansion of the agricultural products for export.

(FY 1996 Domestic Survey)

As to a on-farm development project the sufficient level of technology transfer was conducted in the formerly completed projects. If this project should be implemented, no foreign assistance for the project implementation would be necessary.

Related Project:

Construction of Kew Kohma dam

The kew Koham dam is considered to be one of water sources of this project.

(FY 1995 Domestic Survey)

Oct.1995 F/S is scheduled to be commenced by a local consultant (23 mil. Bahts)

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 307/80**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Bangkok Urban Truck Terminals Construction Project		
3. SECTOR	Transportation	/ Land Transportation	4. TYPE OF STUDY F/S
5.	Department of Land Transport		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Traffic plan		
7. CONSULTANT(S)	Pacific Consultants International Nittsu Research Center Inc.		
8. STUDY PERIOD	Aug.1979 ~ Mar.1980 7month(s) ~		
9. SITE OR AREA	Bangkok metropolitan area		
10. MAJOR PROPOSED PROJECT(S)			
Description	Scale		
Truck terminal	Cargo handling: 12,000 t/day		
Parking			
Public parking			
Maintenance facilities			
Warehouse district			

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

Description :

Reasons of Stoppage:

This project was reviewed in "Greater Bangkok Truck Terminal (1992)" and discontinued.

Situation before Stoppage:

Subsequent Studies:

D/D (local consultants)

Modified Point:

(FY1991 Overseas Survey)

Project scale was reduced from four terminals to three.

Situation:

Private investment have been promoted for the construction of truck terminals. So far, contracts have been signed on two of the four sites.

Due to rapid urbanization, some sites proposed for terminals have been already used for other purposes.

JICA is conducting a restudy of Bangkok urban truck terminals since Dec. 1991, in which suggestions will be made to expedite the project implementation.

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STUDY SUMMARY SHEET

(D/D)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 402/80**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Bangkok Telephone Network Project: Local Cable Network		
3. SECTOR	Communications & Broadcast / Telecommunication	4. TYPE OF STUDY	D/D
5.	Telephone Organization of Thailand		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Detailed designs for 8 telephone exchanges		
7. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.		
8. STUDY PERIOD	Aug.1978 ~ Jun.1979 10month(s) Oct.1979 ~ Aug.1980 10month(s)		
9. SITE OR AREA	Bangkok Metropolitan Area		
10. MAJOR PROPOSED PROJECT(S)	<p>1) Detailed design of local cable network for five exchanges (Pronchit, Chinwatana, Packrett, Ramintra, and Onutt-I)</p> <p>2) Additional detailed designs for three exchanges (Kurontoi, Labrana and Ekachai)</p>		

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

Description :

Finance:
 Jul.1978 L/A (EGAT Telecommunication Network Extension Project, 1,464 mil.Yen)

- *Components of Projects
- 1.Exchange of UHF telecommunication system and extension of route
 - 2.Construction of PLC
 - 3.Exchange or construction of VHF communication system
 - 4.Installation of LFL
 - 5.Installation of data transmission system

OECE loan for equipments/machinery for projects above.
 The project has been implemented.

* The Economic Development Project 1977~84 of TOT.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 304/81**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Kaeng Khoi-Ban Mo Pumping Irrigation Project		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility study on irrigated agricultural development project.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Jun.1981 ~ Jan.1982 7month(s) ~		
9. SITE OR AREA	Right bank of PaSak River, SaraBuri Province		
10. MAJOR PROPOSED PROJECT(S)	<p>The objective of the project is to encourage the agriculture in the project area through stable irrigation water supply to the entire beneficial area together with introduction of the dry season crop as much as possible.</p> <p>Proposed cropping plans are about 14,000ha in wet season and 2,800ha in dry season within limited water resources allocation.</p> <p>Major facility of the project is summarized as follows;</p> <ul style="list-style-type: none"> - Main pumping station: 1,000mm x 560kw, Q=17.5cu.m/sec, H-16.5m, 7 units - Irrigation canal : 148km including lateral canals - Drainage canal : 22km - Demonstration farm : 260ha 		

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

Description :

Subsequent Studies:

Jul.16.1982 L/A 940 mil.yen (Irrigation Development Project E/S)

*Contents of study

To stabilize the supply of irrigation water and to improve the drainage condition through the construction of a pumping station and drainage / irrigation canals along the lower Pasak River.

Jul.1984~Jun.1985 D/D

Consulting Firm/JV of Sanyu Consultants Inc. and Chuo Kaihatsu

D/D for Irrigation Project of Kaeng Koi-Ban Mo Pump was commenced as a part of the above Irrigation Development Project with 190 mil.Yen. However, the water right disputes with farmers along Chainat-Pasak waterway caused the project delay.

Finance:

Sep.12.1995 L/A 3,308 mil.Yen (Pasak Irrigation Project)

	Foreign Currency (Yen)	Local Currency (Baht)	Total (Yen)
Civil Engineering	2,086	281	3,102
Procurement of Materials	90	13	139
Others	-	299	1,083
Reserve	401	54	594
Consultant Fee	461	43	618
Total	3,038	690	5,536

(In millions)

The consultant fee for D/D for Patana Nikom area (35,500rai) and Patana Nikom-Kaeng Koi area (20,000rai) and D/D review etc. for Kaeng Koi-Ban Mo is included in the above "Consultant Fee". The term for the consulting service is for four years.

Construction:

(FY 1998 Domestic Survey)

July 1998 ~ April 1999 Review of contract for construction and D/D

Nov. 1999 ~ Dec. 2002 Construction (scheduled)

*Contents of the project: Pump facility (D = 900mm X 5 units), pipeline (steel pipe, D= 1,700m, length=7.2km), open channel and additional facilities.

Backgrounds:

(FY 1994 Demestic Survey)

Because the construction of Nakhon Nayok Dam was commenced in 1994, the resumption of this project is expectd.

(FY 1997 Demestic Survey)

Consultant was selected for implementation of the project, but not signed yet. Consultant will start servicing early next year.

Contracted cost is 428,392,839 yens for foreign cost and 36,679,695 Bhats for local cost.

(FY 1997 Overseas Survey)

Decision making by MOAC is necessary.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1986

Revised Sep.2010

ASE THA/S 201B/82

1. COUNTRY	Thailand		
2. NAME OF STUDY	Road Development in the Northern Region		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Formulation of a master plan for highway development and feasibility analysis of priority road sections (new construction and improvement)		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers International		
8. STUDY PERIOD	Jun.1980 ~ Mar.1982 21month(s) ~		
9. SITE OR AREA	17 changwats of the Norther Regions (170,000 sq.km)		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> The study selected priority road sections by taking into account development potentials by area. 44 links (total length 1,200km) were selected for improvement or for new construction. A pre-feasibility study was undertaken on 31 links (860km) which were considered for short- and medium term implementation and narrowed down to 16 links (410km) for the subsequent feasibility study.</p> <p><F/S> The feasibility study was undertaken on 14 links(417.2km) requested by DOH. The analysis indicated the following 12 links (393.8km) as feasible.</p> <p>11 links(F4 standard) Total 378.1km: 1)Khanu Woralaksa Buri ~ Kao Lieo ~ Rt. 117 46.0km; 2)B.Wang Chik ~ Rt.117(B. Pa Daeng) 13.0km; 3)B. Wang Tham ~ B. Tha Makham 8.3km; 4)B. Kiu Phrao ~ B. Kaen Tai 55.0km; 5)Rt. 115(B. Thung Maha Chai) ~ B. Nong Takhian 53.5km; 6)B. Thung Ngiu ~ B. Chomphu 47.8km; 7)A. Wang Chin ~ Thoen 54.0km; 8)B. Nong Khanak ~ B. Wang Pong 21.0km; 9)B. Rong Sua Ten ~ B. Huai Khom 13.2km; 10)A Phrom Phiram ~ Rt.11(B.Nong Makhang) 14.4km; 11)Rt.12(Muang Kao, Sukhothai) ~ Si Satchanarai 51.9km 1 link (F5 standard):A. Wat Bot ~ B. Nakham 15.7km.</p>		

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

Description :

Promoting Factors:
 1) Large impact
 Substantial contribution to the alleviation of regional disparities which was one of the major objectives of the 4th and 5th development plans.
 2) Linkage with other projects
 The proposed priority links were consistent with other priority road development projects.
 3) Consistency with government policy
 The Government of Thailand has been emphasizing public investments in the operation and maintenance of the existing roads, and the projects proposed by the study were consistent with this policy.
 4) High priority
 The Government has been emphasizing improvement of provincial roads and production-related roads, and the Norther Region has been given high priority in this regard.

Subsequent Studies:
 1983-1986 D/D (DOH)

Finance:
 Sep.1983 L/A (The Productive Road Construction Project 3, 5,770 million yen)
 *Components of project
 1.prefectural road construction in the northern and north-eastern Thailand.(165km)
 2.rehabilitation works of 8 routes in the northern area.(193.9km)
 3.consulting costs.
 3,241 million yen was appropriated for the project. 2,517 million yen of remaining loan was allotted for another road construction and 12 million yen for supervising consultant.
 For the project, OECF loan (491.33 million bahts), World Bank loan (40 million bahts) and DOH budget (89.20 million bahts) were appropriated.

Construction:
 Jan.1986 Construction started
 Dec.1991 Construction completed

Number of link and total extension and financial resources:
 OECF: 1)52.2km, 2)14.8km, 3)7.9km, 4)55.1km, 5)46.4km, 6)47.6km,
 7)52.8km, 12)15.1km

World Bank:
 8)24.0km
 DOH:
 9)13.2km, 11)48.5km, 13)6.7km, 14)17.0km

Ministry of Interior:
 10)not implemented

Each number corresponds to the number in "3.contents of Major Project(s)". Total link extension 401.3km.

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1990

Revised Sep.2010

ASE THA/A 201B/82

1. COUNTRY	Thailand		
2. NAME OF STUDY	Agricultural Cooperative Promotion		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Cooperatives Promotion Department MOAC	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To raise the agricultural production of cooperative member farms and to improve their socio-economic well-being.		
7. CONSULTANT(S)	The Institute for the Development of Agricultural Cooperation in Asia		
8. STUDY PERIOD	May.1980 ~ Feb.1982 21month(s) ~		
9. SITE OR AREA	2 places in each part of north, central, northeast, south, totaling 8 places.<M/P> In the districts of north, central, northeast, south, where four proposed cooperatives as model agricultural cooperative are located<F/S>		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> We pointed realities and problems of organization, operations and management of agricultural cooperative of Thailand, and proposed basic idea for their improvement, based on case studies in each area.</p> <p>1. Basic idea to strengthen the function of agricultural cooperative four strategic targets, streng thening of member's organization base, promotion of regional agriculture by conducting guidance of agriculture management, expansion of sales and purchase abiding by fair rule, realization of comprehensive agricultural financial sytsem, are shown, and "total system" to facilitate all of them in a comprehensive way was proposed.</p> <p>2. Establishment of Agricultural Cooperative</p> <p><F/S></p> <p>1.Projects to nurture agricultural cooperative 2.Establishment of consultant units and traveling guidance 3.Strengthening of training by agricultural cooperative training centers 4.Improvement of facilities of agricultural cooperative 5.Comprehensive financial measures</p>		

PRESENT STATUS	Completed or In Progress	Promoting	
	Completed		
	Partially Completed	Delayed or Suspended	
	Implementing		
	Processing	Discontinued or Cancelled	
Description :			
<M/P>			
1. Thai Government requested Japanese Government for cooperation on the establishment of model agricultural cooperatives based on the final master plan report of Feb.1981			
2. An S/W mission was sent to Thailand on F/S in July 1981.			
After the S/W was concluded the study was conducted from July to Sept.			
<F/S>			
Mar.1982 The final report of F/S was submitted.			
Dispatch of Experts.			
Thai Govt. requested Japanese Govt. for dispatch of experts to establish consultant unit.			
Dec.1982~Dec.1983 2 experts dispatched			
Jun.1983~May.1984 2 experts dispatched			
They made guidance travels to 5 agricultural cooperative at the north-eastern Thai.			
Project-type Technical Cooperation "Agricultural Cooperative Promotion (1984.7.6~1991.7.5)"			
Jun.1983 requested from Thai Govt.			
Jul.1984 5 experts were dispatched continuously for 5 agricultural cooperative area.			
Jul.1989~Jul.1991 follow-up cooperation			
Grant Aid:			
Jun.1983 requested from Thai Govt.			
Sep.1984 B/D			
Mar.7.1985 E/N (Project for the Construction of the Regional Agricultural Cooperative Training Center 598 mil.Yen)			
Training Center was constructed and training courses for personnel of cooperative have been undertaken.			
Investment Cost (thousand Baht)			
	JICA	RTG	Total
Jan.-Jun.87	4,489	175	4,664
May -Nov.87	3,711	---	3,711
FY 87, 88	4,000	233	4,233
FY 89	4,000	200	4,200
Total	16,200	608	16,809
Thai side appreciate the model project of the agricultural cooperative development.			

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1986

Revised Sep.2010

ASE THA/S 202B/82

1. COUNTRY	Thailand		
2. NAME OF STUDY	Bangkok Sewerage System Project		
3. SECTOR	Public Utilities	/ Sewerage	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Drainage and Sewerage, BMA	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Planning on the countermeasure of pollution and flood. F/S on first phase program, as recommended in M/S.		
7. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.		
8. STUDY PERIOD	Aug.1979 ~ Feb.1980	6month(s)	
	Jul.1980 ~ Jul.1982	24month(s)	
9. SITE OR AREA	Bangkok City and Thonburi area located at the other side of Chao Phaya river.<M/P> Bangkok City<F/S>		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> Bangkok City has some problems such as flooding in rainy season and water pollution of river in dry season. Several studies on those problems have been carried out. This study was to review the previous study reports and to make new master plan in order to obtain the practical plan. Scope of the study is limited for sewerage system planning.</p> <p><F/S></p> <p>Project area : 970 ha Intercepting sewer : d 3,000-2,400mm for L=7,100m Combined sewer : d 8,500-2,000mm for L=1,300m Intermediate Pumping Station: 3 stations, Q=13-24cu.m/min Plant : Q=135,000 cu.m/day Inf.BOD= 160 mg/l Eff.BOD= 60 mg/l</p> <p>(Modified aeration process: grit chamber, aeration tank, final sedimentationbasin, basin, chlorination chamber, digester,etc.)</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1986

Revised Sep.2010

ASE THA/S 203B/82

1. COUNTRY	Thailand		
2. NAME OF STUDY	Bangkok Solid Waste Management		
3. SECTOR	Public Utilities / Urban Sanitation		4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Public Cleansing Dept., BMA	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate M/P of improving waste disposal system and feasibility study of it.		
7. CONSULTANT(S)	Tokyo Metropolis Environmental Service Corporation		
8. STUDY PERIOD	Aug.1979 ~ Feb.1980 6month(s) May.1980 ~ Sep.1982 28month(s)		
9. SITE OR AREA	City of Bangkok		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P>The master plan to improve waste disposal system by the year of 2000 and 67 immediate action programmes.</p> <p>(1) The master plan includes construction and introduction of;</p> <p style="padding-left: 20px;">5 composting plants, 2 incineration plants, 3 final disposal sites, 1,190 collection vehicles, 88 road sweepers, 5 river cleaning boats, 110 barges, 25 dump trucks, 18 bulldozers</p> <p>(2) The immediate action programmes in which 3 levels of priority is shown include improvements in :</p> <p style="padding-left: 20px;">1] discharge and collection system 2] transport and transferring system 3] composting plants 4] final disposal system 5] administrative system 6] countermeasures to floods</p> <p>The total cost above pertains to the short-term improvement plan.</p> <p><F/S></p> <p>Construction of final disposal site 3 1,500t/d Construction of refuse incineration plant 2 1,500t/d X2 Construction of rapid type composting plant 2 800t/d</p>		

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

Description :
 Dispatch of Experts:
 The expert was dispatched from Kawasaki-city by 1989.

(1)Compost Plant
 (FY 1995 Overseas Survey)
 A new plant is under construction in On Nut (1,000t/day) (Scheduled to be completed in 1995)
 The construction of plants in Ram Intra and Nong kean has been completed.
 The total capacity of three plants will be 2,000t/day. (Financed by the central government (60%) and BMA (40%)

(2)Construction of Incinerator
 Because of the land acquisition problem, this project was not implemented. The project was integrated into "Bangkok Solid Waste Management (II) (1990)".
 (FY 1997 Overseas Survey)
 On-Nut Medical Waste Treatment by Incinerator.
 F/S has not been undertaken yet.

(3)Others
 (FY 1991 Overseas Survey)
 Most of the short-term plans proposed in M/P, such as the introduction of compact trucks, the waste collection by boats, the supply of uniform to the collection workers, etc. have been implemented.
 (FY 1995 Overseas Survey)
 In 1984 the Tokyo Metropolitan Government provided 10 used trucks and BMA procured trucks with the own fund.

Remenining Project:
 (FY 1997 Overseas Survey)
 Waste minimization, Private collection, Transfer station (to be implemented)
 Seashore or wet-land landfill is not constructed because of economic reason.

*Bangkok Solid Waste Management (III) (1990)
 1989-1991 M/P+F/S implemented
 Reasons for its implementation
 The amount of wastes exceeded that predicted in this Study. The construction cost of an incinerator was beyond the budget which BMA could have allocated to the project and BMA had not made any preparation for the procurement of a loan. Due to the rapid increase of land prices, the land acquisition was more difficult than it had been expected.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 305/82**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Phetchaburi-Kaeng Krachan Irrigated Agriculture Development Project		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility study for irrigation and drainage system improvement and promotion of land consolidation		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Nov.1980 ~ Mar.1982 16month(s) ~		
9. SITE OR AREA	Phetchaburi River Basin, area : 52,600 ha, population: 192,000		
10. MAJOR PROPOSED PROJECT(S)	<p>Development of irrigation agriculture centering on improvement of irrigation canal for Phetchaburi irrigated area of 45,000ha and new development of 7,100ha, and terminal facilities.</p> <p>The Project aims to increase agriculture production in the project area with improvement and for readjustment of irrigation and drainage system in proper combination with existing facilities, those are Pechi Head Works and the Irrigation System constructed in 1950, Kan-Kra (hang Reservoir constructed in 1966 and the sea dike.</p> <p style="margin-left: 20px;">Irrigation System Farm Land new canal : 120 km land consolidation : 52600 ha canal lining : 167 km canal improvement : 128 km</p>		

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

Description :

Reasons for the Project Cancellation:

Lowered priority due to the change in the agricultural policy.

(FY 1994 Domestic Survey)

While this project mainly aims at the development of on-farm facilities, the Thai government put higher priority on the water resources development. Thus, no progress has been made for the project implementation.

The Thai government intends that farmland consolidation and agriculture infrastructure improvement to be undertaken by private sectors instead of the government.

Besides this case, projects of farmland consolidation and agriculture infrastructure improvement are executed by organizations of farmers financed by private banks.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 306/82**

1. COUNTRY	Thailand			
2. NAME OF STUDY	Mae Kuang Irrigated Agriculture Development Project			
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY F/S	
5.	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives			
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY				
PRESENT COUNTERPART AGENCY				
6. OBJECTIVES OF THE STUDY				
7. CONSULTANT(S)	Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.			
8. STUDY PERIOD	Feb.1981 ~ Feb.1982 12month(s) ~			
9. SITE OR AREA	Chieng Mai and Lamphoon Provinces			
10. MAJOR PROPOSED PROJECT(S)				
1. The dimension of dam				
	Crest elevation (m)	Embankment volume (MCM)	Dam height (m)	Dam length (m)
1) Left saddle dam	395.0	2.26	52.0	650
2) Main dam	395.0	5.58	77.0	645
3) Right saddle dam	395.0	1.44	41.0	655
2. Main irrigation canal: 87.4km				
3. Lateral irrigation canal: 146.6km				
4. The capacity of hydropower generation				
1) Optimum installed capacity: 3.7MW				
2) Annual energy: 16.3GWH				
5. New cropping patterns				
Rice-Rice, Rice-Groundnut, Rice-Soybean, Rice-Sweet corn, Rice-Tobacco, Rice-Garlic, Rice-Vegetables, Soybean-Tobacco, Soybean-Groundnut and Longan				

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

Description :

Subsequent Studies:

Jul.16.1982 L/A 940 mil.Yen
 (Irrigated Agriculture Development Project E/S)
 D/D undertaken using 190 mil.Yen of above
 (Sanyu Consultants, Inc.)

*Components of project

- 1.Review of F/S, proposal on additional study
- 2.D/D
- 3.Preparation of tender documents
- 4.Cost estimation, evaluation of project

First Stage Construction:

Sep.18.1984 L/A 2,300 mil.Yen
 (Mae Kuang Irrigated Agriculture Development Project)

*Components of the Project:

Construction of Mae Kuang left saddle dam

Construction:Under direct management of RID and supervised by Sanyu Consultants, Inc.

Second Stage Construction:

Oct.4.1985 L/A 9,197 mil.Yen
 (Mae Kuang Irrigated Agriculture Development Project II)

*Components of the Project:

Construction of Mae Kuang main and right saddle dam

Construction:Undertaken by a Chinese company (China State Const), supervised by Nippon Koei Co.Ltd.)

Third Stage Construction:

Sep.21.1987 L/A 2,805 mil.Yen
 (Mae Kuang Irrigated Agriculture Development Project III)

*Components of the project:

Construction of Main canal (68.6km), tributary canal (99.0km), administration facilities (32)

Construction:Undertaken by an Italian company (Lodigiani S.P.A.), supervised by Sanyu Consultants, Inc. and Team Consulting Eng.

1993 Construction work has been completed

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 307/82**

1. COUNTRY	Thailand			
2. NAME OF STUDY	Upper Pasak Medium Scale Irrigation Project			
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY	F/S
5.	Royal Irrigation Department, Ministry of Agriculture and Cooperatives			
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY				
PRESENT COUNTERPART AGENCY				
6. OBJECTIVES OF THE STUDY	Feasibility Study -to identify the order of priority; and -to formulate an irrigated agricultural development project and identify the feasibility of the project.			
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Chuo Kaihatsu Corporation			
8. STUDY PERIOD	Aug.1981 ~ Mar.1983 19month(s) ~			
9. SITE OR AREA	Upper Pasak river basin under PHETCHABUN Province (about 330km north from Bangkok)			
10. MAJOR PROPOSED PROJECT(S)				
Sub-Project	Huai SaduangYai	Huai Khon Kaen	Huai Yai	K.Chaliang Lab
1.Irrigation Area(ha)	5,400	5,100	1,800	1,200
2.Dam 1)Type	Earthfil	Earthfil	Earthfil	Earthfil
2)Height(m)	38	57	38	35.3
3)Crest Length(m)	467	950	816	1,259
3.Irrigation Canal(km)	-	105.2	26.6	21.2
4.Drainage Canal	-	72.3	36.7	20.0
* Below implementation period is 10 years.				

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: 1986~1992 F/S review and D/D for (1),(2) (RID) Study Cost / Government budget 180mil.Bahts Consulting firm / Thai Consultants</p> <p>(1) Huai Khon Kaen Finance: Government fund 653mil.Bahts Construction: <Dam> 1990 Commenced 1994 Completed <Distribution System> 1998 to be commenced</p> <p>(2) K.Chaliang Lab Finance: Government fund 145mil.Bahts Construction: 1993 Commenced 1997 Completed Construction Trader / Local Trader</p> <p>(3)Huai Sadung and Huai Yai (FY 1996 Overseas Survey) The two Projects are placed in the next 5 years construction program (1997-2001). D/D at Huai Yai is scheduled for 1997 by local budget. (FY 1997 Overseas Survey) Huai Yai Project is expected to start in 1998 and Huai Sadung Yai in 2000.</p> <p>Maintenance & operation: The Thai Government has been in charge of the operation.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 308/82**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Rama VI Bridge Construction Project		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Public Works Dept.(PWD), Ministry of Interior	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Alleviation of traffic congestion in Bangkok, with the bridge serving to complete the middle ring road		
7. CONSULTANT(S)	Chiyoda Engineering Consultants Co.,Ltd. Japan Overseas Consultants Co., Ltd.		
8. STUDY PERIOD	Jun.1981 ~ Mar.1982 9month(s) ~		
9. SITE OR AREA	Northern area of Bangkok		
10. MAJOR PROPOSED PROJECT(S)	<p>1)New Highway Bridge Main Bridge: total length 290m, width 29.1m (6 Lanes+pedestrian), 85m+120m+85m=290m long(3 spans) (Freyssinet cantilever erection method) Approach Bridge: width 23.3m (6 Lanes), total length 650m</p> <p>2)New Railway Bridge width 12.5m total length 71.9m(dual track) (3 span continuous prestressed concrete girder)</p> <p>3)New Roads width 9.4m ~ 5.7m, total length 3,900m</p> <p>4)Other structures Riverfront, side ditch, drainage network, pump station, utilities, electricity, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc.</p>		

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

Description :

- 1) Large impact: stimulation of the regional economy by the alleviation of congestion and the reduction of travel time
- 2) High priority: the completion of the Middle Ring Road ensures the balanced growth of the metropolitan area of Bangkok.
- 3) Administrative expertise: PWD has experiences in bridge construction (already constructed 5 bridges across Chao Phraya River)

(FY 1992 Overseas Survey)

The project is included in the 5th and 6th National Social and Economic Development Plan.

Subsequent Studies:

Sep.1983 OECF (10th) L/A (New Rama VI Bridge Construction Project (E/S), 170 mil.Yen)

Aug.1986 D/D completed

Finance:

Sep.1987 OECF (13th) L/A (New Rama VI Bridge Construction Project, 5,599 mil.Yen)*

*Components of the Project

1.PC concrete bridge (total length 290m)

2.Approach bridge

3.Railway bridge

4.Land scape

5.Other road construction works

6.Supervision

(Loan for foreign currency and a part of local currency)

Construction:

Dec.1988 PQ for construction completed

Jun.1989 Tender for construction closed

Nov.1989 Construction contract completed

Jan.1990 Notice to proceed received by the contractor

Sep.1992 Construction completed

Sep.1993 Maintenance period ended

*Refer to "Rama IV Bridge Rehabilitation Project (THA/S 403/82) JICA D/D" for detail.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 309/82**

1. COUNTRY	Thailand		
2. NAME OF STUDY	East Coast Water Resources Development Project		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY F/S
5.	Royal Irrigation Department		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Water Resources Development covering Rayong, Nong Pla Lai, Chon Buri Changwats		
7. CONSULTANT(S)	CTI Engineering Co., Ltd. Sanyu Consultants Inc. Nomura Research Institute		
8. STUDY PERIOD	Feb.1981 ~ Mar.1982 13month(s) ~		
9. SITE OR AREA	East Coast Region (changwats Rayong and Chon Buri)		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Nong Pla Lai Sub-project</p> <p>a. Reservoir and dam: Catchment Area 426 sq.m, Gross reservoir storage 200,700,000 sq.m; Dam type-Earth fill type with cut-off trench, Crest elevation EL. 49.0 m, Max. dam height 31.0 m, Crest length 4,000m</p> <p>b. Water transmission system: Supply to Mab Ta Pud: Design discharge 3.63 cu.m/s, Total length 27.6 km Supply to Sattahip from Mab TA Pud: Design discharge 1.09 cu.m/s, Total length 21.9 km Supply to Laem Chabang: Design discharge 1.01 cu.m/s, Total length 53.0 km</p> <p>c. Irrigation and drainage system Irrigation area 3,650 ha, Irrigation canal: Main length 46.2 km, Lateral length 20 km Drainage area: Inside the project area 21.3 sq.m, Outside the project area 14.9 sq.m; Drainage length 6.5 km</p> <p>2. Ban Bung Sub-project Reservoir and dam: Catchment area 53 sq.m, Gross reservoir storage 21,900,000 cu.m; Dam type-Earth fill type with cut-off trench, Crest elevation EL. 86.3 m, Max. dam height 21.5 m, Crest length 2,800 m</p>		

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

Description :

(1) Nong Pla Lai Project
 Subsequent Studies:
 July 1982 L/A 320 mil.Yen (E/S)
 This is a part of the Irrigation Development Project (E/S) and for the construction of the dam on the upper Layon River in order to supply water to the urban area.
 Finance:
 Sep. 1988 L/A 4,357 mil.Yen (Nong Pla Lai Construction Project I)
 *Components of project:
 Construction of a dam with the capacity of 150 mil.tons and of related facilities
 Construction:
 1990-1993 (FY 1996 Overseas Survey) implemented
 Contractor: Sanyu Consultants Inc.
 Contractor Trader: Guohua International Contracting (FY 1996 Overseas Survey)
 Maintenance and Operation: RID

(2) Water Conveyance Facilities
 Subsequent Studies:
 Sep. 1982 D/D completed (Consulting firm:CTI Engineering Co., Ltd.)
 Finance:
 July 1982 L/A 6,570 mil.Yen for the construction of pipelines connecting the reservoir-Mab Ta Phud and Mab Ta Phud-Sattahip
 Nov. 1988 L/A 1,459 mil.Yen for the construction of the Mab Ta Phud-Sattahip Pipeline
 Construction:
 Apr.1983 - Sep. 1984 Construction of pipelines connecting the reservoir and Mab Ta Phud
 1991 - 1992 Construction of the Mab Ta Phud-Sattahip Pipeline
 Contractor Trader:A.S.Associated Engineerring Co.Ltd.
 (FY 1996 Overseas Survey)
 Maintenance and Operation: Eastern Water Resource Development and Management Co.Ltd.(FY 1996 Overseas Survey)

Detail:
 (FY 1997 Domestic Survey)
 No additional information.

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STUDY SUMMARY SHEET

(D/D)

Compiled Mar.1988

Revised Sep.2010

ASE THA/S 403/82

1. COUNTRY	Thailand		
2. NAME OF STUDY	Rama VI Bridge Rehabilitation Project		
3. SECTOR	Transportation	/ Railway	4. TYPE OF STUDY D/D
5.	State Railway of Thailand		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	D/D and cost estimation, etc., for preparing bidding documents on the rehabilitation of the Rama VI bridge, which was in danger of collapse		
7. CONSULTANT(S)	Japan Railway Technical Service		
8. STUDY PERIOD	Jan.1982	~	Dec.1982 11month(s)
9. SITE OR AREA	The Rama VI bridge and neighboring areas, northern Bangkok		
10. MAJOR PROPOSED PROJECT(S)	<p>(1) Survey to confirm present status riverbed scouring; Geological survey; Vibration survey</p> <p>(2) Analysis of causes of deformation</p> <p>(3) Study on repair policies ; (4) Basic design</p> <p>(5) Study on construction methods</p> <p>(6) Approximate calculation of costs</p> <p>(7) Detailed design</p> <p>(8) Preparation of calculation sheets for work execution</p> <p>(9) Cost estimation</p> <p>(10) Preparation of specifications</p> <p>* cost 1) above is for bridge piers and cost 2) for shoe resetting</p> <p>** Implementation periods below are 1) for 10 months and 2) for 3 months.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>1.Short-term plan Finance: Domestic fund (construction cost 31 mil.bahts)</p> <p>Realized Project: Repair work on bridge piers and shoe resetting were implemented and the restriction on train speed lifted.</p> <p>2.Long-term plan (1)Double-tracking of Rama VI Bridge Finance: SRT (construction cost 47 mil.bahts)</p> <p>Construction: May.1994 started Jul.1995 completed</p> <p>(2)The approach at Bangkok side Finance: (Construction cost 45.2 mil.bahts)</p> <p>Construction: The approach at Bangkok side was designed to use composite bridges similar to the existing track which is in parallel.</p> <p>(3)The approach at Thonburi side Completed</p> <p>*Refer to "Rama VI Bridge Construction Project (THA/S 308/82, JICA F/S)" for detail.</p>		

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STUDY SUMMARY SHEET

(D/D)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 404/82**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Dok Krai - Mab Ta Pud Water Pipeline Project in the East Coast Area		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY D/D
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Royal Irrigation Department(RID)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Executive design for construction of pipeline between Dok Krai reservoir and Mab Ta Pud		
7. CONSULTANT(S)	CTI Engineering Co., Ltd. Sanyu Consultants Inc. Nihon Suido Consultants Co., Ltd.		
8. STUDY PERIOD	Nov.1981 ~ Aug.1982 9month(s) ~		
9. SITE OR AREA	Eastern Coastal Zone of Thailand between Dok Krai and Mab Ta Pud		
10. MAJOR PROPOSED PROJECT(S)	Nong Pla Lai Dam: 200MCM Pipeline: 27.6 km Irrigation Water Drainage System: 3,650 ha		

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

Description :

The reasons why this project has been realized are as follows:

- (1) High degree of priority: The industrialization of the east coast region was the No.1 priority project of the Government of Thailand
- (2) RID was directly commissioned by the Prime Minister to pushing forward of the project.

Subsequent studies

Sep.1982 D/D completed (CTI Engineering Co., Ltd.)

Finance:

Jul.1982 L/A 6,570 mil.Yen

(Water Pipe Line Project in the East Coast Area)

*Components of Project

- 1)Water pipe line between Dok Krai Reservoir and Mab Ta Pud.
(length 26.5km, diameter 1,350mm)
 - 2)Construction of water pipe line between Mab Ta Pud and Sattahip.
(length 22km, diameter 1,000mm)
- OECF loan for construction works and supervision of 1) and E/S of 2)

Construction:

Nov.1984 completed

* "East Coast Water Resources Development Project (THA/S 309/82 JICA F/S)"

STUDY SUMMARY SHEET

(Basic Study)

Compiled Mar.1990

Revised Sep.2010

ASE THA/S 501/82

1. COUNTRY	Thailand		
2. NAME OF STUDY	Water Supply Project to Laotian Displaced Persons: Nakhon Phanom Camp and Pak Chom Camp		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY Basic Study
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Interior	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Survey of underground water resources		
7. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Feb.1982 ~ Nov.1982 9month(s) ~		
9. SITE OR AREA	Two camps for Laotian refugees in the northeastern part of Thailand		
10. MAJOR PROPOSED PROJECT(S)	<p>1st phase study: Underground water survey at Nakhon Phanom Camp (test boring at 4 sites and identification of 2 sites for tube wells)</p> <p>2nd phase study: Underground water survey at Pak Chom Camp (test boring at 4 sites and identification of 2 sites for tube wells)</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 1996 Domestic Survey)
 As on urgent countermeasure for Lao refugees, wells were constructed at the same time of boring survey.

Finance:
 May.3.1983 E/N 495 mil.Yen

Construction:
 6 deep wells were constructed in both camps.
 Nakhom phanom Feb.~Apr.1982
 Pak Chom May.~Oct.1982

Effect:
 Water service for 20,000 persons in Nakhon Phanom and 50,000 persons in Pak Chom.

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1990

Revised Sep.2010

ASE THA/S 102/83

1. COUNTRY	Thailand		
2. NAME OF STUDY	Road Development in the Northeastern Region		
3. SECTOR	Transportation / Road	4. TYPE OF STUDY M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Highways, Ministry of Communications	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Formulation of a master plan for road development in the Northeastern Region		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers International		
8. STUDY PERIOD	Mar.1982 ~ Mar.1983 12month(s) ~		
9. SITE OR AREA	16 changwats of the Northeastern Region (169,000 sq.km)		
10. MAJOR PROPOSED PROJECT(S)	<p>The study proposed the following priority projects.</p> <ul style="list-style-type: none"> - New construction and improvement 18 routes (666.9km) - Rehabilitation 25 routes (468.0km) 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Subsequent Studies:

Among high priority projects, F/S was implemented on the construction and improvement of 15 routes (502.1km) and the renovation of eight routes (90km) (Road Development in the North-Eastern Region (Phase 2) (1985)).

(FY 1997 Overseas Survey)

1984~1994 F/S, B/D and D/D were undertaken

Consulting firm / DOH

Utilization of Outputs:

(FY 1997 Overseas Survey)

The recommendations made by the study were incorporated into the 5th(1982~1986), the 6th(1987~1991) and the 7th(1992~1996) national plan.

Refer to "Road Development in the North-Eastern Region (Phase 2) (1985)" for detail.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1986

Revised Sep.2010

ASE THA/S 204B/83

1. COUNTRY	Thailand		
2. NAME OF STUDY	Development Project of the Industrial Port on the Eastern Seaboard		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Industrial Estate Authority of Thailand, Port Authority of Thailand	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Establishing the Master Plan for Maptaput Port as an Industrial Port and feasibility study of the priority projects.		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute KOKUSAI KOGYO CO., LTD.		
8. STUDY PERIOD	Jul.1982 ~ Nov.1983 16month(s) ~		
9. SITE OR AREA	Coastal Area, Layon Province		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P>Development of Layon Province, Composed of Industrial Base, Port, Residential Area. The target year of the M/P is 2000.</p> <p>1)Industrial Development: Gas separation plant, Soda ash plant, Petro chemical complex, Fertilizer complex, Iron & steel complex, Supporting industries, Down stream industries, Other industries.</p> <p>2)Port development: Amount of cargo handled 23 million tons annually, 45 berths, total length 5,750m.</p> <p>3)Urban Plan: New town 575ha, Population 71,500 Number of household 17,340</p> <p>4)Infrastructure: Road, Water supply, Sewerage, Waste treatment, Railway(branch of the Chachoengsao - Sattaship line. length 25km, annual traffic volume transported 3.7 million tons) Electricity(total demand 1,354MW) Telephone(number of lines 10,000) Telex/Telegram, terminals and other services 44</p> <p><F/S>1)Industrial Development: petorochemical, fertilizer, soda ash, various supporting industries, industrial estate Area 410ha, Quay wall 820m</p> <p>2)Port Development: Quay-wall 850m, wharf 280m, breakwater 3,000m total length of berths 1,750m amount of cargo handled 4 million tons annually</p> <p>3)Urban Development: Area 131ha, population 18,300 Number of Household 4,360</p> <p>4)Infrastructure: Road, Water Supply, Sewerage, Waste treatment, Railway(Extension 24km, annual traffic volume transported 2 million tons), Electricity(total demand 133.5MW), Telephone(number of lines 3,000) Telex/Telegram terminals and other services(23)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
Subsequent Studies: Sep.1983 L/A 1,720 mil.Yen (East coast Development E/S)*1 Oct.1985 D/D on Map Ta Phut Industrial Port completed Jan.1986 D/D on Map Ta Phut Industrial Estate completed		
Finance: Sep.1984 L/A 5,611 mil.Yen (Map Ta Phut Port Project)*2 Oct 1985 L/A 16,045 mil.Yen(Map Ta Phut Port Project II)*3 3,207 mil.Yen (Industrial/Urban ComplexProject)*4 Sep.1988 L/A 3,002 mil.Yen(Sattahip-Map Ta Phud Railway Project)*5 Nov.1988 L/A 1,459 mil.Yen(Map Ta Phud-Sattahip Water Pipeline Project)*6 Sep.1991 L/A 3,395 mil.Yen (Map Ta Phut Port Project III)*7 *Components of Project *1-Improvement on port, industrial estate, railway, water pipeline at Map Ta Phud and Laem Chabang.(loan for E/S of Map Ta Phud Industrial Port, industrial estate, Laem Chabang Port and Sattahip-Rayon railway.) *2,*3-Construction of Map Ta Phud Industrial Port (loan for dredging, reclamation and supervision) *4-Construction of infrastructure (road, watersupply, drainage, power transmission) in Map Ta Phud industrial estate and urban area. *5-Construction of single track connecting Map Ta Phud Port, Chachansao and Cao Si Chang Station (24km), signal, lightning system, management building, drainage facility. *6-Construction of water pipeline between Map Ta Phud and Sattahip (length 22.9km, diameter 700~900mm) and related facilities. (loan for equipmet, civil engineering work, supervision) *7-Purchase of vessels and port machineries		
Construction: Dec.1987 Map Ta Phud industrial estate. Construction started. 1989 Map Ta Phud industrial Port. Construction started, to be completed in 1992. 1990 Map Ta Phud industrial estate. 1st Phase completed 1991 Map Ta Phud industrial estate. 2nd Phase started, to be completed in 1992.		
(FY1995 Overseas Survey) Four(4) million tons of cargo could be handled in Laem-Chabang Port in 1995.		

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 308/83**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Mae Chang Irrigation Project		
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY F/S
5.	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility study of the irrigation plan in Mae Chang area through the construction of a water storage dam		
7. CONSULTANT(S)	Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.		
8. STUDY PERIOD	Jan.1983 ~ Jan.1984 12month(s) ~		
9. SITE OR AREA	Northern part of Thailand, Mae Chang River Basin		
10. MAJOR PROPOSED PROJECT(S)	<p>Beneficial Area : 8,095ha (Right bank area, 6,006ha, Left bank area 2,089ha)</p> <p>Major Facilities:</p> <p>Storage dam 1 site (total storage capacity 40MCM, Enbankment volume 680,000m³, Zone type earthfill)</p> <p>Diversion dam 1 site (total storage capacity 7 MCM, Dam volume 72,000m³ Combination type)</p> <p>Main canal 51.3 km (concrete lined canal)</p> <p>Tributary canal 93.3 km (partly, no-lining canal)</p> <p>Others : Drainage canal 7.0 km, Onfarm facilities Small-scale hydro-power generation(164kw)</p>		

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

Description :

Reasons for Project Cancellation:

Lowered prioieity due to the change in the agricultural policy

The reservoir for the thermal-power generation was constructed after 1985 at the upperstream of the proposed dam site. As a result, no water source is now available for this project.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 310/83**

1. COUNTRY	Thailand		
2. NAME OF STUDY	East Coast Water Resources Development (Phase II)		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY F/S
5.	Royal Irrigation and Drainage Dept.		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility analysis of three dams		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. NIKKEN Consultants, Inc.		
8. STUDY PERIOD	Jul.1982	~	Mar.1983 8month(s)
9. SITE OR AREA	Eastern seaboard (Rayong and Chonburi changwats)		
10. MAJOR PROPOSED PROJECT(S)	<p>1) Khlong Luang: (a)Multi-purpose dam (h.42.5.m); (b)canal connecting the dam and Chonburi; (c) irrigation and drainage (6,600ha)</p> <p>2) Khlong Yai: (a)Multi-purpose dam (h.50.8m); (b)canal connecting Nong Pla Lai Dam and Nong Kho Dam; (c) irrigation and drainage (7,700ha)</p> <p>3) Khlong Thap Ma: (a)Multi-purpose dam (h. 28.9m); (b)irrigation and drainage</p>		

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

Description :

(1) Khlong Yai

Subsequent studies:

Feb.1990 L/A 204 mil.Yen for (E/S)

Finance:

Jan.1993 L/A 6,362 mil.Yen for the construction of the pipelines connecting Nong Pla Lai reservoir and Nong Kho reservoir.

Construction:

(FY 1991 Overseas Survey)

Scheduled to be commenced after the completion of the Nong Pla Lai Dam.

(FY 1997 Overseas Survey)

The pipeline is being constructed by Public Works Department, not RID.

(2) Khlong Luang and Khlong Thap Ma

(FY 1991 Overseas Survey)

The project has been suspended due to the problems concerning the resettlement of the residents.

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 311/83**

1. COUNTRY	Thailand			
2. NAME OF STUDY	Nong Kho - Leam Chabang Water Pipeline Project			
3. SECTOR	Public Utilities / Water Supply		4. TYPE OF STUDY F/S	
5.	Public Works Dept., Ministry of Interior			
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY				
PRESENT COUNTERPART AGENCY				
6. OBJECTIVES OF THE STUDY	To formulate a plan for the pipeline system from the Nong Kho dam to the Laem Chabang and to verify the feasibility of the project.			
7. CONSULTANT(S)	Nippon Koei Co., Ltd. NIKKEN Consultants, Inc.			
8. STUDY PERIOD	Aug.1983 ~ Mar.1984 7month(s) ~			
9. SITE OR AREA	Chonburi			
10. MAJOR PROPOSED PROJECT(S)				
	First Stage		Second Stage	
	Nong Kho-Turnout	Turnout-Receiving Well	Nong Kho Turnout	Turnout-Receiving Well
1.Raw Water Pipeline				
Diameter of pipe	1,000mm	900mm	1,000mm	900mm
Length of pipe	10.95km	3.49km	10.95km	3.49km
Expected completion year	1988	1988	1994	1994
2.Turnout				
Delivery pipe	250mm	-	-	-
Slice pipe	2 units	-	-	-
3.Aqueduct(pipe-beam)				
Net span	-	27.5m	-	27.5
Diameter of pipe	-	900	-	900
4.Receiving Well				
Dimension(WxHxL)(m)	-	6.3x4.4x16.4	-	6.3x4.4x16.4

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Factors of realizing the projects are as follows:</p> <ol style="list-style-type: none"> 1) Large impact: the industrial development at the Laem Chabang area is dependent on this project; 2) Close linkage with other projects: development in Laem Chabang and the source of water; 3) High priority; and 4) Strength of the executing agency: strong support by NESDB. <p><Stage I></p> <p>Subsequent studies: Aug.1985-May.1986 D/D Consulting Firm / TEAM, Sanyu Sep.1984 L/A 144 mil.Yen for E/S Finance: Oct.1985 L/A 1,363 mil.Yen for the construction of (1) raw water pipeline (15km), (2) diversion facility, (3) water supply control facility and (4) raw water well. Construction: Jul.1986 Commenced Jan.1989 Completed Contractor / Italian -Thai Co., Ltd.</p> <p>Maintenance & Operation: East Water Company (a private enterprise with 100% investment from PWA) is in charge of maintenance & operation.</p> <p>Effect: This project contributes to the development of the Leam Chabang Industrial Housing and of the port.</p> <p><Stage II></p> <p>Finance: Government budget (Annual budget 200 mil. Bahts) (FY 1995 Overseas Survey) Construction: Jun.1998 to be completed (97% finished) (FY 1997 Overseas Survey)</p> <p>Detail: (FY 1995 Overseas Survey) To overcome the water shortage problem in Pataya, the Thai Government constructed water pipelines from Leam Chabang to Pataya with the own fund. This project has been managed by the East Water Resources Development & Management Co., Ltd. since 1993. The company is a public enterprise owned by PWA but in future its stock will be sold to the private sector.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 312/83**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Second Stage Expressway System in the Greater Bangkok		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	Expressway and Rapid Transit Authority(ETA)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Road planning		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	May.1982 ~ Nov.1983 18month(s) ~		
9. SITE OR AREA	Greater Bangkok		
10. MAJOR PROPOSED PROJECT(S)	<p>-Toll highway: 27.9 km</p> <p>-North-South Route running from Chaeng Wattana to an interchange at Bang Khlo: 19.2 km</p> <p>-West-East Route running from an interchange at Phaya Thai to Sri Nakaim Road: 8.7 km</p> <p>-Toll elevated expressway (Total length: 31.8km)</p> <p>The project cost is 26,200 million bahts.</p>		

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

Description :

Subsequent study:

(FY 1997 Overseas Survey)

Jan.1986-1987 D/D, EIA

Consultant / Consortium of five consulting firms, represented by National Engineering Co. Inc.

Study Cost / 23.8mil. Bahts

In September, 1988, ETA decided to implement the project with BOT and to make a contract with Bangkok Expressway Consortium. In December of the same year, ETA concluded a contract with Bangkok Expressway Limited to implement "the Second Expressway Project in Bangkok". To relieve the traffic congestion more effectively, a route adjustment was proposed, which would result in making the total length of the expressway 39km.

The following table shows the plan proposed by this F/S and the actual implemented project.

	Study Plan	Project
Length	27.9km	39.05km
Expense	26,200 mil.Bahts	29,500 mil.Bahts
Construction Period	1986-1995	1989-1995
Finance	Government Budget Loan from Demesticand Foreign entities	BOT After Invested money will be collected in the next 30yrs, the facilities will be handed over to ETA

Finance:

(FY 1997 Overseas Survey)

Government budge (approved in Dec.1988)

Land acquisition cost / 31,300mil.Bahts

BOT

Construction Cost /approx. 28,000mil.Bahts

(FY 1997 Overseas Survey)

Sector A ---- Ratchadapisek Road - Phaya Thai Interchange - Rama IX Road 12.4km

Sector B ---- Phaya Thai Interchange Bang Khlo 9.4km, and another 2km of the Collector / distributor road

Sector C ---- Ratchadapisek Road - Cheang Wattana Road 8km

Sector D ---- Rama IX - Srinakarin Road 8km

Work Progress

Sector A ---- Sep.1993 completed

Sector B ---- Oct.1996 completed

Sector C ---- Sep.1993 completed

Sector D and Collector / Distributor road will be completed in Oct.2000.

(FY 1996 Domestic Survey)

Most of the project components have been already turned over to the investor and have been fairly well operated. The traffic congestion is the biggest problem which the city of Bangkok is facing now. The implementation of this project is of use to mitigate such traffic congestion.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1990

Revised Sep.2010

ASE THA/S 103/84

1. COUNTRY	Thailand		
2. NAME OF STUDY	Sub-Regional Development of the Upper Southern Part		
3. SECTOR	Development Plan	/ Integrated Regional Development Plan	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Economic and Social Development Board (NESDB)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Formulation of a regional development plan through 2000		
7. CONSULTANT(S)	International Development Center of Japan Pacific Consultants International		
8. STUDY PERIOD	Mar.1983	~ Mar.1985	24month(s)
9. SITE OR AREA	Upper part of the Southern Region (pop.1.1 million)		
10. MAJOR PROPOSED PROJECT(S)	<p>The study proposed 10 high priority projects at the total cost of 24,272 million baht.</p> <ol style="list-style-type: none"> 1) Surat Thani Industrial Estate 2) Phuket Airport Industrial Estate and Export Processing Zone 3) East-West Link 4) Surat Thani International Port (Khanom Deep-sea Port) 5) Krabi Oil Refinery and Pipeline 6) Phuket Urban Development 7) Surat Thani Urban Development 8) Central Lowland Development 9) Tapi-Phum Duang River Management 10) Phuket Water Supply <p>Note: The cost shown above pertains to the ten high priority projects.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

After the completion of this study, ADB conducted the review study of ten high priority projects and confirmed their validity.

(1)Surat Thani Industrial Estate

(FY 1996 Overseas Survey)

The Industrial Estate Authority has already done F/S and EIA. The cabinet approved the implementation of the first phase of the project including the allocation of government budget of 625 mil.baht to the development of the utilities system of the project.

Implementing Period:1997~2000

(2)Phuket Airport Industrial Estate and Export Processing Zone

(3)East- West Link

With the technical assistance of JICA, the study on the road network in the Southern Thailand, which targeted East- West Link, was implemented by 1991.

(FY 1996 Overseas Survey)

Presently, D/D has been implemented for the construction of highway with 100 meters wide and 195 km long according to the cabinet resolution on June 14,1996.

Implementing Period:1997~2000

Project Cost:9,000 mil.Bahts

(4)Khanom Deep-Sea Port

(FY 1996 Overseas Survey)

It is planned to implement a F/S on environment, engineering and business from the beginning of 1997 over one year. 1999~2001 Construction schedule.

Project Cost:5,659 mil.Bahts

Subsequent Study:

(FY 1997 Overseas Survey)

Jul.1997~Mar.1998 F/S (EIA included)

*Contents

Port configuration, traffic forecast etc.

Implementing Organization / NESDB

Consulting Firm / Moffatt & Nichol Int. Inc, AEC, Wilbur Smith Associates

Study Cost / 1mil.US\$

Difference with JICA's proposal:

Move the site from Kabi to Phangnga for the west coast and from Khanom to Sichon for the east coast.

(5)Krabi Oil Refinery and Pipeline

(FY 1994 Domestic Survey)

The refinery is planned to be constructed in Kanom, not in Krabi as proposed in this study. Also, crude oil will be transported through pipelines, not refined oil proposed here.

(6)Phuket Urban Development

With the technical assistance of JICA, the study on development in the Southern Thailand was implemented by 1989, in which the tourism promotion in Phuket, proposed in this study, was focused.

(7)Surat Thani Urban Development

(FY 1994 Domestic Survey)

Surat Thani was designated as one of the targeted cities where the intensive investment was made to improve the social infrastructure.

(8)Central Lowland Development

The private enterprises have been active in the Central Lowland Development.

(9)Tapi-Phum Duang River Management

The Electricity Generating Authority has been in preparation for the construction of the Kaen Krung Dam proposed in the Tapi-phum Duang River Management Project. However, the problem concerning the resettlement of the residents remains unsettled.

(10)Phuket Water Supply

(FY 1996 Overseas Survey)

RID is implementing F/S. It is expected the first phase of the study of the water resource will be completed in Jan.1997.

Detail:

In 1989 The Southern Seaboard Development Committee was organized, represented by the Prime Minister.

(FY 1993 Overseas Survey)

The project of East- West link and of the Oil Refinery and Pipeline has been accommodated into the present Land Bridge Program.

(FY 1997 Overseas Survey)

F/S on the Southern Seaboard Port and Industrial Complex Development will be carried out.

Finance:

Government budget 12.5mil.Bahts

Jun.2.1997 USTDA grant 0.5mil.US\$

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1988

Revised Sep.2010

ASE **THA/S 205B/84**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Development Project of Leam Chabang Coastal Area		
3. SECTOR	Development Plan	/ Integrated Regional Development Plan	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Industrial Estate Authority of Thailand	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Formulation of a master plan (target year 2000) for the development of Laem Chabang Area and feasibility analysis of the short-term plan (target year 1987)		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Jan.1984 ~ Mar.1985 14month(s) ~		
9. SITE OR AREA	Laem Chabang (120km southeast of Bangkok)		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> 1) Industrial Development</p> <p>2) Port Development: 16 berths, domestic wharf 1,100m, wharf area 258ha length of breakwater 3,070m</p> <p>3) Urban Development: New town population 120,000, Area 930ha</p> <p>4) Transportation Planning</p> <p>5) Utility Development Water supply, sewerage system, drainage system, solid waste disposal, power supply system(2 substations) telecommunication system (number of telephones 13,764, number of telex terminals 64) land preparation plan (land fill 3 million cu.m)</p> <p>* The project cost 1) above is for a short-term plan and 2) is for a long-term plan.</p> <p><F/S>Major components of the short-term development plan:</p> <p>1) Industrial Development: Industrial estate 219ha</p> <p>2) Port Development: 6 berths, domestic wharf 280m, land area 116ha length of breakwater 2,400m</p> <p>3) Urban Development: New town population 24,000, area 130ha</p> <p>4) Transportation Development</p> <p>5) Utility Development: Water supply, sewerage system, drainage system solid waste disposal, power generation(88.5MW) telephone lines(3,000), telex terminal(32) land preparation plan(land fill 2.6 million cu.m)</p> <p>Note: EIRR and FIRR1)below are for the industrial estate, and 2)FIRR for the housing estate.</p>		

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

Description :
1) Large impact: employment creation, increased foreign exchange, transfer of technology, 2) High priority: one of the major projects to be implemented during the 5th development plan, 3) close linkage with other projects, 4) Strength of the executing Agency

Finance:
Sep.1984 L/A (Laem Chabang Port Project, 4,172 mil.Yen)*1
Oct.1985 L/A (Laem Chabang Industrial Estate Project, 2,922 mil.Yen)*2
Nov.1986 L/A (Laem Chabang Port Project (II), 12,283 mil.Yen)*3
Sep.1987 L/A (Laem Chabang Industrial Estate Project (II), 3,003 mil.Yen)*4
Sep.1988 L/A (Siracha-Laem Chabang Railway Project, 1,013 mil.Yen)*5
Feb.1990 L/A (Laem Chabang Port project (III), 6,436 mil.Yen)*6

*Contents of OECF loan
*2,*4-1) Civil engineering, construction of road, bridge, water supply and drainage facilities.
-2) Construction of sewage plant Loan for 1), all foreign currency and a part of domestic currency of 2) and supervision
*1,*3- Construction of Laem Chabang Port Loan for dredging, reclamation and supervision.
*6-1) Container crane (6)
2) Vessels (11)
3) Navigation Support Facilities
Loan for foreign currency.
*5- Single track between Laem Chabang Port and Siracha Station (9.3km), signal, lighting facilities, management building, drainage facilities.
Loan for foreign currency.

Construction:
1988-1991
<M/P>
-First Stage of New Town (16ha residential zone, 2,284 units) has been completed. Present population is 11,420. Second stage (8ha) is under preparation.
-Public Utilities to accommodate new housing development have been completed.
<F/S>
Works have been completed as scheduled.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 309/84**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Lower Northeast Medium Scale Irrigation Package Project		
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY F/S
5.	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Integrated agricultural development through the construction of a medium-size dam for irrigation and drinking water.		
7. CONSULTANT(S)	Sanyu Consultants Inc. Naigai Engineering Co., Ltd. KOKUSAI KOGYO CO., LTD.		
8. STUDY PERIOD	Feb.1983 ~ Jul.1984 17month(s) ~		
9. SITE OR AREA	NakhonRatchasima and BuriRam Provinces, northeastern part of Thailand		
10. MAJOR PROPOSED PROJECT(S)			
	Lam Plai Mat	Nong Lam Puk	Huai Phlu
Irrigation area	9,100	300	700
Dam height	44.6m	12.0m	20m
pondage	90 MCM	4 MCM	6 MCM
Diversion weir	1 site	-	-
Canal irrigation	215km	13km	29km
drainage	45km	-	1km

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(1) Lam Plai Mat 1.Construction of Dam Subsequent studies: D/D (government budget) Finance: Government budget 325 mil.Bahts Construction: 1987-1991 Implemented and completed. Small-scale dams in the project area and the adjacent area have been constructed with the government budget since 1990.</p> <p>2.Irrigation Canals Finance: Phase I (1992-1993) 90 mil. Bahts Phase II (1994/1995) 60 mil. Bahts each year (1996) 39.77 mil. Bahts Designing Work, etc. 40.23 mil. Bahts Total 290.00 mil. Bahts</p> <p>Construction: 1992~1996 Completed In the initial plan, the canal construction was planned to be divided into two phases. However, it was implemented at a time. The 63km-long canal and the axillary facilities were completed.</p> <p>Maintenance & Operation: RID is in charge of M&O. Impacts for surrounding area: Standard of living has improved by reduction of flood and stable water supply.</p> <p>(2) Nonga Lam Puk (Name was changed to Huai Bug) Subsequent Study: D/D (national budget) Construction: (FY 1997 Overseas Survey) The downs-sized dam was constructed.</p> <p>(3) Huai Phlu Subsequent Study: D/D (national budget) Construction: (FY 1997 Overseas Survey) The downs-sized dam was constructed.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1988

Revised Sep.2010

ASE **THA/S 313/84**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Comprehensive Development of Coastal Shipping		
3. SECTOR	Transportation	/ Marine Transportation & Ships	4. TYPE OF STUDY F/S
5.	Office of the Mercantile Marine Promotion Commission, Ministry of Communications		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Formulation of a comprehensive development plan for the coastal shipping and regional ports.		
7. CONSULTANT(S)	The Maritime International Cooperation Center The Overseas Coastal Area Development Institute		
8. STUDY PERIOD	Jul.1983	~	Oct.1984 15month(s)
9. SITE OR AREA	the entire coastal areas		
10. MAJOR PROPOSED PROJECT(S)	<ol style="list-style-type: none"> 1) Present status of physical distribution and selection of major commodities for domestic shipping 2) Present status of the domestic shipping industry 3) Cargo throughputs and present facilities of regional ports 4) Present freight movements by transportation mode and the possibility of transfer from other modes to domestic shipping 5) Formulation of a development plan for the domestic shipping industry and regional ports 6) Economic and financial analysis of the operations of domestic shipping and regional ports 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Reasons of Stoppage: -Economic recession (1985-88) -IFCT's attitude to the project -Comparative advantage of road-transport. Some legislative improvement is necessary for reviewing the operation of domestic shipping companies.</p> <p>Situation before Stoppage: (FY 1991 Overseas Survey)</p> <p>Office of the Mercantile Marine Promotion Commission (OMPC) has requested the Industrial Finance Corporation (IFCT) of Thailand to negotiate with the OECF. The Ministry of Transport and Communications has requested for the JICA project review.</p> <p>Others: A short-term expert (2 months) was sent in 1985 and 1986 to give advice on the legislation on domestic shipping and its promotion. (FY1995 Overseas Survey) Liner service has not been established in Coastal shipping. New Line of Liner service is expected to be established from Bangkok to Chun-Pon through Laem Chabang.(Construction cost of Chun-Pon port: 10 mil.B)</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1988

Revised Sep.2010

ASE **THA/S 314/84**

1. COUNTRY	Thailand																		
2. NAME OF STUDY	Track Elevation Project of Existing Railway Lines in the Bangkok Metropolitan Area																		
3. SECTOR	Transportation	/ Railway	4. TYPE OF STUDY F/S																
5.	State Railway of Thailand																		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY																			
PRESENT COUNTERPART AGENCY																			
6. OBJECTIVES OF THE STUDY	Increasing the efficiency and ensuring the safety of train operation and elimination of traffic congestion at level crossings.																		
7. CONSULTANT(S)	Japan Railway Technical Service																		
8. STUDY PERIOD	Aug.1983 ~ Jul.1984 11month(s) ~																		
9. SITE OR AREA	Entire Bangkok Metropolitan Area																		
10. MAJOR PROPOSED PROJECT(S)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Civil work</td> <td style="width: 10%;">US\$</td> <td style="width: 10%;">125 million</td> <td style="width: 60%;"></td> </tr> <tr> <td>Land procurement</td> <td>US\$</td> <td>2000 million</td> <td></td> </tr> <tr> <td>Electric facilities</td> <td>US\$</td> <td>30.9 million</td> <td></td> </tr> <tr> <td>Rolling stock</td> <td>US\$</td> <td>68.6 million</td> <td></td> </tr> </table> <p>Track elevation will be mainly carried out in the following sections.</p> <ul style="list-style-type: none"> -Bangkok Station - Bang Sue Station } -Yoma Pot, Chit-La-Da Junction - Makkasan Station } 13 km -Makkasan Station - Mae Nam Station } 			Civil work	US\$	125 million		Land procurement	US\$	2000 million		Electric facilities	US\$	30.9 million		Rolling stock	US\$	68.6 million	
Civil work	US\$	125 million																	
Land procurement	US\$	2000 million																	
Electric facilities	US\$	30.9 million																	
Rolling stock	US\$	68.6 million																	

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

Description :

Reasons of Stoppage/Cancellation:

The project was implemented in totally different way from the proposal.

Situation before Stoppage:

The State Railway of Thailand and the Ministry of Communications decided to implement the track elevation by the BOT system. SRT invited the private sector application in December 1988, but received no response. By offering better access to the SRT-owned land, the invitation was announced again in October 1989. In November 1990, SRT signed the contract of 80 billion bahts (about 400 billion yen) with HOPEWELL of Hong Kong.

In December 1991, the HOPEWELL Company decides to carry on this project, therefore, it can be expected that the construction of track elevation together with community train and freeway for the first phase along the Yommaraj-Donmaung section for a distance of 18.8km shall be finished in year 1995.

(FY1991 Overseas Survey)

The project scale was enlarged to 60.1 km consisting of north-south and east-west lines with a budget of 60 billion bahts. The construction will be from 1993 to 1996.

(FY1994 Domestic Survey)

The construction works of HOPEWELL Project on the "L" shaped route from Yammarat toward north and east have been started. Cast-in-place pile works are in progress. The construction is delayed about two and a half years now. As for the sections toward west and Maeklong which cross the Chao Phraya River construction works are not commenced yet.

(FY1995 Overseas Survey)

Hopewell project is completely different in scale and concept from the project proposed by this development study, therefore the study should be actually considered cancelled. The construction started in 1992 by Hopewell, with a construction period of 8 years, an estimated cost of 80 billion bahts. No land acquisition shall be necessary to implement the project. However the construction work seems to be much delayed.

STUDY SUMMARY SHEET

(Other Studies)

Compiled Mar.1988

Revised Sep.2010

ASE THA/S 601/84

1. COUNTRY	Thailand		
2. NAME OF STUDY	Traffic Safety Plan for Roads		
3. SECTOR	Transportation	/(Transportation in) General	4. TYPE OF STUDY Other Studies
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Highways, Ministry of Communications	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY			
7. CONSULTANT(S)	Central Consultant, Inc. International Engineering Consultants Association Chodai Co., Ltd.		
8. STUDY PERIOD	May.1983	~ Dec.1984	19month(s)
9. SITE OR AREA	Entire country		
10. MAJOR PROPOSED PROJECT(S)	<p>In order to promote traffic safety in road transport, the study conducted the following tasks.</p> <p>(1) Collection and analysis of road traffic data</p> <p>(2) Identification of high-risk areas</p> <p>(3) Guidelines of physical facilities</p> <p>(4) Planning of physical facilities</p> <p>(5) Medium- and long-term plan for installing physical facilities</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Utilizing the guid lines formulated by the study mission, the counterpart agency has increased the budget for the Department of Highways in order to improve the facilities for the road safety.

(FY 1991 Overseas Survey)
 The study results were utilized to prepare a loan application to the World Bank in order to implement the Sixth National Economic and Social Development Plan, which was approved.

(FY 1993 Overseas Survey)
 DOH has been utilizing the recommendations made by this M/P to implement the Traffic Safety Master Plan since 1987. Also, the guideline for the traffic safety program has been effectively utilized.

(FY 1995 Overseas Survey)
 The proposed projects were integrated in the Seventh Five-Year Plan and were implemented. In particular, the progress was observed in the data collection and its analysis with computers.

(FY 1997 Domestic Survey)
 Extension works of highway and construction of orbital transport system are going on. Revision of project will be needed after the completion of those works.

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1988

Revised Sep.2010

ASE **THA/S 206B/85**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Master Plan on Flood Protection/Drainage Project in the Eastern Suburban Bangkok		
3. SECTOR	Social Infrastructure	/ River & Erosion Control	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept.of Drainage and Sewerage, Bangkok Metropolitan Administration	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To evaluate the feasibility of building the drainage facilities		
7. CONSULTANT(S)	Pacific Consultants International Tokyo Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	May.1983 ~ Feb.1986 33month(s) ~		
9. SITE OR AREA	Eastern Suburban Bangkok (study area of 260 sq.km)<M/P> East suburban area of Bangkok (Study area of 100 sq.km)<F/S>		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> The project aims to protect the area of 260 sq.km from floods coming from outer areas by construction of polder dykes and drain internal storm water by providing adequate drainage facilities. The proposed measures are as follows. (Structural measures) - Polder dyke (62km), gate (55 places), pump station (10 places), channel improvement (133km), drain pipe (110km) (Non-structural measures) - Land use regulation, provision of storm retarding basin, establishment of flood forecasting and warning system</p> <p><F/S> Facilities Scale Dyke(Barrier) 5.1 km Sluice gate 4 places Pumping Station 5 stations(36 cu.m/s) Klong improvement 93 km Main drain improvement 4.3 km Flood control operation center 1 set</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(1) Donation of Materials Upon the completion of the study, 59 pumps were donated with the Japanese grant aid.</p> <p>(2) Flood Control Center in Bangkok Subsequent Studies: Jun.1988 B/D Finance: Jan.1989 Grant Aid E/N 924 mil.Yen Construction: Mar.1991 Completed</p> <p>(3)Pumping Station, Sluice Gate and Klong Improvement (FY 1996 Overseas Survey) Subsequent Studies: 1987~1990 D/D (DDS Budget) Finance: 1988~1991 500mil.Bahts (DDS Budget) Construction: 1988~1991 Completed Maintenance & Operation: DDS is in charge.</p> <p>(4)Drainage System Improvement (FY 1997 Overseas Survey) Subsequent Study: 1995~1996 F/S, D/D Consulting Company / NEDECO, SPAN, WDC (joint) Cost / 80mil.Bahts *Contents of study (including up-date of JICA'S study) Klong improvement, pumping station improvement, operation of storage reservoir, secondary drainage system improvement Finance: FY 1997 BMA budget 1,300mil.Bahts (1st Stage) Total budget / 33,000mil.Bahts Construction: 1997~1999 Consultant, Contractor / local</p> <p>(5)Other Project (FY 1996 Overseas Survey) Due to the financial constraints, the project has been yet implemented. However, with the increase of budgets, the implementation of subsequent studies is planned in 2005.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 310/85**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Comprehensive Storage Facilities Development Project (Phase II)		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	Public Warehouse Organization (PWO)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY			
7. CONSULTANT(S)	Overseas Merchandise Inspection Co., Ltd. Sanyu Consultants Inc.		
8. STUDY PERIOD	Feb.1984 ~ Jun.1985 16month(s) ~		
9. SITE OR AREA	Whole country		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Warehouse construction: State level - 10 sites Local level - 5 sites Seaport Warehouse - 1 site at Laem Chabang</p> <p>2. Improvement on processing and loading facilities for shipping exportable rice: River port - 2 sites (Nonthaburi, Rajburana) Deep sea port - 1 site (Laem Chabang)</p> <p>3. Grain reprocessing facility: 6 sites</p> <p>4. Storage technology improvement and training center construction: 1 site (Nonthaburi)</p> <p>* Project costs above are in Dec.1984 prices.</p>		

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

Description :

Reasons of Stoppage:

Many government agencies joined rice export programme. It lowered PWO's rank as a rice exporter. (FY 1993 Overseas Survey)

Situation before Stoppage:

In 1986, Thai Government drastically revised the rice marketing policy and abolished the conventional government procurement at support prices. As a result, the operational scale of Public Warehouse Organization (PWO) was radically reduced. On the other hand, the government has been implementing the development of the port at Laem Chabang and planned to construct integrated facilities for collecting, processing and exporting agricultural products in the area behind the port. The government at one time considered the possibility of including the loading facilities for export rice in the area, but the idea was not materialized.

The rice exports have long been made from the river ports in Bangkok city, and the construction of modern facilities are underway by private companies.

The exports of Thai rice reached 5.7 million tons in 1989. Further rationalization of rice marketing and modernization of marketing facilities are strongly desired by both the government and private organization.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 311/85**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Sakae Krang River Basin Irrigation Project		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Irrigation of Sakae Krang River Basin Pre-F/S and M/P.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Kyowa Engineering Consultants Co., Ltd. Nippon Giken Inc.		
8. STUDY PERIOD	Sep.1984 ~ Mar.1986 18month(s) ~		
9. SITE OR AREA	Sakae Krang River Basin(6,300 sq.km)		
10. MAJOR PROPOSED PROJECT(S)	<p>Mae Wong irrigation scheme was selected as a result of M/P and Pre-F/S.</p> <p>1.Irrigation area : 46,700ha</p> <p>2.Water source : Mae Wong river</p> <p>3.Upper Mae Wong dam : Rock-fill type Height 57m, Crest Length 794m</p> <p>4.Irrigation Facilities: Intake weir 2 sites Main canal 76.7 km Secondary canal 285.2 km Drainage canal 204.2 km</p> <p>* Implementation period below is 7 years.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>EIA Completed in December, 1993. (FY 1993 Overseas Survey) The proposed Upper Mewong dam, with the capacity of 230MCM, is classified into a large-scale project which requires EIA before its implementation. EIA on this project was conducted by the Chemgmei University.</p> <p>(FY 1994 Domestic Survey) After the completion of the study, the project site turned out to be included in a national park. Therefore, EIA was required before the commencement of the project.</p> <p>Finance: RID is in preparation for the request for an OECF loan. (FY 1993 Overseas Survey)</p> <p>Detail: (FY 1994 Domestic Survey) EIA was completed in December, 1993. OECF is planning to dispatch SAPROF survey team to update the JICA study which was conducted 10 years ago.</p> <p>(FY 1996 Domestic Survey) SAPROF was implemented by Sanyu Consultants in 1995.</p> <p>(FY 1996 Overseas Survey) Request OECF for Yen Loan</p> <p>(FY 1997 Overseas FU Survey) (FY 1998 Domestic Survey) NGOs get involved with resistance on dam construction while community is increasing and spread out over the Lower Mae Wong Dam Site area because the lower site is the land reform area. In 1996 the Joint Committee of Private and Government Sectors organized the meeting for the people in Nakhon Sawan and nearby provinces in order to get better understanding on the dam construction explained by RID. RID re-proposed the project implementation together with the result of EIA to the government for approval and this issue has been further forwarded to the Office of Environmental Policy and Planning and the National Environmental Board respectively in order to make decision of EIA matter. After the approval of the National Environmental Board the project can be implemented.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1988

Revised Sep.2010

ASE THA/S 315/85

1. COUNTRY	Thailand		
2. NAME OF STUDY	Establishment of a Large Repair Shipyard		
3. SECTOR	Transportation	/ Marine Transportation & Ships	4. TYPE OF STUDY F/S
5.	Board of Investment		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility analysis of a repair shipyard		
7. CONSULTANT(S)	Overseas Ship-building Cooperation Centre		
8. STUDY PERIOD	Jul.1984 ~ May.1985 10month(s) ~		
9. SITE OR AREA	Laem Chabang		
10. MAJOR PROPOSED PROJECT(S)	<p>- Dry dock 175m x 28m x d.11.1m</p> <p>- Area of 300m x 300m = 90,000 sq.m by reclaiming for ship repairing</p> <p>- Quay length = 150m</p> <p>Any other facilities necessary for shiprepairing.</p> <p>Time schedule: start of preparation for construction, Jan. 1986 start of Construction work, Sept. 1987 start of Operation, Jan. 1990 Completion of construction work, M ar. 1990</p>		

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

Description :

Suspended after the completion of the study because of the low feasibility. The Government has been encouraging the private sector investment. JICA is conducting a M/P study on the shipbuilding industry, and reviewing the proposal of the study.

Private shipping company and shipyard have jointly operated and going to invest shipyard facilities on the basis of leasing contract of site between Port Authority of Thailand and the company.

Subsequent Study

(FY 1997 Domestic Survey)

Apr. 1991

*Contents of the Project

Construction of dock (max. 15,000DWT) and ship yard for inland facilities.

(FY1993 Overseas Survey)

Prospective low return on investment caused the above company to discontinue the project.

At present, big ships go to Singapore for repairment.

(1)Floating Dock

(FY 1995 Overseas Survey)

Finance:

Private fund 1,500mil. Bahts

Construction:

1991~1994

The dock has capacity of repairing 80 vessels per year. In 1994, 40~50 vessels (about 600,000 DWT) have been repaired, of which the biggest one was 25,000 DWT.

8 years of Tax Holiday (normally 5 years) was given by Investment Committee as preferential treatment.

(2)Dry Dock

(FY 1995 Overseas Survey)

UNITHAI is constructing a dry dock.

(FY 1997 Overseas Survey)

Construction of a dry dock depends on market and economic situation.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1986

Revised Sep.2010

ASE **THA/S 316/85**

1. COUNTRY	Thailand																																														
2. NAME OF STUDY	Sanitary District Water Works Project in the Northeastern Region																																														
3. SECTOR	Public Utilities	/ Water Supply	4. TYPE OF STUDY F/S																																												
5.	Department of Public Works,(DPW) Ministry of Interior																																														
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY																																															
PRESENT COUNTERPART AGENCY																																															
6. OBJECTIVES OF THE STUDY	Stable supply of clear water to the area.																																														
7. CONSULTANT(S)	Sanyu Consultants Inc.																																														
8. STUDY PERIOD	Oct.1984 ~ Feb.1986 16month(s) ~																																														
9. SITE OR AREA	10 towns and villages in the North-Eastern region of Thailand																																														
10. MAJOR PROPOSED PROJECT(S)																																															
<p>The main purpose of the project is to provide an improved living standard for the local people through a stabilized water supply in the Sanitary District areas. With the development of the project, it is expected that the urban activity in the areas, which would have the characteristics in-between of "Urban" and "Rural", will be encouraged to grow vigorously in future.</p> <p>Summary of the proposed project is tabulated as follows.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Sub-project Name</th> <th style="text-align: center;">Served Population (cu.m/day)</th> <th style="text-align: center;">Max.Capacity</th> <th style="text-align: left;">Major Facility</th> </tr> </thead> <tbody> <tr> <td>Kham Sake Sang</td> <td style="text-align: center;">6,000</td> <td style="text-align: center;">900</td> <td>RSFP 1.0 unit, D.pipe 10.5km</td> </tr> <tr> <td>Nong Bua Lai</td> <td style="text-align: center;">4,500</td> <td style="text-align: center;">675</td> <td>RSFP 1.0 unit, D.pipe 6.9km</td> </tr> <tr> <td>Huai Thalaeng</td> <td style="text-align: center;">13,300</td> <td style="text-align: center;">1,995</td> <td>RSFP 1.0 unit, D.pipe 12.3km</td> </tr> <tr> <td>Nong Ki</td> <td style="text-align: center;">16,900</td> <td style="text-align: center;">2,535</td> <td>RSFP 1.0 unit, D.pipe 25.6km</td> </tr> <tr> <td>Huai Rat</td> <td style="text-align: center;">4,900</td> <td style="text-align: center;">735</td> <td>RSFP 1.0 unit, D.pipe 9.0km</td> </tr> <tr> <td>Khun Han</td> <td style="text-align: center;">5,000</td> <td style="text-align: center;">750</td> <td>RSFP 1.0 unit, D.pipe 6.7km</td> </tr> <tr> <td>Kusuman</td> <td style="text-align: center;">6,200</td> <td style="text-align: center;">930</td> <td>ASFP 1.0 unit, D.pipe 9.2km</td> </tr> <tr> <td>Phon Charoen</td> <td style="text-align: center;">10,600</td> <td style="text-align: center;">1,580</td> <td>RSFP 1.0 unit, D.pipe 12.1km</td> </tr> <tr> <td>Nong Song Hong</td> <td style="text-align: center;">8,600</td> <td style="text-align: center;">1,290</td> <td>RSFP 1.0 unit, D.pipe 13.2km</td> </tr> <tr> <td>Huai Kha Yung</td> <td style="text-align: center;">4,900</td> <td style="text-align: center;">735</td> <td>RSFP 1.0 unit, D.pipe 13.5km</td> </tr> </tbody> </table> <p>Note: RSFP =Rapid Sand Filtration Plant, ASFT=Aeration Sand Filtration Plant</p>				Sub-project Name	Served Population (cu.m/day)	Max.Capacity	Major Facility	Kham Sake Sang	6,000	900	RSFP 1.0 unit, D.pipe 10.5km	Nong Bua Lai	4,500	675	RSFP 1.0 unit, D.pipe 6.9km	Huai Thalaeng	13,300	1,995	RSFP 1.0 unit, D.pipe 12.3km	Nong Ki	16,900	2,535	RSFP 1.0 unit, D.pipe 25.6km	Huai Rat	4,900	735	RSFP 1.0 unit, D.pipe 9.0km	Khun Han	5,000	750	RSFP 1.0 unit, D.pipe 6.7km	Kusuman	6,200	930	ASFP 1.0 unit, D.pipe 9.2km	Phon Charoen	10,600	1,580	RSFP 1.0 unit, D.pipe 12.1km	Nong Song Hong	8,600	1,290	RSFP 1.0 unit, D.pipe 13.2km	Huai Kha Yung	4,900	735	RSFP 1.0 unit, D.pipe 13.5km
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PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: 1992 ADB conducted the nationwide survey on the water supply in 100 sanitary districts, which included a review study of this F/S. 58 districts are under the jurisdiction of PWD and 42 are under Public Water Authority (PWA).</p> <p>Implementing Agency: (FY 1994 Domestic Survey) In November, 1994, the in-charge agency was changed from PWD to the Office of Urban Development of the Department of Local Administration (DOLA), Ministry of Interior. (FY 1995 Domestic Survey) As of August, 1995, due to the organizational restructuring of DOLA, three sections, Bureau of Local Affairs, Structure and System Development Division and Local Finance Division, are in charge of this project. (FY 1996 Domestic Survey) Due to the change of in-charge agency, it becomes difficult to obtain the information.</p> <p>(1)PWA project Subsequent Study: 1994 D/D Finance: (FY 1997 Domestic Survey) Own fund Construction: (FY 1997 Domestic Survey) Out of 10 sites, construction has completed at two sites and on going at three sites. As for remaining 5 sites, construction will be commenced successively after budget is allocated.</p> <p>(2)PWD project Subsequent Study: (FY 1997 Overseas Survey) 1994~1997 D/D (58 Sanitary District throughout the country) Consulting firm / local Study Cost / 32mil.Bahts Finance: (FY 1997 Overseas Survey) 1994 Government budget 1,261,443,000Bahts (for D/D and construction) Construction: (FY 1997 Overseas Survey) 1994~1998 Consulting Firm / local Out of 58 sites, construction has completed at 42 sites.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1988

Revised Sep.2010

ASE **THA/S 317/85**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Road Development in the Northeastern Region (Phase II)		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	Dept. of Highways, Ministry of Communications		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility analysis of new construction, improvement and rehabilitation of roads.		
7. CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Jun.1984 ~ Jul.1985 13month(s) ~		
9. SITE OR AREA	Northeastern Region		
10. MAJOR PROPOSED PROJECT(S)			
<p>(1) New construction and improvement Total 502.1km: 1)A. Khong ~ J.R.2180 46.8km; 2)A. Chonnabot ~ B. Dong Han 24.0km; 3)A. Nam Phong ~ B. Nong Tum 28.0km; 4)B. Lao(J.R.210) ~ B. Tha Yom 40.7km; 5)B. Huai Koeng ~ A. Kumphawapi 14.2km; 6) A. Nong Han ~ A. Kumphawapi 34.3km; 7)A.Sawang Daen Din ~ A. Song Dao 19.1km; 8)A. Selaphum ~ B.Kham Phon Sung 46.3km; 9)B. Na Suang ~ B. Na. Yia 13.6km; 10)A. Maha Chana Chai ~ A. Kho Wang 24.5km; 11)B. Som Poi Noi ~ B. Muang Mak 28.4km; 12)A. Chom Phra~ B. Nong Khawao 31.1km; 13)A. Parakhon Chai ~ A. Krasang 47.1km; 14)B. Nong Pha Ong ~ A. Nong Ki 52.6km; 15)A. Si Khiu(J.R.2)~ A. Chok Chai 51.4km.</p> <p>(2) Rehabilitation 8 routes (90km) 16)A.Sikhui ~ A.Dan Khun Thot 19km: 17)A.Prathai ~ A.Khok Chik 10km 18)A.Kalasin ~ B.Lum Chai 10km : 19)A.Pak Thong Chai ~ J.R.2 13km 20)B.Nam Kong ~ A.Si That 8km: 21)A.Chokchai ~ A.khonburi 10km 22)B.Wat ~ A.Kong 10km: 23)Nakhon Ratchasima ~ A.Chokhcai 10km</p> <p>The total project cost is 1,839.22 million bahts.</p> <p>* The project cost 1)above is the economic construction costs of Improvement and New Construction Routes.</p>			

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
(FY 1997 Domestic Survey) The projects are being implemented based on The 8th Road Development Plan (1997~2001) with national budget and loan. National budget for 1998 has been cut by 20%, therefore government relies heavily on loan.		
Subsequent Studies: D/D conducted (1)OEFCF Finance: Nov.1988 L/A 4,085 mil.Yen (Highway Sector Project) 1,008 mil.out of 4,085 mil.Yen was allocated to the construction and improvement of seven routes in North-Eastern region (235.1km) and other routes shall be constructed or renovated with the World Bank loan or the Government fund. May 1993 L/A 2,184 mil.Yen (Highway Sector Project (II)) *Contents/construction and renovation of one route of the provincial road and two routes of the local road.		
(2)IBRD Project (FY 1997 Domestic Survey) Finance: Feb.1988 L/A 46.48mil.Bhats *Contents/Expansion to two-lane of trunk roads in northern area and construction of bypass. Implementation: 1.RT.No.1 Chiang Mai bypass completed Lanpang-Chiang Mai under construction 2.RT.No318 Doi Saket-Chiang Lai under construction		
Situation of advance: (FY 1997 Domestic Survey) All the works scheduled for FY 1996 and 40% of works for FY 1997 have been completed. As for projects proposed by F/S on Highway System in Northern Area, 30% of works has been completed.		
(FY 1997 Overseas Survey) Consturction and rehabilitation works for all sections have been completed. <Section> <Fund/Amount> <Completed in> 1)A.Khong-J.R. DOH/30.9 1987 2)A.Chonnabot-B.Dong Han IBRD.DOH/50.1 1994 3)A.Nam Phong-B.Nong Tum OECF.DOH/90.9 1995.5 4)B.Lao(J.R.210)-B.Thai Yom OECF.DOH/122.9 1996.3 5)B.Huai Koeng-A.Kumphawapi OECF.DOH/40.6 1995.9 6)A.Nong Han-A.Kumphawapi OECF.DOH/119.8 1993.9 7)A.Sawangaendin-A.Song Dao DOH/19.2 1988 8)A.Selaphum-B.Kham Phonsung OECF.DOH/184.7 1993.12 9) B.Na Suang-B.Na Yia DOH/15.0 1991 10)Mahachana Chai-A.Kho Wang Mahachana Chai-Yangchum Noi OECF/98.9 1993.12 11)B.Som Poi Noi-B.Muang Mak DOH/54.5 1984 12)B.Nong Khao-A.Chom Pra DOH/21.8 1989 13)A.Parakhon Chai-A.Krasang OECF.DOH/142.7 1994.9 14)B.Nong Pha Ong-A.Nong Ki A.Lam Plai Mat-A.Nong Ki DOH/30.7 1991 15)A.Sikhiu(J.R.2)-A.Chok Chai IBRD.DOH/242.5 1993.8		
Rahabilitation 16)A.Sikhiu-A.Dan Khun Thot IBRD/187.2 1993.8 17)A.Prathai-A.Khok Chik DOH/52.2 1991.2 18)A.Kalasin-B.Lamshe IBRD/75.5 1991.4 19)Pakthong Chai-J.R.2 DOH/60.9 1993.2 20)Nam Khong-Sithai DOH/134.4 1993.4 21)Chok Chai-Khonburi DOH/40.0 1991.3 22)B.Wat-A.Khong DOH/52.3 1995.2 23)Nakhon Ratchasima-A.Chok Chai DOH/60.9 1990.9		
Operation & Maintenance: (FY 1997 Domestic Survey) Operation and maintenance by local construction department is going without problem.		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/A 312/86**

1. COUNTRY	Thailand																																		
2. NAME OF STUDY	Bang Nara Irrigation and Drainage Project																																		
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY F/S																																
5.	RID (Royal Irrigation Department)																																		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY																																			
PRESENT COUNTERPART AGENCY																																			
6. OBJECTIVES OF THE STUDY	Establishment of Agricultural Development Plan for the Area of 9,100 ha in the Bang Nava river Basin.																																		
7. CONSULTANT(S)	Sanyu Consultants Inc. Japan Engineering Consultants Co., Ltd.																																		
8. STUDY PERIOD	May.1985 ~ Jan.1987 20month(s) ~																																		
9. SITE OR AREA	Bang Nara River Basin of Nava Tik Province in Southern Thailand																																		
10. MAJOR PROPOSED PROJECT(S)	<p>- To construct tidal gates both in Nara Tik side and Tagbai side of Bang Nara River</p> <p>- Pumping irrigation by utilizing planned reservoir with 9 pumping stations</p> <p>- Rehabilitation of drainage rivers flowing into Bang Nara River</p> <p>- To install 6 check gates to control acid water</p> <p>Outline of the Project</p> <p>Tidal Gate: Upper Gate Width 120m, Feeder Canal 750m, closme dam 220m Down stream Gate Width 24m, Feeder Canal 450m, closme dam 75m</p> <p>Facility to control Achid Water : 6 check gates</p> <p>Irrigation : 9,100ha</p> <p>Drainage improvement 11,490ha</p> <p>Project cost</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">F/C</th> <th style="text-align: center;">L/C</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Tidal Gate</td> <td style="text-align: center;">278</td> <td style="text-align: center;">118</td> <td style="text-align: center;">396</td> </tr> <tr> <td>Acid Improvement Facilities</td> <td style="text-align: center;">32</td> <td style="text-align: center;">26</td> <td style="text-align: center;">58</td> </tr> <tr> <td>Irr. and Drainage Facilities</td> <td style="text-align: center;">146</td> <td style="text-align: center;">125</td> <td style="text-align: center;">271</td> </tr> <tr> <td>Consulting Service Fee</td> <td style="text-align: center;">56</td> <td style="text-align: center;">84</td> <td style="text-align: center;">140</td> </tr> <tr> <td>Phisical Contingency</td> <td style="text-align: center;">56</td> <td style="text-align: center;">52</td> <td style="text-align: center;">108</td> </tr> <tr> <td>Price Erealation</td> <td style="text-align: center;">179</td> <td style="text-align: center;">111</td> <td style="text-align: center;">288</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">746</td> <td style="text-align: center;">516</td> <td style="text-align: center;">1,262</td> </tr> </tbody> </table>				F/C	L/C	Total	Tidal Gate	278	118	396	Acid Improvement Facilities	32	26	58	Irr. and Drainage Facilities	146	125	271	Consulting Service Fee	56	84	140	Phisical Contingency	56	52	108	Price Erealation	179	111	288	Total	746	516	1,262
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PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(1) Bang Nara Irrigation and Drainage Project (Construction of Tidal Gates) Subsequent Studies: Feb.17.1988 E/N 94 mil.Yen Feb.~Jun.1988 D/D Finance: Sep.30.1988 E/N 888 mil. Yen Jul.21.1989 E/N 2,604 mil.Yen Jun. 6.1990 E/N 375 mil.Yen Construction: Construction Trader:Ohbayashi-Gumi Oct.1988 Commenced Nov.1990 Completed Maintenance & Operation: RID is in charge of M&O Effect: The implementation of this project has turned salt water into fresh water. Consequently, the irrigation in the dry season becomes possible.</p> <p>(2) Installation of Pumping Stations Eleven pumping stations are planned to be constructed while the construction of ten pumping stations was proposed by the JICA study. Finance: Government fund Construction: 1)Ku Chan station: Construction Cost-26.6 mil.Bahts. Completed in 1996 2)Moru Bo station:Construction Cost-55.7 mil.Bahts. Scheduled to be completed by Sep.1997 3)PmKorp Daeng:Sep.1997 contract was signed. Construction is scheduled to start. 4)Others:Land aquisition problem remains unsettled.</p> <p>*Presently approximately 18,100 rai of farmland, which is the area of less than two meters above sea-level, is irrigated by 164 portable pumps owned by the farmers.</p> <p>Situation: (FY 1997 Domestic Survey) To review remaining works would be difficult owing to financial constraint and difficulty to enter into the site.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 318/86**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Dredging Plant Development Project		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY F/S
5.	Harbour Department, Ministry of Transport and Communication		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Frame of long-range dredging plan target in 2000 and development plan including improvement and maintenance of facilities.		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute		
8. STUDY PERIOD	May.1985 ~ Jun.1986 13month(s) ~		
9. SITE OR AREA	Coastal routes of Thailand, 43 routes		
10. MAJOR PROPOSED PROJECT(S)	<p>43 channels were studied and quantity of necessary maintenance dredging was estimated and was compared with the capacity of present dredging plant. Dredging plant development project such as construction of 2 training hopper dredging, preparation of mechanical center was proposed.</p>		

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

Description :

(1)Construction of Dredgers
(FY 1995 Overseas Survey)

This year the Harvor Department called for the international bid on the deferred-payment import* of dredgers. Approximately 40 companies, including some Japanese companies, have passed the preliminary screening. Currently, the Department is examining the bidders from the viewpoint of their technique and their proposed condition for the deferred-payment. (*Deferred-payment import: the scheme in which a shipbuilding company constructs a dredger with its own fund and subsequently the Harvor Department purchases it on a deferred-payment basis.)

Finance:

(FY 1997 Overseas Survey)
Private Fund 49.4mil.US\$

*Contents

Dredger construction

Construction:

1995~1997
Contractor / Ellicott Machine Co. Int (USA)

Detail:

(FY 1993 Overseas Survey)

Requests have been made to various donors, including OECF, for a financial assistance, however, no favorable reply has been given.

(FY 1997 Overseas Survey)

Most of projects should be postponed owing to crisis of present Thai economy.

STUDY SUMMARY SHEET

(Other Studies)

Compiled Mar.1990

Revised Sep.2010

ASE THA/S 602/86

1. COUNTRY	Thailand		
2. NAME OF STUDY	Road Improvement, Rehabilitation and Traffic Safety in Bangkok		
3. SECTOR	Transportation / (Transportation in) General		4. TYPE OF STUDY Other Studies
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangkok Metropolitan Administration	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Policy recommendations on traffic safety measures		
7. CONSULTANT(S)	Central Consultant, Inc. International Engineering Consultants Association Chodai Co., Ltd.		
8. STUDY PERIOD	Jun.1985 ~ Mar.1987 21month(s) ~		
9. SITE OR AREA	Bangkok Metropolitan Area		
10. MAJOR PROPOSED PROJECT(S)	<p>The study compiled basic information on traffic safety planning and recommended some road improvements.</p> <ul style="list-style-type: none"> -Flyover-Intersection improvement -Pavement improvement -Busstop improvement -Pedestrian path -Guard fence -Median -Safety island -Traffic sign -Traffic signal -Pedestrian crossing bridge -Road marking <p>among others.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(1) Construction of Rama IV Flyover
 Subsequent Studies:
 Jan.1990 E/N 98 mil.Yen
 Finance:
 Aug.1991 E/N 2,506 mil.Yen

(2) Construction of Flyovers in other roads
 (FY 1993 Overseas Survey)
 BMA constructed ten flyovers, based on this M/P, with own fund.

(3) Other Projects
 (FY 1995 Overseas Survey)
 Because the proposed engineering guideline has not been ratified as a BMA's standard guideline, yet, it has not been fully utilized. BMA plans to translate it into Thai after it is ratified.
 Most of the proposed projects, which require a substantial amount of money for the implementation, have not been commenced

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PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Reasons of Stoppage:

(FY1993 Overseas Survey)

1. The change of Thai Government policy on national forest land use.
2. There is no provision for after land use in the national park, therefore the agroforestry program cannot start in the model area.
3. The Government wanted RFD to be responsible for forest protection and nature conservation.
Timber industry will be privatized. Nobody in RFD, at present, pays attention to the project.

Situation before Stoppage:

In order to prepare a project based on the proposed plans, the Royal Forest Department has been coordinating the handling of the existing projects by itself. The proposed plans contain various types of projects.

Therefore Japan will be needed for supporting to prepare a project by conducting a follow-up survey and/or an experimental project.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 319/87**

1. COUNTRY	Thailand														
2. NAME OF STUDY	New Krungthep Bridge Construction and Thonburi Road Extension														
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S												
5.	Public Works Department														
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY															
PRESENT COUNTERPART AGENCY															
6. OBJECTIVES OF THE STUDY	Construction of PC bridge.														
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Central Consultant, Inc.														
8. STUDY PERIOD	Feb.1986 ~ Jun.1987 16month(s) ~														
9. SITE OR AREA	New Krung Thep Bridge: downstream side of existing Krung Thep Bridge over Chao Phraya River Thon Buri Road:between Middle and Outer Ring Roads, Thon Buri Area.														
10. MAJOR PROPOSED PROJECT(S)															
<p>(1)New Krungthep Bridge Main Bridge: 4-span continuous PC Box of 476m length(125m+226m+125m), Navigational clearance in center of 34m in height and 60 in width.</p> <table style="margin-left: 40px; border: none;"> <tr> <td></td> <td style="text-align: center;">Thoribori Side</td> <td style="text-align: center;">Bangkok Side</td> </tr> <tr> <td>Approach Bridge</td> <td style="text-align: center;">770m</td> <td style="text-align: center;">599m</td> </tr> <tr> <td>Interchange</td> <td style="text-align: center;">131m</td> <td style="text-align: center;">120m</td> </tr> <tr> <td>Rampway</td> <td style="text-align: center;">400m</td> <td style="text-align: center;">480m</td> </tr> </table> <p>The project cost is 1,885 million bahts.</p> <p>(2)Thoribori Road Extention 1st Stage Construction Target year of opening:1991, construction of a L-shaped bypass of 3.3km 2nd Stage Construction Target year of opening:1995,construction of a connector with ORR 6.5km The project cost is 2,469 million bahts.</p>					Thoribori Side	Bangkok Side	Approach Bridge	770m	599m	Interchange	131m	120m	Rampway	400m	480m
	Thoribori Side	Bangkok Side													
Approach Bridge	770m	599m													
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PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Factors of realizing the projects are as follows:

- (1) Aging of the existing Krung Thep Bridge; and
- (2) Strong support by Public Works Dept.

(1) Construction of New Krungthep Bridge

The project is integrated into the 6th and 7th National Economic and Social Development Plan and is put on high priority. It was already approved by the cabinet in August, 1987.

Subsequent Studies:

D/D

Consulting Firm / JV of NORCON of Norway and the Thai Consultants)

Study Cost / 130 mil. Bahts including the cost of D/D for the construction of Tonburi Road financed by PWD

Finance:

Budget / 1,950 mil. Bahts (FY 1995 Overseas Survey)

Jan. 1993 L/A 7,546 mil. Yen for the construction of New Krungthep Bridge

Total Project Cost: 15,091 mil. Yen

Construction:

End of 1995~Oct. 1999 20% finished (end of 1997)

(2) Construction of Tonburi Road

Subsequent Studies:

D/D for the first stage (3.5km)

Finance:

Government budget / 4,370 mil. Bahts

Construction:

Oct. 1996~Oct. 1999 12% finished (end of 1997)

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 320/87**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Railway Yards Improvement		
3. SECTOR	Transportation / Railway		4. TYPE OF STUDY F/S
5.	State Railway of Thailand		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Preparation of a basic improvement plan for 10 years with a target year of 2006 F/S for several high-priority yards with a target year of 1996		
7. CONSULTANT(S)	Japan Railway Technical Service Pacific Consultants International The Japan Electrical Consulting Co., Ltd.		
8. STUDY PERIOD	Dec.1985 ~ Jun.1987 18month(s) ~		
9. SITE OR AREA	Bangkok, Mae Noni, Bang Sue, and Hat Yai Stations		
10. MAJOR PROPOSED PROJECT(S)	<p>Improvement of yard facilities(passenger facilities, freight facilities, track facilities, electric facilities, signalling and telecommunications facilities):</p> <p>Bangkok: 1.Additional construction of two arrival tracks for strengthening capacity of arrival tracks; 2.Modification of two departure tracks into arrival/ departure tracks for strengthening capacity of arrival/ departure tracks; 3.Additional construction of one arrival track for strengthening capacity of departure tracks. 4.Extension of effective length of the passenger car yard for strengthening capacity for passenger car; 5.Extension of effective length of tracks for DRC(diesel railcar) storage; 6.Modification of locations of signal erection and improvement of interlocking devices for ensuring train safety.</p> <p>Mae Nam: 1.New construction of two sorting tracks for freight cars in a place about 4 km away from the origin of the Bangkok Port Line; 2.New construction of a shortcut line between Mae Nam Station and the Bangkok Port Line; 3.Additional construction of one sorting track and extension of effective length of tracks for strengthening capacity for empty car storage.</p> <p>Band Sue: 1. New construction of two arrival/departure tracks in the freight station for dealing with direct transport between freight stations; 2.Improvement of signalling facilities entailed by track improvement(erection of signals, etc.)</p> <p>Hat Yai: 1.Modification of track layout for eliminating the concurrence of freight car shunting and handling of incoming and outgoing freight trains; 2.Additional construction of three sorting tracks for strengthening capacity for freight car sorting; 3.Additional construction of two storage tracks for passenger cars for coping with the increase in originating and terminating trains; 4.Improvement of signaling facilities entailed by track improvement (Erection of signals,etc.)</p>		

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

Description :

Detailed design completed in December 1987. Part of the high-priority work for Bangkok and Bang Sue stations was implemented.

At present, the project is progressing in two categories.

(1) 1st category -- Work to improve the operational efficiency of main yards and to meet future traffic increase.

* Bangkok yard -- Construction of a new departure track and 2 arrival tracks, conversion of 2 arrival tracks to arrival/departure tracks, and extension of the effective length(37 million baht, to be completed at the end of 1990).

* Ban Phachi yard -- 25 million baht, to be completed in the middle of 1990.

* Other improvements -- To start as scheduled.

(2) 2nd category -- Smaller-scale work such as platform improvement.

* 5 to 10 yards to be improved every year.

(FY1991 Overseas Survey)

The project is integrated in the SRT Investment Program and the construction will be completed in 1993.

(FY1993 Overseas Survey)

SRT improved above yards during the period of the Sixth National Development Plan, 1987-91.

Total investment cost is 120 million baht.

Construction of Bangkok and Ban Pachi Yards(at the junction of the Northern and Northeastern Lines, with priority next to four major yards) has almost been completed. Schedules for Mae Nam, Band Sue, and Hat Yai Yards are being delayed, excluding some urgent cases, due to the changes in transport trend and other factors. As for Mae Nam, it has become necessary to reexamine the original plan in such respects as:the transfer of outgoing and incoming freight due to the opening of Laem Chabang Port;and new installation of oil pipeline(Mae Nam-Ayutthaya). It is also necessary to review the plan for Ban Sue regarding the relations with the Hope Well Plan,etc. As for Hat Yai,yard improvement will be promoted in accordance with the traffic trend in the future because the transport demand is somewhat sluggish at present.

(FY1995 Domestic Survey)

No additional information.

(FY1995 Overseas Survey)

No additional information.

STUDY SUMMARY SHEET

(Other Studies)

Compiled Mar.1990

Revised Sep.2010

ASE THA/S 603/87

1. COUNTRY	Thailand		
2. NAME OF STUDY	Effective Port Management and Operation System		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY Other Studies
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Transport and Communication	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	-Formulation of a framework for port operation		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute		
8. STUDY PERIOD	Aug.1986	~	Mar.1988 19month(s)
9. SITE OR AREA	Port of Bangkok, Port of Laem Chabang, Port of Map Ta Phut, Port of Sattahip, Port of Phuket, Port of Song Khla		
10. MAJOR PROPOSED PROJECT(S)	Recommendation of port management - Determination of fundamental concept for the port planning and development policy. - Making of the port management policy. - Preparation for the operation and management as an international port. - Reviewing the legal system concerning port development, management and operation. - Recommendation of improvement of the cargo handling.		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

This is the first study in Thailand, which focused on the port management and operation system. The recommendations made in the study have been used as a guideline for the port M&O.

The National Port Administration Commission was established in the Ministry of Transport and Communication by accepting the recommendations of the study and came into operation in December 1988.

(1) Port of Leam Chabang

The administrative body was established in PAT.

Three container terminals and one agricultural/bulk berth are leased to private companies and operated by them.

A multi-purpose terminal is under bidding for the lease.

The other bulk terminal is planned to be leased to a private company.

(2) Port of Map Ta Phut

Its operation started in 1992. IEAT is an administrative body and each berth is leased to private companies.

(3) Port of Song Khla and Port of Phuket

The private sector is in charge of the port management and operation.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1986

Revised Sep.2010

ASE THA/S 104/88

1. COUNTRY	Thailand		
2. NAME OF STUDY	Flood Forecasting System in the Chao Phraya River Basin		
3. SECTOR	Social Infrastructure	/ River & Erosion Control	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Royal Irrigation Department, Ministry of Agriculture and Cooperatives	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Formulation of a flood forecasting system over Chao Phraya river basin		
7. CONSULTANT(S)	CTI Engineering Co., Ltd. Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Feb.1987	~ Jun.1988	16month(s)
9. SITE OR AREA	Chao Phraya River Basin(162,000 sq.km)		
10. MAJOR PROPOSED PROJECT(S)	<p>Step 1: Flood forecasting system started with the existing facilities as the bases and by adding auxiliary equipment as required. This system is composed of (1) 34 of rainfall gauging stations, (2) 31 of water level gauging stations, (3) 54 of HF radio stations, (4) 7 of VHF radio stations, and (5) one set of data management system.</p> <p>Step 2: Flood forecasting system with latest equipment and facilities operated under full flood forecasting organizations. This system is composed of (1) 65 of rainfall gauging stations, (2) 19 of water level gauging stations, (3) 19 of rainfall/water level gauging stations, (4) 2 of radar rainfall gauging stations, (5) 110 of VHF radio stations, (6) 15 of VHF repeater stations, (7) 2 of VHF radio stations, (8) 5 of sub-stations, (9) 6 of terminal stations of TOT, (10) one of flood forecasting center, and (11) one set of data management system.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(1)Flood Control Center
 Subsequent Studies:
 Jun.1988 B/D (Pacific Consultant)

Finance:
 Jan.1989 E/N 924 mil.Yen (Project for the Improvement of Equipment of the Flood Control Center in Bangkok)
 Project Content: Provision of machinery and equipment for the Flood Control Center, which is to be constructed for the purpose of the formulation of the flood mitigation measures.

(2)Flood Mitigation
 Subsequent study:
 (FY 1997 Domestic Survey)
 Nov.1996~Dec.1998 (JICA, 5,400 mil.yen)

Situation:
 RID has a strong desire to implement the projects.
 (FY 1993 Overseas Survey)
 Although RID was not trained a flood forecasting method during the implementation of this study, it is utilizing the existing method to obtain data, which is proved to be accurate.

(FY 1996 Overseas Survey)
 RID requested to JICA for food mitigation in Chao Phraya River Basin as an urgent in 1996.

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. 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.1990

Revised Sep.2010

ASE THA/A 202B/88

1. COUNTRY	Thailand																																	
2. NAME OF STUDY	Agricultural Land Conservation for Integrated Rural Development in the East of Thailand																																	
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY	M/P+F/S																														
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Cooperatives Department of Land Development (DLD)																																
	PRESENT COUNTERPART AGENCY																																	
6. OBJECTIVES OF THE STUDY	Building up the ability of project execution																																	
7. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Sanyu Consultants Inc.																																	
8. STUDY PERIOD	Sep.1987 ~ Sep.1988 12month(s) ~																																	
9. SITE OR AREA	Four provinces in the eastern Thailand facing or close to the sea (Chachoengsao, Chonburi, Rayong, and Chanthaburi)																																	
10. MAJOR PROPOSED PROJECT(S)	<p><M/P><F/S> All over Thailand, soil erosion problems caused by random development is serious, 34% of national land is eroded. 47%(716,000ha) of the areas in 4 provinces of the East of Thailand are eroded.</p> <p>The project for " Agricultural Land and Conservation for Integrated Rural Development" has been formulated. In 16 pilot areas selected from 4 provinces of the East of Thailand, " The Feasibility Study for Agricultural Land and Conservation for Integrated Rural Development" was carried out.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Province</th> <th style="text-align: center;">Study Area (sq.km)</th> <th style="text-align: center;">Project Area (sq.km)</th> <th style="text-align: center;">Planning Area (sq.km)</th> <th style="text-align: center;">Pilot Area (sites)</th> </tr> </thead> <tbody> <tr> <td>Chachoengsao</td> <td style="text-align: center;">5,351</td> <td style="text-align: center;">5,351</td> <td style="text-align: center;">2,200</td> <td style="text-align: center;">4</td> </tr> <tr> <td>Chonburi</td> <td style="text-align: center;">4,363</td> <td style="text-align: center;">4,363</td> <td style="text-align: center;">3,041</td> <td style="text-align: center;">5</td> </tr> <tr> <td>Rayong</td> <td style="text-align: center;">3,552</td> <td style="text-align: center;">3,552</td> <td style="text-align: center;">2,634</td> <td style="text-align: center;">5</td> </tr> <tr> <td>Chanthaburi</td> <td style="text-align: center;">6,338</td> <td style="text-align: center;">1,981</td> <td style="text-align: center;">965</td> <td style="text-align: center;">2</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">19,604</td> <td style="text-align: center;">15,247</td> <td style="text-align: center;">8,840</td> <td style="text-align: center;">16</td> </tr> </tbody> </table> <p>Contents of Projects Soil conservation measures</p> <ol style="list-style-type: none"> 1. Agricultural measures: cropping methods, cultivation methods 2. Mechanical measures: terracing systems, terrace channels 3. Irrigation facility: farm ponds and reservoirs 4. Supporting measures: infrastructures, agro-industry, farmers'education, institutional cooperation 				Province	Study Area (sq.km)	Project Area (sq.km)	Planning Area (sq.km)	Pilot Area (sites)	Chachoengsao	5,351	5,351	2,200	4	Chonburi	4,363	4,363	3,041	5	Rayong	3,552	3,552	2,634	5	Chanthaburi	6,338	1,981	965	2	Total	19,604	15,247	8,840	16
Province	Study Area (sq.km)	Project Area (sq.km)	Planning Area (sq.km)	Pilot Area (sites)																														
Chachoengsao	5,351	5,351	2,200	4																														
Chonburi	4,363	4,363	3,041	5																														
Rayong	3,552	3,552	2,634	5																														
Chanthaburi	6,338	1,981	965	2																														
Total	19,604	15,247	8,840	16																														

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
(M/P) This M/P has been utilized to formulate a farmland development project. In order to reinforce the DLD's capability to implement projects, it is planned to establish "Technology Introducing Center" at the DLD main office and "Soil and Water Conservation Center" at every regional office of DLD.		
(F/S) The Thai Government is implementing the pilot projects in 16 districts, which were proposed in this F/S, according to the priority given to each project.		
(1)Procurement of Agricultural Machinery and Machinery for Construction Subsequent Studies:B/D financed by the Japanese Government Finance:May 1991 E/N 320 mil. Yen (Project for Providing Equipment for Land and Water Conservation in the Eastern Thailand).		
(2)Construction of Pilot Areas Subsequent Studies:1992~1994 D/D Finance:RTG Budget (136.1 mil.Bahts) (The cost to construct 16areas is estimated 99.16 mil.Bahts (FY 1993 Overseas Survey)) Construction:1993~1998 (FY 1996 Overseas Survey) 13 pilot areas have already been constructed. (FY 1997 Domestic Survey) Other 3 areas, are being constructed gradually by own fund. (FY 1997 Overseas Survey) As for 3 areas, construction is scheduled to be completed within FY 1998. *The data will be collected; 1.to prepare for technical criteria for land and water conservation 2.to manage land and water conservation works 3.to prepare for a manual on cultivation and soil management 4.for training on land and water conservation. The pilot areas will be maintained by Land Development Regional Office II. (FY 1998 Domestic Survey) Construction has been completed.		
(3)Land and Water Conservation Center Project in the Eastern Thailand Project-type Technical Cooperation:Jun.1993~Jun.1998 "Agricultural Land Conservation in East Thailand" (FY 1998 Domestic Survey) The following Technical Transfer was conducted by this project-type Technical Cooperation: (1) Formation of technical criteria for land/water conservation; (2) Management of land/water conservation works; (3) Preparation of manual on cultivation and soil management; and (4) Training on land/water conservation.		

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 207B/88**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Road Development in the Central Region		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Highways	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Road development		
7. CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Aug.1987 ~ Mar.1989 19month(s) ~		
9. SITE OR AREA	Central Region (26 changwats, including Bangkok; 104,000 sq.km, pop. 17 million)		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> 1)Trunk highway network (ML projects), 8 Links, total length:288.8km. Project No.ML-1 ~ ML-8 - The increase of lanes and new highway construction are necessary in many places. - It will be necessary in the future to develop a road network with inter-city expressways.</p> <p>2)Supplemental road network (IM projects), 23 Links,total length:718.2km. Project No.IM-1 ~ IM-23 - It will be necessary in the future to improve 85 routes (2,017km)</p> <p>3)Rehabilitation (RH projects), 8 Links, total length:206.8km Project No.RH-1 ~ RH-8</p> <p>4)Improvement of intersections 48 places The project cost 1)is the ML project and. 2)is the IM project.</p> <p><F/S>1)Trunk highway network (ML projects) 7 projects, total length 320.3km ML-1:13.6km, ML-2:23.7km, ML-3:44.6km, ML-4:61.9km,ML-5:50.3km ML-7:40.9km, ML-9:81.7km</p> <p>2)Supplemental road network (IM projects) 11 projects, total length 297.2km IM-1:18.7km, IM-2:35.9km, IM-11:40.7km, IM-12:51km, IM-13:17.8km IM-14:25.6km, IM-15:24.7km, IM-16:20.8km, IM-17:19.2km,IM-22:15.9km IM-23:26.9km</p> <p>3)Rehabilitation (RH projects) 3projects, total length 96.7km RH-2:39.7km, RH-3:17.9km, RH-5:39.3km</p> <p>4)Improvement of intersections</p>		

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

Description :
15 routes out of 21 routes surveyed in F/S will be constructed with the OECF loan.
Subsequent Study: 1989~1995 B/D, D/D (IBRD, ADB, DOH)
Situation:
(FY 1995 Overseas Survey)
Most of the ML-project and IM-project were implemented as the national project and most of the construction works were completed.
(FY 1997 Overseas Survey)
1. ML project (Section, Fund/Amount mil.B, Completed year.month)
(1) ML-1: Chonburi Bypass(OECF, DOH/215.7, 1993.5) (2) ML-2: Pattaya - Satta Hip(DOH/375.4, 1995) (3) ML-3: A.Satta Hip - C.Rayong(DOH/800.9, 1995) (4) ML-4: A.Klang - C.Chantaburi (DOH/798.0, 1996) (5) ML-5: Chonburi - Pattaya(OECF, DOH/1685.7, 1994.6) (6) ML-6 : Pak Tho - Ratchaburi(ADB, DOH/169.9, 1995.5) (7) ML-7: Minburi - Chachengsao(DOH/1831.9, 1994.1) (8) ML-9 : Bangkok - Chonburi(OECF, DOH, 1998.12)
<ML-1/ML-5>
Finance:
Nov.1988 L/A 4,117 mil.Yen (Chonburi-Pataya Highway Construction Project Phase I)
Sep.1991 L/A 5,670 mil.Yen(Chonburi-Pataya Highway Construction Project Phase II)
*Contents of project/Widening of Chonburi bypass by 14m, Construction of road connecting Chonburi bypass and Pataya, Construction of five interchanges
Construction:
Aug.1990 ~ Dec.1996
Contractor/Kampangphetviwat, Thaiwat Engineering, Thaিপাতানা
<ML-9>
Finance:
Dec.1990 L/A 15,497 mil.Yen (Bangkok-Chonburi Highway Construction Project Phase I)
Sep.1993 L/A 13,631 mil.Yen(Bangkok-Chonburi Highway Construction Project Phase II)
*Contents of project/Construction of Inter-city Highway connecting Bangkok and Chonburi (Total length 83km).
Construction:
Jun.1994 ~ May.1998 (schedule)
Operation & Maintenance:
(FY 1997 Domestic Survey)
ML-9 was leveled up to City toll road. Toll plaza will be constructed in 1998 to utilize for two years. Consultant recommended to DOH the early establishment of M/P regarding to national toll system.
Effect:
(FY 1997 Domestic Survey)
1 or 1 and a half hour of time reduction between Bangkok~Chonburi~Pataya and increase of traffic are expected.
<Outer Ring Road (Eastern area)>
Nov.1998 scheduled to be completed
(2) IM project
(1) IM-3: B.Nong Ei Pang-B.Sam Chuk(DOH/130.0, 1995) (2)IM-5: A.Lan Sak-B.Khao Chon Kan(DOH/150.0, 1995) (4)IM-6: B.Thap Krit Klang-B.Phanon Rok(DOH/76.7, 1994.7) (5)IM-7: K.A.Khok Charoen-B.Mai Samakki(DOH/96.4, 1994.9) (6)IM-8: B.Lam Som Pung-Rt.2256(ADB.DOH/38.1, 1994.10) (7)IM-10: B.Rong Sung-Lopburi(DOH/101.8, 1994.8) (8)IM-11: B.Channa Soot-A. Po Thong(DOH/241.2, 1992.12) (9)IM-12: A.Po Thong-A.Sena(DOH/400.5, 1994) (10)IM-13: A.Bang Pa In-Ayuttaya(OECF, DOH/185.7, 1991.1) (11)IM-14: A.Thanyaburi-A.Wang Noi(OECF, DOH/284.8, 1998.8) (12)IM-16: A.Lamlukka-B.Khlong Siphok(OECF, DOH/305.1, 1993.12) (13)IM-18: Nakhon Nayok-A.Basang(DOH/58.8, 1995) (14)IM-20: B.Pluang-Khao Lak Chang(DOH/108.0, 1995) (15)IM-21: B.Nong Chang-J.R.3138(DOH/96.5, 1994) (16)IM-22: J.R.304-A.Bangnamprieo(DOH/472.7, 1995) (17)IM-23: J.R.32-J.R.3022(OECF, DOH/159.0, 1993.3)
<Samut Prakan~Banga Hilly> (connect to RT.No.34 Bunke~Bunpakong toll road)
Finance: Sep.1997 L/A ADB
*Contents of Project/Up and down separate structure, 3 lanes for each side.Soft soil treatment
(3) RH project
(1)RH-1: B.Hang Nam-Chainat(DOH/136.6, 1993) (2)RH-2: Nakhon Sawan-A.Chum Saeng(DOH/162.8, 1994.6) (3)RH-4: Khao Hatyao-Khlong Phai(DOH/61.6, 1994.1) (4)RH-5: Ban Bung-A.Klaeng(OECF, DOH, 1998.8) (5)RH-7: Bang Ping-Phraek Sa(DOH/236.9, 1994.9)
(4) Improvement of intersections
(FY 1998 Domestic Survey)
Improvement work including three additional pedestrian overpasses has been completed.
(5) Remaining projects (a toll highway of Pattaya - Map Ta Put).
Impeding factors: Land acquisition at the surrounding area of Pattaya interchange. Deficiency of the national budget. Decline in the investment for Map Ta Put Industrial Estate.
Subsequent study: June 1996 ~ June 1997 D/D with ADB sector loan.
Finance: It is planning to apply for 25th OECF loan.
Construction: It is planning to star in the latter half of 2000.
Future prospect: Implementation of the project may be delayed.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 208B/88**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Potential Tourism Development for the Southern Region		
3. SECTOR	Tourism	/ (Tourism in) General	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Tourism Authority of Thailand	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Formulation of a master plan through 2001 and feasibility analysis of priority projects		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Nov.1987 ~ Mar.1989 16month(s) ~		
9. SITE OR AREA	Phuket, Phangnga, and Krabi (Greater Phuket)		
10. MAJOR PROPOSED PROJECT(S)			
<p><M/P></p> <ul style="list-style-type: none"> - Development of tourism resources Conservation of historical sites in Phuket; village tourism; Andaman Historical and Cultural Research Center; National park development; training center - Improvement of tourism infrastructure: Airport; water supply; roads; cruising route improvement urban development; tourism manpower training school - New resort complex: Thai Muang, Khok Kloi beach resort, Phuket Marine center <p><F/S></p> <ol style="list-style-type: none"> 1) New resort complex: <ul style="list-style-type: none"> - Thai Muang international beach resort base (5,000 hotel rooms) - Khok Kloi public beach development (1,000 hotel rooms) 2) Phuket marine center (100ha) <ul style="list-style-type: none"> - Yacht harbor (200 berths for yachts and a basin for boats) - Marine hotel (200 rooms) - Marine center (restaurants, supermarkets) 			

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(FY 1996 Overseas Survey) Finance: Sep.1993 L/A 4,268 mil.Yen for the improvement of the social infrastructure to promote the tourism in four cities in the northern, southern and northeastern Thailand, and for D/D and the construction of Andaman Historical and Cultural Research Center.</p> <p>(1)Andaman Historical and Cultural Research Center (117,600,000 Bahts) Subsequent Study: Sep.1996~Jun.1997 D/D Consulting Firm / Team Consulting Engineers Co., Ltd. , PCI Study Cost / 9,207,500 Bahts Construction : (FY 1997 Overseas Survey) Apr.1998~Jul.1999</p> <p>(2)Por Bay Tourist Pier, Chalong Bay Tourist Pier (Improvement of Tourist Infrastructure) (Por Bay --35,916,700 Bahts, Chalong Bay -- 47,698,400 Bahts) Subsequent Study: (FY 1997 Overseas Survey) Mar.1997~Jan.1998 D/D, EIA Consulting Firm / Team Consulting Engineers Co., Ltd. , PCI Study Cost / 15mil.Bahts Finance: (FY 1997 Overseas Survey) Sep.1993 L/A 200mil.Bahts *Components Chalong Bay Tourist Pier (minor component from JICA's proposal) Situation: (FY 1997 Overseas Survey) The implementation was delayed because of the large project scale, economic deterioration and high land price. There is less possibility to implement Por Bay Project because the inland area is not enough and the land price is very high.</p> <p>Others: 1)TAT is compiling the summary of the study report in Thai. 2)TAT has been in cooperation with Royal Forest Department and Fine Arts Department to implement the following project: *Andaman Historical and Cultural Research Center (Krabi) *Training School for Tourist Industry (Phuket) *National Park Training Center (Phuket)</p> <p>(FY 1993 Overseas Survey) After the M/P report was submitted, TAT held the seminar for the related agencies. The Committee composed of related provincial authorities, TAT, FAD, etc. has been examining the project.</p> <p>(FY 1997 Domestic Survey) No information.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

ASE **THA/S 321/88**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Project of the Regional Truck Terminals		
3. SECTOR	Transportation / Land Transportation		4. TYPE OF STUDY F/S
5.	Dept. of Land Transport (DLT), Ministry of Communications		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Projection of cargo and determination of the scale of regional terminals		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Jan.1987 ~ Jul.1988 18month(s) ~		
9. SITE OR AREA	Bangkok, Chiang Mai, Khon Kaen, Nakhon Sawan, Nakhon Ratchasima, Hat Yai/Songkhla		
10. MAJOR PROPOSED PROJECT(S)			
Construciton of three truck terminals;			
	Stage1(1991-1992)	Stage2(1991-1992)	area
1. Chaing Mai	27berth	18berth	24,555sq.m
2. Khon kaen	30	20	27,246sq.m
3. Hat Yai/Songkhla	50	45	49,104sq.m
Freight Volume Handled	1996	2006 (1000ton/year)	
1. Chaing Mai	436	667	
2. Khon Kaen	661	1,107	
3. Hat Yai/Songkhla	840	1,598	
Newly established joint venture company(limited com.) composed of the Government and private company operates terminal. One company is assigned each terminal.			

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

Description :

Reasons for Delay or Suspension:

The regional truck terminal and the Bangkok truck terminal are operationally complementary. In particular, the regional truck terminal becomes in use only if the Bangkok truck terminal is in operation. Thus, the delay in the construction of the Bangkok truck terminal has caused the delay in the implementation of this project.

Detail:

Oct.1992 The Study on the Bangkok Truck Terminal Project was updated.

The Thai government considers the Bangkok truck terminal project as one of measures to ease the traffic congestion in Bangkok and established the Truck Terminal Construction committee (Secretariat is in DLT) to promote the project implementation. The implementation of the regional truck terminal will be commenced after necessary arrangements are made to start the construction of the Bangkok truck terminal. In case the Bangkok truck terminal project is successfully implemented, the Thai government will apply various implementation methods used in the Bangkok truck terminal project to this regional truck terminal project such as the provision of public land, the use of the local fund, etc.

A JICA expert has been dispatched to DLT since November 1988 and as of March 1993 he is working on the implementation of the truck terminal projects.

(FY 1995 Overseas Survey)

Because the regional truck terminal will be in use only if the Bangkok truck terminal is in operation, the project implementation has been delayed. However, as the Bangkok truck terminal project has moved into the implementation, the regional truck terminal project has also moved into realization. The project is now integrated into the Eighth Five-Year Plan.

(FY 1996 Domestic Survey)

While the construction of the Bangkok Metropolitan Truck Terminal has been determined, no progress has been made for the implementation of this proposed project, Regional Truck Terminal.

(FY 1997 Overseas FU Survey)

The project is in the process of land acquisition.

Only project in Nakhon Ratchasima Province(Korat) already finished land acquisition process. In fact other projects have been proposed by JICA to be implemented prior to Nakhon Ratchasima Project but the land acquisition process has not been achieved yet. To be sure that priority for project implementation of DLT will be changed to be started at Nakhon Ratchasima Province first.

The project implementation will be done after completion of the Greater Bangkok Truck Terminal Project, which is scheduled to be completed in late of 1998.

The JICA study on the Regional Truck Terminals Project is now not feasible because many factors in the proposed provinces are changed, especially, land price, location, and scale of the project. Many components of the proposed projects are currently under estimated.

STUDY SUMMARY SHEET

(Basic Study)

Compiled Mar.1990

Revised Sep.2010

ASE THA/S 502/88

1. COUNTRY	Thailand		
2. NAME OF STUDY	Topographic Mapping of Bangkok Metropolitan Area		
3. SECTOR	Social Infrastructure / Survey & Mapping		4. TYPE OF STUDY Basic Study
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangkok Metropolitan Administration(BMA)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To make topographic map with a scale of 1:10,000 covering 200 sq.km and with a scale of 1:4,000 covering 300 sq.km of the Bangkok Metropolitan Area.		
7. CONSULTANT(S)	International Engineering Consultants Association KOKUSAI KOGYO CO., LTD.		
8. STUDY PERIOD	Sep.1986 ~ Mar.1989 30month(s) ~		
9. SITE OR AREA	Bangkok Metropolitan Region		
10. MAJOR PROPOSED PROJECT(S)	<p>Aerial photography Bangkok Metropolitan Region 4,000 sq.km</p> <p>Topographic mapping Bangkok Metropolitan Area 2,000 sq.km (Scale:1/10,000)</p> <p>Topographic mapping Builtup Area of Bangkok 300 sq.km (Scale:1/4,000)</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

The start of the topographic survey and aerial photography scheduled for the first year was delayed due to some procedural matters, but the work progressed as planned during the second year. The printing of the maps, the final phase of the work, was done by the Royal Thai Survey Dept. in the third year.

These are the organizations which are currently using the maps:

- Bangkok Metropolitan Administration (BMA)
- Department of Town and Country Planning, Ministry of Interior
- Metropolitan Water Works Authority, M.I.
- Department of Public Works, M.I.
- Express and Rapid Transit Authority of Thailand, M.I.
- Royal Irrigation Department, Ministry of Agriculture and Cooperatives
- National housing Authority, M.I.
- Others

(FY 1996 Domestic Survey)

Although the counterpart of this project is BMA, Royal Thai Survey Development has been undertaking the operation and the produced materials have been kept there.

(FY 1996 Overseas Survey)

These maps are highly valued and widely used. After the completion of the map, notable changes have been made. However, revision and reprinting are quite difficult to conduct due to BMA's budgetary problems. The Map needs to be updated and digitized. Thus, additional technical assistance is desired.

STUDY SUMMARY SHEET

(Other Studies)

Compiled Mar.1990

Revised Sep.2010

ASE THA/S 604/88

1. COUNTRY	Thailand		
2. NAME OF STUDY	City Planning Manual		
3. SECTOR	Social Infrastructure / Urban Planning & Land Development		4. TYPE OF STUDY Other Studies
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Town and Country Planning(DTCP), Ministry of Interior	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Technical transfer on urban planning		
7. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.		
8. STUDY PERIOD	Nov.1987 ~	Feb.1989	15month(s)
9. SITE OR AREA	Major cities		
10. MAJOR PROPOSED PROJECT(S)	<p>The study suggested measures to strengthen the organization of the DTCP (structural reform, technical training, data management system, etc.) and measures to improve the capability of the DTCP in planning, implementing and research, and proposed the establishment of a center for promoting urban planning and improvement.</p> <p>The proposed center will be attached to the DTCP and work with the NESDB, the Regional Administration Dept. of the Ministry of Interior, Chulalongkorn Univ., Asian Institute of Technology and others. Major activities of the center are (1) technical training and (2) database management and R&D. Major facilities are seminar houses and dormitories.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Utilization of Outputs:

(FY 1997 Domestic Survey)

Outputs of the study are being utilized for urban planning.

(FY 1997 Overseas Survey)

The outputs of the study have been utilized for elaboration of the 8th National Economic and Social Development Plan.

(1) Construction of Training Center (15th-Story)

Finance:

Government Fund (Construction cost: 80 mil.Bahts)

*It is planned to receive the assistance (equipment, facility) from the Ministry of Construction of Japan.

*The Preparation to open the Center is made.

(FY 1997 Domestic Survey)

Project type technical cooperation.

(2) Others

(FY 1993 Overseas Survey)

The planning technique appeared in the manual has been utilized in various division of DTCP.

The Thai Government requested the Japanese government for the technical cooperation for the development study on the land re-adjustment project.

The land re-adjustment project, etc. have been in progress.

(FY 1993 Overseas Survey)

A JICA expert was dispatched to DTCP.

(FY 1997 Overseas Survey)

Rama 9 Land Readjustment Pilot Project has started in 1993.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1991

Revised Sep.2010

ASE THA/A 103/89

1. COUNTRY	Thailand		
2. NAME OF STUDY	Water Management System and Monitoring Program in Chao Phraya River Basin		
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY M/P
5.	Royal Irrigation Department		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To formulate a master plan for efficient and proper management of water resources through evaluation of potential water resources and water availability for agricultural development.		
7. CONSULTANT(S)	Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.		
8. STUDY PERIOD	Jan.1987	~ Mar.1989	26month(s)
9. SITE OR AREA	Whole Chao Phraya Basin		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Water Management Model Project (6 sites, 786 million bahts for 5 years)</p> <p>2. Communication System Improvement (radio equipment, 485 mil.bahts for 3 years)</p> <p>3. Monitoring System Improvement (hydrology equip.& facil. 1,182 mil.bahts for 3 years)</p> <p>4. Data Control System Improvement (199 mil.bahts for 3 years)</p> <p>5. Irrigation and Drainage System Improvement (18 billion bahts for 20 years)</p> <p>6. Study on Comprehensive River Basin Development (not costed) Reviews of existing plans and reformulation of water resource development plans:</p> <p>(1) Bang Pakong River Basin Plan, (2) Upper Pasak River Basin Plan,</p> <p>(3) Groudwater Development Plan (Phichit and Sukhothai),</p> <p>(4) Kwai Noi River Basin Plan, (5) Yom River Basin Plan,</p> <p>(6) Kok-In-Yom-Nan Diversion Plan, (7) Salween River Basin Plan,</p> <p>(8) Sakaekrang River Basin Plan, (9) Wang Thong River Basin Plan,</p> <p>(10) Maeklong-Chao Phraya Diversion Plan,</p> <p>(11) Lower Ping River Basin Plan (Tak-Kamphaeng Phet Area Development),</p> <p>(12) other related development plans</p> <p>7. Study on a Crop Diversification Promotion Center (not costed)</p> <p style="padding-left: 20px;">Crop-Water relations and marketing & price information</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

The water management Model Project will be conducted on technical cooperation scheme.
The guideline for the rest of the project will be decided after the result of Model Project.

(1) Water Management System Project

Finance:

(FY 1999 Overseas Survey)

JICA & Thai Government 604 mil. bahts

Implementation Period: 1999-2004

*Difference with JICA's proposal: Proposed project cost(786 mil.bahts)

(FY 2000 Domestic Survey)

The construction has not been commenced because of the lack of the local budget.

(2) Telemetering and Data Communication System

Finance:

(FY 1999 Overseas Survey)

Own fund 220 mil. bahts

*Contents: D/D, installation of telemetering, and data communication system of the selected sites in Chao Phraya Basin.

Implementation Period: 2000-2002

(FY 2000 Domestic Survey)

D/D has been conducted, however, the construction has not been commenced because of the lack of the local budget.

Project-Type Technical Cooperation

Apr.1990~Mar.1997 "Irrigation Engineering Center Project Phase-II"

*The telemetering monitoring system was introduced at the site proposed in the water management model project as a part of this Technical Cooperation.

Situation:

(FY 1996 Domestic Survey)

The implementation of the monitoring system enables to conduct the flood watch by monitoring irregular water flow in the Chao Phraya River, etc. After the completion of this M/P, the Irrigation Engineering Center examined the proposals. As a part of water management system improvement project, the stream analysis at the upperstream, the irregular stream analysis in canals and the examination of the amount of irrigation water were conducted. Other proposed projects will be incorporated into related projects which are to be implemented with annual budget.

(FY 1996 Overseas Survey)

RID has the Third Country Training Programme on "Irrigation Systems for Sustainable Development ". The Course will be held once a year from FY 1996 to 2000, subject to annual consultations between both Governments. And RID has a request of the project-type technical cooperation named "Modernization of Irrigation and Drainage Systems Management for Sustainable Agricultural Development".

(FY 1996 Domestic Survey)

Concept of this M/P is utilized for improvement and rehabilitation of each system at Chao Phraya river basin.

It is impossible to grasp the situation of each construction because whole area is vast.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1991

Revised Sep.2010

ASE THA/S 105/89

1. COUNTRY	Thailand		
2. NAME OF STUDY	Telecommunications Development		
3. SECTOR	Communications & Broadca / Telecommunication	4. TYPE OF STUDY M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Telephone Organization of Thailand (Corporate Planning Office)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate a long term development plan for the period from FY 1993 to FY 2007 in Thailand.		
7. CONSULTANT(S)	NTT International Corporation		
8. STUDY PERIOD	Sep.1988 ~ Dec.1989	15month(s)	
9. SITE OR AREA	Whole area of the Kingdom Thailand		
10. MAJOR PROPOSED PROJECT(S)	<p>1.To install 4,345 thousand new main telephone lines within 15 years from FY 1993. and have total 6,168 thousand lines at the end of FY 2007. To improve telephone density from 3.2 at the end of FY 1992 to 10.7. To meet the telephone demand at the end of 1997.</p> <p>2.To make existing network fully digitized to provide enhanced telecommunications services such as ISDN all over the country at the end of FY 2007.</p> <p>3.The outline of the 15-year telecommunications network expansion plan is as follows: 1)switching systems:4,491 thousand switching line capacity, 2)transmission systems:205 systems are to be installed for the long-distance;189 fiber optical systems(FOTS) for Bangkok Metropolitan area and 511 FOTS and radio transmission systems for the Provincial area as for the spur rout transmission system. 3)outside plant(OSP): local cables of 8,088 thousand pairs are to be expanded and</p> <p>4.1 billion Baht is required as for the rehabilitation of OSP.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

*Related Development Study

"Study on Regional Development Plan for Telecommunications Networks in the Bangkok Metropolitan Area M/P+F/S (THA/S 214B/92)"

Apr.1990 Based on the suggestion made in M/P, the Thai government requested the Japanese government for the implementation of the study.

Jul.1991-Oct.1992 Implemented

Seventh Five-Year Expansion Plan (1992-96) BOT project

The Thai government has decided to adopt the BOT scheme to finance the plan and, subsequently, to undertake the smooth implementation of the project. Telecom Asia Co. will be in charge of two million lines in the Bangkok Metropolitan area and Thai Telephone and Telecommunications Co. will be responsible for one million lines in the provincial area.

This study suggested the future privatization of TOT in order to undertake the smooth implementation of telephone line expansion projects. It is said that the Thai government decided to apply the BOT scheme as the first step toward the privatization of TOT.

This study report has been utilized in the formulation of TOR to select the contractors as well as database.

(FY 1997 Overseas Survey)

Following projects are implemented or planned by TOT.

(1)The Rural Long Distance Public Telephone Project 1992-1996

Finance: ADB,TOT Bond

1.Stage I

To install the rural public telephone in 35,000 tumbols and 1,000 important places

1) TDMA System: 3,509 stations have been installed completely. 3,417 stations are already occupied.

2) Satellite System: 500 stations(1,000lines)are occupied already.

2.Stage II

To install the rural public telephone for 25,000 lines

1)The system have been completely founded in 4,003 tumbols and already occupied in 1,241 places. 2)To install the systems in 1,884 tumbols(5 lines per tumbol) they have been installed completely in 1,584 tumbols and already occupied in 1,1176 tumbols.

(2)The Telephone Service Development Project 1995-1999

Finance:TOT,Jarkee

1.The Network Expansion Project of TOT 1995-1998

1-1.To Install Switching Equipment of Transit Exchanges with CCS.No.7 System (8 units in Metropolitan and 18 units in Provincial Areas) :Currently, 8 exchanges and 10 units are occupied. Entirely, 9 exchanges and 11 units have been installed and dued in the inspection process.

1-2.To install Transmission Equipment of optical fiber and microwave equipment on SDH network(29 exchanges in Metropolitan Areas, 14 routes for optical fiber and 6 routes for microwave in Provincial Areas): In the procurement process.

2.Replacement of Analog to Digital System Project

2-1.Switching Equipment(to replace analog exchanges for 468,374 lines, to install new digital exchanges for 496,640 lines): 92 exchanges, 287,744 lines have been occupied.

2-2.To improve the transmission equipments and replace the analog transmission systems that are PCMs and install Optical fiber in multimode for 24 routes in provincial areas.: In the implementation process.

2-3.For the outside plants,link the existing cable to the new MDF: In the implementation process.

3.The Rehabilitation Project 1995-1997

To improve and change all of the deteriorated cables,drop wires, cabinets and other equipments for 251,500 pairs-km both in the metropolitan and provincial area. : 127 exchange have been installed completely.(52.26% actived)

(3)The Short Term Telephone Expansion Project 1996-1998

Expansion of telephone lines by TOT(200,000 lines in metropolitan area and 600,000 lines in provincial area): In the implementation process

(4)The Rural Long Distance Public Telephone Project at the Village level 1996-1998

(i)To install the rural public telephone on the coverage for 3 lines per village. (ii) This plan covered 43,000 villages and 2,000 significant places.

(a)TDMA systems have been installed in 1,845 villages. (b)Satellite systems have been installed in 7,471 villages. (c) TDMA,CDMA and WLL systems will be installed in the 15,311 villages.(In the procurement process) (d)1,000 lines of NMT 470 MHz systems are in the renewal process. (e)to install new cables in 4,790 villages

(5)The Personal Digital Cellular 1500 MHz Project

Phase 1/To provide services in metropolitan and surrounding area, installing 1 exchange and 182 radio base stations.

Phase 2/To install 1 new exchange and 137 radio base stations in the province with high density population.

Phase 3/To install 356,000 lines and add 279 base stations for expanding services to cover all provinces and the main highways throughout the country.

--In the process of ministry consideration(wait for decision from MOTC)

(6)The one-million telephone lines expansion Project 1998-2002

To expand basic telephone services(200,000 lines in metropolitan area and 800,000 lines in provincial area), In the process of cabinet considerations with telecom act.

(7)The Wireless Local Loop Service(WLL): In the process of cabinet considerations with telecom act.

Situation:

(FY 1996 Domestic Survey)

The implementation of the proposed projects will be decided in the BOT-financed projects.

(FY 1996 Overseas Survey)

TOT has been implementing proposed projects of M/P and Regional Development Plan, while taking situation, budget, etc. into consideration.

(FY 1997 Domestic Survey)

Regarding the improvement of management and privatization of TOT proposed by this study, Thai government approved the M/P on liberalization of Telecommunications in November 1997. The contents of M/P are privatization of TOT and CAT, and liberalization of telecommunications system by 2006.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1991

Revised Sep.2010

ASE **THA/A 203B/89**

1. COUNTRY	Thailand																																																																						
2. NAME OF STUDY	Sebai-Sebok Basin Development Project																																																																						
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY M/P+F/S																																																																				
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	RID (Royal Irrigation Dept.), Ministry of Agriculture and Cooperatives																																																																					
	PRESENT COUNTERPART AGENCY																																																																						
6. OBJECTIVES OF THE STUDY	Preparation of a basin-wise agricultural development plan and feasibility study of the priority projects.																																																																						
7. CONSULTANT(S)	Sanyu Consultants Inc. Naigai Engineering Co., Ltd.																																																																						
8. STUDY PERIOD	Sep.1988 ~ Nov.1989 14month(s) ~																																																																						
9. SITE OR AREA	Sebai-Sebok-Tang Lung Rivers' Basins in Ubon Ratchathani and Yasothan of Northeastern Thailand<M/P> Priority areas in the basins of Sebai, Sebok and Tang Lung Rivers<F/S>																																																																						
10. MAJOR PROPOSED PROJECT(S)	<p><M/P>Major agricultural infrastructural development Projects:</p> <p>1. Short-term Plan (1990 - 1996)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">No.of projects</th> <th style="text-align: center;">Irrig.Area (ha)</th> <th style="text-align: center;">Cost (mil.yen)</th> </tr> </thead> <tbody> <tr> <td>Medium-size water storage</td> <td style="text-align: center;">14</td> <td style="text-align: center;">18,750</td> <td style="text-align: center;">8,360</td> </tr> <tr> <td>Pumping stations (Pak Mung)</td> <td style="text-align: center;">7</td> <td style="text-align: center;">5,400</td> <td style="text-align: center;">1,880</td> </tr> <tr> <td>Medium-size rehabilitation</td> <td style="text-align: center;">5</td> <td style="text-align: center;">5,090</td> <td style="text-align: center;">390</td> </tr> <tr> <td> Total</td> <td style="text-align: center;">26</td> <td style="text-align: center;">29,240</td> <td style="text-align: center;">10,630</td> </tr> </tbody> </table> <p>2. Medium-term Plan (1996 - 2006)</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Medium-size water storage</td> <td style="text-align: center;">12</td> <td style="text-align: center;">7,260</td> <td style="text-align: center;">5,640</td> </tr> <tr> <td>Small-size water storage</td> <td style="text-align: center;">87</td> <td style="text-align: center;">4,350</td> <td style="text-align: center;">1,560</td> </tr> <tr> <td>Small river diversion</td> <td style="text-align: center;">40</td> <td style="text-align: center;">2,600</td> <td style="text-align: center;">1,040</td> </tr> <tr> <td>Pump stations</td> <td style="text-align: center;">41</td> <td style="text-align: center;">4,030</td> <td style="text-align: center;">1,560</td> </tr> <tr> <td> Total</td> <td style="text-align: center;">180</td> <td style="text-align: center;">18,240</td> <td style="text-align: center;">9,800</td> </tr> </tbody> </table> <p><F/S>The Study examined the feasibility of five priority projects selected from 14 medium-size water storage projects proposed in the Short-term Development Plan.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Project</th> <th>River Basin</th> <th>Irrig.Area(ha)</th> <th>Cost(mil. yen)</th> </tr> </thead> <tbody> <tr> <td>Laem S---</td> <td>Sebai</td> <td style="text-align: center;">1,100</td> <td style="text-align: center;">1,130</td> </tr> <tr> <td>H---K-----K--</td> <td>Sebok</td> <td style="text-align: center;">2,600</td> <td style="text-align: center;">2,410</td> </tr> <tr> <td>H---K---Pak Wang</td> <td>Sebok</td> <td style="text-align: center;">960</td> <td style="text-align: center;">1,220</td> </tr> <tr> <td>H---N--K-----</td> <td>Sebok</td> <td style="text-align: center;">2,100</td> <td style="text-align: center;">2,120</td> </tr> <tr> <td>H---S----</td> <td>Tang Lung</td> <td style="text-align: center;">920</td> <td style="text-align: center;">1,610</td> </tr> <tr> <td> Total</td> <td></td> <td style="text-align: center;">7,670</td> <td style="text-align: center;">8,490</td> </tr> </tbody> </table>				No.of projects	Irrig.Area (ha)	Cost (mil.yen)	Medium-size water storage	14	18,750	8,360	Pumping stations (Pak Mung)	7	5,400	1,880	Medium-size rehabilitation	5	5,090	390	Total	26	29,240	10,630	Medium-size water storage	12	7,260	5,640	Small-size water storage	87	4,350	1,560	Small river diversion	40	2,600	1,040	Pump stations	41	4,030	1,560	Total	180	18,240	9,800	Project	River Basin	Irrig.Area(ha)	Cost(mil. yen)	Laem S---	Sebai	1,100	1,130	H---K-----K--	Sebok	2,600	2,410	H---K---Pak Wang	Sebok	960	1,220	H---N--K-----	Sebok	2,100	2,120	H---S----	Tang Lung	920	1,610	Total		7,670	8,490
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Small river diversion	40	2,600	1,040																																																																				
Pump stations	41	4,030	1,560																																																																				
Total	180	18,240	9,800																																																																				
Project	River Basin	Irrig.Area(ha)	Cost(mil. yen)																																																																				
Laem S---	Sebai	1,100	1,130																																																																				
H---K-----K--	Sebok	2,600	2,410																																																																				
H---K---Pak Wang	Sebok	960	1,220																																																																				
H---N--K-----	Sebok	2,100	2,120																																																																				
H---S----	Tang Lung	920	1,610																																																																				
Total		7,670	8,490																																																																				

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Although it was planned to implement the project during the period of the Seventh Five-Year Plan (1991-96), it has not been commenced due to the problems on designing or environment problems. RID has various projects to be implemented. Because this is a relatively new project, the project implementation will be after 1997 at earliest.</p> <p>(FY 1996 Overseas Survey) The reasons that the project was not undertaken during the period of the Seventh Five-Year Plan may be project's priority and lack of man power(engineer)in RID.</p> <p>Situation: (FY 1996 Domestic Survey) At present, five projects along Sebai basin and two projects along Sebok basin have been completed/implemented. Although some of the proposed projects of this Study may be incorporated into these projects, it can't be confirmed because the project names are changed once a while.</p> <p>(FY 1997 Domestic Survey) RID has no schedule to materialize the proposed projects. DECP is implementing pump irrigation (Con Chi Mung Project) by constructing regulator at a mouth of river.</p> <p>(FY 1997 Overseas FU Survey) Proposed projects have been put in the list of the Five Year Plan of RID. Small-size irrigation project proposed by this study is being implemented by RID budget. The project of the 5 medium scale sites are delayed because the result of JICA study showed that rate of economic return is very low. Only the small scale sites proposed by JICA study were implemented. According to the report of Irrigation Regional Office 5 there are a number of local people do not agree with this project.</p> <p>(FY 1999 Overseas Survey) Medium-size Water Storage Project is still suspended due to the land acquisition problem. In order to adapt the study to the changing socio-economic condition of the country, an update study will start from FY 2000.</p> <p>(FY 2000 Domestic Survey) As for the small-size irrigation project, RID has been conducting the design, construction and management by themselves.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1991

Revised Sep.2010

ASE **THA/S 209B/89**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Medium to Long Term Improvement/ Management Plan of Road and Road Transport in Bangkok		
3. SECTOR	Transportation / Urban Transportation		4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangkok Metropolitan Administration (BMA)Medium and long - term road plan Area within the, Outer Ring Road	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Medium and Long-term road plan (M/P). Area traffic control (ATC) system (F/S). Common utility duct (CUD) system.		
7. CONSULTANT(S)	Yachiyo Engineering Co., Ltd. ALMEC Corporation		
8. STUDY PERIOD	Nov.1988 ~ Mar.1990 16month(s) ~		
9. SITE OR AREA	Medium and long - term road plan Area within the, Outer Ring Road<M/P> ATC Project: Area within the Middle Ring Road and adjacent areas(235 intersections) CUD Project: Area within the Middle Ring Road.<F/S>		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P></p> <p>1) Main Roads (1) Expressways (12 projects including following 3 projects) Expressway linking Thonburi-Bang Su-Ramkhamheng Expressway linking Phet Kasem and SSE Expressway linking Nonchaburi and Bang Kapi (2) Ordinary Roads (44 projects) 2) Bus-ways (13 projects)</p> <p><F/S></p> <p>(ATC)..... Improvement and expansion of the area traffic control system. 1. Stage I 143 intersections 2. State II 92 intersections (CUD).....Case Study 1. Trunk line CUD.....1,200m 2. Supply line CUD.....700m</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
<p><M/P> Upon the request of BMA, IECA dispatched a preliminary study team to undertake necessary studies in order to promote the bus way project. Based on the report of the IECA study, BMA intends to prepare an official request for the grant aid to implement the project.</p>		
<p><F/S> (1)ATC 1.Stage I Subsequent Studies: Mar.- Nov.1990 D/D and preparation for tender documents conducted under the JICA study "Area Traffic Control Project in Bangkok". Finance: Australia (FY 1997 Domestic Survey) Construction: Oct.1995 Installation scheduled was completed (expanded from the proposed 143 intersections to 146 intersections) 2.Stage II Subsequent Studies: Jun.1996 D/D scheduled was commenced (expanded from the proposed 92 intersections to 226 intersections) Finance: Australia (FY 1997 Domestic Survey)</p>		
<p>(2)CUD Finance: Australia (FY 1997 Domestic Survey)</p>		
<p>(3)Exclusive Road for Automobiles The construction of an exclusive road for automobiles utilizing San Saep Canal, as proposed in the Road Network Plan, has been decided to be implemented with BOT scheme. The negotiation with interested private contractors are now in progress.</p>		
<p>(4)Bus Way The project has not been implemented, however, the introduction of bus-lanes has been carried out.</p>		
<p>(5)CUD (FY 1994 Domestic Survey) The study results of CDU have been widely utilized. (FY 1995 Overseas Survey) The preliminary study has been undertaken by a Japanese consulting firm.</p>		
<p>Detail (FY 1993 Overseas Survey) Jun.1991- Mar.1994 Dispatch of a JICA expert This M/P was utilized to formulate "Fourth Development Plan of BMA". Many of the proposed projects have been implemented. (FY 2000 Overseas Survey) M/P review study is conducted.</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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1991

Revised Sep.2010

ASE **THA/S 210B/89**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Provincial Water Supply Projects		
3. SECTOR	Public Utilities	/ Water Supply	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Provincial Waterworks Authority	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1)Preparation of development plans for 7 Provincial Cities Water Supply Projects in Thailand. 2)To conduct F/S in Phuket, Prachatipat, Patum Thani and Su Ngai Golok.		
7. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.		
8. STUDY PERIOD	Jul.1988	~	Mar.1990 20month(s)
9. SITE OR AREA	Patum Thani & Prachatipat, Phuket, Su Ngai Golok		
10. MAJOR PROPOSED PROJECT(S)	<M/P> (1) Patum Thani & Prachatipat: Raw Water Intake, Water Treatment Plant, Distribution Reservoirs, Distribution and Transmission Pipeline (283,000 m ³ /day) (2) Phuket: New Water Treatment Plant, Dam, Distribution Reservoirs, Transmission Pipeline (3) Su Ngai Golok: Raw Water Intake, Water Treatment Plant, (9,400m ³ /day) Transmission Pipeline (13,000m) (4) Phang Nga: Raw Water Intake, Transmission Pipeline (21,300m) (5) Takua Pa: Raw Water Intake, Water Treatment Plant (4,300m ³ /day), Transmission Pipeline (6) Thung Song: Water Treatment Plant, Raw Water Intake, Transmission Pipeline <F/S> (1)Patum water & Prachatipat; Phase I: Raw water intake, water treatment plant(141,500cu.m/day), 8 distribution reservoirs(47,250cu.m), distribution and transmission pipelines Phase II: Raw water intake, water treatment plant, distribution reservoir and pipeline (2)Phuket; Phase I: Khlong Bang Yai area, coastal resort area Phase II: 3 other systems (3)Su Ngai Golok; Raw water intake ,treatment plant(9,400 cu.m/day), distribution reservoirs and transmission pipeline		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(1) Patum Thani & Prachatipat</p> <p>Subsequent Studies: Dec. 1993~May 1995 F/S review study financed by ADB grant aid in order to assess the possibility to privatize the project. D/D scheduled to be implemented with PWA's own fund (FY 1993 Overseas Survey)</p> <p>*The name of the Project "Patum Thani & Prachatipat" was changed to "Patum Thani & Rangsat" Project. The privatization of this project was decided and its contractor has been pointed out. However, due to the unclear procedure in the process of the contraction, the Ministry of Interior has refused to accept the decision (Sep. 1995). Under the privatization, this project will be implemented that a private sector undertakes the intake and purification of water and PWA purchases the purified water.</p> <p>Finance: (FY 1997 Overseas Survey) BOT</p> <p>Construction: Contractor/ Pathum Thani Water Co., Ltd. *Contents: construction of raw water intake, treatment plant and facilities, water storage reservoirs and pumping stations and distribution mains (FY 1997 Overseas Survey) Mar. 1998 to be completed. (FY 1999 Overseas Survey) Oct. 1998 Completed</p> <p>Technical Assistance: (FY 1997 Overseas Survey) Sep.~Dec. 1997 Study was conducted to assess the privatization of distribution system, granted by the World Bank.</p> <p>(2) Phuket</p> <p>Subsequent Studies: Dec. 1993~May 1994 F/S review study financed by ADB grant aid in order to assess the possibility to privatize the project *In June 1995, the privatization of the project was decided. However, it is unknown how the privatization will be promoted. (FY 1995 Overseas Survey)</p> <p>Finance: (FY 1997 Overseas Survey) BOT (now in process of selection of investor) (FY 1999 Overseas Survey) BOT scheme was cancelled in 1998 due to the nonresponsiveness of the investors. However, in order to cope with the increasing demand for water supply, PWA signed a 10-year BOO contract with Require Construction Ltd. in Nov. 1999, to provide 10,000m³ per day of water supply to serve the people at Patong, Kata and Karon areas.</p> <p>Construction: (FY 1999 Overseas Survey) ~Oct. 2000 Under construction</p> <p>(3) Su Ngai Golok</p> <p>Subsequent Studies: 1994~1995 D/D with own fund of PWA</p> <p>Finance: Government budget (in FY 1995 103.41 mil. Bahts) *It is at the stage of tender (FY 1995 Overseas survey)</p> <p>Construction: (FY 1999 Overseas Survey) Jul. 1996~Dec. 1998 Completed Contractor/ M. Consolidated Co., Ltd. *Contents: construction of raw water intake, 400 m³/hr. treatment plant, 4000m³ clear water tank, clear water pumping house, raw water transmission pipeline, distribution pipeline (20.5km)</p> <p>(4) Thung Soung</p> <p>Subsequent Studies: 1996 D/D scheduled to be implemented with the government fund (75%) and the PWA fund (25%). (Consulting firm: Local Consultant)</p> <p>Finance: 75% of the project cost will be financed by the government budget (in 1996 98.82 mil. Bahts) and the remaining 25% will be funded by PWA. FY 1998 Government subsidy 101.352 mil. Bahts (FY 1997 Overseas Survey) Tender shall be carried out.</p> <p>Construction: Contractor: Charoensaengmanee Partner, Ltd. *Contents: construction of raw water intake, 300m³/hr. treatment plant, 2,500m³ clear water tank, water pumping house, transmission main (19km), distribution pipeline (18.5km) (FY 1999 Overseas Survey) Sep. 1998~Mar. 2000 85% of the construction work has completed. Installation of pumping system only remains.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1991

Revised Sep.2010

ASE **THA/A 313/89**

1. COUNTRY	Thailand														
2. NAME OF STUDY	Agricultural Water Development Project on Chantaburi River Basin														
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S												
5.	Royal Irrigation Department, Ministry of Agriculture and Cooperatives (MOAC)														
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY															
PRESENT COUNTERPART AGENCY															
6. OBJECTIVES OF THE STUDY	Feasibility study on water resources development plan within the subject river basin and irrigation plan for fruits plantation.														
7. CONSULTANT(S)	Sanyu Consultants Inc. Pacific Consultants International NHK Integrated Technology														
8. STUDY PERIOD	Mar.1988 ~ Jul.1989 16month(s) ~														
9. SITE OR AREA	Chantaburi River Basin (East Coast)														
10. MAJOR PROPOSED PROJECT(S)	<p>The Project aims to stabilize and expand the fruit production by controlling the unfavorable effects of occasional droughts and water shortages during the dry season.</p> <p>1. Storage Dams:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Type</th> <th style="text-align: left;">Cap.(cu.m)</th> <th style="text-align: left;">Dam Height(m)</th> <th style="text-align: left;">Embankment(cu.m)</th> </tr> </thead> <tbody> <tr> <td>Khlong Ta Liu Dam: rock-fill</td> <td>35.85 million</td> <td>87.5</td> <td>4,700,000</td> </tr> <tr> <td>Khlong San Sai Dam: homogeneous earth</td> <td>10.55</td> <td>16.2</td> <td>571,000</td> </tr> </tbody> </table> <p>2. Diversion Weir: water intake 3.5 cu.m/sec.</p> <p>3. Water Conveyance Pipeline: Length 111.6km, dias. 350mm - 1,600mm</p> <p>4. Main Pumping Stations: 3 places (dia.150mm, 200mm, and 250mm)</p>			Type	Cap.(cu.m)	Dam Height(m)	Embankment(cu.m)	Khlong Ta Liu Dam: rock-fill	35.85 million	87.5	4,700,000	Khlong San Sai Dam: homogeneous earth	10.55	16.2	571,000
Type	Cap.(cu.m)	Dam Height(m)	Embankment(cu.m)												
Khlong Ta Liu Dam: rock-fill	35.85 million	87.5	4,700,000												
Khlong San Sai Dam: homogeneous earth	10.55	16.2	571,000												

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

Description :

(1)Khlung San Sai
Subsequent Studies:
1994 D/D commenced

Finance:
Own fund 273 mil.B

Construction:
1994 Commenced
1997 completed

Construction Traider / Local Traider

Operation & Maintenance:
RID is in charge.

Effects:
(FY 1999 Overseas Survey)

The stored water have been released for farmers since 1999. It is apparent that the demand to use water is very high.

(2)Khlung Ta Liu

Subsequent Studies:
(FY 1996 Domestic Survey)

A part of the targeted area is classified as 1a district, for which the restriction on land use is imposed. Thus, it is considered that the study review should be implemented.

(FY 1997 Domestic Survey)
D/D and EIA have been implemented by RID (95% has been completed)

(FY 1997 Overseas Survey)(FY 1999 Overseas Survey)
F/S Review is being conducted.

(FY 2000 Domestic Survey)
D/D has been completed, however, the construction has not been commenced because the part of the targeted area was designated as the preservation area for wildlife by the Forest agency.

Detail:
(FY 1991 Overseas Survey)

The project is integrated into the Seventh National Development Plan (1992-1996).

(FY 1997 Domestic Survey)
Implementation of remaining project is not clear because of budget squeeze resulted from economic confusion.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1991

Revised Sep.2010

ASE **THA/S 322/89**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Purification of Klong Water in Bangkok		
3. SECTOR	Public Utilities	/ Sewerage	4. TYPE OF STUDY F/S
5.	Department Drainage and Sewerage, Bangkok Metropolitan Administration		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Urgent Klong Water Purification in Bangkok.		
7. CONSULTANT(S)	Pacific Consultants International Tokyo Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Dec.1987 ~ Feb.1990 26month(s) ~		
9. SITE OR AREA	Bangkok City Study Area 380 sq.km Population 3.7 milion		
10. MAJOR PROPOSED PROJECT(S)	<p>An urgent water quality improvement for the Klong with the introduction of dilution water from the Chao Phraya River by remodeling the existing gates and pumps that are utilized for drainage only at present.</p> <p>Aerated lagoon treatment of Klong water in two regulating reservoirs to realize a net pollution load reduction and to abate water quality deterioration of the Chao Phraya River by the dilution water introduction.</p>		

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

Description :

(1) Rehabilitation of Pump Station, Dredging of Major Klongs, Embankment along the Klongs. Installation of aerator in Klongs, etc. (the covered area is 380km²).
Two JICA experts were dispatched to the counterpart agency to promote the project implementation.

Subsequent Studies:

1993~1994 D/D (BMA fund)

Finance:

Own Fund 318 mil. Bahts

Construction:

1994~1997

(2) Construction of Masakan Pond and Lama IX Pond Lagoon

Subsequent Studies:

1992~1993 D/D

Study Cost/15 mil. B (government budget)

Finance:

1992 Government budget 318 mil. Bahts

Construction:

(FY 1996 Overseas Survey)

Expected to be completed in 1997.

* JICA provided the aerators to be installed in the ponds.

Maintenance & Operation:

DDS is in charge.

Effects:

(FY 1999 Overseas Survey)

The most important effect was the improvement of water quality of klong water in Bangkok City. The removal of the color of klong water and its strog odor in dry seasons were effectively improved. Use of klong water for living has increased.

Remaining Project:

(FY 1997 Overseas Survey)

Operation system and monitoring of water quality.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1991

Revised Sep.2010

ASE **THA/S 323/89**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Measures to Promote the Container Handling System through Laem Chabang Port		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY F/S
5.	OESB, NESDB, NOTC, PAT, SRT, BSAA		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To recommend the effective container handling system between Laem Chabang Port and Bangkok Port and the effective port management and operation system focusing on the development of IDC.		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute Pacific Consultants International		
8. STUDY PERIOD	Mar.1988 ~ Jul.1989 16month(s) ~		
9. SITE OR AREA	Bangkok and Laem Chabang		
10. MAJOR PROPOSED PROJECT(S)	<p>Construction of an inland container depot(ICD)</p> <p>(Long-term) a 48ha ICD including 6 CFSs for handling 2.1 million tons of container cargo in 2001. (6 berths)</p> <p>(Short-term) a 32ha ICD including 4 CFSs for handling 1.3 million tons of container cargo in 1996.</p> <p>Stage 1: container berth 2, break-bulk berth 1, agri-bulk loading facilities (total 4 berths)</p> <p>1)Facilities in each ICD: container freight station, container yard, container handling machines, gates, office, maintenance repair shop, parking space.</p> <p>2)Administration Zone: main office 1,200sq.m, overtime cargo warehouse 2,100sq. m</p> <p>3)Spur Line: The Lat Krabang ICD will be connected to the Eastern Line. (radius at least 300m, length 500m)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
Subsequent Studies: 1993-1994 D/D financed by the Thai government (Site area was increased to 100ha)		
Finance: Own fund land Acquisition Cost : 939 mil.Bahts D/D : 37 mil.Bahts Construction Cost : 874 mil.Bahts Operation Cost : 7 mil.Bahts Total : 1,857 mil.Bahts		
Construction: (FY 1995 Overseas Survey) The construction of ICD including six CFSs, proposed in the long-term plan, was completed.		
Impact of Phase I (FY 2000 Overseas Survey) After the completion of the phase I project, the volume of container transshipment was exceeding the anticipated volume by JICA study, which is 400,000-600,000 TEU. The growth in facilitating container was steadily increased approximately 20-30% per year. Recently, the Ministry of Transportation has targeted to facilitate transshipment at 1,000,000 TEU. The number of facilitated container is 106,703 in 1996, 291,295 in 1997, 439,661 in 1998, 581,078 in 1999, and 769,094 in 2000.		
Hereafter (FY 1995 Overseas Survey) The operation of four out of six constructed CFSs will be started from January, 1996. The operation, including the procurement of equipment, is planned to be handled by a private company (ICFS). (FY 2000 Overseas Survey) Although phase I project shows a highly satisfied figure, internal and external transportation are lacked. It is necessary to construct the routes such as Chao Khun Taharn, Bangplec, Meanburi, Interchange linking with motorway.		
Detail: SRT is now in charge of the construction of ICD and has obtained the permission to construct it in Lard Krabang area. However, the increase of land prices has caused the project delay. (FY 1991 Overseas Survey) SRT is planned to review the number of ICD to be constructed. This is because a private company started the operation of IDS closed to the project site. (FY 1995 Overseas Survey) It is planned to construct a truck terminal adjacent to the project area. (FY 1997 Overseas Survey) Phase 2 Stage 1 of port construction has been started in Nov.1997 and scheduled to completed in Feb.2001. Consulting Firm / PATD Contractor / Italian-Thai Development Co. (fund from government budget and international loan)		

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1992

Revised Sep.2010

ASE THA/S 106/90

1. COUNTRY	Thailand		
2. NAME OF STUDY	Traffic Operation Plan for Roads		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY M/P
5.	Department of Highways Ministry of Transport and Communications		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To establish effective traffic operation plan and to perform technology transfer.		
7. CONSULTANT(S)	Central Consultant, Inc. Oriental Consultants Co., LTD.		
8. STUDY PERIOD	Feb.1989	~ Jun.1990	16month(s)
9. SITE OR AREA	All trunk roads managed by DOH		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> a) Introduction of Traffic Census System b) Introduction of Traffic Information System c) Introduction of Road Inventory System d) Technical Guideline and Engineering Specification of Traffic Safety and Traffic Control Devices e) Traffic Operation Plan <ul style="list-style-type: none"> 1)Improvement of Highway 5 points 2)Installation of Traffic Lights 110 points 3)Installation of Guard Fence 96 points 4)Construction of Bicycle Lanes 1 point 5)Construction of Overpasses 8 points 6)Pavement of Road Shoulders in 1 set the Urban Area <p>The above project cost is 8,105.6 (local cost: 7,855.6 and foreign cost: 250.0) in million bahts.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 1995 Overseas Survey)
 The newly introduced computer-networking system enabled the implementation of the proposed projects 1)Introduction of Traffic Census System, 2)Introduction of Traffic Information System, 3)Introduction of Road Inventory System and 4)Technical Guideline and Engineering Specification of Traffic Safety and Traffic Control Devices. However, no progress has been made concerning the organizational restructuring suggested by the JICA study.

Detail
 Mar.-Nov.1991 Implementation of "Traffic Operation Plan for Roads (follow-up) (1991)"
 Based on this study result, the 1991 study aimed at the formulation of the effective projects on the traffic safety and the traffic operation and their implementation. The improvement of 24 intersections, the improvement of six road sections and the enactment of measures to protect the safety of pedestrians at 29 road sections were proposed.

(FY 1992 Overseas Survey)
 Integrating the recommendations made in M/P, the Seventh Five-Year Road Improvement Plan (Oct.1991-Sep.1996) was formulated. Approximately 2,400 mil.Bahts was allocated to the traffic safety projects.

(FY 1993 Overseas Survey)
 DOH established the Road Research and Development Center where few DOH staff are engaged.

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1992

Revised Sep.2010

ASE THA/S 107/90

1. COUNTRY	Thailand		
2. NAME OF STUDY	Upper Central Region Study		
3. SECTOR	Development Plan	/ Integrated Regional Development Plan	4. TYPE OF STUDY M/P
5.	National/Economic and Social Development Board (NESDB)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Preparation of regional development plan toward the year of 2010.		
7. CONSULTANT(S)	International Development Center of Japan Pacific Consultants International		
8. STUDY PERIOD	Dec.1988	~ Jul.1990	19month(s)
9. SITE OR AREA	Ayutthaya, Saraburi, Lopburi, Angthong, Singburi, and Chainat Area=16450 s.km, Population = 3740000(1987)		
10. MAJOR PROPOSED PROJECT(S)	Integrated Pasak River Basin Development Package (6 projects) Greater Saraburi Industrial Core Development Package (15 projects) Agro-Industrial Linkage Development Package (6 projects) Human Resources Development Package (3 projects)		
	* Project costs above were not calculated.		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

The project area was designated as the target area in the Seventh National Economic and Social Development Plan commenced in October 1991 and the proposed projects has been integrated into it.

To promote the implementation of "Greater Saraburi Industrial Core Development Package" which is one of the high priority projects proposed by this M/P, the Thai government established the interministerial committee.

This area is a prime target area for Decentralization Policy in the present Eighth National Economic and Social Development Plan.

(1)Integrated Pasak River Basin Development**1.Pasak Dam Development**

Jul.1992-Jul.1993 F/S by RID with the Government fund
(FY 1991 Overseas Survey)

Consulting Firm / TEAM Co., Ltd.

Finance:

(FY 1997 Overseas Survey)

May.3.1994 Government budget 18,500mil.Bahts

*Contents: Construction, railway, road, heritage conservation

Construction:

(FY 1997 Overseas Survey)

1994~2002 (Dam construction is to be completed in 1999)

2.Environmental Monitoring and Management Project

(FY 1996 Overseas Survey)

Small group training has been conducted in Ayuthaya as a pilot project.

Foreign assistance is desired because the public and private sectors, including NGO, must coordinate among them to give environmental information to local population for better understanding and awareness of environmental crisis. Besides, management of people's organizations should be underlined to enable the people to solve the problems by themselves through effective and appropriate technologies.

(2)Greater Saraburi Industrial Core Development**1.Suphan Buri-Talua-Sara Buni Highways**

(FY 1994 Domestic Survey) Construction completed with the local fund.

2.Klong Sip Kao-Kaeng Khoi Railway

Feb.1990 L/A 8,158 mil.Yen

(Klong Sip Kao-Kaeng Khoi Railway Project)

(FY 1996 Overseas Survey) The construction was completed.

3.Sara Buri Industrial Estate

(FY 1994 Domestic Survey) Completed by the local fund.

(3)Agro-Industrial Linkage Development Package (6 projects)**1.Agricultural Cooperative Development**

(FY 1999 Overseas Survey) On-going.

2.Agricultural Products Distribution Center

(FY 1999 Overseas Survey) Small market places have been developed.

3.Distribution Center Complex and Agro-Industrial Park

(FY 1999 Overseas Survey) The development is slowly proceeding.

4.Secondary Order Center

(FY 1999 Overseas Survey) On-going process

5.Pasak River Collector Roads

(FY 1999 Overseas Survey) Completed by local fund.

6.Agro-tech Center

(FY 1999 Overseas Survey) Only small units have been developed.

(4)Human Resources Development Package (3 projects)**1.Pilot Project of Compulsory Secondary Education**

(FY 1999 Overseas Survey) The principle of compulsory education has just been put in the National Educational Development Act.

2.Strengthening of Provincial Non-formal Education Center

(FY 1999 Overseas Survey) On-going.

3.Audio-Visual System Development

(FY 1999 Overseas Survey) On-going.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1992

Revised Sep.2010

ASE THA/S 108/90

1. COUNTRY	Thailand		
2. NAME OF STUDY	Development of Pattaya Area		
3. SECTOR	Development Plan	/ Integrated Regional Development Plan	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Office of Eastern Seaboard	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Master plan preparation for urban and tourism development.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Yachiyo Engineering Co., Ltd.		
8. STUDY PERIOD	Mar.1989 ~ Jul.1990		16month(s)
9. SITE OR AREA	Pattaya Municipality (53.4 sq.km)		
10. MAJOR PROPOSED PROJECT(S)	<p>(1) South Pattaya land reclamation: Land reclamation plan of total area of 19ha.</p> <p>(2) Port facilities: Construction of berth for tourist boat, terminal buildings, berth for hydrofoil and boat yard.</p> <p>(3) Pattaya beach restoration: Beach expansion plan.</p> <p>(4) Ta-Van pier: Construction of pier in Ta-Van beach, Kolan island.</p> <p>(5) Sewerage project: Emergency improvement plan in Na Klua area and Jomtien area and expansion and improvement of existing facilities in Pattaya city area.</p> <p>(6) Rainwater drainage project: 4 plans for improvement or constructions projects.</p> <p>(7) Water supply project: 2 stages development plans based on the water demand.</p> <p>(8) Solid waste disposal project: Construction of final disposal field.</p> <p>(9) Road project: Expansion and improvement of Pattaya 3 roads.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :
 (1)South Pattaya Land Reclamation, (2)Pattaya Tourist Port, (3)Pattaya Beach Restoration
 (FY 1997 Overseas Survey)
 Subsequent Study: 1993~1994 F/S, D/D, EIA
 Consulting Firm / TEAM, Scott Wilson Kirkpatrick, ASDECON
 Study Cost / Government budget 60.5mil.Bahts
 *Difference with JICA's proposal: National Environmental Board has approved only 18.79 Rai for land reclamation area instead of 120 Rai proposed by JICA due to environmental concerns.
 The project must be approved by the National Environmental Board. EIA process delays the project.

Finance:
 (FY 1998 Domestic Survey) Own fund
 (FY 1999 Overseas Survey)
 Oct.1999 Government budget(400 mil. bahts)
 *Contents: South Pattaya land reclamation, Construction of pier for tourist boat and tourism facilities

Construction:
 (FY 1998 Domestic Survey) A pier for sightseeing boats (proposed by JICA) was constructed. Contractor: local contractor
 Situation after the completion:
 (FY 1998 Domestic Survey) It has become safe to get on and off the boat going to Ko Lan Island, and congestion of the boats at the beach has been alleviated.
 (FY 2000 Domestic Survey) The construction of the sewage system gave the ratchet effect on the ocean water pollution and the number of tourists became increasing.

(4)Ta Van Pier, (9)Pattaya 3 Road
 (FY 1997 Overseas Survey)
 Subsequent Study: 1993~1994 F/S, D/D
 Consulting Firm / PAL Consultant, Index International Group ; Study Cost / 20.4mil.Bahts
 Finance:
 (4) 1994 Government budget 68.5mil.Bahts
 (9) 1995 Government budget 234.7mil.Bahts
 Construction :
 (4)1994~1998 : Contractor / U.C.D.International
 Although PWD was responsible for the construction, the project was transferred to Pattaya City for management. The completion of the project has provided safety in embarking and disembarking a ship and, consequently, facilitates tourism.
 (9)1995~1997: Contractor / Namprasert Construction ; It is expected to mitigate traffic congestion, enhance safety and promote tourism.

(5)Sewerage Project
 (FY 1997 Overseas Survey)
 Subsequent Study: F/S, D/D (Pattaya City, Pollution Control Department)
 Finance: 1997 Environment Fund 1,799.45mil.Bahts
 *Components
 Construction of drainage, sewerage (137,500m3/day) ; Construction: 1997~1999, Contractor / Summit Grade Ltd.

(6)Rainwater Drainage Project
 (FY 1997 Overseas Survey)
 Finance: 1992 Government budget 310.7mil.Bahts
 *Components: Na Jomtien Rd, Pratumnak Rd and Pattaya Canal (Soi Kasemsuwan), Potisarn Rd rehabilitation to improve drainage system.
 Construction: 1992~1995
 (FY 1996 Overseas Survey) Pattaya City was responsible for the construction and is in charge of management after completion. Road condition has been improved and flood problems have been mitigated.

(7)Water Supply
 (FY 1997 Overseas Survey)
 Subsequent Study:
 1986~1987 F/S (Provincial Waterworks Authority) ; 1990~1991 D/D (Provincial Waterworks Authority)
 Consulting Firm / NJS, Thai DCI ; Study Cost / 25mil.Bahts
 Finance: 1994 Government budget 755mil.Bahts (Phase III)
 *Components : Construction of new water supply system (35,000cu.m/day)
 Construction: Phase III is under construction. ; Contractor / Samprasith Co., Ltd. ; It is to solve water shortage problems for the next ten years.

(8)Solid Waste Disposal
 (FY 1997 Overseas Survey)
 Subsequent Study: 1994~1995 M/P, F/S, D/D (Pattaya City)
 Consulting Firm / Pal Consultants, Creative Technology
 Components: Collection, transportation and disposal system of solid waste

Remaining projects:
 (FY 1998 Domestic Survey)
 (1) South Pattaya Land Reclamation
 Impeding factors: It is difficult to coordinate the tourist agencies (including hotels) that possess right and interests.
 Future prospects: It seems that this project will be implemented when the tourist agencies become unbearable with the deteriorating environment.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY 2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1992

Revised Sep.2010

ASE **THA/A 204B/90**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Agricultural Water Resources Development Project of Bang Pakong River Basin		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Royal Irrigation Department, Ministry of Agriculture and Cooperatives	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Feasibility Study for water resources development.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Sep.1989 ~ Sep.1990 12month(s) ~		
9. SITE OR AREA	M/P for Tha Lat River Basin, Chachoengsao Providence. F/S for Bang Pakong River Basin which encompasses four Provinces of Chonburi, Chachoengsao, Nakhon Nayok and Prachinburi		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P (target year: 2000)</p> <p>1. 1st Stage: 3 sub-basins, 2 storage dams, 2 diversion weirs, agri.land dev.46,400ha</p> <p>2. 2nd Stage: 2 sub-basins, 2 storage dams, agri.land dev. 66,400ha</p> <p>3. 3rd Stage: 8 sub-basins, 9 storage dams, agri.land dev. 294,400ha</p> <p>The feasibility study was undertaken on the most downstream area(Tha Lat River Basin) next to the Bangkok Economic Sphere. Bang Pakong River is a tidal river, and it is impossible to utilize river water in the downstream areas during the dry season because of the rising sea water.</p> <p>1) Stage I : 14,300ha Bang Pakong River-mouth Diversion Weir: length 170m, 5 gates (span 30m x height 10.6m) Pumping Station: 17 cu.m/s, dia.1,500mm, 4 pumps Main irrigation canals: left bank main 12km, right bank main 24km, other 0.7km Drainage canals: 14km</p> <p>2) Stage II : 28,200ha Klong Si Yat Storage Dam: 396 million cu.m Tha Lat diversion weir: length 33.5m, rehab. of rubber-type gates Tha Lat irrigation dev.: rehabilitation of main (44km) and secondary canals Si Yat irrigation dev.: construction of main (45km) and secondary canals</p>		

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

Description :

It is an urgent need to secure water sources both for irrigation and for industrial and domestic use in the Bangkok Metropolitan area.

(1)Construction of Bang Pakong River-Mouth Diversion Weir

Subsequent Studies:

1992 D/D (JICA)

"Bang Pakong Diversion Dam Project (THA/A 402/93)"

80% of the project site has been acquired.

(FY 1993 Overseas Survey)

Finance:

Own fund (240M/M:105 M/M for foreign currency and 135M/M for local currency--Total 132 mil.Bahts)

Construction:

Oct1996 started.

Nov.1999 completed (FY 1999 Domestic Survey).

Contractor/J.V of Nishimatsu Construction and Itar Thai

(FY 1998 Domestic Survey)

Operation and Management: RID will be in charge.

Effect: Effects on agriculture, fishery, industry, and water supply are expected.

*Refer to "Bang Pakong Diversion Dam Project (THA/A 402/93)" for detail.

(2)Klong Si Yat (construction of dam and agricultural development)

Subsequent Studies:

(FY 1993 Overseas Survey)

1992~1994 D/D (RID), 1994~1995 EIA (RID)

Finance:

Government budget 4,016mil.Bahts (land acquisition is not included)

Construction:

<Whole Project> 1994~2002

<Construction of Dam>

Oct.1996 started

Dec.1999 scheduled to be completed (As of the end of 1997, 30% has been completed)

Construction Traider / Saga Construction (FY 1996 Overseas Survey)

(FY 1999 Overseas Survey)

Si Yat Dam: Construction of 95% has completed.

Irrigation & Drainage System: 15% was developed.

(3)Thandan Dam

Oct.1996 D/D (FY 1996 Domestic Survey)

(FY 1998 Domestic Survey)

Finance: Own fund

Project period: 1997 ~ 2003, Budget: 10,193 MB

Construction: 1999 ~2003, Budget: 8,400 MB

(4)Klong Luang Dam

(FY 1998 Domestic Survey) EIA is underway with own fund. If it is feasible, D/D will be started.

(5)Huai Srmeang Dam

(FY 1998 Domestic Survey) D/D is underway.

(6)Huai Khrai Dam

(FY 1996 Domestic Survey) This dam was decided unfeasible. No plan has been made for implementation.

(7)Klong Nong Kaew Dam

(FY 1998 Domestic Survey) F/S is underway.

(8)Phraprong Dam

(FY 1998 Domestic Survey) Preliminary F/S is underway.

(9)Lanphrayathan Dam

(FY 1998 Domestic Survey) EIA is underway.

(10)Sainoi-Saiyai Dam

(FY 1998 Domestic Survey) EIA is underway.

(11)Klong Phrasathung Dam

(FY 1998 Domestic Survey) F/S and EIA are underway.

(12)Klong Banna Dam

(FY 1998 Domestic Survey) Preliminary Study is underway.

(13)Klong Rabom Dam

(FY 1998 Domestic Survey) F/S and EIA are underway.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1992

Revised Sep.2010

ASE **THA/S 211B/90**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Sewerage and Drainage Improvement Project for Phuket Municipality		
3. SECTOR	Public Utilities	/ Sewerage	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Public Works Authority Ministry of Interior	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1)To develop a comprehensive master plan for sewerage and flood control system for Phuket Municipality; and 2)To provide a feasibility study for proposed master plan of sewerage and flood control system.		
7. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd. Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Jul.1989 ~ Aug.1990 13month(s) ~		
9. SITE OR AREA	Phuket Municipality, Thailand		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P>1.Sewerage: 1)Designed Population: 78200 (Year 2006) 2)Designed Sewage Flow: 34500 cub.m/D (Daily Average) 3)Treatment Method: Oxidation Ditch Method, Drying Bed 4)Outline of Facilities: Length of Sewer: 41.1km Pump Station : 10 Treatment Plant: 1</p> <p>2.Flood Control (Urgent Plan): 1)East Flooding: Length = 4.3km, Width = 13km, Excavation = 1500 thousand cub.m 2)River Improvement in the Town: Excavation: 33800 cub.m/ 1.3 km Embankment: 74400 cub.m/1.7 km ; Revetment: 0.8 km Bridge Construction: 6 Others: Road-side U-shaped, Drain Improvement</p> <p><F/S> 1)Sewerage: -Target Year : 2001 -Designed Population : 29600 -Designed Sewage Flow: 18300 cub.m/D (Daily Average) -Outline of Facilities: Length of Sewer: 14.3km Pumping Station: 4 Planed Treatment: 4</p> <p>2)Flood Control: -East Flooding: Length = 3.4km, Width = 11m, Excavation = 442 thousand cub.m -River improvement in the Town: Excavation: 18400 cub.m Revetment : 10470 cub.m Bridge Reconstruction: 6</p> <p>The implementation period for flood control component is four years.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

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ASE **THA/S 212B/90**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Bangkok Solid Waste Management		
3. SECTOR	Public Utilities	/ Urban Sanitation	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangkok Metropolitan Administration (BMA) Department of Public Cleaning (DPC)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Preparation of a master plan and feasibility study on priority projects. To study feasibility of sanitary landfill and incineration plant.		
7. CONSULTANT(S)	EX CORPORATION Urban & Environment Planning, Research and Consulting Pacific Consultants International		
8. STUDY PERIOD	Dec.1989 ~ Mar.1991 15month(s) ~		
9. SITE OR AREA	Bangkok Metropolitan Administration Area		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P></p> <p>1.1 Construction of Sanitary Landfill at Ram Intra a)Place: A burrow pit at Ram Intra, b)Capacity: 1830000ton c)Area: 15 ha., d)Construction Cost: \$18 million</p> <p>1.2 Construction of Sanitary Landfill in the East Part of Bangkok a)Place: East part of Bangkok (Not specified), b)Capacity: 3,650,000 ton c)Area: 123ha, d)Construction: \$36 million</p> <p>2. Construction of an Incineration Plant a)Place: The existing On Nut dumping ground b)Capacity: 200t/d/unit * 3 units = 600t/d c)Gas cooling system: Water infection system d)Construction cost: \$74 million</p> <p>3. Improvement on Waste Collection System</p> <p><F/S></p> <p>1. Construction of Sanitary Landfill at Ram Intra a. Place: A burrow pit at Ram Intra b. Capacity: 1830,000ton c. Area: 15 ha. d. Construction Cost: \$18 million</p> <p>2. Construction of an Incineration Plant a. Place: The existing dumping ground at On Nut b. Capacity: 200t/d/unit * 3 units = 600t/d c. Gas cooling system: Water infection system d. Construction cost: \$74 million</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
(M/P, F/S)		
In October 1990 the Department of Public Cleaning (DPC) submitted an explanatory letter to the governor of the Bangkok Metropolitan Administration in order to facilitate the construction of a sanitary landfill and an incineration plant.		
(1)Construction of Sanitary Landfill		
(FY 1993 Overseas Survey)		
Because it is difficult to acquire the land at Ram Intra, BMA is now examining the possibility to construct the transfer stations at Ram Intra, Nongkam and On Nut and to construct the sanitary landfills at Nokhon pathom and Chachoengsao.		
(FY 1995 Overseas Survey)		
The transfer stations have been constructed in Taling and under construction in Nong Kean. The preparation has been in progress in On Nut.		
(FY 1996 Overseas Survey)		
Both landfill sites in On Nut and Nong kean were closed. Presently, private entrepreneurs manage transfer stations and landfill sites and at least three entrepreneurs are in charge. BMA is responsible for the garbage collection and the transport of garbage to the transfer stations owned by private entrepreneurs.		
(FY 1997 Domestic Survey)		
Bidding for the most appropriate system of waste treatment in Bangkok (BOO scheme) was called in July 1997 and 6 companies have submitted proposal.		
(FY 1998 Domestic Survey)		
BMA called for a tender for waste treatment facility in July 1997. Several companies submitted proposals and a Thai company was accepted. However, the project itself was cancelled due to the monetary and economic crisis.		
BMA seems to consider requesting OECF loan to introduce the waste treatment facility. It seems that a tender will be called within the near future.		
(FY 1999 Overseas Survey)		
All sanitary landfill sites currently belong to private entrepreneurs. BMA is responsible for only collection of garbage and transport of garbage to the transfer station sites.		
(FY 2000 Domestic Survey)		
It is difficult to acquire the land for the sanitary landfill in Bangkok, therefore, BMA promotes to acquire the land by private entrepreneurs. In case of acquiring the sites outside Bangkok, it is difficult to plan to acquire the land as the BMA projects. However, the concept for the sanitary landfill proposed by this study is enough utilized. The possibility still remains to landfill the seaside area by BMA.		
(2)Construction of Incineration Plant		
(FY 1995 Domestic Survey)		
BMA called for a tender for E/S to construct an incineration plant with a capacity of 1,200t/day. BMA plans to finance a half with its own budget and the other half with the BOT scheme.		
(FY 1995 Overseas Survey)		
Oct.1993-Sep.1994 The construction of an incineration plant for hospital wastes at On Nut was implemented.		
(Theoperation started from July 1995)		
Oct.1993-Sep.1995 F/S for an incineration plant was conducted.		
(BMA is expected to finance the project but if possible, it hopes to finance it with the BOT scheme.)		
It is highly likely to construct a plan at On Nut where the open-dumping is on-going.		
(FY 1996 Overseas Survey)		
BMA is to construct two incineration plants with a capacity of 1,000t/day:one with the own fund and the other with the BOT scheme (Their capacity was 600t/day respectively in the initial plan). An engineering consultant was appointed through the tender in 1996. B/D and the draw-up of an estimate have been conducted for the incineration plant which is to be constructed with BMA fund.		
(FY 1999 Overseas Survey)		
BMA has submitted Environment Impact Assessment(EIA) Report for approval to National Environment Board(NEB). Then after, BMA will propose the Report to National Economic & Social Development Board(NESDB) for final approval. After the approval of NESDB and of the Cabinet, a request for Japan's ODA Loan will be submitted to JBIC in 2000 at the earliest.		
(FY 2000 Domestic Survey)		
Based on this Study, BMA planned to construct the incineration plant with a capacity of 1,600t/day in On Nut. BMA conducted the survey by their budget at January 1999 and required Japan's ODA loan. However, as it is necessary to consider the political aspects for justifying the incineration, pre-SAPROF by JABIC has begun October 2000.		
(3)Improvement of Waste Collection Systems		
(FY 2000 Domestic Survey)		
Owing to the expansion of the collection materials, the waste collection ratio improved over 90%.		
Improvement on the systems		
(FY 2000 Domestic Survey)		
No information		
Difference with JICA's proposal:		
Adoption of BOO scheme for waste treatment project means that the project will not be implemented as proposed by JICA study(construction of 1 incineration plant and 2 sanitary landfill). The proposal which recommends that plant should be sanitary landfill, is taken into consideration.		
*Others: Compost Plant		
(FY 1996 Domestic Survey)		
It is said that the compost plant, which was constructed by BMA a few years ago, is still operated by BMA while the privatization of the plant was discussed.		
(FY 2000 Domestic Survey)		
Because of the troubles on the contract, it seems that the compost plant in On Nut has stopped its operation since 1998.		

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1992

Revised Sep.2010

ASE **THA/A 314/90**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Sukhothai Integrated Agricultural and Rural Infrastructure Development Project		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY F/S
5.	Agricultural Land Reform Office (ALRO), Ministry of Agriculture and Agricultural Cooperatives		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To make a F/S for Integrated Agricultural Development in Thung Sai Yat and Nong Khon Kaen in Sukhothai.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Jul.1989 ~ Jul.1990 12month(s) ~		
9. SITE OR AREA	Thung Sai Yat (5,600ha) and Nong Khon Kaen (1,300ha) in Sukhothai Provic		
10. MAJOR PROPOSED PROJECT(S)	<p>Thung Sai Yat Nong Khon Kaen</p> <p>(1) Construction of 14 places 8 places Reservoir (2.4 MCM) (0.32 MCM)</p> <p>(2) Irr./Drai. Canal 60.3 Km 31.7 KM</p> <p>(3) Farm Road 50.5 Km + 7.2 Km 21.1 Km + 3.8 Km (New + Rehabil.)</p> <p>(4) Rehabil. of Ext. Pond 2 places (1.4 MCM) 2 places (0.38 MCM)</p> <p>(5) Village Water Supply 10 villages 5 villages (3,000 persons) (818 persons)</p> <p>(6) Rural Electrification 399 households 50 households</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
<p>(1)Nong Khon Kaen Finance: Own fund (The project is listed in Action Program of Ministry of Agriculture and will be implemented gradually with regular budget) Construction: (FY 1996 Overseas Survey) Dredged Sai swamp Mar.~May.1993 Dredged Tai swamp Mar.~May.1993 Dredged Noi canal (1km) Jan.~Mar.1995 Maintained 4 lateral roads (12.5km) In process for implementation. (FY 1999 Overseas Survey) Maintained 3 lateral road(8.3km) 1997 and 1999 Dredged a canal(3km) 1997 Dredged a swamp 1996 (FY 2000 Domestic Survey) The construction has been conducting under the corporation among related agencies. 1993-2000: dredged 20 regulating pondage 1994-1995: dredged swamps 1995-1996: dredged a canal (3km) 1997: dredged a swamp</p> <p>(2)Thun Sai Yart Finance: Own fund (The project is listed in Action Program of Ministry of Agriculture and will be implemented gradually with regular budget) Construction: (FY 1996 Overseas Survey) Dredged Wang-Thong-Daeng canal (3km) Mar.~May.1993 Dredged Sai-Yart canal (3km) Mar.~May.1993 Maintained road from Wang-Thong-Daeng to Ban-Lan-Ta Kia (7.3km) Nov.1992~Jan.1993 3 wells for domestic consumption Sep.1995~Feb.1996 Construction of 2 reservoirs Aug.~Sep.1995 Maintained 3 lateral roads (10km) In process for implementation Constructed Lan-Ta Kia dyke May.1994 Constructed dike and drainage Oct.~Dec.1996 Dredged Wang-Thong-Daeng canal (1km) Oct.~Dec.1996 Dredged Sai-Yart canal (2km) Oct.~Dec.1996 (FY 1999 Overseas Survey) Constructed road(1.8km) 1997 Dredged 2 canals(11km) 1996 and 1997 Dredged a swamp 1996 Digged 3 community ponds 1996 and 1999 Drilled a well 1997 and 1999 (FY 2000 Domestic Survey) The construction has been conducting under the corporation among related agencies. 1993-2000: dredged 850 regulating pondage 1996: dredged a canal (1km) 2000: constructed the farm road(6.7km)</p> <p>(3)Rural electrification (FY 1997 Domestic Survey) Rural electrification has been mostly completed by PEA.</p> <p>Situation: (FY 1997 Overseas Survey) Procurement of fund for remaining components is difficult owing to economic situation in Thailand.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(D/D)

Compiled Mar.1992

Revised Sep.2010

ASE **THA/S 405/90**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Area Traffic Control Project in Bangkok		
3. SECTOR	Transportation	/ Urban Transportation	4. TYPE OF STUDY D/D
5.	Bangkok Metropolitan Administration (BMA)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Detailed design study & Preparing the necessary documents for ATC system.		
7. CONSULTANT(S)	Yachiyo Engineering Co., Ltd. Fukuyama Consultants International, Inc.		
8. STUDY PERIOD	Mar.1990	~	Oct.1990 7month(s) ~
9. SITE OR AREA	Area 31 sq.km in Central Bangkok		
10. MAJOR PROPOSED PROJECT(S)	<p>1) ATC signalized intersections....143</p> <p>2) Control center....The control center will be located on the 1st floor of the existing BMA, central computer and peripheral devices etc. will be provided.</p> <p>3) Transmission system and communication lines will be installed.</p> <p>4) 143 local controllers and 460 vehicle detectors will be equipped.</p> <p>5) 5 CCTV cameras will be provided at intersection.</p> <p>6) 67 intersections will be improved.</p>		

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

Description :

This project was developed from "Medium to Long Term Improvement/Management Plan of Road and Road Transport in Bangkok"

Subsequent Studies:

Aug.1992- June 1993 D/D (Review study) financed by BMA
(40 mil.Bahts)

Finance:

BMA budget 227 mil.Bahts

Construction:

1.ATC System

Stage I Installation scheduled to be completed in October,1995
(Expanded from the proposed 143 intersections to 146 intersections)

Stage II D/D scheduled to be commenced in June 1996 (Expanded from the proposed 92 intersections to 226 intersections)

Stage III Examining 200 intersections

2.CCTV System

Installed at five points. This project is under the jurisdiction of the Police Department

3.Vehicle Detectors

Under the jurisdiction of the Police Department

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1993

Revised Sep.2010

ASE THA/S 109/91

1. COUNTRY	Thailand		
2. NAME OF STUDY	Toll Highway Development		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Highways, Ministry of Transport and Communications	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Study on the inter-city toll motorway network development.		
7. CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Feb.1990	~ Jun.1991	16month(s)
9. SITE OR AREA	Whole of Thailand (Area:513,000 sq.km, Population: 55 million)		
10. MAJOR PROPOSED PROJECT(S)	Construction of 4,300km inter-city toll motorway network. Phase 1 1991-1995 900km Phase 2 1996-2000 1,000km Phase 3 2001-2010 2,400km		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

About 600km inter-city toll motorways construction plan has been made in the 7th 5-year National Economic and Social Development Plan (1992-1996).

(1)Bangpong~Cha-Am Route and Lampang-Chiang Mai Route

Subsequent study:

(FY 1993 Overseas Survey)

F/S undertaken (JICA)

(Refer to "Inter-City Toll Motorway Project (S325/1994)")

(FY 1998 Domestic Survey)

JICA D/D on Lampang-Chiang Mai Route (stage I, Oct. 1996 - Mar.1997).

D/D on Bangpong~Cha-Am Route with own fund.

Finance:

OECF loan is to be provided after the completion of stage II of JICA D/D on Lampang-Chiang Mai Route.

(FY 2000 Overseas Survey)

Lampang-Chiang Mai Route was divided into 2 projects (Lampang-Lamphun: 60km, Lamphun-Chiang Mai: 39km).

The implementing agency was privatized and funded the projects..

Funds: total 26,980mil. Bahts: 21,330mil. (Lampang-Lamphun)+ 5,650mil(Lamphun-Chiang Mai)

Source: Privatization

(2)Other Routes

(FY 1997 Domestic Survey)

Subsequent study:

Sep.1998 D/D scheduled to be completed (ADB, 1.2mil.USS)

D/D on outer Ring Road, Cross Route over Chaopraya.

Finance:

Aug.1998 (schedule) The 24th OECF loan (request will be submitted before April 1998)

(FY 2000 Overseas Survey)

1. Outer Ring Road

The implementing agency was privatized and funded the project whose name is "Southern Kanchanapisek Ring Road (Section: Suk Sawad -Bang Pli)" .

Funds: 12,100mil. Bahts

Source: Privatization (Turnkey)

Date of pledge or approval: 28 March 2000

Contents of project: 6 lanes elevated highway (20km), 4 interchanges, toll system and building

2. Cross Route over Chao-Phraya

The implementing agency was privatized and funded the project whose name is "Cable Stayed Bridge across Chao-Phraya River" .

Funds: 4,800mil. Bahts

Source: Privatization (Turnkey)

Date of pledge or approval: 28 March 2000

Contents of project: 8 lanes cable stayed bridge

(3)BOT scheme Project

(FY 1997 Domestic Survey)

1.Don Muang Toll Motorway (DOH)

Construction:

Sep.1997 Second Stage Start

2.Banna Banpakong Toll Motorway (DOH)

Construction:

Aug.1995~Aug.1998

Effect:

(FY 1997 Domestic Survey)

This road is a bypass road of ML-9 and Bangkok~Chombri toll road, and is a principal highway to contribute to development of eastern coast industrial area.

Situation:

(FY 1997 Overseas Survey)

The recommendations by the study have been incorporated into the 8th national economic and social development plan (1987-2001).

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1993

Revised Sep.2010

ASE **THA/A 205B/91**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Integrated Rural Development of Salt Affected Land in Northeast Thailand		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Land Development, Ministry of Agriculture and Cooperatives	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Formulation of a Master Plan and economic evaluation of the pilot project.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Mar.1990 ~ Oct.1991 19month(s) ~		
9. SITE OR AREA	Amphoe Phra Yun, Changwat Khon Kaen, Norht-east Thailand		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P>Major project components</p> <p>1) Irrigation Facilities: Total gross area 3,715ha; 6 new weirs & rehab. of 11 existing weirs; 27 new ponds & rehab. of 3 existing pond; 50 pumps</p> <p>2) Drainage Facilities: Drainage improvement (5,000ha)</p> <p>3) Rural Road: 31km improvement & rehab. of 3 bridges</p> <p>4) Rural Water Supply: 4 Villages (3,800 persons)</p> <p>5) Forestry: Afforestation 583ha Agro-forestry 15,830ha</p> <p>6. Social Services: Training and recreation, Market facilities</p> <p><F/S>The pilot area is selected to represent major development components which characterize the entire study area.</p> <p>1) Irrigation facilities: Two sites along Huai Yang (158ha and 166ha) and one site along the canal to Nong Khu Weir (57ha) salt-affected land 520ha</p> <p>3) Rural Road: Surface raising at 10 flooded places(total 1km); concrete drainage pipes (10 places); simple asphalt paving within 15 villages (total 7.5km)</p> <p>4) Rural Water Supply: 4 Villages (3,800 persons)</p> <p>5) Forestry & Social Services: Training and recreation, Market facilities</p> <p>*Project life of M/P and F/S is assumed 50 years.</p>		

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Due to the policy change in ODA, in 1992 the Japanese government was determined to end the provision of a grant aid to Thailand.</p> <p>(FY 1992 Domestic Survey) Since grant aid by Japanese Government is difficult, Thai government will finance this project. However, project-type technical assistance can be sought.</p> <p>(FY 1993 Overseas Survey) The pilot area was reduced to approximately 800ha from 4,500ha which was initially planned. DLD is now planning to implement the small trial project for rural development.</p> <p>(FY 1995 Domestic Survey) DLD planned to implement the small trial project with a foreign loan, however, it has not made any progress. Currently, the Thai government is examining the possibility to promote the project with the own fund.</p> <p>(FY 1996 Overseas Survey) Reclamation of severe salt affected land has been carried out by the cooperation between Japan Society for the Promotion of Science, the National Council of Thailand, Khon Kaen University and Department of Land Development (DLD) from 1995 to 1997 through the combination of engineering and revegetation methods. DLD is requesting a support for a small pilot project from the Mekong River Committee. D/D will be based on not only the results of this development study but also the results of other associated research studies of the project which have been implemented in cooperation with the Government of Japan.</p> <p>(FY 1997 Domestic Survey) DLD has requested to the government to allocate budget for the project but government has not approved yet due to the financial constraint. Based on the study, small-scale project is being implemented in Korat.</p> <p>(FY 1997 Overseas Survey) The high project cost and the problem of which implementing agency will be in charge (as many of the proposed plan concern with engineering system) are main problems for the project delay. Moreover, social problem is coming from conflict between landowners. Mini trial farm project in Khon Kaen was completed in 1997 resulting in unsuccessful, as they could not control the drain water.</p> <p>(FY 1999 Overseas Survey) Procurement of the fund hasn't been ensured yet.</p> <p>(FY 2000 Domestic Survey) There is no concrete action to implement the proposed projects in this Study, however the survey and research has continued in the targeted area.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1993

Revised Sep.2010

ASE **THA/S 213B/91**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Road Development in the Southern Region		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Highways Ministry of Transport and Communications	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1)To carry out a F/S on the selected projects in the M/P; 2)To carry out a F/S on the Krabi-Khanom link as a part of the Southern Seashore Development Plan (SSDP); and 3)To perform technology transfer to Thai counterpart personnel in the course of study.		
7. CONSULTANT(S)	Pacific Consultants International Oriental Consultants Co., LTD.		
8. STUDY PERIOD	Feb.1990 ~ Sep.1991 19month(s) ~		
9. SITE OR AREA	Southern region in Thailand		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P>The road improvement M/P until 2001 is as follows:</p> <ol style="list-style-type: none"> 1. Widening to six lanes : 150km 2. Widening to four lanes : 1,210km 3. Widening to seven-meter lanes: 970km (in total: 2,330km) 4. Solid crossing of multi-lane roads 5. Pavement completion of provincial roads 6. Upgrading of substandard roads to six-meter pavement 7. Bypass construction in the urban areas and major towns <p>The master plan projects with a target completion year 1996 is as follows:</p> <ol style="list-style-type: none"> 1. Construction of new roads : 120km 2. Construction of additional lanes: 780km 3. Widening to seven-meter lanes : 1,460km 4. Widening to six-meter lanes : 130km 5. Reconstruction and upgrading : 132km (in total: 2,622km) <p><F/S> The priority projects with the target year 1996 are as follows:</p> <p>[No./ Project / Length(km) / Cost(in mil.bath)] [NC-1 / Chumphone Road / 9.1 / 110.2] [AD-2-1 / Phuket Road / 38.4 / 612.6] [AD-1-2 / Surat Thani Road / 40.1 / 468.6] [NC-5 / Connection 4/406 / 24.1 / 285.3] [WD7-4-1 / Hua Sai Road / 96.3 / 215.6]</p> <p>To carry out a study on required transport capacity of the Krabi-Khanom link which consists of the Seashore Development Plan (SSDP: the isthmus transformation to new international economic zone through the construction of "Trans Thai Land Bridge"). The project and construction costs of three route alternatives are as follows:</p> <p>[Plan / Project Cost (in mil.bath) / Construction Cost (in mil.bath)] [A / 8,442.2 / 6,365.5] [B / 9,419.6 / 7,264.4][C / 8,438.8 / 5,634.9]</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	Discontinued or Cancelled
<p>Description :</p> <p><M/P> The study results provided the basic information for the seventh Economic and Social Development Plan.</p> <p><F/S> 19 projects formulated in F/S and pre-F/S were integrated into the Road Development Plan under the Seventh Economic and Social Development Plan. In particular, DOH recognizes the importance to promote the Phuket-Surat Thani Road Project. Projects under the Seventh Economic and Social Development Plan are considered to be implemented during the period from 1992 to 1996.</p> <p>Subsequent Study: (FY 1997 Overseas Survey) 1994~ B/D, D/D</p> <p>(1)Krabi-Khanom Highway (FY 1996 Domestic Survey) This section was incorporated into F/S with relation to the Coastal Development in the Southern Region (M/P) which was commenced before this M/P. After the completion of F/S, DOH divided this section (200km) into two sections, Section I and II and implemented D/D with own fund. Section I (Krabi Side) was undertaken by the Thai Consultant, TEC, and Chiyoda Consultant while Section II (Khanom side) was implemented by the Thai Consultant, AEC, and PCI. Based on the proposal of the Coastal Development in the Southern Region, oil pipelines and railways were planned to be constructed at the center of Highway. Because Section I covers the mountainous area, it includes the construction of tunnels. The delay of designing works was observed. Later, the environmental problems arose at both Krabi and Khanom. Then, PCI, who was entrusted by AEC, is now conducting the environmental study. (FY 1997 Domestic Survey) Thai government had started the implementation of a part of a Highway project by own fund but the project was suspended due to the environmental problem of project of the ports located at both ends of a highway. As a result of study conducted in 1996 by NESDB to change location of ports, highway route was altered. (FY 2000 Overseas Survey) "Krabi-Khanom Special Highway" project was funded by Thai government. Amount of fund: 3,532mil. Baht Date of pledge: 28 June 1996 Contents of project: 4 lanes Divided Highway (134.1km)</p> <p>(2)Other Roads (FY 1996 Domestic Survey) DOH submitted a few years ago the requests for an OECF loan to conduct the nationwide road widening project and the U.S. company, DCI, was appointed. This project targets national roads in the eastern and southern regions and some of roads, which were examined in these F/S, were included. Several local-consulting firms with the DOH fund have implemented D/D.</p> <p>(FY 1997 Overseas Survey) Projects under implementation and completed are as follows. 1.Phatthalung - Had Yai (AD-4) Addition Lane Construction Khuha Intersection - Phatthalung section Finance:OECF</p> <p>2.B.Song - A.Phrasang (WD-7) Widening Finance:IBRD 214.5 mil.B Construction: Completed in Apr.1997</p> <p>(FY 1998 Domestic Survey) 30 Sep.1994 L/A 16,029mil.yen. "Regional Road Improvement Project (I)". 15 Sep.1995 L/A 13,374mil.yen. "Regional Road Improvement Project (II)". Rehabilitation and widening of the national trunk road () in the central and southern Thailand.</p> <p>Detail: (FY 1995 Overseas Survey) DOH has been smoothly implementing the Road Development Projects in the southern region with its ample funds. Other than roads mentioned above, the other road projects will be implemented under the Eighth Five-Year Plan.</p> <p>(FY 1997 Domestic Survey) There would be no progress in the project for a while because of financial circumstances in Thailand.</p> <p>(FY 1997 Overseas Survey) The difficulties in procuring fund and recessing economy are reasons for suspension of remaining projects. They will be implemented in the future.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1993

Revised Sep.2010

ASE **THA/A 315/91**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Integrated Rural Development Project at Lower North Thailand		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	Office of Accelerated Rural Development, Ministry of Interior.		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Master plan on integrated rural development project of 4 provinces. Feasibility study of 4 model projects.		
7. CONSULTANT(S)	Sanyu Consultants Inc. Pacific Consultants International		
8. STUDY PERIOD	Jun.1990 ~ Aug.1991 14month(s) ~		
9. SITE OR AREA	4 Provinces (Phitsanulote, Sukhothai, Kamphaeng phet and Tak)		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Irrigated agriculture development</p> <ul style="list-style-type: none"> - Irrigation of 9,300ha - Improvement of rained agriculture - Development of sericulture, cattle raising and inland fisheries (108projects) <p>2. Rural road development</p> <ul style="list-style-type: none"> - Construction of rural roads (1,070km) - Pavement of existing roads (60km) <p>3. Rural water supply (574 deep wells)</p> <p>4. Rural infrastructure development</p> <ul style="list-style-type: none"> - Rural youth and agriculture technology training - Cottage industry group working facilities (36) 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>"Four model areas are selected"</p> <p>(1)Fai Non kho (where highest priority is given)</p> <p>Finance: Own fund (50.58 mil.Bahts)</p> <p>Construction: Feb.1995~Dec.1995 Reservoir Construction Completed ARD supervised the construction. Consulting firm / Sam Phet Co., Ltd.</p> <p>(2)Fai Sam Lu</p> <p>Finance: Own fund (23.98 mil.Bahts)</p> <p>Construction: Mar.1995~Jan.1996 Reservoir completed Consulting firm / Phisanulokviwat Phatana Co., Ltd.</p> <p>Effect: After the completion of reservoir, water management committee was established to use water effectively. Moreover, orchard committee and village bank have been founded to activate agriculture and raise successors.</p> <p>(3)Khlung Samo Khon (Kampaeng Phet)</p> <p>Construction: Measurement of dam and a part of road rehabilitation are going on. (FY 1997 Overseas Survey) Construction of the reservoir was cancelled.</p> <p>(4)Khlung Sai (TOK)</p> <p>There is no need for project as Phet Chaboon reservoir had been constructed already at 2 km from the study site. (FY 1997 Overseas Survey) Construction of the reservoir was cancelled.</p> <p>Detail: (FY 1993 Overseas Survey) In February 1993, the counterpart agency submitted an application to DETC for the request for the dispatch of an expert. (FY 1995 Domestic survey) In April 1995 a JICA expert was dispatched to promote the project. The Agricultural Development Association has been examining the request for the financial cooperation to conduct a promotion survey on the projects in which four model areas are included. (FY 1996 Overseas Survey) Sep.1996 US\$ 2.5 mil. (JICA) Model of Rural Development (Technical Transfer) The study conducted by Overseas Agricultural Development Association team identified the shortage of water, low productivity, low income, and village migration to urban areas as the critical problems of this area just as this F/S found. ARD has been implementing the projects such as the construction of rural roads with the limited budget. Nevertheless, the critical problems like water shortage have been yet solved. As mentioned above ARD constructed two reservoirs out of four proposed by this F/S and it will submit the proposal for the construction of the remaining two reservoirs to the Cabinet for approval. ARD sets policy to pave asphalt roads all over the country and the access roads into Huai Nong Kho and Huai Sum Ru will be paved later. To solve the critical problems which these areas are facing, the assistance of the Japanese Government is desired.</p> <p>(FY 1997 Domestic Survey) In August 1997, a short term expert was dispatched for a month and had a guidance on measurement of farm land, drawing, and designing of water canal.</p> <p>(FY 1997 Overseas Survey) Four reservoirs were proposed to be constructed, but only two reservoirs were completed and now under operation. There is no plan for construction of other two reservoirs namely Samoh Kon and Klong Sai. ARD has cancelled the projects because both sites are forest conservative areas.</p>		

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STUDY SUMMARY SHEET

(Other Studies)

Compiled Mar.1993

Revised Sep.2010

ASE THA/S 605/91

1. COUNTRY	Thailand		
2. NAME OF STUDY	Traffic Operation Plan for Roads (Follow-Up)		
3. SECTOR	Transportation / Road	4. TYPE OF STUDY Other Studies	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Highways, Ministry of Transport and Communications	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1. To formulate the traffic operation plan; 2. To recommend a suitable road improvement plan; and 3. To transfer technology.		
7. CONSULTANT(S)	Central Consultant, Inc. Oriental Consultants Co., LTD.		
8. STUDY PERIOD	Apr.1991 ~ Nov.1991 7month(s) ~		
9. SITE OR AREA	DOH roads within the area of the Outer Ring Road of Bangkok		
10. MAJOR PROPOSED PROJECT(S)			
<p>The Dept. of Highways (DOH), Ministry of Transport and Communications, prepared the 7th Highway Development Plan (Oct.1991-Setp.1996), by partly incorporating the findings and proposals of the JICA TOPR Study (Traffic Operation Plan for Roads) conducted from Jan.1989 to July 1990. The present follow-up study of the TOPR Study was conducted in response to the additional request of the DOH, and aimed to propose a traffic operation plan for reducing traffic accidents in the area inside the Outer Ring Road of Bangkok, to prepare preliminary designs for selected sections, and to continue the transfer of technology to the Thai counterparts.</p> <p>In consultation with DOH, the present study selected ten sites out of 59 sections under study and prepared preliminary designs (scale:1/500) for improvement as follows; 1)Road improvement curvature improvement and installation of a motorcycle lane):S-44; 2) Improvement of intersections with signals:S-18 and S-22; 3) Creation of grade separation :S-19 and S-48; 4) Improved channelization at intersections and median openings: S-10, S-15, and S-24; and 5) Improved signalizaitn and channelization at intersections:S-43, S-52, and S-48.</p>			

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Finance:

Implemented with the annual budget of the Thai government
(FY 1997 Overseas Survey)
Government budget 3,159.26.mil.B

Detail:

In the Seventh Five-Year Road Improvement plan (Oct.1991-Sep.1996),
10 bil.Bahts was allocated to the traffic safety projects. The proposed projects will be implemented together with the projects
formulated in the previous TOPR Study. The Grade Separation
Project and the Motorcycle Lane Project will be undertaken as one
of the Road Construction Projects and the Road Maintenance Projects.

(FY 1993 Overseas Survey)

The Study results have been utilized by DOH.

(FY 1995 Overseas Survey)

The Information Collection System, necessary to realize TOPR, has been satisfactorily completed with the utilization of the computer networking system. Most of the
recommended projects were implemented except for the improvement of the U-Turn section.

(FY 1997 Overseas Survey)

The results of the study have been incorporated into the 7th National Highways Development Plan and used for The Traffic Safety Program for National Highways.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1994

Revised Sep.2010

ASE **THA/A 206B/92**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Lam Dom Yai Basin Irrigation Project		
3. SECTOR	Agriculture	/ Irrigation, Drainage & Reclamation	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Royal irrigation Department, MDAC	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	For Lam Dom Yai Basin in Ubon Rathathani and Si Sa Ket Provinces, 1)To formulate an irrigated agricultural development plan; and 2)F/S for the priority areas.		
7. CONSULTANT(S)	Sanyu Consultants Inc. Naigai Engineering Co., Ltd.		
8. STUDY PERIOD	Oct.1991 ~ Sep.1992 11month(s) ~		
9. SITE OR AREA	Ubon Ratchathani Provice and Si Sa Ket Province(717sq. Km)		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> The irrigable areas form 29 new water resources were selected in the river basin, and the Lam Dom Yai Project was the one with highest priority.</p> <p><F/S> 1. Water Resources Development - construction for D-28 Dam (Storage capacity=117.1MCH) 2. Irrigation and Drainage System Development - construction for irrigation and drainage system (benefit area=4,000ha). 3. Irrigated Agriculture - establishment for land use plan, planted area and farming practices 4. Improvement for Agricultural support policy</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Since the final report was submitted in December 1992 the Thai government has taken no particular action for the project implementation. However, the executing agency desires to implement this project for the poverty alleviation in the northeastern region.</p> <p>Subsequent Studies: (FY 1995 Domestic Survey) Since EIA is legally required before the implementation of the project, RID made TOR for it. However, due to the financial constraints, its implementation was postponed to the next year.</p> <p>(FY 1996 Domestic Survey) The construction will be commenced in 2000 after the completion of the environment assessment (Eighth Five-Year Plan).</p> <p>(FY 1997 Domestic Survey) Tender for D/D was called in May 1997 and JV of Thame consultant and Sanyu Thai were selected, but contract was not signed due to financial constraint. Alteration of plan is unclear because D/D to check the plan will not be undertaken.</p> <p>(FY 1997 Overseas FU Survey)(FY 1999 Overseas Survey) RID have already submitted the result of EIA conducted by a local consulting company to the Office of Environmental Policy and Planning for consideration. There is no response yet. RID will ask the Ministry of Finance for fund procurement when government approves the implementation of the project. This project is put in the National Plan and recognized as high priority project. RID requests further cooperation with JICA, especially in the aspect of human resource development.</p> <p>(FY 2000 Domestic Survey) Thai government has commenced the D/D study on Apr. 2000 by their budget, however, the Study had to be discontinued in August because of the NGO's movement against the Pack Moon dam that was constructed in the neighboring area. There still remains no prospect to re-commence the Study. The Study has been conducting by the joint venture of three local consultants and it is decided to support the analysis of basis of dam, the design of the structure and the design of the pump system by Snyu Consultants Inc..</p>		

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PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p><M/P></p> <p>The Thai government employed the BOT scheme for the early implementation of the Seventh TOT ESDP expansion project (1992-1996). As a result, the expansion of three million telephone lines has been implemented nationwide. In the Bangkok Metropolitan area, Telecom Asia Co., was awarded the concession to conduct the two million telephone lines expansion project. It is expected not only to finance and to implement the project but also to conduct the maintenance service for the constructed facilities.</p> <p>This study report has been utilized as a reference by TOT to supervise the company and has been integrated into the TOT managerial guideline to upgrade its service quality.</p> <p>(FY 1993 Overseas Survey)</p> <p>M/P has been utilized in the implementation of the following projects.</p> <ol style="list-style-type: none"> (1) Rehabilitation Project (1994-2001) (2) Analog Switching Replacement Project (1994-2001) (3) Public Phone Service Expansion project (1994-95) (4) Network Reliability Improvement Project (1995-97) (5) Regional Development Plan for Telecommunication Network in Provincial Area (1993-94) (6) Revisional Study on a Regional Development Plan for Telecommunication Networks in the Bangkok Metropolitan Area (1994-95) <p><F/S></p> <p>CPO submitted to the TOT committee the request for the implementation of 26 projects proposed by the study report. Currently, it is under examination.</p> <p>(FY 1993 Overseas Survey)</p> <p>CPO submitted four project proposals to TOT committee. However, a financial source needs to be secured.</p> <p>(FY 1997 Domestic Survey)</p> <p>Telecom Asia has completed the installation of 2.6 millions of lines by September 1996.</p> <p>(FY 1997 Overseas FU Survey)</p> <p>Finance: ADB, private sector, TOT</p> <p>Construction: 26 projects proposed by JICA's study are almost 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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1994

Revised Sep.2010

ASE **THA/S 215B/92**

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Tourism Development of the Hoa-Hin/Cha-Am Beach Area		
3. SECTOR	Tourism	/ (Tourism in) General	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	The Tourism Authority of Thailand	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1. To prepare a Tourism Development Master Plan for the Study Area with target year 2006. 2. To carry out feasibility studies on priority projects. 3. To propose a set of institutional arrangements.		
7. CONSULTANT(S)	Pacific Consultants International Yachiyo Engineering Co., Ltd.		
8. STUDY PERIOD	Jan.1992 ~ Jan.1993 12month(s) ~		
9. SITE OR AREA	Hoa-Hin / Cha-Am beach area and its surroundings, including Phet Buri and Prachuap Khiri Khan.		
10. MAJOR PROPOSED PROJECT(S)	<div style="border: 1px solid black; padding: 5px;"> <p><M/P></p> <ol style="list-style-type: none"> 1. Cultural and recreational center in Cha-am 2. Road development program in Peet Kasem <ul style="list-style-type: none"> 0.67 km 2.50 km 3. Improvement of Phet Buri coastal road 4. Improvement of circulation roads in Phet Buri 5. Municipal sewerage system development in Cha-am 6. Water supply development in Cha-am and Hua hin. 7. Tourism promotion program 8. Environmental management program <p><F/S></p> <ol style="list-style-type: none"> 1. Cultural and Recreational, Center in Cha-am To build a cultura and recreational center on a 327 Rai Government other site in Takard pilee in Northern Cha-am 2. Improvement of Circulation Road in Phet Buri <ul style="list-style-type: none"> - 20.5km of the Road unber Rid oo - 14.0km under Oa 3. Water Supply development in Cha-am and to complete the water distribution system with includes rooting and replacement of distribution pipes, construction of distributor facilities, etc. </div>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p><M/P></p> <p>1.& 7.are under processing for implementation. 2.-6.are requested to the relating implementation agencies. 2.3.and 4.will be taken care by DOH. 5.& 6.will be carried out by PWA. Further study by Japanese Government is necessary for 8. However, implementation agencies are not clarified. (FY 1999 Overseas Survey) 7.Tourism promotion program: It has not started yet because of the lack of budget according to the economic crisis.</p> <p><F/S></p> <p>(1)Cultural and Recreational Center in Cha Am Request of budget (amount:700 million Bahts) has been submitted to the cabinet. (FY 1993 Overseas Survey) TAT requested OECF loan for the Center (Phase II). However, it was not selected. TAT will implement the center under cooperation between the government and private sector. (FY 1997 Overseas Survey) The project will be pending until Thai economy will be in stable situation. (FY 1998 Domestic Survey) Not yet started. (FY 1999 Overseas Survey) It has not started yet because of the lack of budget according to the economic crisis.</p> <p>(2)Improvement of Circulation Road (FY 1997 Overseas Survey) Road is being improved by government budget (DOH in charge). According to the reduction in traffic, the project has been scaled down. (FY 1998 Domestic Survey) It has been partially completed with their own fund.</p> <p>(3)Water Supply and Sewerage System (FY 1997 Overseas Survey) Under implementation by government budget (PWA in charge). Partially completed. (FY 1998 Domestic Survey) It was completed with own fund.</p> <p>Impacts: (FY 2000 Domestic Survey) Due to the reduction of the quantity of the sewage water flowing into the sea, the environment in the seashore has been improved.</p> <p>Detail: (FY 1996 Overseas Survey) It is expected that some sub-projects will be implemented with the OECF 22nd Loan.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1994

Revised Sep.2010

ASE **THA/A 316/92**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Integrated Agriculture and Water Resources Development Project of the Menam Chumphon Basin		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	Royal Irrigation Department, Ministry of Agriculture and Cooperatives		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1) To formulate an integrated agriculture and water resources development plan of the Menam Chumphon basin; and 2) To conduct a feasibility study on selected priority projects.		
7. CONSULTANT(S)	Sanyu Consultants Inc. KOKUSAI KOGYO CO., LTD.		
8. STUDY PERIOD	Oct.1991 ~ Mar.1992 5month(s) May.1992 ~ Dec.1992 7month(s)		
9. SITE OR AREA	Nong Yai area:2,260 ha, 10,800 population Tha Taphao basin: 35,700 ha, 66,000 population		
10. MAJOR PROPOSED PROJECT(S)	<p>the selected priority projects are composed of:</p> <p>(1) Nong Yai Agriculture Development - Rehabilitation of Nong Yai swamp (Storage:4.5 MCM) - Irrigation (1,200 ha) - Livestock development (Beef cattle, pig) - Swamp fisheries (543 surface water area)</p> <p>(2) Drainage Improvement of The Taphao River System - Improvement of The Taphao river (34.3 Km, 350~880cu.m/s) - Improvement of tributaries (48.5 Km, 50~800cu.m/s) - Construction of floodways (10.0Km, 270~540cu.m/s) - Improvement of canal (4.8Km, 260cu.m/s)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(1)Nong Yai Agriculture Development Project Subsequent study: 1993~1995 F/S, EIA Consulting Firm / local (FY 1994 Domestic Survey) Rehabilitation of Nong Yai Swamp has not been commenced. (FY 1999 Overseas Survey) 1999 Rehabilitation of swamp has already completed by local budget. Agricultural development and drainage improvement around Nong Yai is under programming. (FY 2000 Domestic Survey) The construction of the main structure and drainage has been almost completed by local dubget.</p> <p>(2)Drainage Improvement of Taphao River Construction of Wang-Phanang Tuk Canal (4.5km) and renovation of Sam Kaeo Canal (4.8km) Subsequent Studies: D/D Finance: Own fund 768.9 Million Baht (FY 1996 Overseas Survey) Construction: 3.5km was completed (FY 1994 Domestic Survey) <Components> Construction of floodway Improvement of drainage facilities Dredging of the Taphao River and Tributaries</p> <p>(FY 2000 Domestic Survey) Improvement of canal, drainage: on-going Sam Kaeo Canal has not been commenced because the targeted land has not been bought yet.</p> <p>(3)Construction of Multi-Purpose Dam Subsequent Studies: F/S and EIA (government budget) Consulting Firm / Local Consultant (FY 1995 Domestic Survey) F/S and EIA for two multi-purpose dams of Tha Sae and Rop Ro have been implemented. (FY 1997 Domestic Survey) D/D will start after approval of the results of EIA by EIA committee. (FY 2000 Domestic Survey) D/D for the Tha Sae dam was completed and SAPROF is on going by JBIC(Oct. 2000-Dec. 2000). There is no progress on the Rop Ro dam because of the environmental problems.</p> <p>Maintenance & Operation: The key facilities are to be managed by RID while the terminal facilities are to be managed by beneficiaries.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1994

Revised Sep.2010

ASE **THA/S 324/92**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Greater Bangkok Truck Terminal		
3. SECTOR	Transportation	/ Land Transportation	4. TYPE OF STUDY F/S
5.	Mini. of Transport and Communications. Department of Land Transport		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To construct a public truck terminal in order to alleviate traffic congestion and to modernize physical distribution system in Bangkok.		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Dec.1991	~	Sep.1992 9month(s)
9. SITE OR AREA	32 Km north of the CBD of Bangkok		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> - To construct a public terminal with 500 berth - Construction stage is divided into 2 stages: <ol style="list-style-type: none"> 1. First Stage : 350 berth (144 Rai) 1. Second Stage : 150 berth (63 Rai) - Terminal facilities includes platform, apron, parking administration building, service station, green belt and road. 		

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

Description :

Subsequent Studies:

EIA
Sep.1995 D/D completed (15 mil.Bahts)

Finance:

(FY 1995 Overseas Survey)
The Government ratified to implement the project with in 1993 its own fund.
The project was considered as an urgent project.

Construction:

(FY 1997 Overseas Survey)
The construction of 3 truck terminals has been delayed because of economic crisis of Thailand.

(1)Bhuddamanthon (West)

Jan.1996 started
May.1998 completed
Construction Cost / 921,900,00 Bahts
Contractor / Bangkok Motor Equipment

(2)Klong Luang (North)

Apr.1997 started
Aug.1999 completed
Construction Cost / 1,069,569,123 Bahts
Contractor / Prayoonvisava Karnchang

(3)Rom Khiao (East)

Nov.1996 started
Jan. 1999 completed
Construction Cost / 1,054,314,000 Bahts
Contractor / Sri Nakorn Karn Yotha

Impact:

(FY 1999 Overseas Survey)
Not much interest are shown in using the public truck terminal. The government will start implementing a new truck ban measure within inner Bangkok on Feb. 1, 2000. This will prohibit truck parking for 24 hrs in the inner city of Bangkok. With this measure, it is predictably expected that public truck terminal users increase and road traffic situation improves.

Detail:

In October 1992 the Truck Terminal Construction Project Committee was organized in DLT. It aims to decide a final policy and to formulate the construction plan and schedule.

(FY 1993 Overseas Survey)

DLT is currently in the process of the land acquisition for three truck terminal sites. One site (120ha) is likely to be acquired during the year of 1994. At present, the land accession is the biggest issue to be handled.

(FY 1994 Domestic Survey)

The government has decided to commence the construction of a truck terminal. The construction will be commenced next year and be completed within three years. The private fund may be accepted for the project implementation.

(FY 1995 Overseas Survey)

The land acquisition problem has not been completely settled.

(FY 1996 Domestic Survey)

This Study proposed the construction of truck terminals at three places. Based on the concession scheme, the construction of three truck terminals will be commenced at a time.

(FY 1997 Domestic Survey)

Project was going to be implemented with private investment based on this study. Private sector imposed conditions as 1. Operation starts at the same time when an additional truck terminal is constructed and 2. Monopolization of truck transportation business at Bangkok. The government is against them because of the difficulty in acquiring additional land and monopolistic operation right. They have not brought the negotiation to conclusion so far.

It is said that the project will be implemented based on JICA's proposal but not confirmed yet.

(FY 1998 Domestic Survey)

The proposed projects are included in three construction projects of Bhuddanmanthon, Klong Luang, Rom Khiao. These construction works were completed and are used.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1995

Revised Sep.2010

ASE THA/S 108/93

1. COUNTRY	Thailand		
2. NAME OF STUDY	Regional Development Plan for the Lower Northeast and the Upper East Regions in the Kingdom of Thailand		
3. SECTOR	Development Plan	/ Integrated Regional Development Plan	4. TYPE OF STUDY M/P
5.	National Economic and Social Development Board (NESDB)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	In order to accelerate economic growth in the target areas (7 provinces in the Lower Northeast and 2 provinces in the Upper East Regions), the following is to be expected; 1.To settle on an integrated regional development plan; 2.To propose institutional scheme to implement plans.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Feb.1992 ~ Jul.1993 17month(s) ~		
9. SITE OR AREA	Seven provinces in the Lower Northeast and two provinces in the Upper East Regions (Land Area: 89,000km ² , population:9,900 thousand)		
10. MAJOR PROPOSED PROJECT(S)	<p>Regional/inter-regional projects</p> <ol style="list-style-type: none"> 1.Regional artery establishment 2.Railway improvement 3.Route No.24 improvement 4.Second Mekong bridge 5.Local air services network development 6.Small pumping reservoirs development 7.Phanom Dong Rek water resources development 8.Lam Thakong pumped storage power generation 9.Pak Man hydropower <p>Area Development Program</p> <ol style="list-style-type: none"> 1.Greater Nakhon Ratchasima Industrial Center Development, 2.Ubon Ratchathani Agro-industrial Forefront Development, 3.Buri Ram-Surin Integrated Central Area Development <p>Other projects</p> <ol style="list-style-type: none"> 1.Nakhon Nayok/Pachin Buri multipurpose development, 2.Yasothon water network development, 3.Yasothon aquaculture center, 4.Groundwater exploration, 5.Haai Bang Sai multipurpose development, 6.Mukdahan IUD/border trade center, 7.Avanyapvathet IUD/border trade center 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

1. This project was undertaken timely in the proper area with the background of economic liberation of Indochina Countries.
2. In terms of implementation of plans, Thailand Government requested action-oriented plans. JICA Study Team then responded to it.

The final report was approved by NESDB as an official plan of the study area.
 (FY 1996 Domestic Survey)
 This M/P is incorporated into the National Land Development Plan of NESOB. However, the development in the area along the west coast and in the southern region has been given higher priority.
 (FY 1997 Overseas Survey)
 The results of the study have been utilized for Area and Community Development to Boost Economic Potential and Generate Income (The 8th National Economic Development Plan, 1997~2001)

1. Regional Projects
 - 1) Regional Artery (one of the highest priority projects): Before the submission of the final report, the project was proposed to the Diet. The Thai government mission to Vietnam (1993) announced the NESDB plan to Vietnam that through the implementation of this project the Eastern Coastal area would be connected to Da Nang of Vietnam, which would result in the promotion of the mutual development.
 (FY 1996 Overseas Survey) F/S scheduled to be undertaken in 1997 (Government budget).
 (FY 1995 Domestic Survey)
 <R.331>Planned to expand the width to four lanes under the Eighth Five-Year Plan.
 (FY 1996 Domestic Survey)
 <New Indochina Gateway Road>
 The improvement works have been implemented with the own fund.

- 2) Railway Improvement:
 (FY 1996 Overseas Survey)
 1994~1995 F/S (Ban Pai-Roiet-Mukdahan) (SRT)
 SRT proposed the length of 142km which is longer than that of JICA.
- 3) R24 Improvement
 (FY 1996 Overseas Survey)
 Finance: Thai Government (5,076 mil.Bahts: for 226km out of 390km of the total length)
 Construction: 1998~2005

- 4) Second Mekong Bridge
 The ADB survey of 1992 concluded that the Second Mekong bridge should be constructed at Mukdahan-Sabanaket as proposed in this study. In addition, this project was integrated into the ADB Development Plan 'TA' covering the area from the southern part of Chain to Myanmar, and the construction of the route going to Dan Nang via Myanmar was designated as one of the high priority road development projects.
 Subsequent Studies:
 Aug.1996~Sep.1997 D/D (ADB grant US\$ 300 mil.)
 Bidding and construction works are supposed to begin in 1998. 1,400 mil.Baht for the construction works is likely to be paid by Thai and Fench.

- 7) Phanom Dong Rek Water Resources Development
 (FY 1995 Domestic Survey) F/S for Phase I completed
 (FY 1996 Domestic Survey) Being implemented.
- 8) Lam Ta Klong Pumped Storage Project:
 (FY 1996 Overseas Survey)
 Finance: Sep.1994 L/A 18,242 mil.Yen (Lam Ta Klong Pumped Storage Project)
 Construction: 1996~2002

- 9) Pak Mun Hydropower Dam
 (FY 1996 Overseas Survey)
 Finance: 1990 Thai Government and Foreign Loan (6,600 mil.Bahts)
 Construction: 1990~1996 Completed.
 Effect: (1) Irrigated area: 25,600ha (2) Flood Control (3) Fisheries that yield 1,312 tons/year of additional newly protein sources. (4) Attractive tourist spot, etc.
 Impact on Environment: Forest encroachment, Diseases, etc.

2. Special Center Program
 (FY 1995 Domestic Survey)
 Extension of Natural Gas Pipelines: About to be completed

3. Other Projects
 (FY 1996 Domestic Survey)
 Mukdahan Rural Development Project: TA of ADB is in preparation.

*Unimplemented Project:
 Unrealized due to compensation problems concerning resettlement, etc.

Detail:
 (FY 1999 Overseas Survey) No further information.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1995

Revised Sep.2010

ASE **THA/S 207/93**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Application Scheme of Land Readjustment (L/R) National Urban Development Trust		
3. SECTOR	Social Infrastructure	/ Urban Planning & Land Development	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Town and Country Planning Ministry of Interior	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate a L/R plan for the first implementation project and propose L/R System in Thailand.		
7. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.		
8. STUDY PERIOD	Jan.1991 ~ Jun.1993 29month(s) ~		
9. SITE OR AREA	Bangkok Urban Metropolitan Area		
10. MAJOR PROPOSED PROJECT(S)	<p>In Thailand especially in/around Bangkok, urbanization triggered by the rapid economic and industrial development has been expanded faster than expected, resulting in the serious urban problems, typically worst traffic congestion. To solve the urban problems, development of the following area is required urgently.</p> <p>Travelling Area : Bangkok Huai Khwang 85ha District Builder : Development of Town and Country Planning or Bangkok Municipality Project cost : 909 million Bt Period of work : 5 years(On condition that the preparation necessary for the project be completed within one year) Reduction Ratio : 29.5-30.7% Exchange Rate : 1Bt=5yen</p>		

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

Description :

- 1.Under preparation of the National Cabinet Council approval on Land Readjustment law.
- 2.Under preparation of implementation to designation plot (including relocation/removal).
- 3.Under support this project with a dispatch of JICA's specialists.

(FY 1996 Overseas Survey)
Presently, a JICA expert is preparing a handbook for concerned agencies, which would be used for the promotion of nationwide urban planning and development.

(FY 1997 Domestic Survey)
Opposition from some landowners at the site is one of impediment factors.

(FY 1997 Overseas FU Survey)
DTCP have initiated the pilot project for Land Readjustment in the area of RAMA IX. The project is almost ready to be executed but need the L/R Law to support. The RAMA IX project is planned according to the propose of JICA study. The pilot project already has financial support from fund with amount of 50 mil.B.
DTCP have planned to implement L/R in up-country like Chiang Mai Province and other big cities.
During waiting for the issue of L/R Law, DTCP is conducting public relations on L/R aspect to public and press both in greater Bangkok and up-country areas. Thus, seminar and workshop on L/R matters were planned and would be firstly started in Chiang Mai Province but no budget was allocated in this fiscal year because of the crisis of economic in Thailand.Currently under the budget constraint problem of DTCP, only printed matter on L/R via brochure and folder are distributed to public.
JICA study and expert are much appreciated by DTCP in term of transferring of technical knowledge on L/R. The JICA's cooperation on dispatch of expert and establishment of Urban Development Training Center Project are strongly requested by DTCP.

(FY 1999 Overseas Survey)
Rama 9 Land Readjustment Pilot Project
Amount: 200 mil. bahts(including loan)
DTCP will start implementing the project with the approval of Land Readjustment Committee.

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1995

Revised Sep.2010

ASE THA/S 208/93

1. COUNTRY	Thailand		
2. NAME OF STUDY	Phuket International Airport Development Plan		
3. SECTOR	Transportation	/ Air Transportation & Airport	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Airports Authority of Thailand (AAT)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate a Master Plan for long-term development of Phuket International Airport for the target year 2010 and to study the feasibility of a short-term development plan for the existing airport to be formulated within the framework of the Master Plan.		
7. CONSULTANT(S)	Pacific Consultants International Pasco International Inc.		
8. STUDY PERIOD	Aug.1992 ~ Sep.1993 13month(s) ~		
9. SITE OR AREA	Phuket International Airport Area and the Surrounding areas.		
10. MAJOR PROPOSED PROJECT(S)	<p>The scope of the short-term development plan at the existing airport for the target year 2000 are summarized as shown below.</p> <p>(1)Runway : Pavement overlay for structure strengthening (Length:2280m, Average overlay thickness 12.7cm)</p> <p>(2)Passenger Terminal Building : Expansion(6,980m²)</p> <p>(3)Road and Car park : Expansion of parking Slots(420slots)</p> <p>(4)Utilities : Installation of power generator, incinerator and telephone exchanger, and construction of deep water wells.</p> <p>(5)Others : Construction of additional security fence(L=800m)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Runway Overlay Finance: AAT budget 100 mil.Bahts Construction: Aug.1993- Mar.1994 Implemented and completed In order to make the landing of B747 possible, 8-14 cm-overlay was undertaken over 3.5km runway.</p> <p>(2)Passenger Terminal Subsequent Studies: D/D commenced in 1993 Finance: AAT fund (294 mil. Bahts) Construction: (FY 1997 Overseas Survey) Jan.1997~Dec.1998 (It may be delayed due to the economic situation) It will complete by Feb.2000(FY 1999 Overseas Survey) Consulting Company / Noppawong Kosarng Co., Ltd. The expansion area will be 5,500m³.</p> <p>(3)Parking Lot for 200 Vehicles / Road Subsequent Studies: D/D commenced in 1993 Finance: AAT budget (25 mil.Bahts) Construction: Sep.1996- May.1997 Scheduled to be implemented (It was delayed because the land acquisition problem between AAT and Dep. of Aviation needed to be settled). (FY 1997 Overseas Survey) Completed</p> <p>(4)Wasted Water Treatment Plant Finance: AAT budget Construction: 1993 implemented</p> <p>(5)Additional Security Fence (FY 1997 Overseas Survey) modified from 800m to 1000m Finance:AAT Construction :Completed</p> <p>(6)Others The Expansion of the Cargo Terminal Building has been undertaken for the period of 1993 to 1994 while it was planned in the Long -Term Development Plan to be implemented after 2000. (FY 1996 Domestic Survey) Completed</p> <p>Maintenance & Operation This project aimed at the improvement and expansion of the existing facilities. Because the M&O of the facilities had been well conducted, it seems that the M&O of the improved and expanded facilities have been also well conducted.</p> <p>Effect: The implementation of this project resulted in the expansion of the transport capacity, corresponded to the increased demand.</p>		

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1995

Revised Sep.2010

ASE **THA/S 209/93**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Sewerage Development Project for Lower Chao Phraya River Basin		
3. SECTOR	Public Utilities	/ Sewerage	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	PWD	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate the water pollution control plan and sewerage M/P for the eight municipalities and to conduct the preliminary engineer design of sewerage system for two municipalities for the purpose of adopting the water quality of Cho Phraya River to the national standard.		
7. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd. Pacific Consultants International		
8. STUDY PERIOD	Mar.1992 ~ Jan.1994 22month(s) ~		
9. SITE OR AREA	Lower Cha Phraya River Basin		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Water Pollution Control Plan Area: Lower Cha Phraya Basin (6,037.4 sq.km, 7 provinces, population 3.35mil.) Contents: Installation of sewerage system, Regulation of waste water, etc.</p> <p>2. Basic Plan for Drainage System Area: 8 municipalities Contents: Legal regulation of waste water, Establishment of sewerage corporation by local and central government, Installation of sewerage system, etc.</p> <p>3. Preliminary Design of Drainage System Area: 2 municipalities Contents: Installation of drainage collection system, etc.</p>		

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

Description :

(FY 1997 Overseas Survey)
 As for Chainat, Singburi and Angthong, sewerage development project has been completed or in progress.
 As for other areas, there is almost no possibility to materialize the project because acquiring land for construction of treatment plant is difficult and the dispute over wastewater management policy with Ministry of Science has not settled.

(1)Chai Nat
 Subsequent Studies:
 1994 F/S and D/D (PWD)
 Finance:
 1995 PWD budget 204mil.Bahts
 Construction:
 1995 (Scheduled to be completed in Mar.1998)
 *Contents: stabilization pond wastewater treatment plant(6,000m3/day)
 Contractor / S.K.Y.

(2)Sing Buri
 Subsequent Studies:
 1994 F/S, 1995 D/D (PWD)
 Finance:
 1997 PWD budget 280mil.Bahts
 Construction:
 1994~2000
 Contractor / S.K.Y.

(3)Ang Thong
 Subsequent Studies:
 F/S and D/D (PWD)
 Finance:
 1994 PWD budget 180mil.Bahts
 Construction:
 Completed in March, 1995. It is in operation.
 *Contents: treatment plant(8,200m3/day), service area(2km2), operating cost(1.48baht/m3)
 Contractor / Angthong Pattana

(4)Lop Buri
 Subsequent Studies:
 Under the plan, the implementation of D/D and F/S was to be commenced with PWD fund in 1996. However, it has been postponed until the problem over the jurisdiction of the project is settled between PWD and the Ministry of Science, Technology and Environment.

(5)Bang Bua Thong
 Subsequent Studies:
 F/S and D/D (PWD)
 *The land preparation is under way now.

(6)Pa Mod, Sena and Rangsit
 The project will be commenced after the municipality governments acquire the land for a sewage treatment plant.

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1995

Revised Sep.2010

ASE **THA/A 310/93**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Agricultural Development for Peat/Acid Sulfate Soil Areas in Narathiwat Province		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	The Department of Land Development (DLD) Ministry of Agriculture and Cooperatives	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Establishment of Agricultural Development Method in peat/acid sulfate soil area.		
7. CONSULTANT(S)	Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.		
8. STUDY PERIOD	Feb.1992 ~ Jan.1994 23month(s) ~		
9. SITE OR AREA	Peat/acid sulfate soil areas in the Narathiwat province		
10. MAJOR PROPOSED PROJECT(S)	<p>Land Improvement 997ha Drainage Canal(New) 9,900m Drainage Canal(Reform) 11,910m Embankment 17,800m Fish Nursery Pond 21ponds</p> <p>Project cost: approx. 1.71billion yen. Imp. period: 5 or 6 years</p>		

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

Description :

Aiming at the implementation of the project at the earliest, DLD is trying to secure the necessary budget. In view of the size of the project, DLD considers that the required budget is within the range of DLD authority. Funding is brought not only from domestic but from foreign sources.

(FY 1995 Domestic Survey)

Despite it does not have any idea to implement, DLD, the Governmental organization in charge of this project, is planning to hold a seminar. Additionally, DLD is considering to commence a technical cooperation project regarding to the treatment of particular soil together with another implementing project of farmland maintenance at Southern Thailand within this fiscal year.

(FY 1996 Domestic Survey)

Taking into account the discussion at the Environmental Conservation and Sustainable Agricultural Land Management in Bogy Region held in Nov.1996, DLD will decide a implementation plan at the next stage.

(FY 1996 Overseas Survey)

DLD is looking for the assistance from JICA to establish On-farm trials and studies on drainage control and water management referring to the methods recommended in F/S. It considers difficult for DLD alone to implement the project due to the shortage of suitable specialists and the budget constraints.

(FY 1997 Domestic Survey)

DLD has requested to government for implementation of the project, but it is not approved yet due to financial constraint.

(FY 1997 Overseas FU Survey)

The pilot farm model setting up is well recognized and initiated by LDD. The main problem is financial source to run the pilot farm model. The proposes of JICA will be tested and proved whether it is feasible or not.

The problem facing for this trial farm is irrigation system which LDD must lean on the RID only. LDD performances on this matter cannot be run without irrigation system provided by RID.

The recommendations of JICA study have been partially implemented at Bajo District such as soil improvement, crop trial(oil palm planting) and drainage system.

(FY 1999 Overseas Survey)

There is no further information.

STUDY SUMMARY SHEET

(D/D)

Compiled Mar.1995

Revised Sep.2010

ASE **THA/A 402/93**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Bang Pakong Diversion Dam Project		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	D/D
5.	Royal Irrigation Department (RID)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Detailed Design Study on Bang Pakong Diversion Dam Project.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Sep.1992 ~ Nov.1993 14month(s) ~		
9. SITE OR AREA	Tha Lat River Basin in Chachoengsao Province		
10. MAJOR PROPOSED PROJECT(S)	<p>One diversion dam and related structures, and one pumping station</p>		

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

Description :

This study is D/D of "Agricultural Water Resources Development Project of Bang Pakong River Basin (THA/A 204B/90, JICA M/P+F/S)"

(1) Diversion dam and pumping station

Finance:

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

1996 Government budget 210mil.Bahts (for construction and consulting service)

Construction:

(FY 1997 Domestic Survey)(FY 1998 Domestic Survey)(FY 1999 Domestic Survey)

Oct.1996 Commenced

Nov.1999 Completed

Construction Trader / JV of Nishimatsu & Itar Thai Construction

Cost: 1,970 million Baht (Own fund)

Progress situation: As of Nov. 1998, 60 % was completed.

(2) Construction of irrigation channel

(FY 1998 Domestic Survey)

Finance: 614 million Baht (Own fund)

Construction:

- Upper stream (8km, contracted), Dec. 1998 ~ 600 days, Cost: 114 M Baht

- Lower stream (24.5km, preparing for bid), 1999 ~ 2 years, Cost: 500 million Baht

(FY 1999 Overseas Survey)

Construction: It is scheduled to complete by 2001.

(3) Construction of drainage channel (60km) and embankment (16km)

(FY 1998 Domestic Survey)

D/D was completed.

Finance: 100 million Baht (Own fund)

Construction: 2000 ~ 2001

STUDY SUMMARY SHEET

(M/P)

Compiled Oct.1995

Revised Sep.2010

ASE THA/S 110/94

1. COUNTRY	Thailand		
2. NAME OF STUDY	Management of Groundwater and Land Subsidence in the Bangkok Metropolitan Area and its Vicinity		
3. SECTOR	Social Infrastructure / Water Resources Development		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Mineral Resources (DMR), Ministry of Industry and Public Works Department (PWD), Ministry of Interior	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To draw up the plan to control the land subsidence and the underground water.		
7. CONSULTANT(S)	KOKUSAI KOGYO CO., LTD.		
8. STUDY PERIOD	Jul.1992 ~ Mar.1995 32month(s) ~		
9. SITE OR AREA	Bangkok metropolitan area and its vicinity (approx. 5,600sq.km)		
10. MAJOR PROPOSED PROJECT(S)	1)Establishment of new facilities for observation. 2)Hydrological/geological investigation for all area of the Chao Phraya River basin. 3)Investigation for the reasonable utilization of river water.		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Utilization of Outputs:

(FY 1997 Overseas Survey)

The results of the study have been incorporated into National Development Plan (1998~2002).

At Pathum Thani Province, a part of investigating area, construction plan of an observation well is in progress by DMR with its own budget.

(FY 1996 Domestic Survey)

A part of an observation well, which had been constructed in this Study, was struck by lightning either in Sep. or Oct.1995 and damaged. Therefore, the counterpart requested the dispatch of short-term expert for the examination and repair of machinery. Nissaku, which produced and installed related machinery and equipment, and Kokusai Kogyo, which implemented this Study, are planning to dispatch an employee.

(FY 1996 Overseas Survey)

DMR is responsible for monitoring groundwater level and land subsidence from three stations which were constructed during this study. Data cards have regularly been taken from the installed digital records for data processing. The results of the study have been used for groundwater management in Bangkok and adjacent provinces. At present, some electronic parts of digital records are out of order. Request for follow-up project has already been submitted JICA.

(FY 1997 Domestic Survey)

New observation well is not constructed because of budget squeeze of Thai Government.

Out of the observation wells constructed in this study, AIT and a station in Samut Sakong were damaged by lightning. JICA is considering rehabilitation and renovation of a part of damaged facilities because record of subsidence is needed for development study on Chao Phraya flood control which is being undertaken.

(FY 1997 Overseas Survey)

The study on possibility of flood water recharge in the Greater Bangkok has been carried out by Public Works Department from 1996 to 1997.

(FY 1998 Domestic Survey)

The operational situation of the observation well was followed up in "Study on the Flood Control Project of Chao Phraya River" conducted by JICA in 1997, and the facilities damaged by lightning were repaired. As a result, data on the groundwater level and the subsidence are automatically recorded and utilized.

The projects (regarding the establishment of new observation wells, hydrological/geological investigation for all area of the Chao Phraya River Basin, Investigation for the reasonable utilization of river water) have not been realized due to the difficulty in funds procurement caused by the economic crisis since July 1997. However, since drought and shortage of water is predicted in the dry season of 1999, DMR is planning to monitor the groundwater and subsidence in lower Chao Phraya River Basin and intends to request the Japanese government to conduct a development study.

(1)Details Assessment of Groundwater Resources

(FY 1999 Overseas Survey)

Subsequent Study:

1994~2001 Development Study(Government budget: 30 mil. bahts)

Finance:

Government budget 15 mil. bahts

*Contents: Drilling of Observation Wells and Installation of Automatic Water Level Recorders, Hydrogeological Investigation

Construction:

1-1.Construction of Observation Wells in Lower Chao Phraya

(FY 1999 Overseas Survey)

1997~ 22 Observation Wells were drilled. Drilling of 60 Observation Wells remains.

*Contents: Drilling of Observation Wells and Installation of Automatic Water Level Recorders in Lower Chao Phraya.

(2)A Feasibility Assessment of a Pilot Scale Artificial Recharge Trial in Bangkok and its Vicinity

(FY 1999 Overseas Survey)

Subsequent Study:

1998 F/S(Government budget: 800,000 bahts)

Finance:

Oct.1998 Government budget(800,000 bahts)

*Contents: To investigate the feasibility of using surface water to artificially recharge Bangkok's problem.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Sep.1995

Revised Sep.2010

ASE **THA/S 216/94**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Modernization of Bangkok Port in the Kingdom of Thailand		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	PAT	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Master Plan of Bangkok Port by 2005. Feasibility Study of Bangkok Port by 1997.		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute Pacific Consultants International		
8. STUDY PERIOD	Mar.1993	~	Jul.1994 16month(s)
9. SITE OR AREA	Bangkok Port		
10. MAJOR PROPOSED PROJECT(S)	<div style="border: 1px solid black; padding: 5px;"> <p><M/P></p> <p>1)Introduction of the closed terminal system, 2)Expansion of the marshalling yard and 3)New establishment of Import CFS and Export CFS.</p> <p><F/S></p> <p>1)Introduction of the closed terminal system, 2)Introduction of the closing time, 3)Expansion of the marshalling yard at the eastern wharf, 4)Rationalization of the container yard at the western wharf, and 5)New establishment of Import CFS at Area II.</p> </div>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description : (FY1995 Overseas Survey) Port Authority of Thailand(PAT) decided to implement a short-term-improvement plan. (budget: 800 million baht) (1) Terminal operation will become easier by dividing the container-cargo-handling-place from conventional-cargo-handling-place. (2) Closed Terminal operation will be applied.</p> <p>Finance: (FY 1997 Overseas Survey) FY 1994 PAT budget 775mil.Bahts *Contents Construction plan, procurement of container handling equipment, human resources development and restructuring of organization and computerization of the port.</p> <p>Implementation: (FY 1997 Overseas Survey) FY 1995 ~ FY 1997 (As for the end of 1997, 85% of the action plans has been completed)</p> <p>Construction: (FY 1999 Overseas Survey) The following construction works have already completed. 1.Construction of container yard to replace ex-supplementary shed No.11, shed No.11, and shed No.12 *Contents:Demolition of existing sheds, pavement, Development of drainage system, development of lighting system 2.Construction of Terminal gate No.1 & No.2 *Contents:Construction of terminal gate control room, pavement, development of lighting system 3.Construction of a concentrated reefer yard *Contents:Pavement(12,120m2), Implementation of reefer plugs(360 units) 4.Construction of Terminal No.2 Office Building *Contents:Office building(4 floors) 5.Construction of Gas station at east quay 6.Construction of repair and maintenance shop for container equipment at west quay *Contents: Main shop(1,500m2), Minor shop(1,000m2), Out door pavement(3,000m2) 7.Adding one traffic lane to the bridge connecting the east and west quays *Contents:Demolition of foot part, adding one traffic lane</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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Oct.1995

Revised Sep.2010

ASE **THA/S 325/94**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Inter-City Toll Motorway Project		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	Bureau of Road, Ministry of Transportation & Communication		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	A F/S on Construction of Expressways.		
7. CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd. KOKUSAI KOGYO CO., LTD.		
8. STUDY PERIOD	Aug.1993 ~ Mar.1995 19month(s) ~		
9. SITE OR AREA	1)From Lampang to Doi Saket (98.72km) 2)From Bangpong to Cha Am (113.74km)		
10. MAJOR PROPOSED PROJECT(S)	<p>1) Construction of an expresseway from Lampang to Doi Saket with a distance of 98.72km passing through the prefectures of Lampang, Lamphun and Chiang Mai including followings :</p> <p style="margin-left: 20px;">Interchange : 5 Tunnel : 2 (3.80km, 0.75km) Bridge : 30 (Total length 720m) Overhead bridge: 35 (Total length 13,365m)</p> <p>2) Construction of an expressway from Bangpong to Cha Am with a distance of 133.74km passing through Ratcha-Buri and Petcha-Buri prefecture including followings :</p> <p style="margin-left: 20px;">Interchange/Junction: 8 Bridge : 111 (Total length 1,334m) Overhead bridge : 21 (Total length 14,585m)</p>		

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

Description :

- 1)The Government of Thailand intends to construct the expressways in early stage.
 2)The reason to ask JICA the detailed design is that Thailand does not have any experience to design and establish any tunnel before and it becomes a technical bottleneck.

(1)Tunnel Section in Lampang - Doi Saket Expressway

Subsequent Studies:

(FY 1998 Domestic Survey)

Oct.1996~Mar.1997 D/D implemented by JICA

"Lampang - Chiang Mai Expressway (D/D, Stage I)"

Consulting Firm / Katahira & Engineers International

Stage II of D/D is to be conducted by JICA.

Finance:

(FY 1998 Domestic Survey)

OECE loan is to be provided after the completion of D/D (Stage II).

(FY 2000 Overseas Survey)

"Lampang - Doi Saket" project was divided into 2 projects named "Lampang - Lamphun (60km)" and "Lamphun - Chiang Mai (39km)".

Both projects were funded by a privatized executing agency.

Amount of funds: 21,330mil Baht (Lampang - Lamphun) , 5,650mil Baht (Lamphun - Chiang Mai)

Effect:

(FY 1997 Domestic Survey)

This Toll Highway will provide better service to users than ML-5 and ML-9.

Background:

(FY 1997 Overseas Survey)

The implementation of the project depends on the economic situation of the country.

*This construction work is the same one referred in "Road Development in the Central Region (1988)" as ML-5 and ML-9.

(2)Bangpong - Cha Am

Subsequent study:

(FY 1998 Domestic Survey)

D/D is underway with their own fund.

(FY 2000 Overseas Survey)

"Bangpong - Cha Am" project was divided into 2 projects named "Bang Pong - Pak Tho (62km)" and "Pak Tho - Cha Am (72km)".

Both projects were funded by a privatized executing agency.

Amount of funds: 17,500mil Baht (Bang Pong - Pak Tho) , 11,900mil Baht (Pak Tho - Cha Am)

Related projects:

(FY 1995 Overseas Survey)

The implementation will be carried out in five years. At present, a part of Outer Ring Road (60km) and the road between Inner Ring Road and Chonburi (82km) are under construction and scheduled to be completed in 1998. The partial construction cost is financed by OECE loan.

(FY 1997 Domestic Survey)

2000 scheduled to be started.

2001~2006 scheduled to be completed.

STUDY SUMMARY SHEET

(Other Studies)

Compiled Sep.1995

Revised Sep.2010

ASE THA/S 606/94

1. COUNTRY	Thailand		
2. NAME OF STUDY	Inspection and Maintenance System for the Expressway		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY Other Studies
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Expressway and Railway Transportation Agency (ETA) Ministry of Interior	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Establishment of inspection, management and repair system with utilizing databases for expressways under the control of ETA.		
7. CONSULTANT(S)	Oriental Consultants Co., LTD. Pacific Consultants International		
8. STUDY PERIOD	Jun.1993 ~ Sep.1994 15month(s) ~		
9. SITE OR AREA	Expressways in Bangkok metropolitan area		
10. MAJOR PROPOSED PROJECT(S)	<p>1)To prepare the ledger database of expressways.</p> <p>2)To prepare database and manual for inspection of the ground surface portion.</p> <p>3)To prepare database and manual for inspection of the Rama IX Bridge.</p> <p>4)To prepare database and manual for repair of the ground surface portion.</p> <p>5)To prepare database and manual for repair of the Rama IX Bridge.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY1995 Overseas Survey)

Expressway and Rapid Transit Authority(ETA) is proceeding with most of the JICA plan, including kilo-post-operation, safety measures and maintenance computerization.

(FY1997 Domestic Survey)

Computerized control system is utilized based on the inventory data at all sections. Because officers of ETA become accustomed to the system, efficiency of work has improved and time spent for data processing has reduced.

No serious problem occurred under the computerized control system which treats data check, data input and analysis of existing data.

(FY 1997 Overseas Survey)

The outputs of the Study have been incorporated into the 8th National Economic and Social Development Plan (1997~2001).

(FY 2000 Overseas Survey)

ETA accepted a JBIC's proposal of SAPS(Special Assistance for Project Sustain ability) study in order to review current operation and maintenance system. JBIC dispatched Japanese consultant team for the study.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.1996

Revised Sep.2010

ASE THA/A 207/95

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Study on the Agricultural Land Rehabilitation and Conservation Project		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Cooperatives Department of Land Development	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	M/P on rehabilitation and conservation of farm land suffered from a disaster in 1988. F/S after selecting priority areas.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Mar.1993 ~ Sep.1995 30month(s) ~		
9. SITE OR AREA	Province of Surat Thani, Ban Na San area (1) Province of Nakhon Si Thammarat, Ransaka area (2)		
10. MAJOR PROPOSED PROJECT(S)	<p>*Projects below were proposed for agricultural land rehabilitation and conservation at target area.</p> <ul style="list-style-type: none"> -Drainage Improvement Project (bank construction) -Irrigation Development Project -Farm Land Conservation Facility Service Project -Soil/Soil Stratum Improvement Project -Social Infrastructure Improvement Project (branch road improvement) -Agriculture Support Project 		

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

Finance:
(FY 1996 Overseas Survey)
Domestic fund

Construction:
(FY 1996 Overseas Survey)
Scheduled to be implemented from 1998

Maintenance & Operation after Completion:
(FY 1996 Overseas Survey)
It is to be handed over to the individual farmer through Farmer's Group under supervision of Local DLD Station in Regional Office.

Situation:
(FY 1997 Domestic Survey)
DLD has constructed a demonstration farm of soil protection with an area of 10 Rai at target areas of the study in Surat Thani and Nakhon Si Thammarat. Cabinet approved the project. Its implementation was scheduled in 1996, but was not started due to financial constraint.

(FY 1997 Overseas Survey)
Budget allocation is difficult because of economic constraint.

(FY 1999 Overseas Survey)
The construction has not yet started since the project has not received any budget from the government due to the national economic constraint. However, the Land Development Department realizes the importance of the soil and land rehabilitation and has a strong intention to complete the project. Therefore, an amount of budget is allocated for conducting advisory and demonstrative activities to present a suitable way of soil and land rehabilitation in the project area. At the same time, the Land Development Department is now under process to request external fund.

(FY 2000 Domestic Survey)
DLD requests the approval by the Thai government, however they has not obtained the budget and prepared the workshop for the realization.

(FY 2001 Overseas Survey)
Due to economic constraint, the Government has policy to slowdown the establishment of new project. At the same time, LDD has tried to submit projects to request for external fund support, but they have not got approval. However, LDD has regularly supported budget for conducting soil improvement by using organic matter and green manure as well as strengthen orchard cultivation in the project areas. At present, those areas can be used for cultivation as soil fertility has been rehabilitated.

(FY 2001 Domestic Survey)
The government currently restricts the allocation of budget for new projects due to economic deterioration. Also, procurement of foreign fund is restricted. However, the concerned authorities are trying to improve the soil quality of the project area within the range of annual budget.

(FY 2005 Domestic Survey)
No information to be specifically mentioned.

(FY 2005 Overseas Survey)
Monitoring and Evaluation for the effect of sedimentary soil management to productivity of rambutan and durian were conducted from October 1996 to September 1998 by regional land development office. The study aims to compare sedimentary soil management methods and to clarify utilisation of methods for production of rambutan.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.1996

Revised Sep.2010

ASE **THA/S 217/95**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Improvement Plan for Railway Transport around Bangkok Metropolis in Consideration of Urban Development		
3. SECTOR	Transportation	/ Urban Transportation	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	State Railway of Thailand	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1. M/P on railway transport improvement plan around Bangkok Metropolis in consideration of urban development. 2. F/S for the priority railway line (approx. 100km).		
7. CONSULTANT(S)	Japan Railway Technical Service Yachiyo Engineering Co., Ltd. ALMEC Corporation		
8. STUDY PERIOD	Aug.1993 ~ Oct.1995 26month(s) ~		
9. SITE OR AREA	Bangkok Metropolitan Area		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> M/P settlement on the integrated urban development and railway improvement in Bangkok Metropolitan Area. F/S proposals for SRT East Line and New SRT Line to SBIA.</p> <p><F/S> (1)Development Plan of Model City -Lat Krabang-East New Urban Community:120.9ha (2)Railway Improvement Plan 1)Commutation transport improvement a.Yommarat-Hua Mak (13.0km) b.Hua Mak-Khlong Luang Phaeng (24.1km) c.Khlong Luang Phaeng-Chachoengsao (20.1km) d.Others 2)New SRT Line to SBIA (5.1km, electrify a railroad) 3)High Speed Rail Plan (Hua Lamphong-Map Ta Phut) a.Increase a number of diesel car b.Railroad crossing improvement c.Others</p>		

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

Description :

(FY 1996 Overseas Survey)

On Jan.29.1996 National Economic and Social Development Board and SRT organized the seminar on "The Integration of Future Railway Transport and Urban Development". The purpose of the seminar was to share perceptions of related organizations. Although this study proposed the involvement of many authorities for the implementation, it is considered difficult to implement in such a way. To realize the project quickly, SRT would include the electrification of the eastern line to Chachoengsao in the current investment plan (1997~2001). Since the urban development along the railway line has not yet come into reality, the project financing and physical configuration of the system will be slightly different from what recommended. The Study suggested to finance the project with fare charges, taxes, etc. but SRT will request for a Government budget. Number of railway stations will be as it is now. New station will be built later to serve new communities after the future urban development makes progress. OECF is now interesting in financing the private sector project in Thailand. If OECF agrees to support the private project for urban development along the railway line while supporting the construction of railway infrastructure (double-tracking, electrification, etc.), the project implementation will be accelerated.

(FY 1997 Overseas FU Survey)

The project delay is caused by the problem of Hopewell Project which will be terminated the contract by the Thai government soon. Moreover SRT faces the problem of budget constraint. After the cancellation of the Hopewell Project, it is believed that SRT may further implement the Hopewell Project itself or award the contract to private company again.

Priority for the project implementation mentioned by the management team of SRT is 1) double track, out of the Hopewell station area, 2) electrification, 3)urban development. Total project cost is 10 bil.Bahts. The double track project in Bangkok area is now put in the Eighth Five Year Plan. The amount of 4.5 bil.Bahts allocated by the government may be first planned for the implementation of the Northern Line double track. The Eastern Line double track will be implemented in order to support the Second International Airport, Nong Ngu Hao, and Laem Chabang Seaport. Actually, the double track for Eastern Line will become triple track in stead because the double track project will not be enough for demand of Laem Chabang Seaport in the future. There is no budget allocated for implementation of the Southern Line double track and North Eastern Line double track. According to the management team of SRT, NESDB not SRT, should be the core organization for implementation of the Lad Krabang Urban Development Area Project.

(FY 1999 Overseas Survey)

Northern Line (Rangsit - Ban Pa Chi, 61km) triple track: 1993 ~ 1999 (completed). Northern Line (Ban Pa Chi - Lop Buri, 43km) double track: 2 years. D/D has been completed. Currently in the process of negotiation with potential contractor. North-Eastern Line (Ban Pa Chi - Mab Ka Bao, 44km), Eastern Line (Hua Mark - Chachoengsao, 45km, triple track), Southern Line (Bang Su - Nakhon Pathom, 41km): waiting for cabinet consideration of the change of construction cost and source of fund.

(FY 2001 Domestic Survey)

Under the direct order by the Prime Minister, Taksin in Sep.2001 after change in his administrations, the Bangsue Junction has been recognized as the center of the railways to be developed to have a function to control the railways from north and south. The posts on the Northern Line have been removed and the new double track from Bangsue to Donmuang has come to be constructed there. Total cost will be about 7 to 8 billion Baht. On the Eastern Line, the present double track will be four-tracked from Bangsue to Hua Mark. They came out with the policy to construct and expand only the benefit productive routes.

Four-track Project:

(FY 2001 Domestic Survey)

1. Eastern Line (from Hua Mark to Chachoengsao, 45 km)

Finance: 5.9 billion Baht (Civil works 1.6 billion., Track laying 1.4 billion, Bridge construction 2.9 billion)

Period: 28 months from Dec.2000 / Content: Triple track / Situation: completed until 21 %

2. Southern Line (from TARINCYAN to Nakhon Pathom, 42 km)

Finance: 4.2 billion Baht / Period: 24 months from Jul.2000 / Content: Double track

Situation: completed until 53 % * It has been double-tracked between Bang Su and TARINCYAN.

3. North-Eastern Line (from Ban Pa Chi to Mab Ka Bao, 44 km)

Finance: 2.4 billion Baht (Civil works 1.0 billion., Track laying 1.3 billion, Bridge construction 0.1 billion)

Period: 24 months from Jul.2000 / Content: Double track

Situation: completed until 58 %

4. Northern Line (from Ban Pa Chi to Lop Buri, 43 km)

Finance: 2.0 billion Baht (Civil works 0.8 billion., Track laying 1.0 billion, Bridge construction 0.2 billion)

Period: 24 months from Jul.2000 / Content: Double track

Situation: completed until 40 %

(FY 2005 Domestic Study)

There was a possibility of financing engineering works of the extension of underground which was planned to acquire 30% from government budget and 70% from foreign loans totalling 315.115 million BHT. However, due to change of Minister of the Ministry of Transportation, the plan is under a revision.

Subsequent Study: Metropolitan railway maintenance plan

Implementing period: January 2004 to April 2005

Implementing party: Local consultant company

Objectives: Considering the route change for the commute railway maintenance and detailed design.

Subsequent project: Construction of the access lines to the new airport.

Funding: Own funds 28,000 million BHT

Construction period: January 2005 to December 2007

Progress: approximately 5 %

Description: Construction of an access line between Bangkok city center and the new airport. (28km, 25kv alternating)

Technical cooperation:

Dispatch of experts: Two technical advisors to the Thai National Railway and the Traffic Policy Department, the Ministry of Transport.

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STUDY SUMMARY SHEET

(F/S)

Compiled Jul.1996

Revised Sep.2010

ASE **THA/S 326/95**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Road Disaster Prevention Plan		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	DOH		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To conduct a F/S on road disaster prevention plan for the targeted areas and routes where is high probability of disaster occurring and to make disaster prevention and rehabilitation manuals.		
7. CONSULTANT(S)	Oriental Consultants Co., LTD. Katahira & Engineers Inc.		
8. STUDY PERIOD	Nov.1993 ~ May.1995 18month(s) ~		
9. SITE OR AREA	Throughout Thailand		
10. MAJOR PROPOSED PROJECT(S)	<p>Road Disaster Prevention and Restoration</p> <ul style="list-style-type: none"> -F/S on 8 projects -Establishment of Disaster Prevention Manual 		

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

Description :

- Improvement of Road Disaster Prevention System.
- Reconsideration of Disaster Prevention Method.

(FY 1996 Overseas Survey)

DOH has set up services of training program targeting all level of field staff. The senior maintenance engineers have been already trained. Besides training on prevention and restoration works have been done to prevent piers and abutment from collapsing.

(FY 1997 Overseas Survey)

In order to implement the proposed plan and manual due to the importance of the study, The Department of Highways would like JICA to review the study.

(FY 1998 Domestic Survey)

The manual made by this study is utilized among the concerned technical staff.

Finance: own fund.

*Project contents/ some of the proposed measures especially for slope protection and bridge protection are to be implemented.

Effect: damage by disaster is to be alleviated and the smooth traffic is to be ensured.

Future prospect: the proposed projects are to be gradually implemented.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

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STUDY SUMMARY SHEET

(M/P)

Compiled Jun.1997

Revised Sep.2010

ASE THA/A 102/96

1. COUNTRY	Thailand		
2. NAME OF STUDY	Integrated Agriculture and Water Resources Development Project of Huai Mon Nam Suai and Huai Luang River Basin		
3. SECTOR	Agriculture	/ Irrigation, Drainage & Reclamation	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate a M/P, focusing on water resources development in the upper stream area and flood prevention in the lower stream area for irrigated agriculture in Huai Mon Nam Suai and Huai Luang River Basin.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Sep.1995 ~ Jun.1996 9month(s) ~		
9. SITE OR AREA	Three river basins of the Huai Mong, the Nam Suai and the Huai Luang which are a tributary of the Mekong and are located in the Northern part of the Northeastern Region		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> 1) Project Area : Irrigation Area 1,000 ha 2) Cropping Intensity : Wet Season 100%, Dry Season 40%, Total 140% 3) Dam : Earthfill Dam, H=26m, L=150m, Storage 12.2MCM 4) Irrigation Canal : 32km 5) Drainage / River Improvement : 23.8km 6) On-farm Development : 1,000ha 7) Rural Infrastructure : 1 set 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :
 Subsequent Study:
 (FY 1997 Domestic Survey)
 1) RID already sent the M/P report in order to implement the subsequent study of agricultural water resource development plan in Mong, Suai, and Luang Rivers.
 2) Huai Mong Basin
 RID formulate medium scale development for detailed design in 1999, but the present economic condition is not good, this project will be postponed.
 (FY 1999 Overseas Survey)
 Huai Mong Irrigation Project: F/S is conducted from 2000 to 2001 by local fund.
 (FY 2001 Domestic Survey)
 The F/S of Mong Dam was planned from 2000 to 2001, but it was postponed due to the lack of the budget. The F/S will be undertaken in 2002.

Finance:
 (FY 2001 Domestic Survey)
 1. Construction of Mong Dam
 Finance: local fund

Construction:
 (FY 2001 Domestic Survey)
 1. Construction of Mong Dam
 On going (expected completion periods: 2-3 years)

(FY 2002 Overseas Survey)
 Huai Mong Headwork, Huai Mong Weir downstream: completed
 Feasibility Study for Huai Mong Dam which was planned to be carried out in 2002 has not started due to the necessity of the project have to be reviewed and reconsidered.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Jun.1997

Revised Sep.2010

ASE THA/S 110/96

1. COUNTRY	Thailand		
2. NAME OF STUDY	Urban Environmental Improvement Program in Bangkok Metropolitan Area		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangkok Metropolitan Administration, Public Works Department	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate a M/P on comprehensive urban environmental improvement for promoting the development of urban function in Bangkok Metropolitan Area.		
7. CONSULTANT(S)	Pacific Consultants International Research, Analysis and Computing		
8. STUDY PERIOD	Aug.1995 ~ Feb.1997 18month(s) ~		
9. SITE OR AREA	Bangkok Metropolitan Area		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> - Mass Rapid Transit System Development - Sub-center Development - Sewerage and Drainage Development - Transit Facilities and Final Disposal Sites for Solid Waste Management 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 1997 Domestic Survey)
 The following projects proposed by the Study Team and the projects positioned in the Urban Environmental Improvement Master Plan are on-going for implementation:

(1) Sewerage Project
 (FY 1997 Domestic Survey)
 It is proceeded with OECF Loan.
 Subsequent study:
 (FY 1998 Domestic Survey)
 Dec.1998~April 1997
 OECF SAPROF (50 mil.yen)

(2) Sub-center Development
 (FY 1997 Domestic Survey)
 Feasibility Study on it was requested to GOJ as JICA Development Study.
 (FY 1998 Domestic Survey)
 BMA is to request for F/S.
 (FY 2001 Domestic Survey)
 The request was made to JICA. Waiting the answer.

(3) MRTA Initial System Project (Blue Line)
 Finance:
 (FY 1998 Domestic Survey)
 27 Sep.1996 L/A 26,586 mil.yen(MRTA Initial System Project (I))
 30 Sep.1997 L/A 32,659 mil.yen(MRTA Initial System Project (II))
 (FY 1999 Domestic Survey)
 30 Sep.1998 L/A 23,343 mil.yen (MRTA Initial System Project (III))
 (FY 2001 Domestic Survey)
 29 Sep.1998 L/A 33,461 mil.yen (MRTA Initial System Project (IV))

Construction:
 On-going
 (FY 2001 Domestic Survey)
 The construction had been divided into 3 packages of northern and southern parts and car depository and has been proceeding.

(4) Solid Waste Management
 (FY 1997 Domestic Survey)
 BMA tried to find private sector to operate transit facilities and final disposal, but it is still uncertain.
 (FY 1998 Domestic Survey)
 It was planned to develop the final disposal sites by BIT scheme. Since bids were unsuccessful, implementation with OECF loan is under consideration.
 (FY 2001 Domestic Survey)
 Although the SAPROF was made in order to introduce the incinerator in 2000, the Yen loan is not provided yet.

Application of the result of this Study:
 (FY 2001 Domestic Survey)
 "Urban Environment Geographic Information System" provided by this Study is applied to "Master Plan of Urban Railways in Bangkok" which is under implementation.

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STUDY SUMMARY SHEET

(M/P)

Compiled Jul.1998

Revised Sep.2010

ASE THA/S 109/97

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Western Seaboard Regional Development		
3. SECTOR	Development Plan / (Development Plan in) General		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Economic and Social Development Board(NESDB)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Make a master plan for 6 provinces in the Western Seaboard of the Gulf of Thailand for 1. integrated regional development plan, 2. institution for the project, 3. priority project and making of an action program for institutional development, and 4. technical transfer.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. PADECO Co., Ltd.		
8. STUDY PERIOD	Jan.1996 ~ Jul.1997 18month(s) ~		
9. SITE OR AREA	6 provinces in the Western Seaboard (Kanchanaburi, Ratchaburi, Phetchaburi, Samut Songkhram, Prachuap Khiri Khan, and Chumphon)		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> 1. Kanchanaburi tourism promotion development (USD 43 million) 2. Kanchanaburi agricultural intensification development (USD 15 million) 3. Bang Pong industrial/distributional development (USD 269 million) 4. Samut Songkhram free trade area development (USD 800 million) 5. Petchaburi Science City development (USD 2,244 million) 6. Bang Saphang free trade area development (USD 465 million) 7. Chumphon tropical fruit development (USD 194 million) 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 1998 Domestic Survey)

Continuous support by the Japanese project-type technical cooperation is requested.

1. Chumphon Tropical Fruit Center Project

Japanese experts are requested for the following development programs.

1. Long-term expert for tourism development
2. Short-term expert for traffic safety

(FY 1999 Overseas Survey)

1. Kanchanaburi-Tavoy Corridor Development Plan: The road construction will start in June 2000.

2. The construction of the Regional Link Road (North-South Link) by the government budget is examined.

3. Hua Hin Airport Expansion is under implementation.

4. The Mangrove Preservation Program in Samut Songkhram is under operation.

5. The development of a scenic coastal road is examined by Public Works Development and the Department of Highways.

6. The Independent Power Produces (IPP) Project in Prachuap Khiri Khan for providing energy in Bang Saphan and the nearest area is examined by the Cabinet.

7. The Industrial Estate Expansion in Bang Saphan Area is examined by Sahaviriya Group.

(FY 2001 Overseas Survey)

1. Kanchanaburi-Tavoy Corridor Development Plan: The road construction will start in Jan. 2002.

2. The development of the Regional Link Road is under implementation, and there will be a seminar on this issue chaired by the Minister of Transportation and Communication at the beginning of 2002 in Kanchanaburi Province.

3. Hua Hin Airport Expansion is under operation.

4. The Mangrove Preservation Program in Samut Songkhram is under operation.

5. The development of a scenic coastal road is still examined by the Ministry of Interior.

6. The Independent Power Produces (IPP) Project in Prachuap Khiri Khan is still under consideration by the Cabinet.

7. The Industrial Estate Expansion in Bang Saphan Area is still examined by the industrial Estate Authority of Thailand and Sahaviriya Group.

(FY 2002 Domestic Survey)

Subsequent Studies:

1. The study was conducted for 6 months from Aug. 2000. The study proposed a plan for a dam project aimed at irrigation development And, water supply for the Bang Saphang free trade zone is proposed. The study was conducted in technological, environmental, and economical aspects.

2. F/S was conducted for 5 months from Sept. 2000. F/S is related to water transmission through a pipeline from Tasae Dam.

(FY 2002 Overseas Study)

1. Kanchanaburi-Tavoy Corridor Development Plan: The road construction will start in early 2003 after the political situation between Thailand and Myanmar becomes stable.

2. Development of the Regional Link Road: A seminar will be held at the beginning of 2003 in Kachanaburi Province.

3. Hua Hin Expansion: Prepared for operation.

4. Development of a scenic coastal road: The Department of Highway is conducting a feasibility study on the road between Samut Sakhon Province and Ban-Lam/Cha-am District.

5. Independent Power Producers (IPP) in Prachuap Khiti Khan: Delayed for 2 years due to the shortage of power supply. The Cabinet plans to review this project in 2004/2005.

6. Industrial Estate Expansion in Bang Suphan Area: under examination by IEAT and Sahaviriya group.

7. Industrial development in Kanchanaburi Province: Strongly requested by IEAT and tannery, leather finishing, and textile bleaching and finishing companies which will relocate from Bangkok.

(FY 2003 Domestic Study)

1. Tasae Dam Construction Project:

Fundraising: Approved by the cabinet in July 2003, and land acquisition started in FY 2004 (from October 2003 onward).

Construction: Construction is expected to start for a directly operated part such as gates.

2. Kanchanaburi-Danaway Road Construction Project:

Although a joint venture between the Kanchanaburi Chamber of Commerce and Myanmar was established in 2001, the construction has not progressed. The problem appears to lie in logistics. There is a possibility that the project will be included in the Thai aid program for Myanmar.

3. Bang Saphani Industrial Park Project:

The project has not progressed due to the financial deterioration of the Safaveri group. It is partly because of the uncertain implementation of water conveyance due to the delay in the commencement of the Tasae Dam.

(FY 2003 Overseas Study)

1. Kanchanaburi-Tavoy Development Plan: The Thai-Myanmar joint venture company, Tavoy Development Company is constructing a road. Works from the design to the first phase construction (2 lanes) are planned to be finished within 4 years.

2. Regional Link Road (North/South): The road development is smoothly in progress. There are some parts discussed by CEO.

3. Scenic Coastal Road: the cabinet considers the construction of new roads between Samut Sakhon and Ban Laem/Cha-am. The project progress is under investigation.

4. Bang Saphan Industrial Estates Expansion: The project is under implementation. The Sahaviriya Group will start investment in downstream industry and port expansion. Also, the Group is also examining investment on upstream industry, according to the latest news.

5. Industrial Development in Kanchanaburi Province: Kanchanaburi Industrial Estate will be developed as a relocation destination for tannery, leather finishing, and textile bleaching and finishing companies.

(FY2007 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(F/S)

Compiled Jul.1998

Revised Sep.2010

ASE **THA/A 314/97**

1. COUNTRY	Thailand		
2. NAME OF STUDY	Fishery Complex on Andaman Sea Coast		
3. SECTOR	Fishery	/ Fishery	4. TYPE OF STUDY F/S
5.	Department of Fisheries, Ministry of Agriculture and Cooperatives		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To create a master plan for the establishment of a fishery complex on the Andaman Sea Coast which will be a base of fisheries in the East Indian Ocean and the Andaman Sea, and to conduct a feasibility study on priority facilities.		
7. CONSULTANT(S)	TETRA Co., Ltd. System Science Consultants Inc.		
8. STUDY PERIOD	Dec.1995 ~ Aug.1997 20month(s) ~		
9. SITE OR AREA	Andaman Sea Coast Area		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Wharf for Large Purse Seiners and Carrier Vessels <Landing wharf> Thai offshore fishing boat: 155 m, Long liner: 137 m, Deep-sea purse seiner: 210 m <Lay-by wharf> Thai offshore fishing boat: 115 m, Long liner: 380m (available extension: 320 m)</p> <p>2. Functional Facility</p> <p>(1) Land improvement (site: Si Rae Island, FMO owned: approx. 65.4 ha)</p> <p>(2) Infrastructure development (city water, electricity, water treatment facilities)</p> <p>(3) Marketing hall for fish landing(324 m enlargement to southwards)</p> <p>(4) Office establishment (FMO office, DOF office, radio communication system, custom and immigration office)</p> <p>(5) Construction of ice plants and ice storages</p> <p>(6) Construction of cold storages</p> <p>(7) Construction of supply facilities for sea water</p> <p>(8) Establishment of rubbish disposal areas</p> <p>(9) Establishment of workshops for tentative repairing works for pumps and engines</p> <p>(10) Establishment of fishing gear repairing areas</p> <p>(11) Construction of fishing gear storages</p> <p>(12) Fish box storing area</p> <p>(13) Service building for wharf workers</p>		

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

Description :

Situation:

(FY 1998 Domestic Survey)

1. The current fishery situation shows tendency toward a decrease in fish catch volume by present fishing operation in Thai territorial waters in the Andaman Sea. The tendency leads Thai fishery to necessity of stock control and new fishing ground development for sustainable fishing in the Thai waters of Andaman Sea and Indian Ocean. The former represents necessity to introduce resource management to fishing in Andaman Sea, and the latter means development of tuna fishing in the sea and Indian Ocean. Fishery Complex Project is planned to develop Phuket Fishing Port as a pilot fishing port for the future fishery development.

2. The present project aims to relocate fish processing plants to the estate. Implementation of the project will enable to reduce transportation costs for processing plants in Phuket and other provinces since these plants will obtain stable supply of reasonable raw materials from the Phuket Fishing Port. The products will be consumed domestically or exported to international markets.

3. Investment in fishing port facilities for the existing fishery will be minimized by utilizing the existing facilities efficiently. The project will provide exclusive landing wharves which are expected to improve landing efficiency and exclusive wharves for lay-by and preparation.

4. One segment of this project proposes the relocation of fish processing factories in Bangkok and its surrounding areas of the project site. This relocation is recommended in terms of environmental conservation, alleviating disparities between urban and rural areas, and it is in line with the national plan. In addition, relocated factories will receive special tax benefits. Some of the infrastructure of the industrial estate, low interest capital for relocation activities, procurement of labors, low purchasing cost of raw materials, etc. can attract factories. Therefore, the "Phuket Industrial Estate Operation and Management Committee" should be established to promote the cooperation of related agencies and private companies through an exchange of opinions and information. This committee will consist of members from DOF, FMO, IEAT, Thai Industrial Financing Corporation, regional autonomous bodies, other public agencies, fish processors, and raw material importers from private sectors.

5. Total project cost is estimated to be THB 2,860 million and construction term is estimated to be 4 years for civil works and FMO facilities and 3 years for construction of processing plants.

6. The EIRR of the project was 12.02%, and the project is evaluated to be feasible from a viewpoint of the national economy. The FIRR of the project exceeds the interest rate of loan. The project is financially viable because the project can be profitable and financially sound.

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

A request for conducting a subsequent study (2001-2004, USD 1million) was submitted to JICA.

A request for ODA loan (THB 1,920 million) will be submitted after the Cabinet approval in April 2000.

(FY 2003 Domestic Survey)

The Thai government has not submitted a request for JBIC loan. There is little possibility to submit the request in the near future.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Dec.1999

Revised Sep.2010

ASE **THA/A 222/98**

1. COUNTRY	Thailand			
2. NAME OF STUDY	Integrated Agriculture Development in the Agricultural Land Reform Areas in the Upper Northeastern Region			
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY	M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Agricultural Land Reform Office, Ministry of Agriculture and Cooperatives, Thailand.		
	PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1)To confirm the existing conditions and constraints and formulate development plans; 2)To establish guidelines to classify the areas based on development categories; and 3)To carry out technology transfer to Thai counterpart personnel.			
7. CONSULTANT(S)	Sanyu Consultants Inc.			
8. STUDY PERIOD	Dec.1996 ~ Jul.1998 19month(s) ~			
9. SITE OR AREA	Khon Kaen, Maha Sarakham, Mukdahan, Sakon Nakhon.			
10. MAJOR PROPOSED PROJECT(S)				
Project Cost (1,000 B)				
	1)Khon Kaen	2)Maha Sarakham	3)Mukdahan	4)Sakon Nakhon
1.Construction	75,370	44,690	28,885	86,741
Farm Pond	27,750	18,375	10,125	23,592
Farm Road	47,620	26,315	18,760	63,149
2.Design	10,944	6,701	4,027	14,245
3.Administration	7,537	4,469	2,889	8,674
4.Contingency	9,385	5,586	3,580	10,966
5.Escalation	8,845	5,263	3,412	10,436
Total	112,081	66,708	42,793	131,062
Cost per Rai	3.05	4.57	4.98	5.22
Project Evaluation				
	1)Khon Kaen	2)Maha Sarakham	3)Mukdahan	4)Sakon Nakhon
1. IRR (%)	17.7 (24.7)	10.6 (21.0)	10.9 (18.2)	11.4 (19.6)
2. B/C Ratio	1.37 (1.89)	0.92 (1.62)	0.94 (1.57)	0.96 (1.50)
3. Sensitivity Analysis (EIRR, cost over-run by 10%)	15.9 (23.0)	9.1 (19.0)	9.4 (17.1)	9.8 (16.4)

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

Description :
(FY 1999 Domestic Survey)
1) Evtalization of Deteriorated Environment of Land Reform Area through Integrated Agricultural Development / Stage 1
Finance:
30 Sep. 1998 L/A 3,617mil.yen "Revitalization of the Deteriorated Environment in the Land Reform Areas through Integrated Agricultural Development (Stage I)"
*Project components
Project period: 2000 - 2003 (48 months).
1.Development of integrated agriculture: 1)Construction and maintenance of agricultural infrastructure (construction of farm ponds, community ponds, farm and village roads, and irrigation facilities, and production of maps of all the project areas; 2)Procurement of goods and equipment; 3)Conserving protected areas adjacent to LRAs and the environment in and around LRAs (soil and water conservation by means of reforestation, etc.).
2.Consulting services: 1)Detailed design, assistance related to tenders and project construction supervision; 2)Technical assistance to farmers for promoting integrated agriculture; 3)Conducting training for staff members of ALRO.

The management and operation after completion of the constructions: After the constructions are completed, the farm village communal facilities such as roads are transferred to the local government, TAO/ Tambon Administrative Organization, by the decentralization policy. The Water Users' Group mainly takes charge of operation and maintenance of small-scale irrigation facilities, while each farmer takes charge of operation and maintenance of household facilities such as farm ponds etc.

Progress:
(FY 1999 Domestic and Overseas Survey) The procedures for selecting a consultant firm are in progress at present. The evaluation and selection of a consultant is to be completed soon, and the actual project is about to start
(FY 2001 Domestic Survey) Construction trader: Local medium and small sized contranctors. In progress.
Construction progress rate: 25%
Construction: The first tender is being evaluated.
(FY 2002 Overseas Survey)
1) Development of Rural Community and People Organization Network
- Strengthening the people's organization: 50 farmers' group and 2,350 farmers are strengthened by the project.
- Training for communities and people's organization: 29 training courses on community and 860 farmers attended the course.
- Study tour for community and people's organization: 23 trips and 546 farmers are organized by the project.
2) Infrastructure Development
- Farm pond: 1,980 farm ponds are now being in the construction contract of which 527 sites are completed. The remained farm ponds will be completed in the next rainy season.
- Enlargement of Existing Farm Ponds: 372 sites out of 469 applied sites are found eligible and suitable, but the construction has not started.
- Community Ponds: 20 sites out of 35 applied sites are found eligible and suitable. The construction started in Oct. 2002 for the first 4 sites.
-Farm and Village Roads: Total of 587.9 km of the roads are completely designed. 249.2 km are now being in the construction contract.
- New Irrigation Facilities: Design is nearly completed and now being revised.
- Soil and Water Conservation: The design has been completed. Bid will be issued during Nov. to Dec. 2002.
1/4,000 Topographic Mapping: At the end of Oct. 2002, 75% of work was accomplished.
3) Agriculture Development
- Integrated Farming Development: The project organized training courses and study tour on Integrated farming and involved activities to about 10,000 farmers.
- Agricultural Land Reform Fund for Agricultural Development: ALRO has approved the agricultural credit to 1,240 farmers at the amount of 25.75 mil. Baht.
4) Environmental Revitalization and Forest Conservation
13 training courses (involved 400 farmers) and 7 study tours (involved 250 farmers) were organized by the project.
(FY 2003 Domestic Survey)
45% of construction completed
(FY 2004 Domestic Survey)
Construction Progress Rate: About 65%
(FY2008 Overseas Survey) The original expiry date of the loan was extended for three years from 27 Jan. 2005 to 27 Jan. 2008, which made the project continued as a result.
Although the project was almost finished by the end of 2007, by using the remaining balance of the loan approved by the extension of three years, which was generated by reviewing the project scope when extending it last time, a pilot project was added to conduct for the additional component to be implemented in stage 2, which the Thai government was requesting. The present expiry date of the loan is 27 Jan. 2007, and the project is scheduled until Sep. 2010. The content of the activities at the extension period is as follows.
-Small-scale water resource infrastructure development: Participation of Local governments/Tambon Administration Organizations in planning
-Farm road repair: Transfer to TAO/local governments. Tambon means "sub-district".
-Community Processing and Marketing Center: Activity regarding quality improvement and marketing
-Demonstration farm and leaning center: Technology development and expansion by farmers
-Participatory activities of natural resource management
-Development of rural youth and farmers of next generation
-GIS/Geographic Information System mapping and formulation of implementation guideline for the next phase
Procurement and construction schedule (as of the proposal for extension):
Jan. - Feb. 2008: the preliminary survey.
Mar. 2008 - Jul. 2009: Design and Construction of civil work.
Mar. 2008 - Jul. 2010: Soft component activities such as agricultural extension, organization, marketing, and so on.
The request of the stage 2 is scheduled after 2011 in response to the extension of the stage 1.
(The Request is not yet submitted.)

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Jun.2000

Revised Sep.2010

ASE THA/S 103/99

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Study on Airport Development Master Plan in the Kingdom of Thailand		
3. SECTOR	Transportation / Air Transportation & Airport		4. TYPE OF STUDY M/P
5.	Development of Aviation (DOA), Ministry of Transport & Communications		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1) To formulate a policy framework and a long-term development plan for the DOA's airports up to the year 2017 2) To select 10 or less priority airports from the 31 DOA airports, and formulate the master plans for these up to the year 2017, 3) To carry out technology transfer to national counterparts during the course of the Study by means of seminars and OJT.		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Mar.1998	~ Jan.2000	22month(s)
9. SITE OR AREA	Regional airports in Thailand		
10. MAJOR PROPOSED PROJECT(S)	1) Five airports were selected for priority airport development and the conceptual airport plans and their rough economic analysis for these airports were carried out. 2) In order to meet growing demand for air transport in the future, expansion projects of three existing airport and construction of two airports were proposed for Lampang, Mea Hong Son and Phrae airports and also for Betong and Mukdahan airports, respectively.		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2002 Domestic Survey)

After the economic crisis in Thailand in 1997, the privatization policy was introduced by the Thai Government in parallel with the IMF aids. Since then, the institution of civil aviation has been examined including the organization separation of the DOA and airport ownership. In addition, there has cast the financial policy to shrink the budget, it has not yet decided who will run the regional airports. Because of these conditions in Thailand, implementation of the projects is not certain.

(FY 2003 Domestic Survey)

Under present circumstances, with downturn of local airports and the basic policy of the aeronautical station focusing on strengthening of safety regulations, priority of airport improvement has been relatively lowered.

(FY 2003 Overseas Survey)

While a part of extension constructions shown bellow are in progress, the construction project of new airport is considered difficult to be implemented.

Lampang: Extension construction of a runway

Mae Hong Son: Extension construction of an apron

(FY 2004 Domestic Survey)

No information

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

(FY 2009 Domestic Survey)

There are some specific progress made in the expansion of Phrae Airport and Lampang Airport.

1. Expansion and maintenance of Phrae Airport

(Overview)extending 500-meter runway and apron pavement construction

(Funds)Construction funds have been approved by annual budgets of Ministry of Transport, Department of Civil Aviation in the fiscal year of 2011 (50 million baht) and 2012 (160 million baht).

(Implementing Agency)Ministry of Transport, Department of Civil Aviation

(Implementing Period)2011-2012

2. Expansion and maintenance of Lampang Airport

(Overview)building a new terminal, maintenance of runway, apron maintenance construction

(Funds)Construction funds have been submitted to the Ministry of Transport, Department of Civil Aviation for the fiscal year of 2011 and 2012 jointly with other airports.

(Implementing Agency)Thailand Ministry of Transport, Department of Civil Aviation

(Implementing Period)2011-2012

Due to stagnation of regional airports and low-priority of new airport construction in those area, there is not much progress in the expansion of three airports listed below;

1. New Airport:

2. Mukdaharn New Airport:

3. Mae Hong Son Airport:

STUDY SUMMARY SHEET

(M/P)

Compiled Jun.2000

Revised Sep.2010

ASE THA/S 104/99

1. COUNTRY	Thailand		
2. NAME OF STUDY	Master Plan on Sewage Sludge Treatment/Disposal and Reclaimed Wastewater Reuse in Bangkok		
3. SECTOR	Public Utilities	/ Urban Sanitation	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bangkok Metropolitan Administration (BMA)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To Formulate the M/P on effective sewage sludge treatment/ disposal and reclaimed wastewater reclamation in BMA area.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Sep.1998	~	Nov.1999 14month(s)
		~	
9. SITE OR AREA	Bangkok Metropolitan Administration Area (1,569km ²)		
10. MAJOR PROPOSED PROJECT(S)	<p>1) In this M/P, 9 new sewerage development program were proposed diving and combining the existing plans. The combined sewerage system applying interceptors was adopted.</p> <p>2) The night soil collection and disposal system was planned based on the division of 4 collection areas and estimated amount of night soil for 2020 was 2,445 m³/d.</p> <p>3) Out of the total generation of treated wastewater for 2020, watering to street plants with the amount of 15,000 m³/d and khlong purification with 23,000 m³/d were proposed. The realization of khlong purification will be totally depends on the future necessity and demand.</p> <p>4) For sludge disposal, the following 3 scenarios were considered in compliance with heavy metal inclusion.</p> <p>Scenario 1(Agricultural reuse):</p> <p>Low risk sludge: All the sludge are used for organic fertilizer after composting</p> <p>High risk sludge: All the sludge are disposed to the landfill site after dewatering</p> <p>Scenario 2 (Incineration introduction)</p> <p>Low risk sludge: All the sludge are used for organic fertilizer after composting</p> <p>High risk sludge: Up to 2009: All the sludge are disposed to the landfill site after dewatering</p> <p>After 2010: 75% of sludge are disposed to the landfill site [after dewatering, The rest(25%) is incinerated.</p> <p>Scenario 3(50% Agricultural reuse) :</p> <p>Low risk sludge: 50% of sludge is used for organic fertilizer after composting. The rest(50%) of sludge is disposed to the landfill site after dewatering.</p> <p>High risk sludge: All the sludge are disposed to the landfill site after dewatering.</p> <p>5) When the sludge is used for agricultural purpose, compost plant construction at the North, West and East provinces were proposed. The detail construction site will totally depends on the results of future market survey and the demand surveys.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :
 (FY 2000 Domestic Survey)
 After completion of wastewater system in Bangkok, the proposed sludge treatment system will be carried out. At the moment, the Wastewater system in Bangkok is still first stage, so it may take more than 5 years to start the proposed Sludge Treatment System

(FY 2001 Domestic Survey)
 There are 9 projects on the sewage by the BMA and 3 projects of them were already completed. It seems to take a time for the proposed projects by this Study because they are started after the completion of the projects on the sewage.

(FY 2002 Overseas Survey)
 The reason of the status of delayed:
 The Central Sludge Treatment Construction that is the precondition of this proposed project has been delayed and just completed in 2002. The proposed project will be implemented within 1 or 2 years.
 Current Status:
 BMA tries to operate and set some equipment to get suitable treatment systems. Sludge characteristics from digestion are also being analyzed to find out risk assessment according to JICA's method in ranking procedure. After BMA gets the conclusion of sludge risk level, BMA will select the appropriate way for disposal, from the proposed scenarios in this Study.

(FY 2003 Domestic Survey)
 Improvement of sewerage facilities in Bangkok are underdeveloped because the Bangkok City Government has difficulties in fund raising of the vast capital required to complete the improvement of sewerage facilities in the whole area of Bangkok and because Thailand restricts borrowing of loans from foreign donors as its national policy. Since improvement of sewage treatment plants is especially underdeveloped, there is little generation of sludge and thus, there is no opportunity for recycling the sludge.

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

(FY 2004 Overseas Survey)
 The characteristics analysis of purified sludge, to clarify a risk assessment, showed low risk of a heavy material pollution, according to the ranking methods of JICA. Therefore, as proposed in Plan 1 of the JICA Master Plan 1, sludge will be utilised as organic fertiliser after been composted.
 For the possibility of utilising sludge as organic fertiliser social, economic, and environment impact analysis will be conducted to determine the possibility of re-cycling sludge. Research proposal for sludge composting has been prepared before requesting budget to the mayor.

(FY 2005 Domestic Survey)
 No information to be specifically mentioned.

(FY 2005 Overseas Survey)
 BMA is planning to implement a detail design study on sewage sludge composting plant in FY 2007. The objectives of the study are to develop sewage sludge quality after digestion in order to utilise in agricultural land, and to prepare tender documents, and to prepare composting plan in order to estimate construction cost. The project requires approval of the governor before requesting for the fund. Composed sludge is planned to be used in BMA public parks and BMA district office as an organic fertiliser.

(FY 2009 Domestic Survey)
 Next Phase of Study: Bangkok Sewage Facility Preparation Study
 Type of Study: Project formation for implementing yen credit
 Summary: Settle a master plan that affects the sewage maintenance study of the metropolitan area of Bangkok and to conduct a feasibility study of priority project.
 Implementation Agency: Bangkok Metropolitan Administration
 Supporting Agency: JICA
 Implementation Period: 2010.3-2011.9
 Others: Due to the changes in circumstance of sewage maintenance caused by population increase and implementation of rainfall countermeasures, a review of the M/P is to be conducted in order for a new sewage maintenance operation to take place with the use of yen credit in the future.

(FY 2009 Overseas Survey) No information.

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jun.2000

Revised Sep.2010

ASE **THA/S 209/99**

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Study on Integrated Plan for Flood Mitigation in Chao Phraya River Basin		
3. SECTOR	Social Infrastructure	/ River & Erosion Control	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Royal Irrigation Department, Min. of Agriculture and Cooperative	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) To Formulate an integrated Master Plan of flood control in the Chao Phraya Ruver Basin 2) To conduct a Feasibility Study on urgent and /or priority projects identified through the Master Plan study 3) To carry out technology transfer to the Thai counterpart personnel in the course of the study		
7. CONSULTANT(S)	CTI Engineering International Co., Ltd. INA Corporation		
8. STUDY PERIOD	Dec.1996 ~ Aug.1999 32month(s) ~		
9. SITE OR AREA	M/P: Entire Chao Phraya River Basin (164,000km2) F/S: Entire Chao Phraya River Basin (164,000km2)		
10. MAJOR PROPOSED PROJECT(S)			
<p><M/P></p> <p>(1)Alternative-1: Modification of Dam Operation: 2000 Improvement of Drainage and Water Distribution in Agricultural Areas: 2001-2018 River Improvement in Delta Area (Return Period of 10 years): 2001-2005</p> <p>(2)Alternative-2: Modification of Dam Operation: 2000 Improvement of Drainage and Water Distribution in Agricultural Areas : 2001-2018 River Improvement in Delta Area(Return Period of 10 years): 2001-2005 Heightening of Bangkok Barrier: 2004-2007</p> <p>(3)Alternative2-2: Modification of Dam Operation: 2000 Improvement of Drainage and Water Distribution in Agricultural Areas : 2001-2018 River Improvement in Delta Area (Return Period of 25 years): 2001-2005,2016-2018 Diversion Channel (Ayuttaya-East Bangkok-Sea) : 2005-2013, 2013-2016</p> <p><F/S></p> <p>(1)Modification of Operation Rules for 3 Dam Reservoirs (Sirikit, Bhumipol, Pasak): 2001 (2)River Improvement in Delta Area(Return Period of 3 years) : 2001-2005</p>			

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

Description :

(FY 2000 Domestic Survey)
 A request of implementation of a Feasibility Study on the proposed diversion channel was expected to be submitted soon from the Thai government when this study was completed. However, coordination towards the Feasibility Study among the agencies concerned has not been made well. Any concrete progress has not been seen so far not only for the Master Plan but also for the F/S projects.

(FY 2001 Domestic Survey)
 The main counterpart agency, RID and EGAT should mutually agree and cooperate to materialize the priority project as the basic agreement was made at the time of Study. However, there is a financial problem on the exact implementation and there is no progress. Moreover, although the request for F/S on the Flood Control Channel Project was made by the Bangkok Metropolitan Agency, the RID is not working positively because the project scale is big, therefore the Japanese side is keeping wait-and-see attitude. The situation to be materialized of the other proposed projects is not well. The organizations concerned recognized well the importance of the implementation of disaster control because the flood disasters have been occurred frequently after the Study. However, the ONWRC (the Office of National Water Resource Committee) which would be the rightful to take an initiative to coordinate the related organizations (RID, EGAT, PWD and others) cannot work effectively because of the lack of finance and personnel. To support for this matter might be important.

(FY 2002 Domestic Survey)(FY 2003 Domestic Survey)
 The request for F/S of Construction of Tailwater project was submitted to Japanese Govt., as was proposed by the M/S. Since Japan has pointed out the necessity of reaching agreement among Thai concerned organizations, the project seems to have been brought to the deadlock. However, Thai Govt. recognizes the importance to implement F/S, and it is anticipated that projects may got rolling, according to changes in situations.

(FY 2002 Overseas Survey)
 The alternative 2-2 is selected and approved by Office of National Water Resources committee for continuing consultation with agencies concerned to formulate the implementation process. According to the serious flood in 2002, the government is considering to implement flood mitigation program in Chao Phraya Basin by using the proposed plan from this Study and the additional study are formulated by RID and other agencies concerned.

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

(FY 2005 Domestic Survey)
 Although a F/S study on diversion channel in Chao Phraya River was proposed as a subsequent study, the C/P could not make an internal agreement.

(FY 2005 Overseas Survey)
 Several project proposed in the study has been scrutinised by RID to mitigate flood disaster of Chao Phraya River.

(FY 2009 Domestic Survey) No information to be specifically mentioned.

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STUDY SUMMARY SHEET

(F/S)

Compiled Jun.2000

Revised Sep.2010

ASE **THA/S 306/99**

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Study on the Kok-Ing-Nan Water Diversion Project		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY F/S
5.	Royal Irrigation Department, Ministry of Agriculture and Cooperatives		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	The Kok-Ing -Nan Water Diversion Project is the transbasin water resources development project that has been propelled by the Thai government as a National Project to cope with the chronic shortage of water prevailing in the Chao Phraya basin.		
7. CONSULTANT(S)	Sanyu Consultants Inc. Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Dec.1997 ~ Dec.1999 24month(s) ~		
9. SITE OR AREA	Northern part of Thailand (Kok and Ing River)		
10. MAJOR PROPOSED PROJECT(S)	<p>The diversion canal and tunnels of about 150 km long, consisting of the following facilities, are required by the Project.</p> <ol style="list-style-type: none"> 1. Kok Intake : At the intake structure to be constructed immediate upstream of the existing Chiang Rai weir, water is diverted from the Kok river with water levels raised by the Chiang Rai weir. 2. Kok to Ing Diversion Canal : A series of open canal, siphon, tunnel and culvert with a total length of 54.4 km and a capacity of 140 cu.m/sec to link the Kok intake and the Ing diversion weir. 3. Ing Diversion Weir : A rubber-type weir constructed on the Ing river near Amphoe Thoeng to divert 175 cu.m/sec of water from the Ing river together with the diverted from the Kok river. 4. Lao Diversion Canal : Diversion canal of 13.1 km long and 175 cu.m/sec capacity to connect the Ing diversion weir and the Ing Yot tunnel, consisting of open canal, siphon, tunnel and culvert. 5. Ing-yot Tunnel : The diversion tunnel of 50.9 km long and 175 cu.m/sec capacity with 7 adits of 17.4 km long in total is planned to transport the water transbasin from the Ing basin to the Nan basin connecting the outlet of the Lao diversion canal and the Yot river, a tributary of the Yot river. 6. Yao Flood Control Dam : This works to control flood runoffs during wet season from the upstream reaches of the Yao river and to provide in dry season irrigation water to the beneficiary areas situated along the Yao and Nan river. 7. Yao River Training Works : Improvement works of Yao river channel extending over 41.9 km to let the 200 cu.m/sec at most of discharge flow smoothly 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
(FY 2000 Domestic Survey) This project is expected to be implemented by JBIC loan, however, no concrete action has been taken for the realization.		
(FY 2001 Domestic Survey) The last public hearing was held in Nan Province from June to July 2001. Rehabilitation of some irrigation facilities is in progress from the viewpoint that water users in each basin should be provided with enough water before the Kok-Ing-Nan Water Diversion Project is started.		
(FY 2002 Domestic Survey) This project is a huge project, with a cost of reaching 2 trillion Yen. The project becomes infeasible, unless local residents' requirements are satisfied. Royal Irrigation Department (RID) conducted a Study, and is currently preceding/examining formulation of plans for irrigated agriculture is under consideration.		
(FY 2002 Overseas Survey) Following precedent projects of each basin had been getting the government budget, 2 projects in designing stage in the last 2 fiscal year and one another in designing stage and also in the EIA stage in last fiscal year. 1) Nong Lunag Swamps Improvement Project Kok river basin 2) People's Irrigation Weir System Improvement in Ing river basin 3) Samun Irrigation Reservoir in Nan river basin The three selected projects of each basins so called ' Samoon Reservoir Project, the above 1) and 2) have been launched on detail design level during Thailand Fiscal Year 2002- 2003.		
(FY 2003 Domestic Survey) Soon after the completion of the study, the nation experienced the currency/economic crisis in 1997. As a result, with rapid decrease in water demand, the momentum for the project has lowered and remained short of development into the next step up to now. However, under the favorable economic growth of recent years and the strong leadership of the current Thaksin administration, solution of water shortage in the near future is promoted as an important policy and the momentum for implementation of a large-scale water conveyance project such as Kok-Ing-Nan is examined including the alternative plan. Thus it is likely that the project may enter the implementation stage in a stroke depending on the situation.		
(FY 2003 Overseas Survey) RID has submitted the F/S EIA Report to the Environmental Policy/Planning Office, Ministry of Science, Technology and Environment and is waiting for the result of deliberations at present.		
(FY 2004 Domestic Survey) In recent years, Thai Gov. is enthusiastically propelling corporative projects with neighbouring countries. In water development/management field, it is conducting a research taking into account the perspectives of irrigating water from neighbouring countries to supplement water shortage in dry season. Therefore, storage and irrigation of water in dry season from neighbouring countries, which were not on a premise of the project, is becoming to have a possibility and is emerging as an effective irrigation plan to replace Kok, Nan, Ing water irrigation project. For this reason, Ministers of Myanmar and Thai have signed a MOU to promote bilateral agreement on water development/management, which the irrigation project is on the ripe to be propelled as a improved version of the Kok, Nan, Ing water irrigation project.		
(FY 2005 Domestic Survey) No information to be specifically mentioned.		
(FY 2009 Domestic Survey) No information to be specifically mentioned.		

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Oct.2002

Revised Sep.2010

ASE THA/S 206/01

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Master Plan Study for the Coastal Channels and Ports Development		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Marine Department (Harbour Department)	
	PRESENT COUNTERPART AGENCY	Marine Department	
6. OBJECTIVES OF THE STUDY	Make a long-term development plan for ports and channels connecting eastern coastal areas and southern coastal areas with the target year of 2020 as well as a short-term development plan with the target year of 2010. Also, make a dredging management plan and a port maintenance and management plan.		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Jan.2001	~	Feb.2001 1month ~
9. SITE OR AREA	M/P: Southern Coast on the Gulf of Thailand F/S: 1) Songkhla, 2) Sichon, 3) Bang Ra Pha		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P: There are 10 projects to be implemented as the long-term development plan. In Songkhla, the coastal shipping terminal should be expanded to have one more coastal berth and one more Ro/Ro berth. Sand bypassing should be implemented at 10 channels: namely, Songkhla, Na Thap, Sakom, Thepha, Bang Ra Pha, Teyong Pao, Panare, Bang Maruat, Sai Buri and Narathiwat.</p> <p>F/S: 1) Songkhla Port: The project consists of construction of port facilities (coastal shipping Berth, Ro/Ro berth) and shore protection facilities. 2) Sichon Channel: the new jetty is planned to prevent the channel from shoaling and protect the village from storms. 3) Bang Ra Pha Channel: the project consists of sand bypassing and shore protection facilities.</p>		

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

Description :
 (FY 2002 Domestic Survey)(FY 2003 Domestic Survey)
 1) Songkhlat Project: PCI submitted I/P to the counterpart personnel.
 2) Sichon project: shore protection facilities project is under construction by C/P.
 3) Dredging Operation of Pump dredger: due to the lack of budget, operation has not been conducted.
 4) Harbor Department reorganized to Marine Department, became as a part of OMPC (Office of the Marine Promotion Commission).

(FY 2002 Overseas Survey)
 The Marine Department has been restored the dredging in accordance with this Study's recommendation as follows;
 1) The dredger was moved without lifting the dredge head.
 2) Reduction of the pipe diameter size:
 14" is reduced to 12".
 20" is reduced to 16" - 18".
 Due to the reduction, the engine revolution was reduced from 1,000 rpm to 800 rpm and the vibration of engine was reduced accordingly, resulting in less fuel consumption.

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

(FY 2005 Domestic Survey)
 Implemented project: Sichon Channel jetty construction
 Funding:
 Funding source: own funds
 Implementing period: 2003
 Construction progress: 100%
 Contents: construction of additional jetty
 Technical cooperation:
 Dispatch of experts:
 Dredging technical guidance: No dredging technical expert was available in Thailand and dredging work was inefficient. With supervision of 3 JICA dredging technical experts, the amount of dredging was increased to more than 200% which doubled dredging efficiency. Japanese dredging techniques were also inspected / introduced in C/P trainings.
 Progress: 100%

(FY 2005 Overseas Survey)
 Expansion of Songkhla port, construction of additional berth and Ro/Ro berth, proposed in the study are not possible due to restriction against construction proclaimed in the law to protect archeological significance. As for sand bypassing at 10 channels, proposals in the study has not being implemented due to navigational safety concerns and risk of creating conflict with local residents.

(FY 2006 Domestic Survey)
 No information mentioned specifically

(FY 2007 Domestic Survey)
 As southern Thailand port plan study, the project study on container terminal in Pakbara (F/S) was implemented in 2005 and the project was selected as a mega project of the prime minister Thaksin. However, it has not been realised since coup de tat occurred or Marine Department is not active against implementation.
 Furthermore, there is a information that the Marine Department was refused to do the second Songkhla port development study by several local consultants in 2006.

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Oct.2002

Revised Sep.2010

ASE **THA/S 207/01**

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Study for Urban Redevelopment Plan and Case Study in the Bangkok Metropolitan Area		
3. SECTOR	Social Infrastructure	/ Urban Planning & Land Development	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Housing Authority of Thailand	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	In Bangkok Metropolitan Area, develop capacity of related agencies on urban redevelopment, and make a regional redevelopment plan in Din Daeng, Makkasan and Huai Khwang Areas. Propose measures for urban development aiming to improve living environment in Bangkok Metropolitan Area.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Dec.2000 ~ Mar.2002 15month(s) ~		
9. SITE OR AREA	Bangkok Metropolitan Area (however, targeted areas for the redevelopment plan are Din Daeng, Makkasan and Huai Khwang Areas (500ha))		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P</p> <p>1. 5,206 thousand NHA housings out of the 6,818 housing are redeveloped in the targeted area. 4,411 New NHA housings are to be built.</p> <p>2. The rest of the 1,612 housings are not redeveloped but used as housings for relocated low income households.</p> <p>3. In order for the people to return to the previous housings, a housing rent system which sets the rent one third of the market price initially and gradually increase will be introduced.</p> <p>4. Private sectors will be introduced in order to bring up the vitality from the districts. The districts for private participations will be created within 71.2 thousand square meters. The district includes: commerce facilities, service apartments, apartments for the middle and upper class income.</p> <p>5. In order to contribute for the people's living improvements, maintain local rejuvenation center which will provide the opportunity for commercial participation by district inhabitants.</p> <p>6. Along with this development, public facilities such as roads within the 100h, infrastructures, open traffic spaces, underpasses from the main streets will be maintained.</p> <p>F/S</p> <p>Construction of NHA housing</p> <p>Site-A: 1,210 households</p> <p>Site-B: 200 households</p> <p>Site-C: 1,380 households</p> <p>Total: 2,790 households</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	Discontinued or Cancelled
<p>Description :</p> <p>(FY 2002 Domestic Survey) From the beginning, the project was to be implemented, based on the funding from Thai Government and the private sector. As of Nov. 30, 2002 Environmental Impact Assessment for the project (phase I) was approved. The following step will be to get the Cabinet approval and Prime Minister's agreement. Currently, NHA is engaged in lobbying for the cabinet approval; in sum, lobbying for NESDB and Ministry of Finance. In terms of NESDB, they have had favorable reaction on the project as well as Japan's urban management policy. Ministry of Finance, on the other hand, seems to be difficult to persuade.</p> <p>As a result of the series of consultation, NHA was required to revise the schedule, cost estimates, and calculating EIRR for the projects because they failed to obtain the site of B1.4 plot. At present, although NHA needs to reexamine EIRR, they lack necessary know-how for evaluating EIRR. Therefore, they have requested JICA Thailand office to dispatch an expert(s), specialized in economic evaluation.</p> <p>(FY 2002 Overseas Survey) Since Jan. 2002: Din Daeng Urban Renewal Project was submitted to the NHA's board of directors for the approval of Social Implementation Plan. After the approval, the social activities such as social survey and public participation have been carried out. 2 Project Information Centers were established within the project. Sep. 2002: 90% of the target residents participated in the process, the response of the residents towards the project was submitted. Feb. 2002: Din Daeng Urban Renewal Project was submitted to the Ministry of Science and Environments for EIA, and approved in Nov. 2002. Current situation: The results from the meetings between the concerned governmental agencies such as BMA and NESDB and the financial agreements derived from the meetings will be summarized and submitted to the Cabinet for the Approval of the First Phase Implementation Plan. It is expected that the Cabinet will approve in Jun. 2003.</p> <p>(FY 2003 Overseas Survey) The Din Daeng Urban Redevelopment Project is waiting for an approval from local residents, the related ministries and the congress, and as for the fund raising of the project, either of the following plans will be submitted to the congress: a) investment in the project by the government, b) investment in the project by NHA with subsidization by the government, c) investment in the project by general investors with subsidization by the government.</p> <p>(FY 2004 Domestic Survey) Thai side has completed a review of the master plan for prioritized redevelopment area (100 ha). Investment promotion activities have been conducted to redevelop existing NHA owned residences. NHA has visited Singapore and Taiwan and is planning to visit Japan for above purpose. A courtesy visit to JICA HQ was requested.</p> <p>(F Y 2004 Overseas Survey) Board of directors of NHA has made a consideration for the subsequent studies on June 22, 2003 and has reached to the following conclusions: 1) The project requires an enormous investment. 2) Government is considering promoting private investment rather than public investment. 3) Several buildings in the target site are not suitable for winter. Measure such as amendment of regulation is required. 4) NHA should encourage transfer of residents. 5) Submission of the project within 3 month.</p> <p>In addition, discussions with the residents are as follows. 1) NHA has established an office in the project area and is continuing a discussion over 2 years. 2) NHA has contacted King Prajadhipok's Institute and is calling for community participation.</p> <p>(FY 2005 Domestic Survey) Subsequent Study: The Feasibility Study for Din Daeng Community Urban Renewal Project Implementing period: 2005 Implementing body: National Housing Authority (NHA) Objectives: 1) JICA D/S review 2) Implementation of EIA Relation with the study: Review of contents planned including the residential planning Funding: Own funds Condition: NHA is requesting for the Cabinet approval of the implementation of proposed study. In addition, international tender for investor and constructor is planned. Searching for investor is a main issue, and NHA has visited Singapore and Japan in 2004 to search for an investor.</p> <p>(FY 2005 Overseas Survey) Subsequent Study: Community participation in Dindaeng urban renewal project Implementing period: Dec. 2002- Mar. 2003 Implementing body: King Prajadhipok's Institute Objective: To activate people participation process in Dindaeng community. Subsequent project: Study of building condition in Dindaeng urban renewal project Implementing period: Jul. 2003-Sep. 2004 Implementing body: Asian Institute of Technology (AIT) Condition: To investigate into the strength of building structure in Dindaeng community. To specify phasing of the project according to the building condition. Subsequent project: Planning and design modification in Dindaeng urban renewal project Implementing period: Jul. 2004- Sep. 2004 Implementing body: Creative Design Corporation (JV) Objective: To modify the planning and design of Dindaeng urban renewal project. To reflect current opinions and building condition to upgrade the planning and design of the project, studied by JICA.</p> <p>(FY 2006 Domestic Survey) Inserted in organ paper of renewal coordinator.</p> <p>(FY 2007 Overseas Survey) Implemented project : The investigation on the deterioration and structural integrity of Flat Din Daeng, Bangkok, Thailand Implementing period : from January, 2007 to September, 2007 Implementing body : Asian Institute of Technology(AIT) Contents : National Security Committee of Thailand(NSCT) adopted the decision that "Although houses in Din Daeng community have problem in safety, rehabilitation would not be conducted due to its enormous rehabilitation cost. It is necessary that Bangkok Metropolitan Administration(BMA) would prohibit using high risk facilities and National Housing Authority(NHA) would explain to the residents definite and clearly.", based on report submitted from AIT.(July 9, 2007) Therefore, the board of directors of NHA decided to launch following new rehabilitation project of old facilities with the residents. Implementing project : A) residents' participation to Din daeng urban renewal project, B) publicity activity plan against residents in Din daeng, C) improvement of plan and design of Din daeng urban renewal project Implementing period : from October, 2007 to March, 2008 Implementing body : A) Thammasat University, B) Chulalongkorn University, C) staffs of National Housing Authority(NHA) Progress : The board of directors of NHA approved to utilize government fund for objective of project implementation. The project would be submitted to the Cabinet at September, 2008.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Sep.2003

Revised Sep.2010

ASE THA/A 101/02

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Development Study on Human Resources Training/Development in the context of Economy in the Rural Areas in the Kingdom of Thailand		
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Economic and Social Development Board (NESDB)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	<p>1. (In response to requests from Thai Government) to establish the Master Plan for human resource development (HRD) of men and women in rural Thailand who play important roles in economic rejuvenation in rural areas.</p> <p>2. To transfer research techniques and concepts and methodologies of planning to the staff member of NESDB, the counterpart.</p> <p>3. To transfer techniques of Japan's HRD and economic rejuvenation in rural areas to the staff members of NESDB, and the government agencies in charge of HRD (such as Ministry of Agriculture and Cooperatives, Ministry of Interior) through activities such as workshop.</p>		
7. CONSULTANT(S)	International Development Center of Japan		
8. STUDY PERIOD	Feb.2002	~	Mar.2003 13month(s)
9. SITE OR AREA	Nationwide		
10. MAJOR PROPOSED PROJECT(S)	<p>The Study has been carried out, aiming at formulating policies, without proposing particular projects. Having said that, it can be said that some examples of model projects would help the counterpart have clearer images in formulation and implementation of policies, and would also provide them with lessons learnt for future policies. In this point, we would like to propose the following projects</p> <ol style="list-style-type: none"> 1. Regional intersectoral (interdepartmental) adjustment: Comprehensive approach to participatory learning 2. Establishment of group networking among districts 3. Establishment of networking among leaders of each village 4. Cooperation among Tambons 5. Cooperation between Universities and Districts 6. Community business development 7. Development of business training centers for activation of rural economy 8. Development of educational curriculum in primary education for self-reliance 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2003 Domestic Survey)

On completion of the Study, the director of Human Resources Development Division, NESDB, reported the results of the Study to the Cabinet (Ministries), announcing that the proposed projects would be implemented. It is assumed that its result will give an impact on establishment of the next 5-year-national-plan.

As mentioned above, it can be said that this Study has contributed to the Counterpart in the form of staff members' capacity building, rather than technical transfer, in which they have been encouraged to put policies into practice.

(FY 2003 Overseas Survey)

The suggestions made in the studies were submitted to the Thailand government as a master plan in relation to the human resources development in rural areas of Thailand. The project is waiting for the approval expected to be given at the beginning of 2004 at present.

(FY 2004 Overseas Survey)

NESDB has sent report of the study to 75 CEO mayors to encourage use of proposal in preparing HRD measures in individual regions/districts.

(FY2007 Overseas & Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P)

Compiled Sep.2003

Revised Sep.2010

ASE THA/A 102/02

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Study on East Asia/ASEAN Rice Reserve System		
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY M/P
5.	Office of the Permanent Secretary, Ministry of Agriculture and Cooperatives (MOAC), Thailand		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	<p>The objectives of the study are to strengthening the existing ASEAN Food Security Reserve system (AFSR) to serve as a key mechanism in order to:</p> <p>(1)ensure security in the supply of rice among East Asian Countries (2)maintain price stability in an efficient manner (3)improve the efficiency in manage the rice stock through a reserve system</p>		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Apr.2002 ~ Nov.2002 7month(s) ~		
9. SITE OR AREA	The Study covers ASEAN+3 countries: Brunei, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, Singapore, Thailand, Vietnam, China, Japan and Korea		
10. MAJOR PROPOSED PROJECT(S)	<p>1)To study the present status (First Step)</p> <ul style="list-style-type: none"> -review the rice reserve policy and, management system and also rice utilization, production, trade and stock situation -review the commitment for rice trade transaction, bilateral and multilateral, especially with AFTA and WTO -review trades (qualities, quantities, price) and food aid mechanism -review the existing mechanism under the agreement of AFSR with the view to assess its strengths and weakness <p>2)To explore a rice reserve mechanism in East Asia (second step) related for China, Japan and Korea including;</p> <ul style="list-style-type: none"> -identify the total amount of reserve and the reserve for each country, -determine the manner in which the stock can be maintained and managed efficiently, -elaborate on the trigger and release mechanism and its relation to WTO's Agreement on Agriculture, -determine options for pricing mechanism and its relation to food aid programmes -identify the stock management, -assess benefits and losses of each member countries participating in the scheme, -identify the required rice market information system which includes coverage of information, acquisition, management and dissemination of the information, frequency of the dissemination. <p>3)Implementation (Third step)</p> <ul style="list-style-type: none"> -institutional arrangement / formulating consensus among organizations concerned, -funding / estimated cost of Reserve System, -preparation of a draft legal structure. 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2003 Overseas Survey)
 The second AMAF+3 meeting in October 2002, in Vientiane, Lao PDR, it has been agreed on proposed 3-year implementation of the Pilot Scheme for the East Asia / ASEAN Emergency Rice. To implement the pilot project, the meeting has further agreed on 3 major issues:

- 1) Establishing a Project Steering Committee (PSC), comprising of nominators from ASEAN+3 countries as well as representatives from AFSRB, to coordinate and supervise the pilot project
- 2) Thailand with assistance of Japan as the Interim Coordinator, would continue to serve as the coordinating country for implementation of Pilot Scheme.
- 3) Setting up a Management Team to administer the project. The pilot project need collaboration among ASEAN+3 countries. The existing mechanisms of AFSRB should be reformed along the following principles:
 - 1) The scheme should be simple and flexible to accommodate the need of member countries
 - 2) Focus on the emergency and poverty alleviation
 - 3) Market enhancing and WTO consistent
 - 4) Complementing the existing domestic and bilateral arrangements as well as the existing international food aid scheme
 - 5) Transparency and effective use of information
 - 6) Contribution is voluntary but all members are urged to participate, minimize cost of operation and management of the scheme
 - 7) Project should be managed by professional team

Interim Coordinator have organized the first PSC meeting on 25 July 2003, in Bangkok, Thailand. The meeting discussed and approved as follows:

- 1) The TOR and scope of work of the Management Team would cover four areas namely; planning, implementation, reporting and organizing the PSC meeting
- 2) The Management Team would be required to have technical and professional qualifications and work experiences in international public and private organizations dealing with rice production, trade, inventory management and food aid.
- 3) Interim Coordinators with the ASEAN Secretariat will be responsible for the recruitment of General Manager
- 4) The Implementation schedule of Pilot Project will start from January 2004 as a 3-year project.

(FY 2003 Overseas Survey)
 Interim coordinators (Thailand and Japan) with ASEAN Secretariat now work in the process of recruitment of the General Manager. The General Manager Announcement has been sent to the PSC members and posting on the ASEANWEB. The contract Agreement for the GM will be drafted and forwarded to Interim coordinator to make comment and will discuss and finalize the contract agreement in early December, 2003.

Ministry of Agriculture and Cooperatives, Thailand, has domestic study which was entrusted to Faculty of Economics, Chulalongkorn University, to review and analyze the strengthening mechanism on rice reserve system, stabilize rice price and improve efficiency of rice stock holding in Thailand.
 Office of Agricultural Economics, Ministry of Agriculture and Cooperatives, Thailand, has been requested the individual expert on Planning for food security in Thailand and ASEAN countries from JICA to contribute and support during the implementation on the pilot project.

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

(FY 2004 Overseas Survey)
 Interim Coordinator (Thai and Japan), in the presence of ASEAN secretariat, has conducted selection of the general manager, and Indian national Dr. Mulyo Sidik was selected as the general manager of the pilot project, concluding the contract period from March 2004 to 28th February 2007.

(FY 2005 Domestic Survey)(FY 2005 Overseas Survey)
 New progress for the East Asia Emergency rice Reserve Pilot project (EAERR) are as follows:

1. The 4th project steering committee (PSC) meeting was held on 21-22 March 2005. The meeting approved guidelines for the release of EAERR stocks.
2. The 5th project steering committee (PSC) meeting was held in 5-6 July 2005. The meeting took case study on the implementation of release EAERR stocks under tier 1, 2, and 3.
3. Joint meeting of ASEAN food security reserve board (AFSRB) and PSC of EABRR was held on 16th September 2005. The meeting discussed and agreed on the principles of proposal. The principle were considered to be most effective in revising the guideline for tier 1 and 2 stock release.

(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)

Compiled Sep.2003

Revised Sep.2010

ASE THA/S 115/02

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Study on Improvement of Road Traffic Environment		
3. SECTOR	Transportation / Urban Transportation		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Royal Thai Police, Chiang Mai Municipality	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate road traffic environment improvement plans for alleviating traffic congestion as well as for securing road safety in the model city of Chiang Mai; and To implement technology transfer to the Thai counterpart personnel within the Study through a seminar and informal workshop.		
7. CONSULTANT(S)	PADECO Co., Ltd.		
8. STUDY PERIOD	Jul.2001	~	Sep.2002 14month(s)
9. SITE OR AREA			
10. MAJOR PROPOSED PROJECT(S)	<p>1) Intersection improvements: 20 intersections including 8 new signals and additional pedestrian lanterns at 7 existing signals (Estimated cost: 1,094*1)</p> <p>2) New signal installation: 12 signals 4 signals only (Estimated cost: 270*2)</p> <p>3) Signal upgrading (Connection to ATC): 10 existing signals (Estimated cost: 377)</p> <p>4) Addition of pedestrian lantern : 26 existing signals (Estimated cost: 470)</p> <p>5) Pedestrian/bicycle network in Old City: Total length: 7,270 m (Estimated cost: 1,034)</p> <p>6) Hazardous location improvement: 16 locations (Estimated cost: 23)</p> <p>Estimated cost : US\$1,000*3</p> <p>Notes:</p> <p>1) 410: The cost of the works to be done by DOH.</p> <p>2) 725: The figure includes cost of eight (8) new signals under Intersection improvements</p> <p>3) Original cost estimation was calculated in Thai Baht. Firstly, the rate between JPY and THB which was presented by the final report was used (1 JPY = 0.35 THB), and secondly, the USD-JPY rate on the submission of this follow-up study was used (1 USD = 110 JPY)</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2003 Domestic Survey)

Among the proposed projects, the intersection improvement of Wat Ched Yod was adopted as the pilot project, which was done from September 2001 to June 2002. Traffic flow at Wat Ched Yod became more consistent and stable. Thus, a reduction in accidents can be expected. Such expectation is supported by the results of the interview survey. Before the project, drivers felt that the intersection was dangerous. After the project, however, more than 95% of drivers feel safer at the intersection and can make a turn more easily.

There are both positive and negative lessons learnt from the project.

- 1) Measures implemented are extremely effective for traffic safety
- 2) Drivers' behavior becomes more disciplined if intersection and signal are well designed
- 3) Construction took much longer time than expected
- 4) Quality of work was not satisfactory

(FY 2004 Overseas Survey)

No information to be specifically mentioned.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

(FY 2006 Domestic Survey)

No information to be specifically mentioned.

(FY 2007 Overseas Survey)

Implemented project: Installation of traffic lights

Implementing period: 2005 - 2007

Objective: Ensuring the safety of pedestrians and road users. Reduction of traffic congestion at traffic intersections.

Funding: Own funds (From Chiang Mai's budget), 6 million THB

Condition: Installation at 6 sites out of 12 has been completed. Traffic lights have been installed at traffic intersections in the city.

Implemented project: Improvement of ACT control traffic lights

Implementing period: 2005 - 2007

Objective: Ensuring the safety of pedestrians and road users. Reduction of traffic congestion at traffic intersections.

Funding: Own funds (From Chiang Mai's budget), 16 million THB

Condition: Installation at 9 sites out of 10 has been completed. Traffic lights have been installed at traffic intersections in the city.

Implemented project: Installation of pedestrian traffic lights (Related implementing project)

Implementing period: 2005 - 2007

Objective: Ensuring the safety of pedestrians and road users.

Funding: Own funds (From Chiang Mai's budget), 41 million THB

Condition: After the approval by JICA, work will be started in 46 sites.

Implemented project: Improvement of dangerous areas

Implementing period: 2005 - 2007

Objective: Ensuring the safety of pedestrians and road users.

Funding: Own funds (From Chiang Mai's budget), 600 thousand THB

Condition: Project was implemented in 9 areas out of 16. Implementing areas are within the city.

Implemented project: Improvement of traffic intersections (20 proposed sites)

Implementing period: 2004 - 2007

Objective: Ensuring safety of pedestrians and road users. Reduction of traffic congestion at traffic intersections.

Funding: Own funds (From Chiang Mai's budget), about 300 million THB (200 million THB for constructing a subway at No.18 traffic intersection, 2.2 million THB for installing traffic lights, road signs and road markings).

Condition: Improvements have been made at 10 sites out of 20. At No.18 traffic intersection, the proposed plan was changed to the construction of a subway. For other traffic intersections, crossing lamps and installation of traffic lights are added to the proposed plan.

STUDY SUMMARY SHEET

(M/P)

Compiled Sep.2003

Revised Sep.2010

ASE THA/S 116/02

1. COUNTRY	Thailand		
2. NAME OF STUDY	Study on the Acid Deposition Control Strategy in the Kingdom of Thailand		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Pollution Control Department, Ministry of Science, Technology and Environment	
	PRESENT COUNTERPART AGENCY	Pollution Control Department, Ministry of Natural Resources and Environment	
6. OBJECTIVES OF THE STUDY	To prepare the strategy for mitigation of acid deposition including ambient air pollution. In the course of the preparation, necessary technology transfer and international seminar are carried out.		
7. CONSULTANT(S)	Research, Analysis and Computing Pacific Consultants International		
8. STUDY PERIOD	Jan.2002	~	Feb.2003 13month(s)
9. SITE OR AREA	Nationwide		
10. MAJOR PROPOSED PROJECT(S)	M/P: 1) SO2 Mitigation; Shift to Natural Gas (Stationary Source) 3,500 million BHT For enhancement of the shift, public relation for raising public awareness and financial support by the government is necessary. 2) NO2 Mitigation: Countermeasures for mobile sources: total 45,000 million BHT (1) Substantial compliance with the latest Emission Standard All large-size cars should comply more strictly with latest emission standard when they come onto the market. (2) Low Emission Vehicle Promotion Urban buses should be replaced with new Natural Gas ones.		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2003 Domestic Survey)

The systematic approach for preparation of acid deposition control strategy was applied to Thailand. The approach can be applied to other East Asian countries. After evaluation of the condition, the Study revealed that the current issues for mitigation was atmospheric pollution in the BMR.

The outputs of the Study are as follows.

- SO₂ measures: The shift from high sulfur fuel to natural gas in the industrial sector in the BMR.
- NO₂ measures: Substantial compliance with the regulation on gas emission by mobile emission source, introducing low emission vehicle.
- Enhancement of environmental management for acid rain and air pollution measures.

Moreover, one of important factors of the Study was technology transfer.

- Technology transfer activities for inventory, simulation and policy setting.
- Technology transfer through the flow of 1) monitoring, 2) simulation, 3) policy making.
- The technology transfer to East Asian countries was carried out by the International seminar.

Furthermore, the inventory was made and simulation using the inventory was implemented through the study. The inventory and the outcome of the simulation are the main field of the technology transfer and are utilised for making strategy, regarded as the quantitative basis for environmental countermeasures.

(FY 2003 Overseas Survey)

Future activities after the completion of the study are as follows:

1. Monitoring of acid rain and environmental air pollution will be regularly conducted.
2. A program aiming at improvement of quality of analysis will be continuously executed through simulation and inventory activities.
3. Technology transfer to East Asia nations will be implemented through JICA's Third Country Training Program (acid rain monitoring and assessment).
4. PCD will continuously implement the environmental pollution control measures with the objective of improving the natural environments of Thailand.

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Survey)

1. Subsequent study: The study will be a part of the third acid rain monitoring and assessment national training, titled "Release inventory and modelling". It is planned from 2005 to 2006.

2. Funding: Cost will be borne by the Thai government and Japanese government (cost sharing). Amount will be approximately 1.2 million THB per year.

3. Other progress:

At present, implementation is proposed to National Environmental Board and Pollution Control Board for the implementation of the output of the project (standard for acid rain management).

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

(FY 2005 Overseas Survey)

The National Environmental Board has approved to reduce sulphur content in diesel fuel from 0.05% to 0.035% (by weight) in order to reduce SO₂ emission, which has been enforced since January, 2004.

Several actions have been taken by the DIW as a result of the development study. Few of the examples are;

- 1) Promotion of environmental report preparation by factories
- 2) Promotion of non-HW final disposal sites construction by private sector.
- 3) Issue penalty notification to illegal dumping
- 4) Issue notification to hazardous waste generating system
- 5) Formulation of higher common standard on waste management.
- 6) Upgrade of industrial waste database system

Technical Cooperation:

Training (third country):

Acid deposit monitoring and assessment (2003)

Dispatch of expert:

Emission inventory and air pollution modeling (2 personnel)

(FY 2006 Domestic Survey)

No information to be specifically mentioned.

(FY 2007 Domestic Survey)

No information to be specifically mentioned.

(FY 2007 Overseas Survey)

Technical cooperation:

Training program "The Third Country Training aiming to the regulation strategy and reducing measure against acid rain (FY 2007)"

NEB approved the reduction of 0.035% to 0.005% (by weight) of sulphur content in gasoline and diesel fuel and will be enforced from 1st of Jan. 2012.

STUDY SUMMARY SHEET

(M/P)

Compiled Sep.2003

Revised Sep.2010

ASE THA/S 117/02

1. COUNTRY	Thailand		
2. NAME OF STUDY	Study on Development for Securing System of Building Safety		
3. SECTOR	Social Infrastructure / (Social Infrastructure in) General		4. TYPE OF STUDY M/P
5.	Public Works Department (PWD)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY	Since 2002 October name of department was changed to Department of Public Works and Town and Country Planning (DPT)		
6. OBJECTIVES OF THE STUDY	<p>The survey was conducted to realize the following purposes so as to improve the safety of fire prevention of special buildings.</p> <p>1. Establishing the development strategy for the safety system of fire prevention. 2. Recommendation on the evaluation and improvement of building fire prevention-related laws and regulations. 3. Presenting technical manual for administrative building examiners and designers. 4. Recommendation on human resource development planning. 5. Recommendation on establishing the building material testing system.</p>		
7. CONSULTANT(S)	The Building Center of Japan Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Jun.2001 ~ Mar.2003 21month(s) ~		
9. SITE OR AREA	<p>The entire part of Thailand is covered, focusing on the Bangkok Metropolitan Area and some major local cities, where large-scale special buildings are mainly and exclusively located. Special buildings used by unspecified majority covered are as follows;</p> <p>1. Hotels, 2. Offices buildings, 3. Theaters, 4. Hospitals, 5. Department stores/super markets, 6. Schools, 7. Factories, 8. Complex housings, 9. Shops with housing function (complex housings composed of shops on the first floor and housings on the second and higher) and 10. Multi-purpose buildings.</p>		
10. MAJOR PROPOSED PROJECT(S)	<p>Suggested contents of the report is as follows. Predominant proposals are the amendment of the Ministerial Regulations and study on the establishment of the related institutions. Therefore, there is no project proposal which based on the financial assistance.</p> <p>1. Development strategy of fire prevention security system (1) Basic principle : Because fire disaster in buildings has not been actualized in Thailand, most factors that the buildings lack fire prevention security have roots in low knowledge of related parties about fire security. In this condition, established principle as follows considering social economy condition, politic system, and producing system of buildings. 1) approach in government initiative, 2) cooperation and utilization of private expert system, promotion of social shaping that appraise the worth of fire prevention security (2) development target and targeted security level : Considering about the present condition that fire control service and urban basis facilities are not sufficient, human life security is the first principle, and property security is the second principle, as targeted security level. Considering about the basic principle, 3 prior development targets were set. 1) secure security of newly constructed building, 2) secure security of existing building, 3) improvement of utilization and operation structure of buildings (3) introduction measure : In order to realize the development target, necessary measure would be suggested.</p> <p>2. Amendment of law relating to building fire prevention (1) introduction of Passive System, (2) improvement of Active System, (3) development of law that reflect the property of buildings, (4) improvement of existing laws, (5) reconstruction of existing inappropriate buildings</p> <p>3. Technical manual for fire prevention plan Summarized about basic concept of fire prevention, points of planning fire prevention technique, and points of fire prevention plan in each use. As suggested, it would be utilized for cultivation seminars of examination officer, building architect, and technical expert.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2003 Domestic and Overseas Survey)

Prioritized areas of technical assistance include advice and guidance on amendment of the Ministerial regulations, as well as to establish the testing, evaluation and appraisal system for building materials.

It is expected that the involvement of the expert would enable procedure of law amendment to be enforced promptly, and that Ministerial regulations concerning the testing, evaluation and appraisal system will be integrated into the building fire safety standard.

Following effectiveness of the technical cooperation were appeared during the this development survey project.

1) Amendments of Ministerial Regulation on Fire Safety

(1) It reformed the regulation on the fire rates from only 3 hours rate. (2) Fire test method of the fire door was conformed to ISO. (3) Established the technical committee on technical approval system.

2) Enhancement of Assessment / Inspection System

(1) It commenced the examination on the interim inspection system (2) It commenced the discussion on the periodical inspection system

3) Establishment of Testing & Evaluation system

(1) It clarified the establishment of new fire test laboratory in cooperation between DPT and Chulalongkorn University.

4) Furthermore, after finished the development survey, the Sub-committee on the building fire safety was established under the Building Control Committee Board (BCCB), and the sub-committee planned to hold once in a two weeks.

Technical support :

One long-term expert will be dispatched from March 2004 in order to follow up the full-scale study.

(FY 2004 Domestic and Overseas Survey)

1. Law revision is carried out in earnest. Department of Public, Works, Towns & Country Planning has agreed on the revision of MR 48 related to basic structure fire resistance period rating. MR 48 states that fire resistance period rating must not be below 3 hours. However, as an output of the study, Japanese expert has suggested in revising now 3 hours fire resistant period rating to 1 to 3 hours depending on scale, height, and use. In addition, ISO834 was added to the test method which only includes ASTM E119. The test method was submitted to Building Control Committee Board and Cabinet. They have already received the MR draft. The DPT is planning to review other basic structure fire resistance period rating.

Building Control Committee Board has revised MR for a fire resistance period rating and established subcommittee to prepare the Thailand Building Standard Act.

Building Standard Act consists of construction material, structure or fire security facilities, interior standards, fire-prevention shutter, evaluation and approval of building structure, fire resistant materials, and technical certification system for construction methods. Building Management Department under the jurisdiction of DPT has prepared Building Standard Act and submitted DS final report for a MR revision to the subcommittee.

2. Fire Safety Research Center: FSRC

FSRC will be constructed by repairing the building used for fire experiment demonstration during the implementation of this study. 2003/Mar: open 2004/Mar: facilities development: an establishment of vertical and horizontal fireproof building by the Yen Grant 2005/ Dec: three kinds of experimental machines are being provided by the Yen Grant. They will be introduced in the beginning of 2006.

3. Central administrative reform has planned to establish the Ministry of Construction and the Construction Regulation Department. Inclusion of functions to evaluate building techniques is considered. This, taking based on the experience and knowledge as an institution to evaluate the building techniques, corresponds to the proposal for the requirement to prepare technical evaluation scheme.

Technical cooperation:

Dispatch of experts:

Dispatch of long term experts: as a result of the below, the Ministerial Regulations of Building Control will be updated.

1) Revision of MR, EIT standard revision and new ASA standard. 2) Preparation of rules for fire examination procedures and report for the result of fire examination. 3) Preparation of rules for technical evaluation procedures and report. 4) Rules for building permission procedures by a architect focusing on fire security measures of the building. 5) Guidelines for financial assistance and incentive system 6) Training manual for an architect. 7) Technical evaluation report (for architect, engineer, constructor, and others)

(FY 2005 Domestic Survey)

Training for the inspectors for fire prevention security inspection has been conducted by the Department of Public Works and the Town and Country Planning (DPT) in FY 2004 and FY 2005. 90 persons have participated in the training course in FY 2005, which have seen improvement in work place, and continuous revision of the contents of the inspection.

Technical cooperation:

Training:

Counterpart training: 1 personnel from DPT to limit construction fire prevention zones and interior materials, to inspect the facilities related to construction fire prevention security, and to hear construction administration and construction technology appraisal.

Dispatch of experts:

Long-term experts: 1 personnel in construction regulation March 2003-March 2006

Others:

JICA group training: Construction administration training to introduce contents of the development study and proposed tasks.

(FY 2007 Domestic Survey)

Implemented project : "Introduction of Periodic Report System"

Implementing period : from 2005

Implementing body : Ministry of Interior

Objective : Building Control Act was revised at the year of 2000(Article 32-2 was added), and legal basis of periodic report of utilizing building was regulated. The Act mentioned that the detail would be regulated by ordinance of Ministry of Interior, but the ordinance of Ministry of Interior had not been regulated, and therefore periodic report system had not been operated. Considering about suggestion of the Development Survey, 2 ordinance of Ministry of Interior about periodic report system was issued at 2005. Target building of periodic report, qualification of technical expert who inspect for periodic report, and contents of inspection was regulated. The first report was to be done until December, 2007, however it has not been reported due to the opposition of building owners.

Dispatch of experts : Dispatch of long-term experts from March, 2004 to March, 2007. They made the secretariat idea of general rule of technical standard and fire prevention standard. Afterward, explanatory meeting against learned person and relevant agencies was conducted with presence of the experts at July, 2007, but works for drastic revision has been getting stacked up.

STUDY SUMMARY SHEET

(M/P)

Compiled Dec.2007

Revised Sep.2010

ASE THA/S 101/06

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Study on Implementation of the BMA Subcenters Program(Case of Lat Krabang)		
3. SECTOR	Social Infrastructure	/ Urban Planning & Land Development	4. TYPE OF STUDY M/P
5.	Bangkok Metropolitan Administration		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1) To formulate a strategic development plan for the Lat Krabang area (hereinafter referred as to "the Subcenter Area") to develop a well-ordered and sound new urban area, 2) To formulate a basic plan for the pilot project area (hereinafter referred as to "the Pilot Area") which will be selected in the Subcenter Area for the pre-feasibility study of the land readjustment method, and 3) To implement capacity building for the counterparts and Thai officials who take charge of the city planning, transportation planning, land readjustment, and environment and social assessment.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Aug.2004	~ Jul.2006	23month(s)
9. SITE OR AREA	Wide metropolitan area of Bangkok, Lat Krabang Sub Center area(about 2,000ha)		
10. MAJOR PROPOSED PROJECT(S)	<p><Contents of the project></p> <p>(1) overall condition of targeted area of the Survey, (2) basic development policy of Lat Krabang Sub Center area, (3) development plan, (4) development of facilities and infrastructure, (5) strategic development plan, (6) economic analysis, (7) pre-feasibility survey against pilot project area, (8) consideration to environmental society and public consultation, (9) environmental evaluation, etc.</p> <p><Suggestions and action plan></p> <p>To shift the metropolitan area from overconcentration type to multipolar decentralization type had been the urban planning vision of Bangkok for long period. Public project and private development, and overall management of them are necessary to construct the Sub Center in reality.</p> <p>(1) Important development that should be conducted in five years</p> <p>1) accomplishment of primary development of Area-C 2) accomplishment of urban development including buildings in pilot project area 3) accomplishment of constructing main highways(NS-1, N-2, and EW-1) 4) partly accomplish the day-tourism in culture town</p> <p>(2) Urgent activities that should be conducted for working out important development</p> <p>1) establishment of committee 2) establishment of public development corporation 3) deepening the survey and design for the development of Area-C 4) conduction of the pilot project 5) development of culture town 6) maintenance of road network 7) other transportation facilities</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY2007 Domestic Survey)

No information to be specifically mentioned.

(FY2007 Overseas Survey)

Subsequent Study: Additional Survey about planning and designing Lat Krabang Subsector

Implementing period: from September, 2006 to January, 2007

Implementing body: Department of City Planning

Objective: 1) review the physical data of the targeted area of Survey, and make up GIS 2) confirm the land ownership about Area A and Area C, and structure land information system 3) investigate the land dimension of Area A 4) investigate the project expense of redevelopment of Area A and Area C, and investigate the feasibility 5) structure 3D modeling of Area A and Area C 6) promote the understandings about the direction of development through holding public hearing against land owners about land redevelopment project 7) conduct technology transfer and conduct training in aim of effective operation of GIS database

(FY 2009 Domestic Survey)

Since the mayor who was passionate about this project has been replaced for political reasons, no progress has been made.

(FY 2009 Overseas Survey) No information.

STUDY SUMMARY SHEET

(M/P)

Compiled Jun.2009

Revised Sep.2010

ASE THA/A 101/07

1. COUNTRY	Thailand		
2. NAME OF STUDY	Development Study on Planning and Capacity Building for Natural Resources Management and Sustainable Rural and Agricultural Development in the North Thailand		
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Office of the Permanent Secretary and Agricultural Land Reform Office, Ministry of Agriculture and Cooperatives	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	(1)To formulate the Master Programs in order to implement sustainable rural and agricultural development mainly in Land Reform Area (LRA) with people in the local community and related organization, promoting proper management of natural resources, (2)To implement pilot project(s) in the course of the Study mainly for capacity building of Thai counterpart personnel, related organizations and communities concerned, and (3)To carry out technology transfer to the counterpart personnel and related organizations through on-the-job training in the course of the Study.		
7. CONSULTANT(S)	Sanyu Consultants Inc.		
8. STUDY PERIOD	Sep.2004 ~ Mar.2007	30month(s)	
	Aug.2007 ~ Nov.2008	15month(s)	
9. SITE OR AREA	The Study Area of the Phase I (Inventory survey) covered all the 17 provinces in the North Thailand.For the Phase II (Formulation of the draft Master Program), it covered the LRAs in the selected 4 provinces (Phayao, Phrae, Nan and Phitsanulok) in the North Thailand. Pilot project areas including 7 tampons were selected from the LRAs of the 4 provinces for the Phase III (Implementation of the pilot projects).		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Program and Component</p> <p>(1) Natural Resources Management</p> <p>1 Food produce utilization - 1.1 Food utilization, 1.2 Non-food utilization</p> <p>2. Forest area management - 2.1 Community forest establishment, 2.2 Community forest management, 2.3 Forest valuations</p> <p>3. Forest rehabilitation - 3.1 Forest rehabilitation, 3.2 Reserved forest area delineation</p> <p>4. Soil and water conservation - 4.1 Soil conservation, 4.2 Water conservation</p> <p>(2) Livelihood Improvement</p> <p>1. Livelihood improvement - 1.1 Non-agricultural income generation, 1.2 Expenditure reduction, 1.3 Energy saving</p> <p>2. Fund development - 2.1 Locally accessible capital / fund development</p> <p>3. Health and welfare improvement - 3.1 Health improvement, 3.2 Culture dissemination</p> <p>4. Infrastructure development - 4.1 Social infrastructure, 4.2 Living conditions improvement</p> <p>(3) Sustainable Agriculture Development</p> <p>1. Agriculture Production - 1.1 Crop production, 1.2 Farming technology improvement</p> <p>2. Livestock development - 2.1 Livestock raising, 2.3 Feed production</p> <p>3. Farm produce processing - 3.1 Plant material processing, 3.2 Animal material processing</p> <p>4. Marketing - 4.1 Enhancement of local circulation of farm produce, 4.2 Marketing improvement of local specialties</p> <p>5. Infrastructure development - 5.1 Water resources development, 5.2 On-farm facilities</p> <p>2.Approximate project implementation cost</p> <p>Project implementation cost of the Phase-I consists of; 1) cost for learning / trials / practice, 2) construction of infrastructure, 3) employment of facilitators and fieldworkers, 4) operation and maintenance of the project. The cost is estimated at 1,720 million Bahts. About 78% is shared for construction of infrastructure.</p>		

北タイにおける自然資源の保全管理と持続可能な農業・農村開発のための計画策定調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2008 Domestic and Overseas Survey)

1. Continuation of Pilot Project: Continuance and follow-up of the activities in order that the Pilot Project Areas conducted in the development study may function as "Model areas" of the project.

ALRO is continuing activity support and the monitoring follow-up in the pilot project areas by its own budget after completion of the JICA study. The successful areas among these were designated as target areas for other ALRO programs: learning center, sufficiency economy settlement, and community cooperation projects, which are other nationwide ALRO program conducted under the Thai government budget.

2. Phase I project : 1) Natural Resources Management, 2) Livelihood Improvement, 3) Sustainable agriculture development Program.

After completion of the development study in Dec. 2007, ALRO prepared the application form of yen loan for the cabinet approval in Feb. 2008. The Priority District Selection for Phase I project and the Community Study were done on 20 Tambons in the four provinces, Phrae, Phayao, Nan and Phitsanulok, by the consultants and NGO which ordered by the ALRO. (In Oct. 2007.)

STUDY SUMMARY SHEET

(M/P)

Compiled Apr.2010

Revised Sep.2010

ASE THA/S 101/08

1. COUNTRY	Thailand		
2. NAME OF STUDY	The Study on Supporting System for Local Administrations on Natural Resources and Environmental Management in the Kingdom of Thailand		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P
5.	MINISTRY OF NATURAL RESOURCES AND ENVIRONMENT		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	The objective of this Study was to strengthen the capacity of agencies responsible for Natural Resources and Environmental Management (NREM) in central, provincial, and local administrations, and at the same time strengthen the linkage between the administrative levels, through the formulation of a Provincial Environmental Quality Management Plan (PEQMP) following the National Environmental Quality Management Plan (National EQMP) of 2007-2011 in two model provinces, Phra Nakhon Si Ayutthaya Province (AYP) and Samut Songkhram Province (SKP).		
7. CONSULTANT(S)	KOKUSAI KOGYO CO., LTD. EX CORPORATION Urban & Environment Planning, Research and Consulting		
8. STUDY PERIOD	May.2007	~ Jul.2008	14month(s)
9. SITE OR AREA	- Phra Nakhon Si Ayutthaya Province (AYP) - Samut Songkhram Province (SKP)		
10. MAJOR PROPOSED PROJECT(S)	<p>(MNRE) : ONEP & OPS shall further strengthen LA NREM support by REO & PEO and the regional support capacities of REO.. MNRE shall establish a PA/LA Central Support Center for NREM which functions as a window organization to relay the inquiries and requests from PA (Changwat) and LAs, which cannot be dealt with by REO, to departments in MNRE.. The department of MNRE, which is appointed by the Center, shall assist PA and LAs through such support as the provision of the latest scientific theories and technical information, technical instruction, sector-based training, dispatch of and instruction by experts, and assistance of formulating plans in their various fields of responsibility.. DEQP/MNRE shall raise awareness among chiefs of relevant LAs, especially Orborjor, of the importance of proper NREM in areas such as solid waste management and wastewater treatment.. In cooperation with REO/PEO, MNRE shall implement the following measures in order for LA to acquire the necessary funds for the establishment of an appropriate system for solid waste management and wastewater treatment:</p> <p>(REO) : REO shall, with support from MNRE, strengthen its GIS Database Center's capacity to provide information and conduct public relations activities, and organize itself as a supporting agency that provides technical expertise and information for the improvement of NREM in PA and LA.. REO shall provide necessary training opportunities for PEO, an NREM supporting team in PA (Changwat), and Environmental Division in Orborjor.. REO shall strengthen the linkage with regional offices still held by the five non-ex MOSTE departments within MNRE.. The GIS Database Center shall update the NREM GIS Database periodically, using the information provided by PEO, PA (Changwat), 'PA/LA Central Support Center for NREM' in MNRE, and other agencies under each REO.. REO shall raise NREM awareness in preserving NRE among administrative officers in LAs in cooperation with the PA/LA central support center and PEOs under its jurisdiction. REO shall also raise NREM awareness in preserving NRE among residents in cooperation with DEQP and PEOs under its jurisdiction.. In cooperation with MNRE/PEO REO shall implement the following measures in order for LA to acquire the necessary funds for the establishment of an appropriate system for solid waste management and wastewater treatment.</p> <p>(GIS Database Center in REO.) : PEO shall raise NREM awareness in preserving NRE among administrative officers in LAs in cooperation with the PA/LA central support center and REO in the Region of PEO. PEO shall also raise NREM awareness in preserving NRE among residents in cooperation with DEQP and the REO.. PEO should work towards the establishment of public participation in NREM by posting the draft PEQMP to the public and inclusion of representatives of NGOs and local residents in PEQMP monitoring committee.. In cooperation with MNRE/REO, PEO shall implement the following measures in order for LA to acquire the necessary funds for the establishment of an appropriate system for solid waste management and wastewater treatment. . PEO shall provide area based information which is obtained from the environmental GIS database to relevant organizations and departments in charge of the development plan and land use plan in order to coordinate with a provincial development plan and existing land use plan (zoning).</p> <p>(PA (Changwat)) : . The PA (Changwat) in cooperation with MNRE/REO/PEO should lead efforts to strengthen the NREM capacities of Orborjor by strongly working towards the establishment of an Environmental Division in Orborjor.. Then, the PA (Changwat) shall establish a NREM supporting team within the PA to support the new Environmental Division of Orborjor.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2009 Domestic Survey)

For the realization of the following proposals, project-typed technical cooperation was requested. JICA has been planning to send the preliminary survey mission for the project-typed technical cooperation in May 2010.

- To strengthen the relations between the central and the local natural resource environmental administration.
- To lift up the minds of local authorities and the habitants.
- To establish the natural resource environmental administration system at a prefecture level.
- To utilize the GIS database for natural resource environmental management.

(FY 2009 Overseas Survey) No information.

STUDY SUMMARY SHEET

(M/P)

Compiled Sep.1995

Revised Sep.2010

ASE VNM/S 101/94

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Transport Development in the Northern Part of Viet Nam		
3. SECTOR	Transportation / (Transportation in) General		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Transport Economic Science Institute (TESI) Ministry of Transport	
	PRESENT COUNTERPART AGENCY	Transport Development and Strategy Institute(IDSI)	
6. OBJECTIVES OF THE STUDY	Drawing up a Master Plan of the transportation system except airport in the northern part of the country until the target year of 2010.		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Jun.1993 ~ May.1994 11month(s) ~		
9. SITE OR AREA	The northern part of Viet Nam		
10. MAJOR PROPOSED PROJECT(S)	<p>1)Road : 10 items including improvement of the national highways of route 1, 2, 18, 70 and 379, bridges across national highways and local roads.</p> <p>2)Railway : 9 items including improvement of the passenger transportation system of Hanoi - Haiphong line, rolling stocks factory at San Ram and the transportation for the border area.</p> <p>3)Port : Renovation and development of Haiphong and Cailan.</p> <p>4)Inland Waterway : Improvement of Ninh Binh, Hanoi and Viettri river ports, dredge and improvement of main waterways.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :
 As this is the first integrated development project for the northern part of the country, it is considered to make improvement of transportation.

1.Road
 Implementations of the works are being actively progressed by means of the financing from the government of Japan, the World Bank and the Asian Development Bank.
 Subsequent Study: JICA-F/S(1996), D/D WB-F/S(1996)
 (FY 1997 Domestic Survey)(FY 1998 Domestic Survey)(FY 1999 Domestic Survey)
 - Rehabilitation of National road 1 (Hanoi-Vinh) --- World Bank
 - Rehabilitation of bridges with the length of more than 20m in the section Hanoi-Vinh --- OECF

Finance:
 (1)National Highway No.1 Bridge Rehabilitation Project
 (I) 28 Jan. 1994 L/A 3,870 mil. yen (II) 18 April 1995 L/A 2,859 mil. yen (III) 29 March 1996 L/A 8,808 mil. yen (II-2) 29 March 1997 L/A 2,239 mil. yen (II-3) 30 March 1999 L/A 13,170 mil. yen (II-3)
Construction:
 (FY 1999 Overseas Survey)
 OECF 1995-2001 under construction(Hanoi-Vinh / Nhatrang-Can Tho / Hanoi-China border / Dongha-Nhatrang)
 WB 1996-1999 almost completed(HCM-Cantho / Vinh-Dongha / Ouangngai)
 ADB 1997-2000 under construction

(2)Expansion of National Highway No. 5 (two-lane ---> four-lane) Taiwan / OECF
 (I) 28 Jan. 1994 L/A 8,782 mil. yen (II)18 April 1995 L/A 5,470 mil. yen (III) 29 March 1996 L/A 6,709 mil. yen
 (FY 1999 Domestic Survey)
 Jan. - March 1999 OECF SAPS "National Highway No.5 Improvement Project".
Construction:
 (FY 1999 Overseas Survey) OECF 1995-2000 almost completed

(3)National Highway No10 Road & Bridge Rehabilitation Project : 30 March 1998 L/A 17,742 mil. yen (I)
Construction:
 (FY 1999 Overseas Survey) OECF 1998-2003 under construction

(4)National Highway No18 Road & Bridge Rehabilitation Project: 30 March 1998 L/A 11,863 mil. yen (I)
Construction:
 OECF 1998-2003 under construction(Noibai-Chi Linh / Bieunghi-Cuaong)
 Korea loan 1996-1999 completed(Chi Linh-Bieunghi)

2.Railway
 Feasibility Study for the improvement of the passenger transportation system of Hanoi - Haiphong line is now being carried out by the assistance of U.K. Other projects are progressed by the aid of JICA and OECF.
 Subsequent Study: JICA-F/S(1996) Germany-F/S
 (FY 1998 Domestic Survey) Improvement projects of the Transportation for the border area are underway with their own fund.
Finance:
 (FY 1997 Domestic Survey)(FY 1998 Domestic Survey)
 Ha Noi - Ho Chi Minh City Railway Bridge Rehabilitation Project
 (I)28 Jan. 1994 L/A 4,042 mil. yen (II) 18 April 1995 L/A 54 mil. yen (III) 29 March 1996 L/A 7,341 mil. yen
 Project contents: Rehabilitation of nine prioritized bridges on North-South railway (Ha Noi - Ho Chi Minh City).
 (FY 1999 Domestic Survey) Jan. - Mar., May - Aug. 1999 OECF SAPI "Ha Noi - Ho Chi Minh City Railway Bridge Rehabilitation Project".
Construction:
 (FY 1999 Overseas Survey)
 OECF 1995-2001 under construction Hanoi-HCM
 1999-2001 under construction Hanoi-Vinh

3.Port
 Subsequent Study: JICA-F/S(1994)
Finance:
 Jan.1994 L/A 3,945 mil. Yen (Haiphong Port Rehabilitation Project I)
 29 Mar. 1996 L/A 10,273 mil. yen (Expansion of Cailan Port)
 (FY 2000 Domestic Survey)
 29 Mar. 2000 L/A 13,287 mil. yen (Haiphong Port Rehabilitation Project II)
Construction:
 (FY 1998 Domestic Survey)(FY 1999 Overseas Study)
 Haihpong Port: 1995-2000 On-going
 Cailan Port : 1996-2001 On-going
 *Refer to "Cai Lan Port Construction Project (VNM/S 301/94)" for further information on Cai Lan port.
 Related project: Bai Gon Port project by ADB loan(1995-2000)

4.Inland Waterway
 Subsequent Study: ADB-F/S(1997)
 (FY 1998 Domestic Survey) No action has been taken for the implementation.
 (FY 1999 Overseas Survey) World Bank funds during 1998-2001

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. 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 Sep.2010

ASE VNM/S 201/94

1. COUNTRY	Viet Nam																	
2. NAME OF STUDY	Urban Drainage and Wastewater Disposal System in Hanoi City																	
3. SECTOR	Social Infrastructure	/ River & Erosion Control	4. TYPE OF STUDY M/P+F/S															
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	People's Committee of City of Hanoi Hanoi Sewage/Drainage Corporation																
	PRESENT COUNTERPART AGENCY																	
6. OBJECTIVES OF THE STUDY	1)Formulation of a Master Plan on drainage and wastewater disposal; and 2)Feasibility Studies on urgent projects of improvement of inferior drainage and prioritized projects.																	
7. CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd.																	
8. STUDY PERIOD	Oct.1993 ~ Feb.1995 16month(s) ~																	
9. SITE OR AREA	Urban district of Hanoi City (approx. 135sq.km)																	
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> Following two(2) projects were proposed in order to protect flood disaster and improve the environment of urban life: 1)Drainage Plan; Drainage Plan of Toric River Basin (77.5sq.km) Drainage Plan of Nuwe River Basin (57.9sq.km) 2)Rehabilitation of Drainage System; Plan for 5 sewage collecting and treatment facilities, Plan for 2 separate sewage treatment facilities.</p> <p><F/S> The project of drainage for Toric River Basin, which is selected to five top priority, is divided by two(2) stages as shown below:</p> <table style="margin-left: 20px; border: none;"> <thead> <tr> <th></th> <th style="text-align: center;">1st Stage</th> <th style="text-align: center;">2nd Stage</th> </tr> </thead> <tbody> <tr> <td>Capacity of Pump Station</td> <td style="text-align: center;">45cu.m/s</td> <td style="text-align: center;">45cu.m/s</td> </tr> <tr> <td>Regulating Reservoir</td> <td style="text-align: center;">3,870 thousand cu.m</td> <td style="text-align: center;">1,320 thousand cu.m</td> </tr> <tr> <td>River Renovation</td> <td style="text-align: center;">33km</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Sewerage</td> <td style="text-align: center;">45km</td> <td style="text-align: center;">230km</td> </tr> </tbody> </table>				1st Stage	2nd Stage	Capacity of Pump Station	45cu.m/s	45cu.m/s	Regulating Reservoir	3,870 thousand cu.m	1,320 thousand cu.m	River Renovation	33km	-	Sewerage	45km	230km
	1st Stage	2nd Stage																
Capacity of Pump Station	45cu.m/s	45cu.m/s																
Regulating Reservoir	3,870 thousand cu.m	1,320 thousand cu.m																
River Renovation	33km	-																
Sewerage	45km	230km																

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1996 Domestic Survey) Subsequent Studies: Implementing Period:Feb.1997~Jul.2001 Fund:OECE loan Amount to be Procured:US\$179,000,000 (Local Currency \$61,800,000/ Foreign Currency \$117,900,000)</p> <p>Difference with JICA's Porposal: Construction of two Pilot Waste Water Treatment Plants at Kim Lien and Truc Bach.</p> <p>1.Drainage Project for Environment Improvement in Hanoi City-1st Stage Finance: 18 Apr. 1995 L/A 6,406 mil.yen *Component of project 1.Reservoir and Pumping Station. 2.Improvement of major rivers and rehabilitation of drainage channels. 3.Rehabilitation of sewerage. 4.Procurement of sewer cleaning machinery and undertaking of cleaning works. 5.Construction of Pilot Waste Water Treatment Plants. 6.Improvement of environment of lakes and ponds.</p> <p>Construction: Jul.1998~Feb.2001 (scheduled) (FY 1997 Domestic Survey) Shortening of construction period is required. (FY 1999 Overseas Survey) 14 packages were planned and P-3, P-5, P-6, P-7c, P-14 are already completed.</p> <p>2.Drainage Project for Environment Improvement in Hanoi City-1st Stage (FY 1998 Domestic Survey) Finance: 30 March 1998 L/A 12,165 mil.yen *Component of project 1.Rehabilitation of drainage facilities. 2.Construction of regulating reservoir/ pump station.</p> <p>Future prospects: (FY 1998 Domestic Survey) Government of Viet Nam is expecting the Japanese government to implement the F/S on the sewage development project which was proposed by M/P.</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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. 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 Sep.2010

ASE VNM/A 202/94

1. COUNTRY	Viet Nam											
2. NAME OF STUDY	Improvement Project of Drainage System in South Bac Duong Agricultural Area											
3. SECTOR	Agriculture	/ Irrigation, Drainage & Reclamation	4. TYPE OF STUDY M/P+F/S									
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Rural Development										
	PRESENT COUNTERPART AGENCY											
6. OBJECTIVES OF THE STUDY	Formulation of the drainage plan (M/P) for South Bac Duong area neighboring to the City of Hanoi with an area of approx. 40,000ha and a F/S for priority area.											
7. CONSULTANT(S)	Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.											
8. STUDY PERIOD	Mar.1994 ~ Mar.1995 12month(s) ~											
9. SITE OR AREA	South Bac Duong area in Nothern Viet Nam											
10. MAJOR PROPOSED PROJECT(S)	<p>1)Improvement of drainage: Repair of the pump stations and canals for drainage.</p> <p>2)Improvement of irrigation system: Securement of water quantity and repair of waterways.</p> <p>3)Establishment of sustainable agriculture: Introduction of intensive and diversified agricultural system.</p> <p>4)Improvement of social-environmental circumstances: Mitigation of poverty and disease.</p> <p>The activities contain the followings:-</p> <table style="width: 100%; border: none;"> <tr> <td></td> <td style="text-align: center;">Option I</td> <td style="text-align: center;">Option II</td> </tr> <tr> <td>Area for</td> <td style="text-align: center;">6,420 ha</td> <td style="text-align: center;">8,540 ha</td> </tr> <tr> <td>Pumping facility</td> <td style="text-align: center;">16.0cu.m/s</td> <td style="text-align: center;">26.0cu.m/s</td> </tr> </table>				Option I	Option II	Area for	6,420 ha	8,540 ha	Pumping facility	16.0cu.m/s	26.0cu.m/s
	Option I	Option II										
Area for	6,420 ha	8,540 ha										
Pumping facility	16.0cu.m/s	26.0cu.m/s										

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Study: (FY 1997 Domestic Survey) Oct.1997~Feb.1998 B/D "Drainage System Improvement in Tanchi"</p> <p>Different with JICA's proposal: (FY 1997 Overseas Survey) Area was narrowed.</p> <p>Finance: (FY 1997 Overseas Survey) Government budget Grant aid assistance with amount of approx. 17mil.US\$ has been requested in 1996. (FY 1998 Domestic Survey)(FY 1999 Domestic Survey)(FY 1999 Overseas Survey) 9 Jun. 1998 E/N 252 mil.yen "Drainage System Improvement Project in Tanchi (1/3)", provision of materials and equipment. 30 Sep. 1998 E/N 1,491 mil. yen "Drainage System Improvement Project in Tanchi (2/3)", construction of pumping station. * The expense for the construction of drainage channel is born by Vietnam side. E/N for Phase 3/3 is to be signed in FY 2000.</p> <p>Construction: (FY 1998 Domestic Survey)(FY 1999 Overseas Survey) 2/3 1999~Mar. 2000 (scheduled to be completed).</p> <p>Remaining Project: (FY 1998 Domestic Survey) As for remained area, it is planned to rehabilitate a drainage system by 2005. Japanese grant is expected for the project, especially for the proposed project option I.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Sep.1995

Revised Sep.2010

ASE VNM/S 301/94

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Cai Lan Port Construction Project		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY F/S
5.	Transport Engineering Design Incorporated (TEDI)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility Study for Cai Lan Port (target year of 2000).		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Dec.1993 ~ Dec.1994 12month(s) ~		
9. SITE OR AREA	Cai Lan port		
10. MAJOR PROPOSED PROJECT(S)	<p>(1)Sea Route : depth -11m, width of the bottom 130m</p> <p>(2)Wharf : 7 wharfs, extension 1,461m, depth of water -9 to -13m</p> <p>(3)Shed, Open freight storage.</p> <p>(4)Cargo handling facility.</p>		

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

Description :

Subsequent Study:

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

Nov1997~Jul.1998 Review, D/D

Consulting Firm / Nippon koei, Nedeco, Paweco

*Difference with JICA's proposal: The numbers of berths were changed from 7 to 4.

Finance:

Mar.1996 L/A (Cai Lan Port Expansion Project, 10,273 mil.Yen).

*Contents

Construction of 4 berth, access channel, equipment

Construction:

(FY 1997 Overseas Survey)

1998~2001

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.1996

Revised Sep.2010

ASE VNM/S 202/95

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Upgrading the Hanoi-Ho Chi Minh Railway Line to Speed Up the Passenger Express Trains to Average Speed of 70km/h in the Year of 2000		
3. SECTOR	Transportation / Railway	4. TYPE OF STUDY	M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Viet Nam Railway, Ministry of Transport	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To rehabilitate and modernize the Hanoi-Ho Chi Minh Railway Line by the year of 2010.		
7. CONSULTANT(S)	Japan Railway Technical Service		
8. STUDY PERIOD	Feb.1994 ~ Jan.1996 23month(s) ~		
9. SITE OR AREA	1,762km between Hanoi-Ho Chi Minh		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> To formulate M/P which aims to achieve the social and economic development and to stabilize the society by 2000 (to realize the high-quality safetiness and reliability, rehabilitation of all points where trains are force to slow down and the improvement of a disaster prevention system, railroads, signals, a communication system and a vehicle repair method are to be implemented). -To determine F/S projects based on M/P (The implementation of F/S on 1)the Hanoi-Ho Chi Minh Line and 2)the Lao Cai-Cai Lan Line is determined)</p> <p><F/S> 1)F/S on the rehabilitation and improvement of the Hanoi-Ho Chi Minh Line. Improvement of the financial situation and the implementation of safety measures on high priority sections of Hanoi-Thao Hoa, Hue-Da Nang and Saigon-Muong Man. a)Improvement of cargo service and passenger service b)Improvement of rail tracks, bridges, signals and a communication system c)Installation of optic cable and telephone exchanges 2)F/S on the rehabilitation and improvement of the Lao Cai-Cai Lan Line a)To construct the Ha Long-Cai Lan Port Section b)To improve the transport system for tourists in Ha Long Port c)To improve the Kep-Ha Long section d)To implement construction works to change the width of railroad</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	Discontinued or Cancelled
<p>Description : (FY 1998 Domestic Survey) The social infrastructure in Vietnam is of urgent necessity for the development of its economy, Transportation sector is the important field of Japan's assistance and the study is expected for effective utilization in the future. Subsequent Study: (FY 1999 Overseas Survey) 1996 F/S Netherlands Government(Development of signaling and telecommunication of Hue-Da nang section) Finance: (FY 1999 Overseas Survey) Kfw 8.5 mil. yen(Improvement of the Hanoi-Ho Chi Minh Line) Kfw 179mil. yen(Improvement of the Hanoi-Ho Chi Minh Line) Construction: (FY 1999 Overseas Survey)(FY 2001 Overseas Survey) Construction of 8 bridges between the Hanoi-Ho Chi Minh Line: Completed in 2000 Improvement of signal & telecommunication between Hanoi-Vinh / Tunnel improvement: designs are now planned. (FY 2001 Domestic Survey) Period: Mar. 1998 - Oct. 2000 Contractor: Package I - Rinkai Kensetsu, Matsuo Kyoryo, JV of DIEZOI (Vietnamese company), Package II - Mitsui, JV of TangLong</p> <p>As Phase II of the rehabilitation of Hanoi-Ho Chi Minh Line, rehabilitation works of 10 bridges were started in Jun. 2001 with the 20-months scheduled construction period.</p> <p>(FY 2001 Overseas Survey) Phase II of the rehabilitation of Hanoi-Ho Chi Minh Line. Package III (5 bridges) : Jun.2001~Jan.2003. Rinkai Kensetsu, Matsuo Kyoryo, JV of CIENCO1 (Total construction cost: 1,147 million yen) Package IV (5 bridges) : Jun. 10, 2000 ~ Jun.2003: Mitsui, JV of TangLong (Total construction cost: 1,350 million yen)</p> <p>Package III: 3.15% completed. In progress in good circumstances. Package IV: being prepared</p> <p>Remaining works: A request has been submitted to JBIC and the related organization of the Vietnamese government to implement Phase II construction with the remaining fund after 10 bridges are completed. F/S was completed for rehabilitation of 34 bridges.</p> <p>(FY 2005 Domestic Survey) Hanoi-Ho Chi Minh City Railway bridge safety improvement project (phase II) has been fully completed in March 2005, including additional work.</p> <p>Subsequent project: Hanoi-Ho Chi Minh City Railway bridge safety improvement project (phase III) Funding: Funding party: Yen loan L/A March 31st 2004 Description: STEP loan (L/A No. VNX1-8) Implementing period: Construction starting: September 29th 2005 Implementing party: JTC, PCI, JARTS, JV Objective: Included training of rehabilitation and protecting of 44 bridges. Relation with the study: A part of component proposed in the study Progress: Design is in progress</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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 Sep.2010

ASE VNM/S 302/95

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Highway No.18 Improvement		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	No.18 Projects Management Unit(PMU18), Ministry of Transport		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	F/S on Highway No.18 Improvement Project.		
7. CONSULTANT(S)	Pacific Consultants International Oriental Consultants Co., LTD.		
8. STUDY PERIOD	Jul.1995 ~ Mar.1996 8month(s) ~		
9. SITE OR AREA	Route 18 Noi Bai Bac Luan (except for Chi Linh-Bieu Nghi section)		
10. MAJOR PROPOSED PROJECT(S)	<p>National road construction: 31km National road improvement : 206km Principal works: soil construction, pavement, drainage structure (culvert, etc.), bridge, accompanying facility</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
Subsequent Study: (FY 1997 Overseas Survey) May.1998~Mar.1999 D/D, B/D		
Finance: (FY 1997 Overseas Survey) (FY 1998 Domestic Survey) March 30, 1997 L/A 11,863mil.Yen (National Highway No.18 Improvement Project (I)) (not including Baichay Bridge) *Component Road improvement project (total length is approx. 320km) including the bridge of National Route No. 18. Noibai~Cua Ong section (except for Chi Ling~Bien Nghi) (FY 2001 Domestic Survey) March 29,2000 L/A 11,586mil.Yen (National Highway No.18 Improvement Project (II)) *Component Road improvement project including the bridge of National Route No.18. Noibai~Chi Ling section (70km), Bien Nghi ~Cua Ong (65km)		
Construction: (FY 1997 Overseas Survey) (FY 1998 Domestic Survey) Apr.1988~Feb.2002 (planned) (FY 1999 Overseas Survey) The project is dividend into 5 packages 1.Package 1 (Noi Bai- Bac Ninh) Feb.2000~ 24 months scheduled *Contents: road construction(34.13km), bridge construction(21 bridges, L.:3.500m), construction of drainage system, construction of intersections 2.Package 2(Bac Ninh-Chi Linh) The bidding is already finished. Feb.2000-28 months scheduled *Contents: road improvement(width: 7m to 15m, Total L.:29.6km), bridge construction(7 bridges, L.:276m) 3.Package 3 (Pha Lai Bridge) The bidding is already finished. Jan.2000-28 months scheduled *Contents: bridge construction(1,239m), construction of approach road(1,011m), construction of drainage system 4.Package 4 (Bieu Nghi-Bai Chay) Oct.1999-Dec.2000 on-going *Contents: road improvement(width: 7m to 12m, Total L.:26km), bridge construction(9 bridges, L.:245m), construction of drainage system 5.Package 5 (Hon Gai-Cua Ong) May 2000 -24 months scheduled *Contents: construction of 4 lanes(W.:31m, L.:19km) and 2 lanes(W.:13m, L.:13m), bridge construction, construction of drainage system (FY 2001 Overseas Survey) 1. Package1 (Noi Bai-Bac Ninh): 6.7% implemented. Push and catch up with the schedule. 2. Package2 (Bac Ninh-Chi Linh): 37.14% implemented. Keep the progress. 3. Package3 (Pha Lai Bridge): 56% implemented. Being completed 4-6 months earlier than schedule is predicted. 4. Package4 (Bueu Nghi-Bai Chai): 100% implemented. Addition of package is being changed to Bai-Chai Bridge project. 5. Package5 (Hon Gai-Cua Ong): 3.81% implemented. Speeding up to catch up with the schedule.		
Remaining Project: (FY 1997 Overseas Survey) Road improvement of Cua Ong~Bac Luan section is to be implemented in Phase II from 2010.		

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Jun.1997

Revised Sep.2010

ASE VNM/S 111/96

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Coastal Shipping Rehabilitation and Development Project		
3. SECTOR	Transportation	/ Marine Transportation & Ships	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	VINAMARINE (Vietnam National Maritime Bureau)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate medium/long-term M/P on coastal shipping rehabilitation and development.		
7. CONSULTANT(S)	The Maritime International Cooperation Center Overseas Ship-building Cooperation Centre ALMEC Corporation		
8. STUDY PERIOD	Dec.1995 ~ Mar.1997 15month(s) ~		
9. SITE OR AREA	Coastal and Water Transport Area of Vietnam		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P Million USD Package A / Package B/ Package C</p> <p>1) Coastal Shipping Fleet Development and Modernization (purchase, improvement of shipyard, quality control) 1,018.2 / 234.6 / 1.3</p> <p>2) Rehabilitation of Ports and Navigation Routes 327.9 / 171.0 / -</p> <p>3) Modernization of Shipping Management N/A</p> <p>4) Secondary Transport in connection with Coastal Shipping (rivers, road infrastructure) N/A.</p> <p>5) Human Resource Development of Maritime (VIMAR4 and MTTS, tanker training) 25.4 / 4.5 / N/A.</p> <p>6) Maritime Safety and Protection of Marine Environment 384.1 / 65.8 / 36.8</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

1. Marine safety improvement project

(FY 1997 Domestic Survey)

Next step should be proceeded towards Yen Credit of OECF particularly for marine safety related project based upon the Coastal Shipping Rehabilitation and Development M/P study and Short-Term Priority Packages A, B, C.

Regarding to the maritime communication system, the procedure for OECF loan to install GMDSS is on process.

Finance:

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

Yen Loan to install GMDSS was decided to be procured in FY 2000.

Requested amount: 1,860 mil. JPY

(FY 2001 Overseas Survey)

L/A has not been signed. The following project was implemented.

Amendment and Improvement Project for Vietnam's Lighthouse System.

Financial Source: Spain ODA (400 million USD)

Approval: 1999/Mar/08

Contents: Supply equipment/facility for lighthouse and training service. (6 Lighthouse Class I, 3 Lighthouse Class II, 9 Lighthouse Class III, 14 months and Harbor Entrance Lighthouses)

2. Development of coastal route

(FY 1998 Domestic Survey)

Demands for coastal transportation are floundering because of the economic crisis and careful policy of Viet Nam's government is making the situation worse. A review survey on demand creation concerning coastal transportation and North-South coastal shipping regarding for profit is required.

(FY 2001 Overseas Survey)

Contents of the review study:

- Make M/P for development of port system up to 2010.
- Study in detail 8 main port groups in Vietnam.
- Study on development of Southern Port System.

3. Maritime manpower development

(FY 1998 Domestic Survey)

Although Vietnam has implemented a policy to dispatch maritime crew membersto other countries, due to the STCW treaty of IMO, improvement of maritime crew's training has become an urgent issue and JICA's project-type cooperation has been considered.

(FY 2000 Domestic Survey)

JICA's Project-type technical cooperation was requieed for VIMARU(Viet Nam Maritime University) and as the result of evaluation by the JICA's short-term expert in July 2000, both Viet Nam and Japanese governments discussed the details of cooperation on December 7th and expected to implement the technical cooperation on July 2001.

(FY 2001 Overseas Survey)

JICA's project type cooperation aims to construct Search and Rescue system on GMDSS and to operate and manage the LES.

Japanese Technical Cooperation

Dispatch of Experts :

(FY 2000 Domestic Survey)

Long-term expert for GMDSS is being dispatched (Vietnam Maritime University).

Project-type technical cooperation :

(FY 2001 Domestic Survey)

Cooperation period 2000/Oct/01-2004/Sep/30

Project on the Improvement of Higher Maritime Education

Training in Japan :

(FY 2001 Domestic Survey)

10 persons (three years)

On-the-job training in Maritime University and shipyard

4. Shipping Modernization Project

(FY 2000 Domestic Survey)

After completed this study, the domestic industries in Viet Nam were damaged by the Asian economic crisis, there is no concrete action to develop the North.South coastal shipping. In the present situation, VINALINES (Viet Nam national maritime company) operates the domestic shipping industry on a small scale by the ship chartering.

STUDY SUMMARY SHEET

(M/P)

Compiled Jun.1997

Revised Sep.2010

ASE VNM/S 112/96

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Dong Nai and Surrounding Basins Water Resources Development		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture & Rural Development	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) To formulate a M/P on comprehensive water resources development including hydroelectric power generation, irrigation, water supply and flood control in Dong Nai and surrounding basins (target year : 2015). 2) To select projects for F/S.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Sep.1994	~	Sep.1996 24month(s)
9. SITE OR AREA	Dong Nai and its surrounding river basins with an area of 48,500 km ²		
10. MAJOR PROPOSED PROJECT(S)	1.Rural Agricultural Development Projects (US\$ 231 mil) 2.Rural Water Supply Projects (US\$ 72 mil) 3.Combined Development of Dong Nai No.3 and No.4 Hydropower Projects (US\$ 888 mil) 4.Phan Ri-Phan Thiet Irrigation Project (US\$ 180 mil) 5.Water Supply Project along National Highway No.51 (US\$ 464 mil) 6.Action Plan on Institutional Strengthening for Implementation of the Dong Nai Water resources Development Project		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

1. Combined Development of Dong Nai No.3 and No.4 Hydropower Projects

Subsequent Study:

(FY 1997 Domestic Survey)

Jan.~Oct. 1997 SAPROF study was conducted by OECF on the Water Supply Project along National Highway No.51. (93.81million yen)

Dec.1998~March 2000 JICA F/S Combined Development project of Dong Nai No.3 & 4 Hydropower.

Finance:

(FY 1998 Domestic Survey)

The combined development project of Dong Nai No.3 & 4 Hydropower will be realized by OECF loan after the completion of F/S by JICA.

(FY 2000 Domestic Survey)

For preparing the request to JBIC loan, it is necessary to obtain the acceptance from the Viet Nam Government, therefore the EVN is drawing up the report concerning to the result of the Feasibility Study (1998 completed by JICA) including the residents transferring plan.

2. Dong Nai and Ba Ria-Vung Tau Water Supply Project (I)

Finance:

(FY 1998 Domestic Survey)

30 March 1998 L/A 5,771 mil. yen

("Dong Nai and Ba Ria-Vung Tau Water Supply Project (I)")

*Contents: Construction of water supply facilities (water intake facilities, water treatment facilities, main water pipes, distribution pipes, etc.) to supply enough water for daily and industrial use.

Construction:

(FY 2000 Domestic Survey)

D/D Nov.2000 ~

(FY 2001 Overseas Survey)

Progress situation: Partly under construction.

Contents: At present, about 20,000m³/day of surface water is supplied for Ba Ria Vung Tau by existing Song Dinh 2 weir and 10,000m³/day for Ba Ria area and 5,000m³/day for Phu My area.Stage 1: Ministry have funded to build Song Dinh reservoir (or Song Soai reservoir) to supply water with amount of 110,000m³/day for Ba Ria -Vung Tau area and to irrigate about 2,000ha downstream the reservoir.By 2015: Additional 400,000m³/day will be supplied by Song Ray reservoir for Ba Ria and the area along national road No.51.

3. Phan Ri-Phan Thiet Irrigation Project.

Subsequent Study

(FY 2001 Overseas Survey)

SAPROF Study has been completed in Oct. 2000. The feasibility study for Song Luy dam has been completed within 2001.

(FY 2002 Domestic Survey)

JBIC E/S

Details: E/S on the Irrigation Development Program which aims at utilizing running water from Hydropower Projects at Dong Nai and its surrounding river basins

Trend of the related projects:

(FY 1998 Domestic Survey)

Dai Ning Project, which generates power by utilizing the gap between the Dong Nai River Basin and the coastal area, is in the process of being implemented. It is desired to implement the Phan Ri-Phan Irrigation Project in order to utilize the water resource and alleviate the regional disparity.

(FY 2000 Domestic Survey)

SAPROF Study for the Phan Ri-Phan Thiet Irrigation Project has been conducted by JBIC and expected to complete in Oct. 2000. After making the Loan Agreement concerning to the E/S(Phase I), the D/D study is expected to start in FY 2001.

Also, Dai Ning Hydropower construction is planned to be started with JBIC funding.

(FY 2001 Domestic Survey)

The request for JBIC loan has not been approved yet.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jun.1997

Revised Sep.2010

ASE VNM/S 211/96

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Urban Transportation for Hanoi City		
3. SECTOR	Transportation	/ Urban Transportation	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate a development plan on urban transportation for Hanoi City, with the target year of 2015.		
7. CONSULTANT(S)	Yachiyo Engineering Co., Ltd. Katahira & Engineers Inc.		
8. STUDY PERIOD	Sep.1995 ~ Dec.1996 15month(s) ~		
9. SITE OR AREA	Hanoi City 923km ²		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P></p> <p>1. Road Development 1,190km</p> <p>2. Rail Development 17.4km</p> <p><F/S></p> <p>Xuan la New City Development (592ha)</p> <p>[Imp. Period]</p> <p><M/P></p> <p>1. 1996~2005</p> <p>2. 2001~2015</p> <p><F/S></p> <p>2000~2005</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>1. Transportation Development Project in Hanoi. Subsequent study: (FY 1999 Domestic Survey) Feb. - Jun. 1998 OECF SAPROF</p> <p>Finance: (FY 1999 Domestic Survey) 30 Mar. 1999 L/A 12,510mil.yen "Transport Infrastructure Development Project in Hanoi". *Contents: Improvement of various roads and crossings in Hanoi city.</p> <p>Construction: (FY 2001 Overseas Survey) Period: 1999-2015. Phase I: 1999-2004. Including 4 intersections, 2 roads, 1 resettlement area. Total investment cost: 138 million USD (comprising 89 million USD from ODA grant and 49 million USD from local funding). Phase II, III, IV: Inner city area (inside Ring Road 3): Intersections, roads, resettlement area. Contractor: Consultant: Japan Bridge Steel Institute. Situation of progress: Dec. 2001- Starting construction work in first component part Nga Tu Vong Intersection. Perspective for remaining works: Starting next 6 component parts in 2002 as below. Nga Tu So Intersection, Minibypass South Thang Long Bridge, Dike Road, Kimlien Intersection, Ring Road No.1 Kimlien-O Cho Dua, Resettlement Area 56ha.</p> <p>2. Public Transportation by Bus for Hanoi City. Finance] (FY 2001 Overseas Survey) Financial source: State budget. Amount: 500 billion VND. (570 bus buying, Construct the bus stations, Training course) Construction: (FY 2001 Overseas Survey) Period: 2001-2002.</p> <p>Others: F/S on Public Transportation by bus for Hanoi City are planned in 2000. (FY 2001 Domestic Survey) -- The concrete study on railways is expected to be implemented in future. -- The Study on the public transportations improvement is requested to 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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Jun.1997

Revised Sep.2010

ASE VNM/S 309/96

1. COUNTRY	Viet Nam								
2. NAME OF STUDY	New Development Plan of Hanoi International Airport								
3. SECTOR	Transportation	/ Air Transportation & Airport	4. TYPE OF STUDY F/S						
5.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</td> <td colspan="2"></td> </tr> <tr> <td>PRESENT COUNTERPART AGENCY</td> <td colspan="2"></td> </tr> </table>			COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			PRESENT COUNTERPART AGENCY		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY									
PRESENT COUNTERPART AGENCY									
6. OBJECTIVES OF THE STUDY	1) To formulate a development plan of Hanoi International Airport in order to deal with the increasing demand of international passengers and cargoes in 2015. 2) F/S for development of necessary facilities and management system by 2010.								
7. CONSULTANT(S)	Pacific Consultants International								
8. STUDY PERIOD	Mar.1995 ~ Mar.1996 12month(s) ~								
9. SITE OR AREA	Hanoi, Noi Bai International Airport								
10. MAJOR PROPOSED PROJECT(S)	<p>I. Medium-term Project</p> <ul style="list-style-type: none"> a) New 3,600 x 45m runway and associated taxiway system. b) New international Passenger Terminal bldg. and Conversion of the Passenger Terminal bldg. T1 to the domestic terminal bldg. c) New International Cargo Terminal bldg. d) Air Navigation Systems for the new runway and taxiways. e) Power supply, telephone, water supply, sewerage, solid waste disposal and aviation fuel supply systems. f) Procurement of fire fighting vehicles and airport maintenance equipment. <p>2. Long-term Project</p> <ul style="list-style-type: none"> a) New airport facilities for international services in an area south of the existing airport. b) Utilization of the existing airport facilities for domestic services. c) Location of the new runway 1,850m to the south of and parallel with the existing runway. d) Dual taxiways connecting the existing and new airport facilities on the eastern side. <p>(Imp. Period) 1. 1997 July~2005 Dec. 2. Design Target year 2015</p>								

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

Description :

Finance:

(FY 1997 Domestic Survey)

The Vietnam National Construction Company is building the new air traffic control tower and passenger terminal building.

The first phase is to be completed by the end of 1998. The second phase is by 2007. A second runway may be built after 2007. The construction cost for the passenger terminal building is financed by the Vietnamese government and by financial assistances from France and Japan.

The Noi Bai project is being overseen by Aeroports de Paris (ADP), under a contract financed 70% through long -term French government loan and 30% by the Vietnamese Ministry of Finance. ADP completed the conceptual design review and traffic forecast in December 1996, and is now close to completing the detail design for the technical equipment and systems.

Construction:

(FY 2000 Overseas Survey)

Medium-term project:

In 2001, the construction of the landing line of the wing 1B and the northern taxiway will be launched and planned to be completed by the end of 2002.

Long-term project:

To be in compliance with the plan and master plan under the Decision 152 of the government.

(FY 2001 Overseas Survey)

Perspectives for the construction works:

1) The landing line of the wing 1B and the northern taxiway.

New 3,800m x 45m runway and associated taxiway system.

Completion period: 2001/Nov-2003/Jun

2) Other progress for the study.

- New Passenger Terminal Building (T1) opened for traffic in Oct.2001 and completed at the end of 2001.

- Cargo Terminal Building: at F/S stage.

- New Navaid system for the new runway will be completed in 2003.

- Other projects such as Power supply, Telephone, sewerage system are in progress.

STUDY SUMMARY SHEET

(M/P)

Compiled Jul.1998

Revised Sep.2010

ASE VNM/S 103/97

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Economic Development Policy in terms of Transition toward Market Oriented Economy		
3. SECTOR	Development Plan / (Development Plan in) General		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Development Strategy Institute (DSI), Ministry of Planning and Investment (MPI)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Make a more concrete and strategic proposal on measures for problems involved with a shift of economic system and the subsequent making of an economic development plan to Vietnam which intends to shift from socialist planned economy to market economy.		
7. CONSULTANT(S)	Daiwa Institute of Research Ltd. The Japan Economic Research Institute Pacific Consultants International		
8. STUDY PERIOD	Dec.1995 ~ Sep.1997 21month(s) ~		
9. SITE OR AREA	Whole areas of Vietnam		
10. MAJOR PROPOSED PROJECT(S)	<p>Period in which studies are conducted: Phase I (conclusion of SW August 1995, December 1995-June 1996), Phase II (conclusion of SW October 1996, December. 1996-September 1997)</p> <p>Phase I</p> <p>1. Macro economy: (1) Examination of a draft of a 5-Year Development Plan (2) Foreign exchange rate policy (3) Change in economic statistical system (4) Environmental measure (5) Poverty alleviation</p> <p>2. Fiscal and financial policy: (1)Tax reform (2) Promotion of efficient fiscal expenditure (3) Clarification of fiscal relations between the central and local Governments (4) Extension of functions of financial system (5) Supply of funds from a household sector to a corporate sector (6) Medium and long-term supply of funds to industries (7) Thorough management of foreign debt</p> <p>3. Industrial policy: (1) Bringing out potentials of labor-intensive industries (2) Examination of heavy chemical industry projects (3) Policy for foreign direct investment (4) Promotion of small and medium-sized businesses and rural industry (5) Measures for participation in APEC and AFTA</p> <p>4. Agricultural and rural development: (1) Intensification and diversification of agriculture (2) Policy framework for agricultural development (3) Improvement in rural financial system (4) Reconstruction of farmers' organizations</p> <p>Phase II</p> <p>1. Agricultural and rural economy: (1) Diversification of agriculture (2) Establishment of new agricultural cooperatives (3) Increase in non-agricultural employment opportunities (4) Development of rural infrastructure in the Red River Delta (5) Improvement in rural financial system (6) Poverty alleviation</p> <p>2. Participation in AFTA/APEC/WTO and industrial policy: (1) Fostering leading export industries (2) Policy for small and medium-sized businesses, Fostering supporting industries</p> <p>3. Fiscal and financial policy: (1) Fiscal management reform (2) Financial system reform (3) Improvement in bank functions</p> <p>4. Reform of state-operated enterprises</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled
Description :	
<p>Funding: (FY 1999 Domestic Survey) September 29, 1999 E/N 20 billion JPN "Loan for Supporting Economic Reforms"</p> <p>(FY 1998 Domestic Survey) We have not gotten information about the concrete use situation of the results of the study. But, it seems that the results will be used effectively in the future for the country which is in a transition period to market economy.</p> <p>(FY 1999 Overseas Survey) MPI used the results of the study to make the social and economic 5-Year Plan (1996-2000).</p> <p>(FY 2007 Overseas Survey) Establishment of master plans for socioeconomic development to 2020 followed the trends of sustainable development of economics, society and environment, therein, this period will be divided into smaller period to 2015 and to 2020, and recommending solutions for implementation and development of regional development plans. The following subsequent studies have been implemented by the Government of Vietnam.</p> <ol style="list-style-type: none"> 1) Economic strengthening and energy saving (electrical energy); 2) Scientific foundations for choosing strategic partner of Vietnam in the national development period 2011-2020; 3) Select model of agricultural labor transformation in term of sustainable development; 4) Analysis and forecast indirect investment direction into Vietnam to 2015; 5) Determine study contents of main social problems of territorial plan (take an example of the Red River Delta). 6) Scientific foundation for establishment of water provision for consumption of the North focal economic region in period 2010-2020. 7) Scientific foundation for processing main macro economic indicators from plans of provinces and centrally managed cities. 8) Building scientific and factual foundations for sustainable development of Red River Delta. 9) Study on scientific foundations for establishment of cooperating mechanism among provinces, cities in the North focal economic region. <p>In order to solve the environmental problems, changing the present breeding customs and processing waster from breeding animals are necessary.</p> <ol style="list-style-type: none"> 1) Establishing the methods to protect environment. 2) Projects of processing the wasters of breeding animals in rural areas (bio-gas) 	

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.1998

Revised Sep.2010

ASE VNM/S 209/97

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Water Supply Development for Hanoi City		
3. SECTOR	Public Utilities	/ Water Supply	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Hanoi Water Business Co.Ltd., Hanoi People's Committee (HPC)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Based on a request of the government of Vietnam, make a master plan for improving water supply system in the whole Hanoi City including its suburbs and conduct a feasibility study for priority projects.		
7. CONSULTANT(S)	Pacific Consultants International Hokkaido Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Feb.1996 ~ Sep.1997 19month(s) ~		
9. SITE OR AREA	Hanoi City 2,140 ha		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P: Waterworks Extension Plan in Hanoi City with the target year of 2010 Outline of M/P: The estimation of demand for water, present facilities and development capacity in Hanoi City with a target year of 2010 is as follows. (1) Population estimated 3,200,000 people (2) Amount of demand for water 760,000m³/day (3) Necessary capacity of facilities 1,100,000m³/day (4) Existing capacity of facilities 500,000m³/day (5) Development capacity 600,000m³/day Construction cost for facilities with the development capacity of 600,000m³/day is about US\$540 million.</p> <p>F/S: Waterworks Extension Plan in Cau Giay and Thanh Xuan areas with the target year of 2000 Outline of F/S: F/S selects urgent projects in M/P. The detailed content of F/S is as follows. (1) Target year 2000-2003 (2) Capacity of facilities 60,000m³/day (3) Content of facilities Facility to take water, Water purification plant, Water distribution facility, Water supply facility (4) Construction cost US\$54 million (5) Construction period About 3 years</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	Discontinued or Cancelled
Description :		
<p>(FY 1998 Domestic Survey) It is urgent to develop social and economic infrastructure, and they decided to implement sewer projects with OECF loan after accepting proposals of the JICA development study "Study on Urban Drainage and Wastewater Disposal System in Hanoi City (S201/94)". It is expected that there will be movements for the implementation of the projects in the future.</p> <p>(FY 1999 Domestic Survey) (FY 1999 Overseas Survey) There is no additional information.</p> <p>(FY 2001 Overseas Survey) The study was proceeded based on the urban development plan in Hanoi City. Urban development reduced its size in the target areas of the study for water supply and the amount of demand for water did not increase than expected because foreign investments into the city stagnated due to the Asian economic crisis in 1998. On the other hand, an improvement plan implemented by the World Bank as a preceding project covers neighboring areas of the study, and thus a construction plan is in progress there. HPC which is an implementing institution of the study will decide how to deal with projects proposed by the study after making sure of ongoing plans and the amount of demand for water based on an urban development plan after changes.</p> <p>(FY 2002 Domestic Survey) A JICA development study (F/S) was requested in FY 2002.</p> <p>(FY 2003 Overseas Survey) A study on improvement in the management of facilities for water supply in Hanoi was implemented in February 2002. Financial assistance has not been requested for. Concrete actions toward the implementation of the Master Plan: 1. Repairs and replacement of drainage pipes and the installment of water meters for consumers in urban parts of Hanoi 2. Construction of new wells for securing the capacity of water treatment plants 3. Construction of a water treatment plant in northern parts of Thang Long (capacity: 30,000m³ per day). 4. Putting results of pre-F/S studies related to the construction of surface water treatment plants (capacity: 150,000m³ per day) together and submitting it to the government 5. Design of extension works of the Cao Dinh facility 6. Preparation of a F/S study for the construction of the Nam Du Thuong treatment plant (capacity: 60,000m³ per day) 7. Preparation of a F/S study for the construction of the Thuong Cat surface water treatment plant (capacity: 60,000m³ per day) . 8. According to the Master Plan, the project for increasing productive capacity of the Gia Lam treatment plant was supposed to be implemented in 2005-2010, but a F/S study is prepared for now.</p> <p>(FY 2007 Domestic Survey) 1.The current condition of the M/P The Target area of the mentioned study (target population: 1 million) is based on the M/P (target year: 2005) prepared by FINNIDA, which selected the Hanoi Metropolitan Area (population: 3 million) as the target area, targeting of 2010. Due to interruption of investments from South-East Asia caused by Asian Economic Crisis, the urban development plan of Hanoi and the M/P (population of water supplied and water supply quantity) was also interrupted. HWBC updated the mentioned M/P to target 2020 (only for Hanoi city-center), corresponding to the urban development plan. The M/P's target year is also extended to 2025 corresponding to the National Development Plan. The M/P of the city, and city-center's target year is now 2025. Other areas' M/P is formulated based on the JICA's M/P.</p> <p>2. current condition of the F/S F/S of the mentioned study targeted 60,000m³ of water supply for western side of the Hanoi City and newly developed areas. Due to the Asian Economic Crisis, the plan was abandoned and water supply quantity has plummeted. Eastern side of the F/S' has been already implemented (Cao Dinh project) by the WB which by enlarging the scale covered the area removed form the F/S due to Asian economic crisis. The project covers the target areas which are excluded from the downsized F/S by extending the project in small-scale. As a result the mentioned F/S was abandoned. The HWBC started to shift the water source from underground water to the Da River because the increasing water demanding is forecasted to excess underground water capacity in 2013. The intake will be done by BOT of VINA CONEX (A Vietnamese private company). The project (300,000m³/day) will be extended. The existing intake from underground water will be halted, and the water intake issue of Hanoi will be solved by these projects.</p> <p>(FY 2007 Overseas Survey) Implemented study: Red River Surface Water Treatment Plant, capacity 150,000m³/day (phase I) Implementing period: 2002- Implementing body: VATECH WABAG(Austria), Vietnam Water Supply and Sewerage and Environment Co.(VIWASE) Contents: The Pre-F/S proposed technical solution for treatment of Red River surface water based on water quality assessment. The study emphasis on appropriate location of water intake structure and treatment of solid waste occupying from the process. Progress: The completed Pre-FS has been submitted to MOC for approval in May, 2006. In December 2006, MOC have sub submitted an official document to HPC, requesting HWBC and other concerned parties of Hanoi to cooperate in reviewing "Hnoi city constructional Master Plan" and to pare "Regional master supply demand plan of Hanoi" HWBC have been contacted by the Urban and Rural Planning Institute, of MOC for collect the information and data related to the Regional Planning of Hanoi. However, according to the report of the Urban and Rural Planning Institute, information and data for the Hanoi Regional Planning Project were only collected and analyzed and have not been approved by the competent authorities. Thus, these data are considered to be only referenced and are not reliable and feasible to apply for the Red River water treatment project in calculating and planning works. At present, HWBC is still waiting for the Prime Minister's approval on the Water Supply Master plan and the Regional Water Supply Master plan for Hanoi City which are under preparation of MOC.</p> <p>Implementing project: The Non-Revenue Water Project for Hanoi Implementing period: 2006-2007 Implementing body: The World Bank, Hanoi Water Business Company (HWBC) Funding party: PPIAP Contents: study on the non-revenue water situation of Hanoi based on the data and figures provided by HWBC during the years 2005, 2006. The plan aim the City to improve its network management, leakage reduction and NRW management activities, so as to reduce the Non-revenue rate from 42% at present to 25% in the future.</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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.1998

Revised Sep.2010

ASE VNM/A 219/97

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Model Rural Development in Nam Dam District, Nghe An Province		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	M/P+F/S
5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Rural Development (MARD)		
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Based on a request of the government of Vietnam, make a master plan for the development of rural areas to increase agricultural productivity and the level of lives for local residents and conduct a feasibility study for priority projects in Nam Dan district, Nghe An province (area: about 30,000 ha, population: about 160,000 people).		
7. CONSULTANT(S)	Pacific Consultants International Pasco International Inc.		
8. STUDY PERIOD	Sep.1996 ~ Feb.1998 17month(s) ~		
9. SITE OR AREA	The study is for Nam Dan district, Nghe An province (area: 30,000 ha, population: 160,000 people) which is located about 300 km south of the capital, Hanoi. Also, concerning a study on agricultural processing and markets etc, studies are conducted in other areas which are not a target of the study, especially Vinh City etc.		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P:</p> <ol style="list-style-type: none"> 1. Irrigation and drainage project: <ol style="list-style-type: none"> (a) Reservoir irrigation project - Ho Thanh, Trang den, Cua Ong, Rao Bank (b) Pump irrigation project - Nam Dong, Nam Cuong 2 (c) Project for reducing flood damages and improving drainage - Nam Nam Dike 2. Project for supporting agriculture: Agricultural extension center, Seed supply improvement center, Agricultural mechanization service center 3. Project for improving agricultural processing and distribution: General facility for agricultural processing, Market-oriented facility for shipment 4. Sanitation project: Plan to improve sanitation 5. Educational facility project: Supply of electricity for schools, Rehabilitation of school facilities 6. Rural road project: Route 15A (North), Route 15A (South), 42 Dike Road, Phan Boi-Chua Road, Hung Tien-Nam Linh Road, 42 Dike-Kim Lien Road, Kim Lien-Nam Cat Road, Nam Tam-Nam Loc Road, Nam Nam Dike Road, Nam Kim-N. Phuc-N. Cuong Road 7. Rural electrification project: Electrification in areas where electrification is not implemented, Repair of power distribution network 8. Rural water supply project: Public water tap system (pond area), Public water tap system (dried-up area), Supply of equipments and materials for small water purification tanks 9. Environmental preservation project: Construction works for preventing erosion control <p>F/S:</p> <p>[Agricultural Production]</p> <ol style="list-style-type: none"> 1. Irrigation and drainage: (a) Reservoir irrigation system - Ho Thanh, Trang den, Cua Ong, Rao Bang (b) Pump irrigation system - Nam Dong, Nam Cuong 2 (c) Reduction in flood damages, Improvement in drainage - Nam Nam Dike 2. Support for agriculture: Agriculture extension center, Seed supply improvement center, Agricultural mechanization service center 3. Agricultural processing and distribution: General facility for agricultural processing, Market-oriented facility for shipment <p>[Rural Life]</p> <ol style="list-style-type: none"> 1. Educational facility: Supply of electricity for schools, Rehabilitation of school facilities 2. Rural water supply: Public water tap system, Supply of equipments and materials for small water purification tanks <p>[Basic Infrastructure]</p> <ol style="list-style-type: none"> 1. Rural road: Route 15A (Northern Part), Route 15A (Southern Part), 42 Dike Road, Phan Boi-Chua Road, Nam Nam Dike Road, Nam Kim-Nam Phuc-Nam Cuong Road 2. Rural electrification: Repair of power distribution network <p>[Environment] Environmental preservation: Construction works for preventing soil erosion</p> <p>[Project Period Planned]</p> <p>(M/P) 1999-2010 (F/S) 10 years</p>		

ゲアン省ナムダン県モデル農村開発計画

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

Description :

(FY 1998 Domestic Survey)
Based on proposed F/S, "Model Rural Development Project in Nam Nam Area" was selected, with its center in 5 communes in Southwestern regions. A request for grant aid was submitted to the embassy of Japan by MPI on August 1998 and sent to the Ministry of Foreign Affairs of Japan (MOFA) on September 1998. MOFA has a policy to implement the project as an excellent project, taking the fact that Nam Dan district is a birth place of Ho Chi Minh into consideration. But, MOFA thinks that B/D is conducted in the latter half of a next fiscal year at the earliest because they must wait for the implementation of other grant aid projects.

(FY 1999 Domestic Survey)
They have decided a policy to implement the project with grant aid, but they have not decided the time of the implementation. A preliminary study mission is scheduled on December 1999, and the schedule of B/D will be decided on January 2000.

(FY 1999 Overseas Survey)
Grant aid cooperation was decided (amount of money requested: US\$23,856,000).
*Content of a request: Repair of facilities for irrigation and drainage, Repair of facilities for electricity in rural areas

(FY 2001 Overseas Survey)
"Model Agricultural Development Plan in Nam Nam" was made, based on the results of F/S, and MPI submitted a request for grant aid to the embassy of Japan on August 1998. There is no concrete plan in both pledge and approval, but a preparatory study was conducted from July 25, 2000 to August 3, 2000.
Project for improving facilities

(FY 2001 Domestic Survey)
Finance:
Their country's budget (Based on F/S of the study, improvement in facilities was in progress with their country's budget when a preliminary study mission for grant aid fund arrived at the country. Concerning facilities for irrigation, most of the projects proposed in the study finished, and also concerning bridges for which financial sources other than grant aid were examined, a project for them was being implemented.)

(FY 2001 Overseas Survey)
The following projects were implemented with local supports.
1. Irrigation and drainage sector
a. Water supply and irrigation systems in Ho Thanh: A part of channels was improved.
b. Pump irrigation system in Nam Dan: Improvement in channel system
2. Rural road sector
They are improving the Nam Nam Dike road. They plan to pave the road with a fund for the project.
3. They constructed a bridge over Lam River as a substitute for ferry.
Prospect for the future:

(FY 2001 Domestic Survey)
A local People's Committee requested to promote the implementation of unimplemented projects, and the local embassy of Japan submitted the request to MOFA.
Impact in development:

(FY 2001 Overseas Survey)
It is expected that the standard of living for residents in the study area and around it will improve largely as a result of the implementation of the planned projects, through the effects of an increase in agricultural production, the stable supply of foods, an increase in employment opportunities, diversification/increase in income and improvement in living environment etc. Also, in environmental assessment, the projects are certainly sustainable because no negative environmental impact is found.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(Basic Study)

Compiled Jul.1998

Revised Sep.2010

ASE VNM/A 503/97

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Marine Resources Survey		
3. SECTOR	Fishery / Fishery		4. TYPE OF STUDY Basic Study
5.	Research Institute of Marine Products (RIMP), Ministry of Fisheries (MOF)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Understand the amount and distribution of offshore large pelagic fish resources by conducting a study on marine resources in the Exclusive Economic Zone (EEZ) in Vietnam, and understand the actual situation and resources of coastal fishery by conducting a land study. Based on the results of the both studies, make a guideline for marine resource management which contributes to proper fishery.		
7. CONSULTANT(S)			
8. STUDY PERIOD	Feb.1995 ~ Feb.1998 36month(s) ~		
9. SITE OR AREA	Marine study: Areas below 40 m in depth in EEZ surrounded by latitude 8 degrees north, latitude 18 degrees north and 112 degrees of east longitude in central areas of sea of Vietnam Land study: 5 provinces in central areas of Vietnam		
10. MAJOR PROPOSED PROJECT(S)	<p>Marine study: Composition of fish species caught, Distribution of main fish species, Relative catch Land study: (1) Study on fishery production (2) Study in provinces (3) Study in marine economies (4) Study in societies in fishing villages Also, provinces (landing ports) for land study are the following 5 provinces: Ba Ria-Vung Tau province (Vung Tau port), Binh Thuan province (Phan Thiet port), Khanh Hoa province (Nha Trang port), Quang Nam province and Da Nang province (Da Nang port) and Quang Binh province (Dong Hoi port).</p> <p>We made guidelines for marine resource management and proposals related to marine vitalization policies for the following items.</p> <ol style="list-style-type: none"> 1. Experimental offshore operation by a fleet of vessels 2. Improvement in fishery statistics 3. Continuation and extension of scientific studies on resources 4. Reexamination of regulations for fisheries 5. Making of fishermen's organizations 6. Technical innovation 7. Preservation of freshness of marine products and the extension of distribution by processing 8. Expansion of activities of patrol vessels and research vessels etc. 9. Improvement in infrastructure 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 1998 Domestic Survey)

1. The study was conducted for a study on a catch of resources for large pelagic fish by using drift nets (surface gill nets) and Vietnamese sunk drift nets.
2. The Vietnamese side highly evaluated the results of the study. But, they expressed the will to request the government of Japan to undertake continuous studies on large pelagic fish such as tuna which swim in deeper layers and which were not the target of the study due to the constraints of fishing gears used. The Vietnamese side who wants to vitalize offshore fisheries has strong desire to realize the continuous studies.
3. However, a study team just proposed the Vietnamese side to make a formal request through the embassy of Japan because the study team thought that the study was different from the study conducted this time.

(FY 1999 Overseas Survey)

A JICA's study on offshore tuna resources is scheduled from 2001.

(FY 2000 Domestic Survey)

Concerning the proposals in the study, there is no concrete progress because of economical stagnation and undeveloped legal system etc. in the country. But, it seems that a Japanese company and a local company negotiate in Haiphong to establish a joint venture for the processing of marine products.

(FY 2001 Overseas Survey)

The results of the study are used for the development of offshore deep-sea fishing in Vietnam.

Test fishing is done by gill nets and longline fishing in offshore areas.

Fishery statistical system is adjusted now.

(FY 2007 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P)

Compiled Dec.1999

Revised Sep.2010

ASE VNM/S 121/98

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Hoa Lac Xuan Mai Areas Urban Development Project		
3. SECTOR	Development Plan / (Development Plan in) General		4. TYPE OF STUDY M/P
5.	Development Strategy Institute, Ministry of Planning and Investment		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	<p>1.To identify a policy/strategy for urban development and to establish future urban development needs on Hoa Lac Xuan Mai areas.</p> <p>2.To formulate a M/P for the Hoa Lac Xuan Mai areas urban development for the period up to the year of 2020 and to propose a short list of priority projects.</p> <p>3.To transfer relevant technology to Vietnam counterpart personnel in the course of the Study.</p>		
7. CONSULTANT(S)	Pacific Consultants International Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Dec.1997 ~ Mar.1999 15month(s) ~		
9. SITE OR AREA	The areas of Son Tay, Hoa Lac, Xuan Mai, and Mieu Mon, located along the National Road 21A (NR21A).		
10. MAJOR PROPOSED PROJECT(S)	<p>Hoa Lac and Xuan Mai Areas Urban Development Project as "New Research and Education Town".</p> <p>1.The Vietnam National University (VNU) will be relocated to the New Town, and at the same time, VNU will be expanded to a multi-disciplinary and comprehensive university, including, among other faculties and universities, the newly established Faculties of Technology, Economics, and Law.</p> <p>2.By developing the Hoa Lac High-Tech Park (HHTP), the functions of research and development (R&D) and training of high-level engineers and researchers will be developed by keeping close linkage with VNU and industrial locators.</p> <p>3.Part of the important urban functions such as international exchange, cultural exchange, recreation, and so on will be shared with HMA.</p> <p>4.As to the infrastructure development, water will be supplied from the Da River, electricity will be transmitted from the Hoa Binh Dam, high-order telecommunication network will be provided, and adequate sewerage treatment plants and solid waste management will be provided properly. The road network in the New Town will form a grid pattern compatible with the site conditions, and appropriate public transportation systems, will be introduced such as a bus system in the short to medium term and a mass transit system in the long term.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

1. Relocation and expansion of VNU

(FY 2001 Domestic Survey)

Although VNU was planned to be relocated during the study to Hoa Lac, 32km west from Hanoi, the VNU secretariat was finally relocated to NguyerDu in Hanoi. It seems that there was no advantage to relocate VNU to Hoa Lac, and that it became impossible to apply for financial plan after the new secretariat was established.

(FY 2001 Overseas Survey)

Relocation of VNU was started in the end of 2000. Student Biological Village was being constructed near Muc Hill where is used as a students' picnic place. VNU has found underground water available for the VNU area. The details of the VNU M/P are in progress.

2. Development of the Hoa Lac High-Tech Park

(FY 2001 Domestic Survey)

The High-Tech Park secretariat was newly established in Hoa Lac. However, foreign investment is decreasing due to the weak power of MOSTE and the financial crisis of ASEAN as well as the economic depression in the United States and Japan. Currently foreign investment has gathered in the Hanoi suburbs and lacks economic vitality as private sector participation.

(FY 2001 Overseas Survey)

E-Learning Center for learning PC skills adopted the Japanese standards in the beginning of Sep.2001. Until now, three companies received approval for construction of the center in HHTP area. (Hoa Lac Basis Development, VietcomBank, and Waseenco(water supply technology company))

3. Development of the City of Hoa Lac Center

(FY 2001 Domestic Survey)

Since the private sector investment is declined, it is necessary to precede the public investment. Since the High-Tech Park secretariat was founded, it is necessary to relocate the public housing and the university facilities.

(FY 2001 Overseas Survey)

HoaLac Center development is included in the project. The land for the center has been acquired in Muc Hill Area.

4. Infrastructure building at the Cities of Hoa Lac and Xuan Mai

(FY 2001 Domestic Survey)

The expressway between Hanoi and Hoa Lac was completed and National Highway 21A between Hoa Lac and Xuan Mai is in operation. About the water supply to Hanoi, a plan to install a pipeline along the Hanoi- Hoa Lac expressway is progressing. Electric power can be supplied from the Hoa Binh hydroelectric power station.

(FY 2001 Overseas Survey)

Construction of the basic system between HoaLac and Xuan Mai is on-going. Construction of the road between Lan HoaLac Highway and the center of High Tech Park area is in progress and will be completed by the end of 2000. E-learning Center was constructed in HTTP area by Japan's fund in 2000. Intensive resettlement of the residents is on going. Sub-projects are delayed due to the lack of finance. Japan's aid is important and indispensable for the development of HoaLac and Xuan Mai.

5. Construction of Sports Center for SEAGAMES in 2003

(FY 2001 Domestic Survey)

The location plan of the Sport Center was changed to Hanoi suburbs. Therefore, it is necessary to change the usage of the first site for a different purpose such as urban park or theme park.

(FY 2001 Overseas Survey)

Sport Center for SEAGAME in 2003 is being constructed intensively as the basic system of Lan HoaLac Highway.

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Survey)

1. Technical cooperation: training

1)Seminar: Seminars were held 5 times and 60 to 80 participants attended. The contents of seminars was about inception report, progress report(1st,2nd), interim report, and draft final report.

2)Publication: Vietnam side received 30 of English draft final report and 50 of Vietnamese draft final report. Reports were distributed to relevant agencies for reference.

2. Other progress:

1)Construction of 3km of National 4th Road which combine Lang-Hoa Lac express way and High-Tech Park was completed in Hoa Lac High-Tech Park Development Project.

2)Mainly in the right side of the area heading from Hoa Lac to Huan Mai along National Road 21A, population of Hoa Lac is increasing.

3)Construction of Phu Cat Industrial Park is promoted in stages.

4)Plan of Hanoi National University was designed.

5)Second phase of construction of Lan-Hoa Lac express way was proceeded, and is scheduled to be completed at 2007.

6)Development business of Huan Mai-Hoa Lac urban area is proceeded totally, but the progress is very slow.

(FY 2008 Domestic Survey)

JICA conducted "The Study for Update of Hoa Lac High-Tech Park Master Plan" (from April 2007 to December 2007). Based on the study, the revised master plan was approved by the Vietnamese government in May 2008.

As the aforementioned master plan was approved by the Vietnamese government, JICA conducted "The Study for Hoa Lac High-Tech Park Feasibility Study" (from July 2008 to March 2009), and the revised feasibility study was approved by the Vietnamese government in June 2009.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Dec.1999

Revised Sep.2010

ASE VNM/S 208/98

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Port Development Plan in the Central Region of the Key Area		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Transport Engineering Design Inc.(TEDI)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	<p>This study aims at formulating a long term port development plan for Chan May, Lien Chieu, and Dung Quat and at proposing the initial stage development plan for 3 sites, which consists of a package of the port facilities required for the first stage of new port development.</p> <p>1)To formulate long term port development plans for 3 development sites by the year of 2020. 2)To formulate an initial stage plan encompassing the package of port facilities to be developed at the first stage of the development 3)To make a financial analysis and environmental impact study for a selected initial stage development plan to assess the feasibility of the project as a short term development plan up to the year of 2010.</p>		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute Japan Port Consultants Co., Ltd.		
8. STUDY PERIOD	Feb.1997	~	Aug.1998 18month(s)
9. SITE OR AREA	1)Chan May 2)Lien Chieu 3)Dung Quat		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> 1)Chan May Port: Develop as a gateway to the industrial park in the hinterland. 2)Lien Chieu Port: Develop as a commercial port serving for the key area of central Vietnam as well as for other industrial zones. 3)Dung Quat Port: Develop as an oil refinery port and a gateway to the petrochemical plant.</p> <p><F/S> 1)Chan May Port Develop a multi-purpose berth with a provisional alongside depth of -12m (to be deepened to -13m in the future) which will accommodate 40,000GT class car carriers and bulk carriers. Development of 2 conventional berths with an alongside depth of -8m are also planned to accommodate conventional cargo ships and ocean going passenger ships.</p> <p>2)Lien Chieu Port Berth E1 is designed as a multi-purpose berth. The design depth of channel and turning basin is -11m and the pocket dredging in front of the Berth E1 is -12m. 2 conventional cargo berths, W1 and W2, are designed with alongside depth of -8m.</p> <p>3)Dung Quat Port Develop a port required to cater 1,000-50,000 DWT class product oil tankers.</p>		

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

Description :
Situation:
(FY 2000 Overseas Survey)
From the view of TEDL, the role of 3 ports has not been changed in comparison with the result of this study.

Status:
(1)Chan May
(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)
Chan May Port is waiting for industrial development of hinterland.
(FY 2000 Overseas Survey)
To promote the development of Chan May Industrial Zone, the road connecting NH1 to Chan May Port has been constructed and TEDL is preparing a project of constructing 1 berth for 10,000 DWT ships. This project is supported by People Committee of Hue City.

Fund Procurement:
(FY 2001 Overseas Survey)
Source: State Budget (160 billion VND) Pledge or approval: Dec. 2000
Contents: Wharf, Reclamation, Dredging, Warehouses, etc.
Construction:
(FY 2001 Overseas Survey)
Period: 2 years.
(FY 2008 Domestic Survey)
It was implemented by the People Committee of Hue City with its own fund: the Committee has a strong expectation for the project. One berth facility with 7-8m depth and the hinterland reclamation have been undertaken. Yet, since the the construction of breakwater has not been completed, the utilization rate is still low: 600,000-700,000 tons per year in terms of bulk cargos (2007) and around 10 passenger boats of star cruises per year.

(2)Lien Chieu
(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)
Port of Da Nang(including Lien Chieu, Tiensa, Song Han) is defined as a general key port in the central region. Port of Tiensa, of which development study was conducted by ADB, is under improvement in Danang City, and Lien Chieu Port plan will be followed by Low Case.
(FY 2000 Overseas Survey)
Da Nang Port (Tien Sa, Lien Chieu, Song Han) is still considered as the largest commercial port in Central Region. First, Tien Sa Port will be rehabilitated and then Lien Chieu Port will be developed.
"Da Nang Port Improvement Project" (including improvement of Tien Sa Port and the access road) is under implementation and funded by JBIC. It is expected that construction will be started early 2001 and under operation in 2002.
(FY 2001 Overseas Survey)
No works for Lien Chieu. Priority is now given to development of Tien Sa Port.

Fund Procurement:
Mar. 30, 1999 L/A (10,690 million yen) "Da Nang Port Improvement Project"
(FY 2008 Domestic Survey)
The development of the Lien Chieu Port has not been started, since a higher priority was given to the development of the Tien Sa Port. Yen loan was provided for the implementation the project for Tien Sa Port.

(3)Dung Quat
(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)
Refinery project in Dung Quat was authorized as a national project which is announced to begin its operation in 2001, however there has been no progress yet.
(FY 2000 Overseas Survey)
Construction of Dung Quat Refinery No.1 is under implementation in hinterland of Dung Quat Port. The refinery is managed by VietRoss, a JV between PetroVietnam and Russia. The following facilities belong to the management of VietRoss: Breakwater, Crude-oil import berth, Oil-product export berth, berth to serve the refinery.
The berth to serve construction of the refinery will be under operation in the early 2001. VietRoss is proceeding with bidding procedures for construction of breakwater and oil berth. It is expected that these facilities will be completed in 2003.
The breakwater and the oil berth were proposed in JICA's study.

Construction:
(FY 2001 Overseas Survey)
1)Breakwater (Length: 1,550m)
Period: 2001-2003
Situation of Progress: Starting.
2) Crude-oil import berth
Situation fo Progress: Bidding evaluation.
3) Oil product export port
Period: 2001-2003
Contents: 2 berths for 30,000 DWT Tankar, 4 berths for 5,000 DWT Tanker.
Situation of Progress: Starting.
(FY 2008 Domestic Survey)
The project has been completed. The contents of project: Eight berths of the pier for the shipping of 30,000 Dead Weight Tonnage class petroleum products, 290m of the general miscellaneous goods wharf (Phase 1), 1,600m of the breakwater, and so on.
*It was reported that the project for oil refinement would be commenced at the end of February 2009. ("China Daily" in 22, February 2009). After the completion of this project, it is estimated that the carrying amount of oil will be 6.5 million tons per year and the carrying volumes of the products be 6 million ton per year in 2020.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Dec.1999

Revised Sep.2010

ASE VNM/S 303/98

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Thanh Tri Bridge and the Southern Section of Ring Road No.3 in Hanoi		
3. SECTOR	Transportation / Road	4. TYPE OF STUDY	F/S
5.	PMU Thang Long Ministry of Transport.		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To study the feasibility of the construction for Thanh Tri Bridge over the Red River and the Southern Section of Ring Road No.3 around Hanoi.		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Jul.1997 ~ Sep.1998 14month(s) ~		
9. SITE OR AREA	The Area Between National Highway No.1 and No.5 of Ring Road No.3.		
10. MAJOR PROPOSED PROJECT(S)	<p>1.Thanh Tri Bridge (3.1km): main bridge, approach and dyke bridges.</p> <p>2.Than Tri Section of SHTRR (6.1km): lane throughways, frontage roads, border facilities, interchanges, prestressed concrete girder throughway bridges.</p> <p>3.Gia Lam Section of SHTRR (3.2km): lane throughways, frontage roads, border facilities, interchanges, toll plaza, prestressed concrete girder throughway bridges.</p> <p>* SHTRR = Southern section of Hanoi Third Ring Road.</p>		

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

Description :

Subsequent Study:

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

April 1999 - May 2000: D/D in collaboration of JICA and OECF "Thanh Tri Bridge and Can Tho Bridge Construction Project".

* Contents: D/D of 1) the Thanh Tri (Red River) Bridge; 2) Ring Road No.3 (Gia Lam Side); 3) Ring Road No.3 (Thanh Tri section: from Thanh Tri to National Road No.1); 4) Infrastructure in the relocation area.

Funding:

(FY 1999 Domestic Survey)

December 1999: Japan's ODA Loan was pledged "Thanh Tri Bridge Construction Project(I)".

(FY 2000 Overseas Survey)

March 2000: L/A of Japan's ODA Loan (10,000 million yen) was contracted "Thanh Tri Bridge Construction Project(I)"

(FY 2003 Overseas Survey)

March 2002: L/A of Japan's ODA Loan (14,863 million yen) was contracted "Thanh Tri Bridge Construction Project(II)"

Construction:

(FY 2003 Overseas Survey)

Selection of Supervision Consultant: Consulting Services Contract was signed on 26 August 2002 with Nippon Koei Co.,Ltd. and Chodai Co.,Ltd.. Detailed design work is now under way.

Conditions of construction progress:

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

PK1: November 28, 2002 - 72 months (as of end of September: 11.62%)

PK2: October 2003 - 55 months

PK3: Not yet started (15 months)

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2008 Domestic Survey)

The project is a construction of 8 bridges including Thanh Tri (Red River) Bridge with length of 3km and the highway with 5 interchanges. The project consists of 6 packages and the works up to the package 3 are already completed. By October 2010, entire project will be completed.

PK1: Construction of Thanh Tri (Red River) Bridge

PK2 & 3: Construction of the highway connected to Thanh Tri (Red River) Bridge

PK4: Extension of elevated bridge of PK 3

PK5: Construction of relocation area

PK6: Widening two-lane roads and bridges into four-lanes

* The training program was implemented by JICA as related cooperation in April 2000.

STUDY SUMMARY SHEET

(F/S)

Compiled Dec.1999

Revised Sep.2010

ASE VNM/S 304/98

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Can Tho Bridge Construction		
3. SECTOR	Transportation / Road	4. TYPE OF STUDY	F/S
5.	Ministry of Transport(PMU-My Thuan)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	The objectives of the study is to conduct a F/S for the Can Tho Bridge construction(target year: 2010) and to implement technical transfer to the counterpart of Vietnam.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. PADECO Co., Ltd.		
8. STUDY PERIOD	Aug.1997 ~ Nov.1998 15month(s) ~		
9. SITE OR AREA	The main bridge will locate between Vinh Long and Can Tho Province in Vietnam.		
10. MAJOR PROPOSED PROJECT(S)			
<p>1.Project The main bridge which spans the Hau River will be constructed to connect Vinh Long and Can Tho provinces. Approach road on both riversides will be also constructed.</p> <p>2.Outline of the project Length: 14.6km Bridge length: 2.6km Approach road: 12.0km (Vinh Long side 5.0km, Can Tho side 7.0km) Approach span bridge: prestressed concrete box girder Service area: 2 locations Toll gate: 1 location</p> <p>[Imp. Period] Detailed Design : June 1999-Sep. 2000 Construction : Oct. 2001-June 2005</p>			

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

Description :

Subsequent study:

(FY 1999 Domestic Survey)

December 1998 D/D "Thanh Tri Bridge and Can Tho Bridge Construction Project".

Funding:

(FY 1999 Domestic Survey)

The government of Vietnam requested to OECF (JBIC) for ODA loan as well as Detailed Design and supervision of the project in November 1998.

(FY 2000 Domestic Survey)

The project was included in Japan's ODA loan long list. (Can Tho Bridge 40 billion JPY)

(FY 2001 Domestic Survey)

30 March 2001 L/A, 24.847 billion JPY

* Contents: Material, equipment and consultation for the civil engineering work needed for the construction of main bridge.

Status:

(FY 1999 Domestic Survey)

Land acquisition and construction of infrastructure will be implemented from March 2000 to June 2001.

Main construction is divided into 3 phases, which will be commenced on February 2002 and completed by August 2006.

(FY 2001 Domestic Survey)

Selecting a Supervision Consultant (as of November 2001).

(FY 2001 Overseas Survey)

Land acquisition: Procedures are being fulfilled for requesting the approval of the land acquisition costs.

The infrastructures of the Resettlement Areas in Can Tho and Vinh Long provinces are being built, using local counterpart funds.

UXO clearance: completed.

Procurement: The selection of a Supervision Consultant is now under way.

(FY 2003 Overseas Survey)

Start in April 2004 with a Period of 50 months.

Land acquisition: mostly completed.

Section of Supervision Consultant: The Consulting Services Contract was signed on 2 August 2002 between PMU MyThuan and the JV pf Nippon Koei Co.,Ltd. Chodai Co.,Ltd. TEDI and TEDIS.

(FY 2004 Domestic Survey)

1. Subsequent study: Pre-construction Stage, Construction Stage: Construction of the Package 1 (total of three packages) is in progress and two packages are in construction negotiation stage.

2. Funding party: Yen Loan

1) Special Yen Loan (L/A No.VN V -7)

2) Ordinarily Yen Loan (L/A No.VN V -6)

3) Date of L/A conclusion: both in 30 March 2001

4) Amount: Special Yen Loan (24.847 billion JPY)

Ordinarily Yen Loan (8.393 billion JPY)

5) Construction of main cable-stayed bridge and the joist of the mounting bridge (Package 2): with Special Yen Loan

Construction of mounting roads to the joist ((Package 1 and 3): with Ordinarily Yen Loan

6) Bidding status:

Package 2: Taisei, Kashima, Nippon Steel: Notice to Proceed was issued on 18 October 2004 and the work has started.

Package 1: 3 JV companies in Vietnam, 2 Chinese companies: Bid Evaluation is in progress as of year 2004. Construction will be started in mid-December 2004.

Package 3: 2 Chinese companies: Bid Evaluation and Contract Negotiation were implemented in November and December 2004. Construction is expected to start in January 2005.

(FY 2004 Overseas Survey)

1. As an approval of investment amount of the construction of Can Tho Bridge, No.1318/QD-TTg was resolved.

2. Land acquisition is mostly completed.

3. UXO clearance was completed.

4. Selecting a Supervision Consultant: The Consulting Services Contract was signed on 26 August 2002 between PMU MyThuan and the JV pf Nippon Koei Co.,Ltd. Chodai Co.,Ltd. TEDI and TEDIS.

(FY 2008 Overseas Survey)

Construction is in progress. The other project, "Investment project on access/feeder road along the approach road to Can Tho Bridge" is under preparation.

1. Construction site: Cai Rang District, Can Tho City

2. Project area: 55.03ha

3. Construction scale:

- Level: Urban road . Level II

- Designed speed: 60km/h

- Width: about 40m

- Bridges along the route: 5 bridges/960m

- Drainage infrastructure, lightening and greening system

4. Estimated budget: 2,900 billion VND (about 171 million USD)

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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 Sep.2010

ASE VNM/S 105/99

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Study on Environmental Management for Ha Long Bay		
3. SECTOR	Administration / Environmental Problems		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Science, Technology and Environment / People's Committee of Quang Ninh Province, the Socialist Republic of Viet Nam	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate a comprehensive environmental management plan for environmental conservation of Ha Long Bay.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Feb.1998 ~ Nov.1999 21month(s) ~		
9. SITE OR AREA	The bays that are designated for the World Heritage and its buffer area, and the hinterland areas that may affect the environment of the bay. (Total area: 2,500km ²)		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> 1) Bach Dang wastewater treatment project 2) Pilot project on rehabilitation 3) Improvement of sanitation condition-Phase I 4) Rehabilitation of mangrove swamps 5) Environmental monitoring(water quality, environmental resources) 6) Establishment of Visitor Center 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Priority projects were selected among the proposed projects and programs in the proposed environmental management plan from viewpoints of urgency, effects and locations. Selected priority projects are shown below. Vietnamese government agreed to commence these projects as soon as possible; 1) Bach Dang Wastewater Treatment Plant Construction Project, 2) Pilot Rehabilitation Project on Coal Mining Areas, 3) Tourism Area sanitation Improvement Project(Phase I), 4) Mangrove Swamps Rehabilitation Project, 5) Environmental Monitoring Program, and 6) Visitor Center Construction Project. The Visitor Center Construction Project has highest priority to commence among the priority projects in terms of importance of the environmental education and public awareness. The Visitor Center is planned to have functions of exhibition, research, and library on environmental conservation and management of Ha Long Bay. Vietnamese government requested grant assistance for the Visitor Center Construction Project from Japanese government. The project site is planned the coastal area of Hung Thang.

(FY 2001 Domestic Survey)

The grant aid request on Construction of the Environment Monitoring and Information Center for Ha Long Bay has not been adopted yet. The Environment Management Plan provided by the Quang Ninh Province has been under the procedure to be approved by the government.

1. Visitor Center Construction

(FY 2001 Overseas Survey)

Project Name: Environment Information and Monitoring of Halong Bay.

Financial Source: Japan's ODA

Total Amount: JPY 619,300,000 (USD 5,630,000) USD 1=JPY 110

Contents: 1) Short term objective: Enhancing the environment management by compiling environment monitoring and analyzing program, implementing trial tests at tourist resorts and natural resources conservation. Enhancing the awareness by collecting environmental information in general and Halong Bay-Quangninh province in particular.

2) Medium and long-term objective: Sustainable development of Halong Bay and Quangninh.

2. Progress Situation (Subsequent studies, fund procurement, etc.)

(FY 2001 Overseas Survey)

Quangninh People's Committee submitted the Vietnamese Government project file in fiscal year 2000 and Ministry of Planning and Investment transferred the project file for Japan's ODA. People and leaders of Quangninh province and Halong Bay expect the project to be implemented at the earliest time.

(FY 2002 Domestic Survey)

The Study on assisting water environment management is to be implemented by Global Environmental Centre Foundation

(FY 2004 Domestic Survey)

No further progress after 2002. No progresses can be seen for the applied Grant Aid projects requests.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

(FY 2005 Overseas Survey)

Project related to the study has been implemented with own funds and private sector funds.

Project related to the study:

- Environment improvement

1. Waste water treatment project in marine product processing sector: 2004-2005 private fund (Quang Ninh Seafood JV)

Contents: Construction of Waste water treatment system with a capacity to process 150 square metres per day.

2. Construction of Waste water treatment system in Quang Ninh province hospitals: 2004-2005 own fund (provincial budget)

Contents: Construction of Waste water treatment system with a capacity to process 300 square metres per day

3. Improvement of dust pollution and inundation condition in residential area of Nam Cau Trang Coalmine Plant peripheral

Contents: Concretisation of roads, construction of drainage channels

4. Garbage collection in Ha Long Bay: 2005 own fund

Contents: Collection of garbage at tourist sites and fishery villages

5. Coalmine waste water treatment: 2005 own fund

Contents: Construction of waste water treatment system with a capacity to process 1,200 square meters per day

- Environmental monitoring

1. ha Long Bay environmental monitoring project: 2005 own fund

Contents: Infrastructure preparation (office equipment), technical transfer, and training

2. Quang Ninh annual environment monitoring: 2005 own fund (provincial budget)

Contents: Environmental monitoring of entire Quang Ninh province

(FY 2009 Domestic Survey)

Implementation Project: Technical Cooperation Project 'Halong Bay Environmental Preservation Project'

Goal of the Project: Through making the environment and development compatible, work to preserve Halong Bay which is a world heritage site and encourage the project area's sustainable tourist industry

Implementation Period: 2010.3-2013.2

Implementation Agency: DONRE (Department of Natural Resources and Environment)

Supporting Agency: JICA

While part of the establishment of facilities are being carried out as proposed in the development study, the situation remains the same for the lack of the ability to shed tears of gratitude for the environment in human and technical resources on the side of Vietnam. In addition, remarkably, the subject related to the use of land which was not suggested in the then study in where a new issue is being raised to implement a new land use policy that maintains the balance between development and environment.

(FY 2009 Overseas Survey) No information.

STUDY SUMMARY SHEET

(M/P)

Compiled Jun.2000

Revised Sep.2010

ASE VNM/S 106/99

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Study on Telecommunication Development		
3. SECTOR	Communications & Broadca / Telecommunication		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department General of Posts and Telecommunications (DGPT), Vietnam National Posts and Telecommunications(VNPT)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) To formulate a Master Plan for the development of telecommunications in Vietnam up to the year 2010. 2) To pursue the technology transfer (including methodology, know-how for formulating the master plan) to the counterpart of Vietnam in the course of the Study.		
7. CONSULTANT(S)	NTT International Corporation		
8. STUDY PERIOD	Jul.1998 ~ Mar.1999	8month(s)	
	Jun.1999 ~ Aug.1999	2month(s)	
9. SITE OR AREA	Whole area in Vietnam		
10. MAJOR PROPOSED PROJECT(S)	1. Project No.1: North Province Project(20 provinces, 101,000 lines) 2. Project No.2: Mekong Delta Province Project(12 Provinces, 125,000 lines) 3. Project No.3: Central Province Project(12 Provinces, 92,000 lines) 4. Project No.4: Inter-Province Network Project (14 SDH OFC loops, 4 radio & SDH links) 5. Project No.5: Frequency Monitoring Project(8 locations including Yen Bai) 6. Project No.6: OPMC(Outside Plant Management Center) Project (Panoi) 7. Project No.7: VSAT for government emergency communications system(Nationwide)		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Subsequent Study:

(FY 2001 Overseas Survey)

F/S has being updated to increase previously designed numbers of 30,000 lines to 50,000 lines. As planned, the F/ S is to be completed by the end of first quarter of 2002 (Mar. 2002) and the project implementation is to be completed by fourth quarter of 2002. The F/S has applied latest technologies to meet the current situation. Design stage is budgeted by French ODA non-refundable fund and implementation stage is budgeted by French ODA loan fund.

1. Northern Province Project

(FY 2001 Overseas Survey)

Finance: French ODA 2000 (10.3 mil. EUR for purchasing equipment)

Approval Date: 17th May., 2000

Contents: Expanding the capacity of switchboard system. Installing 50,000 new lines in 15 provinces: Ha Giang, Cao Bang, Long Son, Lao Cai, Lai Chau, Yen Bai, Tuyen Quang, Bai Kan, Hoa Binh, bai Gaiang, Phu Tho, Vinh Phu.

2. Communication Networks Expansion Project for 9 provinces in Central Vietnam

(FY 2001 Domestic Survey)

The request on Yen Loan has not yet been submitted for the proposed project of this research, the "Communication Networks Expansion Project for 9 provinces in Central Vietnam". It depends on "Electric Communication Network Expansion Project for 10 Provinces in Central Vietnam", which is now on tender pre-evaluation. The delay of an implementation of the project has postponed a request for this project.

3. Submarine Cable Construction Plan

(FY 2001 Domestic Survey)

Yen loan has been requested

Related Project:

(FY 2000 Domestic Survey)

Central Vietnam Rural Telecommunications Network Expansion Project

At the same time of the completion of this project, "Central Vietnam Rural Telecommunications Network Expansion Project", a Yen Loan project, has been implemented as described below.

Finance: L/A Mar. 1998 11.3 bill. YEN

Contents of the project are to improve telecommunication facilities of rural networks. (77 switchboard facility, approx. 119,000 lines; WLL facilities, approx. 9,000 lines; subscriber line facilities, approx. 166,000 lines; optical fibre communication system, approx. 1,700km; micro-radio communication system, 3 blocks).

Status:

(FY 2001 Domestic Survey)

- 25th Dec. 2001, Placed switchboard package and fibre communication facilities package on tender pre-evaluation.. Public announcement of the tender is planned on Mar. 2003.

- Other packages are waiting for an approval of pre-evaluation documents from Vietnam Gov. Tender pre-evaluation is planned to be publicly announced on Mar. 2002

(FY 2001 Domestic Survey)

Vietnam has a strong interest in priority projects proposed in this study, which plans to request Yen Loan by considering the progress of implemented projects mentioned above and selecting candidates for the next Yen Loan from the priority projects.

(FY 2005 Overseas Survey)

Subsequent study: North-South submarine fibre optical cable construction project

Construction period: 2004-2008

Funding:

Funding party: Yen loan L/A concluded 31st March 2003 No. VN X-04

Amount: 19,947 million JPY (30 years)

Status:

Mine detection and disposal, cable run survey, and technical design

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jun.2000

Revised Sep.2010

ASE VNM/S 210/99

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Study on Urban Drainage and Sewerage System in Ho Chi Minh City		
3. SECTOR	Public Utilities	/ Urban Sanitation	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	People's Committee of Ho Chi Minh City, the Socialist Republic of Viet Nam	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) To make a Master Plan on the urban drainage improvement and sewerage development with the target year of 2020. 2) To conduct a Feasibility Study of priority project selected from the Master Plan.		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Jul.1998 ~ Dec.1999 17month(s) ~		
9. SITE OR AREA	M/P: The urbanized are of about 650 km ² in Ho Chi Minh City F/S: The area covers the central portion of Ho Chi Minh City with an area defined as Tau Hu, Ben Nghe -Doi, Te basin(about 3,065 ha) and also the isolated are of Thanh Da area(15ha), Ben Me Coc(1) area (71ha), Ben Me Coc(2) area (46ha)		
10. MAJOR PROPOSED PROJECT(S)	M/P: 1. Urban Drainage Improvement The study area is divided into 6 drainage zones(C,N,W,S,NE and SE zones). Each zone has different natural, social and living environmental conditions, such as topography, geology, land use, urbanization, urban drainage system, flood situation, etc. Therefore, to improve the drainage system, the canal improvement, natural retarding pond construction and setting up a law system for on-site detention pond construction are proposed for every each zone. Also, pumping drainage improvement is proposed to three low-lying areas situated on the fringe of inner city, Thanh Da area(15ha), Ben Me Coc(1) area(71ha), Ben Me Coc(2) area (46ha). 2. Sewerage Development Sewerage development system is proposed for the area with population of more than 200 person/ha(190km ²) in year 2020. Remaining area is covered by on-site sanitation system with population density of below 200 person/ha(446km ²). Proposed sewerage development area is divided into 9 individual sewerage zones. F/S: Proposed features are summarized as follows. 1. Urban Drainage Improvement 1) Canal Improvement(Total length: 13,380m Apr. 2003-Mar. 2005, Jul. 2006-Jun.2008) Ben Nghe Canal: 3,140m, Tau Hu Canal 9,030m, Ngang No.1-3 Canal 1,210m 2) Pump Drainage Improvement(Oct. 2001- Dec. 2003, Jul. 2006-Jun.2007): Thanh Da area(15.4ha), Ben Me Coc(1)area (79.9ha), Ben Me Coc(2) area (46.0ha) 3) Existing combined sewer improvement: Additional 10,272m, Replace: 1,320m 2. Sewerage Development: 1) Interceptor sewer(Jul. 2002-Mar. 2005, Jul.2007-Mar.2010): Interceptor sewer 28,939m, Diversion Chamber 103units 2) Intermediate Wastewater pumping station(Jan. 2003-Mar. 2005, Jan. 2009-Mar.2010): Pump capacity: 13.3m ³ /min. 2 units, 105.0m ³ /min. 3 units 3) Conveyance sewer(Jul.2002- Mar.2005): 6,400m 4) Wastewater treatment plant(Oct. 2001- Dec.2005, Oct. 2006-Dec.2010): Inflow pump, Primary sedimentation basin, Aeration Tank, Secondary sedimentation basin, Disinfections tank, Gravity thickener, Dewatering, Composting plant		

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

Description :

(FY 2004 Overseas Survey)

Subsequent study:

Progress: Pre-qualification-Bidding-Construction

Bidder:

Package A: Toa, Shimizu JV (Toa bid the lowest, though over the ceiling estimated by MOC), Package B: Toa, Shimizu JV (Toa bid the lowest, though over the ceiling estimated by MOC), Package C: Nishimatsu, Ebara, Shimizu JV, Package D Toa, Shimizu JV (Shimizu JV bid the lowest, though over the ceiling estimated by MOC), Package E: Nishimatsu, Ebara, Shimizu JV

Date and period of the planned start of construction:

Package A: April 2005, Package B: April 2005, Package C: February 2005, Package D: January 2006, Package E: November 2004

Possibility:

Funds were secured, and bidders were selected.

Other new progress:

Package A: The Ministry of Construction (MOC) is revising the ceiling price, since the lowest bid is over the ceiling.

Package B: The Ministry of Construction (MOC) is revising the ceiling price, since the lowest bid is over the ceiling.

Package C: A construction contract was concluded between PMU and Nishimatsu, Ebara, Shimizu JV on 8 November 2004. Waiting for the concurrence of the construction contract by JBIC.

Package D: The Ministry of Construction (MOC) is revising the ceiling price, since the lowest bid is over the ceiling.

Package E: A construction contract was concluded between PMU and Nishimatsu, Ebara . Shimizu JV on 29 September 2004. The notice of Commencement was issued on 8 November 2004.

(FY 2005 Overseas Survey)

Project tendered: The Study on Urban Drainage and Sewage System in Ho Chi Minh City

Bidder:

Package A: Toa, Package B: Toa, Package C: Nishimatsu, Ebara, Shimizu JV, Package D Toa, Shimizu (Shimizu bid the lowest, though over the ceiling), Package E: Nishimatsu, Ebara, Shimizu JV

Construction period (planned):

Package A: December 2005, Package B: December 2005, Package C: February 2005, Package D: July 2006, Package E: November 2004

Other progress:

Tender for package A and B have been concluded. Now both are being negotiated, and constructions are expected to commence from December 2005.

(FY 2009 Domestic Survey)

Yen-loan-financed project "Project on Improving Water Regime in Ho Chi Minh City (1)"

(Project Objective)

-Dredging sludge deposit in the channel and improving water quality while building revetment in order to provide hydrophilic functions.

-Building pipe drainage facilities in areas of the city at low altitudes

-Building an intercepting sewer and a sewage plant to collect and process sanitary sewage directly flown into Tau Hu-Ben Nghe channel

-Adding and replacing drainpipes to enhance the flowing capacity of pipes in the area which flooding takes place in the city.

(Project Overview)

1. Package A:Renovation of the Tau Hu - Ben Nghe channel

Dredging and reinforcement work of 3,158m of Ben Nghe channel and 4,128m of Tau Hu channel (downstream).

2. Package B:Improvement of pump drainage

(a) construction of bank, (b)construction and maintenance of sewerage pipes, (c)building a discharge pump station and a balancing reservoir at Thanh Da, Ben Me Coc, and Ben Me Coc

3. Package C:Building an intercepting sewer and a sewage transit pump station and obtaining sewerage pipe cleaning equipments

A transit sewage pump station consists of a pump station and a grid chamber, and planned sewage discharge is 192,000 m3/day(133.3 m3/minute).

Major equipments include; one four-ton high-pressure road washer, one four-ton vacuum car, one eight-ton vacuum car, 6 four-ton water tank trucks, 15 four-ton sludge trucks, 3 four-ton trucks to carry equipments

4. Package D:building an aqueduct and improvement of exiting combined pipes

An box-culvert aqueduct made out of reinforced concrete (1300mm wide and 1200mm high x 2), which connects the transit pump station and the sewage plant.

Extension of existing combined pipes and laying pipes. The total length is 9,521m, length of pipes to be extended is 7,125m, and length of pipes to be replaced is 2,396m.

5. Package E:building a sewage plant

Planned sewage quantity: 141,000m3/day

Treated sewage quality: BOD = 50mg/litter, SS = 100mg/litter

Processing method:active sludge process(modified aeration process)

(Progress of Construction)

Package A:revetment construction is scheduled to be completed in December, 2010 and dredging operation is scheduled to be completed in May, 2011,Package

B:scheduled to be completed in June, 2010,Package C:completed in April, 2009,Package D:scheduled to be completed in August, 2011,Package E:completed in February, 2009

(Implementing Period)2004.11-2011.8

(Implementing Agency)People's Committee of Ho Chi Minh City, East-West Road Improvement and Water Environment Improvement Committee, East-West Highway, Water Environment Project Management Committee

(Cooperating Agency)JICA(E/N date of execution :VN VIII-5:March 30, 2001, VNX-5:March 31, 2003)

Accepting researchers

(Overview)We invited top officials of discharge water and sewer-related departments of Ho Chi Minh City and the implementing agency to Japan and conducted on-the-job training at sewage facilities in Tokyo, Osaka, and Shiga

(Implementing Period)2008.3

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jun.2000

Revised Sep.2010

ASE VNM/S 211/99

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Study on Groundwater Development in the Northern Part		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Center for Rural Water Supply and Environmental Sanitation (CERWASS), Ministry of Agriculture and Rural Development	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) To study the groundwater potential in the 20 communes of the five northern provinces 2) To formulate the master plan(M/P) 3) To implement the feasibility study(F/S) 4) Technical transfer		
7. CONSULTANT(S)	KOKUSAI KOGYO CO., LTD.		
8. STUDY PERIOD	Aug.1998 ~ Feb.2000 18month(s) ~		
9. SITE OR AREA	M/P: 20 Communes of the Northern 5 Provinces F/S: 15 Communes of the Northern 5 Provinces		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P: Targeting the year 2010 covering 20 communes of the northern 5 provinces by house-connected piped water supply systems at a rate of 154 l/capita/day population of 149,700. Facilities are composed of water source, treatment system, and distribution and service pipelines</p> <p>F/S: Targeting the year 2002 covering prioritized urgent communes of the 5 northern provinces by house-connected piped water supply systems at a rate of 154 l/capita/day, population of 138,000. Facilities are composed of deep wells, biological filtration basin, receiving well and distribution pipelines.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
(FY 2000 Domestic Survey) After completion of the Study, Vietnam government requested Japan's grant aid for implementation of the priority project.		
(FY 2001 Domestic Survey) JICA B/D is on going.		
(FY 2001 Overseas Survey) Project requested for Japan's grant aid: Groundwater Development Project in the Rural Provinces of Northern Part of Vietnam. Source: Japan's Grant Aid Amount: 2 billion Yen (US\$ 13.7 million) Contents: Facilities construction: Water Supply facilities: 15 sets (Cposed of deep well, treatment system, distribution systems) Equipment Supply: Pipe, electric pumps, water meters etc. necessary for the above facilities: 15 sets. Drilling Rigs. The cost of operation and maintenance will be covered by users. O&M organization will collect water fee from the users.		
Finance: (FY 2002 Domestic Survey)(FY 2003 Overseas Survey) 4 Aug. 2002 E/N 8,670 mil. Yen (The Groundwater Development in Rural Part Northern Provinces I) 29Aug.2003 E/N 6,870 mil. Yen (The Groundwater Development in Rural Part Northern Provinces II)		
Construction: (FY 2003 Overseas Survey) -for the first stage Consultantis DOCON. Contractor is Hazama Corp. -for the second stage Consultantis DOCON. Contractor is under tendering. -Date and period of the planned Start of Construction For the first stage Mar. 2003. For the second stage Mar. 2004.		
(FY 2004 Domestic Survey) No information to be specifically mentioned.		
(FY 2004 Overseas Survey) 1.The Project for the Groundwater Development in Rural Part of Northern Provinces: Phase 2 - Contents: Construction of 5 water supply facilities in 4 communities of Thai Nguyen - Period: Mar. 2004 - Mar. 2005 - Finance: Grant Aid (E/N concluded: 29th Jul. 2003), 687 mil. YEN 2. Construction of 3 water supply facilities in 4 communities of Thanh Hoa region - Finance Grant Aid (E/N concluded: 12th Jun. 2004), 520 mil. YEN		
(FY 2005 Overseas Survey) Subsequent study: The project for the ground water development in rural parts of Northern provinces (Stage 3) Implementation period: April 2005 - March 2006 Implementing body: P-CEWASS Thanh Hoa Funding: Funding party: Yen Grant Aid E/N concluded 16th July 2004 Amount: 502 million JPY Contents: Construction of 3 water supply facilities in 4 communes in Thanh Hoa Status: 83.7% Technical cooperation: OJT on O&M water supply facilities.		
(FY 2009 Domestic Survey) The project on building water supply facilities was implemented with grant aid provided by Japan and has been completed.		

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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 Sep.2010

ASE VNM/S 107/00

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Study on the National Transport Development Strategy in Vietnam		
3. SECTOR	Transportation / (Transportation in) General		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Transport Development and Strategy Institute (Ministry of Transport)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) To formulate the long term Development Strategy on national transport system to the year 2020. 2) To formulate the national transport development Master Plan to the year 2010. 3) To identify and prioritize short term Projects to the year 2005. 4) To strengthen institutional capacity of relevant organizations		
7. CONSULTANT(S)	ALMEC Corporation Pacific Consultants International		
8. STUDY PERIOD	Jan.1999 ~ Jun.2000	17month(s)	
9. SITE OR AREA	All transport mode for the whole of Vietnam		
10. MAJOR PROPOSED PROJECT(S)	1. Roads: Rehabilitation of roads and bridges 2. Railroads: Rehabilitation and small-scale improvement. 2. Ports and Ships: Improvement, expansion and development. 4. Airports: Expansion and development.		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2001 Overseas Survey)

Based on the Vitranss' results, MOT formulated a transport strategy up to 2020 and a masterplan up to 2010, and submitted them to the Prime Minister. Three meetings were held by MPI (Standing Member of Approval Commition) for approval and the Approval Commitee submitted the meeting results to the Prime Minister on July 9, 2001. At present , the Prime Minister is reviewing them for approval.

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

Ministry of Transportation (MOT), Gov. of Vietnam, has submitted the draft for action plan to the Presidential Office, based on the proposal made to VITRANSS for transportation development strategy till 2020 and master plan till 2010. Evaluation at the Committee has completed and is now waiting for a final approval from the President.

After the VITRANSS, MOT is continuing to conduct development study, such as "Port System Development Study in Southern Part of Vietnam", "The Study on Improvement Plan of Water Transportation in Inland Red River", "The Study on Ho-Chi-Minh City Transportation Plan", and "The Study on Status of Traffic Accident" (overseas D/S). In addition, study on transportation sector is conducted with Multinational Development Bank, which is in progress to actualise a project. Therefore, MOT acknowledges that the outcome of VITRANSS is being a basis of the national transportation development.

(FY 2005 Overseas Survey)

Subsequent project: My Thuan Bridge construction

Benefits:

Benefits: Impacts the socio-economic development in Mekong delta by providing important connection between Mekong delta and Hochiminh city, reducing transportation time.

Subsequent project: Thanh Tri bridge construction project (refer project No. VNM/S 303/98)

Funding:

Funding party: Yen Loan

Amount: 400 million USD

Implementation period: 2003- 2006

Content: Consists from construction of Thanh Tri bridge and eastern part of Hanoi Ring road No. 3

Subsequent project: Cau-Gie-Ninh Binh-Thanh Hoa Expressway construction project

Implementation period: 2006 - 2012

Content: Construction of 62.4km of 4-6 lanes expressway sections from Cau Gie to Ning Binh and 80km of 4-lane expressway sections from Ning Binh to Thanh Hoa

Technical cooperation:

Training: 8TDSI staffs

Dispatch of experts: 2 JICA long-term experts supported MOT and TDSI

STUDY SUMMARY SHEET

(M/P)

Compiled May.2001

Revised Sep.2010

ASE VNM/S 118/00

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Study on Environmental Improvement at Hanoi City in the Social Republic of Viet Nam		
3. SECTOR	Administration / Environmental Problems		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Hanoi People's Committee	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Preparation of environmental M/P for Hanoi City for the year 2020. Preparation of Pre-F/S for the field of solid waste management.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. EX CORPORATION Urban & Environment Planning, Research and Consulting		
8. STUDY PERIOD	Jul.1998 ~ Aug.2000 25month(s) ~		
9. SITE OR AREA	Whole Hanoi City consisting of 7 urban districts and 5 suburban districts (927.5km ²)		
10. MAJOR PROPOSED PROJECT(S)	<p>Budgets for the prioritized projects: 514,487 thousand USD (including 45,800 thousand USD for the waste related pre-F/S) Various counter-measures are recommended to be implemented with short, middle and long-term timeframes. Among all, the following projects are recommended to be placed high priority so that they should be completed by the year 2005 or by 2010 at the latest.</p> <p>1.Integrated Environmental Management (Non-Structural) Establishment and Reinforcement of the Monitoring System, Establishment of Environmental Coordination Committee and Revising Environmental Master Plan Procedure, Reinforcement of Hanoi DOSTE, Strengthening of Environmental Management at District Level</p> <p>2.Sanitary and Clean Water (Structural) To Lich Drainage, West Lake Water Quality Improvement, 14 City Lakes in Old City Center, Public Sewerage for Old City Center, Septage Collection and Disposal</p> <p>3.Clean City (Structural) Improvement Collection of Solid Waste (Non-Structural) Shift of SWM Authority to Districts and Privatization of SWM services</p> <p>4.Diversification of Financial Facility (Non-Structural) Establishment of Environmental Fund</p> <p>Among those prioritized projects mentioned above, 6 structural projects are proposed to be completed between 2005 and 2010. Also, as for the waste project (landfill construction and transfer system), the major specifications are as follows; Nam Son Landfill: Method: Sanitary landfill, Capacity: About 10.85 million tons, Operation: from 2004 to the beginning of 2018 Dong Ngac Transfer Station Site: Area: 6.0ha, Capacity of transfer system: 1,600 ton/day (as of the start of operation in 2004), Heavy duty vehicle: large-sized dump truck: total weight: 25 tons, loading capacity: 26 m³, 44 vehicles.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2001 Domestic Survey)

Since the Hanoi municipality made a request for assistance for solid waste landfill site, construction of solid waste transfer stations and grant of solid waste transportation vehicle were made to Japanese Government 1. Preliminary study team was dispatched in September 2001. As a result, solid waste transportation vehicle will be granted to Hanoi city. The D/S for the grant is going to be started in December 2001.

(FY 2002 Domestic Survey)

The concerned parties presented a request of a Grant Aid for Phase 2 project (construction of transfer station), when visiting Japan for a tender, formal request is yet to be made. There are possibilities of a request for Phase 2 construction to be a Grant Aid or a Yen Loan.

Subsequent Study: B/D

2001/Dec-2002/Jul

Subsequent Project: "Solid Waste Management Equipment Preparation Plan for Hanoi City"

Finance:

896 million JPY Loan E/N concluded on September 09, 2002

Implementation period: 2002-2003/Jul

Description: Procurement of garbage collection vehicles (large-, medium-, and small-sized) as well as equipment for workshop and environment monitoring

Technical Cooperation:

1) JICA seminar: 5 personnel, 2002/Oct

2) Grant Aid Counterpart Training: 1 personnel, 2002/Oct-Nov 2

(FY 2003 Overseas Survey)

Hanoi People's Committee, through MARD, has requested JICA to implement phase 2 of the project, which is now waiting for a reply.

(FY 2004 Domestic Survey)

No information to be specifically mentioned. 3

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.2001

Revised Sep.2010

ASE VNM/A 203/00

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Study on Integrated Agricultural Development Plan in the Dong Thap Muoi Area		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	M/P+F/S
5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Rural Development Sub-Institute of Water Resource Planning(SIWRP), National Institute for Agricultural Planning and Protection(NIAPP)		
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	<p>1) To formulate a M/P for Agricultural Development Plan in the Dong Thap Muoi area which includes as followings, (1) Inundation mitigation, (2) Improvement of storage, processing and marketing system of agricultural products, (3)Improvement of Irrigation and drainage system.</p> <p>2) To conduct a F/S for the priority projects/areas selected from the M/P.</p>		
7. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Pacific Consultants International		
8. STUDY PERIOD	Mar.1999 ~ Oct.2000 19month(s) ~		
9. SITE OR AREA	Dong Thap Province(1 town, 6 Districts), Tien Giand Province(2 Districts)		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P Master Plan includes 25 projects. 1) Agricultural Infrastructure : Flood Control 2) Forestry Management : Concentrated Plantation of National Forest 3) Environmental Conservation : Monitoring of Water Quality etc.,</p> <p>F/S 1) Small Dike Improvement Plan In this plan ,the mitigation of inundation damage, stabilization of agricultural production and increasing formers income are expected through the improvement of small dike system. 2) Rice Production/Marketing Improvement Project Project aims at improvement of nice quality though which increase formers income and support increasing job opportunities in the related sectors. The project consist of following 3 sub projects. (1) High Quality Seed Production/Supply Project (2) Model Cooperation Project (3) Improvement Project of Training/Extension System</p>		

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

Description :

(FY 2001 Domestic Survey)
The request for grant aid has been made to implement the project at the model development site of 2,000ha.

(FY 2001 Overseas Survey)
A request for Japan's grant aid has been submitted to implement the proposed project. The situation of Dong Thap Muoi Area is still severe due to the yearly flood and inundation in which many residents were killed and lost their assets. Therefore, the government as well as the regional government and the residents strongly expect the realization of the proposed project. The implementation of the project will contribute significantly to improve the lifestyle of the area and to maintain a good relationship between Vietnam and Japan.

(FY 2003 Overseas Survey)
Request for a grant aid assistance has not been approved yet.

(FY 2004 Domestic Survey)
Although, a request for the Grant Aid has been submitted, it has not been implemented.

(FY 2005 Domestic Survey)
No information to be specifically mentioned.

(FY 2005 Overseas Survey)
All components of the proposed project were accepted by Vietnamese authorities. However, those projects were not implemented due to lack of financial resources. Vietnamese side has applied for a grant aid to GOJ to implement the proposed project in the F/S from 2001, though the request was not accepted.

Subsequent Study (Project)

1. Planning embankment system for early flood control
2. Detail planning for flood control in the Plain of Reds
3. Implementation of a permanent waste quality monitoring network in the Dong Thap Muoi area
4. Improving rice quality and marketing capacity

The Vietnamese government have conducted projects to realise the proposed projects. These projects are; 1) 60 inhabitants risen-bed area (approximately 100-300 households each) has been built in flood prone area of Coo Long Delta, which was the M/P target area, by the welfare program, 2) 150,000 ha of agricultural area has been transferred to higher benefit model, 3) 240km of provincial roads are upgraded, in which 128km belongs to M/P area (all bridges are temporary), 4) 224km of embankment is upgraded with 66million square metres of land, and 5) On-farm model has been adopted for changing agricultural schemes, such as shrimp with rice and fish with potato.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(D/D)

Compiled May.2001

Revised Sep.2010

ASE VNM/S 404/00

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Detailed Design of the Red River Bridge (Thanh Tri Bridge) Construction Project in the Socialist Republic of Viet Nam		
3. SECTOR	Transportation / Road	4. TYPE OF STUDY	D/D
5.	Ministry of Transport		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	<p>-To carry out necessary engineering and environmental surveys, to complete a detailed design and to prepare draft tender documents of the Project.</p> <p>- To construct the Red River Bridge (Thanh Tri Bridge) and Southern Section of Ring Road No.3 in Hanoi (approximately 13km).</p>		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Apr.1999 ~ Mar.2000 11month(s) ~		
9. SITE OR AREA	Southern area of Hanoi City		
10. MAJOR PROPOSED PROJECT(S)	<p>The results of the F/S indicate that the Project is technically sound and economically feasible. Taking into account the direct and enormous indirect benefits to regional development other than the quantitative savings in travel costs, the Project should be implemented at the earliest opportunity. Based on the above recommendation of the F/S, the D/D was conducted.</p> <p>This project (approximately 13km) consists of the construction of the Red River Bridge (Thanh Tri Bridge) and Southern Section of Ring Road No.3 in Hanoi which is a toll road.</p> <p>The Project was divided into 4 packages as follows:</p> <p>Package 1: Red River Bridge 3.2km Bridge (6-lanes) Package 2: Gia Lam Section 3.4km Toll Road (4-lane) Package 3: Thanh Tri Section 6.6km Toll Road (4-lanes) Package 4: Infrastructure in Resettlement area 120ha</p> <p>The structure consists of bridges, road structures, and embankments including 5 interchanges.</p>		

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

Description :

Background of the Study:
(FY 2001 Domestic Survey)
According to the request to implement the Project from the Government of Vietnam, JICA has conducted the following studies:
- The Study on Traffic System in Northern Area (1994) - The Master Plan of Urban Transport for Hanoi City (1996) - The Feasibility Study on Thanh Tri Bridge and Southern Section of Hanoi Ring Road No.3 in Hanoi (1998) - The Detailed Design of the Red River Bridge (Thanh Tri Bridge) Construction Project (2000). Currently Hanoi City does not have enough capacity to absorb the increasing traffic volume flowing into the city. Also, it is concerned that the industrial areas developing in the suburbs will cause serious traffic congestion in the city in the near future. Therefore, the D/D of the ring road rehabilitation including new bridge construction was implemented in the Study.

Finance:
(FY 2001 Domestic Survey)
While conducting D/D, the implementation plan was coordinated between both the governments of Japan and Vietnam.
JBIC gave a pledge on the Japanese ODA loans for the Project. The Loan Agreement for the Project was concluded for a part of the total project cost. ("Red River Bridge Constructuin Project I" 10,000 mil.yen)
(FY 2003 Overseas Survey)
29. Marth 2000 L/A 10,000 mil.yen "Red River Bridge Constructuin Project I"
29. Marth 2002 L/A 14,863 mil.yen "Red River Bridge Constructuin Project II"

Construction:
(FY 2001 Domestic Survey)
The Consultants were selected for the implementation stage of the Project in Dec. 2000. The review of the D/D and the preparation of Tender Documents were conducted by the Consultants between Jan. and May, 2001. Continuously, the PQ process for package 1 has been proceeding now.
The schedule from now shall enter the Tender Stage after the selection of the applicants in the PQ process.
It is forecasted in the current situation that the construction may start from the middle of 2002.
(FY 2003 Overseas Survey)
Selection of Supervision Consultant: Consulting Services Contract was signed on 26 August 2002 between PMU My Thau and the JV Nippon Koei Co.,Ltd. ChodaiCo.,Ltd. TEDI and TEDIS.
Review Detailed Design Work: is now under way.
(FY 2003 Domestic Survey)(FY 2003 Overseas Survey)
Conditions of construction progress:
PK1: November 28, 2002 - 72 months (as of end of September: 11.62%)
PK2: October 2003 - 55 months
PK3: Not yet started (15 months)

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

(FY 2005 Domestic Survey) (FY 2005 Overseas Survey)
Subsequent Study: Red River Bridge (Thanh Tri Bridge) Construction Project
Funding:
Funding party: Japanese government Yen Loans
Loan Agreement (I) No. VN VII-4 dated 29 March 2000, Loan Agreement (II) No. VN LX-5 dated 29 March 2002, Loan Agreement (III) No. VN XI-5 dated 31 March 2004
Management/operational body after construction: Vietnam Road Administration (under jurisdiction of the Ministry of Transport)
Description:
- Thanh Tri Bridge (3km bridge, paving, facilities, shore protection, riverbed protection), - Installed roads (bridge, interchange, risen bed, vulnerability measures, paving, facilities), - Construction of resettlement location
PK1: Thanh Tri Bridge PK2: Gia Lam Section PK3: Thanh Tri Section PK3 A: Extension of Phap Van Viaduct PK4: Resettlement Site PK6: Second Phu Dong Bridge
Design and construction period:
PK1: 2002/Nov/28-2006/Sep/30 PK2: 2005/Mar28-2008/Mar/27 PK3: 2005/Mar/24-2008/Mar/23
Progress:
PK1: 76.6% PK2: 3.5% PK3: 7.5% PK3A: Designing is in progress PK6: Designing is in progress
Contract of the Thanh Tri Bridge (PK1) is till end of November 2006, though it is planning to complete the construction till the end August 2006 according to a request made to shorten construction period.
Part of site acquisition for the Thanh Tri Bridge road (PK3) has not been completed, which may affect progress of the PK3.
Two additional package has been approved, which are now under D/D (as noted below). Tender is planned around next autumn.
Technical Cooperation:
Seminars: 1) Seminars on new technology, 2) Monthly technical discussion with local technicians.
Others:
Subsequent studies: 1) Feasibility Study on PK6, 2) Extension survey on PK3A

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(D/D)

Compiled May.2001

Revised Sep.2010

ASE VNM/S 405/00

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Detailed Design of the Can Tho Bridge Construction Project in the Socialist Republic of Viet Nam		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY D/D
5.	Ministry of Transport of Socialist Republic of Viet Nam		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	-To carry out necessary engineering and environmental surveys. -To complete a detailed design and draft tender documents of the Project. -To pursue technology transfer to the Vietnamese counterpart personnel in the course of the Study.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Mar.1999 ~ Nov.2000 20month(s) ~		
9. SITE OR AREA	The project site is located in Hau River basin in the Can Tho in the Lower Mekong Delta and the road on which the bridge is planned to be constructed.		
10. MAJOR PROPOSED PROJECT(S)	1) Project Length 15,850m (Feasibility: FIRR 5.6~11.7%) 2) Bridge Feature Total Bridge Length 2,750m, Main Bridge Length 1,090m, Bridge Width 23.1m 3) Approach Roads Total Length 13,100m, Vinh Long Side 5,410m, Can Tho Side 7,690m 4) Service Area: 2 locations 5) Toll Gate and Management Office: 1 each Construction Cost Package 1 (Local Cost: 17,547,000 USD, Foreign Cost: 8,339,000 USD) Package 2 (Local Cost: 63,202,000 USD, Foreign Cost: 144,164 USD) Package 3 (Local Cost: 23,903,000 USD, Foreign Cost: 8,774 USD) Package 4 & 5 (Local Cost: 2,130,000 USD, Foreign Cost: 0)		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance: (FY 2001 Domestic Survey)(FY 2002 Domestic Survey) 30th March, 2000 L/A 24.847 billion YEN "Cuu Long (Can Tho) Bridge Construction Project" - Consultant selection in progress (D/D review and C/S)</p> <p>Construction: (FY 2003 Domestic Survey) On tender (FY 2004 Overseas Survey) 2004/Apr- 50 months Purchase of site has nearly completed. Consulting service has been concluded with Nihon Koei and Chodai on 22nd August, 2002</p> <p>(FY 2004 Domestic Survey) 1. Subsequent studies: Pre-construction Stag, Construction Stage Among 3 packages, 1 package is under construction and 2 packages are under construction negotiation. 2. Finance: Yen Loan 1) Special Yen Loan (L/A No.VN VIII-7) 2) General Yen Loan (L/A No.VN VIII-6) 3) L/A conclusion data: both on 30th March, 2001 4) Amount: Special Yen Loan - 24.847 billion YEN, General Yen Loan - 8.393 billion YEN 5) Content: Among 3 packages, the main bridge and bridge installation block (package 2) is by Special Yen Loan. The road block, which will be connected to both sides of the main bridge (package 1 and 3) is by general Yen Loan. 6) Tender status - Package 1: 3 Vietnamese JV, 2 Chinese entity Construction Start Date: Under bid evaluation, as of 2004. Planned to be started in mid December, 2004 - Package 2: Taisei, Kashima, Shinnittetsu, and JO Construction Start Date: 18th October, 2004, Notice of Proceed was delivered and has started. - Package 3: 2 Chinese entity Construction Start Date: Bid Evaluation/ contract Negotiation has been conducted in November and December, 2004 and is assumed to start around January, 2005.</p> <p>(FY 2004 Overseas Survey) Presently in construction observation stage. 1. Finance: - Yen Loan: L/A 30th March, 2001 L/A No. VNVIII-6 (8.393 billion YEN) L/A No. VNVIII-7 (24.847 billion YEN) - Counterpart fund from Vietnamese Gov.: 3.766 billion YEN 2. Constructor 1) Construction Package 1: TLC+CIENCO6+CIENCO8 Collaboration Project: Vietnam 2) Construction Package 2: Taisei+Kashima+Shinnittetsu Collaboration Project: Japan 3) Construction Package 3: CSCEC: China 3. Construction Period 1) Construction Package 1: Started from February 2005, 42 months period 2) Construction Package 2: Started from September 2004, 50 months period 3) Construction Package 3: Started from February 2005, 47 months period</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>		

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Oct.2002

Revised Sep.2010

ASE VNM/S 208/01

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Study on Sanitation Improvement Plan for Haiphong City		
3. SECTOR	Public Utilities	/ Urban Sanitation	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Haiphong People's Committee (HPCC)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Make a master plan for water supply, sewage system, and waste treatment targeted at core areas of Haiphon City (four districts which has high population density, Do. Son District which is a tourism site, a new development area, and a new industrial area). Select priority projects for sewage water, drainage water, and solid waste management and conduct a feasibility study related to them.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. EX CORPORATION Urban & Environment Planning, Research and Consulting		
8. STUDY PERIOD	Mar.2000 ~ Jun.2001 15month(s) ~		
9. SITE OR AREA	M/P: 1. Water supply, 2. drainage, 3. sewerage, 4. lake, 5. septic tank, 6. solid waste management in the core areas in Haiphong City F/S: Priotized projects in core areas in Haiphon City; 1. drainage, 2. sewerage, 3. solid waste management		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P</p> <p>Target year: 2020, target area: 20,900ha in core areas in Haiphong City</p> <p>1. water supply: area 19,500ha, population 794,000, supply amount 197,400m3/day</p> <p>2. drainage: area 5,241ha, population 681,000, length of drainage pipe 204.6km</p> <p>3. sewerage: service area 11,861ha, population 723,000, sewerage treatment plant 7 sites</p> <p>4. lake: dredging 5 lakes (32ha), drainage pipe 2-6km</p> <p>5. septic tank: installation works</p> <p>6. solid waste manegement: polulation 859,400, quantity collected 1,441t/day, disposal site 52.7 ha</p> <p>F/S</p> <p>1. drainage (target year 2010): area 1,103 ha, population 240,000, length of the targeted drainage channel for rehabilitation 10km</p> <p>2. sewerage (target year 2010): area 1,103 ha, population 240,000, quantity treated 36,000 m3/day</p> <p>3. solid waste management (target year 2005): population 608,000, quantity collected 75t/day, disposal site 32.7ha</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(FY 2002 Domestic Survey) Though the government intends to implement some of urban drainage system project with the fund from the World Bank, they are preparing to request the Yen Loan for the rest of the project.</p> <p>(FY 2003 Domestic and Overseas Survey) In June 2003, the Haiphong People's Committee requested MPI for request of yen loan with a long list. Since the Haiphong City Infrastructure Improvement (a part of the city drainage project proposed in this study) is funded by IDA started in August 2003, there is a possibility that the construction of sewage treatment plants is included as the target of JBIC loan.</p> <p>(FY 2004 Domestic Survey) Newly requesting for a Yen loan. Requested date: September, 2004 In October 2004, appraisal study was conducted by JBIC.</p> <p>(FY 2004 Overseas Survey) Implemented project: Drainage and waste disposal project for Haiphong City, Phase I Implementing period: 2004-2010 Maintenance and operational body: Haiphong UREN Co. SAD Co. Objectives: To prepare a comprehensives environmental management plan for efficient and effective management skills. Funding: Funding party: Yen loan L/A concluded 2005/3/31 (No. VNXII-4) Amount: JPY 1,517 million Status: After the completion of JICA study in July 2001, in the end of 2003, and in early 2004, Haiphong City has appointed a consultant to conduct pre-F/S, F/S, EIA, resettlement plan and preparation of documents for JBIC loan procedures, which is planned to be signed in March 2005. City Alliance considered funding USD 250,000 grant for technical assistance in solid waste management and treatment, as well as dispatching an audit team to introduce or promote capacity building of solid waste recovery, management, transport, treatment and landfill operation.</p> <p>(FY 2005 Overseas Survey) Procedures for approval is in progress according to the Vietnamese Law. JBIC has supported and supplied a guidance to Haiphong city to request a grant from the Cities Alliance (C/A), which has submitted a request to C/A, JBIC, and UNEP till 11/2005. As a result, C/A, UNEP, and Haiphong City will procure the amount below; C/A: USD 639,000 UNEP: USD 54,000 Haiphong City: USD 174,000</p> <p>(FY 2006 Domestic and Overseas Survey) Implemented project: "Sanitation Improvement Plan for Haiphong City" Funding: Funding party: Yen loan (L/A: March 31, 2003) Amount: JPY 1,517 million Implementing body: Haiphong Sanitation and Environment Improvement Project Phase I Implementing period: 2009-2013 Objective: Improve living environment in Haiphong City by water quality improvement, flood prevention, and solid waste management. Contents: The project consists of management of sewage water, drainage water, and solid waste. Progress: Sewage water: Bidding documents were approved by JBIC in September 2006. Selecting consultants for detailed design. Drainage water: Bidding documents were approved by JBIC in September 2006. Selecting consultants for detailed design</p> <p>(FY 2007 Domestic Survey) The Haiphong City Council has supported preparation of D/D and tender for the Haiphong Sanitation and Environment Improvement Project (2007.6-2009.2)</p>		

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Oct.2002

Revised Sep.2010

ASE VNM/S 209/01

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Study on Tourism Development in the Central of Social Republic of Vietnam		
3. SECTOR	Tourism	/ (Tourism in) General	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Vietnam National Administration of Tourism	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Make a master plan for tourism development for 11 provinces in Vietnam, and conduct a feasibility study. Make a GIS database for tourism development in the target area and for conservation of cultural heritage and management and maintenance of its information. Fasten economic development in the area and alleviate a disparity between southern and northern regions.		
7. CONSULTANT(S)	Pacific Consultants International ALMEC Corporation		
8. STUDY PERIOD	Dec.2000 ~ Feb.2002 14month(s) ~		
9. SITE OR AREA	M/P: 11 Provinces (Quang Binh, Quang Tri, Hue, Danang, Quang Nam, Quang Ngai, Binh Dinh, Phu Yen, Khanh Hoa, Ninh Thuan, Binh Thuan)		
10. MAJOR PROPOSED PROJECT(S)	<p>Major Proposed Project(s):</p> <ol style="list-style-type: none"> 1) Establishment of Vietnam Tourism Provision Bureau (VTPB), Establishment of overseas offices of VTPB in major sites, 2) Establishment of Tourist Information Center (TIC) under tourism department of each province., Danang Tourism Academy, 3) Nha Trang Tourism Academy, Improvement of airport terminals and navigation assistance system in Danang, Hue, Nha Trang, 4) Development of facilities for cruises at Danang Port, Preparation of roadside stations by Peoples Committee in each province, 5) Development of accommodation in Langoco Beach in Hue, Resort development in Cua Dai Beach, Binh Thuan Province, 6) Products improvement of traditional crafts and craft center to demonstrate production process, 7) Phong Nha Ke Bang National Park, Establishment of information network of historical museums, 8) Development of visitor centers in Hue, Hoi An, Nha Trang, 9) Railways between Hue and Danang from the perspective of development of tourist attractions, Nha Trang Marina, 10) Cycling roads along seaside, Flood disaster measures presented as a prioritized project in Hoi An, 11) Water pollution control in cities of Danang, Hue, Hoi An, and Nha Trang, 12) Urgent implementation of waste disposal measurement in Danang, Hue, Hoi An, and Nha Trang, 13) Coastal area management to control land use in coastal areas 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2002 Domestic Survey) Vietnam Tourism Provision Bureau (VTPB) is established. Establishment of overseas offices of VTPB in major site is in its planning phase. Tourism Information Centre is established under tourism department in each province Grant Aid for establishing Danang Tourism Academy is being requested. Improvements of airport terminal and navigation assistance system in Danang, Hue, and Nha Trang are in implementation phase. Roadside station by Peoples Committee in each province is in preparation phase. Development of accommodation in Langoco beach of Hue is in planning phase. Resort development in Cua Dai Beach, Binh Thuan province is being requested for an adoption in the National Plan Products improvement of traditional crafts and craft center to demonstrate production process is in progress of JICA study. Flood disaster measures presented as a prioritized project in Hoi An is under JICA P/Ss.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2006 Domestic Survey) No information mentioned specifically</p> <p>(FY 2006 Overseas Survey) The study result was used as documents in VNAT and for making and revising a master plan. Also, VNAT was used for making and implementing the "Project on Orientation and Solution to Promote Tourism in the Central Area-Highland." This study should be continued, but a master plan and a detailed investment project should be formulated. It is necessary to implement tourism development based on a master plan and to support promotion of investment for the province in order to maximize the potential of the area effectively and continuously.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(D/D)

Compiled Oct.2002

Revised Sep.2010

ASE VNM/S 401/01

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Detail Design Study on Ho Chi Minh City Water Environment Improvement Project		
3. SECTOR	Public Utilities	/ Sewerage	4. TYPE OF STUDY D/D
5.	People's Committee of Ho Chi Minh City		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Detailed Design survey for Water Environment Improvement for Tau Hu, Ben Nghe, Doi, and Te areas in relation to the water environment improvement project in Ho Chi Minh City with Yen Loan		
7. CONSULTANT(S)	Pacific Consultants International		
8. STUDY PERIOD	Mar.2000	~	Jun.2001 15month(s)
9. SITE OR AREA	The center of Ho Chi Minh City with the area of 3,065.4 ha, defined as the THBNDDT Basin for sewage development, and the isolated area of Thanh Da of 15.4 ha, Ben Me Coc (1) of 70.9 ha and Ben Me Coc (2) of 46.0 ha.		
10. MAJOR PROPOSED PROJECT(S)	<p>1) Package A: Tau Hu - Ben Nghe Canal Improvement (Local Cost USD 48.8 M, Foreign Cost USD 6.9 M)</p> <p>2) Package B: Pomp drainage improvement (Local Cost USD 15.2 M, Foreign Cost USD 2.9 M)</p> <p>3) Package C: Interceptor sewer construction, intermediate wastewater pumping station construction and procurement of sewer cleaning equipment (Local Cost USD 15.1 M, Foreign Cost USD 23.8 M)</p> <p>4) Package D: Conveyance sewer construction, existing combined sewer improvement (Local Cost 12.8 MUS\$, Foreign Cost USD 4.8 M)</p> <p>5) Package E: Wastewater treatment plant construction (Local Cost USD 53.3 M, Foreign Cost USD 70.8 M)</p> <p>6) Package F: Consulting Service (Local Cost USD 4.7 M, Foreign Cost USD 13.2 M)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
<p>Funding: (FY 2002 Domestic Survey) March 30, 2001, L/A JPY 8.2 billion The Ministry of Construction of Viet Nam conducted the evaluation of the final report submitted by JICA in June 2001 and completed the evaluation in October 2002. Subsequently, PMU started the procedure for obtaining an approval of the detailed design from People's Committee of Ho Chi Minh City. Meanwhile, the Government of Viet Nam and Japan Bank International Cooperation have signed the Loan Agreement (L/A) for the Phase I project on March 30, 2001. PMU and People's Committee of Ho Chi Minh City selected Pacific Consultants International as the consultant for construction supervision service in May 2002.</p> <p>Construction: (FY 2002 Domestic Survey) PCI started a review work of the JICA D/D as the 1st stage of the service in June 2002 and completed the work on October 2002. Procedure for obtaining an approval of bidding documents by JBIC was started and the pre-qualification document for Package E (Wastewater Treatment Plant Construction) was approved by JBIC in November 2002 and was officially announced to the public. - The bid tendering for the construction is scheduled to commence in 2003.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2005 Domestic Survey)(FY 2005 Overseas Survey)(FY 2006 Domestic Survey) Subsequent study: Ho Chi Minh city water environment improvement project Funding party: Yen Loan (L/A: March 30, 2001, March 31, 2003) Amount: JPY 23,994 million Content: Construction works are divided into 5 packages below: Package A: Tau Hu-Ben Nghe Water Channel Rehabilitation Package B: Water pump drainage improvement Package C: Construction of intercepting sewer and pump station, and procurement of underground water pipe cleaning equipments Package D: Construction of distribution pipeline and improvement of combined pipeline. Package E: Construction of water sewage treatment site. Implementation Body: VIWAE Implementing period: Package A: 2005/Dec Package B: 2005/Dec Package C: 2005/Feb Package D: 2006/Jul Package E: 2004/Nov Tender: Package A: Toa Package B: Toa Package C: Nishimatsu Construction Co., Ebara, Shimizu Construction JV Package D: Toa, Shimizu JV (Shimizu JV has priced the lowest, though exceeding maximum price set by MOC) Package E: Nishimatsu, Ebara, Shimizu JV Progress: (FY 2005 Domestic and Overseas Survey) The result of tender for Package A and B and are in negotiation. Construction planned for Dec 2005. (FY 2006 Domestic Survey) Tender is completed for other packages.</p> <p>(FY 2006 Overseas Survey) (FY 2007 Domestic Survey) Implementing project: Ho Chi Minh city water environment improvement project Phase II Implementing period: June 2009 Funding: Funding party: Yen Loan (L/A: March 29, 2006) Amount: JPY 1,557 million Progress: Under bidding(FY 2006 Overseas Survey)</p> <p>(FY 2007 Domestic Survey) Subsequent study: Ho Chi Minh city water environment improvement project Phase II Tender: Package C: Nishimatsu Construction Co., Ebara, Shimizu Construction JV Package E: Nishimatsu Construction Co., Ebara, Shimizu Construction JV</p>		

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Sep.2003

Revised Sep.2010

ASE VNM/A 202/02

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Feasibility Study on Forest Management Plan in Central Highland in Viet Nam		
3. SECTOR	Forestry	/ Forestry & Forest Conservation	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Kno Tom Province has a large potential in forestry, where the largest forest reserve in Vietnam remains. In addition, rich wild life can be seen in the area, where number of large mammals exists. On the other hand, improvement of living standards of the large number of minorities is required in this area. Even more, organization in charge of the management of the area lack plan for sustainable forest operation. Thus, the study aims to prepare forest management plan.		
7. CONSULTANT(S)	Japan Overseas Forestry Consultants Association PASCO Corporation		
8. STUDY PERIOD	Jan.2000 ~ Dec.2002 35month(s) ~		
9. SITE OR AREA	Kon Plong District in Kon Tum Province (apx. 23,000ha)		
10. MAJOR PROPOSED PROJECT(S)	<p>Forest Management Master Plan in Kon Plong District</p> <ol style="list-style-type: none"> 1. Precondition of formulating master plan. 2. An outline of study target area 3. Principle of forest management (master plan) <p>Forest Management Plan in Model Area</p> <ol style="list-style-type: none"> 1. Goals of forest management plan 2. Selecting model area (from the area administrated by Manra Forestry Corporation) 3. Current situation of model area 4. Model forest management plan (Manra FE) 5. Project plan 6. Project evaluation 7. Evaluation based on ITTO standard 8. Evaluation and recommendation 		

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

Description :
 (FY 2003 Domestic Survey)
 Utilisation status:
 According to the Department of Agriculture and Rural Development and the Department of Forestry Development of Kon Tum province, amount of tree to be cut down by model Forestry Corporation (Manra Forestry Corporation) has been reduced due to importance placed on policies for natural forestry reservation by the central government, which felling are implemented in accordance with the forest management plan prepared in D/S.
 Although community assistance plan, which is one of the major components of the study, has not been implemented, it is planned to be implemented from 2004 in "Feasibility Study on Forest Management Plan in Central Highland" of the JICA technical cooperation project.
 (FY 2004 Domestic Survey)
 Progresses are unknown.
 (FY 2004 Overseas Survey)
 1. Technical Cooperation: dispatch of experts
 4th April - 31st May 2004: short-tem experts to be dispatched for PD and ODM preparation
 2. Other progress:
 Based on the proposal made in the study, "Forest Management Plan Implementation Project" will be implemented.
 (FY 2005 Domestic and Overseas Survey)
 Subsequent study : The feasibility study on forest management plan in central highland of Viet Nam (Forest management plan implementation project)
 Implementing period: June 2006-September 2008
 Implementing body: JICA, Department of Forestry, and Department of Agriculture and Rural Development Kon Tum Province
 Objectives:
 Upper goal:
 Alleviation of pressures towards forest resources caused by slash and burn activity of the villager.
 Overall goal:
 1) To introduce best practice of model villages located in two districts to other villages.
 2) To improve living standards of villagers in two districts where 5 model villages are located.
 Project goal: To improve agriculture, forestry, animal husbandry, and agro-forestry activities.
 Funding:
 Funding party: Yen Grant Aid, E/N concluded on 12 April 2005
 Amount: 156,900 USD
 Technical cooperation:
 Dispatch of experts: For alleviation of villagers' dependence on slash-and-burn farming in the forest areas in Kon Tum province and a shift towards a sustainable forest management, it aims to introduce a new production measure in agriculture, forestry and livestock industries, and to improve the existing production activities.
 1) Chief advisor/participatory community development (2005/Jun-)
 2) Sustainable agroforestry planning (2005/Jun-)
 3) Participatory community development / training (2005/Jun-)
 4) Dissemination planning / sustainable forest management (2005/Jun-)
 (FY 2006 Domestic Survey)
 Technical cooperation
 Dispatch of experts (contents, number, period)
 Implementing the above mentioned secondary year plan.
 (FY 2006 Overseas Survey)(FY 2007 Domestic Survey)
 Subsequent Project: The Project on the Villager Support for Sustainable Forest management in Central Highland
 Funding body: JICA (Technical Cooperation Project)
 Implementing period: 1 June, 2005 - 30 September, 2008
 Implementing body: Ministry of Agriculture and Rural Development (MARD), Department of Agriculture and Rural Development (DARD), Department of Agriculture and Rural Development Kon Tum Province
 Target areas: Kon Tum Province five model villages (three villages from Kom Plong District, two villages from Kon Ray District)
 Subject of the Study: Residents in five model villages and agricultural extension workers and government staff of the state, provinces, districts, commune and village
 Target: Agriculture, forestry, animal husbandry, and agroforestry activities are improved in model villages. Preparations are made for extending results of project activities to other regions.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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.2003

Revised Sep.2010

ASE VNM/S 210/02

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Port System Development Study in Southern Part of Vietnam		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	MOT, VINAMARINE	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) To identify future role of THI VAI port and development potential in SFEA (Southern Economic Focal Area), 2) To prepare SFEA port development and management strategy including; demand estimation, conceptualization of port development, port management and operation system, improvement plan, private sector participation, 3) To prepare short-term port development management plan targeting year 2010 and to implement F/S for prioritized projects, 4) To conduct technical transfer on port maintenance techniques.		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute Japan Port Consultants Co., Ltd.		
8. STUDY PERIOD	Dec.2000 ~ Aug.2002 20month(s) ~		
9. SITE OR AREA	M/P: SFEA (Southern Focal Economic Area) F/S: 1) Cai Mep, 2) Thi Vai		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P: (Target year 2020)</p> <p>1) container terminal : 15 berths</p> <p>2) general cargo terminal : 20 berths</p> <p>3) passenger terminal : 1 berths</p> <p>F/S: (Target year 2010)</p> <p>1) Cai Mep : Container terminal, 50,000DWT, 2 berths</p> <p>2) Thi Vai : general cargo terminal, 50,000DWT, 2 berths</p> <p>3) Cai Mep - Thi Vai : Dredging of channel</p>		

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

Description :
(FY 2003 Domestic Survey)
November, 2003 Appraisal Mission by JBIC

(FY 2003 Overseas Survey)
Appraisal Mission of JBIC has working visit to Vietnam in November 2003. After series of discussion, following items is agreed:
(1) It was agreed that total investment cost of Thi Vai Cai Mep International Port Development is about 328.652 million USD. Vietnamese side strongly wishes that Consulting Services Cost of Detailed Design Stage will be granted by JICA and 85% of the total investment cost less Detailed Design Cost (construction cost) will be funded by JBIC Loan. The remaining cost will be financed by the Government.
(2) The implementation is drawn up in two options:
(a) Option 1: JICA will implement the Detailed Design from early 2004 and the Loan Agreement will be concluded in March 2005.
(b) Option 2: JICA will implement the Detailed Design from January 2005 and the Loan Agreement will be concluded in March 2006.
As forecast, the cargo volume throughput in Baria- Vungtau port system (mainly are ports in Thi Vai River) in 2010 includes 1.1 million TEUs for container and 5.96 million tons for general cargoes, respectively. To meet the mentioned demand forecast, simultaneous operation of two container terminals and two general cargo terminals should be started in 2010. Therefore, Vietnamese side strongly proposed that commencement of detail design should be in early 2004 and the conclusion on Loan Agreement should be done in March 2005.

(FY 2004 Domestic Survey)
1. Subsequent studies: from August 2004, "Detailed Design Study of CAI MEP-THI VAI International Terminals" Coordination D/D in progress
2. Funding request:
1) Requested party: JBIC
2) Requested period: 2003
3) Implementation status: L/A concluded in 2005, affectation planned, planned to be constructed from 2007

(FY 2005 Domestic Survey)
Subsequent study: Detailed Design Study of CAI MEP-THI VAI International Terminals (coordinated D/D)
Implementing period: August 2004-January 2006
Implementing body: JICA
Objective: To conduct D/D in coordination with the CAI-MEP-THI VAI port development project planned to be implemented with Yen Loan from JBIC. In addition, to conduct technical transfer on D/D, construction, and management of port facilities to PMU85 and VIINAMARINE, the C/P.
Relation with the study: Based on the result of F/S, Vietnamese government has requested the Japanese government for a loan to develop container berth (2 berths) in Cai Mep and to general cargo berth (2 berth) in Thi Vai together with the request conduct a study requiring high order technical skills and promptness. As a response, JBIC and Vietnam discussed and basically agreed on port maintenance policy mentioned in the Minutes of Discussion in November 2003.
Funding:
Funding party: Yen Loans (L/A concluded on 31 March 2005) 85%, Government of Vietnam 15%
Amount: 36,364 million JPY
Contents:
1)Cai Mep international container terminal
(1) Quays (2 berths, 14m depth, 600m long) and Wharfs
(2) Terminal (Approximately 43ha)
(3) Access road (Including bridges)
2) Thi Vai international terminal
(1) Quays (2 berths, 14m depth, 600m long) and Wharfs
(2) Terminal (Approximately 21ha)
(3) Access road
3) Dredge of passage
(1) Passage of 14m depth (Downstream of Cai Mep container terminal)
(2) Passage of 12m depth (Cai Mep container terminal-Thi Vai container terminal)
4) Construction (Control tower etc.)
5) Loading machinery etc. (Gantry cranes, multi-purpose cranes, Jib cranes, VTS system, and etc .)
Status:
The progress report II of the coordinated D/D was submitted to the Vietnamese side in mid October. Following the result of the report, draft final report is to be submitted in mid December. The final report is to be submitted in January 2006 after a discussion. P/Q, selection of bidders, tender, selection of constructor, and contract is planned in 2006. Construction will commence from 2007.

(FY 2006 Domestic Survey)(FY 2006 Overseas Survey)
Currently preparing for P/Q and etc after submission of the final report.

(FY 2007 Domestic Survey)
After the completion of D/D study by JICA, bidding for both projects (Cai Mep - Thi Vai international terminals development and, Thi Vai international container terminal development) were implemented. Currently, bidding evaluation is carried out by the government and the successful tenderer has not been announced. Japan Port Consultants Co., Ltd. implements the consultation service of Cai Mep Thi Vai Port Development service.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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.2003

Revised Sep.2010

ASE VNM/S 211/02

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Feasibility Study on Red River Navigation Improvement, the Segment through Hanoi		
3. SECTOR	Transportation	/ Marine Transportation & Ships	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Transport (MOT) Project Management Unit of Water Way	
	PRESENT COUNTERPART AGENCY	Project Management Unit of Water Way	
6. OBJECTIVES OF THE STUDY	The study aims at land/water carriage system enforcement on Hong Ha river as a part of logistics streamlinization to responding economical development of peripheral area of Hanoi city, reduction of large vehicles traffic in Hanoi urban area which is estimated to have increased traffic due to millennia anniversary of Hanoi city in 2010, development/utilization of landlocked water carriage and stabilization of river channel for environmental improvement of urban area which is sprawly formulated on flood channel of the Hong Ha river, and formulation of new urban area on north bank of Hong Ha river.		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute Japan Port Consultants Co., Ltd.		
8. STUDY PERIOD	Aug.2001 ~ Jun.2002 10month(s) ~		
9. SITE OR AREA	M/P: The Study Covers.The entire Red River Delta for the long term strategy and The Hanoi Segment for the Master plan and the short Term Development Port.		
10. MAJOR PROPOSED PROJECT(S)	<p>It is estimated that by 2020, the number of cargo through the Hanoi Segment will increase threefold, compared to today. With a view to respond to increasing demands to inland water way, it is crucial to develop new ports and enhance existed ports' capacities immediately.</p> <p>(1)Water way improvement: the Hanoi Segment</p> <p>(2) Port management: Hanoi Port, New northern and eastern Ports</p> <p>By 2010: Berthing facilities (0.9km), 4 Satellite customer terminals, cargo-handling gear, preservation facilities, inland container with a distribution center, Customer terminal</p> <p>By 2020:Access roadways related facilities,Berthing facilities (2.4km)</p>		

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

Description :
(FY 2003 Domestic Survey)
No information on concrete actions because the survey was conducted shortly after the study had been completed.

(FY 2003 Domestic Survey)
Based on the Feasibility Study report by JICA, the Feasibility Study on the Red river Waterways Improvement in the Segment through Hanoi following Vietnamese procedures and Environment Impact Assessment as required by JBIC were completed.
Being aware of the importance and urgent ness of this project in terms of waterway transport development and the implementation of this project is a basic conditions for Hanoi city development as this river segment runs through Hanoi center in near future, PMU-Waterways, through the Ministry of Transport and the Ministry of Planning and Investment, has also requested JICA for Detailed Design, as a speed up the project to meet the requirement.

(FY 2004 Domestic Survey)
Currently, priorities of the request from Vietnam are placed on road, bridge, railroad, and port projects, thus probability of project implementation is low.

(FY 2004 Overseas Survey)
Based on M/P and F/S report "The Feasibility Study on the Red River Waterway Improvement in Hanoi Area", request from JBIC to Vietnam on the following process were executed. In addition, Environment Impact Assessment (EIA) was conducted. EIA was reviewed and approved by the Ministry of Natural Resources and Environment (MONRE), and has been submitted to JBIC. PMU-water way has prepared examination papers as mentioned in JBIC request.
Funding:
1) 2003: PMU-Waterway has requested JICA for a Grant Aid for D/D through the Ministry of Transport and the Ministry of Planning and Investment (MPI).
2) 2004: Instead of the Vietnam government, MPI has submitted a diplomatic document to Japan requesting for a Grant Aid.
3) Currently, project approval is anticipated to be made by Japanese government through JICA or JBIC in fiscal year 2005. Application for the ODA by the Vietnamese government will continue in the future. Cooperation from JICA is anticipated.

(FY 2005 Domestic Survey)
The project has been short-listed for a Yen Loan in the Ministry of Transport, and is under consideration in JBIC.

(FY 2005 Overseas Survey)
The Ministry of Transport (MOT) had submitted F/S to the government of Vietnam for an approval of the investment. Ministry of Planning and Investment (MPI) had arranged a meeting for project adoption on 11th November, 2005 participated by representatives from Hanoi People Committee and related ministries. The project was strongly supported by Hanoi People Committee, which MPI has proposed to the government for an approval. As a result, MPI on behalf of the Vietnamese government enlisted the project on the short-list and had included the project in a diplomatic letter of 1st August 2005 to the Japanese government (through Japanese Embassy) for preferred credit.

(FY 2006 Domestic Survey)
Even though that the region have enjoyed remarkable economic development, road transportation infrastructure environment has not necessary improved. Demand for inland water transportation is high, which can be considered to have high possibility of implementing subsequent projects.

(FY2007 Domestic Survey)
No information to be specifically mentioned.

(FY2007 Overseas Survey)
Vietnamese consultant updated the outcome of the mentioned study such as the Red River Bridge with the consideration of changing value.
Subsequent study: F/S of Northern Delta Transport Development Project (NDTDP)
Implementing period: July, 2007 - March, 2008
Implementing body: PMU-Waterways
Objective: F/S will be carried out with Vietnamese domestic law and standard to learn whether NDTDP is appropriate to be evaluated from the World Bank. The study is constructed with the analysis of technology, economy, finance, environment and society and preparatory work project of selected implementing project. Terms of reference of detailed design, site managing and other technical cooperation proposed by NDTDP will be prepared.
Contents:
A) Construction on three main channel corridors.
A1) Through Duong River (Quang Ninh-VietTri), A2) Through Ruoc River (Quang Ninh-Nimbi), A3) Through Lach Giang river mouth (Hanoi-sea)
B) Construction of 10 to 15 river ports and a bridge over three main channel corridors.
C) Construction of 15 to 30 small scale ferry pier crossings on the three main channel corridors.
D) Support to the inland waterway divisions and transport departments of 15 states effected by the project.
Relation to the mentioned study: Channel between the Red River and Hanoi proposed in the mentioned study is included in A1 and A2 listed above.
Progress:
(FY2007 Overseas survey) Plan listed below is agreed by the Vietnamese government and the World Bank.
April, 2008: Approval by the Vietnamese government
June, 2008: Credit agreement negotiation (May, 2008), Submission to the World Bank administrative board
June/July, 2008: Sign to the credit agreement

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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.2003

Revised Sep.2010

ASE VNM/S 212/02

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Study on Groundwater Development in the Rural Provinces of the Central Highlands in the Socialist Republic of Viet Nam		
3. SECTOR	Social Welfare	/ Disaster Relief	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Rural Development, Center for Rural Water Supply and Rural-Development	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) To evaluate groundwater potential for the water supply scheme in the Study area of the 3 provinces of Kon Tum, Gia Lai and Dac Lac, 2) To formulate a master plan for the water supply scheme in the Study area targeting year 2020, 3) To conduct a feasibility study on prioritised project, 4) To conduct technical transfer to the C/P through implementation of the study.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Nov.2000 ~ Mar.2002 16month(s) ~		
9. SITE OR AREA	M/P: 41 Water Supply Systems in 20 Communes in Kon Tom, Gia Lai and Dac Lac Provinces. F/S: 21 Water Supply Systems in 20 Communes in the same area above.		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P: Among 46 Water Supply Systems in 20 communes, 21 systems were selected as priority projects to be implemented in 1st stage considering various aspects such as economy, poverty, and care for ethnic minorities. The proposed Water supply systems consist of; 1) pumping system of ground water, 2) piped-water delivery system, and 3) public water taps. As for the rest of 25 systems, it was decided to be implemented in the Phase 2 project.</p> <p>F/S: Total Estimated Cost 13,717 USD Further prioritization was made for the selected 21 systems in 20 communes. As a result of the F/S, it turned out that all the 21 systems showed negative values in FIRR, and only 10 systems showed positive values in EIRR. However, it was confirmed that 21 systems were feasible as a result of comprehensive evaluation covering facility management, organization management and difficulties in taking environmental efforts. A 4-step-wise implementation was proposed based on the maturity of communes and others.</p> <p>Implementation Period 1) 2002-2004 2) 2004-2006 3) 2006-2008 4) 2008-2010</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
(FY 2003 Domestic Survey) Awaited for B/D Study		
(FY 2003 Overseas Survey) The Government of Viet Nam has requested Grand aid from Japan Government according to MPI' letter dated on 16 September 2002.		
(FY 2004 Domestic Survey)(FY 2004 Overseas Survey) Although requests have been made for a Grant Aid in 2002, 2003, and 2004, none of them has been selection.		
(FY 2005 Domestic Survey)(FY 2005 Overseas Survey) Subsequent study: Basic Design on Groundwater Development in the Central Highland Area Implementing period: August 2005-March 2006 Implementing body: JICA Funding: Requested date: 1 September 1999 Funding party: YEN Grant Aid Objective: To survey target communes for data collection, information gathering and prepare B/D Relation with the study: 1) 13 communes received a Grant Aid from Japanese Government (less 1 communes) 2) Dak Lak province has been divided into 2 provinces as; Dak Lak and Dak Nong, which 4 communes (D1, D2, D3, and D4) belongs to Dak Lak province and 1 commune (D6) belongs to Dak Nong province. 3) Numberof supporting vehicles reduced from 4 to 2 units 4) Photovoltaic energy systems not included in the project. Status: La Rsiom commune of Gia Lai province (G6) has constructed 3 small-scale water supply systems. Two of the system were received an assistance from ADB and the remaining was assisted by UNICEF. These water supply systems are providing clean water to 2,500 - 3,000 residents (about 1,000 household) in project area. The request was approved by Japan. These water supply systems is providing clean water to 2,500 - 3,000 residents (about 1,000 household) in project area.		
(FY 2006 Domestic and Overseas Survey) Final report submission		
(FY 2006 Overseas Survey) Prospected to sign E/N on D/D with Japanese government in November, 2006		
(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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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 Sep.2010

ASE VNM/S 101/03

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Study on Nationwide Water Resources Management in the Socialist Republic of Vietnam		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY M/P
5.	Institute of Water Resource Planning (MARD)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	<p>1. To formulate a master plan for nationwide water resources development and management in 14 River basins (phase 1). 2. To formulate an integrated River Basin Management Plan for the Huong River basin (Phase 2-1) 3. To formulate an Integrated River Basin Management Plan for the priority river basin to be selected from 14 river basin (Phase 2-2) 4. To conduct a feasibility study for the priority projects to be selected from the priority river basin (Phase 2-3) 5. To pursue technology transfer to counterpart personnel in the course of the Study</p>		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. NIKKEN Consultants, Inc.		
8. STUDY PERIOD	Sep.2001	~	Sep.2003 24month(s)
9. SITE OR AREA	14 river basins in Vietnam		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Water Resources Development and Management Plan for 14 Major River Basins</p> <p>2. Integrated River Basin Management Plan for Huong River Basin 1)Ta Trach Reservoir Project 2)Huu Trach Reservoir Project 3)Irrigation and Drainage Facilities 4) Domestic and Industrial Water Supply</p> <p>3. Integrated River Basin Management Plan for Kone River Basin 1)Dinh Binh Multipurpose Reservoir 2)Agricultural Development Plan: (1)Van Phong Weir, (2)Irrigation and Drainage Plan 3)Domestic and Industrial Water Supply Plan 4)Flood Control and Bank Erosion Protection Plan 5)Rural development Plan 6)Water Resources Management Plan</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

1. Water Resources Development and Management Plan for 14 Major River Basins

(FY 2004 Overseas Survey)

The Cua Dat Dam and the Nuoc Trong Dam have been constructed by the Government of Vietnam.

2. Integrated River Basin Management Plan for Huong River Basin

1) Ta Trach Reservoir Project

(FY 2004 Overseas Survey)

The Viet Nam government has decided to conduct a study for Ta Trach multi purpose dam construction which prepared a plan to secure a fund from Japanese ODA in 2007. However, on 26th January, 2005, to prevent flooding of Huong river, residents' committee of Thua Thien Hue region have proposed MARD to procure fund from international organization.

(FY 2005 Domestic Survey)

Vietnamese government requested for a F/S of Ta Trach multi purpose dam construction to Japanese government in 2004, while showing intension to implement the project with JBIC fund in the future.

(FY 2007 Domestic Survey)

Based on the above request, JBIC have conducted the following SAPROF; "Ta Trach Multi Purpose Dam Construction Formation Study Phase 1" (2002) and "Ta Trach Multi Purpose Dam Construction Formation Study Phase 2" (2004). No issue was identified in the Phase 1 study through geological study and needs assessment, which have confirmed that the dam construction was still a convincing option although additional study is required for option assessment. In Phase 2, project will be formulated through considerations for more comprehensive alternative plan by sharing information of environment assessment, case study of dam construction, and water utilisation plan of the project with the residents.

However, the Viet Nam government have changed its policy to implement the project with their funds, thus request for the Japanese F/S has been withdrawn. The Viet Nam government is planning to complete the project in 2011.

Implemented project: Ta Trach reservoir

Implementing body: HECI

Implementing period: 2005 to 2011

Funding:

Funding party: Own fund

Progress:

(FY 2007 Domestic Survey)

- Transfer of residents have completed smoothly with additional fund financed for construction of residences and infrastructure.
- However, some residents have shown dissatisfaction due to difficulty met in proceeding livelihood restoration program
- Progress for access road and construction yard except for the main engineering work are progressing at satisfactory level, which are to be completed in 2008.
- Delays in dam construction is due to time spent in change of design of the dam, increase in project cost, difficulty in procuring construction fund, and etc.
- The main construction will commence in 2008 and is planned to be completed in 2013, although there is a possibility for further delay if fund is not procured.

2) Huu Trach Reservoir Project

(FY 2007 Domestic Survey)

While the hydropower dam will be completed by investment of EVN, the plan is lagged and will be scaled back.

3) Other projects

Construction of the Cobi Dam will be completed by 2011 by EVN investment but the project is still in planning phase.

The project of constructing Taulon dam was completed in May 2007.

(FY 2008 Overseas Survey)

The project is still in the planning phase though the Co Bi Dam construction was intended finish by 2011 with the investment Electricity of Vietnam.

The project for improvement of Nam Huong Tra irrigation system by the Asian Development Bank loan is in the process of bidding.

3. Integrated River Basin Management Plan for Kone River Basin

1) Dinh Binh Multipurpose Reservoir

(FY 2004 Overseas Survey)

Subsequent project: Dinh Binh reservoir

MARD confirmed the technical plan, and part of the construction is conducted by budget of the central government.

(FY 2008 Overseas Survey)

The MARD/Ministry of Agriculture and Rural Development confirmed the technical plan. A part of the construction is conducted by the budget of the central government. The construction works will be completed in Sep.2009.

2) Agricultural Development Plan:(FY 2004 Overseas Survey)

(1) Van Phong Weir

(FY 2004 Overseas Survey)

MARD decided to implement a Feasibility Study.

(FY 2008 Overseas Survey)

The MARD decided to implement a Feasibility Study.

The construction works will be started in Sep. 2009.

(2) Irrigation and Drainage Plan

F/S for construction projects, including Drainage Project for Central Area: ADB4 have completed, and acknowledged by MARD. Each projects are as follows, 1) La Tinh river basin project; 2) Thuan Phong river basin irrigation and drainage system, Thuan Ninh dam, 3) F/S have not been conducted for flood prevention for Kon river basin project basin

STUDY SUMMARY SHEET

(Other Studies)

Compiled Mar.2005

Revised Sep.2010

ASE VNM/S 601/03

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Support Program on Primary Education Development in the Socialist Republic of Vietnam		
3. SECTOR	Human Resources Developn / Education	4. TYPE OF STUDY	Other Studies
5.	MOET: Primary Education Department		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	<p>1. To support the GOV in making a comprehensive and practical Primary Education Development Program (PEDP) as a part of overall plan of the MOET to achieve the "Education for All" goals that are described in the "Vietnamese Education Development Starategy to Year 2010" while better coordinating with donors.</p> <p>2. To support capacity and institutional building necessary to implement monitor and manage the PEDP.</p>		
7. CONSULTANT(S)	PADECO Co., Ltd.		
8. STUDY PERIOD	Jul.2001	~	Mar.2004 32month(s)
9. SITE OR AREA	DOET of Bac Giang Province, Vietnam		
10. MAJOR PROPOSED PROJECT(S)	<p>For the Phase I of the program, it was proposed to adopt and promote the project consisting of following components.</p> <ul style="list-style-type: none"> - "B. Capacity building for the Department of Education and Training" targeted at the department and its subordinate institutes. - "C. Capacity building for local educational administration" targeted at local educational administration organizations - "D. Trainings (and reeducation) for teachers" for teachers colleges - "E. School-based assistance (modeling scheme of full-time elementary schools)" for elementary schools <p>The draft proposal was revised and examined further on the following points after launching the Phase 2.</p> <ul style="list-style-type: none"> - Examination of the priority of proposed sub-components: The priority of components was re-examined based on a comment that components should be prioritized. As a result, it was agreed that all the components were equally important and therefore it was desirable to implement them at the same time. It was considered that each component was closely linked to one another and thus taking a comprehensive approach could bring about more fruitful benefits while keeping the experimental feature of the project. - Revision of part of the proposed sub-components: The component on supporting the introduction of new curriculum was partly revised. The component on the development of school meal facilities was added. 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Survey)

Following are results of the Project:

- Established National Primary Education Development Program (PEDP). The PEDP was used in forming Education for all (EFA) plan and was referred to when forming central level and local level plans. Participatory Approach applied in the project for establishing provincial PEDP is utilized not only in establishing plans but also in teachers training, teaching method, and etc.

- Suggestions: In order to make the Project be sustainable, it necessary to assist provinces which have low capacity or which are newly established in forming their provincial PEDP.

(FY 2005 Domestic Survey)(FY 2007 Domestic Survey)

Implemented project: Strengthening cluster-based teacher training and school management in Vietnam Phase I

Implementing period: sep/2004 - Aug/2007

Implementing body: DOET

Objectives: The project will place 3 training systems as an output: 1) School management skills improvement program for teachers ; 2) School management skills improvement program for head teacher ; 3) Planning and management skills improvement program for regional education official

Funding:

Funding amount: 300 million JPY

Funding party: Grant Aid Cooperation Project (E/N signed: unknown)

Technical cooperation:

Training: 133 rectors and 133 teachers from Bac Giang and 15 officials from DOET and BOET

Dispatch of experts: 1. Team leader, 2. Planning and training, 3. School management/small-scale planning, 5. Monitoring and evaluation

Other cooperation: equipment (textbooks, laboratories, audio and visual), field-work (training, seminars and workshop), internship programs.

Beneficiaries: project site: 3 - 5 provinces in Bac Giang, target: Ministry of Education and Training, Bureau of Education and Training in Bac Giang, Departments of Education and Training in the provinces (apx. 50 personnel), teachers (apx. 4,000), principles and sub-principles in primary schools of the provinces (apx. 600).

Benefits: Experts from JICA has been requested by the director of Bac Giang DOET to expand its cooperation to other areas of Bac Giang province. Corresponding to the request, the project has partially begun implementation in the area. Central Working Group has acknowledged the strong relation between central and regional educational institution, which has given an opportunity to diffuse outcome of the project to institutions in Bac Giang province.

(FY 2008 Overseas Survey)

Utilization of the project result

- 100% of primary schools in Bac Giang province have applied the new teaching method gained from the project.

- The relationship between teachers, pupils, teachers and education managers, and teachers and pupils have gradually improved.

- Schools took the first step to JICA s method of organizing professional teacher s meeting.

- Pupils became more positive and active in studying; learning environment was improved so that pupils (and teachers) became interested in class and settle down to study; therefore, effectiveness of class became considerably high.

- At present, junior high schools and senior high schools in Bac Giang have been requested byDOET to apply the new teaching method that gained from JICA project.

- The most highly appreciated output of the Bac Giang project is the new method of organizing professional teacher s meeting, through which teachers could improve their own profession right at their schools. This kind of activity has been disseminated throughout Bac Giang province and has achieved very good result.

(FY 2006 Domestic and Overseas Survey)

No information to be specifically mentioned.

(FY 2008 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jan.2006

Revised Sep.2010

ASE VNM/S 201/04

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Study on Urban Transport Master Plan and Feasibility Study in HCMi Metropolitan Area in the Socialist Republic of Vietnam (HOUTRANS)		
3. SECTOR	Transportation	/ Urban Transportation	4. TYPE OF STUDY M/P+F/S
5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Transport Development and Strategy Institute (TDSI-South), Ministry of Transport		
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1) Formulating a short term action plan by 2005 based on the target year 2010 and 2020 master plan creation regarding comprehensive urban transport system in Ho Chi Minh metropolitan area. 2) Implementing F/S regarding projects which are supposed to be implemented preferentially in the master plan. 3) Implementing technical transfer regarding planning, modeling, database building etc with Vietnamese C/P Ministry of Transport and Ho Chi Minh commissar through the study.		
7. CONSULTANT(S)	ALMEC Corporation		
8. STUDY PERIOD	Aug.2002 ~ Jun.2004 22month(s) ~		
9. SITE OR AREA	5,076 square km, comprising Ho Chin Ming city and part of surrounding 3 provinces (Dong Nai, Bing Duong, Long An) with 7.5 million populations including 3.53 million urban residents.		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P:</p> <p>1. Road projects: 1) primary road (15 packages (38 routes), total 382 km) 2) secondary road (16 packages, total 757 km), 3) urban highway (7 zones, total 46 km), and 4) overpass (58)</p> <p>2. Traffic management system projects: 1) traffic management capacity building (training, traffic control equipment, etc., 2) CBD traffic management traffic lights, parking lots, underground passages, pedestrian roads, etc., and 3) bus corridor management (small-scale improvement, bus facility, etc.)</p> <p>3. Public transportation service: 1) urban transport (5 routes, total 97 km), 2) bus way (3 routes, total 57 km), 3) bus system modernization (compartment, assistance, etc.), 4) public traffic terminal (UMRT, intercity bus terminals, and 5) urban water-borne traffic (terminals, water-buses, etc.)</p> <p>4. Traffic environment projects: 1) district traffic improvement (traffic management, feeder road transport, etc.), 2) green network (roadside trees, open street, pedestrian mall, etc.), 3) air pollution improvement (vehicle inspection, monitoring equipment, etc.), and 4) traffic safety improvement (safety facility improvement, campaigns, etc.)</p> <p>F/S:</p> <p>1. Ring road No.2: To develop Ring road No.2 as a complete road and as well as to establish a core area to induce sound urban development by developing the road together with alongside city areas. To do so, a comprehensive development plan has been proposed, considering the following sub-components; a) construction of eastern section (23.5 km, including Phu My Bridge), b) expansion of south-west section (5.0 km, including Phu Dinh Bridge, c) flyover throughout No.2 (total 11 sites)</p> <p>2. UMRT No.1: To develop efficient public transportation corridors in the highly prioritized east zone of UMRT No.1 and the 28-kilometer urban axis from Binh Tay in the center of Ho Chi Minh City to a satellite city in eastern area, Bien Hoa, by linking them with urban transport and buses which can be rapid and mass transit on demand. a) urban railway (underground, 1.8 km) , b) urban railway (overhead, 7.5 km), c) urban railway (ground, 4.4 km), and d) bus way (14.5 km)</p>		

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

Description :
(FY 2005 Domestic Survey)
Subsequent study: Ho Ting Minh UMRT No.1 eastern section construction plan
Implementing body: Ministry of Economy, Trade, and Industry
Objective: Depth analysis by JARTS, based on HOUTRANS F/S report due to alteration made to the design of new bridge construction (Tu Tiem bridge). Estimate of the project cost has increased to 625.9 million USD based on revision of lines, detailed budgeting, and survey on resettlement target occupants. In addition, EIRR and FIRR have been recalculated, which were estimated to be 19.3% and 10.9% respectively.
Status: Prospecting to proceed Yen loan procedures based on the study result. Construction Investment Report (CIR) and Construction Investment Plan (CIP) is currently prepared for an approval of the Prime Minister.

(FY 2006 Domestic Survey) (FY 2007 Domestic and Overseas Survey)
Subsequent study 1: Project Formulation Promotion Study (SAPROF) on Ho Chi Minh City Urban Traffic Improvement Project (East zone of No1 mass rapid transit line)
Implementing period: April 2006 - October 2006
Implementing body: Ministry of Transport (MOT)
Objective: Contributing to improve urban environment, to develop economies of Ho Chi Minh and other regions with reduced traffic pollution and traffic jams through intending to respond to accretive transit demand by building mass rapid transit system in largest Vietnamese city Ho Chi Minh. The SAPROF present a proposal toward the project implementation following reviews F/S done by the C/P.
Contents: 1) Necessity of the project and basic information; 2) Confirmation and review validity of the project scope; 3) Review and confirm the project implementation structure and operation and maintenance structure; 4) Conduct supplementary study and make recommendation on environmental and social consideration. The 85% of total investment amount USD 1,025 including land acquisition cost etc, is proposed as the Yen loan project in SAPROF phase.

Subsequent study 2: Project Formulation Promotion Study (SAPROF) on Ho Chi Minh City Urban Traffic Improvement Project: Unity of Development of Surrounding Area
Implementing period: March - August 2006
Implementing body: Ho Chi Minh People's Committee
Objective: Recommending various issues and plans and cooperating SAPROF in order to support to the Ho Chi Minh People's Committee and the Government of Viet Nam to formulate the development plan of surrounding area.
Contents: a) Analyzing the current situation and outlook of the development of surrounding area; b) Reviewing the urban development of surrounding area and land utilization; c) Reviewing the transporting network plan; d) Identifying the strategic projects and activities to realize synergetic effect; e) Performing initial evaluation about the feasibility of the recommended project, f) Reviewing the supporting system for implementing the above-mentioned project.

Relation with the procurement: The subsequent projects (1)(2) were selected as prioritized route in whole network of mass transit system which was planned in the study on Ho Chi Minh urban transport plan (HOUTRANS). Followed by that result, the C/P requested financial assistance to Japanese government as a yen loan project.
Funding party: Yen Loan (L/A concluded: 30 March 2007), Funding amount: 94 million USD (total 1.9 billion USD)
Status: The consultant has been already selected (January, 2008)

Subsequent study 3: Ring Road No. 2 Project(ADB-PPTA SAPROF)
Implementing period: March 2008 - March 2009
Implementing body: Ho Chi Minh People's Committee
Objective: Formulating the road network at the Ho Chi Minh City. In order to prevent inflow traffic between cities, the Ring Road No. 2 has high priority. Since the Second Ring Road had not been completed, it becomes dysfunctional. In order to complete the road, the plan aim to review the implementing plan and the framework of operation and maintenance and traffic management.
Contents: 1) F/S of the project; 2) Reviewing introducing the PPP method in order to operation and management cost reduction; 3) Reviewing the comprehensive traffic management system.

Others:
Among the inner-city flyover expressway network recommended in the Master Plan, connecting road between the city and the airport has been planned to implement as : BOT by the Government of Ho Chi Minh. Among the inter-area expressway network, the local feasibility study access road between western Mekong-Delta and eastern Vung-tau has been implemented.

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(D/D)

Compiled Feb.2007

Revised Sep.2010

ASE VNM/S 401/05

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Detailed design study of CaimepThivai international terminals in Socialist Republic of Vietnam		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY D/D
5.	Project Management Unit 85, Ministry of Transport (PMU85)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Implementing the 2010 target year Caimep Thivai international harbor detail design.		
7. CONSULTANT(S)	Japan Port Consultants Co., Ltd. Pacific Consultants International Aviation Systems Consultants Co., Ltd.		
8. STUDY PERIOD	Aug.2004 ~ Dec.2005 16month(s) ~		
9. SITE OR AREA	CaimepThivai international terminals		
10. MAJOR PROPOSED PROJECT(S)	<p>1) Basic condition of design (Natural condition, Environmental condition, Cargo demand forecast, Port planning and master plot)</p> <p>2) Design of facilities (Buildings and facilities of Caimep container terminals, Buildings and facilities of Thivai groceries terminal, Fairway and dredging, cargo handling machinery)</p> <p>3) Project implementation and evaluation (Construction Planning, Quantity survey, Economic analysis, Financial analysis, Environment-friendliness)</p> <p>4) Project management and maintenance (Harbor managers, Facilities maintenance plan)</p>		

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

Description :

(FY 2006 Domestic and Overseas Survey) (FY 2007 Domestic and Overseas Survey)

Implemented project: Caimep - Thi Vai International Port Construction Project

Implementing period: January 2007 - December 2011

Implementing body: Project Management Unit 8

Funding:

Funding party: Yen Loan (L/A concluded 2005/Mar/31)

Amount: 36,364 million JPY

Objective: The purpose of the project is to construct container terminal, general goods terminal and related institutions in order to contribute to the economic development in the potential Southern Economic Development Area.

Package 1: Construction of Port Facilities and Buildings for Cai Mep International Container Terminal

Package 2: Construction of Port Facilities and Buildings for Thi Vai International General Cargo Terminal

Package 3: Navigation Channel Dredging and supply and installation of traffic safety system

Package 4: Equipment Procurement (Container cranes x 4, Multipurpose cranes x 4, RTG x 15)

Progress:

(FY 2006 Domestic and Overseas Survey) Consultant will be selected in the end of 2006 and a tender will be held from next year.

(FY 2007 Domestic and Overseas Survey) In the progress evaluating the tender of P-1 (Cai Mep port engineering work) and P-2(Thi Vai port engineering work).

(FY 2008 Overseas Survey)

Total capacity of the two ports is up to 650,000TEU and to 1.6 million - 2 million tons/year.

The project includes the six packages; one package for consultancy services and the 5 packages for civil construction and equipment. Details are as follows:

-Consultancy services package: Checking detailed design, supporting bidding and monitoring construction.

-Package 1: Cai Mep port construction

-Package 2: Thi Vai port construction

-Package 3: Navigable channel dragging

-Package 4: Provision of equipments for port operation

-Package 5: Construction of the connection road from National Highway No.51 to Cai Mep port. (It is an additional package to handle arising issues during bidding of package 1 and 2. The scope of work of package 5 is extracted from package 1 and 2, and the budget for package 5 is funded by the counterpart budget allocated for this project by Vietnamese government.)

(FY 2008 Overseas Survey)

Two of the staff from the Project Management Unit 85 participated in the training in Japan.

STUDY SUMMARY SHEET

(M/P)

Compiled Apr.2010

Revised Sep.2010

ASE VNM/S 101/08

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Study on National Road Traffic Safety Master Plan in the Socialist Republic of Vietnam until 2020		
3. SECTOR	Transportation / (Transportation in) General		4. TYPE OF STUDY M/P
5.	NATIONAL TRAFFIC SAFETY COMMITTEE (NTSC)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	<p>(1) To develop a National Road Traffic Safety Master Plan until 2020, based on an analysis of current situation through data collection and survey.</p> <p>(2) To formulate an Action Program for National Road Traffic Safety 2008-2012.</p>		
7. CONSULTANT(S)	ALMEC Corporation Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Jun.2007	~ Mar.2009	21month(s)
9. SITE OR AREA			
10. MAJOR PROPOSED PROJECT(S)	<p>1. NATIONAL ROAD TRAFFIC SAFETY MASTER PLAN 2020</p> <p>1-1. Mission of the Road Traffic Safety Development : A Kindhearted, Traffic Accident-Free Society.</p> <p>1-2. Targets of the Master Plan : (1) To reduce the number of fatalities into half (based on 2007 figures). (2) To strengthen the capability and functions of the organizations involved in road traffic safety and to develop new organizations and rules/regulations necessary to ensure sustainability of traffic safety measures.</p> <p>1-3. Sectoral Traffic Safety Development</p> <p>(i) Desirable Road Safety Environment Development : (1) Black Spot Improvement Program, (2) Traffic Safety Audit System Development Program, (3) Traffic Safety Corridor Development Program, (4) Highway Traffic Safety Facility Enhancement Program, (5) Urban Bypass Development Program, (6) Vulnerable Road User Accident Prevention Program, (7) Expressway Safety Development Program, (8) Road Work Traffic Safety Development Program, (9) Traffic Safety Project Monitoring and Maintenance Program, (10) Urban Road Traffic Safety Plan Development Program, (11) R&D, Human Resource Development Program. (ii) Safe Driving and Vehicle Safety Development : (1) Basic License Renewal System, (2) License Renewal System based Traffic Violation, (3) Promotion of M/C Licensing in the Rural Areas, (4) License for M/C under 50cc, (5) License for Beginner Drivers, (6) Comprehensive Program for Driver Training and Testing, (7) Safe Driving Management System for Transport Companies, (8) Vehicle Registration Renewal System, (9) Technical Inspection for M/C, (10) Vehicle Countermeasures for People with Disability, (11) Human Resource Development for Driving Instructor, (iii) Formulation of Traffic Enforcement Master Plan : (1) Strategic Traffic Guidance and Enforcement Development Program, (2) Traffic Safety Culture Development Supporting Program, (3) Comprehensive Traffic Safety Enhancement Program, (4) Traffic Accident and Enforcement Database Development Program, (5) Human Resource Development Program, (6) Guidance and Enforcement Equipment Modernization Program. (iv) Traffic Safety Education in Schools and Traffic Safety Culture Development Strategy : (1) Traffic Safety Education Practice for Pre-school Children, (2) Traffic Safety Education for Primary to University Students, (3) Community Involvement Program, (4) Organization and Institutional Framework Development. (v) Medical Emergency and Traffic Accident Victim Support Development Strategy : (1) Reduce traffic accident fatalities in hospitals by improving hospital capabilities, (2) Improve pre-hospital care, (3) Develop 115 system, (4) Improve training system, (5) Prepare for disaster and mass casualties.</p> <p>1-4. Intersectoral Traffic Safety Development : (i) Institution and Resource Development : (1) Administrative Enhancement Program, (2) Research and Development Program, (3) Resource Development Program</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2009 Domestic Survey)

(1) A part of the traffic safety of "The Traffic safety strategy"; which has been at work by Ministry of Transport and scheduled to be completed in 2030, was based on the Master Plan of JICA.

(2) The effort has been made by the department of traffic safety of the ministry of transport in order to implement various policies which were suggested in the master plan. Although the possibility of the dispatch of the experts or the technical cooperation has been asked to the JICA Vietnam Office, the concrete direction of the cooperation has not been shown yet.

(3) Currently, two loan based project of JICA and World Bank have been progressed. Therefore it is a very important period to implement the suggestions of the Master Plan. However inadequate capacity of Traffic Strategy Project Management Unit (TSPMU) caused the lack of communications between the related organizations, so that there is a fear not only for the delay of the project but also for the effects of the project. Some urgent actions have been needed.

(4) Following several suggested programs have been in preparation.

1) The program for safety drive and safety measures for the vehicle: This program includes the licensing system of motor cycle and the reform of the automobile inspection system. Still there are tasks to be solved, such as the problem about another new tax on the nationwide 28 million of the motorcycle users.

2) Promotion program for the enhancement of the emergency medical system: This program aims to improve the emergency medical system at onset of the accident. At present, the level of the emergency medical system of the hospital is not adequate, so that the traffic safety measure has not been implemented. However, the enhancement of the emergency medical system in the hospital and the educational campaign for the First Aid, have been implemented by the support from the JICA, WHO and the other international organizations. In addition, implementation of this program has been scheduled as one of the component of the World Bank project; VRSP (Vietnam Road Traffic Safety Project).

3) Program for the enhancement of the administrative capabilities on the traffic safety: Because of the administrative organization reform and the financial problems, the consensus formation of the superagency has not been build at this moment. In order to promote the integrated traffic safety measures, the enforcement of the National Traffic Safety Committee and the Traffic Safety Committees of all ministries have been conducted. Further reinforcement of these organizations by the projects already underway, has been expected.

(FY 2009 Overseas Survey) No information.

STUDY SUMMARY SHEET

(M/P)

Compiled Apr.2010

Revised Sep.2010

ASE VNM/S 102/08

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	Master Plan Study on Improvement of Rural Living Conditions in Northwestern Mountainous Region in Viet Nam		
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY M/P
5.	Ministry of Agriculture and Rural Development		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	<p>(1) preparation of the Master Plan for four Provinces of the Region, namely Lai Chau, Dien Bien, Son La and Hoa Binh, (2) formulation of Action Plans for the priority programs selected from the Master Plan, and (3) transfer of knowledge to the Vietnamese counterpart personnel.</p>		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Sanyu Consultants Inc.		
8. STUDY PERIOD	Jan.2007 ~ Sep.2008 20month(s) ~		
9. SITE OR AREA	Four Provinces of the Region, namely Lai Chau, Dien Bien, Son La and Hoa Binh		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Action Plans : (1) Lai Chau Province : 1) Increased food production and improved diet in remote areas, 2) Adoption and extension of agricultural products for border trade, 3) Utilization of forest resources and development of handicraft industry. (2) Dien Bien : 1) Establishment of safe vegetable production model in the Region, 2) Agribusiness with immediate effects: Improvement of rice milling, 3) Increased food production and improved diet in remote areas, 4) Development of diverse local industries. (3) Son La : 1) Increased production of food and improved diet, 2) Support of safe vegetable production, 3) Conservation and utilization of forest resources, 4) Promotion of specialty products of Son La Province and rural tourism. (4) Hoa Binh : 1) Supports to profit-oriented agriculture in the suburbs of Hanoi, 2) Supports to Agribusiness, 3) Increased production of food and improved diet, 4) Conservation of aquatic resources. (5) Northwestern Region : 1) Region-wide environmental conservation, 2) Rural infrastructure development projects, and coordination-supplementation, 3) Capacity building of local government officers</p> <p>2. Master Plan : (1) Regional Visions : 1) Clean Energy Promotion Region, 2) Potential Supplier of Safe Food, 3) Diverse Regional Resources with Development Opportunity. (2) Provincial Master Plan : 1) Market-oriented agricultural promotion, 2) Food security improvement in the Northwes, 3) Local revitalization and diversification of income sources. (3) Regional Master Plan : 4) Environmental conservation and biomass energy development, 5) Irrigation and water supply development, 6) Rural road development, 7) Rural electrification, 8) Capacity building. (4) Development Issues for Rural Living Conditions in the Northwest : 1) Encouragement of regional economic activities, 2) Establishment of food security, 3) Improvement of farm family income, 4) Improvement of rural living conditions, 5) Resource management for sustainable development, 6) Human resource development</p> <p>3. Components of the Master Plan : 1).Market-Oriented Agriculture Promotion : 1.1 Industrial Crops Production Improvement Program, 1.2 Agribusiness Promotion Program, 1.3 Safe Crops Production Program, 1-4 Border Trade Promotion Program. 2).Food Security Improvement in the Northwest : 2.1 Remote Areas Food Crop Production Program, 2.2 Animal Health and Production Improvement Program, 2.3 Inland Fishery Supporting Program. 3).Local Revitalization and Diversification of Income Sources : 3.1 Non-Timber Forest Products (NTFP) Promotion Program, 3.2 Handicraft and Cottage Industry Promotion Program, 3.3 Rural Tourism Program. 4).Environmental Conservation and Biomass Energy Development : 4.1 Da River Watershed Conservation Program, 4.2 Natural Forest Preservation Program, 4.3 Biomass Energy Development Program. 5).Irrigation and Water Supply Development : 5.1 Water Users Organization (WUO) Strengthening Program, 5.2 Mountain Stream Multipurpose Use Program. 6).Rural Road Development : 6.1 Rural Road Maintenance Program. 7).Rural Electrification : 7.1 Renewable Energy Development Program. 8).Capacity Development : 8.1 Capacity Building Program on Rural Development Management Program, 8.2 Rural Information Management Program.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2009 Domestic Survey)

Implementation Project: Technical Cooperation Project; 'Project on Capacity Development on Artisan Craft Promotion for Socioeconomic Development in Rural Area' is in progress.

Goal of the Project: Creation of products that utilize the strength of the community and will increase the living standards of its residents.

Goal of the Project: Building a model that affects the comprehensive promotion of local industry in the agricultural district through the creation of products that utilize the community's strength and increases the living standards of its residents.

Implementation Agency: Department of Agro-Forestry Products Processing and Salt Industry (DFPPSI), MRD)

Implementation Period: 2008.12-2011.11

Technical Cooperation Project has been requested for the 'Project to Support the Production of Safe Agricultural Products', 'Program to Support the Food Crop Production in Remote Areas' and 'Fostering of Water Supply Set-up Program'.

(FY 2009 Overseas Survey) No information.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Apr.2010

Revised Sep.2010

ASE VNM/S 104/08

1. COUNTRY	Viet Nam		
2. NAME OF STUDY	The Study on Groundwater Development in the Rural Provinces of the Southern Coastal Zone in the Socialist Republic of Vietnam		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	NATIONAL CENTRE FOR RURAL WATER SUPPLY AND ENVIRONMENTAL SANITATION (N-CERWASS)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	(1) To formulate a master plan in order to secure sufficient water and to improve sanitary conditions (2) To conduct a feasibility study (3) To promote technical transfer (4) To disseminate knowledge obtained through the study.		
7. CONSULTANT(S)	Tokyo Engineering Consultants Co., Ltd. OYO International Corporation		
8. STUDY PERIOD	Apr.2007 ~ Mar.2009 23month(s) ~		
9. SITE OR AREA	24 candidate Communes of four (4) southern coastal province: Province of Phu Yen, Khan Hoa, Ninh Thuan and Binh Thuan.		
10. MAJOR PROPOSED PROJECT(S)	1. Proposed Facilities Intake facility, Transmission main, Distribution facility, Water treatment plant 2. Priority Projects (1) Phu yen Province : 8,736,500USD 1) FPS-5: 965,700USD, Implementation Schedule -2011, FIRR -0.1%, 2) FPS-3 : 1,260,700USD, Implementation Schedule -2011, FIRR 1.8% 3) FPG-4 : 4,495,500USD, Implementation Schedule -2013, FIRR-15.0%, 4) FPS-2 : 2,014,600USD, Implementation Schedule -2013, FIRR -8.6% (2) Khan Hoa Province : 3,140,800USD 1) FKS-6 : 1,151,300USD, Implementation Schedule -2012, FIRR-8.7%, 2) FKS-8 : 1,989,500USD, Implementation Schedule -2011, FIRR -15.1% (3) Ninh Thuan Province : 10,734,100USD 1) FNG-10 : 10,734,100USD, Implementation Schedule -2013, FIRR-14.5% (4) Binh Thuan Province : 14,724,700USD 1) FBG-13 : 12,759,800USD, Implementation Schedule -2012, FIRR-18.3%, 2) FBS-11 : 1,964,900USD, Implementation Schedule -2012, FIRR-14.5% Total Project Cost : 37,336,100USD, Implementation Schedule 2009-2014, FIRR : -8.6%, NPV : -33million USD 3. Conclusion In conclusion of the financial and economic analysis in the Study, although financial analysis indicates that the Project would be financially infeasible, O&M costs can be covered by the expecting net income from water charges if initial investment (construction) cost are raised from any fund sources. Moreover, according to the result of socio-economic survey conducted by the Study Team, the ATP in the targeted four Provinces is much higher than the proposed water charges which mainly refer to the WTP. In addition to the financial analysis, economic analysis ascertains that the Project can contribute to the social and economic development for the entire society in the targeted four Provinces, and the significance of the Project can fit to the concept of Basic Human Needs (BHN) and poverty reduction.		

STUDY SUMMARY SHEET

(M/P)

Compiled Apr.2010

Revised Sep.2010

ASE VNM/S 105/08

1. COUNTRY	Viet Nam		
2. NAME OF STUDY			
3. SECTOR	Transportation / (Transportation in) General		4. TYPE OF STUDY M/P
5.	VRA		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1) To formulate a master plan of roadside stations in Vietnam 2) To produce guidelines and manuals for planning, investment, and management of roadside stations through implementation of the pilot Project		
7. CONSULTANT(S)	Mitsubishi Research Institute Inc. ALMEC Corporation		
8. STUDY PERIOD	Feb.2007 ~ Feb.2009 24month(s) ~		
9. SITE OR AREA	The target areas of the Project are all the national highways in Vietnam. A pilot project was implemented in the 3 provinces nearby Hanoi: (1) Nation Highway No.1 in Bacgiang Province; (2) Nation Highway No. 1 in Ninhbinh Province; (3) Nation Highway No.6 in Hoabinh Province. A master plan was formulated for the target areas of the pilot Project in the 3 provinces: Hoabinh Province; Ninhbinh Province; and Bacgiang Province.		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Basic functions of "Roadside Station"</p> <p>The following 5 functions define the basic functions of "Road Station" in Vietnam: 1) repose and relaxation; 2) information services; 3) landmarks; 4) promotion of regional socioeconomic development; and 5) management of road transportation.</p> <p>2. National Master Plan</p> <p>2.1 Program</p> <p>(1) Technology Development (2) Development of the related database and information network (3) Establishment of an institution to promote the development of "Roadside Station"</p> <p>2.2 Budget</p> <p>(1) Financial resources: Initial costs of the "Roadside Station" are estimated at around 20--30 billion VND. Annual running costs are estimated at 25 --35 billion VND. (2) Utilization of the Promotion Fund for Regional Socio-economic Development</p> <p>3. Provincial Master Plan</p> <p>3.1 Master Plan of Hoabinh Province</p> <p>Strategy A: Appropriate management of the road transportation, Strategy B: Promotion of the regional economic activities, Strategy C: Mechanism building for participation of the regional communities, Strategy D: Sustainable operation and management, Strategy E: Establishment of an institutional mechanism</p> <p>3.2 Master Plan of Ninhbinh Province</p> <p>Strategy A: Appropriate management of the road transportation, Strategy B: Promotion of the regional economic activities, Strategy C: Mechanism building for participation of the regional communities, Strategy D: Sustainable operation and management, Strategy E: Establishment of an institutional mechanism</p> <p>3.3 Master Plan of Bacgiang Province</p> <p>Strategy A: Appropriate management of the road transportation, Strategy B: Promotion of the regional economic activities, Strategy C: Mechanism building for participation of the regional communities, Strategy D: Sustainable operation and management, Strategy E: Establishment of an institutional mechanism</p>		

STUDY SUMMARY SHEET

(Other Studies)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 601/79

1. COUNTRY	China		
2. NAME OF STUDY	Port Construction		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY Other Studies
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Basic Construction Committee	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY			
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute		
8. STUDY PERIOD	Jan.1980	~ Feb.1980	1month
9. SITE OR AREA	Shijiusuo and Qinhuangdao		
10. MAJOR PROPOSED PROJECT(S)	Feasibility study on Shijiusuo as a port of coal export and iron ore import and on Qinhuangdao as a port of coal export.		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Finance:

OEFC loans have been agreed as follows.

	Yanzhou- Shijusuo Port Construction	Shijusuo Railway Construction	Beijing- Qinhuangdao Railway Improvement
1st Apr.1980	7,085	10,100	2,500
2nd Dec.1981	9,860	3,110	11,200
3rd Apr.1982	18,500	3,200	9,200
4th Oct.1982	2,300	11,800	30,900
5th Aug.1983	5,200	11,500	33,200

(million yen)

STUDY SUMMARY SHEET

(Other Studies)

Compiled Mar.1986

Revised Sep.2010

EAS CHN/S 602/81

1. COUNTRY	China		
2. NAME OF STUDY	Railway Modernization Project		
3. SECTOR	Transportation	/ Railway	4. TYPE OF STUDY Other Studies
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Railway	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Technical cooperation		
7. CONSULTANT(S)			
8. STUDY PERIOD	Jul.1979	~	Sep.1981 26month(s)
9. SITE OR AREA	Beijing - Tianjin and Beijing - Hengyang		
10. MAJOR PROPOSED PROJECT(S)	<p>A group of long-term and short-term experts was assigned to assist for the modernization of Chinese railways. Cooperation was centered on (1) technical guidance for renovating the sections between Beijing-Tianjing and between Beijing-Hengyang, (2) the survey on the transport capacity expansion and electrification of Beijing-Tianjing section, (3) the survey on the automation of the marshalling yards, and (4) the survey on the automation of train operations.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

The important sections of this study were surveyed by JICA and yen loan was concluded.

Subsequent Study:

Jul.1983~Aug.1984 "Railway Electrification Project between Chengchow and Paoki" and the "Double Tracking and Electrification Project between Hengyang and Kwangchow"

(FY 1994 Overseas Survey)

Technical guidance for Chinese Ministry of Railways(Jul. 1979 - Sep. 1981) contributed to the railway modernization in China.

1) Technical guidance to improve transportation capacity by shortening interval between train services is working effectively. The interval was shortened from ten to eight minutes.

2) Technology transfer of alarm systems, train radio communications, or automatic train stop (ATS) for natural disaster contributes to prevent railway accidents.

3) The technical guidance also contributed to the "Railway Electrification Project between Chengchow and Paoki" and the "Double Tracking and Electrification Project between Hengyang and Kwangchow(CHN/S 302/84)" completed after this project.

4) Technology transfer of the Japanese yard-automation method was not effective because of huge China's railway freight compared with Japan's. The north yard in Chengchow was fully automated based upon the Canadian method which had nearly the same size of freight. The method will be gradually spread to other districts.

(FY 1995 Domestic Survey)

Since the Japan National Railway had been divided and privatized, it is impossible to gain the informations concernd (According to JR Eastern Japan Co.).

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1988

Revised Sep.2010

EAS CHN/S 301/84

1. COUNTRY	China																																		
2. NAME OF STUDY	Improvement Project of Chimwangtao, Lieyunkang and Tsingtao Ports																																		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY F/S																																
5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Planning Committee, National Science and Technology Committee, Transport Department																																		
PRESENT COUNTERPART AGENCY																																			
6. OBJECTIVES OF THE STUDY	Preparation for port developemnt plan of 1990 as target year.																																		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute																																		
8. STUDY PERIOD	Jul.1983	~	Sep.1984 14month(s)																																
9. SITE OR AREA	1.Qinhuangdao 2.Lianyun 3.Qingdao																																		
10. MAJOR PROPOSED PROJECT(S)	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">1) Qinhuangdao</th> <th style="text-align: center;">2) Lianyun</th> <th style="text-align: center;">3) Qingdao</th> </tr> </thead> <tbody> <tr> <td>Break water</td> <td style="text-align: center;">1,326m</td> <td style="text-align: center;">3,170m</td> <td style="text-align: center;">930m</td> </tr> <tr> <td>Berth</td> <td style="text-align: center;">(-12.5) 967m</td> <td style="text-align: center;">(Container)560m</td> <td style="text-align: center;">(Coal) 295m</td> </tr> <tr> <td></td> <td style="text-align: center;">(-10.0) 410m</td> <td style="text-align: center;">(Grain) 280m</td> <td style="text-align: center;">(Timber) 200m</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">(Timber) 450m</td> <td style="text-align: center;">(General)200m</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: center;">(sand) 215m</td> </tr> <tr> <td>Dredging</td> <td style="text-align: center;">4,300,000cu.m</td> <td style="text-align: center;">10,341,000cu.m</td> <td style="text-align: center;">8,969,000cu.m</td> </tr> <tr> <td>Land Reclamation</td> <td style="text-align: center;">4,260,000cu.m</td> <td style="text-align: center;">4,900,000cu.m</td> <td style="text-align: center;">7,670,000cu.m</td> </tr> </tbody> </table>				1) Qinhuangdao	2) Lianyun	3) Qingdao	Break water	1,326m	3,170m	930m	Berth	(-12.5) 967m	(Container)560m	(Coal) 295m		(-10.0) 410m	(Grain) 280m	(Timber) 200m			(Timber) 450m	(General)200m				(sand) 215m	Dredging	4,300,000cu.m	10,341,000cu.m	8,969,000cu.m	Land Reclamation	4,260,000cu.m	4,900,000cu.m	7,670,000cu.m
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PRESENT STATUS	Completed or In Progress	Promoting																																			
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<p>Finance: (FY 1994 Domestic Survey) OEFC loans were provided as follows.</p> <table border="1"> <thead> <tr> <th></th> <th>Qinhuangdao</th> <th>Lianyun</th> <th>Qingdao</th> <th>(mil.yen)</th> </tr> </thead> <tbody> <tr> <td>Oct.1984</td> <td>46.31</td> <td>24.45</td> <td>22.03</td> <td></td> </tr> <tr> <td>Aug.1985</td> <td>37.23</td> <td>57.72</td> <td>39.37</td> <td></td> </tr> <tr> <td>Jun.1986</td> <td>70.11</td> <td>110.85</td> <td>26.20</td> <td></td> </tr> <tr> <td>Jul.1987</td> <td>34.51</td> <td>119.11</td> <td>86.83</td> <td></td> </tr> <tr> <td>Aug.1988</td> <td>31.84</td> <td>82.97</td> <td>130.43</td> <td></td> </tr> <tr> <td>Mar.1989</td> <td>-</td> <td>74.9</td> <td>265.14</td> <td></td> </tr> </tbody> </table> <p>Construction: (FY 1992 Overseas Survey) (1)Tsingtao Port 1985-1990 Completion of port facilities 1986-1990 Completion of water supply facilities 1991-1993 Completion of railway The Chinese side acknowledges that construction works of the Phase 1 was basically completed. Construction of additional 6 berths in the Phase 2 was requested to the National Planning Committee. (2)Lianyun Port Nov.1990 Timber Berth completed Jun.1992 Container Berth completed Dec.1992 Grain Berth completed Oct.1993 Completion on Break Water (3)Qinhuangdao Port Jan.1989 Opening of operation on western Ding Berth of Qinhuangdao.</p> <p>*Related Projects Finance: Oct.15.1992 L/A 590 mil.yen (Lianyun Port First Expansion Project) Jan.13.1995 L/A 3,041 mil.Yen (Qinhuangdao Port E and F Berths Construction Project(II)) L/A 7,178 mil.Yen (4th Stage Coal Terminal Construction Project(II))</p> <p>*Contents of loans Materials and equipment needed for the construction of berthes. Dec.26.1996 L/A 2,700 mil.yen (Qindao Port Second Phase Expansion Porject)</p> <p>*Contents of loan Construction of container berth(2) and general cargo berth(4)</p>				Qinhuangdao	Lianyun	Qingdao	(mil.yen)	Oct.1984	46.31	24.45	22.03		Aug.1985	37.23	57.72	39.37		Jun.1986	70.11	110.85	26.20		Jul.1987	34.51	119.11	86.83		Aug.1988	31.84	82.97	130.43		Mar.1989	-	74.9	265.14	
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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/A 301/84

1. COUNTRY	China		
2. NAME OF STUDY	Sanko Heigen Ryutokyo Model Area Agricultural Development Project		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture, Animal Husbandry and Fishery	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY			
7. CONSULTANT(S)	Agricultural Development Consultants Association		
8. STUDY PERIOD	Aug.1981 ~ Mar.1984 31month(s) ~		
9. SITE OR AREA	East region of Hei Long Jiang Province, Central part of Quan San Jiang Plain (arable land area 400million ha), Model District of Bao Qing Xian (6 million ha)		
10. MAJOR PROPOSED PROJECT(S)			
<ul style="list-style-type: none"> - Irrigation Area : 46,170 ha - Filldam : Crest 1,478,000 cu.m - Diversion Weir : 2 places (Wang Jin Shan 75m, Tou Dao Crest 45m) - River Improvement : 99 km - Drainage Construction : 158.8 km - Irrigation Construction : 172.3 km - Road Construction : 137 km - Farm Land Improvement : 46,170 ha <p>* Implementation period below is 2 years for design and 10 years for construction.</p>			

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

Description :

Finance:

(FY1991 Overseas Survey)

The study result has incorporated in the provinces 8.5 Plan with planned project budget of 3.47 bil. yuan. In Jan.92, the National Water Supply Dept. decided to provide a financial support to the project. A request has been made to the National Planning Committee for the utilization of foreign fund, and presently in process toward ratification.

(FY1992 Overseas Survey)

The National Planning Committee approved the implementation of the project with budget of 3.45 billion yuan in Oct., 1992. The foreign funds can be utilized to finance the project if the project is implemented after 1995. The Local Water Supply Department plans to send a mission to Japan for the negotiation of Japan's Grant Aid in Feb., 1993.

(FY1995 Domestic Survey)

It is learnt that both countries have agreed to make this Project as one of the 4th yen Credit Project on the annual conference on FY 1994.

(FY 1997 Domestic Survey)

It seems that JICA Follow up study team was dispatched in Oct.1997.

Dec.1996 L/A 3,000 mil.Yen

(Sanjiang Plain Long touqiao Reservoir Construction Project)

Construction:

(FY 1997 Domestic Survey)

Construction has not started yet. The project will be implemented under the direct control of Water Supply Department.

Detail:

(FY1992 Overseas Survey)

The entire plan of Sanko Heigen Development Project was designed between 1974 and 1977. Rehabilitation projects of five rivers at the Sanko Heigen are under way. About a half of the construction work was completed with the financial support of the World Bank and the local funds. The lower parts of the river has been improved.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1988

Revised Sep.2010

EAS CHN/S 302/84

1. COUNTRY	China		
2. NAME OF STUDY	Double Tracking and Electrification Project of Railways between Hengyang and Kwangchow, and Electrification Project of Railways between Chengchow and Paoki		
3. SECTOR	Transportation / Railway	4. TYPE OF STUDY	F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Planning and Statistics Bureau, Ministry of Railways	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	F/S for transport capacity reinforcement(double tracking electrification, structure reinforcement, etc.)		
7. CONSULTANT(S)	Japan Railway Technical Service		
8. STUDY PERIOD	Jul.1983 ~ Aug.1984 13month(s) ~		
9. SITE OR AREA	Between Hengyang and Gwangchow--Section 1 Between Zhengzhou and Baoji--Section 2		
10. MAJOR PROPOSED PROJECT(S)	<p>1.The electrification (Chengchow-Paoki)</p> <p>(1)Electrification of the track and equipment of electricity.</p> <ul style="list-style-type: none"> - Construction of a transformer substation, a track of 2,375km, 5 distribution lines. - Replace of a distribution line, etc. <p>(2)Signalisation and communication equipment.</p> <p>(3)Construction of a station yard for goods wagon: 1.6 million sq.m.</p> <p>2.The electrification and the construction of double track.</p> <p>(Hengyang - Kwangchow)</p> <p>(1)Construction of double track(514km, 67 stations)</p> <ul style="list-style-type: none"> - Construction of three tunnels <p>(2)Construction of station yards in four areas.</p> <p>(3)Electrification(155km)</p> <p>(4)Signalisation and communication equipment.</p>		

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

Description :

(1)Hengyang-Guangzhou

Subsequent Studies:

D/D was conducted by Ministry of Railways according to Japan's F/S.

Finance:

Oct.1984 L/A 10,192 mil.Yen

(Hengyang-Guangzhou Railway Expansion Project)

Aug.1985 L/A 26,822 mil.Yen (as above II)

Jun.1986 L/A 24,491 mil.Yen (as above III)

Jul.1987 L/A 8,789 mil.Yen (as above IV)

*Contents

Double tracking of Hengyang-Guangzhou road (514km), construction of tunnel, electrification (155km)

Construction:

This project was completed in 1988 aiming at strengthening the transport capacity. (FY 1994 Domestic Survey)

Geological survey centering on geophysical exploration was conducted in the Nan-ling Tunnel between Heng Yang and Guang-Zhou as a joint work by Chinese and Japanese experts.

Effect:

Annual transportation capacity between Hengyang and Guangzhou was raised from 20 million to 40 million tons by the double tracking and electrification. Train was also due to improvement of gradients and curves. The method of tunnel construction at the time of Dayan Shan Tunnel has been utilized for subway construction as well as automation and reduction of other tunnel constructions.

(2)Zhengzhou-Baoji

Subsequent Studies:

D/D was conducted by Ministry of Railways according to Japan's F/S.

Finance:

Oct.1984 L/A 7,250 mil.Yen

(Zhengzhou-Baoji Railway Expansion Project)

Aug.1985 L/A 13,258 mil.Yen (as above II)

Jun.1986 L/A 9,482 mil.Yen (as above III)

Jul.1987 L/A 31,396 mil.Yen (as above IV)

Aug.1988 L/A 7,500 mil.Yen (as above V)

*Contents

Electrification (684km), construction of yard

Construction:

Of 684km between Zhengzhou and Baoji, the 269km section between Zhengzhou and San-men-xia was completed in 1986. After the construction of the remaining sections was promoted in accordance with the 7th five-year plan (1986-90), it was completed in 1991.

Japan's railway-yard technology is not adequate for China due to the huge railway freight in China. Automation of the north yard at Zhengzhou was done based upon Canadian technology transfer.

Effect:

After the electrification, annual transportation capacity between Zhengzhou and Baoji was raised from 40 million to 60 million tons (50%) by 80 electric locomotives purchased from Japanese firm.

And also, this led to the great increase of the capacity of coal transport from northern Hebei and north of Wei-he to eastern districts.

In the execution of this construction, various kinds of technical guidance was conducted by short-term experts dispatched by JICA.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/A 302/84

1. COUNTRY	China		
2. NAME OF STUDY	Basic Plan on the Sanjiang Plain Agricultural Experiment Station		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	Committee on Science and Technology, Hei Long Jiang Province		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Technical Study mainly for irrigation and damages by cold weathen.		
7. CONSULTANT(S)	Agricultural Development Consultants Association		
8. STUDY PERIOD	Sep.1984 ~ Mar.1985 6month(s) ~		
9. SITE OR AREA	Harbin and Jiamusi Cities in Hei Long Jiang Province, Bao Qing Xian		
10. MAJOR PROPOSED PROJECT(S)	<p>Following researches will be conducted to get basic technical data for agricultural development in San Jiang Plain</p> <ol style="list-style-type: none"> 1.Research on breeding and cultivation of cold-proof seeds 2.Research on farm land improvement in a cold area with low humidity <p>After the final report was submitted on March 1985, a pilot firm was established. Technical cooperation had been carried out for 5 years since then. Now all are transferred and managed by China's counterpart.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Mar.1985 F/S Final report submitted Mar.1985 Basic planning study completed</p> <p>Technical Cooperation Project "Sanjiang Plain Agricultural Research Center Project" (1985.9.20~1993.3.19) After the completion of F/S, research center was established as a technical cooperation project. Technical cooperation for 5 years has been completed and the facility and all equipments were handed over to Chinese side. The basic study on agriculture in a cold area was started in September 1986 and completed in March 1993.</p> <p>Dispatch of Experts: After the completion of basic planning, seven long-term experts and some dozens of short-term experts were dispatched as technical cooperation. Field improvement work, setting up of machineries and equipments were completed.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1988

Revised Sep.2010

EAS CHN/S 303/84

1. COUNTRY	China																										
2. NAME OF STUDY	Tianjin, Shanghai and Guangzhou Telecommunication Expansion Project																										
3. SECTOR	Communications & Broadcast / Telecommunication	4. TYPE OF STUDY	F/S																								
5.	Ministry of Posts and Telecommunications of the People's Republic of China																										
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY																											
PRESENT COUNTERPART AGENCY																											
6. OBJECTIVES OF THE STUDY	Elaborating the Telecommunications Network Expansion Project in Tianjin, Shanghai and Guanzhou, three major coastal cities of the People's Republic of China, and carrying out its feasibility study.																										
7. CONSULTANT(S)	Japan Telecom. Eng. and Consulting Service																										
8. STUDY PERIOD	Jul.1983 ~ Jun.1984 11month(s) ~																										
9. SITE OR AREA	Tianjin(area 46.3 sq.m : pop.778), Shanghai(area 35.3 sq.m : pop.1,181), and Guangzhou (area 318.3 sq.m : pop.5,987) * Population:ten thousands, 1982)																										
10. MAJOR PROPOSED PROJECT(S)	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Tianjin</th> <th style="text-align: center;">Shanghai</th> <th style="text-align: center;">Guangzhou</th> </tr> </thead> <tbody> <tr> <td>1)Exchange Terminals</td> <td style="text-align: center;">22 40,000</td> <td style="text-align: center;">9 70,000</td> <td style="text-align: center;">10 (Stations) 40,000</td> </tr> <tr> <td>2)Transmission</td> <td style="text-align: center;">41</td> <td style="text-align: center;">31</td> <td style="text-align: center;">13 (areas)</td> </tr> <tr> <td>3)Subscriber cable</td> <td style="text-align: center;">22 (1226km)</td> <td style="text-align: center;">9 (2146km)</td> <td style="text-align: center;">10 (stations) (2556km)</td> </tr> <tr> <td>4)Junction cable</td> <td style="text-align: center;">19 (75.2km)</td> <td style="text-align: center;">20 (97.2km)</td> <td style="text-align: center;">12 (areas) (82.2km)</td> </tr> <tr> <td>5)Mobile Communication</td> <td style="text-align: center;">o</td> <td style="text-align: center;">o</td> <td style="text-align: center;">o</td> </tr> </tbody> </table>				Tianjin	Shanghai	Guangzhou	1)Exchange Terminals	22 40,000	9 70,000	10 (Stations) 40,000	2)Transmission	41	31	13 (areas)	3)Subscriber cable	22 (1226km)	9 (2146km)	10 (stations) (2556km)	4)Junction cable	19 (75.2km)	20 (97.2km)	12 (areas) (82.2km)	5)Mobile Communication	o	o	o
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5)Mobile Communication	o	o	o																								

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>1. Size of effect: Being recognized as a national project in order to establish efficient economy. 2. Degree of priority: National project. 3. Other: Strong support by the Japanese agencies concerned.</p> <p>Subsequent Studies: Oct.1987 D/D completed (Japan Telecommunications Engineering and Consulting Service)</p> <p>Finance: Oct.1984 L/A 1,154 mil.Yen (Tianjin, Shanghai and Guangzhou Telecommunication Network Expansion Project) Aug.1985 L/A 9,235 mil.Yen (as above (II)) Jun.1986 L/A 7,916 mil.Yen (as above (III)) Jul.1987 L/A 9,398 mil.Yen (as above (IV)) Total cost: 35 bil.Yen (foreign currency)</p> <p>Realized Project: Target area: Tianjin, Shanghai, Guangzhou Contents:1)Exchange terminals (150,000) 2)Cable 3)Mobile Communication</p> <p style="text-align: center;">Tianjin Shanghai Guangzhou</p> <p>Contractor Sumitomo Shoji Nissho Iwai Marubeni</p> <p>Sub Contractor NEC Fujitsu NEC</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 304/86

1. COUNTRY	China		
2. NAME OF STUDY	Port Development Project in Dapeng Bay		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY F/S
5.	Ministry of Transportation		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Zoning plan of the coastal area Long term M/P F/S on the development plan aiming at the year 1990		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute Toko Engineering Consultants Ltd.		
8. STUDY PERIOD	Jan.1986 ~ Mar.1987 14month(s) ~		
9. SITE OR AREA	Dapeng Wang, Kwang Tung prefecture		
10. MAJOR PROPOSED PROJECT(S)			
The 1st Phase Plan for the year of 1990 is as follows:			
	Unit		
- Wharf	m	920	
- Berth	-	2(25,000DWT)	
		1(15,000DWT)	
		3(1,000DWT)	
- Revetment	m	500	
- Breakwater	m	100	
- Dredging	X 1,000cu.m	2,860	
- Reclamation	X 1,000cu.m	4,210	

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>Finance:</p> <p>Jan.1991 L/A 7,613 mil.Yen (phase I) Oct.1991 L/A 3,691 mil.Yen (phase II) Oct.1992 L/A 3,377 mil.Yen (phase III) *Contents of OECF loan -Construction of 6 berths handling cargo volume of 2.8 million tons (1 container berth, 1 multi-purpose berth, 1 bulk berth, 3 general berth) and port facilities -Railway(24km) -Road(72km)</p> <p>Construction:</p> <p>1988 Commencement of reclamation and dredging Oct.1989 Opening of trial operation on 3berths (1,000; 3,000; 10,000 tonnage)</p> <p>(FY 1992 Overseas Survey) The Phase I construction of 2 container berths and 1 multi-purpose berth is in progress. (Completion is scheduled at the end of 1993) 1990 Commencement of construction of railway and road</p> <p>(FY 1992 Overseas Survey) Construction of road(72km) is in progress. (Completion is scheduled at the end of 1993) Construction of railway(25km) is in progress. (Completion is scheduled at the end of 1993)</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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 305/86

1. COUNTRY	China		
2. NAME OF STUDY	Subway Project of Shanghai		
3. SECTOR	Transportation	/ Railway	4. TYPE OF STUDY F/S
5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Science and Technology Commission of Shanghai Municipality, Bureau of Shanghai Municipal Engineering Administration, etc.		
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	F/S for constructing a subway to improve urban transport in Shanghai		
7. CONSULTANT(S)	Japan Railway Technical Service		
8. STUDY PERIOD	May.1985 ~ Aug.1986 15month(s) ~		
9. SITE OR AREA	Shanghai and its suburbs(Shanghai new station-Xin Longhua)		
10. MAJOR PROPOSED PROJECT(S)	<p>Construction of a express-railway line (underground line) between xinlonghua station and Shanghai new station --- Major purpose is the improvement of the traffic situation of Shanghai city.</p> <ul style="list-style-type: none"> - Between Xinlonghua and Shanghai new; 13.5km - Structures; station part middle part sealed tunnel - No. of stations; 13, management facilities (including air conditioner, prevention of disaster system). passenger control facilities. - line facilities; floors, ties, rails, etc. Electric facilities; power transformation facilities, contact wire facilities, power transmission and distribution wire facilities, signaling facilities planning, telecommunications facilities. - Rolling stocks; section to be opened (the year 1991)138 cars. Section to be planned north-south line facilities (xinlonghua -Ji Yun Lu) (the year 2013) 392 cars. - Rolling stock bases 1) base facilities; facilities for main pare inspection or overhaul, temporary repair, trip inspection, regular inspection, car cleaning facilities, storage track. 2) Inspection and repair facilities; management office, workshop building, wheel grinding shop, maintenance base, other buildings. - Operational safety and traffic control systems; automatic- signal bloc system, cab signal system, 1st-type electric relay system, automatic train controll system (CS-ATC), centralized train control system (CTC). 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: The review of the F/S and the basic designs were undertaken by the Chinese authorities.</p> <p>Finance: The total planned budget for the project is 2,543 bil.yuan, of which 1.58 bil.yuan is domestic financing and US\$ 262 mil.is foreign borrowing. Foreign fund (US\$ 26.2 billion) was mainly financed by Germany. Trains, Telecommunication devices, Station facilities, and electric facilities were also purchased from Germany. Loans from the United States and France were also made. Traffic-signal-control systems, disaster-prevention and waterproof facilities were purchased by US loans, and cutting/sharpening machines were by French loans. OEFC loan was not requested. Local fund was previously prepared by Shanghai Public Bureau of Subways. Afterwards a municipal bureau under Shanghai City Office took over the position to procure and repay the fund since September 1994. The municipal bureau is an original organization of Shanghai City to operate and manage funding for the projects under the jurisdiction of the City.</p> <p>Modified Point: (FY 1992 Domestic Survey) The subway plan (Route 1, South-north line) was once proposed 13.5km between Xin Longhua-Shanghai. But it was extended to 15km because one section was added between Xin Longhua and Jin-Jiang Dong Yuan. Oct.1994 completed May.1995 used</p> <p>Utilization of outputs: As the report of this F/S is studied in detail, some part of it could be utilized for D/D. Moreover, this F/S report was translated into Chinese and used as a textbook for other cities subway projects.</p>		

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PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY1996 Overseas Survey)

All the strategies and measures formed in the project have a progress in different scales. Some areas have more work completed, like factories relocation, energy saving, etc.

Finance:

Self-financing of enterprises/Government fund

Construction/Implemented Project:

The engineering for increasing the gasification rate has been implemented in a big scale. Pudong Gas Plant was constructed and put into the operation during the Eight-Five Year Plan.

From 1988, shanghai Environment Protection Bureau continues the efforts for the work of dust/smoke controlling. Actions were taken for renewing the dust remover, which improved the dust removing efficiency for Shanghai average from 70% to 80%. In another hand, some of the extensive technical upgrade work has been done towards the dust remove facilities for bigger size industrial stoves in the factories of cement plants and steel works. In air quality management, it has been established an operational management standard, which makes the possible to the quantified and scientific management.

Effect:

The concentration of both TSP and SO₂ is reducing down every year.

Situation:

(FY1991 Overseas Survey)

The study results led to the establishment of the Shanghai City Program for the Protection against Air Pollution.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 306/87

1. COUNTRY	China																	
2. NAME OF STUDY	Shanghai-Nanjing Expressway Construction Project																	
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S															
5.	Highway Planning & Design Institute, Ministry of Communication																	
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY																		
PRESENT COUNTERPART AGENCY																		
6. OBJECTIVES OF THE STUDY	Expressway Construction																	
7. CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd.																	
8. STUDY PERIOD	Feb.1986 ~ Dec.1987 22month(s) ~																	
9. SITE OR AREA	Between Shanghai and Nanjing																	
10. MAJOR PROPOSED PROJECT(S)	<p>The main road existing between Shanghai and Nanjing is gone around and its total length reaches to 359km. So almost all sections are always tied up and traffic accidents happens frequently. So a new highway is intended.</p> <p>The route is planned to connect industrial and cultural cities and go through the most active area between Shanghai and Nanjing.</p> <p>(1) Extension</p> <ul style="list-style-type: none"> - route of extension ; main route (Shanghai - Nanjing) : 274.04km <li style="padding-left: 20px;">Zhenjiang branch route : 10.70km <li style="padding-left: 20px;">Total : 284.74km - sort of extension ; roadway : 266.74km (93.7%) <li style="padding-left: 20px;">bridge : 18.00km (6.3%) <p>(2)Standard</p> <ul style="list-style-type: none"> - a full road for motoring ; main route Zhenjiang branch <li style="padding-left: 20px;">Grade express first <li style="padding-left: 20px;">Design Speed (km/h) 120 100 <li style="padding-left: 20px;">Lane 4 4 <li style="padding-left: 20px;">Total width (m) 26.0 20.5 <p>18 interchanges including 1 junction are planned</p> <p>(3)Construction periods.</p> <table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: left;">section</th> <th style="text-align: left;">year to start construction</th> <th style="text-align: left;">year to start operation</th> </tr> </thead> <tbody> <tr> <td>Magunic - Danyang IC</td> <td>1992</td> <td>1996</td> </tr> <tr> <td>Danyang IC - Wvxi North IC</td> <td>1993</td> <td>1998</td> </tr> <tr> <td>Wuxi North IC - Suzhou East IC</td> <td>1992</td> <td>1997</td> </tr> <tr> <td>Suzhou East - Zhenru IC</td> <td>1991</td> <td>1996</td> </tr> </tbody> </table>			section	year to start construction	year to start operation	Magunic - Danyang IC	1992	1996	Danyang IC - Wvxi North IC	1993	1998	Wuxi North IC - Suzhou East IC	1992	1997	Suzhou East - Zhenru IC	1991	1996
section	year to start construction	year to start operation																
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Danyang IC - Wvxi North IC	1993	1998																
Wuxi North IC - Suzhou East IC	1992	1997																
Suzhou East - Zhenru IC	1991	1996																

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: 1990-92 D/D conducted (by both the provincial and national funds)</p> <p>Finance: All the fund for this project was domestically financed. Total 5.04 billion yuan was shared by Shanghai (0.7 billion yuan) and Jiangsu State (4.34 billion yuan).</p> <p>Construction: 1992 Commenced Aug.1996 Started to operate</p> <p>Detail: (FY 1991 Overseas Survey) Japanese technical cooperation is expected when some major technical problems arise during the construction process.</p> <p>(FY 1994 Overseas Survey) Due to rapid economic growth, huge traffic volume over the capacity of the expressway is predicted.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 307/87

1. COUNTRY	China		
2. NAME OF STUDY	Kouhokou River Bridge Construction Project		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	Public Relations Office for Kouhokou Bridge Construction		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Economic and financial analysis of the new bridge construction		
7. CONSULTANT(S)	Chodai Co., Ltd. Pacific Consultants International		
8. STUDY PERIOD	Feb.1987 ~ Mar.1988 13month(s) ~		
9. SITE OR AREA	Southern zone of Shanghai City		
10. MAJOR PROPOSED PROJECT(S)	<p>Municipality of Shanghai, PRC, is making great effort to develop the Pudong New Area which expands at east bank of Huangpu River flowing down in the central part of Shanghai urban area. This Pudong New Area is connected only by tunnels and new transportation facilities crossing the River are indispensable element for the development of the Area. The project aims to construct the six lanes traffic corridor between both banks. Total length of the corridor is some 8km. Main bridge is cable stayed bridge having 400m center span length (total bridge length 657m). For project site aguisition compensation for factories, stores, etc 123 thousand m2), construction of new houses (350 thousand m2), and farm land acquisition (133 thousand m2) are planned.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Mar.1988 F/S reviewed by the Urban Planning and Design Bureau of the Shanghai Municipal Government Oct.1989 D/D completed by the Urban Planning and Design Bureau and the Donji University</p> <p>Finance: Fixed cost of the project Total cost 330 million US\$ Local cost 225 million US\$</p> <p>Finance Local 225 million US\$ ADB 105 million US\$</p> <p>Construction: The construction was completed as the Nanpu Bridge.</p> <p>Effect: (FY1994 Domestic Survey) After the opening of the bridge on Nov.1991, the number of vehicles using the bridge is steadily increasing with the progress of the Pudong Area development. Together with the completion of Yangpu Bridge between Puxi and Pudong Areas, both bridges are being used as the two major traffic corridors between the two areas. The Pudong Area in Shanghai is developing remarkably in recent years, which means that the completion of the Nanpu Bridge greatly contributes to the improvement of investment circumstance for Pudong Area.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 308/87

1. COUNTRY	China		
2. NAME OF STUDY	Hokkou Hiraikyo Multipurpose Dam Construction Project		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY F/S
5.	Pearl River Water Resources Commission		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	F/S on flood control, navigation and power generation.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. INA Corporation		
8. STUDY PERIOD	Jun.1986	~	Oct.1987 16month(s)
9. SITE OR AREA	Hokkou River basin, Guangzhou Province		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> - Catchment area : 34.097km² - Effective storage volume : 1,459 x 10⁶ m³ - Rockfill dam 1,887.5m long, 50m high 3,568,000 m³ in volume - 16 radial gates (14m wide and 19.5m high) for spillway, 38,100m³ in concrete volume - Power plants (4 units, 43.5MW each), surface type 100m(L) x 88m(W) Bulb turbine - Navigation lock, lock with single chamber type, 190m(L) 16m(W), minimum draft depth 3m, 281,000m³ in concrete volume - River diversion, trapezoidal channel type, design flood 15,500 m²/s, first stage cofferdam 1,560,000m³, second stage cofferdam 710,000m³ - Construction, period - 7 years, cost 1,074,456 x 10³ Chinese yen (US\$ 298.5 x 10⁶) base year 1986 		

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

Description :

The project was included in the application list for the Third Yen Loan (1990-1994), but was not approved.

(FY1991 Overseas Survey)

Presently the provincial government is conducting a preliminary design mostly in accordance with the F/S result.

The project is planned to be implemented as soon as the approval of the central government is issued, with budget from the provincial fund and a national subsidy.

(FY1994 Domestic Survey)

No progress in the form of a project.

(FY1995 Domestic Survey)

No additional information.

STUDY SUMMARY SHEET

(Basic Study)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 501/87

1. COUNTRY	China		
2. NAME OF STUDY	Groundwater Development Project in Tianjin City		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY Basic Study
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Science and Technology Council and Dept. of Geology and Mining of Tianjin City	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Survey of water resources to develop a water supply system		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Japan Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Nov.1985	~	Dec.1987 25month(s)
9. SITE OR AREA	Tianjin City		
10. MAJOR PROPOSED PROJECT(S)	<p>The study examined the possibility of water supply to four industrial development areas in Tianjin City. However, the Chinese authorities plan to work on the project from their own resources, and they have not yet made the detailed design.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Finance:

The Government included the D/D on ground water development in the request for the Third Yen Credit (1990 - 1994), but has been unsuccessful.

Situations:

(FY1991 Overseas Survey)

Due to a city's own project, the problem of water supply in Tianjin for both the civil life and industrial development has basically been solved.

Accordingly there is no planned project based on the study, the studied areas still have a role as potential water resources for future urban and industrial development.

(FY1995 Overseas Survey)

The results of this survey work are not utilized because the water resource is very far from the city and the cost to send the water is quite expensive.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 102/88

1. COUNTRY	China		
2. NAME OF STUDY	Hainan Island Integrated Development		
3. SECTOR	Development Plan / Integrated Regional Development Plan		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Planning Commission Dept. of Land, Province of Guangdong and Office of Integrated Development, Hainan District	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Formulation of a master plan through 2005.		
7. CONSULTANT(S)	International Development Center of Japan Pacific Consultants International		
8. STUDY PERIOD	Mar.1986 ~ Mar.1988 24month(s) ~		
9. SITE OR AREA	Hainan Island (pop. 5.98 million, 33,900 sq.km)		
10. MAJOR PROPOSED PROJECT(S)			
<p>Based on the nation's policy which is "open-market", the basic strategy of this project is to grow the island as the nation's largest open-economy area.</p> <ul style="list-style-type: none"> - Agricultural development (upland crops, irrigation development, high-profit tropical crops). - Mining and industry (agro-industries, processing of mineral products, wood and fishery products, export products industries). - Tertiary industries (tourism, development of core cities). - Energy (natural gas development, power). - Selection of five economic development areas. - Establishment of total traffic control system in Haikou. - Development of Eastern Greater Haikou (construction of a bridge over Nanto-ko river). <p>Note: The cost above is the total investments during 1986 - 2005 (1985 price).</p>			

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Finance :

(1) Road

East trunk road (272km) improvement (total cost 938 mil.yuan)

Jan.22.1991 L/A 7.1 bil.yen (Road I)

Oct.4.1991 L/A 2.602 bil.yen (Road II)

To be completed in Jun.1994

(2) Port

1.Deep-sea berth of Haikou Port

Oct.7.1991 L/A 2,589 mil.yen (Haikou port)

To be completed in Dec.1993

2. 3 berths (20,000 DWT) of Yangpu Port (total cost 320 mil.yuan)

Nov.1995 L/A 4,300 mil.yen (Yangpu Port)

*Contents

Construction of multipurpose berth(2) and general cargo berth(2)

(3)Communication

1.Telecommunication Development (total cost 320 million yuan)

Jan.22.1991 L/A 2,663 mil.yen (Communication I)

Oct.4.1991 L/A 4.17 bil.yen (Communication II)

To be completed in Dec.1994.

Detail

Based on this report, following assistance have been offered.

- World Bank (Dam construction, agricultural development, regional development)
- ADB (studies on the energy sector and environmental conservation)
- UNDP (studies on policy about economic structure reforms)

Activities toward the development of infrastructure and resources have been started in two core cities following the proposals of this report.

(1)Development of airport (expecting assistance from England or France)

(2)Establishment of Integrated Agricultural Development Experiment Area (agriculture, fish-farming, agricultural and marine products processing)

(3)Industrial investment projects like exploitation of natural gas, the steel industry, the paper industry, are included in the eighth 5 year plan. To realize these projects, negotiations with foreign companies are being made.

(4)Development of business area and road network based on the M/P of Haikou City

(5)Development of the trade center area of Haikou.

(6)Development of the area used to be Haikou airport.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 201B/88

1. COUNTRY	China		
2. NAME OF STUDY	Dalian Port Development Project		
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Traffic Dept., Dalian Port Authority	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Specific improvements for Old Port and a development plan for a New Port at Daiyu Bay		
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Apr.1987 ~ Oct.1988 18month(s) ~		
9. SITE OR AREA	Dalian Port(1986 throughput of 44.3 million tons) and Daiyou Bay		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P>(1)Construction of a new port in the Daiyou Bay by the year 2000 (15 berths, breakwater, access railway and road) (2)Construction of the new port by the year 1995 (10 berths and access railway and road) (3)Improvement of the old Dalian Port (berth for passenger boats, wharves, information system for container management)</p> <p><F/S>(1)Wharfs (1,440 m) Berths 2(50,000DWT) 3(20,000DWT) 1(15,000DWT) (2)Temporary and reclamation revetment (1,150 m) (3)Dredging (5,145 m) (4)Reclamation by land excavation (3,070 m) (5)Reclamation by sea-bed sediment (772 m) (6)Pavement of roads and yards (250,800 sq.m)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Phase I (Construction of first 4 berths)</p> <p>Finance: World Bank</p> <p>Construction: Aug.1987 Commencement of shore protection works 1991 Opening of trial operation on a container berth and a multi-purpose one. Dec.1992 Opening of operation on all 4 berths</p> <p>(2)Construction of second 6 berths</p> <p>The loan agreement of 6 berths in the Daiyou Bay had not been realized due to the Tianamen incident, but was signed in FY 1994.</p> <p>Finance: Jan. 1995 L/A 6,655 mil.Yen (Dalian Port Dayao Bay First Phase Construction Project)</p>		

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/A 201B/88

1. COUNTRY	China		
2. NAME OF STUDY	Lujingxiang Model Stock-Farming Project in Gansu Province		
3. SECTOR	Animal Husbandry	/ Animal Husbandry	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Scientific Technology Committee, Ministry of Animal Husbandry of Kansyuku Region	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To elaborate a master plan as well as to carry out a feasibility study for the execution of integrated agricultural and livestock development in Lujingxiang region with 81,800ha.		
7. CONSULTANT(S)	Japan Agricultural Land Development Agency		
8. STUDY PERIOD	Oct.1987 ~ Mar.1989 17month(s) ~		
9. SITE OR AREA	8 villages and 6th regional cattle breeding examination center of Minsan which surround east Rosei village of Min district of Kanshuku Region (Area 7,150 ha)		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P></p> <ol style="list-style-type: none"> 1. Grassland establishment: meadow 6,444ha, pasture 899ha 2. Road development for grassland management and marketing : asphalt pavement 48.5km, sediment pavement 106.1km 3. Fence setting for proper management of tame pasture 412km 4. Introduction of machineries for grassland management and meadow cutting: tractor 55 units etc. 5. Machinery maintenance center 6. Cattle barn and ensilage for non-grazing season: 181 paddocks 7. Artificial insemination center for animal improvement 8. Feed mising plant for stable supply of superior grain feed <p><F/S></p> <ol style="list-style-type: none"> 1. Verification research and diffusion: research and diffusion center in sub-grassland No. 5 and experimental stock-farm in No.6 2. Grassland establishment: meadow 1,630ha, pasture 242ha 3. Livestock facility and machinery necessary for the items mentioned above 4. Road development: main and branch roads in the study area 47km 5. Drainage improvement : 5.1km of drainage channel in sub-grassland No.6 6. Meet processing plant 7. Rural development: water supply, electrification, education and medical service in the area 		

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

Description :

Technical Cooperation through Mini-Project Scheme: 1990.6.1~1994.5.31
"Swine Genetics and Breeding"

Background:
(FY 1992 Overseas Survey)
A research cooperation (study on production technology of beef cattle and feed) as a mini-project based on the results of this Development Study is under way. 3 long-term experts and 7 short-term experts have been dispatched. Main items of the study are 1) improvement of beef cattle breed and breeding management and 2) improvement of a grassland.
The following construction works were completed with finance of the local funds: an experiment center with 30 rooms, 2 breeding farms (200sq.m), 6 breeding farms (1,200sq.m), artificial insemination facility (40sq.m), offices and a dining room (540sq.m).
The Chinese side plans to execute the following projects to widespread the satisfactory results obtained by this study among farm houses.
1) Establishment of a company group with beef cattle production firms, 2) Establishment of Technical Service Center,
3) Construction of basic facilities, 4) Establishment of efficient and scientific beef cattle production system
The Chinese side reduced cost of investment in basic facilities from 68.39 million yuan suggested by the Development Study to 42.05 million yuan. A half of the investment cost (21.025 million yuan) will be requested to the Japan's Grant Aid.

(FY 1997 Domestic Survey)
After the completion of Mini-project type Technical cooperation, Chinese side requested Project type technical cooperation newly.
But the realization of the project seems to be difficult owing to other projects to be financed.

(FY 1995 Overseas Survey)
The peoples' government of Gansu Province much appreciates the results of this survey works of the project, however, is anxious about to find the financial resources. At present, Japanese grant aid has been requested for the project "to recover the balance of ecology and to develop the resources of animal husbandry" and for the mini-project. "Transplantation of the embryonic region of cows."

(FY 1997 Overseas Survey)
The region where mini-project was implemented suffers extreme poverty.
Technical cooperation is necessary continuously because only one fifth of the plan was implemented. So far, technical guidance has good results.
Gansu Province submitted request for grant aid assistance (approx. 500mil.Yen) to the central government in March, 1995.

(FY 1998 Domestic Survey)
There are many projects to be requested for grant aid assistance. Therefore, it seems difficult to realize the proposed project.

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/A 303/88

1. COUNTRY	China		
2. NAME OF STUDY	Irrigation Development Project in Northern Hubei		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	Committee of Science and Technology		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Irrigation Development		
7. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Japan Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Jul.1987 ~ Jun.1988 11month(s) ~		
9. SITE OR AREA	Located on the northern Hubei province in the inland China or middle courses of the Yangtze River (The total land rea: 1,540 sq.km, population: 1,170 thousand)		
10. MAJOR PROPOSED PROJECT(S)			
In Ebeigangdi, Hubei Province where there are frequent typhoons, the F/S of the projects was completed to provide stable irrigated agriculture.			
	Shitaisi	Yintan (Qingquangou)	
Irrigated area(ha)	14,053	140,000	
Pumping station	6	1	
Intake(cu.m/sec)	7.00	60.00	
Irrigation canal(km)	182.2	1,703.2	
Substation	5	2	
Above costs were calculated in 1987.			

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Shitaisi Area Subsequent Studies: May.~Aug.1990 Basic design study Finance: Jul.1.1991 E/N 1,635 mil.Yen (Project for Improvement of Agricultural Water Supply in North District of Hubei Province) The Government of Japan approved donation of 13 pumps out of 23 pumps and incidental machines. Public engineering/construction works are done by the Chinese side. Construction: a) An alteration of the Intake Plan from 5.5cu.m/sec estimated by the JICA Study to 8.4 cu.m/sec. b) Installation of 3 pumps at the 1st class station is completed. c) Installation of 3 pumps at the 2nd class station is in progress. d) Installation of 3 pumps at the 3rd class, the 4th class and the 4-1 class stations is expected to end in March 1993. e) Construction of the bridge for canals is delayed due to lack of finance. f) Construction of power stations is in progress. g) Construction of all irrigation facilities is scheduled to end in 1995.</p> <p>Demand for Japan: Dispatch of 3 short-term experts (management, pump, electricity) at the time when the operation starts.</p> <p>(2)Yintan Area Finance: Own fund Japanese Grant Aid is expected for 4 pumps (approx. 500 million yen) and provision of equipment for model irrigation area. Construction: a) The Intake Plan was altered from 60 cu.m/sec estimated by the JICA Study to 87 cu.m/sec due to 20,000ha increase of the proposed irrigation area b) Completion of buildings at the pumping station c) Installation of 8 out of 12 pumps.(cost: 2 bil. yuan) Started operation. d) Rest of construction work is discontinued due to lack of finance.</p> <p>Aug.1994 Completed</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 309/88

1. COUNTRY	China		
2. NAME OF STUDY	Guanyinye Reservoir Project		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY F/S
5.	Bureau of Water Resources and Electric Power, Liaoning Province		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Economic evaluation of Guanyinye Dam and technology transfer of the RCD method		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Dam Engineering Center		
8. STUDY PERIOD	Apr.1987 ~ Oct.1988 18month(s) ~		
9. SITE OR AREA	Taizi River, 40 km upstream from Benxi City, Liaoning Province		
10. MAJOR PROPOSED PROJECT(S)	<p>1)Reservoir (size 2,785 sq.km, the total amount of water 2,168 million cu.m)</p> <p>2)Dam (height 82m, length 1,040m, width 10m, volume 1.97 million cu.m)</p> <p>3)Hydro-power plant (3 units of 6,500kw each)</p> <p>4)Sub-dam (height 36.2m, length 194m, volume 88,000 cu.m)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description : Subsequent Studies: E/S undertaken by Nippon Koei Co. and Dam Engineering Center</p> <p>Finance: About 50% (18,200 million yen) of the total amount of constructing cost is derived from Japanese OECF loan. (Local Currency:1,124 mil.Yuan) The Second Yen Loan (1985-1989) Aug.1988 L/A 2,846 mil.Yen (Dam construction I) May.1989 L/A 8,936 mil.Yen (Dam construction II) The Third Yen Loan (1990-1994) Nov.1990 L/A 6,445 mil.Yen (Dam construction III) for construction, equipment, generators, early flood warning system, etc. *Components of OECF Loan 1.Main-dam(Gravity concrete type, Height 82m, Length 1,140m, the total amount of water 2,168 million cu.m) 2.Sub-dam 3.Hydro-power plant(3units of 6.5MW each) 4.Electric delevary line(4.5km, 66kv) 5.Flood pre-caution system</p> <p>Construction: The Second Yen Loan Spring.1990 Construction commenced Dec.1995 Completed The Third Yen Loan Spring.1992 Commenced Dec.1995 Completed On Sep.28,1994 reservoir impounding was commenced by closing the gate of temporary bypass conduit. Constrcution Trader:Hazama-Gumi</p> <p>Effect: By the end of 1996, total 150mil.kw/h of power was generated and 1.4 billion m3 of water was impounded.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1990

Revised Sep.2010

EAS CHN/S 310/88

1. COUNTRY	China		
2. NAME OF STUDY	Beijing Airport International Terminal Area Development		
3. SECTOR	Transportation	/ Air Transportation & Airport	4. TYPE OF STUDY F/S
5.	Civil Aviation of China (Air China International after April 1991)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Development Plan for a passenger terminal of Beijing Airport		
7. CONSULTANT(S)	Japan Airport Consultants, Inc.		
8. STUDY PERIOD	Mar.1988	~	Jan.1989 10month(s)
9. SITE OR AREA	Beijing Airport		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> -Passenger terminal expansion 129,000 sq.m -New cargo terminal 9,000 sq.m -Administration building 9,000 sq.m -Staff housing (family, single use) 65,000 sq.m -Car park extension 41,700 sq.m -Power substation extension 10,000KVA x 2 -Storage tank and accessories (expansion) 2,700 cu.m x 2 -Sewage treatment 3,300 cu.m/day -Dump pit treatment & disposal 30 cu.m/day -Aircraft refueling tanks 3,500kl x 6 -Apron expansion, loading 19 night stay 6 positions -Utilities (power, boiler 65t/hr x 5, generator 3,000KW x 3, gas, etc.) 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Study: Apr.1991~Dec.1994 B/D and D/D</p> <p>Major points of revision on JICA's F/S are as follows: 1.passenger terminal expansion from 120,000sq., to 268,000sq.m, 2.plane arrival/departure spot 25 ---> 36 3.the shape of the passenger terminal change into H-shaped, 4.rise of estimated total cost from 2.2 bil.yuan to 9.1bil.yuan (only for passenger terminal)</p> <p>Finance: Sep.1993 L/A 8,106 mil.Yen (860 mil.Yuan) (Beijing Airport Improvement Plan (I)) Nov.1995 L/A 13,435 mil.Yen (Beijing Airport Improvement Plan (II)) Dec.1996 L/A 8,459 mil.Yen (Beijing Airport Improvement Plan (III)) Local Fund: Approximately 60,000 mil.Yuan (FY 1996 Domestic Survey) (FY 1997 Domestic Survey) In addition to basic civil works, baggage facility and boarding bridge will be constructed by Chinese fund and passengers guidance facility and administration system will be established by yen loan.</p> <p>Construction: Oct.1995~Oct.1999 Implemented Contractor / local</p> <p>Progress: (FY 1996 Overseas Survey) -New terminal building: Foundation work completed such as earthwork -Infield road (cargo road):Completed -Roads in front of the terminal building:50% of foundation work completed -East runway rebuilt project: Completed (FY 1997 Domestic Survey) As for a passengers terminal, steel frame was attached for a roof. Installation of shingles will be started. (FY 1998 Domestic Survey) Terminal building: Exterior decoration will be completed by the end of Jan.1999. Construction for heating and other facilities has almost been completed. Packing building: Construction has almost been completed. Installation of facilities for collecting charge is underway. Terminal building curve side: Construction of apron has been completed.</p> <p>Operation/Management: (FY 1998 Domestic Survey) Capital Airport Authority will establish a company responsible for operation and management.</p> <p>Background: Beijing Capital International Airport Authority invited concept design proposals in December 1992 for construction of Beijing International Airport terminal building from 4 airport design consulting firms including foreign firms. The accepted concept design was bought out by the Government and the detailed design was developed from this concept design. A group of Chinese design houses commenced the design development work in the middle of 1993.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1991

Revised Sep.2010

EAS CHN/A 304/89

1. COUNTRY	China		
2. NAME OF STUDY	Integrated Agricultural Infrastructure Development in Dong Ting Lake Area in Hunan Province		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	Hunan Science and Technology Commission		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility study on the comprehensive water utilization and agricultural development plan.		
7. CONSULTANT(S)	Sanyu Consultants Inc. Japan Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Aug.1988 ~ Feb.1990 18month(s) ~		
9. SITE OR AREA	Northern part of Hunan Province (right bank of Yangzi River middle basin)		
10. MAJOR PROPOSED PROJECT(S)	<p>1)Model Block at Nan-da-ti Area (15,400ha: Nan-da area 8930ha; Huang Mao Zhou area 6,470 ha)</p> <ul style="list-style-type: none"> - Drainage facilities for dike improvement work - Electric-transmission for Xiang-nan Drainage Pump Station - New pump station at the Nan-da District - On-farm level irrigation land in the Huang Mao Zhou district <p>2)Model Block at Shi-ji-hu-ti Area (105ha)</p> <ul style="list-style-type: none"> - Drainage facilities and Horticultural facilities for technical Development - Experimental Center - Pump station land and other auto-irrigation facilities - Tunnel house <p>* Implementation period below is 5 years.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(1) Model Block at Nan-da-ti Area and Shi-ji-hu-ti Area Subsequent Study: Feb.~Jun.1995 B/D (FY 1995 Domestic Survey) Jul.~Aug.1997 Study for Promotion. (FY 1997 Overseas Survey) Finance: 1. Project cost 2.55bil.yen (local cost / 1.35bil.yen) (FY 1991 Overseas Survey) Project covered by local cost: Agriculture project mainly based on civil work. Project covered by foreign cost: Construction of infrastructure.</p> <p>2. 1.1bil.yen of grant aid was approved in June 1994. (FY 1992 Overseas Survey)</p> <p>3. The provision of the Japanese grant aid assistance has been suspended. (FY 1995 Overseas Survey)</p> <p>4. If in case of the Japanese grant aid, becomes available within the year of 1996, it will be able to complete the construction works until 1997. (FY 1995 Overseas Survey)</p> <p>5. The provision of the Japanese grant aid assistance has been started again. Nov.1997 E/N 1,127mil.yen (provision of machinery and materials) *Contents of the project Renovation of drainage irrigation facilities, reinforcement of bank, improvement of flood control telecommunication facility, in house vegetable growing model project, reinforcement of horticultural technology development center and agricultural technology promotion center, hog raising project and special aquaculture. (FY 1997 Domestic Survey)</p> <p>Cost born by Chinese government: 7,222,000 yuan (approx. 103.78 million yen) *Contents: additional improvement works, cost for inland transportation, and cost for installation and adjustment.</p> <p>Provision of machinery and materials: (FY 1998 Domestic Survey) July 1998 ~ March 1999 * Machinery and materials provided: machines for construction, vehicles, irrigation facilities, communication facilities, materials for horticultural development, agricultural technology extension center.</p> <p>Construction: (FY 2000 Overseas Survey) Novt.1997~May 1999 Works implemented with own fund.</p> <p>1) Nan-da-ti Area -The dike improvement work is in progress. -The repair of drainage facilities was completed. (89 places) -The drainage construction plan was modified in order to reduce the cost of constructing substations.</p> <p>2) Shi-ji-hu-ti Area -Construction of the electric-transmission facilities was completed. -Construction of irrigation canal & farm land is in progress. -The drainage work was completed. (155km)</p> <p>Operation and management: (FY 1998 Domestic Survey) Both Bureau of Water Supply and Bureau of Agriculture, Yuanjiang City are to be in charge.</p> <p>Effects: (FY 1998 Domestic Survey) - 2,000 ha of the cultivated land in the Nan-da-ti Area will avoid the damage by flood, the damage by flood on houses and roads will be alleviated. - Increase in horticultural products will be expected. - Technology will be extended to the farmers in the Nan-da-ti Area.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1991

Revised Sep.2010

EAS CHN/S 311/89

1. COUNTRY	China			
2. NAME OF STUDY	Construction Projects of the Three Ports			
3. SECTOR	Transportation	/ Port	4. TYPE OF STUDY F/S	
5.	Ministry of Communications			
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY				
PRESENT COUNTERPART AGENCY				
6. OBJECTIVES OF THE STUDY	Execution of the feasibility study on three ports development project.			
7. CONSULTANT(S)	The Overseas Coastal Area Development Institute Yachiyo Engineering Co., Ltd.			
8. STUDY PERIOD	Dec.1988 ~ Feb.1990 14month(s) ~			
9. SITE OR AREA	1.Port of Quihuandao; 2.Port of Lianyungang; and 3.Port of Shijiu			
10. MAJOR PROPOSED PROJECT(S)				
The main project relating port facilities for the year of 1995 are as follows:				
	Unit	1)Quihuandao Port	2)Lieyun Port	3)Shijiu Port
Breakwater (m)	300	-	876	
Wharf (m)	1,802.5	1,100	900	
Berth	2(35,000DWT)	6(1.5DWT)	1(20,000DWT)	
	3(20,000DWT)		4(15,000DWT)	
	2(15,000DWT)			
Revetment (m)	610	1,865	1,605	
Dredging x 1,000cu.m	4,400	9,816	1,005	
Reclamation x 1,000cu.m	3,230	3,775	2,596	

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

Description :

Finance:

(FY 1992 Overseas Survey, FY 1994 Domestic survey)

(1)Shijiu Port Second Phase Construction Project

Oct.1991 L/A 2,506 mil.Yen (I)

Oct.1992 L/A 3,583 mil.Yen (II)

*Major Components

3 berths (15 kilo ton class), 2 berths (10 kilo ton class)

(2)Liangyungang Port Xugou Area First Phase Construction Project

Oct.1992 L/A 5,900 mil.Yen

*Major Components

6 berths, Port equipment

(3)Qinhuangdao Port E Berth Construction Project

Oct.1992 L/A 3,418 mil.Yen (I)

Jan.1995 L/A 3,041 mil.Yen(II)

*Major Components

7 berths

(4)Qinhuangdao Port F Berth Construction Project

Aug.1993 L/A 3,944 mil.Yen (I)

Jan.1995 L/A 7,178 mil.Yen(II)

*Major Component

3 coal terminals (30 mega ton / year)

Construction:

(1)Shihjiu Port

(FY 1992 Overseas Survey, FY 1994 Domestic Survey)

Extension of the wharf(780m) was completed. Construction of the breakwater was completed in 1990. 5 berths are scheduled to be completed in 1995.

(2)Qinhuandao Port

(FY 1992 Overseas Survey, FY 1994 Domestic Survey)

The entire plan incorporated in the long-term port development plan was approved in Hebei and the Dept. of Traffic.

(FY 1999 Overseas Survey)

Most of the construction works of wharf has completed. The construction will be finished by the end of 2001 and will start its operation.

(3)Lianyun Port

(FY 1992 Overseas Survey, FY 1994 Domestic Survey)

Some parts of the plan were altered by the national examination.

May 1993 Commencement of construction

Jun.1996 Completion scheduled

Detail:

(FY 1992 Overseas Survey, FY 1994 Domestic Survey)

The Phase 2 construction of the three ports(Qinhuandao, Lianyun, and Shijiu) is the subject of this study. Construction of the Phase 1 at all three ports was completed in the past. The study has already been completed by the Chinese side, and the study was incorporated in the 7th Five Year Plan and requested to the OECF's 3rd Yen Credit Loan.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1991

Revised Sep.2010

EAS CHN/S 312/89

1. COUNTRY	China		
2. NAME OF STUDY	Construction Project of Wuhan/ Tanhe Civil Airport		
3. SECTOR	Transportation	/ Air Transportation & Airport	4. TYPE OF STUDY F/S
5.	Civil Aviation Administration of China(People's Government of Wukan City)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Construction of the new airport.		
7. CONSULTANT(S)	Japan Airport Consultants, Inc.		
8. STUDY PERIOD	Nov.1988 ~ Mar.1990 16month(s) ~		
9. SITE OR AREA	Wuhan City(Population 6.244 million, Area 8392 sq.km)		
10. MAJOR PROPOSED PROJECT(S)	<p>Construction of the following airport facilities and other related facilities; Runway(3,000m), Taxiway, Apron(19 Spots), Passenger Terminal Build(Total Floor Area 27,300 sq.m). Cargo Terminal Build, Maintenance Facility, G.S.E. Facility, Roads and Car park, Drainage Facility, Radio-Nav.Aids, Airfield Lighting System, Air Traffic Control Facility, Communication Facility, Meteorological Facility, Electric Power Supply Facility, Water Supply Facility, Electric Facility, Exclusive Railway, Sewerage Disposal Facility, Fuel Supply Facility, Air-conditioning Facility, Rescue and Fire-Fighting Facility, Access Road etc.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
Subsequent Studies: 1991 After F/S was completed, detailed design was presented by 8 Chinese consultants (Civil Aviation Administration of China and South China Institute of Architectural Design as central members), based upon the F/S.		
Finance: Mar.1991 L/A 6,279 mil.Yen (Construction Project of Wuhan/Tanhe Civil Airport)		
*Contents 1.Arrival/Departure Area(Runway 3,000m x 45m, Terminal Apron 8,700m2) 2.Terminal Area (Passenger Terminal 25,000m2, Cargo Terminal 3,000m2) 3.Airport utility, related facilities, access road, etc.		
(FY 1994 Overseas Survey) Total cost of the construction is 655 million yuan. Funding details are as follows: OEFC (the third loan) 5 billion yen (200 million yuan) Chiness Government 100 million yuan Wuhan City Office 90 million yuan The rest (265 million yuan) will be financed by Wuhan City Office, with a condition that the development right of South Wuhan Airport will be given to the city authority.		
Construction: Dec.16.1990 ordered to start The first architecture section of Wuhan City started construction in 1992. One of the most critical difference between the F/S and the detailed design was runway extension from 3,000m to 3,400m. The reason of the change was to cope with arrival/departure of B747-400 (international flight) which was bigger than B747- 200 expected. Oct.1992 Runway and a part of Terminal Building, completed the end of 1993 Airport facility, completed Fright check, completed Dec.1994 Access road and employees residential facilities, under construction Dec.27.1994 The opening ceremony was held and commenced its services as for the new airport.		

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1992

Revised Sep.2010

EAS CHN/S 202B/90

1. COUNTRY	China		
2. NAME OF STUDY	Municipal Solid Waste Treatment Plan in Xian City		
3. SECTOR	Public Utilities	/ Urban Sanitation	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Joint Venture of Study for Municipal Solid Waste Treatment Plan in Xian City	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Present Condition Analysis & Master Plan. Feasibility Study.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Japan Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Jan.1989 ~ Jun.1990 17month(s) ~		
9. SITE OR AREA	The old area & a part of expansion area in Xian City (172 sq.km)<M/P> Inner City in Xian City (Final Disposal Site) Outer City in Xian City (Intermediate Treatment Site)<F/S>		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P> Recommended plans for solid waste management system of the target year 2000 in Xian City are as follows:</p> <p>(1) Collection system Setting up of collection container and vehicle with a promotion of separate discharge system and establishment of 2 steps transportation system with transfer station.</p> <p>(2) Final disposal facility construction of final disposal facility (12,000,000 cu.m) assumed 10 years life.</p> <p><F/S>The First Phase Project of which the target year is 1995 should be as follows:</p> <p>1) Construction of controlled type of final disposal facility.</p> <p style="margin-left: 20px;">Location : Chian-Sun District</p> <p style="margin-left: 20px;">Landfill method : Semi-Anaerobic Metabolism in Landfill</p> <p style="margin-left: 20px;">Major facilities : Reservoir type deposit</p> <p style="margin-left: 40px;">Water insulation</p> <p style="margin-left: 40px;">Underground Water Discharge</p> <p style="margin-left: 40px;">Rainwater Discharge</p> <p style="margin-left: 40px;">Access road</p> <p>2) Construction of transfer station.</p> <p>Contents of Major Project</p> <p style="margin-left: 20px;">Targeted Population : 475,343 (1995)</p> <p style="margin-left: 20px;">Planned waste collection volume : 477 tons/day</p> <p style="margin-left: 20px;">Capacity of Planned Facilities : Compactor Container 160 tons/day</p> <p style="margin-left: 40px;">Flat Landfill 360 tons/day</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Phase I (Chian-Sun Landfill Site)</p> <p>Subsequent Studies: (FY1991 Overseas Survey) 1991 D/D Own fund</p> <p>Finance: This project was inevitable from the legal point of view and implemented by means of local financing which was deposited year by year.</p> <p>Construction: Apr.1993 Commenced Apr.1994 Completed Jun.1995 Operation Started (FY 1996 Overseas Survey)</p> <p>Operation & Maintenance: The Management Organization was established.</p> <p>Effect: 70% of solid waste disposed in Xian City is treated in this site. It helps to mitigate the negative impact of waste on environment.</p> <p>Problem: The environment problems such as flies, mosquitoes, bad smell, etc. have arose in the area surrounding the site.</p> <p>Remaining Projects: (FY 1996 Overseas Survey)(FY 1997 Overseas Survey) It is planned to submit a request for 1,000 mil.Yen grant aid assistance to Japan in order to implement the following projects.</p> <ol style="list-style-type: none"> 1.Phase II construction of waste disposal plant 2.Construction of transfer station 3.Construction of incineration facilities in hospitals and hotels 4.Construction of filtrate treatment plant 5.Procurement of necessary equipment 6.Improvement of technology 7.Construction of methane utilization system <p>Detail: (FY 1991 Overseas Survey) The project is assigned high priority in the city's eighth Five-Year Plan (1991-95).</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1992

Revised Sep.2010

EAS CHN/A 305/90

1. COUNTRY	China		
2. NAME OF STUDY	Agricultural Water-use Development Project on Haizi Dam Area in Beijing City		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	Ministry of Water Resources		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To judge the feasibility of this Water Saving Irrigation Project by introducing the modern water management system.		
7. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Sanyu Consultants Inc.		
8. STUDY PERIOD	Dec.1989 ~ Mar.1991 15month(s) ~		
9. SITE OR AREA	Beijing city, Pinggu Prefecture		
10. MAJOR PROPOSED PROJECT(S)	<p>(1) Rehabilitation of North Main Canal, l = 24.3 Km</p> <p>(2) Rehabilitation and Construction of Appurtenant Facilities of North/South Main Canal, 149 nos.</p> <p>(3) Construction of Branch Pipeline Canal, l - 171.94 Km</p> <p>(4) Construction of Farm Pond, 238 nos.</p> <p>(5) Construction of Pump Station and Delivery Pipeline, 105,000 mu</p> <p>(6) Sprinkling Equipment, 2,544 sets</p> <p>(7) Construction of Road, l - 87.5 Km</p> <p>(8) Installation of Water Management Equipment, L.S.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>This project consists of two parts: (1)technical transfer for water saving irrigation by the project-type technical cooperation (2)introduction of the water management equipment through Japan's Grant Aid Assistance.</p> <p>(1) Project-type Technical Cooperation "Irrigation and Drainage Engineering Development and Training Center Project" (Jun.1993~Jun.1998) -Improvement of water use efficiency, irrigation and drainage technique by introduction of Japanese technique. -Training of technician. Jun.1993 Five experts were dispatched and the center started to operate. Nov.1993~Dec.1994 Model infrastructure improvement project was implemented at model farm. Approx.20ha of farmland was improved and irrigation facility and greenhouse for vegetables were constructed.</p> <p>(2) Water Management System Pilot Infrastructure Project Finance: (FY 1997 Domestic Survey) 33mil.yen JICA *Contents of Project Establishment of long-distance observation system and rehabilitation of related facilities. - Rehabilitation of 5 dispersion gate - Installment of telemeter (5) - Observation computer (2) etc.</p> <p>(3) Project Implemented by Chinese Fund Dec.1991 Repair work of the North Main Canal was completed with the local fund. 1993 The Government of China invested 6.16 million yuan as construction cost to carry out the following projects: 1)gate for the main canal (2 places), 2)branch pipeline canal (30km), 3)Reservoir (15 places), 4)Irrigation areas (10,000 mu) (FY 1998 Domestic Survey) It seems to be difficult to implement the remaining projects.</p> <p>(FY2000 Overseas Survey) Redevelopment of the North Main Canal was completed in 1996.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1992

Revised Sep.2010

EAS CHN/S 313/90

1. COUNTRY	China		
2. NAME OF STUDY	Rapid Railway Construction Project in Tianjin		
3. SECTOR	Transportation	/ Railway	4. TYPE OF STUDY F/S
5.	Tianjin Science and Technology Commission		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	F/S for a new railway line construction between Tianjin and Tanggu (approx. 50km).		
7. CONSULTANT(S)	Japan Railway Technical Service Yachiyo Engineering Co., Ltd.		
8. STUDY PERIOD	Feb.1989 ~ Jun.1990 16month(s) ~		
9. SITE OR AREA	Tianjin City Area: 11,312km Population: 8.15 Million (1986)		
10. MAJOR PROPOSED PROJECT(S)	<p>Construction by Tianjin City of a new passenger railway line of about 50 km between Tianjin and Tanggu --- Major purpose is the development of regions along the route, especially, the improvement of commuter transport in Tianjin and Tanggu, and balanced development of regions along the Hai He River.</p> <p>-Section to be opened at the 1st Stage(end of 1995): between Shuang Lin and He Bey Lue,38.70km,Structures: viaduct 31.50km,embankment:7.20km,No.of stations:9 rolling stock:58 cars(commuter electric railways),maximum operation speed of trains 120km/h</p> <p>-Section to be opened at the 2nd stage(early 2000):between He Bey Lue and Tianjin New Port,10.85km,No. of stations:2,rolling stock:84 cars</p> <p>Operational safety and traffic control systems: cabsignal block system, cab signal system,1st-type electric relay or electronic relay system, automatic train control(ATC) system, centralized train control(CTC) system; Rolling stock base:1)Base facilities: facilities for main part inspection or overhaul, temporary repair, trip inspection, regular inspection(monthly, etc.),car cleaning facilities, storage track, etc.</p> <p>2)Inspection and repair facilities: management office, inspection building, workshop building, wheel grinding shop, maintenance base, other buildings.</p> <p>Electric facilities: power transformation facilities, contact wire facilities, power transmission and distribution wire facilities, signaling facilities planning, telecommunications facilities planning.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Detail (FY 1991 Domestic Survey) To date neither a detailed study nor official request for financial cooperation has been made.</p> <p>(FY 1994 Domestic Survey) In this project, Solin station is planned to be the starting point, on the precondition that the Tianjin Subway Line No.1 will be extended to Solin. However, the request for financial assistance has not yet been made, because the extension work of the subway is being delayed.</p> <p>(FY 1994 Overseas Survey) Although a loan from Japan was applied to the National Planning Committee after F/S, the loan was not admitted as a national project and Tianjin City is seeking for a funding method. At present, BOT method is discussed. The city asked American investment banks and corporations in Hong Kong, Singapore, Germany, France, Canada, Thailand or Taiwan for finance. These corporations are inspecting profitability of the project. Since the New Seacoast Development Project (10 years) was expanded and this project became more important, Tianjin City Representative Assembly and Planning Committee determined to promote this project. One of the most critical changes from the JICA's F/S is the change of areas for railway construction. Replacing the F/S plan of locating the starting point at the south side of the sea/river, the plan to make Tianjin Station a starting point of the railway and expand the line through Tianjin Airport, development district, bonded warehouse district, and the New Tianjin Harbor is now discussed by the Tianjin City Committee of Arts and Science. Reasons of the changes are as follows: (1)The profitability of the line will be raised by cutting unnecessary railway service(11km between Tianjin Station and the starting point at the south side of the sea/river); (2)Accordinging to changes of the regional development plan, on which this project is based, demand expectation at present has become largely different from the expectation at the time of F/S.</p> <p>(FY 1997 Overseas Survey) In November 1995, JV company of Chinese "Tianjun Economic Technology Development Invt" and Thai "Starwell" was founded. This company will be in charge of constructing the Tianjin rapid railway. As for a schedule at present, F/S will be carried out from 1998 and construction will be started in 2000. Investment amount and consulting company for F/S are not settled yet. The route is not determined due to the extension of the existing subway.</p> <p>(Note) An Australian corporation financed A\$ 100mil, for the subway construction at Tianjin City, as a relating project. The section between Tianjin and the original starting point of railway(11km southeast from Tianjin Station) planned in JICA's F/S will be served by the subway after completion.</p> <p>Situation: (FY 1999 Overseas Survey) The government of Tianjin considers the development of Tianjin and Tanggu new passenger railway line as an important policy, therefore the government is proceeding the project accordinly to Tianjin City Plans. Development of Beijing-Tianjin-Tanggu Highway road was completed and its traffic condition has improved.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(Basic Study)

Compiled Mar.1992

Revised Sep.2010

EAS CHN/S 502/90

1. COUNTRY	China		
2. NAME OF STUDY	Groundwater Development Project in Urumuqi		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY Basic Study
5.	Ministry of Geology & Mineral Resources		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To conduct the master plan on the groundwater resources development for Su-Shan water source area.		
7. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.		
8. STUDY PERIOD	Jun.1988	~ Jul.1990	25month(s)
9. SITE OR AREA	Su-Shan water source area		
10. MAJOR PROPOSED PROJECT(S)	<p>Groundwater Development: 30,000t/day (15 drilling production wells with pump equipment)</p> <p>Water Supply System: Su-Shan, Urumuqi City Diameter 500mm Ductile iron pipe; 16000m Distribution in Reservoir; 6000 sq.m</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Groundwater Development in Su-Shan Water Source Area

Subsequent study:

(FY 1998 Overseas Survey)

Study has been conducted with their own fund. The original plan to connect to the water supply system in Urumuqi was changed. Water transport pile was shortened.

Finance:

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

Starting the project is delayed due to the shortage of funds. The request is to be submitted to the central government. Amount of 8.8 million yuan (60 % from the central government, the remaining 40 % from the local government of Urumuqi City) is demanded.

Construction:

(FY 1998 Overseas Survey)

Water source in Su-Shan has been developed with fund of the area and 2 X 10,000m³/day of water is being provided. Its comprehensive development plan is to be conducted.

Detail:

The local government hopes for the project implementation by the grant aid from the Japanese Government. However, the priority of the project at the national level is reportedly not high enough to be included in the project list for the Japanese grant aid program.

Although the local government is keen to implement the project, no action has been taken because of the budgetary limitations.

(FY1995 Overseas Survey)

At the end of 1994, the local government of Urumuqi City made this project as one of the 10 important projects of the year of 1995, and commenced preparatory works.

Trying to find some finance from abroad and to implement designing works for the development. Future cooperation of JICA is eagerly expected.

(FY 1996 Domestic Survey)

Although some desired to implement the project with a BOT scheme, it has not been realized because no Japanese company showed interests on such investment.

(FY 1996 Overseas Survey)

This project is incorporated into the Urumuqi Nineth-Five Year Development Plan and will be implemented between 1998 and 2000. However, finance has not been secured, yet. The Finnish Government provided US\$ 1.23 mil. loan for the procurement of equipment and the introduction of advanced Technology.

(FY 1997 Domestic Survey)

The proposed project was not implemented in FY 1997 in consequence of other priority project (road project).

Local government of Urumuqi tries to assure finance to implement the project because the lack of water is still serious problem.

(FY 1998 Domestic Survey)

It was expected that the project would be realized with Japanese grant aid assistance. However, since other projects in the central area are given higher priority, the policy was changed to implement the project with their own funds.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1993

Revised Sep.2010

EAS CHN/A 306/91

1. COUNTRY	China		
2. NAME OF STUDY	Improvement of Agricultural Land Reclamation Dike and Agriculture Development Project, Qinzhou Region, Guangxi Zhuang Autonomous Region		
3. SECTOR	Agriculture / (Agriculture in) General		4. TYPE OF STUDY F/S
5.	China Guangxi Water and Power Department		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility Study of the improvement of Agricultural Land Reclamation Dike and Agriculture Development in two selected typical regions.		
7. CONSULTANT(S)	Taiyo Consultants Co., Ltd.		
8. STUDY PERIOD	Aug.1990 ~ Sep.1991 13month(s) ~		
9. SITE OR AREA	Qinzhou Region, Guangxi Zhuang Autonomous Region Area: 34,363 ha, Population: 135(thousand) (1990)		
10. MAJOR PROPOSED PROJECT(S)			
The project sites are in Baiquwei and Kangxilingwei along the Qinzhou bay. The project is to reclaim dikes to protect cultivated land (reclaimed water areas) from billows by typhoons and flood waters from back marshes and to promote agricultural development.			
	Baiquwei	Kangxilingwei	Total
* Reclamation Area	: 7,930 ha	3,333 ha	11,263 ha
* Reclamation Dike	: 23.4 km	12.4 km	35.8 km
* River Embankment Improvement	: 43.8 km	39.6 km	38.4 km
* Headworks	: - unit	1 unit	1 unit
* Main Irrigation Canal	: 31 km	9.6 km	12.7 km
* Roads	: 463 km	40.0 km	86.3 km

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Reasons for Delay or Suspension: (FY 1995 Overseas Survey) The works of this project were suspended due to the change of circumstances at the region. (FY1996 Domestic Survey) It is difficult to secure the local fund. (FY 1998 Domestic Survey) The impact of the reclamation project on agricultural land and the harbor has been simulated for several years. During the period of this simulation, economic/social situation of this area has been drastically changed due to the economic growth. Objection has also been made against using the reclaimed land as agricultural land. The project cannot be launched until there will be some consensus that the reclaimed land will be used for agriculture as planned. (FY 1999 Overseas Survey) The autonomous region and coastal cities are anxious about effects of large scale land reclamation such as the erosion toward the bay and harm on the security of Qinzhou Port and Guangxi Zhuang Port as well as the environment quality of the bay. They are planning to conduct an ocean survey and simulation in order to make clear of the effects of land reclamation to decide the policy of the project. Due to the new local regulation of Guangxi autonomous region, the environment protection of the ocean and the management of ocean development has been enforced. Therefore, adjustment of the plan is required as the land reclamation project effects the environment of mangrove trees and moreover its area exceeds the limit of the present law. For these reasons, it is considered difficult to implement the project as it was proposed. China Guangxi Water and Power Department will decide a new embankment construction plan by taking into account the opinions of other relevant organizations. The Department is not much interested in implementing a large scale land reclamation in the area where there are ports and mangrove trees.</p> <p>Detail: The project implementation requires approval from the Provincial Planning Committee. An application was filed in Jan. 1992. The Guangxi Water and Power Department applied to register the project to the National 8th Five Year Plan. At the same time, the environmental studies were being carried out. In consideration of the peculiarities of the project, the cost for the D/D would be requested to the JICA. Local costs for the implementation would be provided by the local funds, and foreign costs by the OECF loan. In June 1992, the sea dike in Baigumei suffered damage from the 4th typhoon. On the other hand, Beibai city, adjoining Baiqumei, which is selected as a special economic development zone, is recognized as an important trading point in the south-western part of China due to its role for national border trade with Vietnam and domestic trade within adjoining provinces. Therefore, the Guangxi Regional Planning Committee emphasizes on the expansion of the Beihai harbor, development of railways and roads, and the construction of a new harbor at the entrance of the Qinzhou bay in the National 8th Five Year Plan. However, the Guangxi Regional Planning Committee also recognized importance of this agricultural development project. The committee will register this project to the National 9th Five Year Plan (1996/2000), once the environmental study is finished.</p> <p>(FY 1997 Domestic Survey) Chinese side expects for D/D but has not requested yet. Yen loan will be requested after completion of D/D.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1993

Revised Sep.2010

EAS CHN/S 314/91

1. COUNTRY	China		
2. NAME OF STUDY	Telephone Network Automatization Plan in Dehui County, Jilin Province		
3. SECTOR	Communications & Broadcast/ Telecommunication	4. TYPE OF STUDY	F/S
5.	Posts and Telecommunications Administration of Jilin Province		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To formulate a telephone network automatization plan in Dehui County, Jilin Province. Technology transfer to the Chinese counterparts through the study.		
7. CONSULTANT(S)	NTT International Corporation		
8. STUDY PERIOD	Jul.1990 ~ Sep.1991 14month(s) ~		
9. SITE OR AREA	Whole area of Dehui County in Jilin Province (Population 820,000; Area 3,435 sq.km)		
10. MAJOR PROPOSED PROJECT(S)	<p>This telephone automatization and expansion plan designates 1995 as the targets. In Dehui county, the telephone sets for the areas, where 24 local government offices are located, are installed so as to cope with the demands until 1995. For about 300 villages, 5 telephone sets are installed for office in every 5 hamlets. The total number of telephone sets will be about 8,100. The necessary facilities for implementation of this project are following.</p> <p>1. Exchange 1 Toll/ Local switch Unit 4,700 L.U. 11 remote switch Unit 3,160 L.U.</p> <p>2. Transmission 11 sections 33 systems 4,800 pair-km</p> <p>3. Subscriber Cable 55,500 pair-km</p> <p>4. Others Building, Power 12 locations</p> <p>This implementation plan will be divided into two(2) terms. In the first term, subscriber cables for the areas where local government offices are located, buildings, power, exchanges and transmission facilities will be expanded. In the second term, subscriber cables for official institutions and hamlets will be installed. Implementation period is 3 years.</p>		

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

Description :

Detail:

On July 1991, the Committee organized by "The Association for the Promotion of International Trade, Japan" visited at China, vice-president of Ministry of Posts and Telecommunication of China requested promotion of this project.

Chinese Government has not yet requested the implementation of this project to Japanese Government.

(FY 1992 Overseas Survey)

A request has been made to the Ministry of Foreign Economic Relations and Trade for the utilization of Japanese Grant Aid and presently in progress toward ratification.

(FY 1997 Domestic Survey)

Requests for subsequent study nor financial assistance have not been submitted. It is possible that Chinese side has implemented already.

(FY 1997 Overseas Survey)

In 1992, Trade and Economy Department of Jilin Province submitted a request for Japanese grant aid to the Ministry of Trade and Economy. But Chinese side did not request to Japan concerning that the project was not suited to a grant aid scheme and grant aid assistance should be provided for BHN.

Dehui County is promoting the automation of telephone system with own budget. In response to the central government's notice which encourages the installation of more than 10,000 lines in each county, Dehui County leased a switch unit for 10,000 lines from NEC. Moreover, Dehui County purchased another switch unit for 10,000 lines from JV of NEC and Tensing in 1996. At present, 20,000 lines are in use.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1994

Revised Sep.2010

EAS CHN/A 202B/92

1. COUNTRY	China		
2. NAME OF STUDY	The Integrated Agricultural and Animal Husbandry Development Project in Xiangxi Nanzhi Shanno Area		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture, Hunan province	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Elaboration of M/P on Integrated Agricultural and Animal Husbandry Development Project in Xiangxi Shinjiazuo Miaozu autonomous district. Elaboration of F/S on priority projects in the model region of approx. 5,000ha.		
7. CONSULTANT(S)	Japan Agricultural Land Development Agency		
8. STUDY PERIOD	Feb.1991 ~ Jul.1992 17month(s) ~		
9. SITE OR AREA	<M/P> Site of area: 202,260 ha of Project area located in the center of mentioned autonomous district. <F/S> Model project area: 4,943ha in Changle region Huayaon prefecture.		
10. MAJOR PROPOSED PROJECT(S)	<M/P> Pasture development 31,000ha Farm road development 282km Agricultural instrument introduction 48,000 units live stock barn establishment, Livestock introduction. Meat processing facility (7 centers), Establishment or improvement of technical verification and promotion center for agriculture and animal husbandry). Agricultural and rural development (Irrigation 1,345ha, Drainage 562ha, Rural water supply, school, Library, Marketing center, Medical Service and equipment, Rural electrification). <F/S> Pasture development 973ha, Farm road development 30.9km, Agricultural instrument introduction 1,882 units. Live stock barn establishment. Livestock introduction, Agricultural and animal Husbandry development center, Sub-sector, Agricultural and rural development (Irrigation 47ha, Rural water supply, School, Library, Marketing center, Rural electrification.		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Detail: (FY 1993 Domestic Survey) It is only one year after completion of the study. Accordingly the Chinese Government is considering next step for the execution of the project.</p> <p>(FY 1994 Domestic Survey) As a project based on this study, the Chinese Government is preparing for the agricultural and livestock development project in the model region (5,000ha), and dispatch of expert.</p> <p>(FY 1997 Domestic Survey) It seems that action will be taken to realize Project type Technical Cooperation "Animal Husbandry Development Plan in Xiangxi". Local government has requested the implementation of this project to central government after the completion of development study, but it has not been realized due to some reasons.</p> <p>(FY 1998 Domestic Survey) Request for the project-type Technical Cooperation "Animal Husbandry Development Plan Xiangxi" has been submitted to the central government. However, the Chinese Government has not submitted the request for this project to the Japanese Government since they have other projects to request and also they do not have enough funds. Rather, it seems that the priority of this project has been lowered.</p> <p>(FY 2000 Overseas Survey) Preparing for the implementation of the project. Ministry of Agriculture, Hunan province, submitted a request of Japanese grant aid for "Animal Husbandry Development Plan Xiangxi" to the Central Government.</p>		

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1994

Revised Sep.2010

EAS CHN/A 203B/92

1. COUNTRY	China		
2. NAME OF STUDY	Liao Ho Delta Agricultural Resources Integrated Development Project in the Liaoning Sheng		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	M/P+F/S
5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Water Resources and Electric Power Liaoning Province		
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	M/P for the agricultural development and F/S for Bui-Sui-Shi Dam Construction Project and Da-Wa Delta Agricultural Development Project.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Hokkaido Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Dec.1990 ~ Jan.1993 25month(s) ~		
9. SITE OR AREA	Liao-Ho Delta, Liaoning Province 1,140,000ha		
10. MAJOR PROPOSED PROJECT(S)	<p>*Project costs are shown in "million yen" instead of US\$ 1,000</p> <p><M/P></p> <p>1) Bai-shi Multipurpose Dam Project for irrigation, municipal and industrial water supply, hydropower and flood control. Concrete gravity type having the dam volume of 560,000m³. Reservoir storage capa. 1,600 MCM. Effective storage 660 MCM.</p> <p>2) Da-ling-he Delta Agricultural Development Project (Irrigation and drainage development with land consolidation of the existing up land field of 9,000ha for paddy cultivation and irrigation water supply to the existing paddy fields of 8,000ha)</p> <p>3) Improvement of existing three ponds located in the paddy field of Liao Ho Delta. (Storage capa. 7.5 MCM increased by 2.4 NCM)</p> <p>4) Irrigation and drainage development for the existing feed fields about 69,000ha.</p> <p>5) Da-Wa Delta Agricultural Development Project. (land reclamation and consolidation for 10,000ha for paddy.)</p> <p><F/S></p> <p>Hai-shi Multipurpose Dam Project for irrigation, municipal and industrial water supply, hydropower and flood control. Concrete gravity type having the dam volume of 560,00m³. Reservoir storage capa. 1,600 MCM.</p> <p>Da-Wa Delta Agricultural Development Project. (land reclamation and consolidation for 1,000ha for paddy.)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
<p>(1) Bai-shi Dam Construction Subsequent Studies: (FY 1996 Domestic Survey) Apr.1995 The contact mission was dispatched for the technical assistance for hydraulic test of the model dam. Sep.1995 The mission was dispatched to sign S/W for the various experimental survey works for the construction of the Bai-Shi Dam at Da-Ling-He. Aug.1996~Aug.1997 The above survey works have been implemented. Consulting Firm / Nippon Koei (The Bai-shi Dam is the first-class dam. Thus, the hydraulic test of the model dam must be implemented.) (FY 1999 Domestic Survey) Dec.1998~Mar.1999 OECF SAPROF</p> <p>Finance: Dec.1996 L/A 8,000 mil Yen. Liaoning Baishi Reservoir Construction Project. (FY 1996 Domestic Survey) The Chinese government will finance the balance.</p> <p>Construction: (FY 1996 Domestic Survey) Implementing Period:May.1995~Nov.2000 The preliminary construction work was commenced in May.1995 and the fundamental construction work was started in Sep.1996. The construction will be completed in 2000. (FY 1997 Domestic Survey) At the point of October 1997, more than 50% of concrete works has been completed. Construction trader:Unknown (Local Contractor)</p> <p>Operation & Maintenance: (FY 1997 Domestic Survey) Water Resources Department of Liaoning Province is in charge of operation and maintenance. Regarding to construction management, Nippon Koei contracted with an implementing organization and started its work in September 1997. (FY 1998 Domestic Survey) As of the end of Oct.1998 80% was completed. Sep.1999 Scheduled to be completed. (FY 1999 Domestic Survey)(FY 1999 Overseas Survey) Sep.1999 Flooding was implemented. Dec.2000 Completion(scheduled)</p> <p>Situation: (FY 1995 Overseas Survey) Major part of the former half (concerning with water, electricity, transportation, communication, building, etc.) is already completed.</p> <p>(2) Da-Wa delta agricultural Development Project (FY 1997 Overseas Survey) Finance: Government budget and private fund 383mil.Yuan *Contents: Expansion of rice field, Expansion of reed field Construction: (FY 1999 Overseas Survey) Jan.1994~Dec.1997 *Contents: Cultivation area(40.75 furrow), Paddy field expansion area(15 mil.furrow), Farm improvement area(8.2 mil. furrow), Shrimp culture(4 mil. furrow), Freshwater fish culture(2.27 mil. furrow), Embankment(26.3km), Water reservoir(5,580m3)</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1994

Revised Sep.2010

EAS CHN/S 315/92

1. COUNTRY	China		
2. NAME OF STUDY	Flood Forecasting and Warning System in the Middle and Lower Reaches in the Chang Siang		
3. SECTOR	Social Infrastructure	/ River & Erosion Control	4. TYPE OF STUDY F/S
5.	Changjiang Water Resources Commission		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	The objective of study is to carry out feasibility study on the flood forecasting and warning system in the middle and lower reaches in the Han Jiang.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Jul.1990 ~ Jul.1992 24month(s) ~		
9. SITE OR AREA	Catchment area and river length of Hang Kou: 159,000 sq.km and 1,577 km respectively		
10. MAJOR PROPOSED PROJECT(S)	<p>* Proposed project costs are shown in 1,000 yuan instead of US\$ 1,000</p> <p>Provision of flood forecasting and warning system with the following sub-systems was proposed:</p> <p>1) Data observation and collection system: control center (1), sub-control center (3), repeater station (18), tele-meter station (61)</p> <p>2) Data processing system: computer system with file server (1), work-station (2), display (3), hard disk, printer, and so on.</p> <p>3) Data transmission system: transmission of data and information by multiplex transmission line including facsimile and telephone</p>		

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

Description :

Finance:

(FY 1998 Domestic Survey)

Request for a grant aid assistance is to be submitted (on and after FY 1999).

(FY 1999 Domestic Survey)

Even though the following request for Japan's grant aid was not accepted, Chang Siang Water Resources Development Authority still has a strong intention to implement the project. Chang Siang Water Resources Development Authority submitted supplementary explanation data in May, 1998 to the Japanese embassy.

*Contents of request:

Submitted Date: Oct.1997

Amount of request: 1,695mil.Yen

Contents of request: Development of flood forecasting and warning system, which is composed of the following 3 sub-systems, in the middle and lower reaches in Chang Siang.

1. Data observation and collection system:

Control center (1), sub-control center (3), repeater station (18), tele-meter station (61)

2. Data processing system:

Computer system with file server (1), work-station (2), display (3), hard disk, printer, and so on.

3. Data transmission system:

Transmission of data and information by multiplex transmission line including facsimile and telephone

*After 7 years from the completion of the Study, China is considering to install VSAT communication line independently, due to the change in communication situation.

Construction:

(FY 1998 Domestic Survey)

2 years.

Detail:

(FY 1996 Domestic Survey)

The provision of Japanese grant aid assistance was suspended due to the nuclear testing conducted by the Chinese Government. Thus, the request for grant aid assistance (requested in 1992 with amount of 1,695mil.Yen) to implement this project was turned down. Although the provision of grant aid assistance was resumed this year, it seems that no request has been submitted for this project.

(FY 1998 Domestic Survey)

Considering the terrible damage by flood occurred in the Yangzhu River Basin, emergency of this project has been enhanced. Although this project plans to use the ground circuit, Chinese government strongly desires to use satellite communication. Therefore, the review study on communication facilities should be conducted for implementing the proposed projects.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1994

Revised Sep.2010

EAS CHN/S 316/92

1. COUNTRY	China		
2. NAME OF STUDY	Jilin Fengman Dam Rehabilitation Project		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY F/S
5.	Fengman Power Plant, Northeast China Electric Power Administration, Ministry of Energy		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1)To review the safety of the Dam; 2)To review the Flood Control Volume (Discharge); and 3)To formulate the Immediate and the Long-term Dam Rehabilitation Plan.		
7. CONSULTANT(S)	INA Corporation		
8. STUDY PERIOD	Mar.1991 ~ Mar.1993 24month(s) ~		
9. SITE OR AREA	Fengman Dam, upstream and relevant lower reaches		
10. MAJOR PROPOSED PROJECT(S)	<p><Immediate Measures></p> <ul style="list-style-type: none"> - Grouting - Pre-stressing work - Additional drain hole - Rearrangement of dam observation facility - Reservoir capacity survey - water stop measure for upstream surface of dam - Rehabilitation for penstock - Dam crest pavement, rehabilitation for gallery & handrails <p><Long-term measures></p> <ul style="list-style-type: none"> - Spillway expansion - Dam stability measures - Anti-frozen measures of dam 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
Detail:		
-Inquiry for the project from Fengman Power Plant on 16, March 1993		
-The detailed cost was sent to Fengman Power Plant on 22, March		
(FY 1995 Overseas Survey)		
Both countries' authorities concerned had agreed on the necessity of the immediate measures consisted of 8 items. A grant aid of J.yen 1 billion was requested from China to Japan in Dec.,1994, taking into consideration that the circumstances of Japan despite of the Japanese budget is going to be allocated J.yen 1.86 billion.		
(FY 1996 Overseas Survey)		
The Chinese Government has been continuously requesting the Japanese Government for the provision of grant aid assistance.		
(FY 1997 Overseas Survey)		
In December 1994, the Ministry of Trade and Economy submitted a request for Japanese grant aid assistance for provision of machinery and materials.		
But in Japan - China Conference held in 1997, Japanese side gave an opinion that a power generation project might be assisted not by grant aid but by loan. As a result, Chinese side deleted the project from a list of grant aid request.		
The possibility to request for yen loan seems to be low because National Planning Committee doesn't tend to use loan for rehabilitation of dams.		
(FY 1998 Domestic Survey)		
Northeast part of China was damaged by flood in Aug.1998. Therefore, northeast China Electric Power Administration planned to implement the immediate measures by their own fund and inquired a Japanese construction firm, which was involved in the construction of this dam, whether or not they tender a bid.		
Construction of raising the dam crest, though it was not proposed by JICA, was on-going as of Nov.1997 and		
Remaining Project : "Jilin Fengman Dam Rehabilitation Project : Long-term measures."		
Impeding Factors : - Difficulty in funds' procurement.		
- Spillway expansion requires large-scale reconstruction of dam crest.		
The prospects for the future are unknown.		
(FY 2000 Domestic Survey)		
There is little possibility to obtain Yen loan, therefore it is expected to implement immediate measures by their own fund. It is regarded as the cancelled project.		
(FY 1999 Overseas Survey)		
8 components of Immediate Measures were all implemented.		
Implemented: Road development at upper embankment, Construction of anchor ground, Rearrangement of dam observation facility		
Impact: This project contributed the stable power generation and the safety for the dam		
Implementing: Rehabilitation for penstock, Reservoir capacity survey		
Impeding Factors: The scale of all the projects is too large. Concerning to the construction of the Additional drain holes, it is necessary to improved the lower river channel to control the floods at the lower reaches of the River.		
Remainings: Special irrigation project, Additional drain hole, Water stop measure for upstream surface of dam		
*Above construction works were implemented by funds procured from power plant.		

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1995

Revised Sep.2010

EAS CHN/S 101/93

1. COUNTRY	China		
2. NAME OF STUDY	Water Quality Protection for Poyan Lake in China		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P
5.	National Environment Protection Bureau		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Preparation of master plan of water quality conservation for Poyan Lake.		
7. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.		
8. STUDY PERIOD	Mar.1992	~ Sep.1993	18month(s)
9. SITE OR AREA	Poyan Lake and its basin(162,000km ²)		
10. MAJOR PROPOSED PROJECT(S)	<p>Plan-A : To maintain present water quality level</p> <p>(1)Waste water-treatment for large-scale factory (activated sludge process)</p> <p>(2)Waste water-treatment for small-scale factory (natural settling process)</p> <p>(3)Improvement of Sewer System (capital of city 40% main cities 30%)</p> <p>Plan-B : To improve up to international level</p> <p>(1)Waste water-treatment for large-scale factory (activated sludge process)</p> <p>(2)Waste water-treatment for small-scale factory (activated sludge process)</p> <p>(3)Improvement of Sewer System (capital of city 40% main cities 30%)</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Detail:

(FY 1994 Domestic Survey)
Local Government is making an effort to accomplish the Plan-A proposed by the study team, using national budget.

(FY 1997 Domestic Survey)
No information

(FY 1998 Domestic Survey)
There has been little progress in Plan A (maintenance of present water quality level) and B (improvement up to international level) due to the following reasons.
1) Shortage of fund.
2) Water quality of Poyan Lake has been drastically deteriorated.

(1)Integrated Control Project of "Four Rivers"
(FY 1998 Overseas Survey)
The project including the study is on-going (1996~2000) with the fund of the enterprises, the subsidy from the central government, and loan (300 million yuan in total).
(FY 1999 Overseas Survey)
Controlling the polluted four rivers will contribute to the water improvement of Poyan Lake. Amount of 120 mil. yuan of funds was gathered mostly from enterprises, reflecting the polluter-pay principle, along with the government's subsidy and bank's loan.
Construction: 1997~end of 2000

(2)Aftercare of Water Quality Observation
(FY 1998 Overseas Survey)
System for Poyan Lake
Under implementation with foreign fund (1998~2002).

(FY 2000 Domestic Survey)
No information.

*Related Project:
(FY 1995 Overseas Survey)
In addition to the existing measurements foloowings are planned and will be in the designing stage.
-Bridge construction at the exit of Poyan Lake to Yangtze Kiang,
-Dam construction across the Poyan Lake near to Sun-Men-Siang.
The data concerning the contamination from small-scale factories in the final report seem to be insufficient. It will be necessary to investigate again.

STUDY SUMMARY SHEET

(M/P)

Compiled Mar.1995

Revised Sep.2010

EAS CHN/S 102/93

1. COUNTRY	China		
2. NAME OF STUDY	Integrated Regional Development Planning Study on Jiujiang City, Jiangxi Province		
3. SECTOR	Development Plan	/ Integrated Regional Development Plan	4. TYPE OF STUDY M/P
5.	Economic Planning Committee, Jiujiang People's Government, Jiangxi Province		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Setting a M/P of Jiujiang City. This M/P consists of four sectors; transport, distribution, tourism and industry. The target year is 2010.		
7. CONSULTANT(S)	International Development Center of Japan Pacific Consultants International		
8. STUDY PERIOD	Sep.1992	~ Jan.1994	16month(s)
9. SITE OR AREA	Two Wards (Xunyang Ward and Lushan Ward) in Jiujiang City, Jiangxi Province. Total area is 669 km ² .		
10. MAJOR PROPOSED PROJECT(S)	<p>This study selected 18 priority projects which are necessary to achieve development goals and strategies and are expected to lead the reform of economic and social structure of Jiujiang City. The selected sectors and projects are as follows.</p> <p>Industry : 1)Industrial Estate for Small Scale Enterprises Bonded Area Development 2)Balihu Special Area for Industrial Development and Institutional Building to Attract Foreign Enterprises 3)Jiujiang Technical Center</p> <p>Tourism : 1)Jiujiang-Lushan Convention City 2)Lushan Resort Development</p> <p>Distribution : 1)Truck Interchange Terminal 2)Freight Through Transit Terminal 3)Wholesale Estate</p> <p>Transport : 1)Changjiang River South Bank High Standard Highway 2)Jiujiang City Road 3)Jiujiang New Port 4)Port District Trunk Road</p> <p>Urban Development and Environment : 1)Sanitary Facilities Improvement 2)Solid Waste Treatment Facilities</p> <p>Human Resources : 1)Industrial Management Development in Central China 2)Jiujiang University</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

1. Industry: Baliyu Special Area for Industrial Development became full of factories.

(FY 1997 Overseas Survey)

Construction of industrial estate for small scale enterprises, bonded area development, Baliyu special area for industrial development, institutional building to attract foreign enterprises and establishment of Jiujiang Technical Center are planned.

(FY 1999 Overseas Survey)

Many factories were constructed in Baliyu Special Area which now serves as primitive industrial complex. Main industries are architecture, electronics, machine, spinning, etc.

2. Tourism: In accordance with Lushan Resort Development, cottages are being constructed. Ropeway to the summit was installed.

(FY 1997 Overseas Survey)

Jiujiang-Lushan Convention City project and Lushan Resort Development project are being implemented. Lushan is considered as a base for tourism since it was authorized by UNESCO for "World Cultural Scenary" Cottages are being constructed smoothly.

(FY 1999 Overseas Survey)

Lushan Resort Development is at the stage of progress. Environment such as of roads, water service, and electricity was developed by government's debt financing. Development of another 2 new resort areas along with the development of Jiujiang-Lushan Convention City is coming under further review.

3. Distribution: Central government is preparing to authorize the city as a truck interchange terminal.

(FY 1997 Overseas Survey)

Truck interchange terminal and freight-through transit terminal are being constructed. Moreover, wholesale estate, distribution center are under construction.

(FY 1999 Overseas Survey)

Construction of Truck Interchange Terminal was completed and as an effect continuous goods transport is possible. The terminal also serves as places such as basic ingredients sales centers and agricultural products sales center.

4. Transport

1)Railway

(FY 1996 Overseas Survey)

(1) Jiujiang-Hefei Railway Construction Project: Constructed as a provisional route of the Beijing-Shenzhen line.(1996 Operation commenced)

(2) Jiujiang-Beijing Railway Construction Project: Constructed as a part of the Beijing-Shenzhen line.(Sep.1996 Operation commenced)

*The existing line between Jiujiang and Hefei is not utilized in this project. The new line, Beijing-Shangqiu-Jiujiang, is to be used. The line will be extended to Kowloon, Hongkong.

2) Road

(FY 1996 Overseas Survey)

(1) Jiujiang-Jingdezhen Road Construction Project: It is expected to expand the regional economic zone in the eastern part.

Implementing period:1996~2000 / Finance:Own fund (2,880 mil.Yuan), ADB loan (US\$ 150 mil.)

(FY 1999 Overseas Survey)

Jiujiang-Jingdezhen Highway and bridge will be opened at the end of 2000.

(2)

(3) Chang ku Highway (expanded)

(4) Jiujiang-Yoyang Highway: Wuhan Highway route opened. Drivers can drive this road directly from Jiujiang via Chang Ku Bridge.

(5) Jiujiang City Road

(FY 1997 Overseas Survey) Under construction

3)Port

(FY 1996 Overseas Survey)

(1) Jiujiang-Uhang Highspeed Boat

(FY 1997 Overseas Survey)

(2) Improvement of New Port: Container berth is under construction.

(3) Construction of trunk road at port area: Changjiang road is being constructed as a trunk road.

4) Airport

(FY 1997 Overseas Survey)

(1) Jiujiang Airport: Phase I - completed / Phase II- under implementation (total investment 9.6 mil.yuan)

*Components airport terminal, etc

Out of amount mentioned above, 41.3 mil.yuan has been invested so far.

(FY 1999 Overseas Survey) The construction has completed. The airport has already started its service.

5. Urban Development

1) Third Water Treatment Plant Construction Project

(FY 1996 Overseas Survey)

It is to mitigate the water shortage problem, which will be caused by the population increase and the expansion of commercial activities.

Implementing Period:1988~1998 / Finance:Own fund

2) Sanitation

(FY 1997 Overseas Survey) Improvement of sanitary facilities and solid waste treatment facilities is on-going.

6. Human Resources Development: Establishment of Jiujiang University is planned to raise entrepreneurs.

Detail:

Counterpart team is following up the study results.

(FY 1995 Domestic Survey)

On 1994, the Overseas Coastal Development Center had investigated the possibility of materialization of the new port development plan with the organized counterparts at the site.

Based on the recommendations in the field of distribution including truck relaying terminal, cooperation between private companies are progressing in connection with the transportation network by trucks settling the basic center of the basin of the Chang Jiang River in Shang-hai.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Mar.1995

Revised Sep.2010

EAS CHN/S 202/93

1. COUNTRY	China		
2. NAME OF STUDY	Waiqaochao District in Pudong New Economic Zone in Shanghai		
3. SECTOR	Social Infrastructure	/ Urban Planning & Land Development	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Shanghai Urban Planning and Design Institute	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate master plan for development of Waiqaochao district with the target years of 2000 and 2020.		
7. CONSULTANT(S)	Pacific Consultants International ALMEC Corporation The Overseas Coastal Area Development Institute		
8. STUDY PERIOD	Jul.1992 ~ Oct.1993 15month(s) ~		
9. SITE OR AREA	Waiqaochao District in Pudong New Economic Zone in Shanghai		
10. MAJOR PROPOSED PROJECT(S)	<p>1) Ports Development Containerization of existing 2 berths, new ports, ship building</p> <p>2) Industrial Development Free trade Zone development</p> <p>3) Urban Development loop road, arterial road network, LRT, residential area development, town center, urban utilities development</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: (FY 1995 Overseas Survey) F/S and D/D have been conducted for some of those projects such as Pudong International Airport, the 2nd stage construction in Waigaochao District and Pudong Rail Traffic.</p> <p>Construction: (FY 1995 Domestic Survey) The First Stage The land reclamation and the sell-off The Second Stage The Yang-Gao Road that connects the port and each development areas and the Yang-Gao great bridge that connects the port and the old city have been completed the construction works. And in the old city zone, a part of the circulated expressway and the subway have also been completed. The transportation network, which will support the industrial development, are gradually constructed.</p> <p>Effect: (FY 1997 Domestic Survey) - Improvement of efficiency in distribution - Reduction of concentration of population in the city - Reinforcement of international competitive power of Shanghai</p> <p>Detail: Development of Pudong New Economic Zone is now paid remarkable attention as a new industrial base, in accordance with Shanghai's rapid economic growth due especially to increase of foreign direct investment. In reflect this situation, the first phase of the free trade zone has been successfully sold out. This study focuses mainly on the second phase of the free trade zone including recommendations regarding management and organization. Some of the recommendations have already approved and applied. The LRT recommended in the study is forwarded to next step of the study. The consultant selected by international bidding is making a detailed plan.</p> <p>(FY 1995 Domestic Survey) Through the land reclamation and the sell-off of the first stage, now the administration systems of the Free-trade zone had been established nicely with gates and fences. Passengers going in and out are strictly checked at the gates, and the actual operation of the Free-trade zone are carrying on at the full scale. The activities of 2nd stage have been commenced by the other organization, including development company of the Free-trade zone. At present, the land reclamation works are progressing rapidly and the actions to transfer the inhabitants are already commenced. At the areas nearby, it has begun to attract enterprises to the places such as Chang-Shen Gao technical area and Jin Qiao Processing and exportation area. The Yang-Gao Road that connects the port and each development areas and the Yang-Gao great bridge that connects the port and the old city have been completed the construction works. And in the old city zone, a part of the circulated expressway and the subway have also been completed. Thus, the transportation network, which will support the industrial development, are gradually and steadily constructed to improve socio-economic infrastructures to attract foreign investment to the city very actively.</p> <p>(FY 1995 Overseas Survey) The findings of this study have been well utilized in order to formulate the development projects.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1995

Revised Sep.2010

EAS CHN/S 301/93

1. COUNTRY	China		
2. NAME OF STUDY	Rapid Guided Transport System Planning in Chongqing		
3. SECTOR	Transportation	/ Railway	4. TYPE OF STUDY F/S
5.	Science and Technology Commission of Chongqing Municipality		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility study on urban guided transport system planning in Chongqing.		
7. CONSULTANT(S)	Japan Railway Technical Service Pacific Consultants International		
8. STUDY PERIOD	Dec.1992 ~ Jan.1994 13month(s) ~		
9. SITE OR AREA	Chongqing City : area 120km Population 2,100,000(year 1990)		
10. MAJOR PROPOSED PROJECT(S)	<p>1)New line construction for a straddle-type monorail system between Jiao chang ko and Xin shan cun, about 17.4km Stations : 17 stations Main civil structures : viaduct(about 14km),tunnel(about 2.2km), depot(one place) Electrification system : DC 1500V Rolling Stock : 64 cars(year 2000),112 cars(2010), 160cars(2020)</p> <p>2)Construction and opening schedules 1996 : Start of construction End of 2000 : opening of the section between Jiao chang kou and Da yan cun(about 13.5km,the 1st phase construction) End of 2010 : opening of the section between Da yan cun and Xin shan cun(about 3.9km, 2nd phase construction)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: (FY 1996 Overseas Survey) 1996 F/S evaluation, examination and designing works. The number of rolling stock has increased 64 cars to 88.</p> <p>Finance: (FY2001 Domestic Survey) 30 Mar. 2001 L/A 27.1 bill yen (FY 1995 Domestic Survey) An amount of 8 billion Yen has been allocated as for the first half (1996-1998) of the fourth Yen Credit for PRC. 12,085 mil.Yen is to be provided for the second-half (1999~2000) of the project. (FY 1997 Domestic Survey) According to information from OECF, loan agreement has not been signed yet. (FY 2000 Overseas Survey) Japan's ODA loan (July, 2000 E/N, 27.1 billion yen) Contents of Loan: 14 stations, 2 main electric substations, 6 electric substations for traction, train base, control center. Apply elevated single-track system. Provide 84 stock cars in the beginning. Difference with JICA's proposal: The number of rolling stock has increased from 64 cars to 84.</p> <p>Construction: (FY 1997 Overseas Survey) 1997~2001 Scheduled to be implemented</p> <p>(FY 2000 Overseas Survey) Construction is to be started in 2000, and completed in June 2004.</p> <p>Other: (FY 1996 Overseas Survey) The dispatch of a JICA expert is desired to provide training for the counterpart during the project implementation period. Also, the Chinese Government hopes the construction of the Monorail Training Center with the cooperation of the Japanese Government.</p> <p>(FY 1997 Overseas Survey) 3 experts are to be dispatched in March, 1998 for 3 months.</p>		

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STUDY SUMMARY SHEET

(F/S)

Compiled Mar.1995

Revised Sep.2010

EAS CHN/A 309/93

1. COUNTRY	China		
2. NAME OF STUDY	Facilities Improvement Project in Second Irrigation Section in Qianguo Area in Jilin Province		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	F/S
5.	Committee of Science & Technology, Ministry of Water Resources in Jilin Pro.		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Feasibility Study of the improvement of irrigation facilities in the second irrigation section located at the left bank of the second Shokako in Jilin Province.		
7. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Nippon Giken Inc.		
8. STUDY PERIOD	Feb.1991 ~ Mar.1993 25month(s) ~		
9. SITE OR AREA	Second Irrigation Section in Qianguo Area in Jilin Province Area : 37,200ha, Population : 51,575(1990)		
10. MAJOR PROPOSED PROJECT(S)	<p>1.Improvement of the New Second Pumping Station and Water Facilities</p> <p>2.Construction of Fish Farm</p> <p>3.Land Consolidation</p> <p>4.Improvement of Water Management Facilities</p> <p>-Water Supply Station : vertical mixed flow type 2,000(Q=9.4m³/s) X 3 64ZLB-50 1,625(Q=8.4m³/s)(Made in China)</p> <p>-Water Facility : 85.3km</p> <p>-Drainage Station : 20ZLB-100 500(Q=0.5m³/s) X 2(Made in China)</p> <p>-Drainage Facility : 89.6km</p> <p>-Fish Farm : 250ha</p> <p>-Land Consolidation : 8,005ha, Farm Road;126km, Bridge;24 places</p> <p>-Water Management Facilities :</p>		

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

Description :

In respect of the Second Irrigation Section, which is the object of F/S on this project, it has been on urgent task to construct pumping station diverged at 48t per second from the Second Shokako which is water resources, main canals, and Water Management Facilities along the pumping station. Under these circumstances, the Ministry of Water Resources in China has requested the grant aid of Japan.(1994,5)

(FY 1995 Domestic Survey)
The Jilin Provincial Foreign Economic Cooperation Bureau has submitted the official request for the grant aid to the Ministry of Foreign Economic Relations and Trade.

(FY 1996 Domestic Survey)
No official request has been submitted for the procurement of Japanese grant aid assistance.
(Japanese government has freezed financial assistance to China from May.1995 till May.1997)

(FY 1997 Domestic Survey)
Trough priority is low, this project is considered important among the National Development Plan. Official request will be submitted soon.

(FY 1997 Overseas Survey)
In 1997, Trade and Economy Section submitted a request to Japanese Government for a grant aid assistance. (1.3bil.Yen)
Given the request, JICA office conducted a survey on background of the request in August 1997.
Construction is scheduled from May.1998 to Aug.2002.

(FY 1998 Domestic Survey)
The request for a grant aid assistance was submitted again in Sep.1998.

(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)
Preliminary survey is to be conducted by JICA within this fiscal year.
*Contents: Amount 221,225 yuan(Japan's grant aid: 97,177yuan, local fund:37,680 yuan, Chilin Province government fund: 86,368 yuan)
Contract of Japan's grant aid has not been concluded.

*Construction Implemented with the Chinese Budget
This project is referred to the Eighth Five-Year Plan in Julin Province. Chinese government has been constructing the Chimonto drainage station and the canals along it which are the main drainage facilities in the study area. The drainage station is expected to complete in 1994.
With regard to the First and Third Irrigation Sections, Chinese government carried out the construction of tailed canals based on the Five-Year Plan.

(FY 1996 Domestic Survey)
The Development Projects in Qianguo Area were commenced before the implementation of this Study. The improvement works are still in progress. The construction of the Chimonto drainage station was incorporated into the original project and was not newly proposed in this F/S. In fact, at the time when this F/S was commenced the construction works were about to be completed. The project proposed in this F/S was formulated on the assumption that the facilities which had been constructed or under construction in the original plan could be utilized for the project implementation. In other words, the utilization of the Chimonto drainage station was taken into consideration when the project was formulated. Therefore, the construction of the Chimonto drainage station should be considered a part of the proposed project while it was implemented with the local fund and was commenced before this F/S was started.

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. 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 Sep.2010

EAS CHN/S 203/94

1. COUNTRY	China		
2. NAME OF STUDY	Primary Road Network Development Study in Zhe-jiang Province		
3. SECTOR	Transportation / Road	4. TYPE OF STUDY	M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Transportation, Zhe-jiang Province	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Master Plan for the network of trunk road and Feasibility Study for the routes with higher priority.		
7. CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Aug.1992 ~ Jul.1994 23month(s) ~		
9. SITE OR AREA	M/P: Whole area of Zhe-jiang Province F/S: Hang-zhou City and Qu-zhou City		
10. MAJOR PROPOSED PROJECT(S)	<p>1) Target of this project is to construct:</p> <p style="margin-left: 20px;">1. Network of expressway approx. 1,600km</p> <p style="margin-left: 20px;">2. Network of general trunk road approx. 11,000km</p> <p>upto the year of 2020, with a total estimated amount of about 40 billion yuan.</p> <p>2) For the time being, at the area of Zhe-jiang province, the motorway connecting Han-zhou, Jin-hua and Quzhou, and Hang-zhou circular road connected with above-mentioned motorway will be renovated with the first priority.</p> <p>3) Extension of the road will be a length of 231.23km (width 24.5m, 4 lanes, designed speed 100km/hr), and the construction works will be consisted of 93.9% of earthworks, 5.4% of bridge construction and 0.7% of tunneling. 15 interchanges, 1 junction, 5 service areas and 5 parking areas are also constructed.</p> <p>4) In future, the road will be extended towards west until Jiang-xi province as for a part of Shang-hai - Kunming line, one of the main trunk line of the National highway.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1996 Domestic Survey) The request for Yen Loan has been submitted.</p> <p>(FY 1997 Domestic Survey) Request for OECF loan was submitted to construct a highway connecting Hang-zhou and Qu zhou (231km). OECF will examine the request from December to March.</p> <p>(FY 1998 Domestic Survey) Chinese government submitted the request for yen loan in FY 1998. Amount requested: approx. 80 billion yen. Project contents: 231km long, 4 lanes, 10 km/h in designed speed, 13 inter changes, 5 service areas, 2 traffic control centers, bridges (long: 14, medium/small: 134), 1 tunnel. The reason why the request for loan has not been approved is that although OECF conditioned the management of construction by foreign consultants, especially Japanese consultants, Chinese government has not accepted this condition. However, some actions are taken for the agreement of OECF loan.</p> <p>(FY 1999 Domestic Survey) A highway connecting Hang-zhou and Qu zhou construction project (Dec.1998 L/A 300mil.yen) Construction of expressway(237km) between Hangzhou and Quzhou in Zhejiang Province, as a part of the National Trunk Highway from Shanghai City to Kunming in Yunnan Province.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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 Sep.2010

EAS CHN/A 204/94

1. COUNTRY	China		
2. NAME OF STUDY	Integrated Agriculture Development Project in Heilongjiang		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	General Department of Heilongjiang National Firm	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Formulation of the basic plan on agricultural development as a part of the integrated plan. Selection of a model area and conducting feasibility study.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Hokkaido Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Jul.1993 ~ Nov.1994 16month(s) ~		
9. SITE OR AREA	Nonjiang National Firm (54,000ha) and Yoyi National Firm (189,000ha) in Heilongjiang Development Area		
10. MAJOR PROPOSED PROJECT(S)	<p>Cultivation/Infrastructure: Improvement of drainage, irrigation of uplands and paddy fields and farm roads.</p> <p>Livestock: Forage production, breeding, improvement of breeding technology, establishment of an animal husbandry center.</p> <p>Support for agricultural production: Seeds processing, sryers, facilities for storage, warehouse for materials, repairshop for agricultural tools and equipment, etc.</p> <p>Agricultural equipment: Renewal or new introduction of big agricultural equipment</p> <p>Processing of agricultural products: Rice mill (Nonjiang), flour mill (Yoyi)</p> <p>Rural infrastructure: Rural roads, water supply and drainage, heating apparatus, power distribution and communication facilities.</p> <p>Inland water fishery: Only at Yoyi National Firm.</p> <p>It has been recommended to separate the administration and the management when above mentioned activities are implemented.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Dec.1995~Mar.1996 OECF SAPROF Two farms out of 48 picked up for SAPROF and their development plans were referred to confirm and examine the project contents. EIA was also conducted. (FY 1999 Overseas Survey) OECF/ SAPI is under implementation since 1999. *Contents: Environmental survey of the damp area around the dam in Sanjiang Plain</p> <p>Finance: Oct.1996 All examinations necessary for the provision of loan were finished. The preparation for the signing of L/A is in process. Dec.1999 L/A 14,910 mil.yen (Sanjiang Plain Agricultural Development Program)</p> <p>*Contents of the loan Loan will be lent to state-operated farm through Chinese ExIm Bank for the purpose of purchasing the materials for farming and construction.</p> <p>Impacts expected: Increased food production and stabilization of food supply through improvement of rice field with low productivity and newly cultivation are expected. The project will also contribute to mitigate the difference between regions and regional economic development. 0.7 mil.ton of increased production is expected by implementation of sub-project.</p> <p>Remaining Projects: (FY 1998 Domestic Survey) All the proposed projects are not covered by Japan's ODA Loan. (FY 1999 Overseas Survey) Japan's ODA Loan is not intended for Inland water fishery. Inland water fishery had not been included at the point of SAPROF(1995~1996) and China considers to implement it under own 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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Sep.1995

Revised Sep.2010

EAS CHN/A 310/94

1. COUNTRY	China																				
2. NAME OF STUDY	Improvement Project of Drainage System in Qixing-Polder, Shunde City, Guangdong Province																				
3. SECTOR	Agriculture	/ Irrigation, Drainage & Reclamation	4. TYPE OF STUDY F/S																		
5.	Water Conservancy and Power Department of Guangdong Province																				
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY																					
PRESENT COUNTERPART AGENCY																					
6. OBJECTIVES OF THE STUDY	Planning on drainage system and development in rural agricultural area.																				
7. CONSULTANT(S)	Taiyo Consultants Co., Ltd.																				
8. STUDY PERIOD	Feb.1994 ~ Mar.1995 13month(s) ~																				
9. SITE OR AREA	Qixing-Polder, Shunde City, Guangdong Province																				
10. MAJOR PROPOSED PROJECT(S)	<p>Drainage Plan in rural agricultural area :</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">1)New establishment and renewal of drainage pump station</td> <td style="width: 20%;">4 places</td> </tr> <tr> <td>2)Maintenance of inland river flow</td> <td>43.9km</td> </tr> <tr> <td>3)Repair of lock gates</td> <td>8</td> </tr> <tr> <td>4)Maintenance and repairment of river bank</td> <td>52.4km</td> </tr> <tr> <td>5)Control facilities and inspection equipment</td> <td>1 set</td> </tr> </table> <p>Basic Plan of rural development :</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">1)Repair of lock gates</td> <td style="width: 20%;">9</td> </tr> <tr> <td>2)Reinforcement of river bank</td> <td>52.4km</td> </tr> <tr> <td>3)Arrangement of the fish pond</td> <td>2,000ha</td> </tr> <tr> <td>4)facilities for aquaculture</td> <td>1 set</td> </tr> </table>			1)New establishment and renewal of drainage pump station	4 places	2)Maintenance of inland river flow	43.9km	3)Repair of lock gates	8	4)Maintenance and repairment of river bank	52.4km	5)Control facilities and inspection equipment	1 set	1)Repair of lock gates	9	2)Reinforcement of river bank	52.4km	3)Arrangement of the fish pond	2,000ha	4)facilities for aquaculture	1 set
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PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance: Own fund (for a part of project). In July 1995, the State Planning Committee received the request for the Japanese Government loan.</p> <p>Construction: (FY 1997 Domestic Survey) As new establishment of Tong-Hai drainage pump station and accompanying trunk drainage canal, a part of the drainage plan in rural agricultural area, phase I of this project, is necessary in very urgent. Chinese side has been completed it in December 1995.</p> <p>Detail: The necessary measures have been taken to request the Japanese Yen Credit in order to implement the remaining part of project (relocation of aquaculture site). (FY 1996 Domestic Survey) This project aims to improve the drainage system with which the traditional agricultural method has been adopted. The increase of high-quality fish produce will enable to finance the O/M cost.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Aug.1995

Revised Sep.2010

EAS CHN/S 317/94

1. COUNTRY	China		
2. NAME OF STUDY	West-bound Trunk Road Construction Project in Municipality of Xiamen		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	Transportation Bureau, Amoy City		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	The Feasibility Study on the construction of west bound trunk road, one of the road network of Xiamen City, which will support the development plan of Hai-Tsang Area.		
7. CONSULTANT(S)	Chodai Co., Ltd. Pacific Consultants International		
8. STUDY PERIOD	Mar.1993 ~ Jul.1994 16month(s) ~		
9. SITE OR AREA	Xiamen (Amoy) City and surrounding area		
10. MAJOR PROPOSED PROJECT(S)	<p>1)Construction of a suspension bridge with a total length of 1,108m and a length of central span of 648m.</p> <p>2)Construction of a Prestressed Concrete Box Girder Bridge with a length of 380m over the sub sea route.</p> <p>3)Construction of an approaching overhead bridge with a length of 1,652m.</p> <p>4)Construction of an approaching road with a distance of 2,786m.</p> <p>5)Others (Construction of Tall Gates, Approaching Ramps, etc.)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(FY 1997 Domestic Survey) Apr. 1996~ B/D (Own find 320,000US\$+4mil.yuan)</p> <p>Difference with JICA's proposal: (FY 1997 Domestic Survey) Splitting space of a main bridge was changed from 220+650+220m to 230+648+230m.</p> <p>Finance: First half (FY 1996 Overseas Survey) Own fund (2,776 mil.Yuan) Second half (FY 1997 Domestic Survey)(FY 1997 Overseas Survey) Dec.1997 Im.Ex Bank L/A 130mil.\$ (schedule) *contents of a project provision of materials (cable, etc.)</p> <p>Construction: (FY 1996 Overseas Survey)(FY 1999 Domestic Survey) 18 Dec.1996 Commenced. 30 Dec.1999 Completed and open. Contractor / Lower part - Kantong chodai, 1 other Upper part - 4 Local contractors Consulting Service / Chodai Co. Ltd, Chinese company</p> <p>Detail: (FY 1995 Overseas Survey) The foreign fund with an amount of 1.26 bil.Yuan (equivalent to 0.15 bil.USD) is not available as yet.</p> <p>(FY 1997 Overseas Survey) Study on fee, and construction will be carried out in FY 1998.</p> <p>(FY 1998 Domestic Survey) Construction as a whole has been smoothly progressed. The funds for covering the construction expensed have been procured.</p> <p>(FY 1998 Domestic Survey) Progress situation was as follows as of November 1998. Main bridge: main cable and main girder are under construction. Sub bridge: upper part of the pier was constructed and lower part of the pier is under construction. Attached bridge: upper part of the pier is under construction and lower part of the pier was almost constructed. Attached road: the foundation is under construction.</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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

Finance:

(FY 1997 Domestic Survey)

Total of own fund --- approx. 8bil.yen (schedule), Total of OECF loan --- approx. 10bil.yen (schedule)

OECF loan:

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

Dec.1996 L/A 2,300 mil. Yen (Liuzhou Environmental Improvement Project)

12 Sep.1997 L/A 3,679 mil. Yen (Liuzhou Environmental Improvement Project II)

25 Dec.1998 L/A 4,759 mil. Yen (Liuzhou Environmental Improvement Project III)

Contents:Support for construction of gas supply facility and waste disposal plant and environment improvement at plants.

1) Utilization of gas as fuel for civil at town area (the 3rd) (proposed project 1) (to be completed by 2002). 2) Waste disposal plant project (to be completed by 2000). 3) Denitration of NO₂ exhaust gas at fertilizer plant (proposed project 5) completed by 2000). 4) Desulfurization of gas from coke furnace at steelworks (proposed project 8) (to be completed by 1999). 5) Transfer of zinc plant with environmental consideration (proposed project 7) (to be completed by 2003). 6) Desulfurization of smoke gas at thermal power station (proposed project 3) (to be completed by 2003).

Progress Situation & its Effects:

(FY 1999 Overseas Survey)

1) Promotion of utilization of gas as fuel for civil at town area.(Completion scheduled by Dec.2002): On-going. The situation of air pollution will be alleviated. 2) Waste disposal plant project(Completion scheduled by Mar.2001): Under Construction. 600tons of wastes will be disposed per day. By this, the problems of waste disposal and secondary pollution will be solved and as a effect, air & water pollution will be alleviated. 3) Denitration of NO₂ exhaust gas at fertilizer plant(Dec.1999: Test run, Mar.2000: Completion): 816.9tons of NO₂ exhaust gas will be reduced per day. There are remarkable impacts of improvement in Liuzhou's atmosphere. 4) Desulfurization of gas from coke furnace at steelworks(Completion scheduled by Jun.2000): Under construction. 0.178 mil. tons of SO₂ exhaust will be reduced per year. 5) Transfer of zinc plant with environmental consideration(Completion scheduled by May 2003): Designs are now being drawn. With the transfer of the factory which is the source of pollution, remarkable improvements of air & water environments are expected. Effective measures against exhaust air, drainage, and waste problems will also be taken in factory transferred area. The target amount of SO₂ exhaust is 0.128 mi. tons per year. 6) Desulfurization of smoke gas at thermal power station(Completion scheduled by Jun.2003): Desulfurization techniques are now being investigated. SO₂ exhaust of 2 power generators will be reduced from 10,900 mil. tons/year to 3,400 mil. tons/year.

(FY 2000 Domestic Survey)

1) Promotion of utilization of gas as fuel for civil at town area: Situation in progress: 65% 2) Utilization of petroleum for boiler fuel at city center: The conversion from coals to petroleum has been promoted. 3) The thermal power station (20 mil kw, 2 plants): Fund: Yen loan, Under procedure. 4) Improvement of boiler facility: With the conversion of the fuel, the coal boilers in the governmental offices, hospitals, hotels and schools were replaced to the petroleum boilers. 5) Denitration of NO₂ exhaust gas at fertilizer plant: The construction has been completed and conducting the trial operation. 6) There is no progress. 7) Transfer of factories as Zinc Plant to suburbs: F/S: completed, under procedure for D/D. 8) Desulfurization of gas from coke furnace at steelworks: The construction of the desulfurization plant has been completed and will receive inspection within one year.

(FY 2001 Domestic Survey)

Utilization of town gas: Progress situation: 96%. Utilization of petroleum for boiler fuel at city center: All boiler facilities fueled coal will be removed. Each user is to provide the finance and convert into the boiler fueled oil or electricity. Thermal power station (Additional installation of the desulfurizers on the present two power units with a capacity of 200 thousand kw): preparation step of the early part. Denitration of NO₂ exhaust gas at fertilizer plant: All work was completed and all is well after the trial. The average exhaust density is 665.5 mg/m³ and the exhaust quantity is 139 kg/h of NO₂ to make clear the second standard stipulated by the National Comprehensive Emission Standards of Air Pollution Source with the successful social and environmental beneficial effect. Transfer of factories as Zinc plant to suburbs: The D/D was implemented. Desulfurization of gas from coke furnace at steelworks: It was completed in Dec.2000 and the operational situation is well. It was confirmed that the rate of desulfurization was 99.7 %. The proposed project (6) as the Desulfurization of smoke gas at thermal power station Project is delayed. This Project is the most important measure on this Development Study. The reason of the delay is that the central government does not approve the construction of desulfurization facility. Some pressure is needed.

Others:

(FY 1998 Domestic Survey) Standard density of SO₂ was changed from 0.224mg/m³ in 1995 to 0.124mg/m³ in 1997.

Backgrounds:

(FY 1996 Domestic Survey)

It is learnt that the procedures for fund assistance on Pollution Source Control (the 4th Yen Loan) is on progress and also at Liuzhou, following measures are being taken by own fund.

1) Utilization of town gas (the 3rd). 2) Improvement of boiler facility. 3) Desulfurization of smoke gas at thermal power station. 4) Improvement of combustion method. 5) Transfer of zinc plant. 6) Denitration of NO₂ exhaust gas at fertilizer plant. 7) Desulfurization of gas from coke furnace at steelworks. 8) Fuel change of boiler (to petroleum) at city center.

(FY 1996 Overseas Survey)

In order to obtain OECF loan more easily, the number of the projects was reduced. The left projects have been and/or will be on their ways gradually. The air pollution and acid disposition monitoring was planned to be continuously conducted. However, due to the shortage of monitoring device and equipment and of the running cost, it has not been implemented as it was planned.

(FY 1998 Domestic Survey)

Problems in procurement of local fund have delayed the implementation of desulfurization project on smoke gas at thermal power station. The prospect for the transfer of Zinc Plant to suburbs is vague due to the difficulty in local fund's procurement and land acquisition.

(FY2005 Domestic survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.1996

Revised Sep.2010

EAS CHN/S 204/95

1. COUNTRY	China		
2. NAME OF STUDY	Shanghai Pudong International Airport Basic Planning Study		
3. SECTOR	Transportation	/ Air Transportation & Airport	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Science and Technology Commission of Shanghai Municipality	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	M/P on Shanghai Pudong International Airport Basic Plan. F/S on Priority Improvement Plan based on M/P.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Nikken Sekkei Ltd.		
8. STUDY PERIOD	Jun.1994 ~ Aug.1995 14month(s) ~		
9. SITE OR AREA	Shanghai city Pudong New Zone		
10. MAJOR PROPOSED PROJECT(S)	<p>Construction of Hub Airport with 4 runways in Pudong Zone, Shanghai city (25km²). One runway and necessary facilities are planned to provide from Oct.1.1999, the 50th National Foundation Day.</p>		

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

Description :
Subsequent Study:
1995~1997 Shanghai Pu-dong International Airport Study (D/D)

(FY 1997 Domestic Survey)
Project name:
"Shanghai Pudong International Airport Construction Project"

Funding:
Own fund Sep.1997 L/A 40bil.yen

Content:
Construction of a passenger terminal (0.2 mil.m2), construction of a runway (4km) and accompanied facilities.

Construction:
(FY 1997 Domestic Survey)(FY 1999 Overseas Survey)(FY 1999 Overseas Survey)
Sep.1.1996~ The foundation processing work commenced
Nov.1996~ Pile draiving at Terminal Building to be commenced
Oct.1999 to be completed

Contents:
1) Runway
One 4000*60m main runway
Two 4000*29m parallel taxi way
Four vertical taxi way
Six express evacuation taxi way
800 thousand square meters apron
2) Navigation light
One main navigation light transformer substation
One Sub navigation light transformer substation
3) Refuel facilities
Pipeline system
4) Fire & rescue center
One fire station
One duty station
One emergency medical center

The project is being carried out so called CM, starting the construction works from possible parts side by side with design work.

Profit effects: (FY 2001 Domestic Survey)
Resulting from opening of the new airport, the new airport company jointed with the old airport started its operation. Therefore, the plan to shift the organism system of the old airport to the new one was gradually taken, the number of flights which were a few at the beginning of its open are also increasing gradually, and it is functioning as an international gateway airport in Shanghai now.

Related Projects:
(FY 2001 Domestic Survey)
2001 Aug.: The approach radar control system was commenced to operate.
2001 Oct.: The exclusive apron and terminal building with 320,000 m2 for VIP were completed for the APEC Conference. The terminal building for CAT II was completed 3 years after the commencement of its operation.
2003 scheduled: The high speed train between the airport and Shanghai city (total length is about 30 km) are under construction.

(FY 1998 Domestic Survey)
Construction has been progressed as scheduled.

(FY 1999 Overseas Survey)
The outputs are on a trial from Oct. 1. The final test will be done after a trial use of one year.

Remaining Projects:
(FY 1997 Domestic Survey)
Four 4km runways are scheduled to be constructed in Phase IV (2020).
(FY 1999 Overseas Survey)
The construction plan of Phase II has not been under consideration yet.
(FY 2001 Domestic Survey)
Construction Progress (Phase II): Ground improvement work for the second runaway is almost completed. The runaway construction is to be completed by 2005. The second terminal building construction plan to complete the building and the associated facilities by 2010, is in progress.

(FY 2005 domestic survey)
After the study conducted by JICA, consultant who have conducted the study has advised higher categorisation of Shanghai Pudon Airport security facilities. Funding for the advisory has been made internally. Although expansion of the airport has been continuously made, there is no information to be specified in relation with the study.

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.1996

Revised Sep.2010

EAS CHN/S 205/95

1. COUNTRY	China		
2. NAME OF STUDY	Comprehensive Transportation System in Dalian City		
3. SECTOR	Transportation / Urban Transportation		4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dalian Public Government National Science and Technology Committee	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	M/P on Integrated Penetration Plan with target year 2020. F/S on projects with priority.		
7. CONSULTANT(S)	Fukuyama Consultants International, Inc.		
8. STUDY PERIOD	Jul.1994 ~ Jan.1996 18month(s) ~		
9. SITE OR AREA	Dalian City		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P (1) Public Transportation facility</p> <ol style="list-style-type: none"> 1. High-Speed Track construction project 2. Bus improvement project <p>(2) Road Improvement Project</p> <p>(3) Traffic Control Project</p> <p>(4) Other Transportation Facilities project</p> <ol style="list-style-type: none"> 1. Parking lot improvement project 2. Traffic terminal project <p>F/S (1) High-speed Track Transportation Phase I (the construction of South-North Line).</p> <p>(2) Traffic Control Project</p>		

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

Description :

(1)Construction of High-speed Track Transportation (phase I)
(FY 1996 Overseas Survey)

The formulation of High-Speed Track Transportation Project (F/S on South-North Line) provided the counterpart with the useful experience which can be utilized in the modification of the Dalian City Comprehensive Transportation-System Plan and the improvement of the High-Speed Track Transportation Network.

However, because of the national macroeconomic policy and the financial constraints, the implementation of this project is postponed and no related D/D has been undertaken.

(FY 2000 Domestic Survey)

The proposed South-North Line has been partially changed and the Line has been constructed with the West Sea Line. The 2nd stage construction, the Line to the Economic Development Area is under construction.

(FY 2001 Overseas Survey)

No.1

Construction period: November 1999 - July 2001

Content: Total length: 9km

Funding: Cost: 160 million RMB, Funding party: Dalian municipality budget

Progress: 9km construction has practically completed and is planned to open for service in 2002.

No 3 express way

Content: Total length: 49.15km, 14 station

Funding: Cost - 3,701 million RMB

Progress: Planned to be in service from 2004

(2)Traffic Control Project

The study proposed improvement on 16 crossings. Nakayama Park crossing and Friendship Park crossing will be improved in 1996 and other proposed crossings will be fixed in sequence.

(FY 2000 Domestic Survey)

The proposed 16 crossing have been already improved in 2000.

(FY 2001 Overseas Survey)

Funding party: Dalian municipality budget

Period: 1996 - 2000

Content:

1) Construction of traffic network: (1.1) Most of the construction has completed, partially under construction and others are waiting for the completion. (1.2) Construction of 85.6km of highway in 4 central district and along economic development area. (1.3) Networking 138.0km long main highway and 170.1km long sub-highway

2) Traffic management plan: (2.1) Improvements of traffic facilities, (2.2) 5,500 traffic sign, (2.3) 200 thousand square meter road mark (2.4) Construction of new roadway according to traffic light and speed, (2.5) Alteration of intersection, (2.6) Alteration for 16 intersections indicated in the study, (2.7) Improvement of roads and one-way roads, (2.8) One-way has increased from 22 before 1996 to 51 (2.9) Adoption of traffic restrictions (14 passport, Restricted access to the city for freights over 5 tons in daytime, Limited access for freights below 5 tons, Peak restrictions, Restricted access to Chungshan road for empty taxis). (2.10) Installment of wide-area traffic control system (Installment of England made SCOOT system, Investments of 4.7 million RMB to improve comprehensive public traffic security management system).

(2.11) Improvement of institution (Traffic zone and management: 1998 Established planning division, 2000 Established traffic congestion relief process office, 2002 Established traffic discipline promotion division). (2.12) Promotion of traffic safety education (Primary education, Established elementary traffic police and recognized concurrent work system for traffic police in schools)

Benefit: Traffic congestion has reduced and gas emission has decreased.

(3). Heishijiao public bus station improvement plan

(FY 2001 Overseas Survey)

Funding

Funding party: Dalian municipality

Amount: 3.8 million RMB

Period: October 1999 - January 2001

Content: Substituting Heishijiao as a long-distance bus terminal to Lushun via southern districts for banned Tangshan bus stop. 203 buses on 3 lines will be in service transporting 3,000 to 4,000 people a day and 6,000 to 8,000 on active day.

Benefit: 1) Comfortableness of waiting has increased and service facilities such as bank, entertainment, and shopping has been added by constructing a waiting lounge. 2) Promoted development for business and culture by centering people's activity. 3) Contributed to travel industry by improving traffic and atmosphere conditions.

Context:

(FY 1997 Overseas Survey)

In regard to a rapid railway, D/D and construction which were to be proceeded by Chinese side, have not been conducted due to the lack of finance. In Dalian City, two other development studies namely Study on Traffic Pollution and Study on Establishment of Environmental Model Area, were undertaken continuously. Dalian City considers that this study and study on Traffic pollution be integrated into Establishment of Environmental Model Area Project. Therefore implementation of this project would be after the completion of development study above mentioned. In case that the city is selected as a model city, Dalian City has an intention to include urban traffic project into the Environmental Model City Project. Application of yen loan will be difficult for a while, as the Department of the States noticed in 1996 that no request for loan in regard to railway construction would be accepted for several years except for request from Beijing, Shanghai and Guangzhou City.

(FY 1999 Overseas Survey)

Due to the shortage of fund, even the proposed priority plans of this project haven't started yet. However, in order to alleviate the condition of traffic congestion, Xian City has promoted some measures such as road development of port, construction of road(city~northeast route), etc. Improvement of Trolley is now under implementation. Future prospects:

Due to organizational issues, Dalian city can not establish unified authority for traffic management. Currently, transit, rural, and port authority, transit management committee, and traffic congestion relief office have gradually started to work on integrated management, which improvement for the unified transit management is anticipated.

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STUDY SUMMARY SHEET

(M/P)

Compiled Jul.1998

Revised Sep.2010

EAS CHN/S 101/97

1. COUNTRY	China		
2. NAME OF STUDY	Integrated Management Master Plan for the Water Environment of Li-Jiang River		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Guangxi Zhuangzu Zizhiqu Science and Technology Committee	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Make an integrated management plan based on the survey and analysis of the water environment condition of Li-Jiang River on issues such as insufficient water in the dry season, water contamination from domestic wastewater and industrial effluent, and effect on tourism caused by damage to scenery.		
7. CONSULTANT(S)	Central Consultant, Inc. CTI Engineering Co., Ltd.		
8. STUDY PERIOD	Jun.1996	~ Sep.1997	15month(s)
		~	
9. SITE OR AREA	Li-Jiang basin upstream from the Yangshuo with the catchments area of approximately 5,600km ²		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Flood and Water Resource Li-Jiang embankment, Flood forecasting and warning system, Gullin City inland water control, Diversion channel scheme for Li-Jiang River and Taohuajiang River, Chuanjiang dam, Improvement of Li-Jiang navigation system, Xiaorong-jiang scheme / Wulixia scheme</p> <p>2. Securing of Water Quality Guilin City sewage, Lingchuan prefecture sewage, Industrial pollution control for Nanxihe River, Industrial pollution control from Taohuajiang River, Industrial pollution control for Xiaorong-jiang River</p> <p>3. Ecosystem and Environment Scenery Li-Jiang watershed forest plantation, Li-Jiang waterfront plantation, Supoprt for rural areas, Ecosystem study for Li-Jiang River, Ecosystem conservation and enlightenment, Clean Lake Shanhu and Yonhu.</p> <p>4. Organization and Institution Improvement of water use system, Improvement of underground water use system, Water tariff system, Industrial pollution control and strengthening, Water environment management committee, River environment management information system</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 1998 Domestic Study)

Some of selected projects implemented by domestic fund and World Bank Loan has been implemented.

As for the Japan's grant aid, the following project is requested.

Country: China

Project Name: "Maintenance Project of Li-Jiang River Environmental Management Information System in Guangxi Zhuangzu Zizhiqu"

Facilities which will be maintained as river environment management information system are as follows.

- (1) Observation Facility: Water quality automated observatory / Underground water observatory
- (2) Flood Forecasting and Warning Institution: Hydrology observation telemeter, Rain gauge rader
- (3) Environmental Information Center: Information collection and delivery tele-equipment, Information processing equipment, related Software (including GIS etc.)
- (4) PR Facilities of Environment in Li-Jiang River: Museum of Li-Jiang River ecosystem, Equipments for exhibition, PR car

(FY 2001 Domestic Study)

The above projects were requested officially as the grant aid projects; however they have not been approved since their priority is low for the government and the grant aid project for poverty relief at TIANHU district was selected from the same autonomous region.

1. Flood and Water Resource

(FY 2001 Domestic Study)

Li-Jiang embankment, Flood forecasting and warning system, Gullin City inland water control: Implementing with own fund

Diversion channel scheme for Li-Jiang River and Taohuajiang River, Chuanjiang dam: Still planning

2. Securing of Water Quality

(FY 2001 Domestic Study)

Guilin City sewage: Being implemented with the WB fund

Lingchuan Prefecture sewage: Implemented with own fund

Others: Implemented with own fund and private fund

(FY 2002 Overseas Study)

Cleaning work for the surrounding areas and bank protection work of Lake Guanhu, Shanhu and Yonhu were implemented. Cleaning work was completed in March 2000 and protection work was completed in January 2001.

Shutting out pollution construction of Lake Guanhu was implemented by WB and was already completed.

Shutting out pollution construction of Lake Shanhu was implemented by national bond and was already completed.

The total cost for 3 lakes is RMB 44.36 million, consisted of RMB 37.88 for the government bond and RMB 3.6 million for own fund, and RMB 3 million for the WB loan.

3. Ecosystem and Environment Scenery

(FY 2001 Domestic Study)

Li-Jiang weathershed forest plantation, Cleaning of Lake Shanhu and Yonhu: Implementing with own fund

Others: Unknown

4. Organization and Institution

(FY 2001 Domestic Survey)

River environment management information system: Requested as a grant aid project to the central government.

Others: Unknown

Other information

(FY 2001 Domestic Study)

The Guilin City and Guilin District were merged as a new administrative district in order to integrate the projects on Li-Jiang River. Moreover, the Water Environment Committee was set up for the water environment control of Li-Jiang River and are working on the project along the proposal by this study.

(FY 2001 Overseas Study)

The Guilin and Li-Jiang River environmental project financed by the World Bank is a priori construction project in Guilin City and Jiangxi Province. It consists of seven projects including the establishment of urban wastewater treatment system and merging system, waste management, water supply to Li-Jiang River, erosion protection, environmental improvement of three lakes, improvement of residential estate and establishment of wastewater treatment company, environmental protection, and enforcement of Li-Jiang River catchments water resource administration. Total investment has reached RMB 661.21 million (the World Bank loan is USD 41.504 million).

Implementation status:

Implemented: Construction works of distribution pipes for wastewater drainage in Lake Cui Hu, Construction of a garbage and green landfill in Chenkou City,

Construction works for preserving water and soil in Wulixia

Being implemented: Bank protection works in Li-Jiang River, Construction of a distribution pipe network for wastewater drainage of improvement works in the three lakes, Improvement of residential complexes

Being prepared: Afforestation in both banks of Li-Jiang River, Construction works for preserving water and soil

(FY 2002 Overseas Study)

Contracts were made for 21 projects of the "Integrated Environmental Care Project in Li-Jiang River, Guilin" which Guilin City implements with loan of the World Bank, out of which 14 projects were completed. Construction works of the remaining seven projects have already been started.

Riverbank protection works in Li-Jiang River: Out of 9 projects in which construction has already been started, 4 projects were completed and handed over in August 2001. The remaining 5 projects will be completed and a test drive will start in 2001.

Afforestation and soil preservation works in Li-Jiang River: The assignment of afforestation was achieved. Improvement of residential districts: Start in 2002

Strengthening of an agency: Being prepared

(FY 2003 Overseas Study)

The accumulated amount of direct investment for the constructions mentioned above amounted to RMB 115 million, which accounts for 127% of the total completed contract of RMB 90,220 thousand. The construction with the amount of RMB 76,000 thousand was completed in 2001. Thus, the construction project has been progressing at a fast pace.

(FY 2007 Domestic and Overseas Survey)

No information to be specifically mentioned.

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STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.1998

Revised Sep.2010

EAS CHN/S 202/97

1. COUNTRY	China		
2. NAME OF STUDY	Integrated Management Master Plan for the Water Environment of Min River in Chengdu District		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Chengdu District Environmental Protection Department	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	The condition of Minjiang River in Chengdu City in Sichuan Province is deteriorating recently: insufficient water in the dry season and the flow of industrial and domestic effluent. In order to improve these conditions, make a master plan for an integrated management plan including institutional aspects, and conduct a feasibility study on priority projects.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Kyowa Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Jan.1996 ~ Mar.1997 14month(s) ~		
9. SITE OR AREA	Chengdu District, Sichuan Province (9,000 km ²)		
10. MAJOR PROPOSED PROJECT(S)	<p>F/S:</p> <ol style="list-style-type: none"> 1. Ukupe Wastewater Treatment Plant Treatment capacity: 330 thousand m³/day, Land area: 30.1 ha. 2. Factory Wastewater Treatment Facilities Construction of wastewater treatment facilities for factories for paper/pulp, chemical, medicine, chemical textile, machinery and electronic products (9 factories). 3. Water Environment Management Center Water quality monitoring system, Water environment experiment facility, Water environment management facility. 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
(FY1998 Domestic survey) For Ukupe Sewage Treatment Project and Industrial Waste Water Treatment Project, application for the Japanese yen loan was submitted to the National Planning Committee by the Chendu City Construction Committee through the Chendu City Planning Committee. For Water Environmental Management Center Project, methods for implementing the program is examined by the Environmental Protection Bureau of Chendu City.		
(FY1999 Overseas survey)(FY2001 Overseas survey)(FY2002 Overseas survey)(FY2003 Overseas survey) Urban wastewater treatment plant and waste treatment plant in Sichuan Province		
Implementing project: Ukupe Sewage Treatment Project Funding: Funding party: the World Bank (L/A concluded December, 1999, The funding includes in Urban Construction and Environment Improvement Project concluded with Sichuan Province and the World Bank), Own fund Amount: 50 million USD Progress: (FY1999 Overseas survey) Construction will start in the middle of 2000 (FY2001 Overseas survey) Application for the construction site submitted to the provincial Land Information Center is being examined. The Basic Design was completed. The construction of main sewage pipeline (within 9 km from the factory) and basic infrastructure will be started after the construction site is approved. (FY2002 Overseas survey) Construction is under implementation. (FY2003 Overseas survey) The construction of the sewage treatment facility with the daily treatment capacity of 350 thousand tons will be implemented from 2003 and completed at the end of FY 2005 with the estimated investment of RMB 819 million.		
(FY2001 Overseas survey)(FY2003 Overseas survey) Implemented project: Industrial Wastewater Treatment Project Funding: Finding body: Own fund (Water Environment Management project is being implemented with the national fund. Application for World Bank loan for the implementation of the water resource environmental protection projects has been submitted. There was no request for yen loan.) Progress: (FY2003 Overseas survey) Regarding the sewage treatment project by nine companies, with the introduction of strict regulation against paper/pulp manufacturing industries and pharmaceutical industry, the city has shut down and relocated several companies so far and established sewage treatment for chemical and electro-mechanical companies.		
(FY2003 Overseas survey) The Water Environment Management Center is not in progress at present because of the lack of further review of the "Integrated Water Environment Improvement Management Project in Minjiang and Chengdu District" after the aforementioned project was completed in March 1997.		
Implemented project: Water Environment Management Development Implementing body: Sichuan city Contents: 1) As a part of the Integrated Improvement Construction in Chengdu City and Shahe, the integrated improvement of ecology was implemented for water channels in the whole basins of Shahe with the extension of over 22.2km and the investment of a little more than 20 billion RMB. 2) The integrated improvement of water environment was implemented in urban areas with the investment of approximately 60 billion RMB. Pipelines in urban areas were divided into those for rainwater and for sewage. In addition, three sewage treatment plants with the capacity of 100 thousand tons are expected to be constructed.		
(FY2007 Domestic and Overseas 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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(D/D)

Compiled Jul.1998

Revised Sep.2010

EAS CHN/S 401/97

1. COUNTRY	China		
2. NAME OF STUDY	Detailed Design Study on Shanghai Pu-dong International Airport		
3. SECTOR	Transportation	/ Air Transportation & Airport	4. TYPE OF STUDY D/D
5.	Shanghai Science and Technology Commission (SSTC)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Based on a request of Shanghai Municipal People's Government in People's Republic of China, conduct D/D following the "Study on a Basic Plan for Shanghai Pudong International Airport (F/S)" which finished on June 1995.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Nikken Sekkei Ltd.		
8. STUDY PERIOD	May.1996 ~ Nov.1997 18month(s) ~		
9. SITE OR AREA	Pudong New Area, Shanghai City		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Development of land for public works in flight area Land development, Drainage, Pavement, Incidental facility</p> <p>2. Facility for aeronautical ground lights</p> <p>3. Facility for supplying oil for airplanes</p> <p>4. Facility for fire extinguishment and rescue</p> <p>[Project period planned] 3 years, but it is a precondition to open an airport in October 1, 1999.</p>		

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

Description :

(FY 1998 Domestic Survey)(FY 1999 Domestic Survey)(FY 2001 Domestic Survey)

Implemented project: Shanghai Pudong International Airport Construction Project Plan (phase I)

Funding:

Funding party: Yen loan (L/A concluded: 12th of Sep. 1997)

Amount: JPY 40 billion

Content of a project: Construction of a runway, facilities in custom terminal building, facilities for oil supply, water supply/drainage, and sewage disposal.

Benefit:

(FY 2001 Domestic Survey)

With the opening of a new airport, an old airport (Hongqiao) was integrated, and a new airport company started management. Thus, they took a policy to shift the organizational system of the old airport to that of the new airport gradually when the new airport opened. And the number of flights which was small before increased gradually, and the new airport functions as an international gateway airport in Shanghai now.

Progress:

(FY 1999 Domestic Survey) Oct of 1999, the construction was completed. 1st of Oct, 1999, the airport was opened.

(FY 2001 Domestic and Overseas Survey)(FY 2002 Overseas Survey)(FY 2003 Overseas Survey)

Implemented project: Shanghai Pudong International Airport Construction Project Plan (phase II)

Funding:

Funding party: Fund of the government, Fund of firms, and Bank loan (They plan 1/3 for each, but they have not procured them completely at the present time.)

Amount: CHY 2 billion

Implemented period: January 2003-End of 2004

Contents: Construction of the 2nd runway and related facilities

Progress:

(FY 2002 Overseas Survey) Preparation for comprehensive regulations and works for the early part of the 2nd construction has been implemented. They decide funding plan in the future.

(FY 2003 Domestic Survey) The National Development and Reform Commission (NDRC) held a pre-examining conference for a F/S report related to the 2nd construction works in Shanghai in the middle of August 2003. They made a plan to complete construction of the 2nd runway and related facilities by the end of June 2004 and start operational tests in 2005. They also have a plan to conduct international competition for design proposals of a terminal building constructed in Phase II from September 2003 and to invite members of a committee for the evaluation from Japan. They plan to manage finances for the implementation of the project in their country.

(FY 2003 Overseas Survey) We proceeded with works such as planning for the whole airport terminal areas and the acceptance of proposals for international bidding of the construction of the airport terminal building. The progress situation is as follows.

1. Construction of related facilities in a flight area: They have started the preparation of works for basic improvement in the 2nd phase construction works in a flight area, and the construction is to start on March 2005.

2. Acceptance of proposals for bidding of an airport terminal area plan and airport terminal building 2nd construction: The terminal building of the airport, which is supposed to be constructed by the 2nd construction, will start working from the end of 2008.

An airport terminal building by a 2nd phase construction plan is supposed to start operation in earnest at the end of FY 2008

3. Other facilities: Considering the flight operation work load, related facilities (such as flight area and freight transport areas) will be additionally constructed. Specific scale will be finally determined after the completion of investigation of whole plan.

Related project:

(FY 2001 Domestic Survey)

August 2001: Approach radar control system was chosen.

October 2001: An exclusive apron and a terminal building for VIP with 320,000m² were completed for an APEC conference. CAT II started operation. A terminal building for CAT II will be completed in 3 years.

Plan in 2003: High speed trains connecting the airport and Shanghai City (total length about 30 km) are under construction

(FY 2007 Domestic and Overseas Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(Other Studies)

Compiled Jul.1998

Revised Sep.2010

EAS CHN/A 601/97

1. COUNTRY	China		
2. NAME OF STUDY	The Hydraulic Model Test for Baishi Dam in Liaoning Province		
3. SECTOR	Agriculture	/ Irrigation, Drainage & Reclamation	4. TYPE OF STUDY Other Studies
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Liaoning Provincial Department of Water Resources	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1.In order to determine the most appropriate designing dam prelusions and the reservoir operating system including hydraulic data, implementing complementary experiments recommended in the "Liao Ho Delta Agricultural Resources Integrated Development Project in the Liaoing Sheng" and "The Feasibility Study of Baishi Dam Construction Project in Liaoning Province" . 2.Implementing technical transfer and training counterpart engineers about methods analyzing data from the experiments.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Aug.1996 ~ Sep.1997 13month(s) ~		
9. SITE OR AREA	Baishi Dam Construction Site in Liaoning Province.		
10. MAJOR PROPOSED PROJECT(S)			

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :
(FY 1998 Domestic Survey) (FY 1999 Overseas Survey) (FY 2000 Domestic Survey) (FY 2001 Domestic Survey) (FY 2003 Overseas Survey)
Implemented project: Baishi Dam Construction Project in Liaoning Province
Funding:
Funding amount: 8 billion JPY.
Funding party: Yen Loan(December 24, 1996 L/A), Liaoning Province- 565 million CNY, Development Bank- 233 million CNY
Construction:
Embankment (514m), Capacity (16.45 billion m3), Freeing port mouth (W:12m x 11 places), Bottom (W:4m x L:5.5m x 12 places), 3 Power generators
Benefits:
(FY 2001 Domestic Survey)
Agricultural water: annual production of irrigated rice increased to about 120,000 tons at the rice paddy of 18,100 ha
Reed: annual production increase to about 220,000 tons at the field of 16,700ha
Water supply: the amount of newly developed water is 0.26 billion tons annually.
Flood control: the safety degree of flood control was developed from 1/20years to 1/50years of the probability at Jin Xian.
Power generation: the annual electric energy production is 31 million kWh.
Fisheries: Fisheries benefits from the cultivation of freshwater fish at the Baishi reservoir and river crab at the lower basin of Liaoning river.
(FY 2003 Overseas Survey)
Flood prevention years were increased from 20 years to 50 years. Water supply to Fuxin City and Jinzhou City, irrigation and supply of industrial water to urban areas at the downstream of Dalinghe.
The flood prevention criteria intended for 52,693 ha of agricultural land in urban areas and rural areas was increased. The project supplied irrigation water to 13,340 ha of paddy fields and 15,341 ha of reed planted fields, and played a role in supplying irrigation water and industrial water to Panjin and Jinzhou, power generation and fish farming.
Progress:
(FY 1999 Overseas Survey) 95.5% (1,498,500 m3) of the whole construction, concrete filling of 5,950,000, and water-proofing of tents in 24,900m, and installment of gates was completed. Installation of power generators are in progress.
Out of 17,933 residents in the dam area, 7,873 residents of 2,342 households have moved out. Water and electricity is available in some areas. Improvement of broadcasting, communication system, and roads are on-going as a part of resident relocation project. Treatment of extra concrete of dam, installation of 12 freeing ports and switch gear, establishment of electric power plant, relocation of 10,110 remaining residents and its relating projects will be all completed by the end of 2000.
Jun 1996: Commenced
Oct 1997: Dam completed
Sep 25, 1999: Waters was filled in Lower weir
Dec 2000: Completed
(FY 2000 Domestic Survey)
Oct 2000: Ceremony for the completion
Nov 2000: Completion
(FY 2002 Overseas Survey) The environment and socio-economic study is to be implemented between June-December 2003. The study will be financed by the assistance from Japan (equivalent to 13 billion JPY (grant aid JPY 251.85 million and yen loan JPY 13.05 billion)) and own fund (RMB 870 million) In terms of technical assistance, trainings in Japan (10 trainers each year), and dispatching experts (50 persons in total) will be requested. By maintaining facilities, the expiration date for the use of Baishi Dam can be extended to 10 years, which would stimulate local production activities and increase current profit up to 72.715 billion CNY.
(FY 2002 Domestic Survey)
Technical Cooperation:
acceptance of a trainees: 1998-2001 32 persons
(FY 2007 Domestic and Overseas Survey)
No information to be specifically mentioned.

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STUDY SUMMARY SHEET

(M/P)

Compiled Dec.1999

Revised Sep.2010

EAS CHN/S 101/98

1. COUNTRY	China		
2. NAME OF STUDY	Eutrophication Control of Tai Lake		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Taihu Basin Management Agency, Ministry of Water Resources	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) To formulate a M/P to control the water environment of Tai Lake (2,428km ²), targeting the years of 2000, 2010, and 2020; and 2) Technical transfer through the conduct of the Study.		
7. CONSULTANT(S)	KOKUSAI KOGYO CO., LTD. CTI Engineering Co., Ltd.		
8. STUDY PERIOD	Jan.1996	~ Jun.1998	29month(s)
9. SITE OR AREA	Area (21,969km ²) that is a potential source of pollutant load flowing into Tai Lake.		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Installation of secondary sewage treatment facility for domestic wastewater treatment.</p> <p>2. Effluent load reduction and installation of highly advanced sewage treatment facility for industrial wastewater treatment.</p> <p>3. Construction of a water environment monitoring and observation facility.</p> <p>During the Study, the economic growth rate in the area was over 15%. Assuming that the pollutant generation load is in proportion to the GDP, the inflow load in the Tai Lake was estimated to have doubled in a five-year period, and quadrupled in a ten-year period. Consequently, maintaining the lake water quality at a certain level required tremendous capital. About twice the normal cost for treatment was required as the measures carried out not only targeted organic load reduction, but also the reduction of properties such as nitrogen and phosphorous that impact eutrophication.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

1. Installation of secondary sewage treatment facility for domestic wastewater treatment.

(FY 2001 Overseas Survey)

Funding: Own find

Construction: Construction of 29 wastewater facilities were partially or completely completed and 25 are on-going. The total capacity will reach 2,794,000 ton/day. Moreover, 81 facilities will be constructed in the period of the tenth five-year plan and the capacity will reach 3,913,000 ton/day.

2. Effluent load reduction and installation of highly advanced sewage treatment facility for industrial wastewater treatment

(FY 2001 Overseas Survey)

Many industrial firms reached the effluent standards. Clean production is promoted through adjustment of industrial structure and the effluent is being minimized. Also, the elimination process manual of phosphorous and nitrogen organic matter was tightly restricted for Tai Lake is polluted by organic matter. Fund for construction was secured from local budget.

3. Construction of a water environment monitoring and observation facility

(FY 2001 Overseas Survey)

The Ministry of Water Resources is responsible for construction and Taihu Basin Management Agency is in charge of the implementation of construction. All data concerning operation after construction will be disclosed to public agencies such as Environmental Protection Bureau to share information and provide better public services.

The project is under preparation and an the request for application of grant aid for the construction of a monitoring and observation facility will be submitted to JICA .

(FY 2003 Domestic Survey)

B/D is being implemented.

(FY 2003 Overseas Survey)

Name of the implemented project: Automatic Monitoring System of Water Quality in the Basin of Lake Taihu

Funding: Currently raised domestically with an eye on procurement from overseas is intended.

Amount: 110 million CNY.

Contents: At the early stage the systems will be constructed at 22 places in major water channels that introduce water from Chang Jiangto Lake Taihu, main water channels flowing into Lake Taihu, and water channels in the region of Lake Taihu and at borders of provinces.

(FY 2004 Overseas Survey)

Subsequent study: Study on the agricultural plane source by Lake Taihu basin and aqueous biology

Implementing period: 2004 - 2006

Subsequent study: Automatic water quality monitoring system

Finding: Own funds, Attempting to receive funding from overseas.

Amount: 110 million CNY

Contents: Installing monitoring system at 22 sites. The sites include major rivers that introduce water from Chang Jiangto Lake Taihu, major rivers flowing into Lake Taihu, and rivers in the region of Lake Taihu and at borders of provinces. Currently the automatic water quality monitoring station is being installed at 貢湖 by Chang Jiangto Lake Taihu.

Subsequent study: Chang Jiangto Lake Taihu water quality testing

Contents: Construction of new water channels planned on the "Study on Eutrophication Control of Tai Lake". Currently F/S is being implemented. On-sitestudy is being implemented on one of the channels.

Beneficiaries: Three states - Chiangsu, Zhejiang, Shanghai and the cities within them.

Technical cooperation: Since 2001, TBA has not received technical cooperation from Japan, training or dispatch of experts. No technical cooperation project exists.

Progress: Irrigation and Drainage Department is researching the construction of a drinking water source conservation model site and Lake Taihu water biology restoration site in Lake Taihu basin. Currently a F/S is being implemented.

(2005 Overseas Survey)

Subsequent study: Construction of Chang Jiangto Lake Taihu water quality testing

Status: Based on the survey in 2005, 2 billion cubic metres of water flowed to the Lake Taihu out of 4 billion cubic metres drawn from Chang Jiang. This was contributed to the improvement of the water quality and nearby environment as well as supplying water efficiently to the basin. Area of eutrophication in Lake Taihu declined to 70% from 83% in 2001 and category II - III has increased from 70% to 85%. Water quality of the river and channel network has increased from 20% to 40% (category above III), which increased the load capability of the water resources and environment.

This summer's lower rainfall and high temperature weather led to the decline of the water flowing into Lake Taihu, causing a large blooming of algae. there was an oil pollution accident at Huangpu River in Shanghai. These incidents brought about complete cooperation among water authorities, which has implemented the operation scientifically. As a result, the following benefits were gained, 1) total sequearing safe water to Shanghai, Suzhou, Wuxi, Huzhou, 2) sufficient supply of agricultural water in key areas in Hangzhou, Jiaxing, Huzhou, 3) maximum improvement of water quality, 4) guarantee the safety of water environment, 5) implementing preventative measures for the shortage of water.

(FY 2008 Domestic Survey)

Implemented project: Environmental restoration in Lake Taihu (model project)

Implementing period: 15 May, 2001 - 14 May, 2006

Background: Japan has already gained technical know-how against eutrophication, which include the installation of an advanced sewage treatment tank as a distributed sewage treatment system and the utilization of natural purification process by aquatic plants. In China, however, these methods are not yet established.

For this reason, in 1998, the Government of China requested the Government of Japan to implement technical cooperation in order to develop measures on how to deal with domestic drainage from various and dispersed sources, as Japan possesses advanced technologies in this circle.

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STUDY SUMMARY SHEET

(M/P)

Compiled Dec.1999

Revised Sep.2010

EAS CHN/S 112/98

1. COUNTRY	China		
2. NAME OF STUDY	Jilin Province Integrated Regional Development Plan in China		
3. SECTOR	Development Plan	/ Integrated Regional Development Plan	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	State Planning Commission, Jilin Province Planning Commission	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To propose an integrated regional development master plan for a designated area spanning from Changchun to Hunchun.		
7. CONSULTANT(S)	International Development Center of Japan UNICO International Corporation		
8. STUDY PERIOD	Sep.1996	~	May.1998 20month(s)
9. SITE OR AREA	The area from Changchun to Hunchun (46,000sq.km)		
10. MAJOR PROPOSED PROJECT(S)	<p>A total of 18 Core Programs were identified which addressed principal development issues facing the area like farmers' organization, livestock development, water resources development, forestry conservation, industrial development, highway construction, and tourism development.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 1999 Domestic Survey)

An official delegation led by Mr. Wang Guo Fa, Vice Governor of Jilin Province, visited Japan for two weeks in June 1998 to hold a series of investment promotion seminars in Tokyo, Niigata, Joetsu, Kanazawa, and Nagoya. Accordingly, progress of the project is expected.

(FY 2001 Overseas Survey)

Jilin Province submitted 30 projects for yen loan including the sectors of industry, water supply, urban wastewater treatment, urban waste management, water and soil conservation, environmental improvement, tourism and education through the State Planning Commission. The result of the application has not been informed yet.

Installation of saving water system at irrigation districts (Automatic water-saving irrigation system)

(FY 2002 Overseas Survey)

Subsequent study: 2001

Funding: 10 million CNY (5 million CNY invested by China, 5 million CNY provincial funding)

Construction: 20 April, 2002 - 15 November, 2002

Benefit: Existing paddy field (2,267ha), newly cultivated paddy field (867ha) and improved irrigated paddy field (1,400 ha) in four sites.

(FY 2003 Domestic Survey)

Local staff (interpreters and experts) who are employed for this project and had work experience at OJT have worked various development projects implemented by JICA. This contributed to the development of human resources.

(FY 2003 Overseas Survey)

Implemented project (in progress)

1) Project for Construction of National Large-size High Quality Products and Food Base (Changchun Area)

2) Beef Cattle Development Project in Changchun

Subsequent project:

1) Changchun and Harbin area economic development study

Implementing period: January, 2004 - June, 2004

Funding: 3 million USD of Grant Aid will be requested

Technical cooperation from Japan:

Acceptance of technical training participants: 5 - 10 trainees. The training in the sustainable development of the regional economy will be implemented in 2004.

Dispatch of experts: 3 - 5 persons. Cooperation for study and planning is desired for a period in 2004.

(FY 2004 Overseas Survey)

1. Subsequent study: Changchun - Jilin economic area development plan will be implemented between 2004 and 2005.

2. Funding: Funding for the Songhua River basin pollution control measures will be from various sources. (e.g. Yen loan, Grant Aid, International funds)

3. Construction and planning

1) Changchun Longjia International Airport: In progress. This will be completed in September 2005.

2) Changchun - Hunchun highway: Changchun - Jian mi and Yanji - Tumen have been completed and used. For the rest of the parts, the work is in progress.

3) Songhua River basin pollution control measures: Construction project is in progress for Songyuan city sewage treatment facility. Construction of the sewage treatment facility in north and west outskirts of Changchun, Jilin city sewage treatment facility have been completed.

4) Lao Long kou dam: Currently being constructed.

4. Technical cooperation: Training plan (30 trainees for pollution control measures for 30 days)

(FY 2008 Domestic Survey)

The proposed comprehensive development plan has been authorized by National Development and Reform Commission (NDRC) and utilized for regional development projects due to the rapid growth of China's economy and finances. The plan was also utilized in the mission to entice private investment from Japan organized by NDRC.

The programs listed below are in progress based on the basic development policy of the department authorized by NDRC.

1. Program for rural economic organization - cooperative association for market economy

2. Integrated program for Beef cattle promotion (summary)

3. Program for improvement of Changchun vegetable wholesale market

4. Program for water resource development

5. Program for beneficiary liability on forestry public function

6. Program for industrial promotion of timber processing

7. Program for promotion of agricultural processing and food industry

8. Program for structure improvement and reinforcement of Automobile (including motorbike) metallic component industry

10. Program for industrial promotion of Yanbian district

11. Program for reconstruction of Decrepit company

12. Program for promotion of Yanbian small thrust development

13. Program for Changbai Shan and Yanji tourism development

14. Program for maintenance of East-west arterial road

15. Program for rural feeder transportation network plan

16. Program for maintenance of commodity distribution terminal

17. Program for review of rural economic development zone

18. Program for redevelopment of decrepit housing area

STUDY SUMMARY SHEET

(M/P)

Compiled Dec.1999

Revised Sep.2010

EAS CHN/A 116/98

1. COUNTRY	China		
2. NAME OF STUDY	Ansai Mountain Area Integrated Agricultural Development Project in Shanxi		
3. SECTOR	Agriculture / (Agriculture in) General	4. TYPE OF STUDY	M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	(provincial committee of science and technology)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To formulate a M/P on integrated agricultural development to promote agricultural infrastructure development with land conservation and rural living improvement for 5 villages/towns (xiangzhen) in Ansai mountain area and to formulate a model area plan.		
7. CONSULTANT(S)	Japan Agricultural Land Development Agency		
8. STUDY PERIOD	Nov.1997 ~ Mar.1999 16month(s) ~		
9. SITE OR AREA	The whole study area: 1080km ²		
10. MAJOR PROPOSED PROJECT(S)	<p><M/P></p> <ol style="list-style-type: none"> 1. Land utilization. 2. Agricultural land conservation. 3. Cultivation. 4. Livestock. 5. Support for farmers. 6. Processing and marketing of agricultural products. 7. Agricultural/rural infrastructure. 8. Afforestation. <p><Model area project></p> <p>The target area was divided into three according to the social, geographical, and topographical conditions.</p>		

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued or Cancelled</p>
<p>Description :</p> <p>(FY 1999 Domestic Survey) Shanxi provincial government is examining how to deal with M/P proposed projects.</p> <p>(FY 2001 Domestic Survey) The Ansai authority submitted the report to the Shanxi provincial government on the matter of all projects in three areas were to be requested as the grant aid projects. However, this matter is not adopted because it will cost 1.76 billion Yen in case all projects are implemented together, and there were no rooms for any projects in FY2001. The grant aid projects as the Center for Forestry and Rice Paddy on a slope, the Village Development Promotion in the case of the Project Type Technical Cooperation Scheme and the Rehabilitation of the Riverside Irrigation Facilities are expected. However, the coordination in the Chinese government is making slow progress.</p> <p>(FY 2001 Overseas Survey) After the study, the two Shaxi provincial agencies, Science and Technology Agency and Foreign Economic Trade Agency, requested the Dept. of Foreign Economic Trade for the implementation of the proposed project. Regarding the request, they received an answer that the amount of Yen loan was limited and it was not available for small-scale projects. However, the provincial government is continuously making efforts to implement the project by yen loan.</p> <p>(FY 2003 Overseas Survey) At the same time with the completion of the "Ansai Mountain Area Integrated Agricultural Development Project in Shanxi" in 1999, the Shanxi Provincial Bureau of Foreign Trade and Economic Cooperation submitted the implementation plan to the Ministry of Foreign Trade and Economic Cooperation in the same fiscal year with the request for implementation under the yen loan from Japan. The aforementioned project has been waiting for its realization so far without entering an implementation stage.</p> <p>(FY 2008 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2009 Domestic 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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(F/S)

Compiled Dec.1999

Revised Sep.2010

EAS CHN/S 302/98

1. COUNTRY	China		
2. NAME OF STUDY	Groundwater Development in Tuoketuo County, Inner Mongolia		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY F/S
5.	Institute of Water Resources for Pastoral Areas, Ministry of Water Resources		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1)To conduct a F/S for groundwater development at 3 village communities(Yong Sheng yu xiang, Wu shi jia xiang, Hei cheng xiang) in Tuoketuo Country, Inner Mongolia; 2)To formulate stable and safe water supply system plan utilizing groundwater; 3)Technical transfer through the Study		
7. CONSULTANT(S)	Sumiko Consultants Co., Ltd. Yachiyo Engineering Co., Ltd.		
8. STUDY PERIOD	Mar.1997 ~ Mar.1999 24month(s) ~		
9. SITE OR AREA	62 villages within the 3 village communities (Yong sheng yu xiang, Wu shi jia xiang, Hei cheng xiang) in Tuoketuo Country, Inner Mongolia		
10. MAJOR PROPOSED PROJECT(S)	<p>Difference in groundwater quality has been recognized between the northern and southern parts of the study area, which are separated by a major fault running in E-W direction. The groundwater in the northern part is contaminated with excessive arsenic and/or fluorine, at locations in the proximity of the graven structure, which is covered by thick Quaternary beds. Therefore, an appropriate supply system of uncontaminated water should be established taking account of the geological condition.</p> <p>Case 1: Where water sources with satisfactory conditions both in quality & quantity could be assured within nearby village. Case 2: Where water sources with satisfactory conditions both in quality & quantity could not be assured within nearby village.</p> <p>In case 1, it is necessary to construct water source well and pipe lines for local water supply system in the relevant village. In case 2, it is necessary to construct an aqueduct from a water source to the relevant village and to construct a pipeline for a local water system.</p> <p>The construction term consists of 2 stages: 5 years for the improvement stage and 5 years for construction of new water supply system in near future. The overall project term is 30 years including the depreciation period of 20 years after the construction term.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1999 Domestic Survey) Finance: The beneficiaries are able to share in the expenses for operating & managing water supply system, however they have difficulty to share the cost of facilities construction. Therefore, the inhabitants are looking forward to the subsidy from local government but the plan to implement construction is not certain yet. The procedures for JICA grant aid has already been completed in Ministry of Water Resources, but its aid has not been procured yet until now.</p> <p>(FY 1999 Overseas Survey) The water supply facility model operated without any problem. Residents desire JICA to formulate a further water supply plan. If the project will be implemented, large social and economic effects are expected. At present, local government is trying to collect funds from various routes in order to implement the proposed project.</p> <p>(FY 2001 Overseas Survey) The project has not been realized yet.</p> <p>(FY 2003 Overseas Survey) In China, with implementation of the "National Drinking Water Scarcity Solution Project" with the objective of solving drinking water scarcity for residents and cattle in water-starved areas, the water supply project was implemented in villages that became objects of the water supply project. In TOKUTO province, the Water Supply Project was incorporated into the provincial Drinking Water Scarcity Solution Plan, and consequently the water supply project was implemented in villages that became objects of the project.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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 Sep.2010

EAS CHN/S 101/99

1. COUNTRY	China		
2. NAME OF STUDY	Environmental Management Plan for the Environmental Model Zone in Dalian Municipality		
3. SECTOR	Administration / Environmental Problems		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Environmental Protection Bureau of Dalian Municipality, Liaoning Province	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	To make a suggestion regarding practical and effective, and technical(hard), political(soft) environmental protection measures, to achieve both of social development and environmental protection in Environmental Model Zone in Dalian Municipality.		
7. CONSULTANT(S)	UNICO International Corporation Japan Weather Association Nippon Koei Co., Ltd.		
8. STUDY PERIOD	Nov.1996 ~ Mar.2000 40month(s) ~		
9. SITE OR AREA	4 central districts in Dalian City(Zhohhshan, Xigang, Shahekou and Ganjingizi)		
10. MAJOR PROPOSED PROJECT(S)	<p>1) Cleaner production of Dalian Steel Co. To prevent dust emission by means of replacement small scale aged electric furnaces to new large-scale furnace equipped with dust collector in closed premises.</p> <p>2) Cleaner production of Dalian Cement Group Corp To prevent dust emission by means of replacement of small scale aged coal mills and cement mills to new large scale ones equipped dust emission prevention devices, and save energy by installation of heat generator.</p> <p>3) Cleaner production of Dalian Dyestuff Plant To reduce COD discharge and to save energy by moving of the plant in the city to suburb, and modernization of sodium hydroxide, waste sulfuric acid concentration and di-nitrobenzen process.</p> <p>4) Cleaner production of Dalian Pharmaceutical Plant To reduce COD,SS and bad smell by plant moving to suburb of city and installation of circuit fluidized bed combustion boiler, de-sulphurization process, de-nitration process, dust collector, active carbon treatment process for emission gas, and water treatment process.</p> <p>5) Cleaner production of 2nd phase expansion work of Chunhai Thermo-electrification Plant To replace 27 small-scale boilers to 2 new large-scale boilers and to improve capacity of the boiler installed in 1st phase construction work.</p> <p>6) Cleaner production of Dalian Gas Co. To move the plant from city centers to suburb and change htefuel from coal to LPG.</p> <p>7) Modernization of environmental management To enhance the environmental management by improvement of existing monitoring system bad environmental education facilities, and training of human resources.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :**Status of Application**

Environmental management plan prepared by the study have been applied to various issues in Dalian city, such as; Relocating aged factories from urban area, Expansion of environment monitoring system, Promotion of environmental education.

(FY 2000 Domestic Survey)

Dalian has historically developed as economic and trading center in north east of China and industrialized city. Recently, environmental problem is getting serious in the city due to rapid urbanization. So, the Chinese Government decided four central districts in Dalian City as Environmental Model Zone, and requested to the Japanese Government to conduct a study for formulation of environmental management plan for it. The study was carried out from November 1996 to March 2000 and during the period the study team visited the city seven times for field survey. The study was cooperated with Kitakyushu city, which is a friendship city of Dalian city for long time, and its know-how was efficiently put in the recommendation especially in the field of political management system.

The study covers wide area and details are as follows;

1) Monitoring and analysis of meteorology and air quality, water, deposit and living things in Dalian Bay, and noise at main traffic roads. 2) Sampling and analysis of emission gas and discharged water from plants(point sources of pollution) and sewage water from residential houses(apartment). 3) Measuring and analysis of emission gas from vehicles(non-point source). 4) Identification of present environmental situation, analysis of environmental pollution, and formulation of environmental pollution estimation model(satellite image analysis and simulation model). 5) Identification of presents socio-economic development and study on future industrial framework and energy changeover plan. 6) Assuming of socio-economic development framework and estimation of future environmental condition. 7) Setting of future(at 2010) environmental target figures and identification of the theme to be investigated. 8) Survey on present situation of collection and middle and final treatment of the solid waste from plants, hospitals and residential houses, study on the theme and countermeasures, and making a recommendation for improvement plan. 9) Survey on present situation of organization, institution and environmental education, and making recommendation for the improvement plan. 10) Study on the items to be implemented in a political field and summarize in the modernization plan for environmental management. 11) Formulation of action plan for important project in the items of countermeasures recommended. 12) Pre-Feasibility study and EIA for the priority projects selected from the important projects. 13) Formulation of the environmental basic plan including whole study results. Formulation of "Dalian Basic Plan for Environmental Pollution Protection", which is useful for Dalian Environmental Protection Bureau to prepare the Basic Plan by themselves. It was used in 2nd seminar as a textbook.

(FY 2001 Domestic Survey)

Finance: 28 Mar.2000 L/A 5,315 mil. Yen Dalian Environment Model City Project Part I, 30 Mar.2001 L/A 3,202 mil. Yen Dalian Environment Model City Project Part II

1. Improvement of the plant for which F/S was implemented.**(FY 2001 Overseas Survey)**

1) Dalian Pharmaceutical Plant: Improvement and relocation were completed. Procured 136 million yuen by land transfer and joined the domestic stock market. 2) Dalian Dye Plant: Improvement and relocation were completed. Dalian Chemical Industry Company payed the relocation expense, 180 million yuen in advance. 3) Chunhai Thermolectric Plant: Pollution reduction improvement was completed. Fund was procured by themselves. 4) Dalian Steel Plant: Pollution reductin improvement of electric furnace was completed. Fund was procured by themselves.

2. Urban wastewater treatment**(FY 2001 Overseas Survey)**

1) Construction of MA RAN River wastewater treatment plant was completed. Finance: 330 million yuen (including 83 million yuen loan from World Bank)
2) Construction of CHUN RYU wastewater treatment plant was completed. Finance: 90.66 million yuen (including 34 million yuen loan from World Bank)
3) Construction of HAKKESO wastewater treatment plant was completed. Finance: BOT (procured by themselves)

(FY 2002 Overseas Survey)

Contamination and maintenance of electric furnace of Dalian Steel Cop: reforming old furnace, abating emission of smoke and grime (the period 20th of March-June of 2004, 12 mil dollars). Dust collector in cement factories: in renovating facilities, clean production will be launched, The 1st phase of Environmental Protection Project for Dalian pharmaceutical factories: The factory is moved and transformed to actualize clean production (Financed 6.37 mil. dollars). Establishment of the Model Center (requested): establishing a model center for environmental education which serves as contact between environmental educational enlightenment and clean production in Northern Region.

3. Air pollution reduction

(FY 2001 Overseas Survey) The result of the joint research between China and Japan, the sulfur dioxide inhibition method, was utilized and the SO₂ concentration rate in the air decreased from 60mg/m³ (1997) to 30mg/m³ (present).

4. Proviton of equipments

(FY 2001 Overseas Survey) Through the study, the Japanese side provided equipments of approx. 20 million yuan. Among the equipments, five automatic monitoring stations are working properly. Based on the stations, the Environmental Protection Bureau constructed five more new stations with own procured fund. However, some equipments are not exchangeable due to lack of spare parts.

5. Others

(FY 2001 Overseas Survey) Dalian City was highly evaluated in its environmental protection activities and selected as one of the world top 500 cities by the United Nations.

(FY 2004 Overseas Survey)

Chongqing Tianyuan Chemical Industry District Thermal Power Plant Expansion Project (October, 2002 - January 2004)

Reducing discharges of 1,610 ton sulphur dioxides, 5,800 ton fine particles, and 80 ton NO_x annually.

Anti Daiko group made Thermo-electrification Furnace Pollution Project (March 2002 - July 2004)

Introduced a 40 ton AOD furnace, square alloy casting dust-proof system. Dust-proof has accomplished 50mg/square metres. Realised reduction of 1,536 tons of dust per year.

(FY 2005 Overseas Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jun.2000

Revised Sep.2010

EAS CHN/S 201/99

1. COUNTRY	China		
2. NAME OF STUDY	Study on Integrated Countermeasure Plan for the Environment of Maotiao River Basin (Lake Hongfeng and Lake Baihua) in Guizhou Province		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	<p>- To implement the F/S for the urgent projects to improve the waste water disposal system of the industrial plants in Maotiao River Basin.</p> <p>- To formulate a M/P for the environmental conservation of the basin while presenting recommendable measures to reduce the water contamination and eutrophication.</p>		
7. CONSULTANT(S)	Central Consultant, Inc.		
8. STUDY PERIOD	Dec.1997 ~ Jul.1999 19month(s) ~		
9. SITE OR AREA	Maotiao River Basin (3,246km ²)		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P:</p> <p>(1) Water utilization: Effective utilization of water resource. Targeted industrial water recycling rate: 75%.</p> <p>(2) Targeted water quality standards : Lakes - apply the surface water standard category II, Rivers-apply the category III, Total mercury content in irrigation soil - apply the Japanese standard (3mg/L), Industrial waste water - apply the waste water disposal standard.</p> <p>(3) Ecosystem, Landscape, and Hydrophilicity Ecosystem - Conserve natural environment and biodiversity in the basin while maintain the balance of economical activities. Landscape/Hydrophilicity - Conserve natural landscape for tourism promotion.</p> <p>Based on the above, 21 measures were selected as the measures for water quality conservation, mercury contamination prevention, ecosystem conservation, and the related organization/system improvement.</p> <p>(1) Works for early stages Sewage disposal system of residential houses. Rationalization of factory effluent utilization. Waste water disposal system improvement for the targeted four factories for F/S. Prohibition of fish farming in the lakes. Waste water disposal system development in rural areas. Mercury contamination prevention. Ecosystem survey and conservation management planning.</p> <p>(2) Preparation for implementation Establishment of Lake Hongfeng and Lake Baihua environmental management committee. Water environmental monitoring. Organization enforcement for the environmental protection. Man-power development. Enforcement of the sewage and waste system.</p> <p>(3) Future study targets Rationalization of industrial production systems. Reduce mercury contamination in Guizhou. Undergroundwater conservation and development. Review water quality standards.</p> <p>F/S:</p> <p>Formulate projects for improvement of waste water disposal system of the targeted four plants below.</p> <p>(1) Organic Chemistry Plant in Guizhou - Acetic acid production process: utilization of mercury-free production system</p> <p>(2) Chemical Fertilizer Plant in Guizhou - Application of ammonia stripping method for carbonate ammonia waste water treatment.</p> <p>(3) Chemical Fertilizer Plant in Hebei - Application of closed system for synthesis ammonia plant waste water treatment. Fluorinate process: Recommendation of coprecipitation techniques</p> <p>(4) Power Plant in Qingzhen - Deacidification system by sulfuric acid for waste water from ash disposal site. PH control after the treatment.</p>		

PRESENT STATUS	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 the completion of the project.

1. Organic Chemical Plant in Guizhou
(FY 2001 Domestic Survey)
Finance:
Mar.28,2000 L/A 6.266 Billion Yen 'Guiyang environment Model City Project '
Mar.30,2001 L/A 8.169 Billion Yen 'Guiyang environment Model City Project II'

2. Chemical Fertilizer Plant in Guizhou
(FY 2001 Domestic Survey)
It was not approved as the JBIC Project because the loan scale was small.

3. Power Plant in SEITIN
(FY 2001 Domestic Survey)
It was not approved as the JBIC Project because the loan scale was small.

4.Countermeasures Plan for Environment and Water Pollution Maotiao River Basin in Guizhou Province
(FY 2002 Overseas Survey)
The project was integrated into JBIC's Yen Project from 2002-2004 (around 100 mil.dollars). The work is to be started in 2004, and lasted for 3 years.
(FY 2003 Overseas Survey)
Next stage study: China desires implementation of the project in 2004 or 2005 with the study expense funded by JICA in addition to its own fund but It has not made the request yet.
Details of study: Systemicity and feasibility of the water environment improvement method of the Maotiao River Basin in the Guizhou. Dispatch of experts is desired.

5. Other Project
(FY 2001 Domestic Survey)
Sewage disposal plant and rationalization of factory effluent utilization: implementing by the own cost
Ecosystem survey and conservation management planning: unknown
Water environment monitoring: implementing by the own cost
Organizational enforcement of the environment protection direction: personnel cut by the government was made
Enforcement of the Sewage and waste system: not yet implemented

Profit effects:
(FY 2002 Overseas Survey)
Through project implementation, Kweichow province will contribute to regional economic development, social progress including quality control of water resources, as well as improvement in life standards including some sense of security, provided safe drinking water.

Situation:
(FY 2001 Domestic Survey)
The projects are implemented based on this Study. Three Plants are under reexamination from the viewpoints on rationalization and scale expansion except the Organic Chemical Plant among the Plants on F/S. The measure for mercury pollution is made partially by soil covering. The joint experiment for the soil improvement by the low temperature heat treatment are preparing to be requested as the grant aid by JICA.

(FY 2001 Overseas Survey)
Fund was procured from various sources.
High temperature mercury removal method was used for contaminated land, however, it was not successful.
Therefore, the low temperature mercury removal method proposed by the study is being examined.

(FY 2004 Overseas Survey)
Status of the measures taken against 4 major pollutant source related to the plan of immediate measures prepared in this study are as follow:
1. Organic Chemical Plant in Guizhou: Measures against mercury pollution are taken by using Yen Loan
2. Chemical Fertiliser Plant in Guizhou: Construction of new chemical fertiliser production system is in progress using a loan from ADB
3. Power Plant in Seiten: Measures against waste water are taken using its own capital.
4. Chemical Fertiliser Plant: Measures against water waste pollution are taken, using Gov. allotment and its own capital.

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 2009) have been conducted for studies completed in FY2008,FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jun.2000

Revised Sep.2010

EAS CHN/A 223/99

1. COUNTRY	China		
2. NAME OF STUDY	Taihang Shan Integrated Agricultural Development Project in Hebei Province		
3. SECTOR	Agriculture	/ (Agriculture in) General	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	The objective of Study is to formulate M/P and F/S for poverty reduction and environmental conservation with development of agriculture and rural infrastructure in the 4 priority areas in the Taihang Shan located in the western part of the Hebei Province.		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. Hokkaido Engineering Consultants Co., Ltd.		
8. STUDY PERIOD	Jun.1998 ~ Oct.1999 16month(s) ~		
9. SITE OR AREA	4 Priority Areas, 6 Villages		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P: 17 Development models for participatory implementation approach 3 Public investment projects pre-requisite of the participatory projects 4 programs to support implementation of the participatory projects</p> <p>F/S: 6 participatory projects, 3 public investment projects, 4 programs to support implementation of the participatory projects</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
(FY 2000 Domestic Survey) No information available.		
1. Farmers participatory projects (FY 2001 Overseas Survey) The following activities are on going. - 4 science and technology model areas are being selected related to mountain district development. - Preparing an application for yen loan. (FY 2002 Overseas Survey) 2 mil. yuan from Ministry of Science and Technology, 3 mil. yuan has been collected so far, combined with 6 mill. yuan of farmers' private funds.		
2. Public Works		
1) Dam drinking water project by Japan's aid (FY 2001 Overseas Survey) The Ministry of Foreign Trade and Economic Cooperation has submitted an application to JICA and is waiting for approval. (FY 2002 Overseas Survey) The next phase of Study: in practice Request for Grant Aid, amounting for 5,110 mil. yuan (the cost will be shared evenly) was submitted to the Japanese Govt. (FY 2003 Overseas Survey) As of FY2003, the request for a grant aid has been submitted to JICA through the former Ministry of Foreign Trade (also approved by the present Ministry of Commerce)		
2) Underground water environmental research (FY 2001 Overseas Survey) The Ministry of Science and Technology applied for a joint research with Japan, however, it has not been approved yet. The Chinese side has already spent two years from 2000 to 2001 for the research project with Japanese experts joined the project. A request for dispatch of Japanese experts was submitted to the ministry in 2002. (FY 2003 Overseas Survey) 2001 - 2003: Dispatch of experts (3 persons including personnel from Chiba University) was realized and annual studies and research activities were conducted in the mountain area of Taihang Shan.		
3) Farmers market project (FY 2001 Overseas Survey) The application has been submitted to the Ministry of Science and Technology. Japan's aid is expected and approval is awaited.		
3, Farmers support project (FY 2001 Overseas Survey) The project has not implemented yet. (FY 2003 Overseas Survey) 1) The request for yen loan was continuously made in 2003. 2) Based on the final report of the study, Hebei Mountain Area Economy and Technology Development Office prepared the "Agriculture, Science and Technology Development Plan in Hebei Mountain Area" (2003-2005-2010), which the aforementioned office is expected to implement the plan by bringing concerned experts together from 2004 under the leadership of the Mountain Area Economy and Technology Development Office. The framework is likely to be expanded based on four development zones where the project has been previously implemented into dozen or so plantation areas in Taihang Shan and eight industries in Yanshan. The gross investment amount is 1.91 billion yuans, of which 3 million yuans, expected to be input from the provincial government from 2004, will be used to attract investment from various fields as a lead aiming for joint implementation.		
(FY 2004 Domestic Survey) No information to be specifically mentioned.		
(FY 2004 Overseas Survey) Hebei province has set forth 4 points in improving the living condition of 30 thousand farmers in 18 villages of the target water irrigation area. 1) To implement construction of an asphalt-paved roads to each villages. Construction completed for 12 villages in the end of 2004. 2) To construct water container for household. To prepare for a water shortage in dry seasons by containing rainwater. Presently completed for 70 percent of the household. 3) To implement actions for reforestation of arable land. To improve the ecosystem. 4) To train and assist farmers in popularising "water efficient farming". In addition, to introduce drought resistant species. Other than these, projects such as development of wasteland within project area, damming of rivers, land generation, and dam construction for village and land protections are in progress. The objectives of the above projects are to improve the environment and to overcome poverty of the farmers.		
(FY 2005 Domestic Survey) No information to be specifically mentioned.		
(FY 2009 Domestic Survey) No information to be specifically mentioned. (FY 2009 Overseas Survey) No information.		

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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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 Sep.2010

EAS CHN/S 302/99

1. COUNTRY	China		
2. NAME OF STUDY	Study for Road Network Development Plan in Changsha City		
3. SECTOR	Transportation	/ Road	4. TYPE OF STUDY F/S
5.	Construction Committee, Changsha City		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1) To formulate the road network plan in Changsha City to solve bottlenecks and traffic congestion and to carry out the feasibility study of priority projects identified in the road network planning. 2) To transfer the technology		
7. CONSULTANT(S)	Fukuyama Consultants Co., Ltd Pacific Consultants International		
8. STUDY PERIOD	Jul.1998 ~ Oct.1999 15month(s) ~		
9. SITE OR AREA	Changsha City, Hunan Province		
10. MAJOR PROPOSED PROJECT(S)	1. Road improvement plan in Changsha City by the year 2010 2. Proposed priority projects(F/S) 1) East-side section of River Side Road(24.90km) 2) West-side section of River Side Road(20.63km) 3) Rodo-Bridge and its approach road(2.99km)		

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

Description :

Situation:

(FY 2000 Domestic Survey)

The proposed projects in this study, namely construction projects of the East-side Road and West-side Road and Rodo- Bridge, were approved in the Counseling Committee Meeting of Changsha City Government.

The Construction Committee of the Changsha City Government has already asked the Japan Bank for International Cooperation (JBIC) to finance the construction projects of River-side Road based on the decision of Counseling Committee Meeting.

Section between Syoko No.3 Bridge and West Lake Road of the East-side Road has been constructed by their own funds.

(FY 2001 Overseas Survey)

The application for yen loan was submitted in the end of 1999, however, it has not been approved yet.

1. East-side section of Riverside Road.

(FY 2001 Overseas Survey)

Finance: Own fund.

Construction : Completed.

2. West-side section of Riverside Road.

(FY 2001 Overseas Survey)

Finance: Own fund.

Construction: Will be completed in Oct. 2002.

3. Roudou Bridge and its approach road.

(FY 2001 Overseas Survey)

Finance: Own fund.

Construction: On-going. The roads were partially completed.

4. River side road

Subsequent studies

2003

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Survey)

The project is till 2003 and has already been completed.

STUDY SUMMARY SHEET

(F/S)

Compiled Jul.2001

Revised Sep.2010

EAS CHN/A 304/00

1. COUNTRY	China		
2. NAME OF STUDY	The Study on Yellow River Basin Agriculture and Fisheries Development		
3. SECTOR	Fishery	/ Fishery	4. TYPE OF STUDY F/S
5. COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	(Central Level) Department of Agriculture (Provincial Level) Shanxi Provincial Water Resources Agency (Regional Level) Yuncheng Administrative Regional Water Resources Department (District level) Yondji and Ruicheng		
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	To conduct the feasibility study on the integrated agriculture and fisheries development in the Yuncheng region (Yondji and Ruicheng districts) of Shanxi Province as a model case of 6 provinces located along the Yellow River. The study was made on the specific scopes of the project such as the construction and rehabilitation of aquaculture farms including the annexed agriculture field (improvement of alkali-origin soil), establishment of fish hatcheries, feed plants, fish processing factories, fisheries technological center, etc.		
7. CONSULTANT(S)	Overseas Agro-Fisheries Consultants Co., Ltd. Sanyu Consultants Inc.		
8. STUDY PERIOD	Mar.1999 ~ Mar.2000 12month(s) ~		
9. SITE OR AREA	Yondji district (3 areas) and Ruicheng district (5 areas), Yuncheng region, Shanxi Province		
10. MAJOR PROPOSED PROJECT(S)	<p>1. Agriculture & Fisheries Technological Development Plan</p> <p>1) Aquaculture Farms</p> <p>2) Village roads</p> <p>3) Electric lining</p> <p>4) Drainage canals</p> <p>2. Agriculture & Fishing Farmers Support Plan</p> <p>1) Freshwater Fish Hatcheries (Yondji and Ruicheng)</p> <p>2) Fish Feed Factories (Yondji and Ruicheng)</p> <p>3) Fisheries Technology Center (Yondji)</p> <p>4) Equipment Center (total 8 sites, each at the projected sub-districts)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY2001 Domestic Survey) Based on the results of this study, the government of P.R. China has been trying to coordinate towards the earliest Implementation by loans from Japan Bank for International Cooperation (JBIC), but no progress has been observed as of today.</p> <p>(FY2002 Domestic Survey) Shanxi Province shows a positive attitude toward implementation of the project. The draft of request for grant aid was allegedly submitted to the Central Govt. of China (Agricultural Dept.). The progress/result of discussion within the govt was not fully known. Though perhaps, there would be a high possibility that the project will be carried forward operation, the policy direction of govt. of China remains ambiguous at the moment. Therefore, even if the request is submitted, it is unclear whether its details are compatible with JBIC's aid policies towards the country (focused on environment protection and poverty alleviation).</p> <p>(FY2002 Overseas Survey) It would be essential to dispatch Japanese specialist for 2nd phase of Study. Moreover, the Grand Aid is to be proposed for operational cost. The proposal will be prepared in FY2003, and submitted for FY 2004. The Ministry is examining research plan on agriculture/fishery and environmental protection in the Yellow River coastal area.</p> <p>(FY2003 Domestic Survey) Because realization of financing is likely to be continuously difficult from the progress hitherto, it is considered desirable to revise the requested project as needed and prepare the ground for the project toward systematization by Dispatch of Experts (for a short time of approximately six months) as described in the "Study by Overseas Offices in FY2002".</p> <p>(FY2003 Overseas Survey) 1) Culture ponds of 220 hectares as a standard have been already developed and one breeding place for juvenile fish that makes use of the waste heat of power generation was constructed. 2) Future development of coastal fishery in the Yellow River will chiefly aim at quality enhancement. In terms of construction, for example, existing culture ponds will be modified to raise the level higher than a standard culture pond and develop it into what will serve as a model, and no new construction is expected. 3) The modification of culture ponds need financing from Japan and a grant aid is desired.</p> <p>(FY 2004 Overseas Survey) No information to be specifically mentioned.</p> <p>(FY 2005 Domestic 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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. 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 Sep.2010

EAS CHN/S 112/01

1. COUNTRY	China		
2. NAME OF STUDY	The Study on Improvement of Marine Environmental Monitoring System for the Pearl River Estuary		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P
5.	State Oceanic Administration (SOA)		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	1. Collection and analysis of existing information and resources. Quantitative prehension of current situation of ambient pollution in Perl River Etuary through satellite image analysis and 3 times of experimental monitoring. 2. Formulating water quality simulation model of Perl River Etuary. 3. Proposing and formulating sustainable and feasible monitoring plan. 4. Technical transfer into Chinese C/P		
7. CONSULTANT(S)	UNICO International Corporation		
8. STUDY PERIOD	Mar.2000	~ Sep.2001	18month(s)
9. SITE OR AREA	Perl River Estuary water district(From east which is Hong Kong south west water district, to west which is Mo Dao Men, and from north which is Lu Men Kou to south which is Wan Shan Tao		
10. MAJOR PROPOSED PROJECT(S)	<p>Monitoring Programme</p> <p>Proposals made for efficient and economical monitoring for South China Sea Branch(SCSB) are as followed:</p> <p>1. Monitoring Points Five additional points for SCSB. Possibility of disuse of existing 3 points should be considered.</p> <p>2. Analytical Parameters and Methods:</p> <p>1) Water Quality: Water quality analysis includes 35 parameters of the Environmental Standard for Seawater in People s Republic of China. In addition, four parameters on human health and 4 parameters eutrophication are basic parameter. Analysis will follow GB17378.4-1998 The specification for marine monitoring Part 4 Seawater Analysis .</p> <p>2) Bottom Sediment Quality: Parameters will be the 14 parameters used in the mentioned study the "GB17378.4-1998 The specification for marine monitoring Sediment Analysis".</p> <p>3) Aquatic Biota: The aquatic biota of interest are phytoplankton, zooplankton and benthos.</p> <p>3. Monitoring Frequency</p> <p>1) Water Quality: 3 times during the rainy season; the dry season; and a transient season.</p> <p>2) Bottom Sediment Quality: Once in two or few years. However, annual survey would be preferable for bay where sediments are much polluted.</p> <p>3) Aquatic Biota: Three surveys annually would be preferable. However, due to high cost, continuous monitoring may be limited to phytoplankton causing red water.</p> <p>4. Data Management</p> <p>5. Facility Development</p> <p>6. Organizational Development</p> <p>7. Regulatory Development</p> <p>8. Monitoring Scheme</p> <p>9. Cost Estimate</p> <p>Full implementation of the recommended comprehensive monitoring plan cost: 57million CHY (6.7 million USD)</p> <p>Funding party: The World Bank, Asian Development Bank (ADB), and Japan Bank of International Cooperation (JBIC)</p>		

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued or Cancelled</p>
<p>Description :</p> <p>(FY 2002 Domestic Survey) SOA recognizes the low probability that JICA cooperates SOA project again although SOA expects assistance to the next marine survey project driven by SOA. Guangxi and Beihai authorities contacted the study team to seek a possibility of marine survey project in Beihei coast. Their reason to request assistance is that Guangxi dose not have financial source to invest in environment due to its low standard of living although survey and measures are urgent needs in the sea with mangrove and coral reef due to its serious pollution. Participants in the study meeting of "Comprehensive Environmental Plan of Pearl Rive Estuary" showed high interest in activities of environmental conservation in Seto Inland Sea of Japan and the topic of "total amount regulation" introduced by the study team. It is worth considering dispatch of short- or long-term experts who have such organizational and institutional know-how if there is a request because the dispatch would contribute a lot in improving monitoring in Pearl River Estuary. Chinese engineers will be able to make the best use of the technologies transferred in the study because of their high level skills. However, there is a possibility that China requests short-term expert dispatch in the future on treatment of chemical substance such as dioxin and endocrin or on simulation technology in unique sea like Shenzhen which are not serious issues yet in China.</p> <p>(FY 2002 Overseas Survey) After the study, Environment Assessment Center for the State Oceanic Administration has carried out "An Assessment on Environmental Quality in Pearl River Estuary" in 2002. This Study set 44 assessment points. The assessment on water quality, low quality and marine life has started in May, August, and October respectively. The assessment will be continued in 2003.</p> <p>(FY 2004 Domestic Survey) Neither a concrete proposal equivalent to the subsequent study, nor related plans has been prepared. This study is to prepare a monitoring plan to be conducted continuously taking into account the local environment status, which does not include a proposal for subsequent studies including improvement of facilities using a Yen loan. Although system development to utilize monitoring results of the target area was proposed in this study, which requires sufficient amount of fund, this project has completed with a confirmation that the SOA, the counterpart, and other Guangdong province government agencies will collaborate to proceeding the issue. Although use of Yen loan has been considered other than a Chinese budget, China is continuing its own monitoring, which there are no request made for a Yen loan.</p> <p>(FY 2004 Overseas Survey) No information to be specifically mentioned.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Oct.2002

Revised Sep.2010

EAS CHN/S 113/01

1. COUNTRY	China		
2. NAME OF STUDY	The Study for Improving the Housing Finance Reform		
3. SECTOR	Development Plan / (Development Plan in) General		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	People's Bank of China	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	In order to contribute longitudinal reform of housing financial system in China, the study considers about an establishment of state-wide general housing financial system following cities typification based on progress level of housing institutional reform, and actual states/issues analysis of housing finance and housing policies with typificated model regions.		
7. CONSULTANT(S)	Nomura Research Institute		
8. STUDY PERIOD	Mar.2000 ~ Mar.2002 24month(s) ~		
9. SITE OR AREA	N/A		
10. MAJOR PROPOSED PROJECT(S)	<p>Short-term (urgent) projects</p> <ol style="list-style-type: none"> 1.Integration of small Housing Provident Fund Management Centers. 2.Development and reinforcement of training programs. 3.Standardization of Housing Provident Fund Management Center's administration procedures and management systems. 4.Promotion of Asset Liability Management in Housing Provident Fund Management Centers and reinforcement of the supervising functions by the central government. <p>Middle-term (policy-making) projects</p> <ol style="list-style-type: none"> 5. Management of funds in larger area / fund coordination with the money market. 6.Independent operation of large Housing Provident Fund Management Centers. 7.Increasing control of housing policy by the central government. 8.Increasing housing policy funds and political loans by the central government. 9.Aligning Housing Provident Fund Management Centers. with local government housing planning. <p>Others</p> <ol style="list-style-type: none"> 10.Establishing Mortgage/Guarantee Systems. 11.Developing Housing information system. 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2002 Domestic Survey)

Major projects proposed in II can be categorized into three types as follows:

1) 1 to 4: Short-term (urgent) projects:

Concerning the short-term proposals, Ministry of Construction in China announced that the Ministry decided to study the feasibility of system integration and other reforms in June 2002.

2) 5 to 9: Long-term (policy-making) projects

These projects will be considered for implementation once the short-term projects are completed and the new systems are established.

3) 10 and 11: others

A Japanese electronics manufacturer has been conducting a feasibility study on the integrated information system of Housing Provident Fund Management Centers in cooperation with JBIC. Also, a Japanese real estate information provider also has shown strong interests in the housing market information system and will start the study in near future in China.

(FY 2002 Overseas Survey)

A subsequent study, 'Study on Financial System Reform for the Western Development In the People's Republic of China', is one of the major development strategies within the national plan of '10th Five Year Plan (2000-2005)'. In that Survey: 1) Necessary fund, period and characteristics of fund flow for each construction projects of Western Development will be categorized/researched. 2) Related investments will be categorized/researched. 3) Feasible financing route and methodology will be researched following categorization and research of each investment 4) Policy recommendation on establishment of financial routes, financing system, and fiscal/tax revenue system for the Western economic development will be prepared based on the understanding of fiscal transfer systems in Japan and other countries.

Implementing period is scheduled for FY 2003-2004, and the study will be funded by the People's Bank of China.

(FY 2003 Domestic Survey)

JBIC's "housing finance information system improvement project" started in March 2003 as a part of the "main proposed projects" described in the FY2002 Follow-up Studies, built up new systems as well as indicated issues based on understanding of actual operational flow condition of public housing finance system targeting direct ruling city Chongqing, and corresponding methods with those issues. Regarding indications above, a specific estimate of investment scale and evaluation of profitability were implemented. We are expected to accept technical training participants (4 people) are expected to be accepted from Chongqing Municipal People's Government in Japan to provide them with trainings at the Ministry of Land, Infrastructure and Transport and the Government Housing Loan Corporation within this fiscal year. Also, the final report of this study by the study committee was brought into publication in Chinese under responsibility and editing of the CP, The People's Bank of China (with approval of the JICA Peking Office).

(FY 2003 Overseas Survey)

The studies are attracting wide range of attention and highly regarded as useful in the housing loan reform policy of China. Especially, the study outcome in subjected project are supported by the People's Bank of China so much so that the outcomes are likely to be utilized in establishment of a future policy.

Technical cooperation of Japan (Acceptance of Technical Training Participants):

Trainee received: 3

Technical fields: The housing loan system of Japan, etc.

Period: 20 days from March 2002

(FY 2004 Domestic and Overseas Survey)

No information to be specifically mentioned.

(FY 2005 Domestic and Overseas Survey)

No information to be specifically mentioned.

(FY 2006 Domestic Survey)

No information to be specifically mentioned.

(FY 2006 Overseas Survey)

The proposals in the subjected study brought a reform of "Chinese public housing deposit management regulation". Also, the publication of "Chinese housing finance report" brought an impact to the society.

(FY 2007 Domestic Survey)

No information to be specifically mentioned.

(FY 2007 Overseas Survey)

Promoted nation wide housing reserve system reform. The housing mortgage have been improving and supply houses are valued by money.

STUDY SUMMARY SHEET

(M/P)

Compiled Oct.2002

Revised Sep.2010

EAS CHN/S 114/01

1. COUNTRY	China		
2. NAME OF STUDY	The Study on Urbanization of Rural Districts (Haichen City)		
3. SECTOR	Development Plan	/ Integrated Regional Development Plan	4. TYPE OF STUDY M/P
5.	The State Development Planning Commission, the Development Planning Committee of Jiangsu Province		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Targeting Haichen city in Liaoning province which is stated as a development model of the national architectural department designated "rural urbanization experimental city", the project aim to contribute to realizatin of balanced national land development avoiding population concentration in cities before happens by proposing prioritized projects in the comprehensive development plan following its formulation which targets 2010 with some emphasis on large-scale orientation of industries.		
7. CONSULTANT(S)	International Development Center of Japan Pacific Consultants International		
8. STUDY PERIOD	May.1999	~ Nov.2001	30month(s)
9. SITE OR AREA	Haichen City of Liaoning Province, Jiangsu Province, 8 pilot cities for urbanization project		
10. MAJOR PROPOSED PROJECT(S)	<p>Agriculture: Fruit Marketing Strengthening Project in southeastern mountainous areas, Water-saving Agricultural Project</p> <p>Commerce: Intensification of SMEs, Reestablishment of magnesia material processing industry</p> <p>Distribution system: Development of the pilot district as a shopping street in Haicheng City, Establishment of wholesale fish market, Revitalization of clothing market in Seiryu District</p> <p>Environment and water resource: Haichen River Rehabilitation Project</p> <p>Transportation: Development of the by-pass function of west side of the loop road in Haichen City, Widening of Kanno-Seiry-Haichen Route of Kaiko Line, Construction of inner loop roads</p> <p>Urban development: Redevelopment project in the central area, Afforestation project in Haichen River Park, Development of area on river banks, Transfer and integration of administrative functions, Improvement of housing environment for low income residents</p> <p>Overall development: Fruit-line project</p>		

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued or Cancelled</p>
<p>Description :</p> <p>(FY2002 Domestic Survey)</p> <p>The guidelines, recommended in the Study have been shared among other concerned parties in Nanjing, Shanghai and Guangzhou. Additionally, the government has submitted request for preparation of development plan in medium-sized city in the Southern area.</p> <p>(FY 2002 Overseas Survey)</p> <p>For the traffic sector, each project based on the plans presented below is in progress in Haichen City.</p> <p>2001: Constructed western outer circular road: 14.2km, Newchwang - West forth: 10.3km</p> <p>2002: Chi highway: 14.2km, millennium bridge</p> <p>2003: Eastern circular road 9.078km, Ijyo line: 25.5km</p> <p>2004: Suejyo line 20km</p> <p>2005: Yuhoi line 15km</p> <p>Funding: Funded from the government and the municipality.</p> <p>Status of construction: (1)Newchwang - West forth: completed and started being used in 2001. (2)Millenium bridge and Chi highway: Completed in 2002. (3)Eastern circular road: Completion planned in October 2003. (4)Ijyo line: Construction planned. (5)Sueiyo and Yuhoi line will be conducted according to the district road development plan.</p> <p>(FY 2003 Domestic Survey)</p> <p>Following the outcome of the project, western administrative personnel training and western national development training (15 trainees) were conducted in March 2003. In addition, Strategic Study for Development of Medium-Sized Cities in the Western Region has been implemented from May 2004.</p> <p>(FY2003 Overseas Survey)</p> <p>1) Agricultural sector: Project for strengthening the marketing for fruits of the mountainous area in the Southeast region: in urban areas of Haichen City, in addition to establishment of a market especially for fruits(wholesale market) , general markets have been established in 64 places. The sale of fruits is intended for domestic markets. Water saving agriculture project: The water-saving irrigation project for agriculture was implemented from June 1998 and completed in October 2001. The area that realized water saving reached 4800 hectares in three years.</p> <p>2) Commercial sector: A concentrated industrial development ward is expected to be constructed with an eye on xiangzhen companies scattered over Haichen and companies in urban areas of Haichen City.</p> <p>3) Haichen River Rehabilitation Project : After commenced on April 1, 2001, the construction has entered the phase where water is dammed in stages. Under the circumstances, one rubber-made dam to dam accumulate surface water, one unit of dam to dam service water and one unit of dam to accumulate the service water have been already completed, which have formed an artificial lake of 660 thousand m2 in water area that can accumulate 920 thousand m2 of water. The implementation will enable use of surface water of the Haichen River, which will allow solution of the water pollution problem.</p> <p>4) Traffic sector: (1)Project for strengthening the function of the Haichen City Loop Road West Side Bypass Passage: the total investment amount is 146 million yuans, of which the bank loan is 18 million yuans and the self-financed funds of Haichen City is 48 million yuans. The project was commenced in March 2000 and completed in October 2001, and the roads have been entirely opened. (2)Road Width Expansion Project for Urban Areas and Haichen along Expressway Lines: construction of the Haichen Expressway Line and expansion of road width in urban area of Haichen were determined. The total investment amount is 30 million yuans, of which allowance from the senior-level administration is 12 million yuans and the self-financed funds of Haichen City is 18 million yuans. The project was commenced in May 2000 and completed in May 2001, and the roads have been entirely opened. (3)Central Circular Road Construction Project: the project was implemented with the city government's investment of 20 million CHY and has already completed. (4)Urban Area Central District Redevelopment Project: the project was implemented with the city government's investment of approximately 10 million CHY has already been completed.</p> <p>5) Improvement of urban areas: (1)Haichen River Park Greening/Riverfronts Improvement Project: the city government will improve the construction of the Haichen River Park by investing 60 million CHY, and will complete it in two construction phases. The first construction phase has been already completed and the second construction phase is expected to be completed in 2003. (2)Low income housing complex function improvement project: the city government will standardize low income housing complexes to standardize the holding area in the new housing based on the area in the existing housing and provide appropriate allowances. The program intends to improve the housing condition of low-income groups.</p> <p>6) Overall: Project for new construction of fruit processing and production lines: Chinese company constructed a production line of fruit juice by inputting 17 million CHY. This line has enabled production of 8 tons of fruit juice per hour and 10 thousand tons of fruit juice in five months. Although the project is not at the stage of making a formal financing application to main dealing banks or related financial institutions, economic advisors of the government issued an alert relating to the national debt ability. They indicated that the nation does not have enough debt ability to complete the whole project. In the light of this point, increase of domestic production and recovery of economic growth are needed. It is expected that improvement of the condition will lead to enhancement of the debt ability, everything will turn for the better, and overseas loan enough to implement all stages of the project will become obtainable.</p> <p>At present, efforts have been made to acquire economic grant aid for part of the projects listed in the first phase study. The examples include the afforestation program and the agroforestry system intended for small-scale producers.</p> <p>(FY 2004 Domestic Survey)</p> <p>No information to be specifically mentioned.</p> <p>(FY 2004 Overseas Survey)</p> <p>1. Magnesia material processing reestablishment project: Haichen Lien group hi-tech fireproof material project has started in early 2003, which 110 million RMB will be invested. At present, phase 1 construction has completed, part of whom are already starting production.</p> <p>2. Haichen city ward business model area construction plan: 1) Yamato plaza, building area, 24,000 square meters. 140 million RMB was invested for new construction, which will start from early 2004. Now in progress. 2) Kyorin group. 10 million RMG was invested for a new shopping centre construction. Area, 24,000 square metres. Completion in November, 2004.</p> <p>3. Development of central Haichen: Construction of Haichen Osteopathy Hospital complex building. 35 million RMB was invested and construction will start in early 2003. Operation from the end of 2004</p> <p>(FY 2005 Domestic Survey)</p> <p>The study has formulated urbanization guideline as well as Haichen comprehensive development plan. In the second year, focus was especially on the later plan, which has taken up Jiangsu province as a model to consider provincial urban policy and organization both from small and medium, and large and medium city perspectives. The study has also prepared urbanization strategy for Jiangsu province, which has been reflected to urbanization guideline. In the course of preparing the provincial development plan, Jiangsu city have adopted strategies considered and prepared in the main study.</p> <p>(FY 2006 Domestic Survey)(FY 2007 Domestic and Overseas Survey)</p> <p>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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Oct.2002

Revised Sep.2010

EAS CHN/S 210/01

1. COUNTRY	China		
2. NAME OF STUDY	Study for Public Transportation Improvement in Chengdu city		
3. SECTOR	Transportation / Urban Transportation		4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sichuan Provincial Commission of Science and Technology	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1. Formulating bus use centered public transport system development plan which promotes public transport use through improvement of public transport system in Chengdu targeting on 2010 in order to solve constant traffic jam in Chengdu. 2. Conducting F/S for projects with urgency. 3. Japanese side implements necessary technical transfer with Chinese C/P during a process of studies.		
7. CONSULTANT(S)	ALMEC Corporation Chodai Co., Ltd.		
8. STUDY PERIOD	Mar.2000 ~ Jul.2001 16month(s) ~		
9. SITE OR AREA	M/P: 6 districts in central city of Chengdu(Counting unofficial district "the hi-tech industrial development zone" as one) and 6 towns inside the orbital road F/S: 6 districts in central city of Chengdu(Counting unofficial district "the hi-tech industrial development zone" as one) and 6 towns inside the orbital road		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P:</p> <ol style="list-style-type: none"> 1. Bus exclusive lane construction project (406,619 thousands CNY) 2. Bus priority lane construction project (285,380 thousands CNY) 3. Bus related facilities project (341,939 thousands CNY) 4. Transportation control facility improvement plan (284,569 thousands CNY) 5. Policy/System etc. improvement plan <p>F/S: Project budget total: 145,878 thousands CNY (of which, domestic currency 100,233 thousands CNY, foreign currency 45,645 thousands CNY)</p> <ol style="list-style-type: none"> 1. Main roads for bus exclusive lanes / 4 lines 2. Bus priority lanes / 7 lanes 3. Bus related facilities project (7 Bus stations, 10 transfer points, 230 bus stops) / 3 lines 4. Transportation control facilities improvement plan / 4 locations 5. Policy/system improvement plan / 5 projects 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	Discontinued or Cancelled
<p>Description :</p> <p>(FY2002 Overseas Survey) The proposed projects of the Study were integrated into the Urban Transportation Plan in Chengdu. Nothing was determined with regards to fund procurement.</p> <p>(FY2002 Domestic Survey) There is no information available on the current situations of this project .</p> <p>(FY2003 Overseas Survey) Public roads and private roads or semi-expressway will be opened on the assumption that conditions are prepared for new construction and reconstruction of roads aiming for successive construction of expressway networks. As for funds, government investment and private investment are supposed to be introduced. With acceleration of city construction in Chengdu City, urban area has been gradually expanded, newly constructed housing complexes are gradually increasing and establishment of road network construction is gradually getting improved. As citizens who used to live in the center of the city are gradually relocating to newly constructed housing complexes, civil needs for public transportation system are rapidly increasing. The government is intending to emphasize improvement and investment in public transportation system. Details of traffic-related projects already implemented in China are as follows. 1. Urban transportation project 2. Construction project of nucleus stations for public transportation 3. Roads exclusively for traffic were newly constructed in 36 places. 4. Chengdu City Public Transportation Network Improvement Project 5. Transportation markets were opened to encourage privatization of public transportation.</p> <p>(FY 2004 Domestic Survey) Visitor to the site confirmed satisfactory progress.</p> <p>(FY 2004 Overseas Survey) Concerned city has still not implemented/conducted prioritised project corresponding to the proposal of this project. However, by only referring to the outcome of this project and corresponding to related development policies of Chinese government and field situation, metropolitan transportation project will be commenced.</p> <p>(FY 2005 Overseas Survey) Subsequent Study: Chengdu City Bus Line Density study Implementing body: Chengdu City Government, Chengdu City Planning Bureau, Shouthwest Jiaotong University Objective: Increase rationality and appropriateness of current bus lines, new plans for bus lines Funding: "Chengdu Bus Line Network Plan" project cost Implementing project: 1) New construction of roads in Chengdu city central area 2) New construction of roads in Chengdu city central area 3) Expansion and construction of bus priority lanes 4) Construct 'hub terminal bus station' where environment is already fixed Construction start period: 2002 Status of progress: 60-70% have been completed in central area. Administration body after completion: Chengdu City Transportation Committee (Chengdu City PUBlic Transportation Control Bureau, Chengdu City Public Safety and Transportation Control Bureau)</p> <p>Technical Cooperation: Training: Urban Transportation Planning (Trainees: 7 personnel, Implementation period: 2001-2003)</p> <p>Others: Coordination and adjustment of bus lines are matters of urgency. As average non-linear coefficient of bus lines in Chengdu city central area is 1.53 and average distance of roads reaches 21 km, structure of network is very irrational, causing troubles for passenger vehicles to pass by and increasing burden on road network. 'Busing' reform of urban passenger transportation has been completed to a certain point, and it is now in its market adjusting phase. Chengdu city has set up "Transportation Committee". It has just established a consolidated administration structure. Development and adjustment of current public transportation system is an urgent matter. There is also a possibility of introducing new type of public transportation measure (e.g. monorails). Development of the city and economy is so rapid that transportation volume study of 2000 can no longer be used. Chengdu city needs to implement a study to find out current situation.</p> <p>(FY 2006 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2007 Domestic Survey) Chengdu City has already enforced most of road maintenance for a own-fund</p> <p>(FY 2007 Domestic 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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Sep.2003

Revised Sep.2010

EAS CHN/A 103/02

1. COUNTRY	China								
2. NAME OF STUDY	The Study on Reforestation in Anning Watershed in Sichuan Province								
3. SECTOR	Forestry	/ Forestry & Forest Conservation	4. TYPE OF STUDY M/P						
5.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY</td> <td colspan="2"></td> </tr> <tr> <td>PRESENT COUNTERPART AGENCY</td> <td colspan="2"></td> </tr> </table>			COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			PRESENT COUNTERPART AGENCY		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY									
PRESENT COUNTERPART AGENCY									
6. OBJECTIVES OF THE STUDY	<p>There has been a frequent flooding in the Chang Jiang River, the most representative one in China, especially on the upper and middle reaches of the river. Against such a background, the National Project of Natural Forest Reservation has launched since September 1998. This study aims to formulate a Plan for Afforestation to achieve soil and water conservation through afforestation activities. This Plan targets at the Anning River basin, which has especially been suffering from frequent natural disasters such as flooding, land slide and avalanche of rocks and earth caused by deterioration of forestry and soil loss.</p>								
7. CONSULTANT(S)	Japan Overseas Forestry Consultants Association Aero Asahi Corporation								
8. STUDY PERIOD	Sep.2000	~ Feb.2002	17month(s)						
9. SITE OR AREA	Approximately 540 thousand hectare in the Anning watershed, a branch river of Yalung River which is a branch of Jinsha River in Sichuan Province								
10. MAJOR PROPOSED PROJECT(S)	<p>The Anning watershed located in southwestern parts of Sichuan Province is severely devastated and Anning River overflows frequently and it is a violent river carrying a large amount of earth and sand to downstream. Furthermore, there are many naked and eroded hillsides and a large amount of earth and sand is produced from there. A major survey area to be a model for this watershed is to be set and an afforestation plan including small-scale erosion control works for the area is to be formulated.</p>								

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2003 Overseas Survey)

The project will be implemented for five years including the first three years for afforestation and low-cost construction for mountain improvement and the remaining two years for concentration on cultivation of infant forests.

Building of forests: First year - 3,800.00ha ; Second year - 5,078.00ha ; Third year - 3,800.00ha

Mountain improvement works: First year - 54.00ha ; Second year - 72.00ha ; Third year - 54.00ha

Breakdown of funds:

1,599,000 CNY purchase of equipment and materials - 3,990,000 CNY study and design - 5,892,000 CNY technical training, study, dissemination and promotion - 2,942,500 CNY emergency fund - 5,892,000 CNY. Total amount of investment for project construction - 294,600,000 CNY (4.464 billion JPY: 100 JPY = 6.6 CNY).

(FY 2004 Domestic Survey)

"Model Afforestation Project in Sichuan" is implemented in Chang Jiang basin, which has relation with the implementation of the project, and thus it is anticipated that further plans be decided upon the completion of the project.

(FY 2004 Overseas Survey)

Adjust, and collate to the forestation plan, reflecting situations of an actual activity of previously conducted projects, such as the natural forest preservation project, "land to a forest" project, forestation in wasteland and mountains.

Period: August 2004 - October 2004

Implemented project: Sichuan Chang Jiang basin forestation and afforestation model project

Funding:

Funding party: Japanese Grant Aid

Funding amount: 2,600 million yen

Content: forestation of 5,000 ha in dried valley of Chang Jiang Basin and dried valley and afforestation model 180 ha

Implementing period:

Construction: 1 July 2006 - 30 June 2010

Technical cooperation:

Training: total 14 persons for afforestation, and 14 persons for basin forestation

Dispatched experts: Dispatching one group each in the year 2006 and 2007: 1 person each for afforestation, basin forestation, chief advisor, and coordinator.

Benefits:

Beneficiaries: Sichuan Province Forestry Bureau, Institute of Sichuan Province Forestry Research and Design, Liangshan Zhou Forestry Bureau, Panzhihua City Forestry Bureau, 5 Prefecture Forestry Bureaus of targeted projects, 5 Prefecture areas of targeted projects (Short-term: 7 millions in Liangshan Zhou Province and Panzhihua City, Mid-term: 86 millions in Sichuan Province, Long-term: 3 millions in the middle-lower sites of Chang Jiang)

Benefits: Ideal, Principles, methods, and process of this project offered a revolutionary innovation and a breakthrough for research and planning of basin forestation in Sichuan Province.

Progress:

(FY 2006 Oversea Study) 85%

(FY 2005 Domestic Study) No information to be specifically mentioned

(FY 2006 Domestic Study) No information to be specifically mentioned

(FY 2007 Domestic Study) No information to be specifically mentioned

(FY 2007 Oversea Study)

Implemented project: Model Afforestation Project in Sichuan (extended)

Implementing body: Sichuan Province Forestry Bureau, Liangshan Zhou Forestry Bureau, JICA

Implementing period: July 2005 - October 2007

Funding:

Funding party: JICA (Technical Cooperation Project, R/D concluded: June 2005)

Funding amount: Japan: 975 million CNY, China: 1450 million CNY (1JPY=0.065CNY)

Objectives: 1) Build model nurseries and establish model reforestation projects in Xichiang-shi, Xide-xian and Zhaojue-xian in the Anning River basin; 2) Train engineers and disseminate technology to the local communities to improve ecological condition in the region.

Benefits:

Beneficiary: Residents in Xichiang-shi, Xide-xian and Zhaojue-xian in the Anning River basin

Benefits: Impacts of the project are as follow: 1) Improved the living environment of people in the Anning River basin through forestation, that is based on the voluntary activities by residents motivated by developmental approach; 2) it developed tray plant technology and compiled the series of documents about forestation, nursery and participatory approach. It formulated the models, which are appropriate for "Land to Forest" and "Natural Forest Preservation" projects, implemented by the Government of China; 3) it increased the farmers' income through the success of cultivating oilseed rape at high-lying area, implementing the model-sight of cultivating forest-grass and building ecology.

Technical Cooperation:

Training course: based on the training programme of China and Japan Forestry and Ecology Training Center (September 2006, July 2007)

Dispatch of Expert

Long-term: Chief advisor, operational coordination, nursery, forestation, training and diffusion (13)

Short-term: Maintaining forestation, forestry, nursery, conservation(29)

Progress:

(FY 2007 Oversea Study) Following programmes were implemented: forestation of the model forest (344 ha); training and diffusion of forestation and nursery technology; simple conservation project.

STUDY SUMMARY SHEET

(M/P)

Compiled Jan.2006

Revised Sep.2010

EAS CHN/S 101/04

1. COUNTRY	China		
2. NAME OF STUDY	Study on the Master Plan for Air Pollution Control in Guiyang Municipality		
3. SECTOR	Administration	/ Environmental Problems	4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Guiyang Municipality Environmental Protection Department, Guiyang Environmental Protection Department	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	1) Comprehending current situation of aerial environment and factory location in Guiyang. 2) Creating pollution-abatement measures basic plan through clarifying contamination structure. 3) Implementing technical transfer to the C/P through the study implementation.		
7. CONSULTANT(S)	Research, Analysis and Computing Pacific Consultants International		
8. STUDY PERIOD	Jan.2003	~	Oct.2004 21month(s)
9. SITE OR AREA	Throughout Guiyang Municipality		
10. MAJOR PROPOSED PROJECT(S)	<ul style="list-style-type: none"> 1. Establishment of 4 desulphurization equipments for SO2 measures. 2. Establishment of 10 desulphurization equipments in aluminum factory for SO2 measures 3. Establishment of 5 desulphurization equipments in organic chemical factory for SO2 measures 4. Establishment of electronic dust collection equipment for granulated material measures 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2005 Domestic and Overseas Survey)
No information to be specifically mentioned.

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

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

(FY 2007 Overseas Survey)
State Council of the People's Republic of China have set up a goal to construct, well balanced urban city, where environment preservation is regarded. Guiyang Municipality implemented many operations various fields, such as energy saving, reducing industrial drainage, participatory project, preventing pollution, and equipment of environment management system. Proposed contents have been utilized, especially in enterprise environment system, energy saving, participatory projects, and improvement of current management system.

STUDY SUMMARY SHEET

(M/P)

Compiled Feb.2007

Revised Sep.2010

EAS CHN/S 101/05

1. COUNTRY	China		
2. NAME OF STUDY	Study for Sustainable Underwater Utilization in Wigl Tolfan Basin		
3. SECTOR	Social Infrastructure / Water Resources Development		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Xinjiang Uygur Autonomous Region, Bureau of Hydrology, Ministry of Water Resources, Turpan divisional department of water resource.	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	In order to make limited resources in Turpan basin sustainable, formulating master plans on water resource development/usage/management centered on groundwater following assessment of actual condition of water resource in Turpan basin.		
7. CONSULTANT(S)	KOKUSAI KOGYO CO., LTD.		
8. STUDY PERIOD	Apr.2004 ~ Feb.2006 22month(s) ~		
9. SITE OR AREA	Turpan basin, located in Turpan district in Xinjiang Uygur Autonomous Region		
10. MAJOR PROPOSED PROJECT(S)	<p>Prioritized project: Internal currency: CNY 1,310 mil-CNY1,670 mil</p> <p>The study team formulated the water resource use and management master plan aiming at tolerable groundwater pumping discharge (379 mil m3/y) in 2020 in Turpan basin in order to achieve sustainable groundwater use. In order to achieve the goal in 2020, the study team planned main countermeasures and projects as follows based on the principles, (1) Pilot water-saving project, Water-saving countermeasure project. (2) Planning project for existing dams (3) Wells development in west of the basin (4) Storage for flood surplus water (5) Qanat protection (6) Groundwater monitoring (7) Establishment of a watershed council (Start-up of the council is established as a groundwater council) (8) Awareness campaign and promotion (9) Expanded improvement of legal systems (Legal system improvement for water saving promotion, Development and implementation of administrative instruction for regional withdrawal license procedure)</p> <p>Four projects from all countermeasures and projects are selected as prioritized project as follows. (1) Pilot water saving project (2) two of dam construction projects including Alagou dam (3) Wells development in west of the basin (4) Groundwater monitoring with the participation of residents</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2006 Domestic Survey)

No information to be specifically mentioned.

(FY 2007 Domestic Survey)

No information to be specifically mentioned.

(FY 2008 Domestic Survey)

Implemented project: Dam construction and irrigation development.

Contents: Construction of dams - Mei yao gou dam, Er tang gou dam and A la gou dam, 2) water-saving irrigation promotion project, 3) irrigation channel improvement project - Er tang channel improvement improvement etc., 4) qanat conservation project (Turfan City), 5) enhancing management structure project.

Budget: 180 million USD (100 million USD from the World Bank and 82 million USD from Chinese government)

Status: After the review by the State Council, a project appraisal mission from the World Bank implemented the on-site survey. The mission found that the project met the bank's requirements and complied with the bank's system.

Implemented project: Afforestation and water conservation project in urban area.

Contents: Construction of a main channel (83.2km) for the irrigation

Budget: 4 million CNY

Implementing period: To be completed by 2008.

Implemented project: Construction of water-saving irrigation schemes

Budget: 11 million CNY in 2006, 25 million CNY in 2007, 45 million CNY in 2008.

Area to be irrigated: 5400ha

Establishment of pilot sites: 10 sites (by 2008). Acquired the 5 million CNY for research from the Central Government to establish water-saving technique for grapes.

* Target: Area for water-saving irrigation will be around 14.7 thousand ha by 2010.

Implemented project: Training for qanat protection

Implementing body: State Administration of Cultural Heritage in China and Turfan Local Authority

Implementing period: March 2009

Implemented project: Qanat rehabilitation project

Summary: 60 million CNY was invested by the Central Government of China in 2006. Since 2007, the cost of qanat protection (20 million CNY annually) is included in the budget of the Central Government.

Implemented project: Review of water-saving institutions

Summary: Subsidies will be provided to farmers who has installed water-saving irrigation (the amount will be between 3000 and 6000 CNY/ha); otherwise the cost of water to be paid by them will be doubled.

Implementing period: December 2006

No information on

"Development of wells in Western basin", "Recharge of surplus water by flood", and "Establishment of the River Basin conference"

STUDY SUMMARY SHEET

(M/P)

Compiled Feb.2007

Revised Sep.2010

EAS CHN/S 102/05

1. COUNTRY	China		
2. NAME OF STUDY	Study for Western Development Financial Institution Improvement		
3. SECTOR	Administration / Public Finance & Banking		4. TYPE OF STUDY M/P
5.	People's Bank of China research bureau, Affiliate departments of the State Council		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	Contributing to development of western region in China from the aspect of financial system reform by proposing about role of regional governments, central government, necessity of relevant legal systems development, efficient fundraising, and ideal shape of financial system which leads sustainable development of western Chinese region hereafter.		
7. CONSULTANT(S)	KRI International Corporation		
8. STUDY PERIOD	Oct.2003 ~ Nov.2005 25month(s) ~		
9. SITE OR AREA	Throughout of western region(Chong Ching City, Shanxi province, Sichuan province, Guizhou province, Yunnan province, Gansu province, Qinghai province, Nei Mongol autonomous region, Ningxia Hui Autonomous Region, Tibet autonomous region, Xinjiang Uyghur Autonomous Region, Guangxi Zhuang Autonomous Region,		
10. MAJOR PROPOSED PROJECT(S)	<p>Five strategic action plans (Strategy 1. Financial system reform) Action plan1: Political financial system reform. Action plan 2: Establishment of institutional finance to promote development of western region. Action plan 3: Development of agrarian system finance (Strategy 2. Financial reform for agricultural community) Action plan 4: Reinforcement of the Rural Credit Co-operatives reform, Action plan 5: Trial of credit operation running by the agrarian permanent collaborative organization. Action plan 6: Reinforcement of micro finance for agricultural communities. (Strategy 3: Activation of regional finance) Action plan 7: Cultivation of community oriented financial bodies and enlargement of community based finance. (Strategy 4: Diversification of project finance etc) Action plan 8: Issuance of local authority bond. Action plan 9: Cultivation of regional finance center in the western region. Action plan 10: Full scale implementation of the Public People Partnership(PPP) (Strategy 5: Risk management and reform of skills, knowledge and information) Action plan 11: Development of financial risk management system. Action plan 12: Development of industrial finance information center function. Action plan 13: Utilization of economic model and development of financial statistics. Action plan 14: Human resource cultivation for regional finance. Action plan for legal system development regarding development and financial system reform. 1. Establishment of the "Western region development regulation" and the "organic law for regional development" 2. Code development and reconsideration of active laws which relates to development in western region. 3. Establishment of the "organic law for political finance institution(tentative title)" 4. Development of regulations based on the "organic law for political finance institution" 5. Improvement of legal system to stimulate local banks. 6. Improvement of legal system for issuing local authority bonds. 7. Supervise and maintain the debt situation by local authorities. 8. Improvement of the law to allow PPP. 9. Improvement of the legislative foundation for the improvement of the financial risk management structure.</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2006 Overseas Survey)

Proposal of the study has been a cornerstone of the western development related monetary policy.

(FY2007 Domestic and Overseas Survey)

Reformations have proceeded in China after implementing the above mentioned study, such as the study on the promotion method of western region development, promotion of financial system reformation agenda, establishing rural area financial system in conjunction with the model, expansion of public support for compulsory education, have same policy recommendation and the direction in the mentioned study.

The number of financial organizations in western region are increasing and quality of service is also improving. Demand for a large amount of funding is attracting private funding, and as a result, more private funding is also flowing into the western region. The country has augmented the funding to the western region.

(FY 2008 Domestic Survey)

The Chinese government has proceeded in the expansion for correct utilization of agricultural land and reformation of a farmer's collaboration organization as a part of a rural finance reformation to correct regional differences, improving farmer's income and stabilizing farming villages.

Proposed projects "vitalization of regional finance", "diversification of project finance", "risk management and reform of information, knowledge and technology" have been progressed.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Feb.2007

Revised Sep.2010

EAS CHN/S 201/05

1. COUNTRY	China		
2. NAME OF STUDY	Study for Yunnann Province Xiaohe river valley landslide disaster measures and environment restoration plan		
3. SECTOR	Social Infrastructure	/ (Social Infrastructure in) General	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Yunnan province the department of water resource	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	Conducting F/S of urgent projects as well as formulating a master plan for environment restoration and landslide disaster relief in Yunnan province Xiaohe river.		
7. CONSULTANT(S)	CTI Engineering International Co., Ltd. Pasco International Inc.		
8. STUDY PERIOD	Jul.2003 ~ Mar.2006 32month(s) ~		
9. SITE OR AREA	M/P: Throughout of Xiaohe river valley. F/S: Four tributary streams of Xiaohe river valley(Wulong stream, Taojia stream, Tonjang urban zone basin, Doufugou basin)		
10. MAJOR PROPOSED PROJECT(S)	<p>M/P: Countermeasures against boulder flow(Check dam construction, Passage valve installation, Torrent control works) Countermeasures against river line erosion (Afforestation, Installation of hillside vegetation works, Terraced steps promotion for existing farmland), Main river line embankment plan(River development), Non-facilities countermeasures(Conservation of water and soil based on relevant regulations, Forest protection, Reinforcement of river channel management, Familiarization risk area by implementing hazard map, Development of flood forecasting system), Establishment of Xiaohe process management department.</p> <p>F/S: Establishment of Xiaohe process management department, Countermeasures against sediment flow and river line erosion at the 4 tributary streams, Development of forecasting system through implementation of tele-metering hyetometer.</p> <p>Project period of the plan: 1) Urgent plan(F/S): Jan. 2007 - Dec. 2010 2) Master plan(M/P): Jan. 2007 - Dec. 2020</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2006 Domestic Survey) The study was originally requested as a Yen Loan project. Due to the Japan's policy to suspend new Yen Loan project in 2008, China is needed to request a Loan by that time. However, it is concerned whether the request will be made in time because there are many other project requests from all over the country, which makes it difficult to gain high priority among them.</p> <p>(FY2007 Domestic survey) Yunnan Province was encouraged to implement the proposed urgent project in the mentioned study with a Yen Loan. However, the province abandoned the financial support and changed the policy to implement the project with their own funds.</p> <p>(FY2007 Overseas survey) Feasibility studies for the urgent project in the mentioned study have been completed. However, a concrete schedule has not been set due to lack of funding caused by the province's poor financial capability. For this reason, advice about the international donor route which can be utilized for implementation of the project is needed.</p> <p>(FY 2008 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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(Other Studies)

Compiled Feb.2007

Revised Sep.2010

EAS CHN/S 601/05

1. COUNTRY	China		
2. NAME OF STUDY	Study for Western Region Mid-Size City Strategic Development Plan		
3. SECTOR	Development Plan / Integrated Regional Development Plan		4. TYPE OF STUDY Other Studies
5.	National Development and Reform Commission		
COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY			
PRESENT COUNTERPART AGENCY			
6. OBJECTIVES OF THE STUDY	<p>1) The study team Propose policies and systems for realization of comprehensive development strategy for cities and midsize cities in western region of China followed by reviewing the strategy. 2) As a base of the comprehensive development plan, The study establishes development strategies for 5 showcase midsize cities in Sichuan province, Yunnan province and Hunan province as appropriate to each city. 3) The study team intends knowledge exchange with Chinese affiliates who get involved establishment of urban development strategy as well as to promote close cooperation with country-by-country special training which are implemented by JICA.</p>		
7. CONSULTANT(S)	International Development Center of Japan KRI International Corporation Pacific Consultants International		
8. STUDY PERIOD	Mar.2003 ~ Oct.2005 31month(s) ~		
9. SITE OR AREA	Western region of China, Du Jang Yan city and Deyang city in Sichuan province, Dali city and Yuxi city in Yunnan province, Huaihua city in Hunan province		
10. MAJOR PROPOSED PROJECT(S)	Eight urban development strategies 1) Developing urban industries: implementation of industrial promotion strategy, minor enterprises development strategy, strategy for invest enticement, commerce and logistics promotion and agriculture/agricultural processing promotion 2) Improving regional urban plans: Promoting integrated policies for land use, Formulating greater urban area plans, Promoting public information disclosure regarding urban plan areas, Cultivating regional core cities, Arranging professional qualifications which are relevant to urban planning, Formulating provincial extensive cities development plan, Promoting transparency and simplification of urban planning determination process, Improving countermeasures for internationalization as a Economic activation strategies for rural midsize cities. 3) Developing urban infrastructure: Improving enterprise functions for formulation of high quality infrastructure development plan, Ensuring budget for state level western districts development which are related to infrastructure development, Promoting environmental development in order to accelerate marketization and privatization. Learning "urban management" capacities. 4) Revising land use systems: Developing conservation system of farmland classification, Standardizing land transferring methods, Improving each level of comprehensive land use plan, Improving land seizure systems. 5) Establishing social security program: Resolving double structure of social security for urban areas, Restructuring social security programs for agricultural communities, Improving issues of existing systems. 6) Improving education in agricultural communities: Revising ideal financial shape of compulsory education. Improving distribution qualities of compulsory education, Establishing vocational programs so that vocational program can respond to workforce demand from enterprises. 7) Revising rural administrations and finances: Reforming administration managerial system with citizenry participation, Formulating regional/district alliance system, Reinforcing fundamental "regional force" by activating regional economy, Ensuring budgets for infrastructure development through establishment of regional bond issuance, Securing new revenues for western region development. 8) Protecting environment as well as using nature: Transforming from mass resource consumptive production into highly-efficient production, Establishing recyclable society, Rising awareness of city-dwellers about natural environment, Seeking economical rationality, Promoting wide-area environmental administration, Cultivating environmental industries.		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :	<p>(FY 2006 Overseas Survey) No information to be specifically mentioned.</p> <p>(FY 2007 Domestic and Overseas Survey) No information to be specifically mentioned.</p> <p>(FY 2008 Domestic Survey) No information to be specifically mentioned.</p>
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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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which where not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P+F/S)

Compiled Jul.2008

Revised Sep.2010

EAS CHN/S 201/06

1. COUNTRY	China		
2. NAME OF STUDY	The Study on the Improvement of the Water Rights Systems		
3. SECTOR	Social Infrastructure	/ Water Resources Development	4. TYPE OF STUDY M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Water Resources(MWR)	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	<p>1) make suggestions about basic framework necessary for development of water privilege system 2) conduct technology transfer to strengthen management structure of water resources and management capacity of water privilege</p> <p>The basic framework of water privilege system are (1) introduction of the knowledge and experience of Japanese water privilege system, (2) cooperation about the development of water privilege system in country-wide level, and (3) case study in model area.</p>		
7. CONSULTANT(S)	Nippon Koei Co., Ltd. KRI International Corporation		
8. STUDY PERIOD	Jul.2004 ~ Sep.2006 26month(s) ~		
9. SITE OR AREA	<p>Development of water privilege system in country-wide scale in China</p> <p>Model area : Taizi river basin(13,883km² in area, 413km in stream length, 8.28million people in population) in Liaoning Province(145,746km² in area, 41.03million people in population)</p>		
10. MAJOR PROPOSED PROJECT(S)	<p>Main suggestions against water privilege system in China : basic framework of water privilege system development</p> <ul style="list-style-type: none"> * Development of water privilege system with consideration of climate, water use, land use, history, and culture of China * Development of water resource management and water privilege system by the appropriate administration of the government would suit well. * It is in stage to develop water privilege system and conduct primary distribution of water privilege. Introducing water privilege system by making use of existing acquisition permission system is most practical. Promote the system development in stages by securing public essence and real right essence of water privilege. * Conduct the existing acquisition permission system firmly as premises for promoting the development of water privilege system. * Strengthen basin water resource management in stages in order to secure water privilege. Ensure consistency of water resource plan and water privilege, and increase the degree of water use safety in area that water resource is deficient, and increase water use elasticity in drought time. * Although it is in stage that is able to conduct water privilege assignment if conditions are developed, it should be conducted carefully by developing relevant institutions. Pay attention to abrupt establishment of free competition market principle. In order to reduce the risk of adverse influence occurrence by transfer and assignment of water privilege to minimum level, transfer and assignment should be started from negotiation transaction in mediation by government and third party agencies, and then shift in stages to quasi market trade by establishing compensation system against adverse influences. * It is possible to increase the amount of usable water resources by improving water quality. Conduct development of integrated organization which conduct comprehensive management of water privilege and water quality effectively. * It is too early to introduce effluent trading system in full scale. Conduct existing sewage drainage density regulation firmly at first. * Introduce disclosure of information and democratic stakeholders participation system, and develop mechanism to prevent conflict by the introduction of water privilege system. * Conduct development of water privilege system in stages about 15years(from 2006 to 2020) by developing conduction and operation structure. <p>Main conclusion and suggestion about priority subjects</p> <p>water resource distribution system : 11terms, water privilege system : 9terms, water market system : 5terms, water pricing system : 11terms, drainage water management system : 11terms, service water measurement system : 6terms, service water transfer system : 15terms</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2007 Domestic Survey) The Ministry of Water Resources of the People's Republic of China, which is the conducting agency, is feeling positive about the conduction of Phase2(model project), and considering about the conduction of model project.</p> <p>(FY 2007 Overseas Survey) Implemented Project : "The Eleventh Five-Year Plan" Water Saving Society Structuring Project in China Implementing Period : from 2006 to 2010 Implementing Body : Ministry of Water Resources, National Development and Reform Commission, Ministry of Construction Objective : The objective is to structure water saving society that is environmental-friendly and able to develop scientifically, by increasing the utilization degree of water resources in main, and by developing complete system and facilities. By water saving measures in agriculture, industry, and in urban area, it is targeted to decrease the amount of water use per GDP at 2005 more than 20% until 2010. Contents : 1) structure water resource management system centering on total amount control of water resources and flat-rate pricing management 2) complete development of water saving incentive policy 3) structure economic structure and system that is appropriate to the loading capacity of water resource 4) complete development of operation and technology system that would be useful for the effective utilization of water resource 5) conduct water-saving reconstruction and FU project in large and middle-scale irrigation areas Progress : (FY 2007 Overseas Survey) 1) Distributed "Water Saving Society Structuring Eleventh Five-Year Plan" and set out the objective and primary mission for the structure of water saving society, in national, basin, and provincial level. 2) There is new development in Water Saving Society Structuring Model Project. 3) New water saving mechanism have been structured. 4) The degree of water use is obviously increasing.</p> <p>(FY 2009 Domestic Survey) Technical Cooperation Project: 'Model Planning Project for Water Saving Society in China' is being carried out. Implementation Period: 2008.7.1 - 2011.6.21 Partner International Agency: Ministry of Water Resources Goal of the Project: Strengthening the policies of effective water resources management that are necessary for building a water preservation society in China.</p> <p>(FY 2009 Overseas Survey) No information.</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 2009) have been conducted for studies completed in FY2008, FY 2006, FY2004 and FY1999. Data which were not known, such as months of the study period, are described as ZERO.

STUDY SUMMARY SHEET

(M/P)

Compiled Apr.2010

Revised Sep.2010

EAS CHN/S 101/08

1. COUNTRY	China		
2. NAME OF STUDY			
3. SECTOR	Social Welfare / Social Welfare		4. TYPE OF STUDY M/P
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Human Resources and Social Security	
	PRESENT COUNTERPART AGENCY		
6. OBJECTIVES OF THE STUDY	(1) To formulate an improvement plan of the System at the Provincial level, where Japan and China agreed to designate as targets of the Project; (2) To implement the capacity building necessary for the system management, and to prepare the provocative activities in the target areas; (3) To formulate the manage structure of the Rural Pension Insurance System (RPIS) in the target areas; and (4) To make suggestions for the nationwide dissemination of RPIS.		
7. CONSULTANT(S)	International Development Center of Japan		
8. STUDY PERIOD	Jan.2006	~	Jan.2009 36month(s)
9. SITE OR AREA	(1)6 Trial districts		
	(2)2 Developed districts		
10. MAJOR PROPOSED PROJECT(S)			
<p>1. Basic principles for the improvement plan of RPIS</p> <p>1) Improve the government pension system for farmers that contributes to the construction of a harmonized society;</p> <p>2) Improve the System that matches with the current socio-economic conditions in China, and adapts flexibly to the individual regional conditions;</p> <p>3) Improve the System based on the evaluation and monitoring of the existing System;</p> <p>4) Indicate, as one of the options, a future inclusion of uninsured workers in the urban areas, such as self-employed workers.</p> <p>2. Improvement menus of RPIS</p> <ul style="list-style-type: none"> · Create a basic pension system (an insurance scheme, common in rural and urban areas), and make the existing System an add-on pension to the basic system; · Create a new pension system under a social insurance scheme for farmers: benefit defined system; apply an adjusted pay-as-you-go method; include disabled or bereaved family pensions; full participation, but fees are remissible if not payable (benefit reflects the portion to be borne by the central government); the scheme may include such benefits as those applied to aged farmers. <p>3. Considerations for a nationwide dissemination of RPIS</p> <p>3.1 Pension system: preparation for implementation; importance of sustained innovation for the System; Support for the main targets of the System.</p> <p>3.2 Administration and capacity building for the System: capacity building; sharing of roles among the each level of the government; training programs.</p> <p>3.3 Information management system: establishment of the information management system; thorough unification of the database and key items; standardization and compliance of the data items; education of the workers who operate and manage the System for better recognition, mental attitude, and safety of the System; improvement of the procurement measures.</p> <p>3.4 Popularization of the pension system: importance of continuous preparation for popularization of RPIS and its full-fledged implementation; effectiveness evaluation for limiting the trial areas; review of the popularization tools; database formation; quality improvement of the popularization workers; organization of appropriate agencies for popularization of the new System.</p>			

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued or Cancelled

Description :

(FY 2009 Domestic Survey)

The establishment and the reformation of the pension system, including the suggestions in the MP such as, "installation of basic pension", "the clarification of the government's responsibility", and "the actual maintenance and enforcement of the income after retirement for the rural inhabitants", has been progressing.

In terms of "compulsory participation", in the case of China, there is no enforcement by the government. When China aims to achieve nationwide participation, it decided to promote the participation by sweeten the conditions of the enrollment instead of forcing them. As a result, the rate of the enrollment has been increased.

The State Council released the guiding opinion for the Rural Pension Insurance System (It was promulgated in the 1st of September 2009.the foreign announcement was the 4th of September).

1) Purpose: To try to diffuse 10% of the whole prefectures by 2009, and by 2020 to cover all over the country.

2) Insurance cost: Five types such as, a hundred Yuan, two hundreds Yuan, three hundreds Yuan, four hundreds Yuan, and five hundreds Yuan.

3) The Government Assistance: the amount of the government subsidies, from the local government will be more than 30 Yuan per year per person, and the support from the central government will be 55 Yuan per month per person.

4) Enrollment period: From 16 years old to 59 years old. The start of the benefits is 60 years old.

5) The minimum enrollment period: 15 years.

(FY 2009 Overseas Survey) No information.