

ASIAN DEVELOPMENT BANK

TAR: LAO 34231

TECHNICAL ASSISTANCE
(Financed from the Japan Special Fund)

TO

THE LAO PEOPLE'S DEMOCRATIC REPUBLIC

FOR PREPARING THE

NORTHERN ECONOMIC CORRIDOR PROJECT

December 2001

CURRENCY EQUIVALENTS

(as of 14 December 2001)

Currency Unit	–	Kip (KN)
KN1.00	=	\$0.000105
\$1.00	=	KN9,520

ABBREVIATIONS

ADB	–	Asian Development Bank
EA	–	executing agency
GMS	–	Greater Mekong Subregion
Lao PDR	–	Lao People's Democratic Republic
PRC	–	People's Republic of China
TA	–	technical assistance

NOTE

In this report, "\$" refers to US dollars.

I. INTRODUCTION

1. The Government of the Lao People's Democratic Republic (Lao PDR) recognizes that regional cooperation can help narrow the gap between the Lao PDR and other regional economies. To achieve this, the Lao PDR needs to strengthen its role as a land link at the center of the Greater Mekong Subregion (GMS). The existing road from Houayxay on the Mekong River to Boten in the Lao PDR on the border with the People's Republic of China (PRC), is an important link road connecting Chiang Rai in Thailand to Kunming in the PRC. The road in the Lao PDR is the only missing link in the Asian highway connections from Beijing to Singapore.

2. The Asian Development Bank (ADB) has taken a lead role in promoting cooperation among the six states bordering the Mekong River through the GMS program. A primary focus of this program is developing regional infrastructure networks. As a part of this work, ADB in 1997¹ provided regional technical assistance (TA) to prepare a feasibility study. The TA covered (i) the Yuanjiang-Mohei road in the PRC; (ii) the Houayxay-Boten road in the Lao PDR; (iii) the connecting road network in Thailand; and (iv) examination of various scenarios for construction of an international bridge between Houayxay in the Lao PDR and Chiang Khong in Thailand, over the Mekong River, to facilitate future movement of vehicles, goods, and people. This project preparatory TA² is designed to update the preliminary feasibility report prepared in April 1998. ADB has been in constant dialogue with the governments of PRC, Lao PDR, and Thailand regarding this road since 1998. The draft terms of reference were discussed with the senior officials of the GMS countries involved on 14 November 2001 in Bangkok. The officials endorsed the TA.

3. ADB's interventions in the Lao PDR in the next five years are expected to focus on the northern region provinces, which are the poorest in the country. The northern economic corridor project from Houayxay to Boten (the Project) is expected to link other development activities in the region so as to enhance developmental impact. The Project is identified as a major committed project in the road sector plans of the Government of the Lao PDR for the period 2000-2005.³ The Project is therefore included as a firm loan in the 2002 Country Strategy and Program.⁴

II. BACKGROUND AND RATIONALE

4. The Lao PDR has a rich and varied natural resource base and is at the center of transport corridors linking large and growing economies. Despite remarkable growth in the last few years, widespread poverty remains an important concern for the Government, and more than 38 percent of the population, or about 1.9 million people, live below the poverty line. The northern region has the highest incidence of poverty in the Lao PDR. Of the approximately 23,000 kilometers (km) of roads in the Lao PDR, only the arterial roads permit all-weather access. Lack of access has been identified as one of the primary barriers to social and economic development in the area. The project road is an unpaved seasonal road that is

¹ TA 5728-REG: *Chiang Rai-Kunming Road Improvement via Lao PDR*, for \$600,000, approved on 27 February 1997.

² The TA first appeared in the *ADB Business Opportunities* in November 2001.

³ Lao PDR. 2000. *Strategic Directions for the Development of the Road Sector*. Vientiane.

⁴ Sec.M94-01: *Lao People's Democratic Republic: Country Strategy and Program*, 27 August 2001.

impassable during the rainy season. Consequently, traffic is light and the region can essentially be described as a transport-deficient environment.

5. ADB's involvement in the transport sector in the Lao PDR started in 1983, when the deteriorated road infrastructure was recognized as a serious constraint to economic development and physical integration of the country.⁵ ADB has been involved through investments in the rehabilitation of the main arterial road network, and through TA programs to support policy reforms in the sector, capacity building for institutions, and commercialization of transport operators, the road construction and maintenance industry. A number of other aid agencies are present in the road sector as well, but the overall density of the road network remains one of the lowest among ADB's developing member countries.

6. The Project was endorsed as a high priority regional road⁶ project at the third meeting of the GMS Ministerial Conference in Hanoi in 1994. The road link from Kunming to Yuxi and Yuanjiang in the PRC has been upgraded to four lanes. ADB assisted the PRC government with \$250 million to upgrade the Yuanjiang-Mohei section to an expressway that is expected to be completed by 2003.⁷ The remaining sections from Mohei to Mohan are either being improved or planned to be upgraded by 2005. Given the good road network from Chiang Khong to Singapore and Kunming to Beijing, improving the Houayxay-Boten link would create a safe, viable, continuous, all-weather, overland route between Singapore and Beijing. The area of influence is potentially large and covers a population of about 42 million in the immediate provinces, of which 250,000 live in the Bokeo and Louang Namtha provinces along the Project road in the Lao PDR.

7. The earlier preliminary feasibility analysis found the Project to be economically and financially viable. The study examined various options and alignments to improve the road in the Lao PDR. On an aggregate basis, the highest economic internal rate of return (EIRR) was achieved by improving the road link to a class 2 standard,⁸ which yielded an EIRR of 22 percent and would cost around \$94 million. The next better option was to improve the road link to a class 3 standard for an EIRR of 18 percent, and involved investments of about \$66 million. The Project will enhance the overall accessibility of the region through an all-weather road and also help to provide important economic links to regional markets.

8. In November 1994, a Thai-Lao joint venture, the Economic Quadrangle Joint Development Corporation was awarded a concession to develop the Houayxay-Boten road as a toll road and commercially develop about 5,600 hectares of surrounding state land. Only limited progress was achieved on this concession. At the request of the Government of the Lao PDR, ADB provided a small-scale TA in 2000 to work on a settlement to transfer the full ownership of this joint venture to the Government of the Lao PDR.⁹ The mediation efforts took some time. On 5 November 2001 a settlement agreement between the joint venture and the Government was signed. In view of this, the Government can now begin the process of planning and implementing the Project.

⁵ So far ADB has supported nine road projects in the Lao PDR for \$257 million covering improvements of national and provincial road networks.

⁶ The length of the road is approximately 1,250 km: Chiang Khong-Chiang Rai, 112 km in Thailand; Boten-Houayxay, 263 km in the Lao PDR; and Kunming-Mohan/Boten, 875 km in PRC.

⁷ Loan 1691-PRC: *Southern Yunnan Road Development Project*, for \$250 million, approved on 24 June 1999.

⁸ Class 2 roads are paved two lanes each of 3.75 meters (m) and two lanes each of 3.5 m in mountainous terrain, whereas class 3 roads are paved two lanes each of 3.50 m and two lanes each of 3.0 m in mountainous terrain.

⁹ TA 3396-LAO: *Assessing a Concession Agreement for the Lao PDR Component of the Chiang Rai to Kunming Road*, for \$150,000, approved on 11 February 2000.

9. The current status of the various sections of the road is as follows. By 2005, the PRC sections of the Chiang Rai-Kunming road will have been upgraded to class 2 or higher, commensurate with the level of traffic and economic activities in the area. The ongoing construction will also reduce the overall length of the road by about 135 km. The current status of the road in the Lao PDR remains largely the same as in 1998 when the preliminary feasibility study was prepared. Some work to improve the road conditions between Viangphoukha and Houayxay has been done by a lignite mining company. The Chiang Khong-Bangkok road connections are all well-developed and are not seen as a major constraint to cross-border movement.

10. The Project is expected to contribute significantly to the achievement of the development objectives of the respective governments in the countries traversed by the project road. The Project will enhance the competitiveness of the region through better infrastructure linkages that reduce transport costs. By increasing the efficiency of moving goods and passengers, the Project will facilitate trade and transport between the Lao PDR, Thailand, and the Yunnan Province of the PRC. It is proposed that development of the surrounding rural and border areas be supported by identifying employment and income-generating opportunities, and promoting tourism.

III. THE TECHNICAL ASSISTANCE

A. Objectives

11. The Project will help to improve access and potential market linkages of a remote area of the Lao PDR to two large and growing economies in the region. Two main objectives of the TA are to (i) assist the Government to update all project parameters of the prefeasibility study for the existing road in the Lao PDR from Houayxay to Boten, and (ii) prepare a pre-investment study to determine the feasibility of developing a viable economic corridor.¹⁰ The TA will adopt a holistic approach to plan integrated development of the region. It will undertake surveys and hold stakeholder consultations with potential business leaders and private investors to identify projects and investment opportunities. The study will also identify policy, institutional, and human resource constraints and suggest an action plan to develop the region into a vibrant economic corridor.

B. Scope

12. The TA will be in two parts: The first part will update the 1998 prefeasibility study findings to prepare a full feasibility report. The second part will be an economic corridor pre-investment study to determine the feasibility of developing this region as an economic corridor. It will propose an integrated development plan to cover business and investment opportunities so as to promote investments and employment-generating activities spread over a number of sectors such as agro-industry, tourism, transport and communications, industrial estates, export enclaves, and social infrastructure. The detailed terms of reference are in Appendix 1.

13. The TA will cover the following major activities: (i) review the status of improvement, implementation, and the present condition of the Chiang Rai-Kunming road network; (ii) update

¹⁰ The concept of an economic corridor goes beyond a catalytic role that such a transport link provides. For a viable economic corridor, the opportunity to reduce transport costs of goods and passengers has to be supplemented with other possible avenues for regional development.

feasibility analyses covering traffic estimates, costs, financing options, and economic and financial viability analyses of improving the Houayxay-Boten road to a mix of class 2 and class 3 standards;¹¹ (iii) prepare environmental (category A) and social assessments as per ADB's applicable guidelines; (iv) carry out detailed poverty analysis; (v) prepare plans for involuntary resettlement and ethnic minorities; (vi) identify policy, human, and resource constraints affecting the development of the road influence area; (vii) identify potential business and other opportunities to create a viable economic corridor; (viii) identify priority projects including tourism possibilities, and investment opportunities along the corridor; (ix) carry out preliminary design work; and (x) examine the existing and possible future facilities for crossing the Mekong River by ferry versus via an international bridge. The TA will also sponsor a roundtable conference to discuss the findings of the pre-investment study to develop the region.

C. Cost Estimates and Financing Plan

14. The cost of the TA is estimated at \$710,000 equivalent, comprising a foreign exchange cost of \$500,000 and a local currency cost of \$210,000 equivalent. ADB will finance \$600,000 covering the entire foreign exchange cost and \$100,000 equivalent of the local currency costs, on a grant basis, from the Japan Special Fund, funded by the Government of Japan. The Government will finance \$110,000 for local logistic support, counterpart staff, and other costs including vehicles and computer equipment (Appendix 2). The Government has been informed that provision of the TA does not commit ADB to finance any ensuing investment project.

D. Implementation Arrangements

15. The Executing Agency (EA) for the TA will be the Ministry of Communication, Transport, Post and Construction. The EA has the necessary capacity to handle this TA successfully, given its prior experience with ADB projects and TAs. A TA management unit will be set up to coordinate implementation activities. It will include a senior-level full-time manager. The EA will provide suitable office accommodation, office support staff, and the required equipment including vehicles and computers. The Government will also provide assistance with surveys, workshops, and other participatory exercises.

16. The TA is expected to begin in January 2002 and be completed by December 2002—a duration of 12 months. The TA will involve a total of 66 person-months of consulting services, divided between international (about 18 person-months) and domestic (about 48 person-months) consultants. The consulting services will be spread over 12 months starting in January 2002. The consultants will be engaged in accordance with ADB's *Guidelines on the Use of Consultants* (the Guidelines) and other arrangements satisfactory to ADB for engaging domestic consultants. The TA contemplates direct selection of the same international consulting firm¹² engaged under TA 5728 in terms of Section 6.14 of the Guidelines. Such direct selection is justified on the basis of the prior involvement of that consulting firm because the current TA proposes basically to update the original cost estimates and social and environmental impact assessment prepared under that TA, and as the firm has extensive experience in development

¹¹ In accordance with standards agreed upon for the Loan 1727: *GMS East-West Corridor (Lao PDR)* for \$32 million approved on 20 December 1999, it is proposed to adopt a carriageway width of 7 m with asphalt concrete pavement with varying shoulder widths (2 x 1.5 m double bitumen surface treatment in open terrain, widened through villages to 2 x 2.5 m).

¹² Nathan Associates, Inc., a major US economic consultancy firm, has been in existence for more than 50 years and has done work in 116 countries. Its expertise is in areas of infrastructure and transport economics, privatization and financial planning, macroeconomic policy analysis, corporate finance, and trade development and promotion.

and business economics for investment opportunities. The earlier study had collected considerable field data and other information on all relevant aspects. Substantial savings in cost and time will be possible by engaging the same consulting firm or the same individual consultants (either directly or through the firm).

17. The TA will be implemented with a multidisciplinary team of international and domestic consultants, headed by an economist as team leader. The main output will be an update of the feasibility study. The first part of the TA will require engineers; environmental, social, and resettlement experts; transport economists; and financial analyst. A number of domestic consultants will be hired to carry out detailed surveys and stakeholder consultations. The economic corridor pre-investment study will require 18 person-months of consulting inputs (6 international and 12 domestic) to carry out surveys and consultations. The experts will have background in development and business economics. Familiarity with the transport and communication sectors and the region's economies, especially private sector operations, is essential.

18. Since the TA requires close coordination between the three countries, a steering committee comprising senior representatives from the ministries of transport and communication, planning, finance, and economic affairs of the Lao PDR, PRC, and Thailand has been established. At least two quadripartite meetings comprising members of the steering committee and ADB will be held to review the work plan at the time of the inception meeting and discuss the draft report, as well as continuously discuss financing arrangements and other project-related issues. The meetings are scheduled to take place in the countries to be mutually decided upon.

19. The findings of the economic corridor pre-investment study will be launched at a roundtable conference of private and public sector leaders and potential investors from the region. A two-day conference will be held to release the study and initiate a dialogue with the larger investor community regarding development of the region.

20. The consultants will prepare an inception report within one month of the start of services. Interim reports on environmental and social assessments, poverty profiles covering analysis of beneficiaries, plan for indigenous peoples, and surveys of economic and business opportunities will be prepared and submitted within three months of the start of the services. The draft final report will summarize the results of all studies in an integrated feasibility study that will be submitted within four months of the start of services. The draft report for the economic corridor pre-investment study will be prepared by April 2002 to be launched at a roundtable conference tentatively scheduled in May 2002.

21. All reports will be submitted to ADB and the governments of Lao PDR, PRC, and Thailand. Comments received from ADB and all other parties will be incorporated in the final report. Ten hard copies of the reports will each be submitted to ADB and the governments of Lao PDR, PRC, and Thailand. The reports, final summary, and all worksheets will also be provided as soft copies.

IV. THE PRESIDENT'S DECISION

22. The President, acting under the authority delegated by the Board, has approved the provision of technical assistance to the Government of the Lao People's Democratic Republic in an amount not exceeding the equivalent of \$600,000 for the purpose of preparing the Northern Economic Corridor Project, and hereby reports such action to the Board.

OUTLINE TERMS OF REFERENCE FOR CONSULTING SERVICES

1. This technical assistance (TA) for preparing the Northern Economic Corridor in the Lao People's Democratic Republic (Lao PDR) will update the existing preliminary feasibility study prepared in 1998. The Project covers improvement of the existing road from Houayxay on the Mekong River on the border with Thailand to Boten on the border with the People's Republic of China (PRC). This improvement will help to connect Chiang Rai in Thailand to Kunming in the PRC.

2. The TA comprises two parts. The first part relates to updating the feasibility report and will require about 12 person-months of international and 36 person-months of domestic consulting services. The second part will produce a detailed pre-investment study to identify the physical and nonphysical constraints facing the region and determine the feasibility of developing the area as an economic corridor. The economic corridor pre-investment study will cover sectors such as agro industries, transport and communications, social infrastructure, industrial estates, export enclaves, tourism, trade, and investments. A summary of the detailed tasks follows.

A. Feasibility Report Update

1. Viability Analyses

- (i) Review and update the road profiles developed under the original feasibility study.
- (ii) Review and update available reports and data on the transport sector for the conditions of the existing Chiang Rai-Kunming road network; review topographical surveys, including alignment plans, longitudinal sections, cross sections and drainage surveys and horizontal control points as required; and assess the right-of-way and road impact corridor requirements for roads and bridges, in accordance with the Lao Road Law and practices.
- (iii) Review the pavements, other road structures, and surfacing so as to determine the most cost-effective alternative to improve the road between Houayxay and Boten using the Lao PDR design parameters for a two-lane road class with asphalt concrete road surface, following mainly the existing alignment except for minor realignments where feasible.¹
- (iv) Review drainage structures and existing bridges for both hydrologic and structural adequacy.
- (v) Review and update the availability of construction materials in the vicinity of the Project.

¹ In accordance with standards agreed upon for the Loan 1727: *GMS East-West Corridor (Lao PDR)* for \$32 million approved on 20 December 1999, it is proposed to adopt a carriageway width of 7 meters (m) with asphalt concrete pavement with varying shoulder widths (2 x 1.5 m double bitumen surface treatment in open terrain, widened through villages to 2 x 2.5 m).

- (vi) Prepare a detailed logical framework for the Project.
- (vii) Prepare cost estimates for the road sections and the proposed two-lane Mekong Bridge, indicating a breakdown of foreign and local costs, and taxes and customs duties.
- (viii) Review and update the existing physical and socioeconomic profiles of the road influence area along the transport corridor.
- (ix) Review existing data on traffic counts for each major category of vehicle for the road as well as ferry services under study to establish normal, generated, and transit traffic flows.
- (x) Review economic vehicle operating costs, and forecast future traffic volumes with and without road improvements and a bridge across the Mekong River. Identify savings in vehicle operating costs with and without the Project.
- (xi) Review and update the economic analyses of the various road sections and the entire project road as per ADB's *Guidelines for the Economic Analysis of Projects*. Identify the shares in economic terms of benefits accruing to each of the three countries and carry out distribution analysis. Review and update the financial viability of the Project, using alternative toll rates and undertake sensitivity analyses.
- (xii) Examine and present alternatives to generate adequate funds for debt service, and operation and maintenance of the Project. Describe the organizational structure for road maintenance operations, and the major constraints to sustainable road maintenance.
- (xiii) Prepare preliminary designs.

2. Environmental Impact Assessment

- (i) Review all possible environmental direct and indirect impacts during and after construction, including any possible need for land acquisition, compensation, and involuntary resettlement arrangements in accordance with the respective ADB guidelines, and a resettlement action plan, along the proposed alignment; develop the necessary guidelines for health and safety during the construction period; hold extensive consultations with the affected people's groups.
- (ii) Update the environmental baseline data for the project road by sections and suggest an environmental monitoring system to assess positive or negative impacts on a long-term basis and the resource implications for such a system.
- (iii) In accordance with ADB's environmental assessment requirements and review procedures and the Lao PDR environmental guidelines, prepare an environmental impact assessment and a summary environmental impact assessment including maps.

- (iv) Draft and suggest project components, including loan covenants, for implementing an environmental management and monitoring plan; verify whether the road as a whole from Houayxay to Boten will lead to any significant impacts that cannot be mitigated.

3. Social Assessment and Poverty Analyses

- (i) Identify and prepare social profiles of the communities along the project road in terms of agricultural and industrial activities, demographic trends, socioeconomic conditions, social service infrastructure, and community organizations as per ADB's guidelines.
- (ii) Undertake social analysis as per the requirements specified in ADB's policy on involuntary resettlement to identify the affected population and potential beneficiaries and assess the stage of development of various groups of the population.
- (iii) Review the adequacy of the resettlement policy and legal framework in the country. Given the possibility that some road sections may be funded on a bilateral and parallel basis, prepare a project-specific resettlement policy that is acceptable to all parties including ADB.
- (iv) If land is to be acquired, carry out social assessment with focus on the capacity of responsible institutions to plan, manage, finance, and monitor effective land acquisition, compensation, and resettlement. Such an assessment will also flag potential poverty and other risks.
- (v) If applicable, review and assess the impacts of land acquisition or loss of land usage on affected people (in terms of loss of homes, agricultural and other lands; or loss of access to current income-generating activities), including impacts caused by acquisition of right-of-way. If there are land acquisition impacts, prepare an implementable resettlement plan as per ADB's policy on involuntary resettlement *and Handbook on Resettlement: A Guide to Good Practice*, involving full stakeholder participation.
- (vi) Hold public consultations at provincial and local levels to prepare a participatory development plan for the Project. Determine the principal beneficiaries of the existing and proposed roads and characterize the special needs and demands of each group.
- (vii) Identify the potential risks associated with the Project in relation to illegal export of wildlife, trafficking in women and children, and spread of HIV/AIDS.²
- (viii) Prepare a plan for an awareness campaign for HIV/AIDS in line with the ongoing Lao PDR HIV/AIDS campaign, including the resource implications thereof.

² Human immunodeficiency virus/acquired immunodeficiency syndrome.

- (ix) Propose a project performance monitoring system to assess positive or negative impacts on a long-term basis (including monitorable indicators, arrangements for monitoring and evaluating social impacts, poverty effects, resettlement plan, and indigenous people development plan) and prepare resource implications for such a system.

4. Plan for Indigenous Peoples/Ethnic Groups

- (i) From existing information or field surveys, determine the ethnolinguistic characteristics of the affected minority peoples and assess the positive or negative impact of the Project on them as per ADB's guidelines.
- (ii) Prepare an indigenous people's plan as per ADB's policy on indigenous peoples, involving full stakeholder participation.
- (iii) Propose a beneficiary monitoring system to assess positive or negative impacts on a long-term basis and prepare the resource implications of such a system.

B. Pre-Investment Study to Assess Trade and Investment Potential

3. The primary objective of the pre-investment study is to determine the feasibility of creating a viable economic corridor along this road project and to identify priority projects, policies, institutions, and financing needed to realize the potential benefits of better transportation linkages. The study will develop a framework for cooperation to create a vibrant economic corridor that is economically and technically viable, and responsive to private sector needs. Specifically, the study will include the following aspects.

- (i) Survey the existing and potential economic activities in and around the project road and identify key policy, institutional, and human resource barriers to realizing the growth potential of the project influence area. Prepare socioeconomic profiles of the major provinces in the region. Such a profile should include current economic structure and activities, institutions, and education and skill levels of the labor force.
- (ii) Review the existing studies, national and regional development plans, and other ADB-supported projects and activities along the corridor and adjacent areas so as to identify the scope for integrated development potential.
- (iii) Survey all ongoing and proposed projects assisted by ADB and other multilateral and bilateral funding agencies in the northern region and see if it is possible to integrate developmental activities to benefit the people in the area.
- (iv) Review existing information, present examples where improved transportation linkages have led to enhanced growth in the road influence area, and pinpoint sources of secondary growth.
- (v) Identify areas and sectors with potential for regional development.
- (vi) Identify cross-border issues important to accelerated economic development of the influence area.

- (vii) Consult private and public sector stakeholders in the area to solicit views on the development of the region.
- (viii) Identify priority projects and policy programs to facilitate the development of the economic corridor.
- (ix) Identify the overall financing implications of transforming the region as an economic corridor.
- (x) Identify institutional support (including capacity development program) required to promote the development of the region.
- (xi) Examine the need for and feasibility of establishing industrial estates and export enclave facilities.
- (xii) Prepare detailed analytical sector profiles to identify potential sources of growth. Identify possible projects that may interest the private sector.
- (xiii) Review the ongoing initiatives on creating a business advisory service facility to promote trade, tourism, and investment in the region.
- (xiv) List and prioritize complementary investments to support such a corridor.
- (xv) Assist and design a roundtable conference to launch the findings of the pre-investment study in the region.

COST ESTIMATES AND FINANCING PLAN
(\$'000)

Item	Foreign Exchange	Local Currency	Total Cost
A. Asian Development Bank Financing^a			
1. Consultants			
a. Remuneration and Per Diem			
i. International Consultants	340.0	0.0	340.0
ii. Domestic Consultants	0.0	65.0	65.0
b. International and Local Travel	25.0	5.0	30.0
c. Reports, Communications, Supplies	10.0	0.0	10.0
2. Surveys	10.0	20.0	30.0
3. Representative for Contract Negotiations	5.0	0.0	5.0
4. Quadripartite Meetings	20.0	0.0	20.0
5. Roundtable Conference on Pre-Investment Study	30.0	0.0	30.0
6. Contingencies	60.0	10.0	70.0
Subtotal (A)	500.0	100.0	600.0
B. Government Financing			
1. Office Accommodation and Transport	0.0	30.0	30.0
2. Remuneration and Per Diem of Counterpart Staff	0.0	40.0	40.0
3. Equipment, Vehicles, etc.	0.0	40.0	40.0
Subtotal (B)	0.0	110.0	110.0
Total	500.0	210.0	710.0

^a From the Japan Special Fund, funded by the Government of Japan.