1.11 Comments of the Ministry of Transport on the Can Tho Bridge's total cost estimate (No. 2889/GTVT/CGD), 30 August 2000

MINISTRY OF TRANSPORT
SOCIALIST REPUBLIC OF VIETNAM

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Hanoi - Vietnam

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No.2889/GTVT/CGD

Hanoi, 30 August, 2000

Subject: Comments of the Ministry of Transport on the Can Tho bridge's total cost estimate

To: The Japan International Cooperation Agency (JICA)

Pursuant to the Memorandum of Understanding concluded on 7 August 2000 between the Ministry of Transport and JICA Study Team, Nippon Koei Co., Ltd. (the Study Team);
Pursuant to the "Draft final report on the Technical Design of Can Tho bridge construction Project" prepared in May 2000 and documents on the cost estimates submitted to the Ministry of Transport;
The Ministry of Transport has made comments as follows

I/ General issues:
Comments are concluded based on the documents submitted to the Ministry of Transport.

1. JICA is requested to immediately send the final official total cost estimate, enclosed with unit price analysis for Vietnam side's checking. Under which, construction and installation cost has been adjusted according to the revised amount, which is based on the comments on the technical design.

2. Vietnam side provided Other expenses (excluding from the construction and installation cost) based on the Vietnamese Government's regulations (appendix 1). The Study Team is requested to take the matter into account and to include in the total cost estimate.

3. Based on the agreement between the Vietnamese Government and the Overseas Economic Cooperation Fund, OECF, (now is Japan Bank for International Cooperation, JBIC), the Study Team exchanged to USD at the exchange rate as follows:
   - USD 1 = JPY 140
   - USD 1 = VND 13,900
   The difference between the total cost estimate based on the exchange rate of USD 1 = JPY 140 and the current exchange rate shall be mentioned in a separate contingency item.
   Besides, for the Ministry of Transport's checking, the final result should include the alternative under which the total cost estimate is calculated at the current exchange rate.

4. Based on the data of the accurate total cost estimate in accordance with the final revised technical design, the Study Team shall have to explain in details the reasons for the increase in the cost, in comparison with that prepared in the Feasibility Study Report.

II/ Details:
After consideration of the main items, the Ministry of Transport has the following comments:

1. For the unit price which have been or have not been analyzed in details by the Study Team, based on the unit prices of the projects approved and constructed in Vietnam, the Study Team is suggested to use those for the items at approach bridge and bridge on the viaduct of the Can Tho bridge construction project (appendix 2).

2. For the unit price of the main bridge's items, the Study Team is suggested to consider for reference and to use international bidding unit price of similar projects in the region (appendix 2).

III/ Schedule:

1. JICA shall provide all testing results of technical standard, pending problems in term of design, which were requested at the MOU signed on 7 August 2000, and to continue to provide unit price on 5 September 2000.

2. JICA is requested to reply and to send the cost estimate based on comments on the total cost estimate prepared by Vietnam side on 10 September 2000.

3. The Ministry of Transport shall send to the JICA the official comments on the technical design and the total cost estimate of the "Draft Final Report on the Technical Design of the Can Tho bridge construction project" on 15 September 2000.

4. After receiving comments from the Ministry of Transport on the "Draft Final Report on the technical design of the Can Tho bridge construction project", JICA shall complete the dossiers for submission of Final Report in late of October 2000 to the Ministry of Transport.

The above mentioned points are the Ministry of Transport's comments on the cost estimate. Ministry of Transport would like to receive the early comments from the JICA.

Recepient:
- Ditto
- The minister (for report)
- The vice ministers
  + Pham Quang Tuyen
  + Nguyen Tan Man
  + Nguyen Viet Tien
- The Planning and Investment Department
- The International relation Department
- The Science and Technology Department
- My Thuan PMU
- TEDI South
- Proof Checking consultants
- Nippon Koei Co., Ltd
- Kept in the office, TCQM (2)

FOR THE MINISTER
VICE MINISTER

(Signed)

NGUYEN VIET TIEN

Appendix 1
Regarding other expenditures
(enclosed with the official letter No. 2889/GTVT/CGD dated August 30th, 2000)

No.	Expenditures	Unit	Amount	Remarks
I	Other expenditures	Million USD	84,263	
1	Consulting fee for review of design documents, preparation & evaluation on P/Q documents, construction supervision (6% of civil construction value)	-	12,012	According to official letter No.44 dated April 14th, 1999 of the Checking Council
2	Expenditures for Project management, construction of operation house, procurement of equipment, fee for checking Detailed Design and Total Cost Estimate, etc.	-	3,780	According to official letter No.44 dated April 14th, 1999 of the Checking Council
3	Expenditure on land acquisition (activities of LA committee, land measuring, compensation, etc.) and environmental monitoring.	-	10,720	Pursuant to Decision No.1042/GTVT dated April 29th, 2000 of Minister of MOT Data reported by the Consultant to TCQM on Aug 5th, 2000
4	Provision for escalation	-	22,797	According to official letter No.44 dated April 14th, 1999 of the Checking Council
5	Provision for increasing volume of work	-	22,058	According to official letter No.44 dated April 14th, 1999 of the Checking Council
6	Expenditure for demining (removal of mines and bombs)	-	0,800	According to provisional cost estimate prepared by Headquarters of Sapper
7	Loan interests during construction period	-	9,596	According to official letter No.44 dated April 14th, 1999 of the Checking Council
8	Furnishing of maintenance equipment	-	2,000	Provisional estimation
9	Bridge Memorial House (building, articles, equipment, film, etc.)	-	0,500	Provisional estimation
II	**Expenditures for construction stage**	**Million USD**	**2,924**	
10	Budget for translation work supporting for meetings held for the Project	-	0,5	Provisional estimation
11	Expenditure for ground-breaking ceremony	-	0,025	Twice larger than My Thuan Bridge Project
12	Expenditure for acceptance at various levels of authorities	-	0,03	Twice larger than My Thuan Bridge Project
13	Expenditure for quality checking at various levels of authorities	-	0,025	-
14	Expenditure for completion ceremony of the project	-	0,2	-
15	Expenditure for Insurance of the Works (0.02%)	-	0,059	Pursuant to Circular No. 137/1999.TT of Ministry of Finance dated November 19th, 1999
16	Expenditure for keeping as-built documents	-	0,025	Twice larger than My Thuan Bridge Project
17	Expenditure for training and technological transfer	-	2	Twice larger than My Thuan Bridge Project
18	Auditing fee (Vietnamese side)	-	0,03	Provisional estimation
19	Expenditure for booking finalization of the Works	-	0,03	Provisional estimation
	Total	Million USD	87,187	

Appendix 2 - Construction Cost Estimate
Checking Results of Construction Economics Institute - Ministry of Construction

Type			Description	Unit	Unit Rate Foreign Currency (JPY)	Unit Rate Domestic Currency (VND)	Unit Rate Total (VND)
1			General				
1	1	1	Mobilization and Demobilization				
1	1	(1)	Mobilization 1				
1	1	(1)	Mobilization 2				
1	1	(1)	Mobilization 3				
1	1	(2)	Demobilization 1				
1	1	(2)	Demobilization 2				
1	1	(2)	Demobilization 3				
1	2	2	Construction of temporary storage-yards				
1	1	(1)	Construction of temporary warehouse 1				
1	1	(1)	Construction of temporary warehouse 2				
1	1	(1)	Construction of temporary warehouse 3				
1	3	3	Temporary Works				
1	3	(1)	Temporary road and bridge No. 1				
1	3	(1)	Temporary road and bridge No. 2				
1	3	(1)	Temporary road and bridge No. 3				
1	4	4	Traffic Maintenance				
1	4	(1)	Maintenance of road traffic and navigation for Package 1				
1	4	(1)	Maintenance of road traffic and navigation for Package 2				
1	4	(1)	Maintenance of road traffic and navigation for Package 3				
1	5	5	Offices for Engineers				
1	5	(1)	Construction and maintenance of offices for engineers, including furniture, equipment, and specialized tools				
	6	6	Vehicles and canoes for engineers				
1	6	(1)	Provision and maintenance of vehicles for engineers, including drivers				
1	6	(2)	Provision and maintenance of canoes for engineers, including drivers				
1	7	7	Houses for engineers				
1	7	(1)	Construction and maintenance houses for engineers				
1	8						
1	8	(1)	Services provided by the Contractor during construction stage				
2			Site Clearing and Demolition				
2	1	8	Site Clearing and Demolition				
2	1	(1)	Site Clearing and Demolition (rice fields)				
2	1	(2)	Tree removal (more than 50 trees/100m2)				
3			Earth Work				
3	1	9	Filling and removal of construction materials				
3	1	(1)	Sand mat (700mm thick)				

3	1	(2)	Providing, dumping, tamping, and levelling of sand at depth of more than 1.05m below the pavement elevation				
3	1	(3)	Providing, dumping, tamping, and levelling of sand at depth of less than 1.05m below the pavement elevation (subgrade)				
3	1	(4)	Providing, dumping, tamping, and levelling of sand prior to loading at depth of more than 2.0m above bottom layer of the subgrade				
3	1	(5)	Providing, dumping, tamping, and levelling of additional sand at depth of more than 2.0m above bottom layer of the subgrade				
3	1	(6)	Removal of surcharge				
3	1	(7)	Removal of additional materials				
3	2	10	Soft ground improvement				
3	2	(1)	PVD				
3	2	(2)	Sand pile (f=700mm) at selected locations according to regulations (SCP)				
3	2	(3)	Design of soft ground improvement for Package 1				
3	2	(3)	Design of soft ground improvement for Package 2				
3	2	(3)	Design of soft ground improvement for Package 3				
3	3	11	Structural Excavation and Backfilling				
3	3	(1)	Excavation of any material above water surface				
3	3	(2)	Excavation of any material below water surface				
3	3	(3)	Structural excavation in river				
3	3	(4)	Structural backfilling				
3	3	(5)	Excavation of any material above water surface out of the structure				
3	3	(6)	Excavation of any material below water surface out of the structure				
4	1		Slope Protection				
4	1	12	Slope Protection				
1	1	(1)	Slope levelling by bulldozer				
4	1	(2)	Providing, dumping, tamping and levelling of clay soil for the side slope (t=50cm)				
4	1	(3)	Topsoil				
4	1	(4)	Slope protection riprap				
4	1	(5)	Berms riprap				
4	1	(6)	Stone foundation for slope protection works				
4	1	(7)	Lining work				
5	2	14	Side ditch				
5	2	(1)	U-shaped side ditch with concrete cover (400*400)				
5	2	(2)	U-shaped side ditch with concrete cover (400*250)				
5	2	(3)	U-shaped side ditch (400*250)				
5	2	(4)	U-shaped side ditch (400*400-750)				
5	2	(5)	U-shaped side ditch (500*550)				
5	2	(6)	U-shaped side ditch (500*1000)				
5	3	15	Catchpit				
5	3	(1)	Catchpit type A				
5	3	(2)	Catchpit type B				

5	3	(3)	Catchpit type C				
5	3	(4)	Catchpit type D				
5	3	(5)	Outlets for Package 1				
5	3	(6)	Outlets for Package 2				
5	3	(7)	Outlets for Package 3				
6	1		Pavement				
6	1	16	Base and Subbase				
6	1	(1)	Providing, dumping, and tamping of subbase course (t=300)				
6	1	(2)	Providing, dumping, and tamping of base course (t=300)				
6	2	17	Tack Coat				
6	2	(1)	Tack coat by bituminous bedding layer (grade MC-70 or RC-250)				
6	2	(2)	Bituminous tack coat (grade RC-250)				
6	2	(3)	Prime coat t=5mm				
6	2	(4)	Surface layer for metal bridge				
6	3	18	Asphalt concrete				
6	3	(1)	Asphalt concrete binder course (t=100mm)				
6	3	(2)	Asphalt concrete layer for steel bridge (t=70mm)				
6	3	(3)	Surface asphalt concrete layer (t=50mm)				
6	3	(4)	Surface asphalt concrete layer (t=70mm) for concrete bridge				
6	4	19	Gravelled road				
6	4	(1)	Gravelled road (t=150)				
7			Concrete pile				
7	1	20	Concrete pile				
7	1	(1)	Bored pile with diameter of 3000mm, type C (fc=30Mpa), including casings				
7	1	(2)	Bored pile with diameter of 2000mm, type C (fc=30Mpa), including casings, fixed positioning pipe (temporarily calculated for budget estimation				
	1	(3)	Bored pile with diameter of 1500mm, type C (fc=30Mpa), including casings				
7	1	(4)	Bored pile with diameter of 1500mm, type C (fc=30Mpa), including casings, fixed positioning pipe				
7	1	(5)	Bored pile with diameter of 1200mm, type C (fc=30Mpa), including casings				
7	1	(6)	Load testing for pile A (for bored pile with diameter of 3000mm)				
7	1	(7)	Load testing for pile B (excluding bored pile with diameter of 3000mm)				
7	1	(8)	Concrete pile sonic load testing				
8			General Concrete Work				
8	1	21	Concrete				
8	1	(1)	Concrete, type A (fc=50Mpa)				
8	1	(2)	Concrete, type B-1 (fc=40Mpa)				
8	1	(3)	Concrete B-2 (fc=40Mpa) (equivalent to tower concrete MT)				
8	1	(4)	Concrete, type C (fc=35Mpa)				
8	1	(5)	Concrete, type D-1 (fc=30Mpa)				
8	1	(6)	Concrete, type D-2 (fc=30Mpa)				
8	1	(7)	Concrete, type E (fc=24Mpa)				

8	1	(8)	Concrete, type F (fc=15Mpa)				
8	2	22	Re-bar and Pre-stressing bar				
8	2	(1)	Re-bar (for tower gate, pile tip, cast-in-situ concrete box girders, hollow slabs, I frame slabs and girders, piers, foundation, base, approach bridge deck, parapets)				
8	2	(2)	Internal longitudinal pre-stressing bar during construction (for bridges of hollow slabs and cast-in-situ concrete box girders)				
8	2	(3)	External longitudinal pre-stressing bar, after completion of construction (for bridges of cast-in-situ concrete box girders)				
8	2	(4)	Pre-stressing bars, type A, crossing with each other internally (for bridges of I girders and hollow deck slab, and bridges of cast-in-situ PC box girders and tower gate supporting bars)				
8	3	23	Pre-cast I girder				
8	3	(1)	PC I girder, span 40.0m				
8	3	(2)	PC I girder, span 37.0m, height 1.85m				
8	3	(3)	PC I girder, span 31.0m, height 1.85m				
8	3	(4)	PC I girder, span 31.0m, height 1.65m				
8	3	(5)	PC I girder, span 28.0m, height 1.65m				
8	3	(6)	PC I girder, span 25.0m, height 1.45m				
8	3	(7)	PC I girder, span 25.0m, height 1.65m				
8	3	(8)	Pre-cast concrete slab (type C) between girders t=80mm				
8	4	24	Pre-cast PC box girder				
8	4	(1)	Production of PC box girder segments at casting yards				
8	4	(2)	Erection of PC box girder segments at tower gate				
8	4	(3)	Erection of PC box girder segments at places other than tower gate				
8	4	(4)	Installation of internal longitudinal pre-stressing bars for stays				
8	4	(5)	Installation of PC bars for stays				
8	4	(6)	Anchoring the below stays system				
8	5	25	Sewerage				
8	5	(1)	Sewerage, f=1,500mm				
8	6	26	Box culvert				
8	6	(1)	Box culvert, type A-s (2.50*1.50)				
8	6	(2)	Box culvert, type A-d (2.50*1.50*2)				
8	6	(3)	Box culvert, type B-d (2.50*2.00*2)				
8	6	(4)	Box culvert, type C-s (3.00*3.20)				
8	6	(5)	Box culvert, type D-s (3.00*3.50)				
8	6	(6)	Box culvert, type E-s (3.00*3.80)				
8	6	(7)	Box culvert, type F-s (5.00*3.80)				
8	6	(8)	Box culvert, type G-s (5.00*4.00)				
8	6	(9)	Box culvert, type H-s (5.00*4.50)				
8	6	(10)	Box culvert, type H-d (5.00*4.50*2)				
8	6	(11)	Box culvert, type I-s (6.50*4.50)				
9			Steel work				
9	1	27	Steel work				
9	1	(1)	Fabrication and erection of structural steel				

9	1	(2)	Fabrication and erection of structural steel and PC Composite				
9	1	(3)	Erection of steel segments				
9	1	(4)	Erection of Composite segments				
10			Stayed cable				
10	1	28	Stayed cable				
10	1	(1)	Installation of stays				
10	1	(2)	Stays securing				
11			Bearing				
11	1	29	Bearing				
11	1	(1)	Bearing with accessories, type 1 (600*300*57) (I girders)				
11	1	(2)	Bearing with accessories, type 2 (500*250*50) (I girders)				
11	1	(3)	Bearing with accessories, type 3 (700*350*50) (hollow slab)				
11	1	(4)	Bearing with accessories, type 4 (700*350*52) (hollow slab)				
11	1	(5)	Bearing with accessories, type 5 (800*600*52) (hollow slab)				
11	1	(6)	Bearing with accessories, type 6 (1500*1400*214) (PC box)				
11	1	(7)	Bearing with accessories, type 7 (1410*1410*214) (PC box)				
11	1	(8)	Bearing with accessories, type 8 (660*560*125) (side span of PC box)				
11	1	(9)	Bearing with accessories, type 9 (600*400) (M) (I girder)				
11	1	(10)	Bearing with accessories, type 10 (600*500) (M) (I girder)				
11	1	(11)	Bearing with accessories, type 11 (650*550) (M) (Rmax=210) (I girder)				
11	1	(12)	Bearing with accessories, type 12 (650*550) (F) (Rmax=210) (I girder)				
11	1	(13)	Bearing with accessories, type 13 (650*550) (F) (Rmax=220) (I girder)				
11	1	(14)	Bearing with accessories, type 14 (720*720*130) (PC box)				
1	1	(15)	Bearing with accessories, type 15 (1620*1620*265) (PC box)				
11	1	(16)	Bearing with accessories, type 16 (1120*1120*437) (stayed cable)				
11	1	(17)	Bearing with accessories, type 17 (1220*1220*459) (stayed cable)				
11	1	(18)	Bearing with accessories, type 18 (1120*1120*424) (stayed cable)				
12			Other bridge work				
12	1	30	Bridge railing and joints				
12	1	(1)	Bridge railing type A				
12	1	(2)	Bridge railing type B				
12	1	(3)	Expansion joint, type A (300mm)				
12	1	(4)	Expansion joint, type A (100mm)				
12	1	(5)	Expansion joint, type A (50mm)				
12	2	32	Bridge Drainage				
12	2	(1)	Drainage pipe, diameter 200mm, including installation and support (PVC)				
12	2	(2)	Drainage pipe, diameter 165mm, including installation and support (PVC)				

12	2	(3)	*Floor drain with accessories, type 1*				
12	2	(4)	Floor drain with accessories, type 2				
12	3	33	Protection lighting system				
12	3	(1)	Protection lighting system				
12	4	34	Navigation aids				
12	4	(1)	Aviation light				
12	4	(2)	Navigation light				
12	4	(3)	Marking buoys for navigation				
13			*Electrical services*				
13	1	35	Electrical services				
13	1	(1)	Electrical services for Package 1				
13	1	(2)	Electrical services for Package 2				
13	1	(3)	Electrical services for Package 3				
14			Toll plaza system				
14	1	36	*Toll plaza system*				
14	1	(1)	Construction of toll plazas				
14	1	(2)	*Concrete pavement*				
4	1	(3)	Construction of maintenance office				
15			Protection rail for passing vehicles				
15	1	37	Protection rail for passing vehicles				
15	1	(1)	Protection rail for passing vehicles (type A)				
15	1	(2)	*Protection rail for passing vehicles (type B)*				
15	1	(3)	Km marks made of pre-cast concrete				
16			Traffic signs				
16	1	38	Traffic signs				
16	1	(1)	Regulation signs and warning signs, pole type 1				
16	1	(2)	*Regulation signs and warning signs, pole type 2*				
16	1	(3)	Regulation signs and warning signs, pole type 3				
16	1	(4)	Regulation signs and warning signs, pole type 4				
3	1	(5)	Guide signs				
17			Traffic control devices				
17	1	39	Traffic control devices				
17	1	(1)	Road markings, type A - generally used				
17	1	(2)	Delineator (for road section)				
17	1	(3)	Concrete curb, type A				
17	1	(4)	Concrete curb, type B				
17	1	(5)	Concrete barrier, type A (for road section)				
17	1	(6)	Concrete barrier, type B (for bridge section)				
17	1	(7)	Intersections				
18			Sidewalk landscape				
18	1	40	Self-interlocked concrete brick sidewalk				
18	1	(1)	Self-interlocked concrete brick sidewalk				

Tập 1

BỘ GIAO THÔNG VẬN TẢI
CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
MINISTRY OF TRANSPORT
SOCIALIST REPUBLIC OF VIETNAM

80 Trần Hưng Đạo
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Số: 2229...../GTVT/CGĐ
V/v: Ý kiến của Bộ Giao thông vận tải về tổng dự toán cầu Cần Thơ

Hà Nội, ngày 30 tháng 8 năm 2000

Kính gửi: Cơ quan Hợp tác Quốc tế Nhật bản (JICA)

Căn cứ vào Biên bản ghi nhớ ký ngày 7/8/2000 giữa Bộ Giao thông vận tải và Đoàn nghiên cứu của JICA – Công ty Nippon Koei Co., Ltd. (Đoàn nghiên cứu), trên cơ sở "Dự thảo báo cáo cuối cùng thiết kế kỹ thuật (TKKT) Dự án xây dựng cầu Cần Thơ" lập tháng 5/2000 và các bản tài liệu về dự toán đã gửi cho Bộ Giao thông vận tải,

Bộ Giao thông vận tải có các ý kiến như sau:

I/ Những vấn đề chung:

Ý kiến bình luận dựa trên cơ sở các tài liệu mà Bộ Giao thông vận tải đã nhận được.

1. Đề nghị JICA gửi ngay bản Tổng dự toán chính thức cuối cùng có kèm phân tích đơn giá chi tiết để phía Việt Nam xem xét, trong đó phần dự toán xây lắp đã được điều chỉnh theo khối lượng đã được sửa đổi theo ý kiến bình luận về TKKT.
2. Phía Việt Nam đã cung cấp các Chi phí khác (ngoài phần Chi phí xây lắp) dựa trên các quy định của Chính phủ Việt Nam (Phụ lục 1), đề nghị Đoàn nghiên cứu xem xét và đưa vào tổng dự toán.
3. Đoàn nghiên cứu quy đổi ra đô-la Mỹ (USD) theo thống nhất giữa Chính phủ Việt Nam và Quỹ Hợp tác Kinh tế Hải ngoại – OECF (nay là Ngân hàng Hợp tác Quốc tế Nhật bản – JBIC) với tỷ giá quy đổi như sau:
   - 1 USD = 140 ¥
   - 1 USD = 13.900 đồng

Hiệu số chênh lệch tổng dự toán tính theo tỷ giá 1 USD = 140 ¥ so với thời điểm hiện tại sẽ được đưa vào một hạng mục dự phòng riêng.

Ngoài ra trong kết quả cuối cùng phải tính thêm phương án tổng dự toán tính theo tỷ giá hiện tại để Bộ Giao thông vận tải xem xét.

4. Trên cơ sở các số liệu tổng dự toán chính xác theo TKKT đã được sửa đổi lần cuối, Đoàn nghiên cứu phải giải trình chi tiết nguyên nhân làm tăng giá thành so với giai đoạn lập Báo cáo NCKT.

II/ Những vấn đề chi tiết:

Sau khi xem xét đơn giá các hạng mục chính, Bộ Giao thông vận tải có ý kiến như sau:

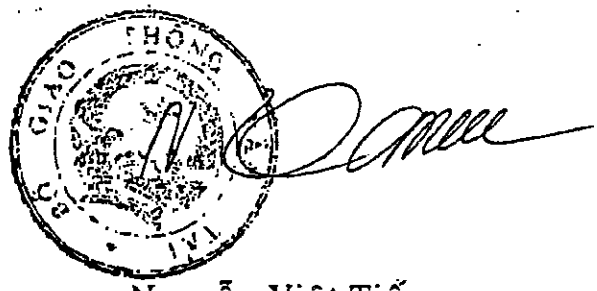
1. Với các đơn giá mà Đoàn nghiên cứu đã có phân tích hoặc chưa có phân tích chi tiết: căn cứ theo các đơn giá công trình đã được phê duyệt, đã được xây dựng ở Việt Nam đề nghị Đoàn nghiên cứu sử dụng cho các hạng mục thuộc phần cầu dẫn và cầu trên đường dẫn của Dự án xây dựng cầu Cần Thơ (Phụ lục 2).
2. Với các đơn giá các hạng mục thuộc phần cầu chính: đề nghị Đoàn nghiên cứu tham khảo và sử dụng đơn giá đấu thầu quốc tế của các dự án tương tự trong khu vực (Phụ lục 2).

III/ Tiến độ:

1. JICA sẽ cung cấp toàn bộ kết quả kiểm tra tiêu chuẩn kỹ thuật, các tồn tại về thiết kế (đã được yêu cầu trong Bản ghi nhớ ký ngày 7/8/2000) và cung cấp tiếp đơn giá chi tiết vào ngày 5/9/2000.
2. Đề nghị JICA trả lời ý kiến và gửi dự toán trên cơ sở bình luận tổng dự toán của phía Việt Nam vào ngày 10/9/2000.
3. Bộ Giao thông vận tải sẽ gửi cho JICA bình luận chính thức về TKKT và tổng dự toán của "Dự thảo Báo cáo cuối cùng về TKKT Dự án xây dựng cầu Cần Thơ" vào ngày 15/9/2000.
4. Sau khi nhận được các bình luận về "Dự thảo Báo cáo cuối cùng về TKKT và tổng dự toán Dự án xây dựng cầu Cần Thơ" từ phía Bộ Giao thông vận tải, phía JICA sẽ hoàn chỉnh hồ sơ trình lên Bộ Giao thông vận tải Báo cáo cuối cùng vào cuối tháng 10/2000.

Trên đây là ý kiến bình luận về dự toán lần thứ nhất của Bộ Giao thông vận tải. Mong sớm nhận được ý kiến của Cơ quan Hợp tác Quốc tế Nhật bản về các vấn đề trên.

K/T BỘ TRƯỞNG
THỨ TRƯỞNG



Nguyễn Việt Tiến

Nơi nhận:
-Như trên;
-Bộ trưởng (để b/c);
-Các thứ trưởng:
+Phạm Quang Tuyến
+Nguyễn Tấn Mẫn.
+Nguyễn Việt Tiến
-Vụ KHĐT;
-Vụ QHQT;
-Vụ KHCN;
-Ban QLDAMỹ Thuận;
-TEDI South;
-Các đơn vị TVTĐ;
-Nippon Koei Co., Ltd.;
-Lưu: VP, CGĐ (2).

PHỤ LỤC 1

VỀ CÁC KHOẢN CHI PHÍ KHÁC

(Kèm theo công văn số 2889 /GTVT/CGĐ ngày 30 tháng 8 năm 2000)

ST	Tên các hạng mục chi phí	Đơn vị tín	Giá trị	Ghi chú
I	**Chi phí khác**	**Triệu USD**	**84,263**	
1	Chi phí Tư vấn xem xét hồ sơ thiết kế lập & đánh giá HST, giám sát thi công (6% GTXL)	-	12,012	Theo văn bản số 44 ngày 14/04/1999 của Hội đồng thẩm định
2	Chi phí QLDA, xây dựng nhà điều hành, mua sắm thiết bị,chi phí thẩm định TKKT, TDT...	-	3,780	Theo văn bản số 44 ngày 14/04/1999 của Hội đồng thẩm định
3	Chi phí GPMB (hoạt động Ban GPMB, đo vẽ địa chính, đền bù...) và theo dõi môi trường	-	10,720	Theo QĐ 1042/GTVT ngày 29/04/2000 của Bộ trưởng Bộ GTVT *Số liệu TVTK báo cáo ngày 05/08/2000 tại Cục GĐ-QLCL*
4	Dự phòng trượt giá	-	22,797	Theo văn bản số 44 ngày 14/04/1999 của Hội đồng thẩm định
5	Dự phòng tăng khối lượng	-	22,058	Theo văn bản số 44 ngày 14/04/1999 của Hội đồng thẩm định
6	Chi phí rà phá bom mìn	-	0,800	Theo dự toán tạm tính của Bộ Tư lệnh Công binh
7	Lãi vay trong thời gian xây dựng	-	9,596	Theo văn bản số 44 ngày 14/04/1999 của Hội đồng thẩm định
8	Chi phí trang bị thiết bị duy tu bảo dưỡng	-	2,000	Tạm tính
9	Nhà lưu niệm cầu (nhà, hiện vật, thiết bị, phim...)		0,500	Tạm tính
II	**Chi phí phục vụ giai đoạn thi công**	**Triệu USD**	**2,924**	
10	*Chi phí biên dịch tài liệu, phục vụ các cuộc họp hội nghị tác nghiệp dự án.*	-	*0,5*	*Tạm tính*
11	Chi phí khởi công công trình	-	0,025	Gấp 2 lần dự án cầu Mỹ Thuận
12	Chi phí nghiệm thu các cấp	-	0,03	Gấp 2 lần dự án cầu Mỹ Thuận
13	Chi phí kiểm tra chất lượng các cấp	-	0,025	-
14	Chi phí khánh thành bàn giao công trình	-	0,2	-
15	Chi phí bảo hiểm công trình (0,02%)	-	0,059	Theo Thông tư 137/1999.TT của Bộ tài chính ngày 19/11/1999
16	*Chi phí hoàn công lưu trữ*	-	*0,025*	Gấp 2 lần dự án cầu Mỹ Thuận
17	Chi phí đào tạo chuyển giao công nghệ	-	2	Gấp 2 lần dự án cầu Mỹ Thuận
18	Chi phí kiểm toán (phía Việt Nam)	-	0,03	Tạm tính
19	Chi phí quyết toán công trình	-	0,03	Tạm tính
	Tổng cộng	**Triệu USD**	**87,187**	

PHỤ LỤC SỐ 2- DỰ TOÁN CHI PHÍ XÂY DỰNG
KẾT QUẢ THẨM ĐỊNH CỦA VIỆN KINH TẾ XÂY DỰNG - BỘ XÂ

Loại			Diễn giải	Đơn vị	Đơn giá	Đơn giá	Đơn giá
					Tiền ngoại tệ (Yên Nhật)	Tiền nội địa (VND)	Tổng cộng (VND)
1			**Công tác chung**				
1	1	1	**Huy động và giải toả**				
1	1	(1)	Huy động 1	LS	0	7.823.779.891	7.823.779.891
1	1	(1)	Huy động 2	LS	255.474.524	10.015.618.372	38.077.451.078
1	1	(1)	Huy động 3	LS	0	4.161.585.048	4.161.585.048
1	1	(2)	Giải thể 1	LS	0	312.951.196	312.951.196
1	1	(2)	Giải thể 2	LS	102.048.931	680.000.000	11.889.311.693
1	1	(2)	Giải thể 3	LS	0	135.000.000	135.000.000
1	2	2	**Xây dựng kho bãi tạm**				
1	1	(1)	Xây dựng kho xưởng tạm 1	LS	0	17.569.140.570	17.569.140.570
1	1	(1)	Xây dựng kho xưởng tạm 2	LS	115.681.938	80.338.657.912	93.045.393.397
1	1	(1)	Xây dựng kho xưởng tạm 3	LS	0	10.914.563.700	10.914.563.700
1	3	3	**Công tác tạm**				
1	3	(1)	*Đường và cầu tạm số 1*	LS	16.506.018	11.413.862.000	13.226.925.000
1	3	(1)	*Đường và cầu tạm số 2*	LS	174.724.740	15.960.712.545	35.152.918.273
1	3	(1)	*Đường và cầu tạm số 3*	LS	48.254.356	20.865.675.551	26.166.030.478
1	4	4	**Duy tu và đảm bảo giao thông**				
1	4	(1)	*Duy tu và đảm bảo giao thông cho xe cộ và tầu thuyền gói 1*	LS	0	219.798.463	219.798.463
1	4	(1)	*Duy tu và đảm bảo giao thông cho xe cộ và tầu thuyền gói 2*	LS	30.326.400	259.309.099	3.590.437.298
1	4	(1)	*Duy tu và đảm bảo giao thông cho xe cộ và tầu thuyền gói 3*	LS	0	233.828.152	233.828.152
1	5	5	**Văn phòng cho kỹ sư**				
1	5	(1)	*Xây dựng và duy trì văn phòng cho kỹ sư kể cả đồ gỗ, thiết bị và trang bị chuyên dùng*	LS	0	677.970.000	677.970.000
1	6	6	**Xe cộ và xuồng cho kỹ sư**				
1	6	(1)	Cung cấp và duy trì xe cộ cho kỹ sư, bao gồm cả lái xe	LS	50.000.000	2.541.735.138	8.033.861.138
1	6	(2)	*Cung cấp và bảo dưỡng tầu thuyền cho kỹ sư, bao gồm cả lái tầu*	LS	0	2.969.675.000	2.969.675.000
1	7	7	**Nhà ở cho kỹ sư**				
1	7	(1)	Xây dựng và duy trì nhà ở cho kỹ sư	LS	0	8.221.376.989	8.221.376.989
1	8						
1	8	(1)	Các dịch vụ của Nhà thầu trong thời gian thực hiện công trình	LS	57.202.200	0	6.283.233.798
2			**Dọn sạch mặt bằng và phá rỡ**				
2	1	8	**Dọn sạch mặt bằng và phá rỡ**				
2	1	(1)	Dọn sạch mặt bằng và phá rỡ (đồng lúa)	m2	0	1.943	1.943

Loại			Diễn giải	Đơn vị	Đơn giá	Đơn giá	Đơn giá
					Tiền ngoại tệ (Yên Nhật)	Tiền nội địa (VND)	Tổng cộng (VND)
2	1	(2)	Chuyển cây ra khỏi mặt bằng (Iren 50 cây/100m2)	m2	0	4.329	4 329
3			**Công tác đất**				
3	1	9	**Đắp và di chuyển vật liệu**				
3	1	(1)	Lớp cát phủ (dày 700mm) Sand cover	m2	0	28.275	28.275
3	1	(2)	Cung cấp, đổ, lèn chặt và san cát lấp mặt đường ở độ sâu lớn hơn 1,05m dưới cốt của mặt đường	m3	0	41.016	41.016
3	1	(3)	Cung cấp, đổ, lèn chặt và san cát lấp mặt đường ở độ sâu nhỏ hơn 1,05m dưới cốt của mặt đường (Lớp lót nền- Subgrade)	m3	0	39.082	39.082
3	1	(4)	Cung cấp, đổ, lèn chặt và san cát lấp mặt đường trước khi chất tải ở độ sâu lớn hơn 2,0m trên lớp đáy của lớp lót nền .	m3	0	44.160	44.160
3	1	(5)	Cung cấp, đổ và lấp cát thêm vào nền đường ở độ sâu lớn hơn 2,0m trên lớp đáy của lớp lót nền	m3	0	44.160	44.160
3	1	(6)	Chuyển các vật liệu chất tải trước	m3	0	14.816	14.816
3	1	(7)	Chuyển các vật liệu thêm	m3	0	14.114	14.114
3	2	10	**Xử lý nền đất yếu**				
3	2	(1)	Bấc thấm (PVD)	m	47	711	6.000
3	2	(2)	*Cọc cát (f=700mm) ở những vị trí đ□ chọn theo qui định (SCP)*	m	0	0	0
3	2	(3)	Thiết lập phương pháp xử lý nền đất yếu gói 1	LS	7.541.588	0	828.387.077
3	2	(3)	Thiết lập phương pháp xử lý nền đất yếu gói 2	LS	0	0	0
3	2	(3)	Thiết lập phương pháp xử lý nền đất yếu gói 3	LS	14.303.700	0	1.571.154.506
3	3	11	**Đào và đắp đất cho các kết cấu**				
3	3	(1)	Đào đất đối với bất cứ loại vật liệu nào bên trên mặt nước	m3	0	13.334	13.334
3	3	(2)	Đào đất đối với bất cứ loại vật liệu nào bên dưới mặt nước	m3	0	14.658	14.658
3	3	(3)	Đào đất cho kết cấu ở khu vực sông	m3	1.509	282.072	479.138
3	3	(4)	Lấp đất cho các kết cấu	m3	14	47.970	49.054
3	3	(5)	*Đào đất đối với bất cứ loại vật liệu nào ở trên mặt nước ngoài phần kết cấu .*	m3	0	14.000	14.000
3	3	(6)	*Đào đất đối với bất cứ loại vật liệu nào ở dưới mặt nước ngoài phần kết cấu .*	m3	0	14.000	14.000
4	1		**Bảo vệ mái dốc**				
4	1	12	**Bảo vệ mái dốc**				
4	1	(1)	San cạnh mái dốc bằng máy ủi	m2	0	5.392	5.392
4	1	(2)	Cung cấp, đổ, lèn chặt và san đất sét cho mặt bên của mái dốc (t=50cm)	m2	0	7.855	7.855
4	1	(3)	Lớp đất mặt	m2	0	47.081	47.081
4	1	(4)	Xây đá bảo vệ mái dốc	m2	0	399.718	399.718
4	1	(5)	Xây đá bảo vệ mái dốc bên cạnh bờ đất (berms)	m2	0	399.718	399.718

Loại			Diễn giải	Đơn vị	Đơn giá	Đơn giá	Đơn giá
					Tiền ngoại tệ (Yên Nhật)	Tiền nội địa (VND)	Tổng cộng (VND)
4	1	(6)	Móng cho phần xây dựng bảo vệ mái dốc bằng đá	m	519	758.159	815.205
4	1	(7)	Công tác xây phủ ngoài	m2	588	350.853	379.000
5			Thoát nước				
5	1	13	ống BTCT				
5	1	(1)	ống BTCT, D-400mm	m	62	230.151	236.987
5	1	(2)	ống BTCT, D-500mm	m	97	306.014	316.634
5	2	14	Rãnh bên				
5	2	(1)	*Rãnh bên hình chữ U có nắp bê tông (400*400)*	m	477	1.496.335	1.548.761
5	2	(2)	*Rãnh bên hình chữ U có nắp bê tông (400*250)*	m	418	1.305.293	1.355.166
5	2	(3)	*Rãnh bên hình chữ U (400*250)*	m	257	804.280	832.459
5	2	(4)	*Rãnh bên hình chữ U (400*400-750)*	m	362	1.314.000	1.360.000
5	2	(5)	*Rãnh bên hình chữ U (500*550)*	m	475	1.555.993	1.605.552
5	2	(6)	Rãnh bên hình chữ U (500*1000)	m	597	1.870.419	1.929.994
5	3	15	Hố thu				
5	3	(1)	Hố thu loại A	Each	1.250	74.915.107	75.045.453
5	3	(2)	Hố thu loại B	Each	1.283	74.922.856	75.056.743
5	3	(3)	*Hố thu loại C*	Each			
5	3	(4)	*Hố thu loại D*	Each			
5	3	(5)	*Miệng thoát gói 1*	Each	0	0	0
5	3	(6)	*Miệng thoát gói 2*	Each	0	0	0
5	3	(7)	*Miệng thoát gói 3*	Each	0	0	0
6	1		Mặt đường				
6	1	16	Lớp nền và lớp lót nền				
6	1	(1)	Cung cấp, đổ và đầm chặt lớp lót nền (Subbase) (t=300)	m2	0	65.711	65.711
6	1	(2)	Cung cấp, đổ và đầm chặt lớp nền (Base) (t=300)	m2	0	84.103	84.103
6	2	17	Lớp dính bám				
6	2	(1)	Lớp dính bám bằng lớp lót bitum (mác MC-70 or RC-250)	m2	0	6.967	6.967
6	2	(2)	Lớp dính bám bằng bitum (mác RC-250)	m2	0	3.850	3.850
6	2	(3)	Lớp chống thấm t=5mm	m2	45	1.823	6.816
6	2	(4)	Lớp bề mặt cho cầu kim loại	m2	221	1.022	25.346
6	3	18	Bê tông át phan				
6	3	(1)	Lớp kết dính bằng bêtông át phan (t=100mm)	m2	165	56.704	74.080
6	3	(2)	Lớp bê tông át phan cho cầu thép (t=70mm)	m2	626	39.778	108.527
6	3	(3)	Lớp bê tông át phan mặt (t=50mm)	m2	79	52.432	65.464
6	3	(4)	Lớp bê tông át phan mặt (t=70mm) cho cầu bêtông	m2	115	57.827	69.991
6	4	19	*Đường rải sỏi*				
6	4	(1)	*Đường rải sỏi(t=150)*	m2	0	35.000	35.000

Loại			Diễn giải	Đơn vị	Đơn giá	Đơn giá	Đơn giá
					Tiền ngoại tệ (Yên Nhật)	Tiền nội địa (VND)	Tổng cộng (VND)
7			**Cọc bê tông**				
7	1	20	**Cọc bê tông**				
7	1	(1)	Cọc khoan đường kính 3000mm loại C (fc=30Mpa), gồm cả ống thép	m	385.617	14.670.858	57.027.962
7	1	(2)	Cọc khoan đường kính 2000mm loại C (fc=30Mpa), gồm cả ống thép, với ống dựng cố định (tạm tính để dự trù vốn)	m	8.365	10.993.713	11.912.597
7	1	(3)	Cọc khoan đường kính 1500mm loại C (fc=30Mpa), gồm cả ống thép	m	4.577	4.926.072	5.428.891
7	1	(4)	Cọc khoan đường kính 1500mm loại C (fc=30Mpa), gồm cả ống thép, với ống dựng cố định	m	18.726	5.138.467	7.195.537
7	1	(5)	Cọc khoan đường kính 1200mm loại C (fc=30Mpa), gồm cả ống thép	m	5.561	3.208.389	3.819.290
7	1	(6)	Thử tải cọc A (đối với cọc khoan đường kính 3000mm)	Each	30.749.220	0	3.377.571.813
7	1	(7)	Thử tải cọc B (không tính cọc khoan đường kính 3000mm)	Each	23.265.854	0	2.555.580.002
7	1	(8)	Thử tải cọc bê tông bằng siêu âm	Each	255.871	0	28.105.526
8			**Công tác bê tông chung**				
8	1	21	**Bê tông**				
8	1	(1)	Bê tông, loại A(fc=50Mpa)	m3	1.541	908.853	1.077.633
8	1	(2)	Bê tông, loại B-1 (fc=40Mpa)	m3	20.118	1.035.947	3.245.803
8	1	(3)	Bê tông, loại B-2 (fc=40Mpa)(tạm theo bê tông tháp cầu MT)	m3	71.470	1.252.829	9.103.288
8	1	(4)	Bê tông, loại C (fc=35Mpa)	m3	5.283	964.035	1.544.321
8	1	(5)	Bê tông, loại D-1 (fc=30Mpa)	m3	1.455	660.187	820.032
8	1	(6)	Bê tông, loại D-2 (fc=30Mpa)	m3	3.381	819.469	1.190.869
8	1	(7)	Bê tông, loại E (fc=24Mpa)	m3	5.878	743.808	1.389.417
8	1	(8)	Bê tông, loại F (fc=15Mpa)	m3	1.644	650.561	831.131
8	2	22	**Thanh thép cốt và thanh căng trước**				
8	2	(1)	Thanh thép cốt (cho cọc ống thép, mũi cọc, các dầm hộp bê tông đổ tại chỗ, các tấm rỗng, bản và dầm của các gian chữ I, trụ, móng, đế, sàn cầu dẫn và gờ cầu)	tonne	1.449	4.659.477	4 818.693
8	2	(2)	Thanh căng trước dọc bên trong khi lắp dựng (cho các cầu tấm rỗng và các cầu có dầm hộp bê tông đổ tại chỗ)	tonne	225.434	4.570.495	29.332.744
8	2	(3)	Thanh căng trước dọc bên ngoài, sau khi hoàn thành lắp dựng (cho các cầu có dầm hộp bằng bê tông đổ tại chỗ)	tonne	337.575	6.230.049	43.310.145
8	2	(4)	Các thanh căng trước loại A giao nhau bên trong (cho các cầu có dầm chữ I, sàn cầu rỗng, cầu có dầm hộp PC đổ tại chỗ và các thanh chống của cống tháp)	tonne	568.907	5.424.000	67.915.725
8	3	23	Dầm cầu chữ I đúc sẵn				
8	3	(1)	Dầm cầu chữ I ứng lực trước, khẩu độ 40.0m	Each	2.729.132	74.980.716	374.755.381

Loại			Diễn giải	Đơn vị	Đơn giá	Đơn giá	Đơn giá
					Tiền ngoại tệ (Yên Nhật)	Tiền nội địa (VND)	Tổng cộng (VND)
8	3	(2)	Dầm cầu chữ I ứng lực trước, khẩu độ 37.00m, cao 1.85m	Each	1.833.769	66.852.882	268.278.643
8	3	(3)	Dầm cầu chữ I ứng lực trước, khẩu độ 31.00m, cao 1.85m	Each	1.392.858	46.130.026	199.125.026
8	3	(4)	Dầm cầu chữ I ứng lực trước, khẩu độ 31.00m, cao 1.65m	Each	1.334.914	41.375.790	188.006.065
8	3	(5)	Dầm cầu chữ I ứng lực trước, khẩu độ 28.00m, cao 1.65m	Each	914.958	36.217.200	146.287.542
8	3	(6)	Dầm cầu chữ I ứng lực trước, khẩu độ 25.00m, cao 1.65m	Each	914.958	32.668.189	133.169.448
8	3	(7)	Dầm cầu chữ I ứng lực trước, khẩu độ 25.00m, cao 1.45m	Each	1.075.490	31.531.756	149.666.332
8	3	(8)	Tấm bê tông đúc sẵn (loại C) giữa các dầm t=80mm	m2	135	1.786.638	1.801.444
8	4	24	**Dầm hộp PC đúc sẵn**				
7	2	(1)	Sản xuất các đoạn của dầm hộp PC tại bãi	Each	8.875.081	179.874.639	1.154.735.898
7	2	(2)	Lắp dựng các đoạn của dầm hộp PC tại cổng tháp	Each	6.950.920	7.208.554	770.715.133
7	2	(3)	Lắp dựng các đoạn của dầm hộp PC tại những nơi không phải cổng tháp	Each	5.207.821	4.894.183	576.934.317
7	2	(4)	Lắp đặt thanh căng trước dọc bên trong cho cáp dây văng	tonne	528.999	1.721.014	59.827.605
7	2	(5)	*Lắp thanh PC cho cáp dây văng*	tấn	0	0	0
7	2	(6)	Buộc hệ thống cáp phía dưới	LS	0	7.516.688.386	7.516.688.386
8	5	25	**Đường cống thoát nước**				
8	5	(1)	Đường cống thoát nước, f=1,500mm	m	2.023	4.172.369	4.394.548
8	6	26	**Cống hộp**				
8	6	(1)	Cống hộp, loại A-s (2.50*1.50)	m	8.661	13.288.539	14.239.897
8	6	(2)	Cống hộp, loại A-d (2.50*1.50*2)	m	12.698	17.235.763	18.630.513
8	6	(3)	Cống hộp, loại B-d (2.50*2.00*2)	m	15.099	19.956.953	21.615.485
8	6	(4)	Cống hộp, loại C-s (3.00*3.20)	m	15.370	17.908.187	19.596.514
8	6	(5)	Cống hộp, loại D-s (3.00*3.50)	m	20.357	26.067.958	28.304.022
8	6	(6)	Cống hộp, loại E-s (3.00*3.80)	m	23.919	27.926.919	30.554.189
8	6	(7)	Cống hộp, loại F-s (5.00*3.80)	m	39.449	42.831.526	47.164.711
8	6	(8)	Cống hộp, loại G-s (5.00*4.00)	m	35.617	43.701.616	47.613.824
8	6	(9)	Cống hộp, loại H-s (5.00*4.50)	m	40.805	52.346.352	56.828.458
8	6	(10)	Cống hộp, loại H-d (5.00*4.50*2)	m	59.072	68.402.730	74.891.366
8	6	(11)	Cống hộp, loại I-s (6.50*4.50)	m	53.719	54.854.162	60.754.740
9			**Công tác thép**				
9	1	27	**Công tác thép**				
9	1	(1)	Sản xuất và lắp dựng các đoạn kết cấu thép	tonne	0	39.513.650	39.513.650
9	1	(2)	Sản xuất và lắp dựng đoạn kết cấu thép và các đoạn PC Composite	Each	1.083.844	5.714.525.055	5.833.577.218
9	1	(3)	Lắp dựng các đoạn thép	tonnne	31.441	53.764	3.507.278
9	1	(4)	Lắp dựng các đoạn Composite	Each	7.813.183	7.815.905	866.035.573
10			**Công tác cáp văng**				
10	1	28	**Công tác cáp văng**				

Loại			Diễn giải	Đơn vị	Đơn giá	Đơn giá	Đơn giá
					Tiền ngoại tệ (Yên Nhật)	Tiền nội địa (VND)	Tổng cộng (VND)
10	1	(1)	Lắp đặt cáp văng	tonne	674.014	244.453	74.279.882
10	1	(2)	Cố định cáp văng	No	612.745	403.974	67.709.076
11			Tấm gối đỡ				
11	1	29	**Tấm gối đỡ**				
11	1	(1)	Tấm gối đỡ với các phụ kiện, loại 1 (600*300*57) (dầm cầu chữ I)	No	39.076	56.783	4.349.038
11	1	(2)	Tấm gối đỡ với các phụ kiện, loại 2 (500*250*50) (dầm cầu chữ I)	No	27.151	56.783	3.039.074
11	1	(3)	Tấm gối đỡ với các phụ kiện, loại 3 (700*350*50) (tấm rỗng)	No	53.287	66.131	5.919.272
11	1	(4)	Tấm gối đỡ với các phụ kiện, loại 4 (700*350*52) (tấm rỗng)	No	53.287	56.783	5.909.924
11	1	(5)	Tấm gối đỡ với các phụ kiện, loại 5 (800*600*52) (tấm rỗng)	No	60.899	56.783	6.746.087
11	1	(6)	Tấm gối đỡ với các phụ kiện, loại 6 (1500*1400*214) (hộp PC)	No	1.357.690	1.434.527	150.566.600
11	1	(7)	Tấm gối đỡ với các phụ kiện, loại 7 (1410*1410*214) (hộp PC)	No	1.287.910	1.434.527	142.901.772
11	1	(8)	Tấm đệm đỡ với các phụ kiện, loại 8 (660*560*125) (nhịp sườn của hộp PC)	No	157.323	365.855	17.646.557
11	1	(9)	Tấm gối đỡ với các phụ kiện, loại 9 (600*400) (M) (dầm chữ I)	No	146.410	54.663	16.147.000
11	1	(10)	*Tấm gối đỡ với các phụ kiện, loại 10(600*500) (M) (dầm chữ I)*	No	138.995	72.200	15.267.506
11	1	(11)	*Tấm gối đỡ với các phụ kiện, loại 11 (650*550) (M) (Rmax=210) (dầm chữ I)*	No	98.340	68.108	10.801.913
11	1	(12)	Tấm gối đỡ với các phụ kiện, loại 12 (650*550) (F) (Rmax=210) (dầm chữ I)	No	122.864	68.000	13.563.000
11	1	(13)	Tấm gối đỡ với các phụ kiện, loại 13 (650*550) (F) (Rmax=220) (dầm chữ I)	No	146.310	68.000	16.319.000
11	1	(14)	*Tấm gối đỡ với các phụ kiện, loại 14 (720*720*130) (hộp PC)*	No	265.296	392.350	29.140.787
11	1	(15)	Tấm gối đỡ với các phụ kiện, loại 15 (1620*1620*265) (hộp PC)	No	2.651.857	1.835.000	293.122.000
11	1	(16)	*Tấm gối đỡ với các phụ kiện, loại 16 (1120*1120*437) (cáp văng)*	No	10.979.465	642.200	1.206.012.148
11	1	(17)	*Tấm gối đỡ với các phụ kiện, loại 17 (1220*1220*459) (cáp văng)*	No	12.435.808	642.200	1.365.980.467
11	1	(18)	*Tấm gối đỡ với các phụ kiện, loại 18 (1120*1120*424) (cáp văng)*	No	9.921.988	642.200	1.089.856.176
			Công tác khác của cầu				
12	1	30	**Lan can cầu và mối nối**				
12	1	(1)	Lan can cầu loại A	m	0	1.380.194	1.380.194
12	1	(2)	Lan can cầu loại B	m	0	992.776	992.776
12	1	(3)	Mối nối khe co giãn, loại A (300mm)	m	901.448	123.963	99.141.269
12	1	(4)	Mối nối khe co giãn, loại B (100mm)	m	189.810	219.242	21.068.451
12	1	(5)	Mối nối khe co giãn, loại C (50mm)	m	99.900	212.487	11.185.754
12	2	32	**Thoát nước cho cầu**				
12	2	(1)	ống thoát nước, đường kính 200mm gồm cả lắp đặt và đỡ (PVC)	m	2.503	8.756	283.698

Loại			Diễn giải	Đơn vị	Đơn giá	Đơn giá	Đơn giá
					Tiền ngoại tệ (Yên Nhật)	Tiền nội địa (VND)	Tổng cộng (VND)
12	2	(2)	ống thoát nước, đường kính 165mm gồm cả lắp đặt và đỡ (PVC)	m	1.668	9.950	193.204
12	2	(3)	ống tiêu nước sàn với phụ kiện, loại 1	Each	3.277	1.526.600	1.886.504
12	2	(4)	ống tiêu nước sàn với phụ kiện, loại 2	Each	2.416	639.106	904.535
12	3	33	*Hệ thống đèn bảo vệ*				
12	3	(1)	*Hệ thống đèn bảo vệ*	bộ	0	15.566.000	15.566.000
12	4	34	Hệ thống trợ giúp trên biển				
12	4	(1)	Hệ thống đèn báo có trở ngại trên không	set	23.662.314	1.755.915	2.600.884.114
12	4	(2)	Hệ thống đèn chiếu sáng ở trên cầu cho tầu thuyền	set	4.682.813	113.056	514.484.981
12	4	(3)	Hệ thống phao hiệu hàng hải	set	7.992.000	308.059	878.169.479
13			Các dịch vụ điện				
13	1	35	Các dịch vụ điện				
13	1	(1)	Điện cho gói 1	LS	0	28.956.199.622	28.956.199.622
13	1	(1)	Điện cho gói 2	LS	0	12.551.992.544	12.551.992.544
13	1	(1)	Điện cho gói 3	LS	0	28.368.797.123	28.368.797.123
14			Hệ thống trạm thu lệ phí qua cầu				
14	1	36	Hệ thống trạm thu lệ phí qua cầu				
14	1	(1)	Xây dựng các trạm thu phí	LS	479.775	1.201.434.930	1.254.134.588
14	1	(2)	Mặt đường bê tông	m2	254	380.390	408.305
14	1	(3)	Xây dựng văn phòng công tác duy tu bảo dưỡng	LS	0	2.036.258.204	2.036.258.204
15			Lan can bảo vệ cho phương tiện đi lại				
15	1	37	Lan can bảo vệ cho phương tiện đi lại				
15	1	(1)	Lan can bảo vệ cho phương tiện đi lại (loại A)	m	0	340.568	340.568
15	1	(2)	Lan can bảo vệ cho phương tiện đi lại (loại B)	m	0	340.568	340.568
15	1	(3)	Cột km bằng bêtông đúc sẵn	Each	162	331.433	349.220
16			Biển báo hiệu giao thông				
16	1	38	Biển báo hiệu giao thông				
16	1	(1)	Biển quy định và báo hiệu, cột loại 1	Each	0	1.233.765	1.233.765
16	1	(2)	Biển quy định và báo hiệu, cột loại 2	Each	0	1.133.865	1.133.865
16	1	(3)	Biển quy định và báo hiệu, cột loại 3	Each	0	1.008.990	1.008.990
16	1	(4)	Biển quy định và báo hiệu, cột loại 4	Each	0	866.633	866.633
16	1	(5)	Biển chỉ dẫn	Each	143	286.400	305.000
17			Các thiết bị kiểm soát giao thông				
17	1	39	Các thiết bị kiểm soát giao thông				
17	1	(1)	Đánh dấu đường, loại A - dùng chung	m2	0	104.441	104.441
17	1	(2)	Delineator (cho phần đường)	Each	0	171.000	171.000
17	1	(3)	Bờ lề bê tông loại A	m	55	135.815	141.809
17	1	(4)	Bờ lề bê tông loại B	m	71	153.838	161.623

Loại			Diễn giải	Đơn vị	Đơn giá	Đơn giá	Đơn giá
					Tiền ngoại tệ (Yên Nhật)	Tiền nội địa (VND)	Tổng cộng (VND)
17	1	(5)	Barie bê tông, loại A (cho phần đường)	m	362	433.422	473.131
17	1	(6)	Barie bê tông, loại B (cho phần cầu)	m	362	433.422	473.131
17	1	(7)	Các điểm giao nhau	Each			
18			**Cảnh quan của Vỉa hè**				
18	1	40	**Vỉa hè lát bằng gạch bê tông tự chèn**				
18	1	(1)	Vỉa hè bằng gạch bê tông tự chèn	m2	0	76.916	76.916

1.12 Technical Standards and Matters relating to the Technical Design of Can Tho Bridge Construction Project (No. 3410/GTVT/CGD), 9 October 2000

Ministry of Transport
Socialist Republic of Vietnam

No.: 3410/GTVT-CGD
Re: Technical Standards and matters relating to
the Technical Design of Can Tho Bridge Construction Project

Hanoi, 9 October, 2000

To: The Japan International Cooperation Agency (JICA)

MOT received the letter dated 27 September 2000 of the JICA Study Team - Design Consultant Nippon Koei Co., Ltd. (the Study Team) providing answers to the matters mentioned in the Minutes of Meeting on 7 August 2000 between the representatives of the function departments and offices under MOT and the Study Team.

After studying answers made by the Study Team, at the request of Department of Science and Technology and the Transport Construction Quality Control & Management Bureau and comments of the Vietnamese Proof Checking Consultant, MOT would have comments as follows:

I. Design Standard

To agree with the standards applied, except the two standards as follows:

1. Regarding the acceleration coefficent, it is required to apply the coefficent A = 0.10 due to the following reasons:

- The Vietnam Geophysics Institute proposed to select coefficent A = 0.07.
- According to the "Transportation Works in Earthquake" No. 22TCN 221-95, extremely important works should apply coefficent A = 0.10.
- The My Thuan bridge which is in similar conditions applied coefficent A = 0.10 (Both My Thuan Bridge and Can Tho Bridge are in grade-6 earthquake area).

2. Regarding the temperature effect, it is required to apply $\Delta T = \pm 15^0C$ due to the following reasons:

- $\Delta T = \pm 200C$ is usually applied in design of Vietnamese construction works.
- The My Thuan bridge was designed applying $\Delta T = \pm 15^0C$.
- According to data of the Can Tho bridge construction project, the temperature difference is $\pm 11^0C$. Therefore, ΔT of higher value should be applied in order to assure the safety.

II. Calculation Method:

1. The Multi mode - MM instead of Single mode - SM (according to AASHTO LRFD, item 4.7.4.3.1) should be used in calculating the internal force by the earthquake loading combination.

2. According to the calculation made by the Vietnamese side, it is the wind loading combination which acts as the control group in calculation of the pylon foundation. Therefore, the Study Team is requested to review this matter.

3. It is requested to provide supplementary data for the technical design submitted to the Vietnamese side, including the following loading combinations:

- Loading combination caused by the breaking force on the bridge.
- Loading combination caused by the different subsidence of piers.
- Loading combination during the replacement of of cable stay or when a cable stay is suddenly broken.

4. Because the cable stay profile is not parallel, the Study Team is requested to apply the 3-dimension structure in calculation.

5. The Study Team is requested to apply the non-linear deformation (instead of linear deformation) according to item 4.6.3.7 of AASHTO in calculation of the main bridge.

6. To provide additional results on the calculation of the main girder's section in the case of torsion momentum and cutting force affecting at the same time.

III. Design solution:

1. According to the calculation made by the Vietnamese side, for bridges on the approach road using bored pile $\varnothing$ = 1.5m, the number and length of piles can be remained, but the diameter can be reduced to $\varnothing$ = 1.2m.

2. For bridges having the centerline skewing with the flow (the two piers are located alternately in the present design), it is requested to measure the flow direction in the flood season in the stage preparation for the shop drawings in order to decide the suitable pier's location.

3. For box culverts of ≥ 3m wide, the Study Team is requested to consider the removal of the embankment of 0.5m thick on the culvert in order to make the longitudinal section smoothly.

4. It is necessary to update the flood data in the year 2000 to incorporate into the design.

IV. Total cost estimate:

After studying the Draft Final Report and the total cost estimate in combination with the comments made by the Construction Economic Institute - Ministry of Construction, MOT accept the following results:

No.	Item	Exchange rate of ¥127 = US$1 = VND13,950		Exchange rate of ¥108 = US$1 = VND14,100	
		Mil. Yen	Mil. US$	Mil. Yen	Mil. US$
I	Construction & Installation fee	31,503.0	248	28,600.5	264.4
II	Other costs				
1	Price escalation	778.0	6.2	3,096.0	24.4
2	Contingency	1,614.0	12.7	1,466.0	13.6
3	Consultant fee	1,721.0	13.6	1,721.0	15.9
4	Land acquisition cost	1,361.0	10.7	1,158.0	10.7
5	Administration cost	731.0	5.8	621.0	5.8
6	Maintenance equipment	254.0	2.0	216.0	2.0
7	VAT	3,165.0	24.9	2,873.0	26.6
8	Income before tax	1,268.0	10.0	1,155.0	10.7
9	Environmental protection	25.0	0.2	22.0	0.2
10	Bomb/ mine detection	102.0	0.8	86.0	0.8
	Sub- total	10,870.0	85.6	9,905.0	91.8
	Total	42,522.0	334.8	41,014.5	375.2

However, the Study Team is requested to provide additional information on the following:

1. The Administration cost remains the same, but is proposed to separate into 2 items:
   - Administration cost.
   - Bridge maintenance equipment cost.
2. To add the toll plaza construction cost, estimatedly about 1 mil. USD.
3. Physical contingency can be 5%, but contingency for the Yen escalation is proposed to increase by 10% (if taking the exchange rate of US$1 ≈ ¥ 108, we can find that the price escalation posibility of the JPY is very high).

Above are the comments of MOT on the explanatory notes of the Study Team.

MOT would kindly request the JICA to study and reflect in the "Final Report on Technical Design of the Can Tho construction project" and the Total cost estimate before MOT giving its approval.

FOR THE MINISTER
VICE MINISTER

Nguyen Viet Tien

1.13 Memorandums of Meeting between JICA and Study Team (Described in Japanese Only)

様式第1号

打　合　簿

平成　12年　4月　13日

監督職員　貝原　孝雄

業務主任　榎本　印治

調査名　ヴィエトナム国カントー橋建設計画実施設計調査（第2年次）

打　合　項　目	打　合　内　容　及　び　結　果
1．分担監督職員について	平成12年4月10日の打合せにおいて、JICAヴィエトナム事務所長を分担監督職員とし、その監督範囲について以下の通り合意した。 1. 調査団員は以下の件について分担職員の承認を得ること。 1)　事故･病気などやむをえない事由による団員の帰国 2)　軽微なフローの変更による現地工程の変更 3)　契約金額500万円以下の現地再委託契約 4)　現地報告書説明 5)　現地にて作成する報告書の技術的妥当性、計画的要素の妥当性、報告書の作成 以上

様式第１号

打　合　簿

平成 12 年 4 月 13 日

監督職員　貝原　孝雄

業務主任　榎本　印治

調査名　ﾍﾞﾄﾅﾑ国ｶﾝﾄｰ橋建設計画実施設計調査（第２年次）

打　合　項　目	打　合　内　容　及　び　結　果
1. 現地再委託仕様書（案）及び契約書（案）の承認について	調査団は現地再委託で実施する「基本設計補助、詳細設計補助、積算補助、入札図書作成補助にかかわる要員派遣」の仕様書（案）及び契約書（案）を提出し、ＪＩＣＡはこれを承認した。 添付書類：１．業務委託仕様書（案） ２．業務委託契約書（案） 以上

AGREEMENT
ON
THE ASSISTANT SERVICES (THE 2ND YEAR)
FOR
THE DETAILED DESIGN
OF
THE CAN THO BRIDGE CONSTRUCTION
IN
THE SOCIALIST REPUBLIC OF VIET NAM
(DRAFT)

APRIL, 2000

AGREEMENT
ON
THE ASSISTANT SERVICES (THE 2ND YEAR)
FOR
THE DETAILED DESIGN
OF
THE CAN THO BRIDGE CONSTRUCTION
IN
THE SOCIALIST REPUBLIC OF VIET NAM

THIS AGREEMENT is made on the _____ day of _____ 2000 between Employer represented by Nippon Koei Contractor., Ltd., having its head office at 4, Kojimachi 5-chome, Chiyoda-ku, Tokyo, Japan (hereinafter called The Employer) and Transport Engineering Design Incorporated South (hereinafter called the Contractor) of the other part.

WHEREAS, The Employer is desirous that certain work should be undertaken for the Assistant Services (The 2nd Year) for the Study for the Detailed Design of the Can Tho Bridge Construction which is agreed between the Government of the Viet Nam and the Government of Japan. The Employer was entrusted by the Japan International Cooperation Agency (JICA) for the said purpose. The Employer accepted the Offer submitted by the Contractor for undertaking of this work.

WHEREAS, the Employer expects that the Contractor will furnish the Employer with the assistant services (the 2nd year) required under the Project.

WHEREAS, the Contractor agrees to render such services under the terms and conditions stipulated in this Agreement.

NOW THEREFORE, it is hereby agreed by and between the parties hereto as follows:

1. ASSIGNMENT

The assignment given to the Contractor is basically assistant services (the 2nd year) at the Project Office or any other assignment given to him or her from time to time.

2. SERVICES AND PERIOD

2.1 The Contractor shall carry out the services as described in the Technical Specification attached herewith, under the direction of the representative of NK (the RONK) or his designated person.

2.2 In order to undertake the above-mentioned specific tasks, the Contractor may be given further detailed instructions where necessary from time to time.

2.3 The positions and periods of services of the Contractor shall be shown in the schedule attached herewith. The period of services may, however, be extended or shortened upon written consent of the parties hereto.

3. BASIC WORKING TIME

Basic working time is regular time in Viet Nam s labor law as follows.

AM: 7h30 – 11h30 PM: 13h00 – 16h30 (Sundays and National holidays off)

4. TAX AND INSURANCE, ETC.

The Contractor shall be responsible for taxes, insurance, charges and/or fees of whatever imposed on the Contractor and the Contractor s staff.

5. PAYMENT

5.1 Basic Salary

The Employer shall pay based on the monthly invoice of the Contractor s remuneration for the time actually spent by the Contractor s staff in performing the services and with the working records for the Project, and certified by the RONK or designated person. For payment calculation, one (1) month period shall be considered from the beginning to the end of the month, while for the period less than one (1) month, it shall be calculated on a proratable bases (one day being equivalent to 1/30 of the month).

5.2 Overtime salary and Business trips

The overtime salary and the business trips will be paid to each engineer according actual condition by the RONK.

- Overtime salary:

  +USD5/hour
  +USD50/day (Sundays and National holidays)

- Business trips:

  +Allowance and accommodation : USD 25/day
  +Travelling tickets : actually paid

6. MANNERS OF SERVICE

6.1 The Contractor s staff shall execute his or her works in a diligent, honest and sober manner, and during the period of the services of the Project.

6.2 During the period of the services under the Project, the Contractor s staff shall be exclusively assigned to the Project and not be allowed to be engaged in any other services whatsoever.

6.3 Also the Contractor s staff shall not at any time disclose to any person or entity any confidential information obtained from his services under the Project.

7. REPLACEMENT OF STAFF

Should it become necessary to replace any member of the Contractor s staff during his or her assignment term, the RONK or his designated person could request for such replacement with a person of compatible experience and capability.

8. TERMINATION

This Agreement shall be terminated at the completion of the services unless otherwise terminated by either party upon thirty (30) days written notice, or by force measure and any other events not within the reasonable control of the parties hereto. The obligations and liabilities of the parties hereto shall expire at the termination of the Agreement.

9. MODIFICATION OF THIS AGREEMENT

This Agreement may only modified, in whole or in part, by the mutual agreement in writing of both parties

10. CONTRACT PRICE

The Employer agrees to the Contractor in consideration of fulfillment of the works and study in contract price of US$ 17,000 (Seventeen thousand US dollars only) for the assistant services (the 2nd year) (US$ 15,450) and the overtime works/the trips to out of city (US$ 1,550, as the upper limit) in accordance with the terms and on conditions specified in the Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year entered on the first page hereof.

For and on behalf of

THE EMPLOYER	THE CONTRACTOR
by	by
Authorized Representative	Authorized Representative
Name Koji Enomoto	Name Nguyen Van Loc
Title Team Leader The Detailed Design of The Can Tho Bridge Construction Project Nippon Koei Co., Ltd.	Title Director Transport Engineering Design Incorporated South (TEDI SOUTH)

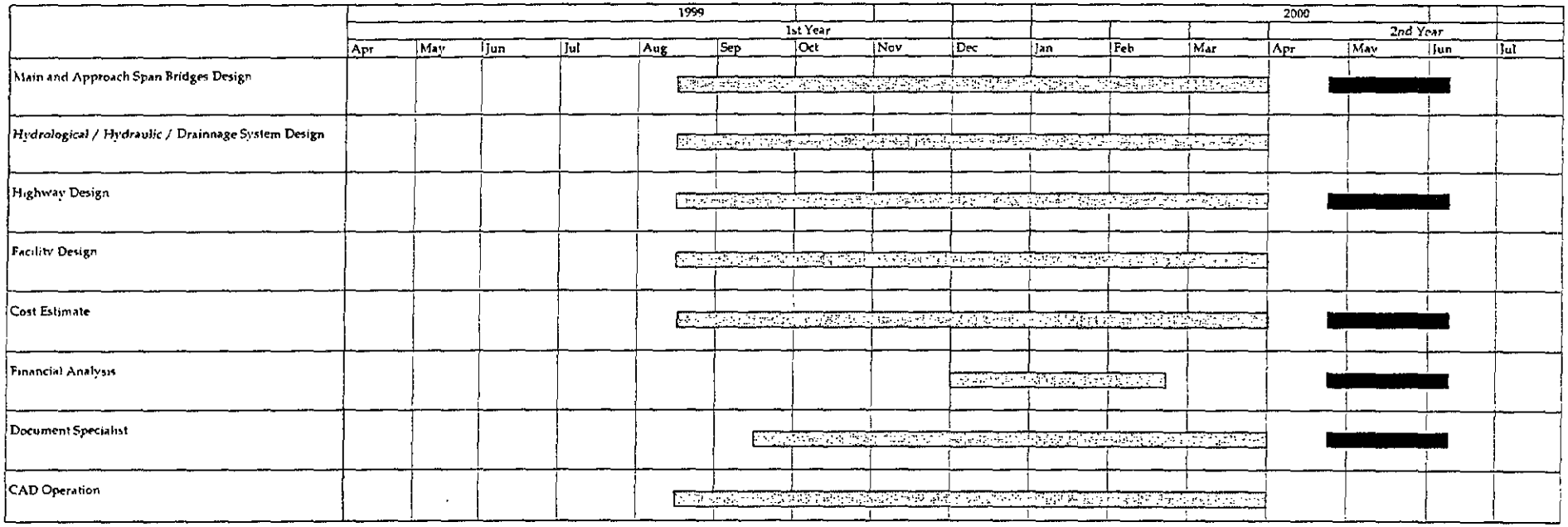
BILL OF QUANTITIES

No.	Position	B/R (USD)	M/M	Amount (USD)	Remarks
1	Chief Engineer	1,400	1.50	2,100	
2	Technical Advisor/ Coordinator	1,300	1.50	1,950	
3	Bridge Engineer	1,200	1.50	1,800	
4	Finance Analyst	1,000	1.50	1,500	
5	Cost Estimator (A)	1,100	1.50	1,650	
6	Cost Estimator (C)	1,000	1.50	1,500	
7	Highway Engineer	1,200	1.50	1,800	
8	Document Specialist (A)	1,100	1.50	1,650	
9	Document Specialist (B)	1,000	1.50	1,500	
	TOTAL (M/M)		**13.50**	**15,450**	

Note: The Billing Rate (B/R) shall be inclusive of income tax, insurance, and any other taxes/charges imposed on from the Government of Viet Nam and Vietnamese provinces/cities.

Another, the expenses for the overtime works and the trips to out of city were estimated about US$1,550 (one thousand five hundred fifty US dollars). It will be paid to each engineer according actual condition by the RONK.

Working Schedule of Staff to the Assistant Services (the 2nd Year) of the Study Team



THE CAN THO BRIDGE CONSTRUCTION
SCHEDULE OF LOCAL STAFF

Position	1999									2000							M/M		
	1st year									2nd year							1st year	2nd year	Total
	Apr.	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul			
Chief Eng																	7.50	1.50	9.00
[illegible]																	7.50	1.50	9.00
Bridge Eng																	7.50	1.50	9.00
Drainage Eng																	5.50	0.00	5.50
Hydrological & Hydraulic																	2.00	0.00	2.00
Finance Estimate Eng																	2.67	1.50	4.17
Cost Estimate Eng (Data)																	7.50	1.50	9.00
Cost Estimate Eng																	6.67	0.00	6.67
Cost Estimate Eng																	7.50	1.50	9.00
Facility Design Eng (A)																	7.50	0.00	7.50
Facility Design Eng (B)																	7.50	0.00	7.50
Highway Eng																	7.50	1.50	9.00
Document Specialist(A)																	6.50	1.50	8.00
Document Specialist(B)																	5.70	1.50	7.20
CAD Operator(A)																	7.50	0.00	7.50
CAD Operator(B)																	7.00	0.00	7.00
CAD Operator(C)																	5.00	0.00	5.00
TOTAL (Local Engineer)																	108.54	13.50	122.04

THE DETAILED DESIGN
OF
THE CAN THO BRIDGE CONSTRUCTION PRROJECT
IN
THE SOCIALIST REPUBLIC OF VIET NAM

TECHNICAL SPECIFICATION OF THE ASSISTANT SERVICES FOR THE STUDY (DRAFT)

APRIL, 2000

NIPPON KOEI CO., LTD.

TECHNICAL SPECIFICATIONS

1. General

This specification shall be applied to the works (the Works) of the assistant services (the 2nd year)for the Detail Design on the Can Tho Bridge Construction Project in Socialist Republic of Viet Nam, which is to be executed by Study Team represented by Nippon Koei Co, Ltd., having its head office at 4, Kojimachi 5-chome, Chiyoda-ku, Tokyo, Japan (hereinafter called the Study Team).

2. Introduction of the Project

In response to a request of Government of Viet Nam, Government of Japan decided to conduct the detailed design of the Can Tho Bridge Construction Project in the Socialist Republic of Viet Nam (hereinafter referred to as the Study and the Project), which is to be executed by JICA Team represented by Nippon Koei Co., Ltd., having its head office at 4, Kojimachi 5-chome, Chiyoda-ku, Tokyo, Japan in accordance with the relevant laws and regulations in force in Japan. JICA, the official agency responsible for the implementation of the technical cooperation programs of Government of Japanese, will undertake the Study in close cooperation with the authorities concerned of Government of Viet Nam.

3. Objective of the Study

The Objectives of the Study are to carry out necessary engineering and environmental surveys, complete a detailed design and draft tender documents of the Project, agreed on between OECF and Government of Viet Nam, and to pursue technology transfer to the Viet Namese counterpart personnel in the course of the Study.

4. Study Area and Bridge Location

The Study Area covers Can Tho City, Vinh Long Province and its vicinity where the influence of the Project will be expected. The Can Tho Bridge crossing the Hau River is situated about 2.9km downstream from the existing Can Tho ferry line.

5. Outline of the Project

1) Main and approach span bridges

- Main bridge 1,090m
- Approach span bridge (Vinh Long side) 480m
- Approach span bridge (Can Tho side) 1,180m

2) Bridges for the approach road sections

- L > 100m 3

- 100 > L > 50m 3
- L < 50m 11

Total *17 Bridges*

3) Approach roads

- Vinh Long side Approx. 5,410m
- Can Tho side Approx. 7,690m

Total *13,100m*

6. Scope of the Works

The staff to be provided by the Contractor shall assist the Study Team in coordination with local organization for collecting data, preparation of structural calculation and analysis, and design drawings in accordance with the requirements by the Study Team.

The "Contractor" shall mean any person, firm or company, which has chosen to enter into this contract after submitting a successful tender as part of an open bid by the Study Team and approval of JICA.

6.1 Detailed Requirements of the Assistant Services (The 2nd Year)

The detailed requirements of the assistant services (the 2nd year) can be categolized into four phases, i.e. detailed design, design quantities, cost estimate, and tender documents. The details are as below:

(1) Detailed Design

The staff to be provided by the Contractor shall assist the Study Team in preparing design calculations and drawings for the Detailed Design under the Study Team s supervision.

a) Main span bridge and approach span bridge
b) Approach roads
c) Bridges in the approach road sections
d) Interchanges
e) Service areas
f) Toll system and facilities
g) Infrastructure facilities for resettlement inhabitants
h) Design drawings

Design drawings will consist of:

- Drawing Schedule
- Location Map
- Construction Plan
- Alignment Layout
- Typical Cross-section
- Plan and Profile
- Elevation, Plan and Section of Bridge (General View)
- Superstructure (Main and Approach Span Bridges, Approach Roads & Bridges)
- Substructure
- Foundations
- Approach Road Plan
- Road Crossing Structures
- Soft Ground Treatment
- Intersections
- Drainage Systems
- Lighting, etc. Facilities
- Miscellaneous
- Ancillary Works
- Layout of Construction Yards

(2) Design Quantities

The staff to be provided by the Contractor shall assist in calculating the Bill of Quantity for the above drawings.

(3) Cost Estimate

The staff to be provided by the Contractor shall assist in estimating the construction costs based on the results of the detailed design and construction methods.

a) Material cost, labor cost, transportation cost (land and ship), machinery cost, insurance and all other process costs.

b) Work efficiency, productivity.

c) Calculation, general expense and on-site expenses.

d) Making of cost sheet for each item.

e) Construction costs, supervision costs for the consulting service.

f) Clients, general expenses.

g) Compensation for acquisition of land, residence and facilities

h) Calculation of cost for office work.

i) In country exchange, foreign exchange.

j) Tax, contingencies.

(4) Tender Documents

The staff to be provided by the Contractor shall assist in making tender document (draft) in accordance with the loan agreement packages. The tender documents include the following items.

a) Pre-qualification document (including evaluation method)

b) Tender document

- Instructions for tenders
- Form of Tender (form of tender, bid bond, performance bond)
- Bill of quantities
- General condition of contract
- Specified condition of contract
- General provisions
- Technical specifications
- Drawings

c) Cost estimation books

6.2 Specific Duties and Obligations of the Assistant Staff

The assistant staff shall be responsible for the following duties and obligations in assisting the Study Team during the period of the Study.

(1) Chief Engineer

The Chief Engineer shall assist the Team Leader of the Study Team on all aspects of the Detailed Design and will be responsible for the management of the Contractor s staff. Other responsibilities shall include but not limited to the following:

- Assist the Team Leader to review and to adjust work schedule as necessary, and prepare guidelines particularly for the contractor s staff;
- Under the leadership of the Team Leader, hold regular project meeting and discuss problems and progress of activities;
- Prepare monthly project status to ensure the project standards as to quality are maintained at all times;

(2) Technical Advisor/Coordinator

The Technical Advisor/Coordinator will assist the Expatriate Staff in advising technical subjects and coordinating communication with the related authorities.

(3) Bridge Engineer

The Bridge Engineer will assist the Expatriate Bridge Engineer in the detailed design of the bridge structures. Other duties include the following:

- Review the Feasibility Study especially on the type of the bridge structure;
- Assess the existing conditions of the bridge site;
- Assist the Expatriate Bridge Engineer in the comparative study and selection of the type of bridge structure;
- Cost and quantity estimate of the bridge structure;
- And assist in the preparation of the Design Report

(4) Finance Analyst

The Finance Analyst shall be responsible for economical and financial analysis from the technical and social evaluation, environmental impact assessment.

(5) Cost Estimator (A), (B)

The Cost Estimators shall be responsible in doing unit price analysis of all construction items and in the collection of all necessary data such as market price of materials, equipment rental/owned costs and labor costs. Their other duties are the following:

- Preparation of the Bid Schedule or the Bill of Quantities
- Computation of bid quantities and costs
- Preparation of Unit Price Analysis Report
- Preparation of confidential Government Estimates by contract packaging
- Preparation of the Annual Financing Schedule

(6) Highway Engineer

The Highway Engineer shall assist the Expatriate Highway Engineer and will be responsible for the highway engineering.

- Review the Feasibility Study
- Setting up design criteria
- Geometrical standards
- Soft ground treatment
- Road lighting
- Road facilities

(7) Document Specialists (A), (B)

The Document Specialists shall be chiefly in charge in the preparation of tender documents to be submitted under the project. These documents include the Prequalification (P/Q) Documents, Instructions to Tenderer, Form of Tender, Form of Contract, General Conditions, Special Conditions, Form of Bonds, and Bill of Quantities. He shall also prepare the Technical Specifications for the construction of the project. His other duties include:

- Collection of all data regarding tendering such as Department Orders, Circulars etc.
- Establishment of the bid items in coordination with all the senior engineers and in accordance with the general specifications

7. Required Staff

The staff will work at the project office (Ho Chi Minh City), and assist the expatriate staff. The positions and number to be required are estimated as follow:

		for the 2nd year	
1)	Chief Engineer	1.50	
2)	Technical Advisor/Coodinator	1.50	
3)	Bridge Engineer	1.50	
4)	Finance Analyst	1.50	
5)	Cost Estimator (A)	1.50	
6)	Cost Estimator (B)	1.50	
7)	Highway Engineer	1.50	
8)	Document Specialist (A)	1.50	
9)	Document Specialist (B)	1.50	
	TOTAL	13.50	Man/Month

Note: - Preferably excellent spoken and written English for the positions from 1) to 9), and operating computer in his/ her expertise field for the positions from 1) to 9).

- Curriculum Vitae (C/V) will be required for the positions to be designated separately.

8. Measurement and Payment

Payment will be made based on the quantities as measured in the Bill of Quantities . The payment shall include full compensation for all designs.

BILL OF QUANTITIES

No.	Position	B/R	M/M	Amount	Remarks
1	Chief Engineer		1.50		
2	Technical Advisor/Coodinator		1.50		
3	Bridge Engineer		1.50		
4	Finance Analyst		1.50		
5	Cost Estimator (A)		1.50		
6	Cost Estimator (B)		1.50		
7	Highway Engineer		1.50		
8	Document Specialist (A)		1.50		
9	Document Specialist (B)		1.50		
	TOTAL (M/M)		**13.50**		

Note: The Billing Rate (B/R) shall be inclusive of income tax, insurance, and any other taxes/charges imposed on from the Government of Viet Nam and Vietnamese provinces/cities.

様式第１号

打　合　簿

平成 12 年 4 月 21 日

監督職員　貝原　孝雄

業務主任　榎本　印治

調査名　ヴィエトナム国カントー橋建設計画実施設計調査（第２年次）

打　合　項　目	打　合　内　容　及　び　結　果
１．現地再委託業務契約書の承認について	コンサルタントは現地再委託で実施する「基本設計補助、詳細設計補助、積算補助、入札図書作成補助にかかわる要員派遣（第２年次）」の再委託先の選定経緯・理由及び見積を提出した。JICA はこの内容を検討した結果、妥当なものとして、再委託契約を結ぶことを承認した。 なお、再委託契約予定金額は 17,000US$（1,785,000 円：換算レート１US$ = 105 円）であり、契約書において計上した 1,820,000 円の範囲内である。 添付書類：１．選定経緯・理由 ２．見積書 ３．契約書（案） 以上

添付書類： 1．選定経緯・理由

1．委託業務の概要

基本設計補助、詳細設計補助、積算補助、入札図書作成補助にかかわる要員派遣。

2．予定委託先

Transport Engineering Design Inc. South (TEDI SOUTH)
92 Nam Ky Khoi Nghia, District 1, Ho Chi Minh City, Vietnam

3．予定委託金額

1,785,000 円（17,000US$、1US$=105 円とした場合）は、貴事業団との契約金額（1,820,000 円）の範囲内である。

4．委託先選定の経緯

（1）上記委託業務の内容について、第 1 年次の契約(第 NKA－403/1999 号承認)に引き続き、第 2 年次の作業の承認された「基本設計補助、詳細設計補助、積算補助、入札図書作成補助にかかわる要員派遣」の仕様書に従って、予定委託先の TEDI SOUTH に見積書の依頼をした。

（2）業者からの見積書の提出と金額

Transport Engineering Design Inc. South (TEDI SOUTH)	17,000 USD

（3）業者選定理由

- 見積内訳の内容は仕様書と一致し、金額は妥当である。
- 見積合計金額は貴事業団の契約額を超えていない。

上記の理由により、Transport Engineering Design Inc. South (TEDI SOUTH)を選定する。

CÔNG TY TƯ VẤN THIẾT KẾ GIAO THÔNG VẬN TẢI PHÍA NAM
TRANSPORT ENGINEERING DESIGN INCORPORATED SOUTH
Địa chỉ: 92 Nam Kỳ Khởi Nghĩa, Quận 1, Tp. Hồ Chí Minh.
Adress: 92 Nam Kỳ Khởi nghĩa, District 1, Hồ Chí Minh City
Điện Thoại: 08.8292.679 – 08.299.988 – Fax: (84 - 8) 8.292.661.
Tel: 08.8299.988 – 08.8292.679 – Fax: (84 - 8) 8.292.661.
Email : tedisouth@hcm.vnn.vn

Ho Chí Minh City, April 16th 2000

Ref: Quotation for the assistant services (2nd year)
Detailed design of the Can Tho Bridge
Construction Project

TO: NIPPON KOEI CO., LTD.

Dear Sirs,

Transport Engineering Design Inc. South (TEDI South) would propose the Quotation for the assistant services (the 2nd year) for the detailed design of the Can Tho Bridge Construction Project as follows:

- Services	:	USD 15,450
- Overtime (estimated)	:	USD 1,550
Total	:	**USD 17,000**

(Seventeen thousand US dollars)
(Details are shown in the Bill of Quantities enclosed)

Also, we would enclose herewith the Schedule of local staff (the 2nd year) to assist the services of the Study Team.

Thank you for your cooperation.

Best regards

Nguyen Van Loc
Director

Cc: -File

BILL OF COST AND QUANTITIES OF ASSISTANT SERVICES (THE 2ND YEAR)

	Position	B/R (USD)	M/M	Amount (USD)
Services	Chief Engineer	1,400	1.50	2,100
	Technical Advisor/ Coordinator	1,800	1.50	1,950
	Bridge Engineer	1,200	1.50	1,800
	Finance Analyst	1,000	1.50	1,500
	Cost Estimator (A)	1,100	1.50	1,650
	Cost Estimator (C)	1,000	1.50	1,500
	Highway Engineer	1,200	1.50	1,800
	Document Specialist (A)	1,100	1.50	1,650
	Document Specialist (B)	1,000	1.50	1,500
	Sub-Total (M/M)		13.50	15,450
Overtime (estimated)				1,550
TOTAL (M/M)				17,000

THE CAN THO BRIDGE CONSTRUCTION
SCHEDULE OF LOCAL STAFF

Position	1999									2000				M/M		
	1st year									2nd year				1st year	2nd year	Total
	Apr.	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul			
Chief Eng																	7.50	1.50	9.00
Technical Advisor/ Coordinator																	7.50	1.50	9.00
Bridge Eng																	7.50	1.50	9.00
Drainage Eng																	5.50	0.00	5.50
Hydrological & Hydraulic Eng																	2.00	0.00	2.00
Finance Estimate Eng																	2.67	1.50	4.17
Cost Estimate Eng (Data)																	7.50	1.50	9.00
Cost Estimate Eng (breakdown)																	6.67	0.00	6.67
Cost Estimate Eng (Computer)																	7.50	1.50	9.00
Facility Design Eng (A)																	7.50	0.00	7.50
Facility Design Eng (B)																	7.50	0.00	7.50
Highway Eng (Infrastructure)																	7.50	1.50	9.00
Document Specialist(A)																	6.50	1.50	8.00
Document Specialist(B)																	5.70	1.50	7.20
CAD Operator(A)																	7.50	0.00	7.50
CAD Operator(B)																	7.00	0.00	7.00
CAD Operator(C)																	5.00	0.00	5.00
TOTAL (Local Engineer)																	108.54	13.50	122.04

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THE ASSISTANT SERVICES (THE 2ND YEAR)
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THE DETAILED DESIGN
OF
THE CAN THO BRIDGE CONSTRUCTION
IN
THE SOCIALIST REPUBLIC OF VIET NAM
(DRAFT)

APRIL, 2000

AGREEMENT
ON
THE ASSISTANT SERVICES (THE 2ND YEAR)
FOR
THE DETAILED DESIGN
OF
THE CAN THO BRIDGE CONSTRUCTION
IN
THE SOCIALIST REPUBLIC OF VIET NAM

THIS AGREEMENT is made on the _____ day of _____ 2000 between Employer represented by Nippon Koei Contractor., Ltd., having its head office at 4, Kojimachi 5-chome, Chiyoda-ku, Tokyo, Japan (hereinafter called The Employer) and Transport Engineering Design Incorporated South (hereinafter called the Contractor) of the other part.

WHEREAS, The Employer is desirous that certain work should be undertaken for the Assistant Services (The 2nd Year) for the Study for the Detailed Design of the Can Tho Bridge Construction which is agreed between the Government of the Viet Nam and the Government of Japan. The Employer was entrusted by the Japan International Cooperation Agency (JICA) for the said purpose. The Employer accepted the Offer submitted by the Contractor for undertaking of this work.

WHEREAS, the Employer expects that the Contractor will furnish the Employer with the assistant services (the 2nd year) required under the Project.

WHEREAS, the Contractor agrees to render such services under the terms and conditions stipulated in this Agreement.

NOW THEREFORE, it is hereby agreed by and between the parties hereto as follows:

1. ASSIGNMENT

The assignment given to the Contractor is basically assistant services (the 2nd year) at the Project Office or any other assignment given to him or her from time to time.

2. SERVICES AND PERIOD

2.1 The Contractor shall carry out the services as described in the Technical Specification attached herewith, under the direction of the representative of NK (the RONK) or his designated person.

2.2 In order to undertake the above-mentioned specific tasks, the Contractor may be given further detailed instructions where necessary from time to time.

2.3 The positions and periods of services of the Contractor shall be shown in the schedule attached herewith. The period of services may, however, be extended or shortened upon written consent of the parties hereto.

3. BASIC WORKING TIME

Basic working time is regular time in Viet Nam's labor law as follows.

AM: 7h30 – 11h30 PM: 13h00 – 16h30 (Sundays and National holidays off)

4. TAX AND INSURANCE, ETC.

The Contractor shall be responsible for taxes, insurance, charges and/or fees of whatever imposed on the Contractor and the Contractor's staff.

5. PAYMENT

5.1 Basic Salary

The Employer shall pay based on the monthly invoice of the Contractor's remuneration for the time actually spent by the Contractor's staff in performing the services and with the working records for the Project, and certified by the RONK or designated person. For payment calculation, one (1) month period shall be considered from the beginning to the end of the month, while for the period less than one (1) month, it shall be calculated on a proratable bases (one day being equivalent to 1/30 of the month).

5.2 Overtime salary and Business trips

The overtime salary and the business trips will be paid to each engineer according actual condition by the RONK.

- Overtime salary:

  +USD5/hour
  +USD50/day (Sundays and National holidays)

- Business trips:

  +Allowance and accommodation : USD 25/day
  +Travelling tickets : actually paid

6. MANNERS OF SERVICE

6.1 The Contractor's staff shall execute his or her works in a diligent, honest and sober manner, and during the period of the services of the Project.

6.2 During the period of the services under the Project, the Contractor's staff shall be exclusively assigned to the Project and not be allowed to be engaged in any other services whatsoever.

6.3 Also the Contractor's staff shall not at any time disclose to any person or entity any confidential information obtained from his services under the Project.

7. REPLACEMENT OF STAFF

Should it become necessary to replace any member of the Contractor's staff during his or her assignment term, the RONK or his designated person could request for such replacement with a person of compatible experience and capability.

8. TERMINATION

This Agreement shall be terminated at the completion of the services unless otherwise terminated by either party upon thirty (30) days written notice, or by force measure and any other events not within the reasonable control of the parties hereto. The obligations and liabilities of the parties hereto shall expire at the termination of the Agreement.

9. MODIFICATION OF THIS AGREEMENT

This Agreement may only modified, in whole or in part, by the mutual agreement in writing of both parties

10. CONTRACT PRICE

The Employer agrees to the Contractor in consideration of fulfillment of the works and study in contract price of US$ 17,000 (Seventeen thousand US dollars only) for the assistant services (the 2nd year) (US$ 15,450) and the overtime works/the trips to out of city (US$ 1,550, as the upper limit) in accordance with the terms and on conditions specified in the Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year entered on the first page hereof.

For and on behalf of

THE EMPLOYER	THE CONTRACTOR
by	by
Authorized Representative	Authorized Representative
Name Koji Enomoto	Name Nguyen Van Loc
Title Team Leader The Detailed Design of The Can Tho Bridge Construction Project Nippon Koei Co., Ltd.	Title Director Transport Engineering Design Incorporated South (TEDI SOUTH)

BILL OF QUANTITIES

No.	Position	B/R (USD)	M/M	Amount (USD)	Remarks
1	Chief Engineer	1,400	1.50	2,100	
2	Technical Advisor/ Coordinator	1,300	1.50	1,950	
3	Bridge Engineer	1,200	1.50	1,800	
4	Finance Analyst	1,000	1.50	1,500	
5	Cost Estimator (A)	1,100	1.50	1,650	
6	Cost Estimator (C)	1,000	1.50	1,500	
7	Highway Engineer	1,200	1.50	1,800	
8	Document Specialist (A)	1,100	1.50	1,650	
9	Document Specialist (B)	1,000	1.50	1,500	
	TOTAL (M/M)		**13.50**	**15,450**	

Note: The Billing Rate (B/R) shall be inclusive of income tax, insurance, and any other taxes/charges imposed on from the Government of Viet Nam and Vietnamese provinces/cities.

Another, the expenses for the overtime works and the trips to out of city were estimated about US$1,550 (one thousand five hundred fifty US dollars). It will be paid to each engineer according actual condition by the RONK.

THE CAN THO BRIDGE CONSTRUCTION
SCHEDULE OF LOCAL STAFF

Position	1999												2000				M/M		
	1st year												2nd year				1st year	2nd year	Total
	Apr.	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul			
Chief Eng																	7.50	1.50	9.00
Technical Advisor/ Coordinator																	7.50	1.50	9.00
Bridge Eng																	7.50	1.50	9.00
Drainage Eng																	5.50	0.00	5.50
Hydrological & Hydraulic Eng																	2.00	0.00	2.00
Finance Estimate Eng																	2.67	1.50	4.17
Cost Estimate Eng (Data)																	7.50	1.50	9.00
Cost Estimate Eng (breakdown)																	6.67	0.00	6.67
Cost Estimate Eng (Computer)																	7.50	1.50	9.00
Facility Design Eng (A)																	7.50	0.00	7.50
Facility Design Eng (B)																	7.50	0.00	7.50
Highway Eng (Infrastructure)																	7.50	1.50	9.00
Document Specialist(A)																	6.50	1.50	8.00
Document Specialist(B)																	5.70	1.50	7.20
CAD Operator(A)																	7.50	0.00	7.50
CAD Operator(B)																	7.00	0.00	7.00
CAD Operator(C)																	5.00	0.00	5.00
TOTAL (Local Engineer)																	108.54	13.50	122.04

様式第１号

打　合　簿

平成　12年　4月　18日

監督職員　貝原　孝雄　印

業務主任　榎本　印治　印

調査名　ヴィエトナム国カントー橋建設計画実施設計調査（第２年次）

打　合　項　目	打　合　内　容　及　び　結　果
１．調査業務計画書(第２年次)の承諾について	調査団は業務実施契約書第２条及び共通仕様書第３条に基づき、「調査業務計画書」を作成し、JICAに提出した。JICAは同計画書の内容について承諾し、同計画書を受理した。 以上 添付書類：調査業務計画書　３部（和文）

様式第１号

打　合　簿

平成 12 年 4 月 25 日

監督職員　貝原　孝雄

業務主任　榎本　印治

調査名　ヴィエトナム国カントー橋建設計画実施設計調査（第２年次）

打　合　項　目	打　合　内　容　及　び　結　果
１．現地再委託業務の承認および契約書（写）の提出について	現地再委託業務に関し、平成 12 年 4 月 21 日に承認された依託先特命理由および仕様書に基づき、調査団は締結した契約の内容を説明し、JICA はこれを妥当なものとして承認した。承認された契約書は、以下の通りである。 (1)　「基本設計補助、詳細設計補助、積算補助、入札図書作成補助にかかわる要員派遣（第２年次）」 委託先　Transport Engineering Design Inc. South (TEDI SOUTH) 契約金額　US$17,000 なお、再委託契約予定金額は US$17,000（1,785,000 円：換算レート 1 US$ = 105 円）であり、契約書において計上した 1,820,000 円の範囲内である。 添付書類　契約書（写） 以上

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APRIL, 2000

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FOR
THE DETAILED DESIGN
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IN
THE SOCIALIST REPUBLIC OF VIET NAM

THIS AGREEMENT is made on the 24th day of April 2000 between Employer represented by Nippon Koei Contractor., Ltd., having its head office at 4, Kojimachi 5-chome, Chiyoda-ku, Tokyo, Japan (hereinafter called The Employer) and Transport Engineering Design Incorporated South (hereinafter called the Contractor) of the other part.

WHEREAS, The Employer is desirous that certain work should be undertaken for the Assistant Services (The 2nd Year) for the Study for the Detailed Design of the Can Tho Bridge Construction which is agreed between the Government of the Viet Nam and the Government of Japan. The Employer was entrusted by the Japan International Cooperation Agency (JICA) for the said purpose. The Employer accepted the Offer submitted by the Contractor for undertaking of this work.

WHEREAS, the Employer expects that the Contractor will furnish the Employer with the assistant services (the 2nd year) required under the Project.

WHEREAS, the Contractor agrees to render such services under the terms and conditions stipulated in this Agreement.

NOW THEREFORE, it is hereby agreed by and between the parties hereto as follows:

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6.2 During the period of the services under the Project, the Contractor's staff shall be exclusively assigned to the Project and not be allowed to be engaged in any other services whatsoever.

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This Agreement shall be terminated at the completion of the services unless otherwise terminated by either party upon thirty (30) days written notice, or by force measure and any other events not within the reasonable control of the parties hereto. The obligations and liabilities of the parties hereto shall expire at the termination of the Agreement.

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IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year entered on the first page hereof.

For and on behalf of

THE EMPLOYER

by
Authorized Representative
Name Koji Enomoto
Title Team Leader
The Detailed Design of
The Can Tho Bridge
Construction Project
Nippon Koei Co., Ltd.

THE CONTRACTOR

CÔNG TY TƯ VẤN THIẾT KẾ GTVT PHÍA NAM TEDI SOUTH

Authorized Representative
Name Nguyen Van Loc
Title Director
Transport Engineering
Design Incorporated
South (TEDI SOUTH)

BILL OF QUANTITIES

No.	Position	B/R (USD)	M/M	Amount (USD)	Remarks
1	Chief Engineer	1,400	1.50	2,100	
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8	Document Specialist (A)	1,100	1.50	1,650	
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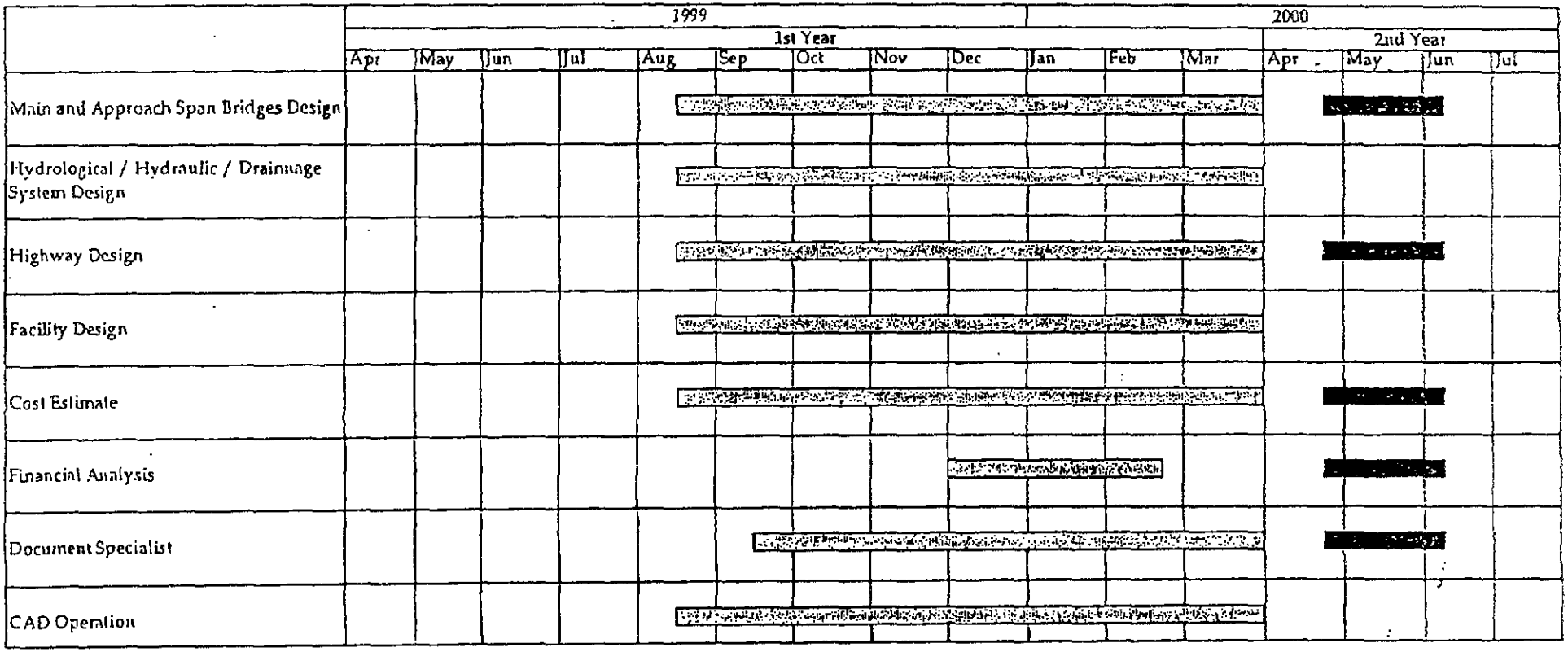
	TOTAL (M/M)		**13.50**	**15,450**	

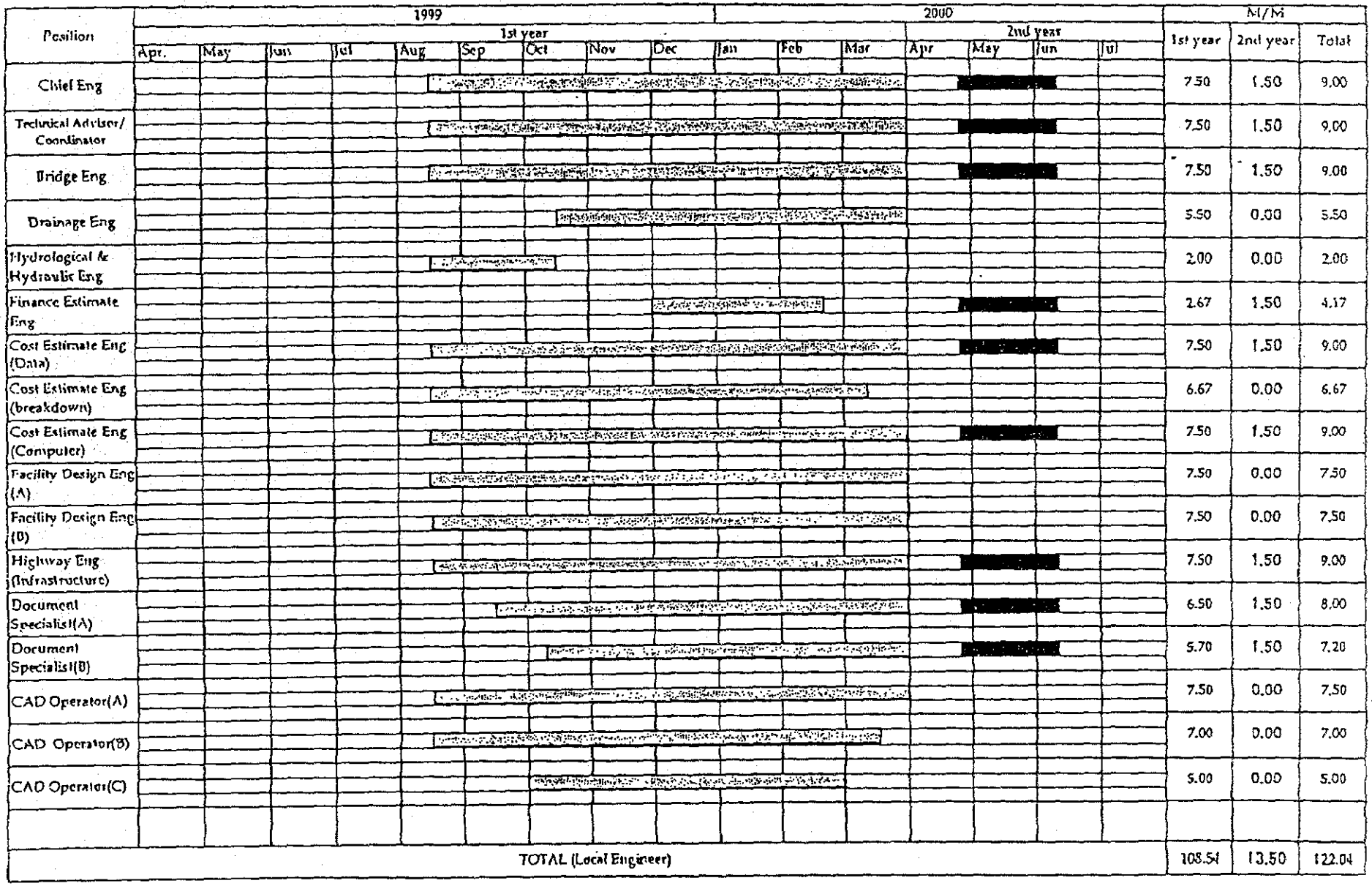
Note: The Billing Rate (B/R) shall be inclusive of income tax, insurance, and any other taxes/charges imposed on from the Government of Viet Nam and Vietnamese provinces/cities.

Another, the expenses for the overtime works and the trips to out of city were estimated about US$1,550 (one thousand five hundred fifty US dollars). It will be paid to each engineer according actual condition by the RONK.

Working Schedule of Staff to the Assistant Services (the 2nd Year) of the Study Team



THE CAN THO BRIDGE CONSTRUCTION
SCHEDULE OF LOCAL STAFF



Position	1999												2000				M/M		
	1st year												2nd year				1st year	2nd year	Total
	Apr.	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul			
Chief Eng																	7.50	1.50	9.00
Technical Adviser/ Coordinator																	7.50	1.50	9.00
Bridge Eng																	7.50	1.50	9.00
Drainage Eng																	5.50	0.00	5.50
Hydrological & Hydraulic Eng																	2.00	0.00	2.00
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CAD Operator(A)																	7.50	0.00	7.50
CAD Operator(B)																	7.00	0.00	7.00
CAD Operator(C)																	5.00	0.00	5.00
TOTAL (Local Engineer)																	108.54	13.50	122.04

様式第1号

打　合　簿

平成　12年　10月　10日

監督職員　平井　敏雄　印

業務副主任　中井　康二　印

調査名　ヴィエトナム国カントー橋建設計画実施設計調査業務

打　合　項　目	打　合　内　容　及　び　結　果
調査報告書作成部数の変更について	調査報告書の内、ファイナルレポート及び入札図書(案)の部数について変更することが承認された。なお、上記変更に伴い減額が生じる場合は、精算する。増額となる場合は、差額についてコンサルタント負担とする。 1.　変更内容 (1) ﾌｧｲﾅﾙﾚﾎﾟｰﾄ(英文ﾒｲﾝ) 当初契約 40部 変更後 40部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 30部) (2) ﾌｧｲﾅﾙﾚﾎﾟｰﾄ(英文要約) 当初契約 40部 変更後 40部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 30部) (3) ﾌｧｲﾅﾙﾚﾎﾟｰﾄ(英文付属) 当初契約 40部 変更後 40部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 30部) (4) ﾌｧｲﾅﾙﾚﾎﾟｰﾄ(和文要約) 当初契約 10部 変更後 10部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 0部) (5) ﾌｧｲﾅﾙﾚﾎﾟｰﾄ(越文要約) 当初契約 22部 変更後 22部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 20部) (6) ﾃﾞｻﾞｲﾝﾚﾎﾟｰﾄ(ﾒｲﾝ) 当初契約 40部 変更後 35部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 30部) (7) ﾃﾞｻﾞｲﾝﾚﾎﾟｰﾄ(付属) 当初契約 40部 変更後 35部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 30部) (8) 入札資格審査書 当初契約 200部 変更後 105部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 90部) (9) 入札指示書・入札様式 当初契約 200部 変更後 175部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 150部) (10) 同上、越語版 当初契約 200部 変更後 175部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 150部) (11) 数量計算書(Package-1~3) 当初契約 120部 変更後 105部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 90部) (12) 数量計算書(Package-4&5) 当初契約 80部 変更後 70部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 60部) (13) 契約条件書(一般・特記) 当初契約 200部 変更後 175部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 150部) (14) 仕様書(一般・技術) (Package-1~3) 当初契約 120部 変更後 105部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 90部) (15) 仕様書(一般・技術) (Package-4&5) 当初契約 80部 変更後 70部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 60部) (16) 工事費積算書 (Package-1~3) 当初契約 120部 変更後 105部 (内、ｶｳﾝﾀｰﾊﾟｰﾄへ 90部)

打 合 項 目	打 合 内 容 及 び 結 果
	(17) 工事費積算書 (Package-4&5) 80 部　70 部　(内、ｶｳﾝﾀｰﾊﾟｰﾄへ 60 部) (18) 図面集(Package-1~3)　120 部　105 部　(内、ｶｳﾝﾀｰﾊﾟｰﾄへ 90 部) (19) 図面集(Package-4&5)　80 部　70 部　(内、ｶｳﾝﾀｰﾊﾟｰﾄへ 60 部) (20) 図面集(電子ファイル)　11,565 頁　11,565 頁 以上