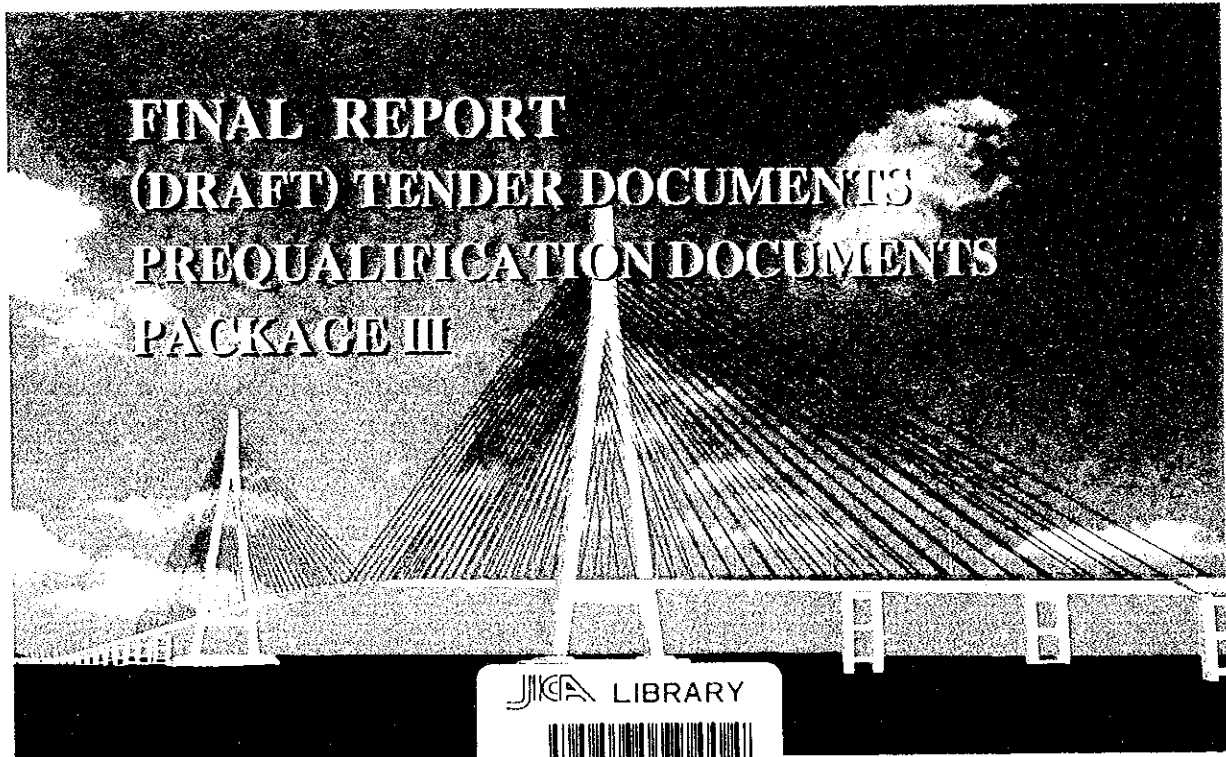


JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)  
MINISTRY OF TRANSPORT  
SOCIALIST REPUBLIC OF VIET NAM

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



FINAL REPORT  
(DRAFT) TENDER DOCUMENTS  
PREQUALIFICATION DOCUMENTS  
PACKAGE III

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MINISTRY OF TRANSPORT  
SOCIALIST REPUBLIC OF VIET NAM**

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PACKAGE III**

**OCTOBER 2000**

**NIPPON KOEI CO., LTD.**



1161241 [3]

**SOCIALIST REPUBLIC OF VIET NAM**  
**MINISTRY OF TRANSPORT**  
**MY THUAN PROJECT MANAGEMENT UNIT**  
My Thuan Project Management Unit (My Thuan PMU)  
127B Dinh Tien Hoang St, Binh Thanh District Ho Chi Minh City - Viet Nam  
Tel: (84 - 8) - 841 0088; Fax: (84 - 8) – 841 1872

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## **PREQUALIFICATION DOCUMENTS**

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**Under JBIC Loan Agreement**  
**Package No III - Approach Roads Can Tho Side**

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**SOCIALIST REPUBLIC OF VIET NAM  
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## **INVITATION TO APPLY FOR PREQUALIFICATION**

**Can Tho Bridge Construction Project  
Under JBIC Loan Agreement  
Package III - Approach Roads Can Tho Side**



**SOCIALIST REPUBLIC OF VIET NAM**  
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## **INVITATION TO APPLY FOR PREQUALIFICATION**

**Can Tho Bridge Construction Project**  
**Under JBIC Loan Agreement**  
**Package III - Approach Roads Can Tho Side**

### **1 Introduction**

The Government of the Socialist Republic of Viet Nam has received loan funding from the Japan Bank of International Cooperation, hereinafter referred to as the "JBIC", towards the cost of the Can Tho Bridge Construction Project.

On behalf of the Ministry of Transport, My Thuan Project Management Unit, hereafter referred to as "My Thuan PMU" intends to prequalify contractors for construction of Can Tho Bridge Construction Project, Package III – Approach Roads Can Tho Side.

### **2 Description of the Site**

Can Tho City is located some 167 km southwest of Ho Chi Minh City adjacent to the Hau River, and is the largest and most important city in the Mekong Delta. The area is extremely flat with an elevation typically ranging from +2 to +3 meters. Soil in the area is alluvial mostly washed and deposited from the river during the flooding season.

Can Tho bridge crosses the Hau River at approximately km 2067 on No. 1 National Highway, (NH 1) about 3.2 km downstream from the existing Can Tho ferry crossing and is located adjacent to Can Tho city.

### **3 Description of the Project**

The starting point of the Can Tho bridge project is at section Km2061 of NH 1 in Binh Minh District of Vinh Long Province. Having crossed through rice fields with some

gardens and residential land the route then crosses the Hau River. On the Can Tho side the route crosses through rice fields, gardens and residential land similar to the Vinh Long side and re-connects to NH 1 at section Km 2077 (the existing section) in the Chau Thanh District of Can Tho Province.

The overall length of the project is approximately 15.85 km

The proposed works comprise 5 packages:

- Approach Roads and Interchanges Vinh Long Side of River
- Main Cable Stayed Bridge Including Elevated Approach Structures on Both Sides of River
- Approach Roads and Interchanges Can Tho Side of River
- Infrastructure for Resettlement Zone Vinh Long Side of River
- Infrastructure for 2 Resettlement Zones Can Tho Side of River

Package 3 for the approach road on the Can Tho Side comprises 7.69 km of dual carriageway road with an overall pavement width of 23.1m. For most of its length the road is elevated on embankment some 3m above the existing ground. Also included are one grade separated interchange, two single-span bridges and five multi-span bridges of 186m, 94m, 94m, 141m and 259m respectively. An area of approximately 21000m<sup>2</sup> is to be provided adjacent to the main bridge for car parking and future services facilities.

#### **4 Schedule for Package III**

The Time for Completion of Package 3 is within 50 months after the Commencement Date. It is anticipated that the Date of Acceptance of Tender will be Monday ???? 2001.

#### **5 Issue of Prequalification Documents**

Prequalification documents will be available at the following times:

- from 9:00 am to 4:30 pm on ???? 2000 and
- from 8:30 am to 4:00 pm on ???? 2000.

#### **6 Eligibility of Applicants**

The status of the loan funding under JBIC Loan Agreement \*\*\*\*\* is classified as "General-Untied". International Competitive Bidding will be open to all Enterprises from all countries and areas providing that they have sufficient experience, technical and financial capability to undertake, carry out and complete the works to the satisfaction of the

Employer. In this case, prequalification is open to all Vietnamese and foreign Enterprises who are eligible to work in Vietnam in accordance with the terms and conditions of JBIC Loan Agreements.

## **7 Further Information**

Applicants who would like to be considered for prequalification have to buy the Prequalification

Documents and can obtain further information from:

My Thuan Project Management Unit (My Thuan PMU)  
127B Dinh Tien Hoang St, Binh Thanh District Ho Chi Minh City - Viet Nam  
Tel: (84 - 8) 841 0088; Fax: (84 - 8) - 841 1872

Request for Prequalification Documents or information concerning prequalification by mail or facsimile should clearly state

"Request for Prequalification Documents: Package III - Approach Roads  
Can Tho Side, Can Tho Bridge Construction Project"

## **8 Cost of Documents**

The cost of the Prequalification Documents (non-refundable) is US\$200 (Two hundred United States Dollars). Applicants who wish to purchase Prequalification Documents by mail should include US\$200 non-refundable document fee and mailing cost in the form of a certified check made out to Ban Quan Ly Du (PMU) My Thuan, Account No 02.1002 at VIETINDEBANK (Bank for Investment and Development) Ho Chi Minh City Branch.

Mailing costs for sending document to an address within Viet Nam shall be US\$20. Mailing costs for sending document to any an address outside Viet Nam shall be US\$50. In such cases My Thuan PMU will promptly send the documents by express and certified mail, but under no circumstances can it be held responsible for late delivery or loss of the documents so mailed to the Applicants.

## **9 Submission of Application**

The Prequalification Documents must be duly completed, and the Application received in sealed envelopes, which must be delivered either by registered mail or by hand to-

My Thuan Project Management Unit (My Thuan PMU)  
127B Dinh Tien Hoang St, Binh Thanh District Ho Chi Minh City - Viet Nam

The Prequalification Documents must be submitted to My Thuan PMU on or before 4:00 pm on ????, 2000 and Prequalification Documents which are received late will not be considered.

#### **10 Notification of Applicants**

All applicants shall be advised in due course of their application. Only applicants who are prequalified shall be allowed to submit bids for the Work.

---

**LE LONG DINH**  
**Director General**

**GENERAL INSTRUCTIONS**  
**TO**  
**APPLICANTS**  
**FOR PREQUALIFICATION**



**SOCIALIST REPUBLIC OF VIET NAM  
MINISTRY OF TRANSPORT  
MY THUAN PROJECT MANAGEMENT UNIT  
My Thuan Project Management Unit (My Thuan PMU)  
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Ho Chi Minh City - Viet Nam  
Tel: (84 - 8) 841 0088; Fax: (84 - 8) – 841 1872**

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# **GENERAL INSTRUCTIONS TO APPLICANTS FOR PREQUALIFICATION**

**Can Tho Bridge Construction Project  
Under JBIC Loan Agreement  
Package III - Approach Roads Can Tho Side**

## **1 General**

### **1.1 Introduction**

The Government of the Socialist Republic of Viet Nam has received a loan from the Japan Bank for International Cooperation, hereinafter referred to as "JBIC", towards the cost of the project named "Can Tho Bridge Construction Project" under a JBIC Loan agreement and intends to apply a portion of the proceeds of this loan to eligible payments under the contract Can Tho Bridge Construction Project, Package III - Approach Roads Can Tho Side, for the construction of the main cable stayed bridge across the Hau River near the city of Can Tho for which this Invitation for Prequalification is issued.

### **1.2 Payments from JBIC**

Payments by JBIC will be made only at the request of the Government of the Socialist Republic of Viet Nam and upon approval by JBIC and will be subject in all respects to the terms and conditions of the Loan Agreement. No party other than the Government of the Socialist Republic of Viet Nam shall derive any rights from the Loan Agreement or have any right to the credit proceeds.

### **1.3 Executing Agency**

My Tuan Project Management Unit, hereinafter referred to as "My Thuan PMU", is the fully authorized executing agency of this project under the Ministry of Transport. My Thuan PMU intends to prequalify contractors for the works to be carried out under the Project as specified in Appendix A of the Particular Instructions.

### **1.4 Standard of Ethics**

JBIC requires that bidders and contractors, as well as My Thuan PMU, under contracts funded with JBIC ODA loans and other Japanese ODA, observe the highest standard of ethics during the procurement and execution of such contracts.

In pursuance of this policy, JBIC;

- will reject a proposal for award if it determines that the bidder recommended for award has engaged in corrupt or fraudulent practices in competing for the contract in question;
- will recognize a contractor as ineligible, for a period determined by JBIC, to be awarded a contract funded with JBIC ODA loans if it at any times determines that the contractor has engaged in corrupt or fraudulent practices in competing for, or in executing, another contract funded with JBIC ODA loans or other Japanese ODA

### **1.5 Date of Tendering**

It is expected that Invitations to Tender will be made in the month indicated in the Tentative Schedule given in the Particular Instructions.

### **1.6 Eligibility**

International Competitive Bidding will be open to all eligible enterprises providing that they have sufficient experience, technical and financial capability to undertake, carry out and complete the works to the satisfaction of the Employer. "Enterprises" shall be understood to mean any business unit established for the principal purpose of carrying on business activities or undertakings.

Eligibility to participate in the tendering process being financed by JBIC will be determined solely on the basis of the Applicant's responses given on the attached questionnaires which seek information on the Applicant's structure and organization, financial capacity, technical capability including personnel qualifications, plant capacity, general and particular experience, and outline approach to construction.



## **1.7 Conflict of Interest**

The Applicant (including all partners of a joint enterprise or a prospective joint enterprise) must not have been associated, with the consultant or any other entity that has prepared the design, specifications, and other prequalification and tender documents for the Projects or that was proposed as Engineer for the Contract, over the last three (3) years. Any such joint enterprise may result in the disqualification of the Applicant.

## **1.8 Assessment Process**

The questionnaires will be assessed on a rigorous points marking system and failure to respond fully to the questionnaires will adversely affect the Applicant's score and could jeopardize his application

## **1.9 Type of Contract**

The contract will be a part fixed price contract and part unit price contract (Bill of Quantities Contract) which may include some lump sums. The bidding documents will be based on the "Sample Bidding Documents under JBIC ODA Loans ", November 1999.

## **1.10 General Information on the Site**

General information on the climate, hydrology, topography, access to site, transportation and communication facilities, project layout, and expected construction period, is given in the Particular Instructions.

# **2 Submission of Applications**

## **2.1 Application Procedure**

Applications for pre-qualification must be submitted in one original and three copies in sealed envelopes, which must be either delivered by hand or by registered mail, to the address specified in the Invitation to Apply for Prequalification not later than the date specified in the Invitation to Apply for Prequalification. Envelopes containing the application must clearly specify in words the details given in the Invitation to Apply for Prequalification. Prequalification Documents which are received late will not be considered and will be returned unopened.

The name and the mailing address of the applicant shall be clearly marked on the envelope

## **2.2 Language of Application**

All information requested shall be provided in the English language. Information in any other languages must be accompanied by its translation into English. In such a case, for the purposes of interpretation of the information, the English translation shall govern. Failure to provide translations will result in the information not being included in the assessment and possibly a consequential reduction in scoring for the Applicant.

## **2.3 Response to be in Full**

Each applicant applying for prequalification shall complete a full set of application forms and answers must be given to all question. If necessary, additional sheets may be attached.

## **2.4 Application to be signed by Authorized Person**

Each sheet and form shall be duly signed by the Applicant or a person or persons duly authorized to sign on behalf of the Applicant. Such authorization shall be indicated by a written power of attorney accompanying the application.

## **2.5 Joint Enterprises**

A firm may apply for prequalification either individually or as a joint enterprise, joint operation or under business cooperation contract in compliance with Vietnamese Laws (hereinafter referred to generally as a Joint Enterprise). Any partner in a Joint Enterprise shall be required to complete, in part, his own application. Details are given in Section 3.2 below.

In the case of dissolution of a Joint Enterprise, each one of the constituent firms may prequalify if they meet all of the prequalification requirements, subject to written approval of My Thuan PMU.

## **2.6 Major Subcontractors**

A firm may apply for prequalification in conjunction with the use of a subcontractor to carry out part of the works. Any subcontractor who is proposed to carry out in excess of 15 percent of the value of the works, (hereinafter called a Major Subcontractor), shall be required to complete, in part, his own application. Details are given in Section 3.2 below.

In the case of dissolution of arrangements with a Major Subcontractor, either one of the affected firms may prequalify if they meet all of the prequalification requirements, subject to written approval of My Thuan PMU.

## **2.7 Change to Arrangements**

Changing any basic arrangement of a prospective Joint Enterprise or of a prospective Major Subcontractor after prequalification will be subject to My Thuan PMU's written approval which must be obtained prior to the deadline set for receipt of bids. Such an approval will not be granted if, among others, the change would result, in My Thuan PMU's opinion, in:

- Any reduction in competition, or
- The lowering of the Applicant's qualification.

Changing any basic arrangement of a prospective Joint Enterprise or Major Subcontractor after the deadline set for receipt of bids will not be accepted. Any bids received that have been so changed will be rejected.

## **2.8 Employment of Local Labor Source**

Foreign contractors are encouraged, to the extent practicable and reasonable, to employ Vietnamese staffs and laborers or to use Vietnamese contractor.

## **2.9 Confidentiality**

All documents submitted by the Applicants will be kept confidential. They will not be returned.

# **3 Completion of the Application Forms**

## **3.1 Content of the Application**

The prequalification application shall contain the following:

<b>Form I</b>	<b>Letter of Application</b>
<b>Form II</b>	<b>General Information</b>
<b>Form III</b>	<b>Financial Data</b>
<b>Form IV</b>	<b>Experience Record</b>
<b>Form V</b>	<b>Equipment</b>
<b>Form VI</b>	<b>Staff</b>
<b>Form VII</b>	<b>Proposed Site Organization &amp; Manpower Schedule</b>
<b>Form VIII</b>	<b>Subcontractors and/or Subsuppliers</b>
<b>Form IX</b>	<b>Joint enterprise Data (only to be completed by joint enterprise)</b>
<b>Form X</b>	<b>Litigation History</b>

These application forms are attached to these Prerequisite Documents as "Application Forms."

### **3.2 Joint Enterprises, Major Subcontractors etc.**

Each Applicant applying for prequalification shall complete a full set of application forms. If the applicant is a joint enterprise, joint operation or a business of cooperation contract in compliance with Vietnamese Laws (hereinafter referred to as a joint enterprise), each and every enterprise participating in such agreements shall individually complete a full set of the following forms: Form II, Form III, Form IV and Form X of the Prequalification Documents. Major Subcontractors are also required to complete these same form.

### **3.3 Joint Enterprise Agreement**

A copy of the particular joint enterprise Agreement, whether preliminary or final, must be attached to Form IX. In the case where the joint enterprise Agreement is not acceptable to My Thuan PMU, the joint enterprise may be requested to modify the Agreement accordingly. Failure to submit a modified joint enterprise Agreement within a maximum of 14 days from receipt by the applicant of the request for modification will disqualify the application from further consideration.

### **3.4 Additional Attachments**

If necessary, additional sheets may be added to the Forms. Each page of each form should be clearly marked in the right top corner as follows; Form I, Page 1, Form I, Page 2, Form I, Page 3, ..... etc.

Some of the forms will require attachments. Such attachments should be clearly marked as follows; Attachment 1 to Form I; Attachment 2 to Form I ..... etc.

## **4 Qualification Criteria**

### **4.1 General**

My Thuan PMU will determine the eligibility of each Applicant to participate in the procurement being financed by JBIC in accordance with the "Guidelines for Procurement under JBIC ODA Loans - October 1999" issued by JBIC and with the current Viet Nam Regulation on Procurement.

Prerequisite will be based on meeting all the minimum criteria, specified in **Para. 4 of the Particular Instructions**, regarding the Applicant's general and particular experience, personnel and equipment capabilities, and financial capacity, as demonstrated by the

Applicant's responses in the forms attached to the Letter of Application (specific requirements for joint enterprises are given under Para. 4.1, 4.2, 4.3, 4.5 and 4.6 below). My Thuan PMU reserves the right to waive minor deviation if they do not materially affect the capability of the Applicant to perform the contract. **Subcontractor's experiences and resources shall not be taken into account** in determining the Applicant's compliance with the qualifying criteria.

#### **4.2 Discrepancies**

In the case that discrepancies are found in the information submitted, the application shall be considered unsatisfactory and the Applicant not eligible to bid until such discrepancies have been satisfactorily explained or resolved. My Thuan PMU will not enter into any correspondence with Applicants except to seek clarification when necessary.

My Thuan PMU reserves the right to waive minor deviations if they are determined not to materially affect the capability of an applicant to perform the contract.

The decision of My Thuan PMU, to accept or reject any application for pre-qualification, including any minor deviations, shall be final.

#### **4.3 Experiences**

The Applicants shall meet the minimum criteria of experience specified in **Para. 4.1 of the Particular Instructions**.

#### **4.4 Technical Capabilities**

The Applicant shall meet the minimum requirements of technical capabilities specified in **Para. 4.2 of the Particular Instructions**.

#### **4.5 Personnel Capabilities**

The Applicants must have suitably qualified personnel to fill the position listed in **Para 4.3 of the Particular Instructions**. The Applicants will supply information on a prime candidate and a substitute for each position for the contract to which he is applying, all of whom should meet the minimum experience requirements specified in **Para 4.3 of the Particular Instructions**.

#### **4.6 Local Employment**

The Applicant shall meet the requirement of local employment specified in **Para 4.4 of the Particular Instructions**.

#### **4.7 Equipment Capabilities**

The Applicants should own or have assured access to (through hire, lease, purchase agreement, or other means), the key items of equipment listed in **Para 4.5 of the Particular Instructions** or equivalent in full working order, and must demonstrate that they will be available for use in the proposed contract. The applicants must add:

- Commitment that if the Applicant is awarded to the contract, he will provide adequate and capable equipment in full working order.
- Evidence of equipment ownership, such as the copy with authorized certificate of the equipment, a receipt of purchase equipment.....
- A contract to lease equipment and the commitment of the equipment owner.

The Applicant may also list alternative equipment that he would propose for the contract, together with an explanation of his proposal.

#### **4.8 Financial Capabilities**

An Applicant's financial capability will be judged on the basis of his net worth, working capital and the value of the unfinished portion of his current contracts. If an Applicant feels that his financial capability may be insufficient he may include with his application a letter of guarantee issued by a First-class Bank to supplement his application. This letter of guarantee should be addressed to My Thuan PMU, and should guarantee that in case the contract will be awarded to the Applicant, the Applicant will be provided with a revolving credit line. The revolving credit line shall be not less than one third (1/3) of the total contract value and will be maintained until the completion of contract.

The Applicant should demonstrate that he has a financial capacity sufficient to execute the contract in terms of annual turn over, and financial means sufficient to meet the construction cash flow, for a period of 24 months, with the net of the Applicant's commitment for other contracts.

#### **4.9 Audited Balance Sheets**

Audited balance sheets for the last three (3) years shall be submitted and must demonstrate the soundness of the Applicant's financial capability, showing long-term profitability. Where necessary, My Thuan PMU will make inquiries with the Applicant's bankers.

#### **4.10 Litigation History**

The Applicant should provide accurate information on any litigation or arbitration resulting from contracts completed or under execution by him over the last five years. A

history of awards found by Court or Arbitrator against the Applicant or any partner of a joint enterprise may result in failure of the application.

## **5 Joint enterprise**

**5.1** A firm may apply for prequalification either individually or in a group of two or more firms as partners of a joint enterprise or another form of association as given in Para. 3.2 (referred generally to as a joint enterprise). In case of a prospective joint enterprise, a basic agreement of the joint enterprise shall be submitted. However, it will not be acceptable for any firm to submit or participate in more than one joint enterprise for the same bid and any bid so submitted in violation of this requirement shall be rejected.

**5.2** Applications submitted by a joint enterprise or prospective joint enterprise shall satisfy the following requirements:

- (I) Each participant of a joint enterprise or the prospective joint enterprise shall submit complete documentation as of the participant was applying for individual prequalification.
- (II) The joint enterprise must satisfy collectively the criteria of Para. 4.3, 4.4, 4.5, 4.6, 4.7 and 4.8 above, for which purpose the relevant figures for each of the partners shall be added together to arrive at the joint enterprise's total capacity. Individual members must each satisfy the requirements of Para 4.8 and 4.9 above.
- (III) The application must confirm that, if prequalified, the Applicant submits a bid then:
  - (a) That (in case of award) the bid as well as the resulting contract will be signed so as to be legally binding on all partners jointly and severally, and
  - (b) A joint enterprise agreement providing the final joint and several liabilities of all partners in respect of the contract will be submitted together with the bid.
- (IV) The application must include a description of the proposed participation and responsibility of each partner in the joint enterprise or the prospective joint enterprise in respect to administrative arrangements and execution of the Contract, the duties, responsibility and share of each participant.
- (V) The application must designate one of the partners as the partner in charge through whom any correspondence between the Applicant and the Employer will be channeled.

**5.3** In the case dissolution of a joint enterprise, each one of the participating firms may be prequalified if they meet all the prequalification requirements, subject to the written approval of the My Thuan PMU.

**5.4** Changing a basic arrangement of a prospective joint enterprise after prequalification will be subject to the Employer's written approval prior to the deadline set

for receipt of bids. Such an approval will not be granted if, among others, the change would result, in the Employer's opinion, in:

- (I) A substantial reduction in competition, and
- (II) The lowering of the joint enterprise's qualification below the minimum requirements stated as acceptable in the prequalification documents.

## **6 Results of Application**

My Thuan PMU will inform all Applicants of the result of their application.

My Thuan PMU reserves the right to:

- Amend the scope and the value of any contract to be tendered, in which event, the contract will only be tendered among those prequalified applicants who meet the requirements of the contract as amended,
- Reject or accept any application, and
- Cancel the prequalification process and reject all applications, without thereby incurring any liability to the affected applicants or any obligation to inform the applicants of the reason(s) for any such action by My Thuan PMU.

## **7 Updating of Prequalification Information**

Tenderers shall be required to update the financial information used for prequalification at the same time of submitting their tender and to confirm their continued compliance with the information provided. A tender application shall be rejected if the applicant's qualification thresholds are no longer met at the time of tendering.



**PARTICULAR INSTRUCTIONS**  
**TO**  
**APPLICANTS**  
**FOR PREQUALIFICATION**



## **PARTICULAR INSTRUCTIONS TO APPLICANTS FOR PREQUALIFICATION**

**Can Tho Bridge Construction Project  
Under JBIC Loan Agreement  
Package III - Approach Roads Can Tho Side**

### **1 Introduction**

#### **1.1 Name of Project**

Can Tho Bridge Construction Project Under a JBIC Loan Agreement Package III - Approach Roads Can Tho Side.

#### **1.2 Name of Employer**

My Thuan Project management unit (My Thuan PMU) - Ministry of Transport (MOT)

### **2 Project Description**

#### **2.1 Background**

National Highway No.1 is an arterial road running about 2,300 km through Viet Nam from China in the North to Nam Can in the South. The rehabilitation and improvement of Highway No.1 is the top priority project in the infrastructure development strategy of Viet Nam from now to the year 2010.

At present, road rehabilitation and improvement projects are being funded by the World Bank (WB) and the Asian Development Bank (ADB), and bridge improvement and rebuild projects are being funded by the Japan Bank for International Cooperation (JBIC).

Construction of the My Thuan Bridge crossing the Tien River commenced in June 1997, mainly with grant aid from the Government of Australia and was opened in March 2000. There still remains one uncompleted large river-crossings in the southern section of Highway No.1: the Can Tho crossing of the Hau River.

Can Tho City is located 167 km southwest of Ho Chi Minh City, and is the largest and most important city in the Mekong Delta. The Can Tho ferry, which crosses the Hau River and connects the cities of Vinh Long and Can Tho, experiences heavy traffic and is a bottleneck on Highway No 1 between Ho Chi Minh City and Can Tho.

To meet the objectives of the infrastructure development strategy to ensure the smooth traffic flow along the whole length of highway No.1 before 2010 and to meet the transport demand for promoting socio-economic development of Cuu Long (Mekong) Delta and Indochina, it is necessary to construct the Can Tho Bridge. In the near future it is expected that a freeway from Ho Chi Minh City to Can Tho could be constructed and this would join with the bridge at Can Tho

## **2.2 Site Location**

The total land area of Viet Nam is 325,490 sq. km, of which 75% is mountainous. Lowlands are relatively few, and predominantly distributed in the Mekong Delta in the southwest of the country. The Mekong Delta with an area of 39,600 sq.km covers about 12% of the country's total area.

Can Tho Province is situated in the central part of the Mekong Delta. The area is extremely flat with an elevation typically ranging from +2 to +3 meters. Soil in the area is alluvial mostly washed and deposited from the Hau River during the flooding season. The total area of the Province is approximately 2,970 sq. km, of which 83% is agricultural land. Forest areas account for only 1% of the total surface area.

## **2.3 Transport System**

Transport modes in the Mekong Delta are inland waterways, roads, sea, and air. There is no railway. Roads serve as the major passenger transport means, and inland waterways serve as the major freight transport means.

The total length of the road network in the Mekong Delta is about 30,000 km. These roads are classified into national roads, provincial roads, and rural or feeder roads. Provincial and rural or feeder roads connect provincial capitals with district towns, or link the district town to the national roads. The current road network density is 0.77 km per sq. km. indicating that the road network is well spread over the delta.

There are many canals, waterways, and rivers in the delta. According to the Transport Infrastructure Survey in 1994, the navigable length is about 27,000 km out of 50,000 km of waterways. The density of the waterway network is 0.68 km per sq. km. Waterways are

still functioning as a major means of transportation for economic and inhabitants' daily activities, due to the flooding in the rainy season which is linked to the traditional farming system in the delta.

The Can Tho port has been constructed with the status of an international port, and it can accommodate 5,000 DWT capacity vessels and handles some 300,000 tonnes per year.

## **2.4 Climate at the Site**

The climate of Can Tho follows the typical monsoon weather pattern. Humid seasonal wind from the southwest prevails from May/June to October/November, and dry wind from the northeast prevails from November to March. These two seasons show a very distinctive rainy season, which is associated with heavy inundation. Data acquired from the Can Tho Observation Center has been analyzed, and the general weather patterns are summarized below;

The annual average temperature of the area is 26.7°C, with a maximum ambient of 37.7°C having a return period of 5 years and 40.5°C 100 years. The corresponding minima are annual average of 17.7°C with 16.6°C for a 5-year return and 13.8°C for a 100-year return. The temperature difference between wet season and dry season is relatively small. The relative average humidity ranges from 87% in the wet season to 77% during the dry season.

The approximate annual precipitation is generally 1750 mm. 90% occurs during the wet season with 15 to 20 rainy days per month

The characteristics of wind data in Can Tho is that the wind speed is generally around 2.5 ~ 3.5m/s though a strong southwest wind can prevail during the wet season from June to September due to the influence of the southwest monsoon. Typhoon gusts can occur

## **2.5 Hydrological and Hydraulic Conditions**

The Mekong River separates into two near Phnom Penh, which is located about 70 km before it reaches the Cambodian - Vietnamese border. These two river branches are referred to as the Hau and Tien rivers upon entering Viet Nam.

The width of the Hau River extends from 1.2 to 2 km from Can Tho city to the estuary.

There is a high variation in the water flow in the rivers of the Mekong Delta due to well defined wet and dry periods. Generally, flooding in this area starts in July or August and extends up to November or December. The inundation occurs in the southern part of the delta, where the drainage facilities are poor and high water levels are logged for as long as five months.

Tides are semidiurnal and the monthly average tidal range at Can Tho varies from 1.15m to 2.25m. It is observed that the tidal changes are higher in the dry season (December to July) than during the flood season.

Discharge of the river is 18,000 – 28,000 m<sup>3</sup>/sec in the wet season. The maximum discharge measured at the Can Tho Gauging Station was 27,900m<sup>3</sup>/sec. in 1991. The minimum discharge recorded was 17,800m<sup>3</sup>/sec in 1993. The highest recorded high water level was +1.84m in 1997 and the lowest high water level was +1.46m in 1955. Regular continuous water level is +1.10m. Lowest recorded low water level was –1.75m in 1986 and the highest recorded low water level was +0.10m in 1978, (all levels to the State Datum).

The velocity of the river flow increases in the flood season, with a maximum of 2.5 m/sec recorded at the Can Tho station. In the dry season, sea water enters into the river, and a 0.5 m/sec reverse flow may be expected. Whirlpools can also be expected due to high changes in the local water flow.

Riverbed and bank erosion is predominant; scour is complicated, and quite deep.

## 2.6 Geotechnical Conditions

The Mekong Delta was formed from the sediment carried by rivers and deposited over a period of time.

The geomorphology of the area is a vast alluvial marsh and plain of about 1500km<sup>2</sup> intersected by numerous river tributaries which form a great water network. The region is a vast relic of Quaternary Lagoon. The present very wide low land of 1 to 2m in elevation on the river sides has been exposed as a result of most recent sea progression/ regression.

All structures of significance in the area have to be founded on piles perhaps in excess of 120m long

## 2.7 Sources of Materials

Natural materials for possible use in construction have been identified as follows:

Material Kind	Geological Name	Location (distance to site)
Concrete Aggregate	Andesite Granite	Nui Sap (120 km) Co To (130km) Bien Hoa (300 km)
Concrete Sand	River sand	Tan Chau (130km) Dong Nai (300 km)
Asphalt Aggregate & Base/Sub-base	Andesite Granite	Bien Hoa (300 km) Nui Sap (120 km)
Sand Mat and Drain	River sand River sand	Long Xuyen (50 km) Dredging Soc Trang (60 km) Dredging
Road Embankment (Sub- grade)	Clay Clay/Silt	Side Borrow River Dredging, Mixing with Long Xuyen or Soc Trang sand

## **2.8 Project Outline**

The starting point of the Can Tho bridge project is at section Km2061 of NH 1 in Binh Minh District of Vinh Long Province. Having crossed through rice fields with some gardens and residential land the route then crosses Hau River downstream at a distance of about 3.2 km from the existing ferry. On the Can Tho side the route crosses through rice fields, gardens and residential land similar to the Vinh Long side and re-connects to NH.1 at section Km 2077 (the existing section) in the Chau Thanh District of Can Tho Province.

The overall length of the project is approximately 15.85 km

The overall works comprise 5 packages:

- Approach Roads and Interchanges Vinh Long Side of River
- Main Bridge Including Elevated Approach Structures on Both Sides of River
- Approach Roads and Interchanges Can Tho Side of River
- Infrastructure for Resettlement Zone Vinh Long Side of River
- Infrastructure for 2 Resettlement Zones Can Tho Side of River

Details of each individual package are given in individual appendices to the documents for each package

## **2.9 Specifications and Standards**

The design is to be based on the Vietnamese Standards and the AASHTO Specification for Bridge Design with reference to Japanese Standards, especially for the proof check.

The major references are:

- AASHTO LRFD Bridge Design Specification, Second Edition 1998 published by AASHTO (American Association of State Highway and Transportation Officials).
- Reference will also be made to the AASHTO Standard Specification for Highway Bridge, Sixteenth Edition 1996.
- Highway Design Standards (TCVN-4054-1998), Viet Nam
- Specifications for Bridge Structures (2057/QD-KT-1979-Viet Nam) Highways Bridge Specification
- AASHTO Guide for Design of Pavement Structures 1993
- Japanese Highway and Bridge Standards
- Other related standards and specifications

## **2.10 Tentative Implementation Schedule**

The proposed implementation schedule of the overall Can Tho Bridge Construction Project is shown in Appendix B. The overall program takes into consideration the period of pre-construction including tendering and shows the relative progress between the different packages.

## **3 Procedure**

### **3.1 Submission of Applications**

The address to which Applications for Prequalification should be submitted is given in the Letter of Invitation for Application for Prequalification

Latest date for submission of Applications submitted is given in the Letter of Invitation for Application for Prequalification.

Envelopes containing Applications shall be clearly marked with the following words:

"Application for Pre-qualification for the Can Tho Bridge Construction Project, Package III - Approach Roads Can Tho Side, under a JBIC Loan Agreement "

and shall identify the name and address of the Applicant

## **4 Minimum Requirements for Qualification**

### **4.1 Experience**

Applicants shall meet the following minimum criteria:

- The Applicant shall have participated in the execution of at least two projects of a similar nature and complexity to this project in the last five years.
- Successful experience as main contractor in the execution of at least two projects with over US\$60 million equivalent contract value for each project, of a nature and complexity comparable to the proposed contract within the last five years.
- No record of unsatisfactory past performance, particularly non-compliance with contract terms, specifications, defective workmanship, and similar deficiencies in the last five years.
- More than two completed projects with production rates similar to this project in the last seven years.



- Average annual turnover (defined as billing for works in progress and completed) over the last five years of US\$ 50 million equivalent.

## **4.2 Technical Capabilities**

The Applicant shall submit to My Thuan PMC in its prequalification document the details of embankment method on soft ground, pretensioning method for concrete work and the equipment he plans to use.

## **4.3 Personnel Capabilities**

The Applicant must have suitably qualified personnel to fill the following positions for the Contract:

- Project Manager
  - Quality Control Manager
  - Project Engineer
  - Structure Engineer (site office) and engineering support from head office
  - Project Superintendent
  - Road Superintendent
  - Controller of Concrete Mixing Plants.
- a) The Project Manager shall have at least 15 years of total experience in civil works and not less than 7 years experience in bridge and highway works and at least 2 projects handled as Project Manager in bridge projects.
  - b) The Quality Control Manager shall have at least 15 years of total experience in civil works and not less than 7 years experience in bridge and highway works and at least 2 projects handled as a Quality Control Manager in bridge projects.
  - c) The Project Engineer shall have at least 15 years total experience in civil works and not less than 7 years experience in bridge works as a Project Engineer.
  - d) The Structure Engineer shall have experience with cable stay bridge work and at least 10 years of total experience in bridge projects and not less than 5 years experience with bridge structure analysis.
  - e) The project Superintendent shall have at least 10 years total experience in civil works and not less than 5 years of experience as a Project Superintendent on bridge projects.

- f) The Bridge Superintendent shall have at least 10 years total experience in civil works and not less than 5 years of experience as a Bridge Superintendent on bridge projects.
- g) The Road Superintendent shall have at least 10 years of total experience in civil works and not less than 5 years of experience as a Road Superintendent on highway projects.
- h) The Controller of Concrete Mixing Plants shall have at least 10 years total experience in civil works and not less than 3 years experience as a Controller of Concrete Mixing Plants.

#### 4.4 Employment of Local Labor Source

Foreign contractors are encouraged to employ Vietnamese engineers and laborers or to use Vietnamese subcontractor and have agreements for using acceptable material and equipment manufactured in Vietnam.

The Applicant shall submit total number of personnel for the work, which shall be accompanied by:

- Site Management and Staff
- Foreman and Laborer

The total number of personnel (man-month) will be employed monthly (including subcontractors, if any) shall be shown in form VII Page 2 proposed manpower schedule. The Applicant shall specify in his proposal under this item local or expatriate labours which the applicants intend to use for the work:

#### 4.5 Equipment Capabilities

The Applicant shall be owned or have available for lease or hire the following key items of equipment:

No.	Item	Capacity	Nos. of Units
1	Asphalt plant	50 ton/h	1
2	Asphalt finisher	3-5m	1
3	Bulldozer	21 ton	2
4	Dump truck	11 ton	4
5	Back hoe	0.6 m <sup>3</sup>	6
6	Road roller	10 ton	2
7	Tire roller	10-20 ton	2
8	Reverse circulation drill & equipment	For dia. 1000mm	3
9	Reverse circulation drill & equipment	For dia. 1500mm	1
10	Clamshell	0.65 m <sup>3</sup>	2
11	Vibro hammer pile driver/sheet piling	60 kW	2

12	Diesel Generator	600 kVA	2
13	Crawler crane	80 ton	2
14	Concrete plant	90 m <sup>3</sup> /h	2
15	Concrete pump car	90-100m <sup>3</sup> /h, H-30m	4
16	Agitator truck	4.5 cu.m	6
17	Testing Laboratory	Concrete/pavement/soil	1

#### 4.6 Financial Capabilities

The Applicant shall refer to Para. 4.8 of General Instructions to Applicants for Prequalification, and Para. 4.1 General Criteria above.



**SOCIALIST REPUBLIC OF VIET NAM**  
**MINISTRY OF TRANSPORT**  
**MY THUAN PROJECT MANAGEMENT UNIT**  
127B Dinh Tien Hoang St, Binh Thanh District Ho Chi Minh City - Viet Nam  
Tel: (84 - 8) 841 0088; Fax: (84 - 8) - 841 1872

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## **PARTICULAR INSTRUCTIONS TO APPLICANTS FOR PREQUALIFICATION**

**Can Tho Bridge Construction Project**  
**Under JBIC Loan Agreement**  
**Package III - Approach Roads Can Tho Side**

### **APPENDIX A**

#### **PRELIMINARY PROJECT DETAILS FOR PACKAGE III**

##### **Overall**

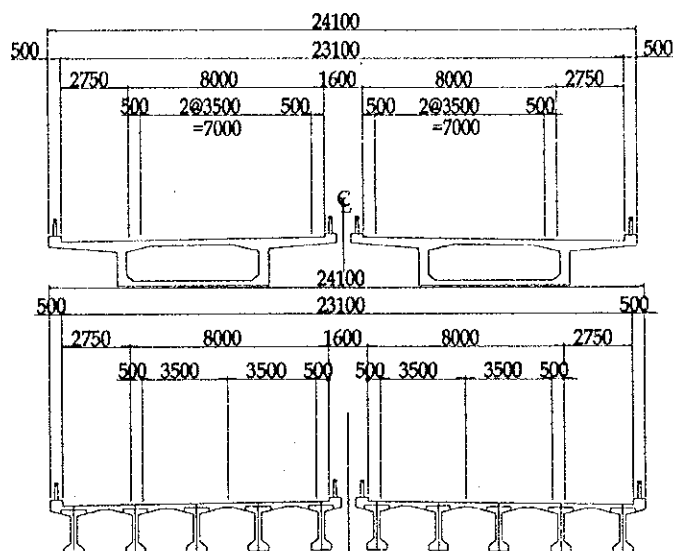
Bridge Location:	3.2 km downstream from the existing ferry line
Project Length	7,690 m
Construction Period:	50 months
Approach Road length:	7,690m
Intersections:	Diamond Type interchange (with National Highway No 91B) At grade Y type intersection
Service Area:	21,000m <sup>2</sup>

##### **Bridges on the approach roads**

The types of bridges on the approach road to the main bridge vary according to their spans:

Name of Bridge	Bridge Length (m)	Bridge Width (m)	Arrangement of Superstructure
Cai Tac Bridge No 1	185.90	24.1 2 No carriageways @ 10.75)	Prestressed precast concrete I beams. 5 spans @ 37.0m
Cai Tac Bridge No 2	37.10	24.1 2 No carriageways @ 10.75)	Prestressed precast concrete I beams. Single span 37.0m long
Cai Da Bridge	93.50	24.1 2 No carriageways @ 10.75)	Prestressed precast concrete I beams. 3 spans: 28.0m + 37.0m + 28.0m long
Ba Mang Bridge	25.10	24.1 2 No carriageways @ 10.75)	Prestressed precast concrete I beams. Single span 25.0m long
Cai Nai Bridge	93.50	24.1 2 No carriageways @ 10.75)	Prestressed precast concrete I beams. 3 spans: 28.0m + 37.0m + 28.0m long
Ap My Bridge	140.90	24.1 2 No carriageways @ 10.75)	Prestressed precast concrete I beams. 5 spans: 28.0m + 25.0m + 37.0m + 2 No @ 25.0m long
Cai Rang Bridge	258.50	24.1 2 No carriageways @ 10.75)	Cast in place prestressed hollow concrete box girder, one per carriageway. 3 spans of 42.0m+75.0m+42.0m. Prestressed precast concrete I beams 31.0 and 37.0m +31.0m long respectively in side spans.
Interchange with NH 91B Overbridge	100.10	31.0 (2 No carriageways @ 14.0)	Precast prestressed hollow slab. 4 spans @ 25.0m long each carriageway
Interchange with NH 91B Ramp D	93.50	7.50	Prestressed precast concrete I beams. 3 spans: 28.0m + 37.0m + 28.0m long

The typical cross-sections for the bridges in the approach roads are shown below:



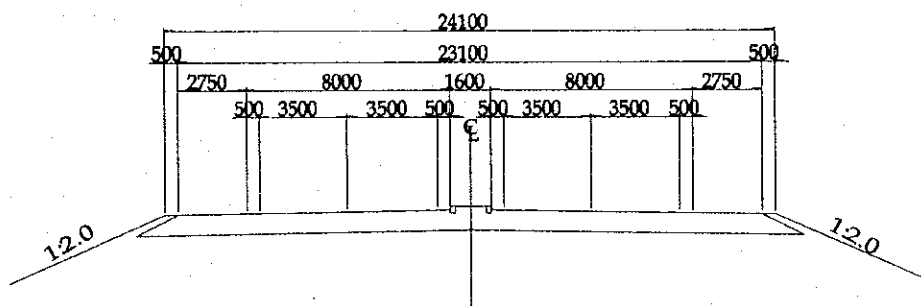
Bridges on the Approach Roads

### Highway Design

The highway design meets the requirements of the Highway Design Standards (TCVN-4054-1998, Viet Nam). The horizontal alignment is based on a design speed of 80km/hr. Minimum radii are 250m and Maximum super elevation is 6%.

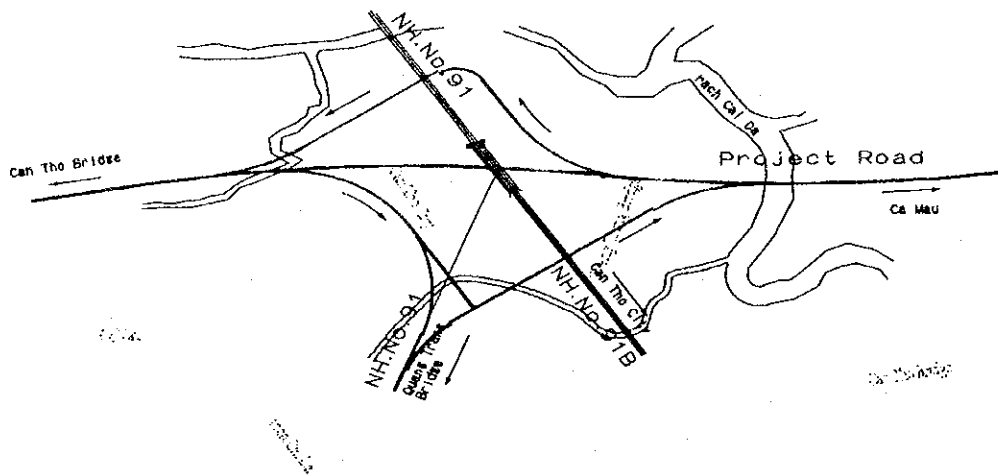
Maximum gradients are 6% on the approach roads (though 4% for the approach portion of the main bridge)

The typical transverse cross-sections for the road embankments in the approach roads are shown below:



Road Embankment Section

The interchange is shown below:



Project Route and National Highway No.91&91B  
Type: Diamond type with full interchange system

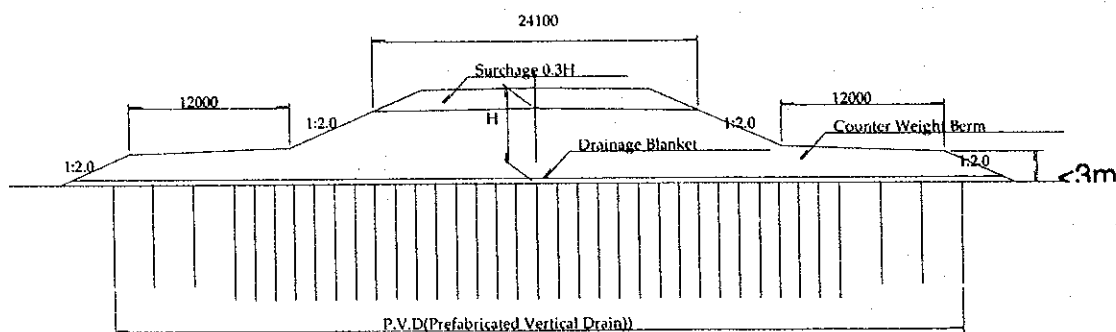
### Pavement Design.

The design of the pavement is based on AASHTO, Guide for Design of Pavement structures-1993 and calls for a thickness of 750mm consisting of asphalt surface concrete, asphalt binder concrete, fine aggregate base course and crushed aggregate sub-base course.

Soft-ground treatment is expected:

- vertical drains for the drainage improvement.
- extra surcharge fills on the main embankment as pre-loading, normally 30% of embankment height.
- a fill zone on each side of the main embankment for lateral support and stability
- sand blanket below the embankment, if required

The typical embankment section with soft ground treatment is shown below:





## Contractor's Construction Yards and Offices

Production yard and office areas have been provided as below having given consideration to transportation of construction materials, production of the elements and offices.

Production yard and office areas have been provided as below having given consideration to transportation of construction materials, production of the elements and offices.

- Production Yard and Office, Package – 3 8.00 ha

### Quantities

The preliminary estimated quantities of major work items for Package-3 are summarized as follows;

(a)	Site Clearing and Demolition	70 ha
(b)	Earthworks Sand Blankets	270,000 m <sup>3</sup>
	Embankments	1,250,000 m <sup>3</sup>
	Removal of Pre-loading & Surcharge material	225,000 m <sup>3</sup>
	Prefabricated Vertical Drain	3,454,000 m
	Excavation	156,000 m <sup>3</sup>
(c)	Pavement Backfilling	67,000 m <sup>3</sup>
	Subbase Course	68,000 m <sup>3</sup>
	Base Course	65,000 m <sup>3</sup>
	Asphalt Concrete Course (t=50mm)	209,800 m <sup>2</sup>
	Asphalt Concrete Course for Bridge(t=70mm)	21,000 m <sup>2</sup>
(d)	Piling Cast-in-Place Concrete Piles Ø1500	7,264 m
	Driven Concrete Pile 450 x 450	41,444 m
(e)	Concrete Work Concrete	38,300 m <sup>3</sup>
	Steel Reinforcement	3,954 tonne
	Prestressing Tendon	177 tonne
	Precast I-Girder	220 each
	Precast Concrete Slab (t=80mm)	9,700 m <sup>2</sup>



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## **PARTICULAR INSTRUCTIONS TO APPLICANTS FOR PREQUALIFICATION**

**Can Tho Bridge Construction Project  
Under JBIC Loan Agreement  
Package III - Approach Roads Can Tho Side**

### **APPENDIX B**

#### **SCHEDULE FOR ALL 5 PACKAGES**

The schedule for all 5 packages is reproduced overleaf

**SOCIALIST REPUBLIC OF VIET NAM**  
**MINISTRY OF TRANSPORT - MY THUAN PROJECT MANAGEMENT UNIT**  
**Can Tho Bridge Project – Prequalification of Contractors**

Year	1999	2000	2001	2002	2003	2004	2005	2005
Detailed Design	16 Months							
Land Acquisition		16 Months						
Infrastructure			12 Months					
Pre-Construction (Tender)			12 Months					
Package-1 (Vinh Long Side)						47 Months		
Package - 2 (Main Bridge & Approach Spans)						55 Months		
Package - 3 (Can Tho Side)						50 Months		

Tentative Construction Schedule of the Can Tho Bridge

**APPLICATION LETTER**

**AND**

**FORMS**



**SOCIALIST REPUBLIC OF VIET NAM**  
**MINISTRY OF TRANSPORT**  
**MY THUAN PROJECT MANAGEMENT UNIT**  
127B Dinh Tien Hoang St, Binh Thanh District Ho Chi Minh City - Viet Nam  
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## **APPLICATION LETTER AND FORMS**

### **Form of Letter of Application**

To be written on letterhead paper of applicant, or partner responsible for a Joint Enterprise, including full postal address, telephone no., fax no., telex no., and cable address as applicable.

**Date:** -----

**To: MY THUAN PROJECT MANAGEMENT UNIT**  
127B Dinh Tien Hoang St, Binh Thanh District Ho Chi Minh City - Viet Nam

Dear Sirs,

1. Being duly authorized to present and act on behalf of ----- (hereinafter referred to as the "Applicant"), and having reviewed and fully understood all prequalification information provided, the undersigned hereby applies to be pre-qualified by yourselves as a bidder for the contract under the Can Tho Bridge Construction Project, Package III - Approach Roads Can Tho Side under a JBIC Loan Agreement
2. Attached to this letter are copies of original documents defining:
  - the Applicant's legal status;
  - the Applicant's principal place of business; and
  - the Applicant's place of incorporation (for Applicants who are corporations); or the place of registration and the nationality of the owners (for Applicants who are partnerships or individually owned firms).

In the case of an application by a Joint Enterprise or which includes a Major Subcontractor the foregoing documents are included for each participant.

3. Your Agency and its authorized representatives are hereby authorized to conduct any inquiries or investigations to verify the statements, documents, and information submitted in connection with this application, and to seek clarification from our bankers, accountants and clients regarding any financial and technical aspects. This letter or application will also serve as authorization to any individual

or authorized representative of any institution referred to in the supporting information, to provide such information deemed necessary and requested by yourselves to verify statements and information provided in this application, or with regard to the resources, experience, and competence of the Applicant.

4. Your Agency and its authorized representatives may contact the following persons for further information:

- General and managerial inquires

Name: .....  
Telephone: ..... Fax: .....

- Technical inquires

Name: .....  
Telephone: ..... Fax: .....

- Personnel inquires

Name: .....  
Telephone: ..... Fax: .....

- Financial inquires

Name: .....  
Telephone: ..... Fax: .....

5. This application is made in the full understanding that:

- bids by prequalified Applicants will be subject to verification of all information submitted for prequalification at the time of bidding;
- your Agency reserves the right to:
  - a. amend the scope and value of any contracts bid under this project; in such event, bids will only be called from prequalified bidders who meet the revised requirements; and
  - b. reject or accept any application, cancel the prequalification process, and reject all applications; and
- your Agency shall not be liable for any costs arising from such actions and shall be under no obligation to inform the Applicant of the reasons for them.

6. We confirm that in the event that we bid, that bid, as well as any resulting contract, will :

- contain a commitment that if we are awarded the contract, we will provide adequate and capable equipment in full working order,



- contain evidence that we own or will be committed to rent such equipment, such as a copy of the receipt for the purchase of the equipment or a commitment from the owner of the equipment that he will lease the equipment to us,
- signed so as to legally bind all partners, jointly and severally, and
- Submitted with a Joint Enterprise agreement providing the joint and several liabilities of all partners in the event the contract is awarded to us.

*(Applicants who are not Joint Enterprises should delete the last two points above, and initial the deletions.)*

7. The undersigned declare(s) that the statements made and the information provided in the duly completed application are complete, true, and correct in every detail.

Authorized representative of Applicant(s):

**For and on behalf of (name of Applicant or lead partner of a Joint Enterprise)**

Signed: .....

Name: .....

**For and on behalf of (name of partner)**

Signed: .....

Name: .....

*Note: \* Each Partner of any Joint Enterprise should affix his company seal after signing.*

**SOCIALIST REPUBLIC OF VIET NAM**  
**MINISTRY OF TRANSPORT**  
**MY THUAN PROJECT MANAGEMENT UNIT**  
127B Dinh Tien Hoang St, Binh Thanh District Ho Chi Minh City - Viet Nam  
Tel: (84 - 8) 841 0088; Fax: (84 - 8) – 841 1872

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## **APPLICATION FORMS**

**FORM I – LETTER OF APPLICATION**

{Letterhead paper of Applicant, or partner responsible for a Joint enterprise, including full postal address, telephone no., fax no., and cable address.}

**Date:** \_\_\_\_\_

**To:** My Thuan Project Management Unit (My Thuan PMU)  
127 B Dinh Tien Huang St.,  
Binh Thanh district  
Ho Chi Minh City,  
Viet Nam

Dear Sirs,

1. Being duly authorized to present and act on behalf of \_\_\_\_\_ (hereinafter "Applicant"), and having reviewed and fully understood all prequalification information provided, the undersigned hereby apply to be prequalified by yourselves as a bidder for the contract under the National Highway No. 1 Improvement Project, Package 3 The Can Tho Bridge, under JBIC Loan Agreement.
2. Attached to this letter is one copy of original document defining (•):
  - (a) the Applicant's legal status;
  - (b) the principal place of business; and
  - (c) the place of incorporation (for applicants who are corporations): or the place of registration and the nationality of the owners (for applicants who are partnerships or individually owned firms).

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*\* For applications by Joint enterprise, all the information requested in the prequalification documents is to be provided for the Joint enterprise, if it already exists, and for each party to the Joint enterprise separately. The lead partner shall be clearly identified. Each partner in the Joint enterprise shall sign the letter.*

3. Your Agency and its authorized representatives are hereby authorized to conduct any inquiries or investigations to verify the statements, documents and information submitted in connection with this application, and to seek clarification from our bankers and clients regarding any financial and technical aspects. This Letter of Application will also serve as authorization to any individual or authorized representative of any institution referred to in the supporting information, to provide such information deemed necessary and requested by yourselves to verify statements and information provided in this application, or with regard to the resources, experience, and competence of the Applicant.

4. Your Agency and its authorized representatives may contact the following persons for further information ( ):

a. General and managerial inquires

Name: \_\_\_\_\_  
Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

b. Personnel inquires

Name: \_\_\_\_\_  
Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

c. Technical inquires

Name: \_\_\_\_\_  
Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

d. Financial inquires

Name: \_\_\_\_\_  
Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

5. This application is made in the full understanding that:

(a) bids by prequalified applicants will be subject to verification of all information submitted for prequalification at the time of bidding;

(b) your Agency reserve the right to:

- amend the scope and value of the contract under this project; in such event, bids will only be called from prequalified bidders who meet the revised requirements; and
- reject or accept any application, cancel the prequalification process, and reject all applications; and

---

\* Application by Joint enterprise shall provide on a separate sheet equivalent information for each party to the application.

(c) Your Agency shall not be liable for any such actions and shall be under no obligation to inform the Applicant of the reasons for them.

6. We confirm that in the event that we bid, that bid as well as any resulting contract will be:

(a) signed so as to legally bind all partners, jointly and severally; and

(b) submitted with a Joint enterprise agreement providing the joint and several liability of all partners in the event the contract is awarded to us.

Applicants who are not joint enterprises shall delete para. 6, and initial the deletions.

7. The undersigned declare that the statements made and the information provided in the duly completed Application Forms are complete, true, and correct in every detail.

Authorized representative of applicants ( ' ):

**For and on behalf of (name of Applicant or lead partner of an Association)**

Signed:

Name:

**For and on behalf of (name of partner)**

Signed:

Name:

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*\* Each Partner of the Joint enterprise shall affix his company seal after signing.*

**FORM II – GENERAL INFORMATION**

Company Name: \_\_\_\_\_

1. Head Office Address: \_\_\_\_\_

Telex No. \_\_\_\_\_ Cable Address: \_\_\_\_\_

Telephone No. \_\_\_\_\_

Fax No. \_\_\_\_\_

Regional Office Address (if any): \_\_\_\_\_

Telex No. \_\_\_\_\_ Cable Address: \_\_\_\_\_

Telephone No. \_\_\_\_\_

Fax No. \_\_\_\_\_

Local Office Address (if any): \_\_\_\_\_

Telex No. \_\_\_\_\_ Cable Address: \_\_\_\_\_

Telephone No. \_\_\_\_\_

Fax No. \_\_\_\_\_

Country and Year Incorporated(')

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Main Lines of Business:

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1.	Since:
2.	Since:
3.	Since:
4.	Since:
5.	Since:
6.	Since:
7.	Since:
8.	Since:

\* *Attach copy of certificate of registration and ownership.*

**FORM III – FINANCIAL DATA**

Summary of actual assets and liabilities on bases of the audited financial statement (°) for the previous five years.

	Year	Year	Year	Year	Year
1. Total Assets					
2. Current Assets					
3. Total Liabilities					
4. Current Liabilities					
5. Profits before taxes					
6. Profits after taxes					
7. Net Worth (1-3)					
8. Working Capital (2-4)					

Credit (\*\*)

1. Name/Address/Telephone/Fax number of Commercial Bank providing credit line:

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Total Amount of Credit Line:

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\* Attach copy of the audited financial statements of the last three (3) financial year (for the individual applicant or each partner of a joint venture).

\*\* Attach copy of letter of commitment revolving credit lines from Banker.

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List of Ongoing Contracts/Works in Progress

NAME OF CONTRACT & LOCATION	TOTAL VALUE <sup>1</sup>	VALUE FOR WHICH CONTRACTOR IS RESPONSIBLE <sup>2</sup>	VALUE OF WORK STILL TO BE COMPLETED	START DATE OF CONTRACTS	SCHEDULED COMPLETION DATE <sup>3</sup>	OWNER NAME AND ADDRESS
Total Values						

<sup>1</sup> Value is in US dollars using exchange rate prevailing on the date of contract award.

<sup>2</sup> In case Applicant participated as a subcontractor or a partner in a Joint enterprise.

<sup>3</sup> Applicant shall attach a copy of completion certificate by the Employer or the Engineer.

**FORM IV – EXPERIENCE RECORD**

1. Total number of years of experience in civil construction work.
2. Total number of years of experience in specialized construction work.

NATURE OF WORK	NUMBER OF YEARS OF EXPERIENCE
(i)	
(ii)	
(iii)	
(iv)	
(v)	
(vi)	
(vii)	
(viii)	
(ix)	
(x)	
(etc.)	

3. List of contracts completed during the last five years

NAME OF PROJECT & LOCATION	NATURE OF WORKS	TOTAL VALUE <sup>1</sup>	VALUE FOR WHICH CONTRACTOR WAS RESPONSIBLE <sup>2</sup>	CONTRACT PERIOD			OWNER NAME AND ADDRESS
				START	CONTRACT COMPLETION	ACTUAL COMPLETION	

<sup>1</sup> Value is in US dollars using exchange rate prevailing on the date of contract award.

<sup>2</sup> In case Applicant participated as a subcontractor or partner in a Joint enterprise.

4. List of Cable Stayed, Extra-doesed and/or Precast PC box girder bridge projects with similar nature and complexity to this project, completed within the last seven years.

NAME OF PROJECT & LOCATION <sup>1</sup>	NATURE OF WORKS <sup>2</sup>	TOTAL VALUE <sup>3</sup>	VALUE FOR WHICH CONTRACTOR WAS RESPONSIBLE <sup>4</sup>	CONTRACT PERIOD			OWNER NAME AND ADDRESS
				START	CONTRACT COMPLETION	ACTUAL COMPLETION	

<sup>1</sup> Certified copies of Acceptance Certificate from the owner of the completed projects shall be attached.

<sup>2</sup> Refer primarily to road and bridgework and the physical size of the work.

<sup>3</sup> Value is in US dollars using exchange rate prevailing on the date of contract award.

<sup>4</sup> In case Applicant participated as a subcontractor or partner in a Joint enterprise.

<sup>5</sup> Details of structure type, width, spans, fabrication method, and erection method shall be attached.

**FORM V – EQUIPMENT PROPOSED FOR THE PROJECT**

DESCRIPTION <sup>1</sup> (TYPE, MODEL, MAKE)	TOTAL NO. OF EACH	YEAR OF MANU- FACTURE	NO. OF EACH		CAPACITY/ PERFOR- MANCE/SIZE
			OWNED	LEASED	

<sup>1</sup> The Applicant shall provide the detailed information of each equipment in the sample form presented in the next page.

**ATTACHMENT TO FORM V**

**Equipment Capabilities**

Name of Applicant
-------------------

The applicant shall provide adequate information to demonstrate clearly that it has the capability to meet the requirements for each and all items of equipment listed in the form V. A separate attachment to Form V shall be prepared for each item of equipment proposed by the Applicant.

Item of equipment	
Equipment information	1. Name and country of manufacturer      2. Model and power rating
	3. Capacity      4. Year of manufacture
Current status	5. Current location
	6. Details of current commitments
Source	7. Indicate source of the equipment
	<input type="checkbox"/> Owned <input type="checkbox"/> Rented <input type="checkbox"/> Leased <input type="checkbox"/> Specially manufactured

Omit the following information for equipment owned by the Applicant or partner.

Owner	8. Name of owner	
	9. Address of owner	
	Telephone	Contact name and title
	Fax	Telex
Agreements	Details of rental/lease/manufacture agreements specific to the Project	

## Form VI – Staff Proposed for Execution of The Project

Sector	Name(s)	Age	Years of exp. <sup>1</sup>	Education	Proposed Designation	Relevant Experience <sup>2</sup>
Project Manager						
Quality Control Manager						
Project Engineer						
Structure Engineer						
Project Superintendent						
Bridge Superintendent						
Road Superintendent						
Road Superintendent						
Controller of Concrete Mixing Plants						
Others						

<sup>1</sup> The data on each key staff experience shall be supplied in separate sheets using the attachment to Form VI presented in the next page.

<sup>2</sup> Road and bridge work.

**ATTACHMENT TO FORM VI**

**Candidate Summary**

Name of Applicant
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Position	Nationality	
Candidate Information	1. Name of candidate	2. Date of birth
	3. Professional qualifications	
Present Employment	4. Name of employer	
	Address of employer	
	Telephone	Contact (manager/personnel officer)
	Fax	Telex
	Job title of candidate	Years with present employer

Summary professional experience over the last 15 years, in reverse chronological order. Indicate particular technical and managerial experience relevant to the Project.

From	To	Company/Project/Position/Relevant technical and management experience



**FORM VII – PROPOSED SITE ORGANISATION**

A. PROJECT MANAGEMENT ORGANISATION CHART (including Quality Control Organization)

B. NARRATIVE DESCRIPTION OF PROJECT MANAGEMENT ORGANISATION CHART (including narrative for the Quality Control Organization)

C. DESCRIPTION OF RELATIONSHIP BETWEEN HEAD OFFICE AND SITE MANAGEMENT<sup>1</sup>

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<sup>1</sup> Indicate clearly which responsibility and what authority will be delegated to site management.

**FORM VII – PROPOSED MANPOWER SCHEDULE**  
(Man Month Basis)

	Expatriate		Local		Total (Expatriate+Local)	
	Man Month (Approx.)	Percentage	Man Month (Approx.)	Percentage	Man Month (Approx.)	100%
1. Site Management and Staff						
2. Foreman/Laborers						
Grand Total						

**FORM VIII – SUB-CONTRACTOR AND/OR SUB-SUPPLIERS**

SECTION OF WORKS	APPROX. VALUE <sup>1</sup>	NAME(S) ADDRESS(ES) OF SUB-CONTRACTOR(S)	DESCRIPTION, LOCATION SIMILAR WORKS PREVIOUSLY EXECUTED
1.			
2.			
3.			
4.			
5.			
6.			

<sup>1</sup> Value is in US\$ equivalent

**FORM IX – Joint Enterprise DATA**

Name(s): \_\_\_\_\_

Head Office Address: \_\_\_\_\_

Telex No. \_\_\_\_\_  
Telephone No. \_\_\_\_\_ Cable Address: \_\_\_\_\_  
Fax No. \_\_\_\_\_

Local/Regional Address (if any): \_\_\_\_\_

Telex No. \_\_\_\_\_  
Telephone No. \_\_\_\_\_ Cable Address: \_\_\_\_\_  
Fax No. \_\_\_\_\_

Name of Partners<sup>1</sup> \_\_\_\_\_

- a. \_\_\_\_\_
- b. \_\_\_\_\_
- c. \_\_\_\_\_
- d. \_\_\_\_\_
- e. \_\_\_\_\_

<sup>1</sup> Details about partners to be provided on separate sheets as in General Instructions to Applicant, Para. 5.

Name(s) of Lead Partner (if any):

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a.

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b.

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Proposed Association Agreement:

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a. date of agreement:

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b. place:

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7. Proposed distribution of responsibilities between partners: \_\_\_\_\_

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**Litigation History**

Name of Applicant or partner of a Joint enterprise
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*Applicants, including each of the partners of Joint enterprise, shall provide information on any history of litigation or arbitration resulting from contracts executed in the last five years or currently under execution. A separate sheet shall be for each partner of Joint enterprise.*

Year	Award FOR or AGAINST Applicant	Name of client, cause of litigation, and matter in dispute	Disputed amount (current value, USD equivalent)









JICA

