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Minutes of Discussions
on the Preparatory Study
on the Project for Procurement of Bush Cutting and Anti-Personnel Landmine Disposing Machine and
Relative Equipment for the Ho Chi Minh Highway Project
in the Socialist Republic of Vietnam

In response to the request from the Government of the Socialist Republic of Vietnam (hereinafter referred to as "Vietnam"), the Government of Japan decided to conduct a Preparatory Study on the Project for Procurement of Bush Cutting and Anti-Personnel Landmine Disposing Machine and Relative Equipment for the Ho Chi Minh Highway Project (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent to Vietnam the Preparatory Study Team (hereinafter referred to as "the Team"), which is headed by Mr. Tomoyuki Naito, Staff, Third Project Management Division, Grant Aid Management Department, JICA, and is scheduled to stay in the country from April 11 to May 5, 2001.

The Team held discussions with the concerned officials of the Government of Vietnam and conducted a field survey at the study area.

In the course of the discussions and field survey, both parties confirmed the main items described on the attached sheets. Subject to the decision by the Government of Japan, JICA will conduct a Basic Design Study on the Project.

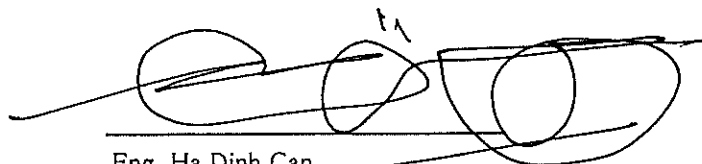
Hanoi, April 17, 2001.



Tomoyuki Naito
Leader
Preparatory Study Team
Japan International Cooperation Agency

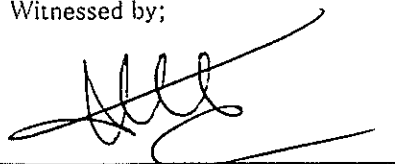


Truong Tan Vien
Deputy Director General
Planning and Investment Department
Ministry of Transport
The Socialist Republic of Vietnam



Eng. Ha Dinh Can
Director General
Ho Chi Minh Highway Project Management Unit
Ministry of Transport
The Socialist Republic of Vietnam

Witnessed by;



Dr. Duong Duc Ung
Director General
Foreign Economic Relations Department
Ministry of Planning and Investment
The Socialist Republic of Vietnam

ATTACHMENT

1. OBJECTIVE

The objective of the Project is to support the construction / upgrading the HCM highway, running approx. 1,700km from north to south through procurement of bush cutting and anti-personnel landmine disposing machine and relative equipment.

2. PROJECT SITE

The site of the Project is shown in Annex-1.

3. RESPONSIBLE ORGANIZATION AND IMPLEMENTING AGENCY

(1) Responsible Organization : Ministry of Transport

(2) Implementing Agency : Ho Chi Minh Highway Project Management Unit

The organization charts are shown in Annex-2A and 2B.

4. ITEMS REQUESTED BY THE GOVERNMENT OF VIETNAM

After discussions with the Team, the following were finally requested by the Vietnamese side. JICA will assess the appropriateness of the request and will report the findings to the Government of Japan.

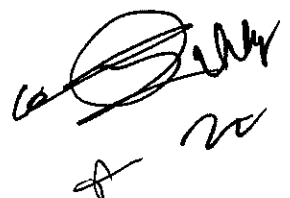
- (1) Bush Cutter machine
- (2) Trailer for Bush Cutter machine
- (3) Field Service Wagon
- (4) Fuel Tank Truck
- (5) Portable Landmine Detector
- (6) Mobile Workshop
- (7) Other Construction Machinery

5. JAPAN'S GRANT AID SYSTEM

- (1) The Vietnamese side understands the Japan's Grant Aid Scheme explained by the Team, as described in Annex-3.
- (2) The Vietnamese side will take necessary measures, as described in Annex-4, for smooth implementation of the Project as a condition for the Japanese Grant Aid to be implemented.

6. SCHEDULE OF THE STUDY

- (1) The consultants will proceed to further studies in Vietnam until May 5, 2001.
- (2) If the Project is found feasible as a result of the Preparatory Study, JICA will send the Basic Design Study Team around July, 2001.

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7. OTHER RELEVANT ISSUES

(1) The Construction Schedule of the Ho Chi Minh Highway Project

The Team confirmed with Vietnamese side that the construction schedule of the Ho Chi Minh Highway Project is as shown in Annex-1. And the Team also confirmed that the indicated zone "1-a" is now under construction by twenty nine state-owned construction companies who are specially appointed without tender procedure by the Vietnamese Government. Furthermore, the indicated zone "1-b" would be constructed by nine state-owned construction companies who should be decided by limited tender until June 2001.

(2) The Progress of the Ho Chi Minh Highway Project

The Team confirmed that the progress of the zone "1-a" of the Ho Chi Minh Highway Project as of March 2001 was twenty percent, and is scheduled to be completed by the end of August 2003.

(3) Necessity of Bush Cutter machine

The Vietnamese side explained that the necessity of Bush Cutter machine is mainly to help to build the Highway quicker and safer, in the construction areas where there are many bushes and landmines.

(4) Demarcation between the Construction Companies and the Army

The disposition and clearance of landmines and other relatively small objects (e.g. bullets and the like) is carried out by the construction companies who are appointed for the construction work. But the bigger dangerous objects (e.g. UXOs) would be detected and cleared with assistance from the Vietnamese Army.

(5) Responsibility and Use of the Equipment

The Team confirmed that all the equipment which will be procured under Japan's Grant Aid for the Project will belong to the Ministry of Transport (hereinafter referred to as MOT) which will be presented by the Ho Chi Minh Highway Project Management Unit (hereinafter referred to as HCM-PMU), and the HCM-PMU will take responsibility for all the equipment. The methods of management and procedures for utilization of all the equipment should be discussed and decided in the stage of Basic Design.

(6) Proper Use

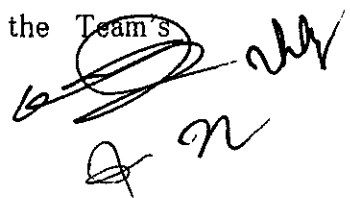
The Team explained to the Vietnamese side that all the equipment which will be procured under Japan's Grant Aid could not be used for any kind of war or its purpose. The Vietnamese side understands the Team's explanation.

(7) Other Donors

The Team confirmed that the Ho Chi Minh Highway Project is operated only by the Vietnamese Government's national budget, and the HCM-PMU has not yet received any donation from other donors by April 17, 2001.

(8) Equipment procurement

The Team explained to the Vietnamese side that all the equipment under Japanese Grant Aid could not be procured from specified supplier without any written permission from the Government of Japan. The Vietnamese side understands the Team's

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explanation.

(9) Necessity of technical training

For the sake of the technology transfer of how to operate the machinery, the Vietnamese side requested the technical training with the period of minimum two months. The Team understood its necessity, but the period and method should be discussed in the stage of Basic Design.

(10) Maintenance of the Bush Cutter machines and the relative equipment

The Vietnamese side explained to the Team that the major repair and the maintenance of the Bush Cutter machines and the relative equipment would be done at the MOT's Bavi Transport Technical School, and the regular maintenance would be done at the workshops of construction companies. And also, the Vietnamese side explained to the Team about mobile workshop's necessity due to the typographical characters of the Ho Chi Minh Highway on the remote and central highland areas. The Vietnamese side requested to add Mobile Workshops as a new request item, to meet the demands of minor and urgent maintenance or repair at the construction sites. The Team understands the explanation and the new request.

(11) Other Construction Machinery

The Vietnamese side affirmed that its main request is the Bush Cutter machine. In addition to the Bush Cutter machine, and in order to fulfill total effectiveness of the construction work, the Vietnamese side requested to add Other Construction Machinery as a new request item. The Team understands the explanation and the new request. And both the numbers and the types of the machinery should be discussed in the stage of Basic Design.

(12) Operation and maintenance cost for new equipment

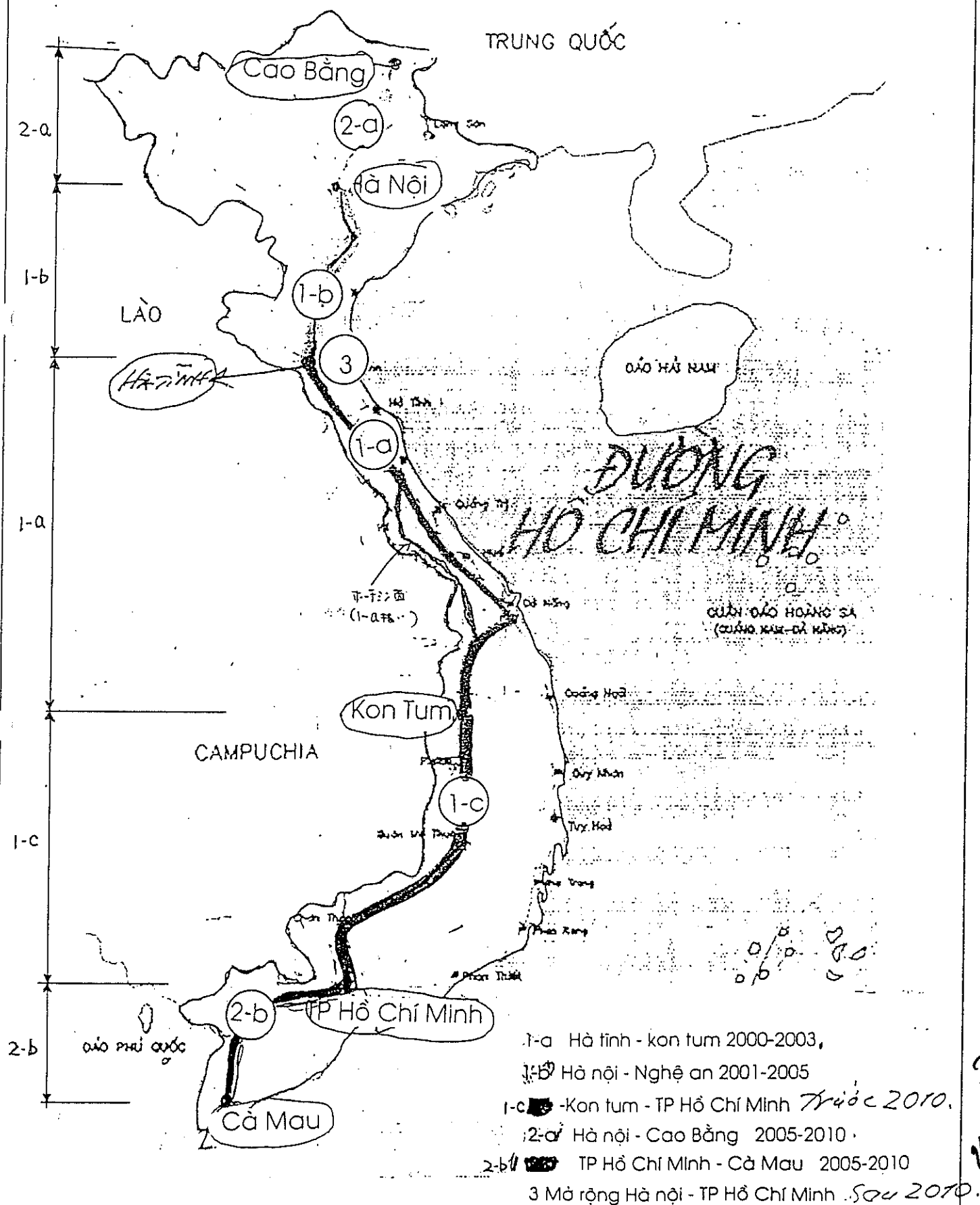
The Vietnamese side will allocate the necessary budget and personnel for execution of the Project.

(13) Undertakings required of the Government of the Vietnam

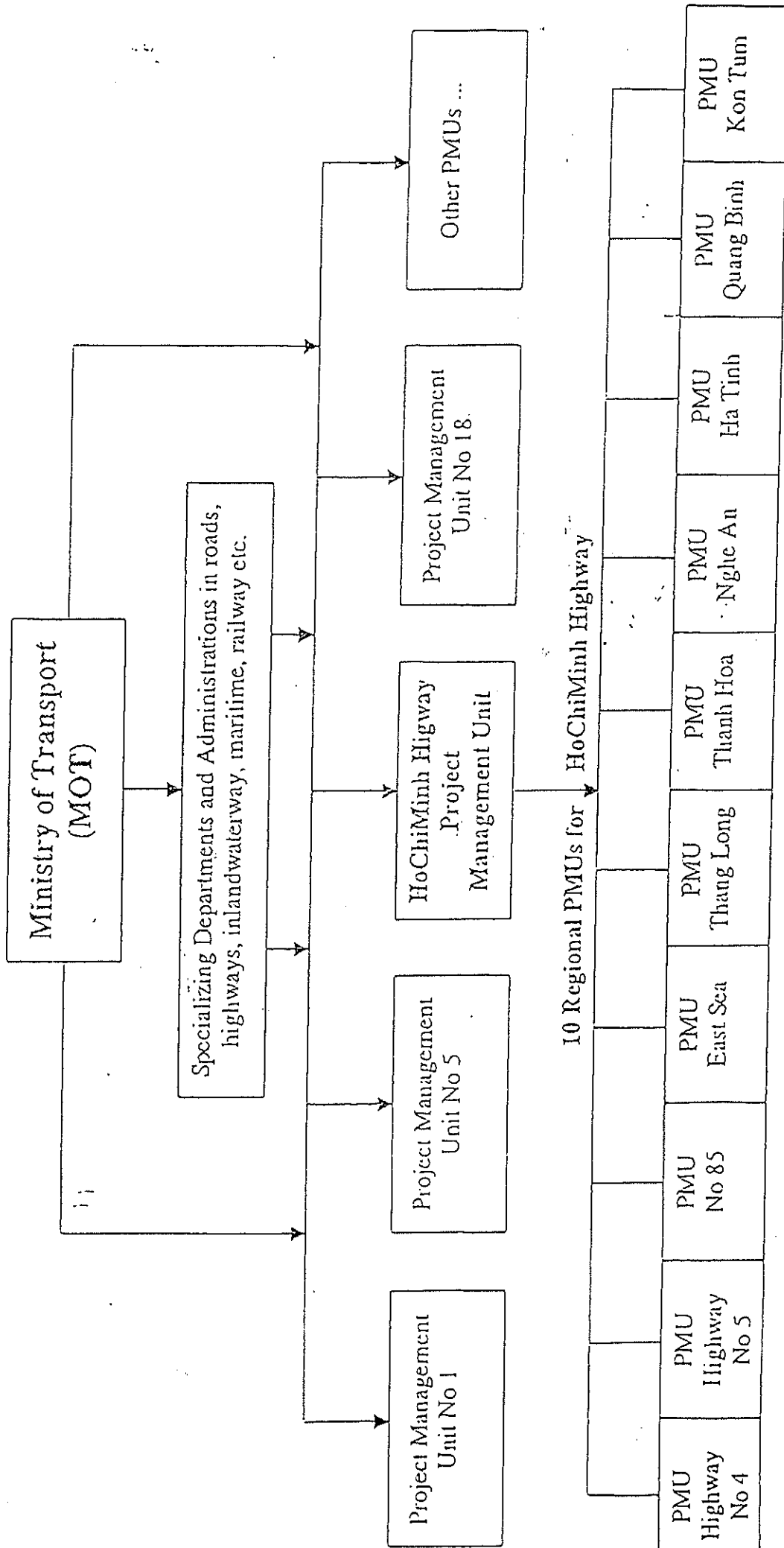
The Team requested that the Vietnamese side should take necessary measures for the tax exemption including VAT and customs clearance. The Vietnamese side agreed to the Team's request.

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BẢN ĐỒ PHÂN CHIA GIAI ĐOẠN
THỰC HIỆN DỰ ÁN ĐƯỜNG HỒ CHÍ MINH



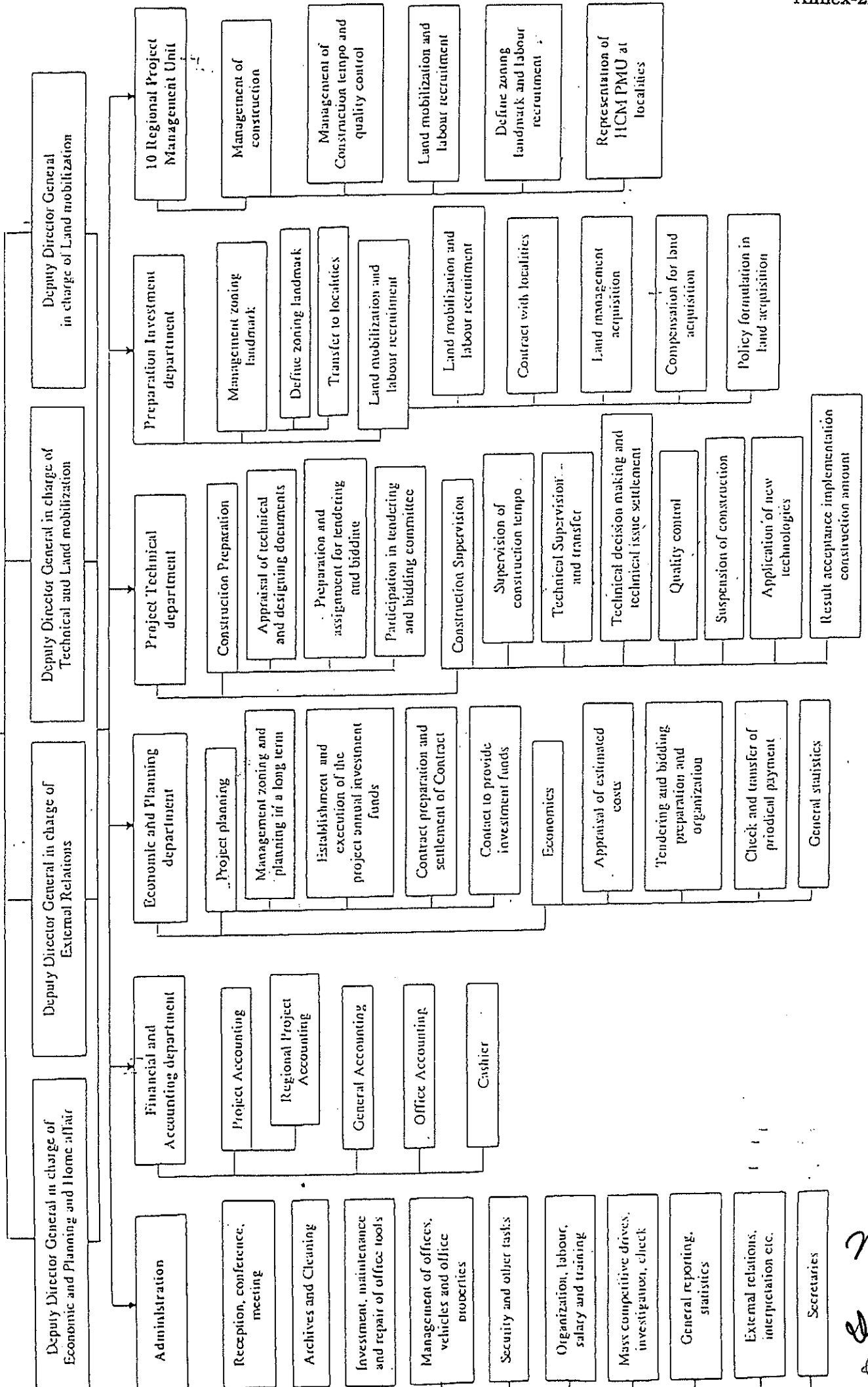
ORGANISATION CHART OF HCM HIGHWAY PROJECT MANAGEMENT UNIT IN THE MOT



Notes: PMU - Project Management Unit
Regional PMU : 10 Regional PMUs for HoChiMinh Highway Project, which on behalf of HCM PMU, help in the management and monitoring of the HCM Highway at different road sections.

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DIRECTOR GENERAL



JAPAN'S GRANT AID

The Grant Aid Scheme provides a recipient country with non-reimbursable funds to procure the facilities, equipment and services (engineering services and transportation of the products, etc.) for economic and social development of the country under principles in accordance with the relevant laws and regulations of Japan. The Grant Aid is not supplied through the donation of materials as such.

1. Grant Aid Procedures

Japan's Grant Aid Program is executed through the following procedures.

- Application (Request made by the recipient country)
- Study (Basic Design Study conducted by Japan International Cooperation Agency (JICA))
- Appraisal & Approval (Appraisal by the Government of Japan and Approval by the Cabinet)
- Determination of the Implementation (The Note exchanged between the Governments of Japan and recipient country)

Firstly, the application or request for a Grant Aid project submitted by a recipient country is examined by the Government of Japan (the Ministry of Foreign Affairs) to determine whether or not it is eligible for Grant Aid. If the request is deemed appropriate, the Government of Japan assigns JICA to conduct a study on the request.

Secondly, JICA conducts the study (Basic Design Study) using (a) Japanese consulting firm(s).

Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid Program, based on the Basic Design Study report prepared by JICA, and the results are then submitted to the Cabinet for approval.

Fourthly, the project, once approved by the Cabinet, becomes official with the Exchange of Notes signed by the Governments of Japan and the recipient country.

Finally, for the implementation of the project, JICA assists the recipient country in such matters as preparing tenders, contracts and so on.

2. Basic Design Study

1) Contents of the study

The aim of the Basic Design Study (hereafter referred to as "the Study") conducted by JICA on a requested project (hereafter referred to as "the Project") is to provide a basic document necessary for the appraisal of the Project by the Government of Japan. The contents of the Study are as follows:

- Confirmation of the background, objectives, and benefits of the Project and also

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institutional capacity of agencies concerned of the recipient country necessary for the Project's implementation.

- Evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from a technical, social and economic point of view.
- Confirmation of items agreed on by both parties concerning the basic concept of the Project.
- Preparation of a basic design of the Project.
- Estimation of costs of the Project.

The contents of the original request are not necessarily approved in their initial form as the contents of the Grant Aid project. The Basic Design of the Project is confirmed considering the guidelines of the Japan's Grant Aid Scheme.

The Government of Japan requests the Government of the recipient country to take whatever measures are necessary to ensure its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the organization in the recipient country actually implementing the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country through the Minutes of Discussions.

2) Selection of Consultants

For smooth implementation of the Study, JICA uses (a) registered consultant firm(s). JICA selects (a) firm(s) based on proposals submitted by interested firms. The selected firm(s) carry(ies) out a Basic Design Study and write(s) a report, based upon terms of reference set by JICA.

The consultant firm(s) used for the Study is(are) recommended by JICA to the recipient country to also work on the Project's implementation after the Exchange of Notes, in order to maintain technical consistency.

3. Japan's Grant Aid Scheme

1) Exchange of Notes (E/N)

Japan's Grant Aid is extended in accordance with the Notes exchanged by the two Governments concerned, in which the objectives of the Project, period of execution, conditions and amount of the Grant Aid, etc., are confirmed.

2) "The period of the Grant Aid" means the one fiscal year which the Cabinet approves the Project for. Within the fiscal year, all procedures such as exchanging of the Notes, concluding contracts with (a) consultant firm(s) and (a) contractor(s) and final payment to them must be completed. However, in case of delays in delivery, installation or construction due to unforeseen factors such as weather, the period of the Grant Aid can be further extended for a maximum of one fiscal year at most by mutual agreement between the two Governments.

3) Under the Grant Aid, in principle, Japanese products and services including transport or those of the recipient country are to be purchased.

When the two Governments deem it necessary, the Grant Aid may be used for the

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purchase of the products or services of a third country.

However, the prime contractors, namely, consulting, constructing and procurement firms, are limited to "Japanese nationals". (The term "Japanese nationals" means persons of Japanese nationality or Japanese corporations controlled by persons of Japanese nationality.)

4) Necessity of "Verification"

The Government of recipient country or its designated authority will conclude contracts denominated in Japanese yen with Japanese nationals. Those contracts shall be verified by the Government of Japan. This "Verification" is deemed necessary to secure accountability to Japanese taxpayers.

5) Undertakings required of the Government of the Recipient Country

In the implementation of the Grant Aid Project, the recipient country is required to undertake such necessary measures as the following:

- (1) To secure land necessary for the sites of the Project and to clear, level and reclaim the land prior to commencement of the construction.
- (2) To provide facilities for the distribution of electricity, water supply and drainage and other incidental facilities in and around the sites.
- (3) To secure buildings prior to the procurement in case the installation of the equipment.
- (4) To ensure all the expenses and prompt excursion for unloading, customs clearance at the port of disembarkation and internal transportation of the products purchased under the Grant Aid.
- (5) To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which will be imposed in the recipient country with respect to the supply of the products and services under the Verified Contracts.
- (6) To accord Japanese nationals, whose services may be required in connection with the supply of the products and services under the Verified contracts, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.

6) "Proper Use"

The recipient country is required to maintain and use the facilities constructed and the equipment purchased under the Grant Aid properly and effectively and to assign staff necessary for this operation and maintenance as well as to bear all the expenses other than those covered by the Grant Aid.

7) "Re-export"

The products purchased under the Grant Aid should not be re-exported from the recipient country.

8) Banking Arrangements (B/A)

- a) The Government of the recipient country or its designated authority should open an account in the name of the Government of the recipient country in a bank in Japan (hereinafter referred to as "the Bank"). The Government of Japan will execute the Grant Aid by making payments in Japanese yen to cover the obligations incurred

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by the Government of the recipient country or its designated authority under the Verified Contracts.

b) The payments will be made when payment requests are presented by the Bank to the Government of Japan under an Authorization to Pay issued by the Government of the recipient country or its designated authority.

9) Authorization to Pay (A/P)

The Government of the recipient country should bear an advising commission of an Authorization to Pay and payment commissions to the Bank.

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Major Undertakings to be taken by Each Government

NO	Items	To be covered by Grant Aid	To be covered by Recipient side
1	To bear the following commissions to a bank of Japan for the banking services based upon the B/A		
	1) Advising commission of A/P		●
	2) Payment commission		●
2	To ensure prompt unloading and customs clearance at the port of disembarkation in recipient country		
	1) Marine(Air) transportation of the products from Japan to the recipient country	●	
	2) Tax exemption and custom clearance of the products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site	(●)	(●)
3	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services under the verified contract such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work		●
4	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contract		●
5	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		●
6	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for the transportation and installation of the equipment		●

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コンサルタント団員の調査結果(概要)

1. HCM 道路の設計

- ①背景及び F/S：国道 1 号線と平行に走るもう一本の南北基軸国道を建設するため、1997 年政府の承認を得て、ハノイからホーチミン市までの区間の F/S に着手し、1998 年に完成した。F/S の路線延長は 1,776km で、そのうち新規道路は 404km であり、100m 以上の大型橋梁 30 本があり、山岳部の一部を除き全般的に 4～6 車線、60～100km/h の設計速度を基本としている。
- ②道路設計：F/S の後、D/D の段階で中央部(1-a)区間西側路線の建設費が大きくなるため、Hue-Da Nang-Than My 区間を一次棚上げとし、山岳部であるが既存道路の活用が大きい東側路線を新しく採用した。Phase1 として、(1-a)区間の Tan Ky～Cam Lo は 434km、舗装幅 8m、Khe Gat～Thanh My は 500km、舗装幅 6.5m（山岳仕様）、Thanh My～Ngoc Hoi は 164km 舗装幅 8m である。(1-b)区間の Hoa Lac～Tan Ky は 395km、舗装幅 8m である。これらはすべて 2 車線である。(1-c)区間の Ngoc Hoi～Binh Phuoc 644km は 9m 幅の舗装道路が既に存在するため、Phase1 では建設は無く、Phase2 または 3 で拡幅が発生する。

2. HCM 道路の資金計画と工事の進捗状況

- ①資金計画：2003 年 8 月、2005 年 8 月完成予定の Phase 1 (1-a)(1-b)区間を対象として、380M\$+70M\$ の国家予算を確保している。この中には測量、地質調査、M/P、F/S、環境調査は含まれていない。D/D、施工管理、建設会社契約費、PMU の管理費が入っている。20m 幅員の Bush Cutting、地雷除去は入っているが、100m 幅員の Bush Cutting、地雷除去は入っていない。(1-c)(2-a)(2-b)区間の資金計画は今後の課題である。Phase2 (2-a)(2-b)区間は KEDI が F/S を実施中であるが、建設資金はまだ確保されていない。(2-b)区間の大型橋梁 3 本に JBIC の資金協力が期待されると Mr.Can の発言があった。
- ②工事の進捗と問題点：過去 1 年間で準備作業、土工事、橋梁工事、排水溝、砂利採集などを行い、(1-a)区間の約 20%が進捗した。用地確保はほぼ完了したとの情報である。建機の不足は現在のところ発生していない。山岳部の一部において設計変更が生じ、D/D が未完のところがあると担当する SONG DA の責任者の発言があった。工事の問題点としては地雷除去作業の遅れと雨季の雨量が挙げられる。

3. HCM 道路の地雷除去と植生

- ①地雷除去：2000 年 5 月に着工して、1 カ年間で約 350km(幅員 20m)の路線長において地雷除去を行った。地雷除去部隊は一般的に 6 人の伐採グループと 15 人の探査・除去グループ(30cm 以下、30～150cm、150cm 以上の各深さを担当する各 5 人、3 チーム)の 21 人で構成される。(1-a)区間を請け負った建設会社は道路橋梁を含めて 29 社、(1-b)区間は 8 社の合計 37 社であるが、そのうち道路で 5 社(12 部隊)、橋梁で 2 社(2 部隊)のみが専門に訓練を受けた地雷除去部隊を保有しており、この部隊が 350km の除去を行ったものである。現地の作業環境は相当厳しく、危険が伴うため、現状においても作業の機械化による能率向上が望まれる。また、すべての建設会社が専門部隊を保有するように指導すべきと考える。
- ②植生：現地の植生には、5～8m 高さ、木の直径が 5cm 以下の竹林の含む密度の高い灌木

林並びに木の直径が15~20cm、15m高さの大木を含む灌木林の2種類が存在する。

4. HCM 道路の環境影響評価

初期環境調査（IEE）も実施し、環境要素を把握している。道路の F/S と連携して、環境影響評価（EIA）も実施している。社会環境としては少数民族対策、自然環境としては降雨による洪水対策及び山岳部における土砂災害が課題としてクローズアップされている。将来、沿道開発による、住民への裨益効果が大きく取り上げられているが、環境への配慮が不足しているように思える。

5. 施工業者調査

HCM 道路を担当する 37 社のうち MOT 傘下の CIENCO No.1、Thang Long Bridge と建設省（MOC）傘下の SONG DA の 3 社を調査した。それぞれ、道路・橋梁・トンネルを主体とする建設会社で、従業員約 10,000 人、年間売上 100M\$以上を有する大手であり、傘下にそれぞれ 10 数社建設会社を保有している。それぞれ国内外の道路・橋梁・トンネル等で大型プロジェクトの実績が多くあり、技術的には何ら問題はない。それぞれ傘下の 10 数社の建設会社は建機の保有も十分で、日常点検は現場で、定期点検は工場で組織的に実施している。それぞれの各社が地域ごとに修理工場を保有している。Bush Cutting Machine が供与されれば、運転・点検・修理において十分その能力を発揮すると考える。ただし、CIENCO No.1 のみは大手にもかかわらず、地雷除去の専門部隊を保有しておらず、PMU に任せている。

6. 第一交通技術訓練学校（Ba Vi School）

MOT 傘下の道路建設熟練工を養成する機関であり、84 人の教職員を保有し、建設会社から派遣される作業員の再教育を含め、常時 1,000 人の生徒を受け入れている。生徒は機械の基礎教育、建機の運転・修理、土木作業の基礎教育、新建機技術の習得、英会話訓練などに真剣に取り組んでおり、道路建設分野での貢献は大である。Bush Cutting Machine の運転訓練は一般建機と共通しており、何ら問題はなく実施できると考える。定期点検、大修理も可能であり、日本人専門家（木下さん）・校長以下本件に関して積極的で興味を抱いている。

7. Bush Cutting Machine の基礎的条件

Bush Cutting Machine の仕様と供与台数は基本設計調査で確定されるが、今回の調査を通じて、その基礎的な条件として以下が適当と判断する。

①調査対象：

基本設計調査の対象は Phase 1 (1-a)(1-b)(1-c)区間並びに Phase 2 (2-a)(2-b)区間としたいと PMU から申し出があったので検討する。ただし、(1-c)区間はすでに 9m の舗装道路が存在する。

②2車線道路建設と 20m幅員の Bush cutting 工程：

Phase 1 (1-a)区間の 2 車線は 2003 年 8 月完成、(1-b)区間の 2 車線は 2005 年 8 月完成、(1-c)及び Phase 2 (2-a)(2-b)区間の 2 車線は 2010 年までの完成予定である。このため、これらの区間における 20m幅員の Bush Cutting と地雷除去は土木工事に入る前に完成する必要がある。ただし、(1-c)区間における要、不要は調査が必要である。

③道路拡幅・植林と 100m 幅員の Bush Cutting 工程：

Phase 3、即ち (1-a)(1-b)(1-c)(2-a)(2-b)区間の道路拡幅と植林は 2020 年頃の完成を予定しており、その土木工事に入る前に 100m 幅員に関する Bush Cutting と地雷除去を完成すべき

である。

④既存部隊の強化：

上記の特に(1-a)区間の2車線の工程確保がまず重要であり、Bush Cutting Machineの供与は早くて2003年と予測されるため、PMUは12組の既存地雷除去部隊に対する作業効率向上を実行すべきと思料する。即ち、伐採班の機械化（チェーンソー、機械草刈機など）、精度の高い金属探知機、機械穴掘り機、小型発電機等生活改善施設の準備を実施責任を有する会社に要求すべきと考える。

⑤専門部隊の新規増強：

大手建設会社ですら専門部隊を保有していない会社が多くある。Bush Cuttingと地雷除去は道路建設の契約の中で各社が責任を持って実行すべき項目であり、各社少なくとも1専門部隊を保有するようにPMUに要請すべきと考える。

⑥Bush Cutting Machine 支援部隊の新設：

上記のほかに Bush Cutting Machine を支援する特別部隊として運転・修理のほかに探知・除去要員についても機器供与の前に準備が必要であると考ええる。

⑦Bush Cutting Machine の基本機能：

- (a) 植生：高さが5～8mで密度が高く、竹林が混在する灌木林並びに高さが10～15mで直径が15～20cmの大木が介在する密度の薄い灌木林の2種類を考えるべきである。
- (b) 地雷爆破対策：灌木伐採中の地雷爆破に対処するため、運転室の防御、アタッチメント、ブーム、走行装置、油圧装置などについてカンボジアと同程度の補強を行うべきである。
- (c) 伐採能力・基本機器・機械機能：最大伐採能力、ベース機器の能力、金属探知機の付設、土地掘削と地雷除去機能、大木伐採機能などは上記の基本条件の下で基本設計調査において決定すべきである。

以上

資料 3. 調査団構成

氏名	担当	所属
内藤智之	総括	国際協力事業団 無償資金協力部業務第三課
研谷明義	道路計画	広建コンサルタンツ(株)
府川福	通訳	(財)日本国際協力センター

資料 4. 調査日程

No.	月日	曜日	官団員	コンサルタント団員
			内藤	研谷・府川
1	4月11日	水	成田(10:00)→香港(13:20)/JL731,香港(14:55)→ハノイ(15:45)/VN791	
2	4月12日	木	日本大使館宮川書記官と協議、JICA 事務所金丸所長/菅野所員と協議、MOT・HCM HW PMU と協議、MPI と協議	
3	4月13日	金	ハノイ(12:10)→Hue(13:20)/VN247、Hue 現地調査	
4	4月14日	土	Hue→Quagtri 移動、HCM 道路(1-a)区間東線現地調査、地雷除去現場調査→Quangbin ホテル到着、ホテルにて PMU と協議	
5	4月15日	日	Quangbin ホテル→Hue 移動、国道 1 号線調査 Hue(14:20)→ハノイ(15:25)/VN246	
6	4月16日	月	MOT,PMU,MPI と協議	
7	4月17日	火	MOT,PMU,MPI と協議、Minutes of Discussion の署名	
8	4月18日	水	日本大使館宮川書記官・JICA 事務所金丸所長へ報告	
9	4月19日	木	帰国	PMU 関係者と全体日程と現地調査内容の確認、ブッシュカッターの基本的考え方協議
10	4月20日	金		PMU 道路専門家から HCM 道路の現況聴取、環境専門家から環境影響評価への聴取
11	4月21日	土		(1-b)区間における地雷除去作業の現地調査 (Thanh Hoa)
12	4月22日	日		休暇
13	4月23日	月		道路関係施工業者 (CIENCO No.1)、橋梁施工業者 (Thang Long Bridge) 調査
14	4月24日	火		第一交通技術訓練学校 (Ba Vi School) 調査
15	4月25日	水		コンサルタント (TEDI) 調査 PMU 地雷除去専門家から聴取
16	4月26日	木		PMU Ms. Chau から一般情報収集 PMU 地雷除去専門家から聴取
17	4月27日	金		PMU 道路専門家から HCM 道路の現況聴取 PMU Ms. Chau から一般情報収集
18	4月28日	土		ホテルにて資料整理・報告書作成
19	4月29日	日		休暇：自然公園観光 (道路事情・植生調査)
20	4月30日	月		ホテルにて資料整理・報告書作成
21	5月1日	火		ホテルにて資料整理・報告書作成
22	5月2日	水		HCM 道路施工会社 (SONG DA) 調査
23	5月3日	木		PMU 責任者と協議
24	5月4日	金		JICA 事務所へ報告、調査費精算
25	5月5日	土		研谷：ハノイ(10:50)→香港(13:45)/VN790, 香港(14:50)→関空(19:25)/NH176、 府川：ハノイ(10:50)→香港(13:45)/VN790, 香港(14:45)→成田(19:45)/JL732

資料5. 主要面談者リスト

(1) ヴィエトナム側政府関係者

- ・ Ministry of Planning and Investment
Dr. Ho Quang Minh (Deputy Director General, Foreign Economic Relations Dept.)
Mr. Nguyen Xuan Tien (Senior Expert, Foreign Economic Relations Dept.)
- ・ Ministry of Transport
Mr. Nguyen Viet Tien (Vice Minister)
Dr. Dang Thi Hoc (Deputy Director)
Ms. Nguyen Thanh Hang (Expert)
- ・ Ministry of Transport, HoChiMinh Highway Project Management Unit
Eng. Ha Dinh Can (General Director)
Ms. Le Minh Chau (Chief of Administration Dept.)
Eng. Do Bac (Chief of Experts Team)
Eng. Nguyen Ngoc Tran (Director of Department for Investment Preparation)

(2) 日本側関係者

- ・ 在ヴィエトナム日本大使館 二等書記官 宮川賢治
- ・ 国際協力事業団 ヴィエトナム事務所長 金丸守正
- ・ 同上 所員 菅野
- ・ 同上 所員 Dao To Cam

(3) Ba Vi School 関係者

Eng. Dao Van Duong (Director)

(4) 施工会社

- ・ Sonda Construction Corporation
Eng. Bui Kinh Hoang (Section Head)
- ・ Thang Long Construction Corporation
Mr. Hoang Mong Lang (Deputy of General Director)
- ・ Civil Engineering Construction Corporation No.1
Eng. Tran Van Tan (General Director)

(5) コンサルタント

- ・ Transport Engineering Design Incorporation
Dr. Vu Gia Hien (Vice Director General)
Mr. Le Toan Thanh (Deputy Manager)

(6) 環境影響評価

- ・ Research Institute for Transportation science & Technology (RIST)
Mr. Nguyen Huu Nhat (Deputy Director)

資料 6. 収集資料リスト

- (1) ヴィエトナム国地図 (1:2,200,000) : 1 枚
- (2) 計画路線周辺の地形図 (1:250,000) : 21 枚
- (3) Song Da Construction Corporation 会社概要
- (4) Thang Long Construction Corporation 会社概要
- (5) Transport Engineering Design Incorporation 会社概要