

# 添 付 資 料

## **添付資料 1 調査団員氏名、所属**

(資料)

1. 調査団員氏名

ヴェトナム国中部地域橋梁整備計画基本設計調査  
調査団員名簿

担 当	氏 名	所 属
総括 (団長)	山田 好一	国際協力事業団無償資金協力調査部
業務主任/橋梁計画	遠藤 博之	(株)パシフィックコンサルタンツ インターナショナル
橋梁設計 I	古川 康雄	(株)パシフィックコンサルタンツ インターナショナル
橋梁設計 II	宮崎 芳樹	(株)オリエンタルコンサルタンツ
橋梁設計 III	小西 知行	(株)パシフィックコンサルタンツ インターナショナル
自然条件調査 I (河川特性・水文)	井上 隆司	(株)オリエンタルコンサルタンツ
自然条件調査 II (測量・地質)	高田 栄	(株)パシフィックコンサルタンツ インターナショナル
施工計画/積算	米山 秀樹	(株)パシフィックコンサルタンツ インターナショナル
通訳 (ヴェトナム語)	府川 福	(株)パシフィックコンサルタンツ インターナショナル

## **添付資料 2 調査行程**

2. 調査日程

第1次調査は以下の日程で実施された。

曜日	官調査団 団長:山田課長	(北部担当)			(中部担当)			(南部担当)			[注]
		業務主任/橋梁計画 :通訳	橋梁設計Ⅲ:小西 :府川	施工計画/積算:米山	橋梁設計Ⅰ:古川	橋梁設計Ⅱ:宮崎	自然条件(河川) 井上				
1 8月5日 日		移動(成田-香港-ハノイ)									
2 8月6日 月		大使館JICA, MOT 表敬, Incaption Report 説明									
3 8月7日 火		PMU18:対象橋梁協議									
4 8月8日 水		現地調査									
5 8月9日 木		タンホア省(5)、(現地調査基準統一)									
6 8月10日 金											
7 8月11日 土											
8 8月12日 日											
9 8月13日 月											
10 8月14日 火											
11 8月15日 水											
12 8月16日 木											
13 8月17日 金											
14 8月18日 土		移動(ヤンゴン-ハノイ)									
15 8月19日 日		資料整理									
16 8月20日 月		MP, MOT 対象橋梁協議									
17 8月21日 火		MOT 対象橋梁協議、M/D作成、合意									
18 8月22日 水		M/D署名									
19 8月23日 木											
20 8月24日 金		資料分析									
21 8月25日 土											
22 8月26日 日											
23 8月27日 月											
24 8月28日 火											
25 8月29日 水											
26 8月30日 木											
27 8月31日 金											
28 9月1日 土											
29 9月2日 日											
30 9月3日 月											
31 9月4日 火											
32 9月5日 水											
33 9月6日 木											
34 9月7日 金											
35 9月8日 土											

2. 調査日程  
第2次現地調査は以下の日程で実施された。

Itinerary of 2nd Field Survey

Date	North Team			South Team			Const Plan/Estimate
	Leader:	PM/Br. Planner:	Br. Design I :	Br. Design II :	Br. Design III :	Natural cond. Survey, I	
1 Oct.4 Thurs	Mr. Sugano	Mr. Endo				Narita-Hong Kong-Hanoi	Mr. Yoneyama
2 10月5日 Fri	Courtesy call to JICA, Embassy of Japan, MPI, MOT, PMU 18, Explain Interim Report	Mr. Furukawa	Mr. Miyazaki			Same to PM	Preparation Meeting etc with consultants.
3 10月6日 Sat	Document Arrangement					Data Collection	Data Collection
4 10月7日 Sun	"						
5 10月8日 Mon	Discussion w/ MOT, PMU18						
6 10月9日 Tue	Discussion & sign of M/D						
7 10月10日 Wed	Report to JICA, Embassy of Japan						
8 10月11日 Thurs	Data Collection						
9 10月12日 Fri			Thanh Hoa (3)	Hanoi-HCM-Binh Thuan		Thanh Hoa(1) 4	
10 10月13日 Sat			Br.2,4,5	Binh Thuan (3)		Ha Tinh (2) 12	
11 10月14日 Sun						11	
12 10月15日 Mon						Data Analysis	
13 10月16日 Tue						Guang Binh(2)15 18	
14 10月17日 Wed			Ha Tinh(2), Br.11,12	Move to Ninh Thuan		Quang Tri(2)20 22	
15 10月18日 Thurs			Quang Binh(2)	Ninh Thuan (3)		Thua Thien(2) 24 26	
16 10月19日 Fri			Br.15,18	Move to Khanh Hoa		Lam Dong(1)	
17 10月20日 Sat			Quang Tri (2)	Khanh Hoa(2)		Danang City (1) 27	
18 10月21日 Sun			Br.20,22	Binh Dinh(3)		Move to Phu Yen	
19 10月22日 Mon			Data Analysis	Move to Gia Lai		Phu Yen (2) 78 79	
20 10月23日 Tue			Thua Thien Hue(2), 24,26	Data Analysis		Data Analysis	
21 10月24日 Wed			Da Nang(1), Br. 27	Gia Lai (2)		Khanh Hoa(2) 83 86	
22 10月25日 Thurs			Quang Nam(2) Br.34,35	Move to Dac Lac		Ninh Thuan (3) 42 43 45	
23 10月26日 Fri			Quang Ngai (3)	Dac Lac (3)		Binh Thuan (3) 36 37	
24 10月27日 Sat			Br.67,70,72	Move to Lam Dong		38	
25 10月28日 Sun			Move to Kon Tum	Lam Dong (3)			
26 10月29日 Mon			Kon Tum (3)	Move to HMC		Move to Kon Tum	
27 10月30日 Tue			Br.62,64,66	Data Analysis		Data Analysis	
28 10月31日 Wed			Kon Tum to Da Nang	Ho Chi Minh - Hanoi(air)		Kon Tum(3) 62 64 66	
29 11月1日 Thurs			Da Nang -Hanoi(air)	Data Analysis		Move to Da Nang	
30 11月2日 Fri						Da Nang - Hanoi(air)	
31 11月3日 Sat						Data Analysis	
32 11月4日 Sun							
33 11月5日 Mon							
34 11月6日 Tue							
35 11月7日 Wed							
36 11月8日 Thurs							
37 11月9日 Fri							
38 11月10日 Sat							
39 11月11日 Sun							
40 11月12日 Mon							
41 11月13日 Tue							
42 11月14日 Wed							
43 11月15日 Thurs							
44 11月16日 Fri							
45 11月17日 Sat							

The Project for Reconstruction of Bridges in the Central Area of Vietnam

### **添付資料3 関係者（面会者）リスト**

### 3. 相手国関係者リスト

本調査の実施機関である運輸省計画管理局（PMU18）、及び本調査中に面会した関係者を以下に示す。

関係機関	所属・役職	氏名
計画投資省（MPI）	General Director of Infrastructure Department	Mr. Nguyen Ngoc Nhat
	Expert of Infrastructure Department	Mr. Vu Van Huy
	Senior Expert of Foreign Economic Relations Department	Mr. Nguyen Xuan Tien
運輸省（MOT）	Vice Minister	Mr. Nguyen Viet Tien
	Acting General Director of Planning Investment Department (PID)	Mr. Truong Tan Vien
	Expert of PID	Mr. Nguyen Ngoc Hai
運輸省計画管理局（PMU18）	General Director	Mr. Bui Tien Dung
	Vice General Director	Mr. Doan Van Chiem
	Director of Project Implementation Department No. 2 (PID 2)	Mr. Vu Ngoc Van
	Expert of PID 2	Mr. Nguyen Nam Hai
	Expert of PID 2	Mr. Ngo Quang Tuan
	Interpreter of PID 2	Miss Nguyen Ngoc Nga
	Assistant of General Director	Mr. Le Huu Chien
Thanh Hoa 省運輸局（DOT）	Vice Director of Thanh Hoa's DOT	Mr. Le Dinh Tho
	Deputy Chief of Transport Traffic Section	Mr. Tran Van Hai

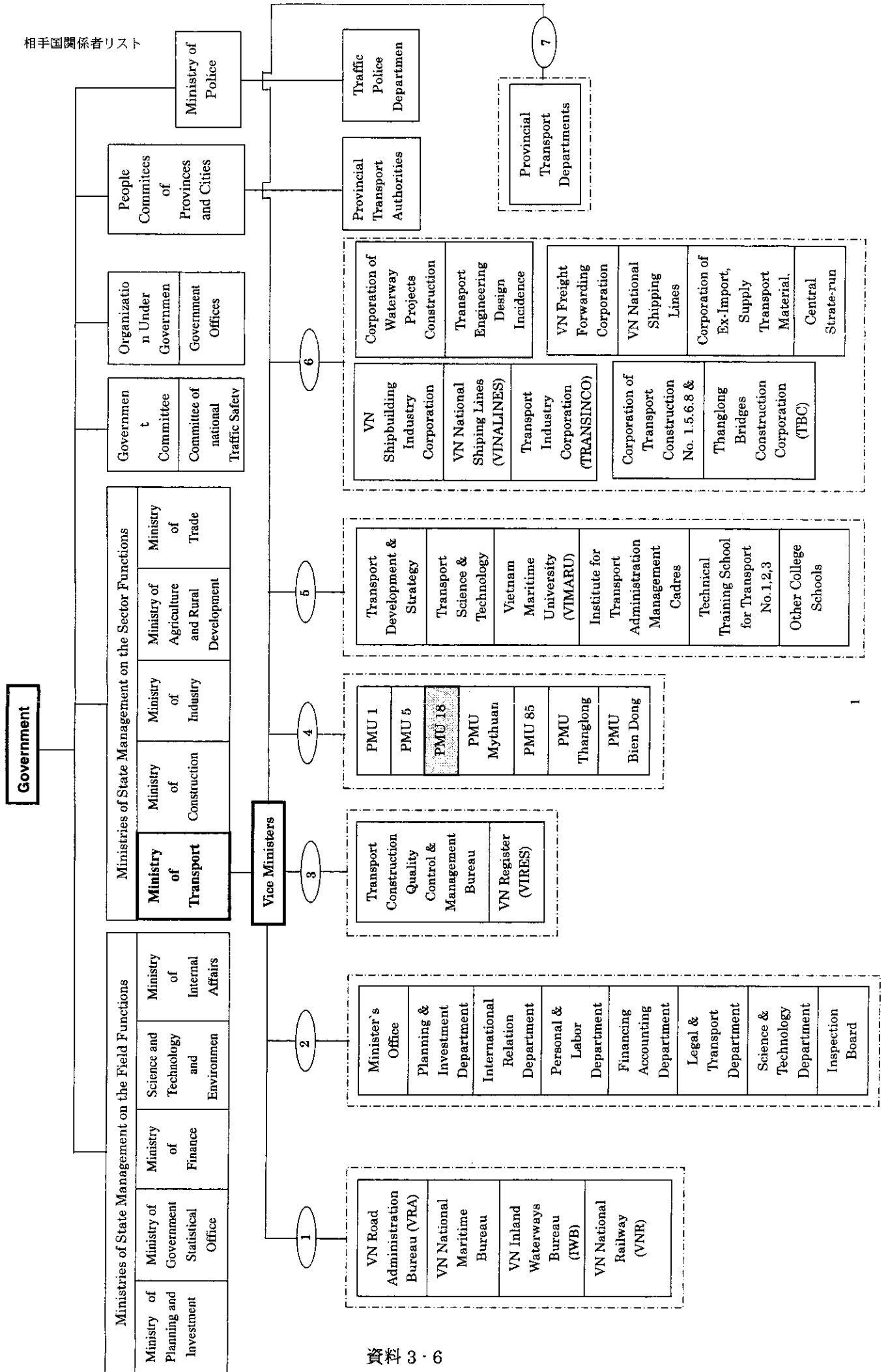


関係機関	所属・役職	氏名
Nghe An 省運輸局 (DOT)	Director of Nghe An 's DOT	Mr. Nguyen Hong Truong
Nghe An 省 Dien Chau 郡	Secretary of District, Chairman of People Council	Mr. Cao Dang Vinh
	Chairman of District's People Committee	Mr. Nguyen Van Hung
	Chief of District's Transport Section	Mr. Dau Tuan Huy
Nghe An 省 Dien Chau 郡 Dien Van コミュニティ	Chairman of Commune's People Committee	Mr. Pham Khac Tuong
Ha Tinh 省運輸局 (DOT)	Director of Ha Tinh 's DOT	Mr. Duong Dinh Dinh
	Deputy Chief of Project Management Section	Mr. Nguyen Tran
Ha Tinh 省 Ky Anh 郡	Chief of District's Transport Section	Mr. Nguyen Dinh Luan
Ha Tinh 省 Cam Xuyen 郡	Chairman of District's People Committee	Mr. Nguyen Van Tien
	Chief of District's Transport Section	Mr. Nguyen Van Phuong
Ha Tinh 省 Huong Khe 郡	Chief of District's Transport Section	Mr. Le Xuan Binh
Quang Binh 省運輸局 (DOT)	Vice Director of Quang Binh 's DOT	Mr. Vo Tien Loi
	Chief of Planning Section	Le Quoc Cuong
	Deputy Chief of Project Management Section	Mr. Tran Quoc Huy
	Permanent Engineer	Mr. Phan Dinh Chau
Quang Tri 省運輸局 (DOT)	Director of Quang Tri 's DOT	Mr. Hoang Quang Vinh
	Chief of Project Management Section	Mr. Nguyen Huu Anh
	Chief of Planning & Transport Management Section	Mr. Diep Bao Tuan
	Expert of Planning & Transport Management Section	Mr. Tran Huu Suu

関係機関	所属・役職	氏名
Quang Tri 省 Huong Hoa 郡	Vice Chairman of District's People Committee	Mr. Vo Xuan Keng
Thua Thien Hue 省運輸局 (DOT)	Vice Director of Thua Thien Hue 's DOT	Mr. Tuan
	Chief of Transport Management Section	Mr. Vu Thanh
Thua Thien Hue 省 PhuLoc 郡	Chairman of District's People Committee	Mr. Pham Viet Phong
	Office Expert of District's People Committee	Mr. Tran Trai
Da Nang 省運輸局 (DOT)	Director of Da Nang 's DOT	Mr. Van Huu Chien
	Vice Director	Mr. Nguyen Mong Bao
Da Nang 省運輸局 (DOT)	Engineer	Mr. Pham Trong Sa
Quang Nam 省運輸局 (DOT)	Vice Director of Quang Nam 's DOT	Mr. Tran Van Phong
	Chief of Planning & Engineering Section	Mr. Nguyen Van Quynh
	Specialist	Mr. Nguyen Chi Tam
Quang Ngai 省運輸局 (DOT)	Director of Quang Ngai 's DOT	Mr. Tran Quang Anh
	Vice Director	Mr. Do Tien Dung
	Chief of Transport Management Section	Mr. Le Huy Hung
Binh Dinh 省運輸局 (DOT)	Vice Director of Binh Dinh 's DOT	Mr. Phan Cao Thang
	Vice Director, in charge of the PMU	Mr. Vu Van Thanh
	Deputy Chief of Planning Section	Mr. Tran Cong Trieu

関係機関	所属・役職	氏名
	Specialist of Transport Section	Mr. Vu Duy Han
Gia Lai 省運輸局 (DOT)	Vice Director of Gia Lai 's DOT	Mr. Tran Chu Toan
	Chief of Road Management Section	Mr. Le Xuan Tung
	Technical Staff	Mr. Phung Van Viet
Kon Tum 省運輸局 (DOT)	Vice Director of Kon Tum 's DOT	Mr. Pham Ngoc Minh
	Chief of Road Management & Appraisal Section	Mr. Tran Tuan Phong
Binh Thuan 省運輸局 (DOT)	Director of Binh Thuan 's DOT	Mrs. Chau Thi Le
	Engineer	Mr. Nguyen Kim Khanh
Ninh Thuan 省運輸局 (DOT)	Director of Ninh Thuan 's DOT	Mr. Chu Duc Tuyen
Ninh Thuan 省運輸局 (DOT)	Vice Director of Ninh Thuan 's DOT	Mr. Le Van Dien
Ninh Thuan 省 Ninh Son 郡	Vice Chairman of District's People Committee	Mr. Huynh Kim Long
	Office Chief	Mr. Tran Minh Dinh
	Economic Expert	Mrs. Nguyen Thi Dong
Khanh Hoa 省運輸局 (DOT)	Director of Khanh Hoa 's DOT	Mr. Nguyen Ke
	Deputy Chief of Project Management Section	Mr. Thai Huy Duc
Phu Yen 省運輸局 (DOT)	Vice Director of Phu Yen 's DOT	Mr. Do Tri Son
	Chief of Planning Section	Mr. Hoang

關係機關	所屬・役職	氏名
	Bridge Engineer	Mr. Hoang Van Tuan
	Road & Bridge Engineer	Mr. Huynh Duc Tieng
Dak Lak 省運輸局 (DOT)	Director of Dak Lak 's DOT	Mr. Nguyen Van Quyen
	Vice Director	Mr. Nguyen Tri Dung
	Vice Director	Mr. Le Xuan Bieu
	Deputy Chief of Project Management Section	Mr. Ngo Viet Hung
Lam Dong 省運輸局 (DOT)	Director of Lam Dong 's DOT	Mr. Hua Van Tuan
	Vice Director	Mr. Nguyen Dinh Lieu
	Chief of Transportation Management Section	Mr. Nguyen Hung



**添付資料 4 当該国の社会・経済状況  
(国別基本情報抜粋)**

ヴィエトナム社会主義共和国
Socialist Republic of Viet Nam

一般指標				
政体	社会主義共和国	*1	首都	ハノイ (Hanoi) *2
元首	大統領 (国家主席) / チャン・ドゥック・ク・ルオン	*1,3	主要都市名	ホーチミン、ハイフォン、ダナン *3
独立年月日	1945年9月2日	*3,4	労働力総計	39,765千人 (1999年) *6
主要民族/部族名	ヴァトナム人90%、中国系3%、少数民族	*1,3	義務教育年数	5年間 (年) *13
主要言語	ヴィエトナム語	*1,3	初等教育就学率	113.5% (1997年) *6
宗教	仏教80%、カトリック、カオダイ教他	*1,3	中等教育就学率	56.8% (1997年) *6
国連加盟年	1977年9月20日	*12	成人非識字率	6.7% (2000年) *13
世銀加盟年	1956年9月21日	*7	人口密度	238.15人/km2 (1999年) *6
IMF加盟年	1956年9月21日	*7	人口増加率	1.9% (1980-99年) *6
国土面積	331.68千km2	*1,6	平均寿命	平均 67.80 男 65.50 女 70.20 *10
総人口	77,515千人 (1999年)	*6	5歳児未満死亡率	42 (1999年) *6
			カロリー供給量	2,484.0 cal/日/人 (1997年) *10

経済指標				
通貨単位	ドン(Dong)	*3	貿易量	(年)
為替レート	1 US \$ = 14,975.00 (2001年12月)	*8	商品輸出	百万ドル *15
会計年度	Dec. 31	*6	商品輸入	百万ドル *15
国家予算	(1999年)		輸入カバー率	(月) (1999年) *14
歳入総額	67,600	*9	主要輸出品目	原油、繊維、海産物 *1
歳出総額	73,573	*9	主要輸入品目	機械、原材料、石油製品 *1
総合収支	百万ドル (年)	*15	日本への輸出	2,649百万ドル (2000年) *16
ODA受取額	1,420.6百万ドル (1999年)	*18	日本からの輸入	1,981百万ドル (2000年) *16
国内総生産(GDP)	28,682.01百万ドル (1999年)	*6		
一人当たりのGNI	370.0ドル (1999年)	*6	総国際準備	2,002.3百万ドル (1999年) *6
分野別GDP	農業 25.4% (1999年)	*6	対外債務残高	23,260.0百万ドル (1999年) *6
	鉱工業 34.5% (1999年)	*6	対外債務返済率(DSR)	9.8% (1999年) *6
	サービス業 40.1% (1999年)	*6	インフレ率	% *6
産業別雇用	農業 男 70.2% 女 71.1% (1996-98年)	*6	(消費者価格物価上昇率)	(1990-99年)
	鉱工業 12.3% 8.6% (1996-98年)	*6		
	サービス業 17.5% 20.2% (1996-98年)	*6	国家開発計画	
実質GDP成長率	8.1% (1990-99年)	*6		*11

気象	(年~年平均)												観測地: ハノイ (北緯21度01分、東経105度52分)	*4,5
月	1	2	3	4	5	6	7	8	9	10	11	12	平均/計	
降水量	18.0	26.0	48.0	81.0	194.0	236.0	302.0	323.0	262.0	12.03	47.0	20.0	1680.0 mm	
平均気温	20.4	20.4	23.1	27.3	31.7	32.8	32.7	32.0	30.9	28.8	25.6	22.0	27.3 °C	

- \*1 各国概況 (外務省)
- \*2 世界の国々一覧表 (外務省)
- \*3 世界年鑑2000 (共同通信社)
- \*4 最新世界各国要覧10訂版 (東京書籍)
- \*5 理科年表2000 (国立天文台編)
- \*6 World Development Indicators 2001(WB)
- \*7 BRD Membership List(WB)
- IMF Members' Financial Data by Country(IMF)
- \*8 Universal Currency Converter

- \*9 Government Finance Statistics Yearbook 1999 (IMF)
  - \*10 Human Development Report 2000, 2001 (UNDP)
  - \*11 Country Profile (EIU), 外務省資料等
  - \*12 United Nations Member States
  - \*13 Statistical Yearbook 1999 (UNESCO)
  - \*14 Global Development Finance 2001 (WB)
  - \*15 International Financial Statistics Yearbook 2000 (IMF)
  - \*16 世界各国経済情報ファイル 2001 (世界経済情報サービス)
- 注: 商品輸入については複式簿記の計上方式を採用しているため  
支払い額はマイナス表記になる

	ヴェトナム社会主義共和国
	Socialist Republic of Viet Nam

我が国におけるODAの実績						(単位：億円)	*17
項目	年度	1995	1996	1997	1998	1999	
技術協力		32.40	33.52	42.22	46.36	60.74	
無償資金協力		89.08	80.35	72.97	81.86	46.41	
有償資金協力		1,280.00	810.00	850.00	880.00	1,012.81	
総額		1,401.48	923.87	965.19	1,008.22	1,119.96	

当該国に対する我が国ODAの実績						(支出純額、単位：百万ドル)	*17
項目	暦年	1995	1996	1997	1998	1999	
技術協力		45.70	46.67	54.35	45.98	61.66	
無償資金協力		98.66	46.37	79.08	55.46	533.46	
有償資金協力		25.83	27.81	99.06	287.18	533.46	
総額		170.19	120.86	232.48	388.61	679.98	

OECD 諸国の経済協力実績 (1999 年)						(支出純額、単位：百万ドル)	*18
	贈与 (1) (無償資金協力・ 技術協力)	有償資金協力 (2)	政府開発援助 (ODA) (1)+(2)=(3)	その他政府資金 及び民間資金(4)	経済協力総額 (3)+(4)		
二国間援助 (主要供与国)	407.2	610.5	1,017.7	-70.8	946.9		
1. Japan	146.5	533.5	680.0	-63.4	616.6		
2. France	31.9	47.3	79.2	38.5	117.7		
3. Germany	36.0	30.1	66.1	10.0	76.1		
4. Australia	40.2	0.0	40.2	0.6	40.8		
多国間援助 (主要援助機関)	52.5	354.6	407.1	-3.7	403.4		
1. AsDB			190.1	2.6	192.7		
2. IDA			156.1	0.0	156.1		
その他			-4.2	0.0	-4.2		
合計	459.6	961.0	1,420.6	-74.4	1,346.2		

援助受入窓口機関	*19
技術協力：計画投資省 (MPI)	
無償：計画投資省 (MPI)	
協力隊：計画投資省 (MPI)	

\*17 我が国の政府開発援助2000(国際協力推進協会)

\*18 International Development Statistics (CD-ROM) 2001 OECD

\*19 JICA資料



## **添付資料 5 討議議事録 (M / D)**

MINUTES OF DISCUSSIONS  
ON BASIC DESIGN STUDY  
ON THE PROJECT FOR RECONSTRUCTION OF BRIDGES  
IN THE CENTRAL AREA OF VIETNAM  
(First Field Survey)

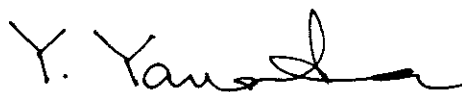
In response to a request from the Government of Socialist Republic of Vietnam (hereinafter referred to as "the Vietnam"), the Government of Japan decided to conduct a Basic Design Study on the Project for Reconstruction of Bridges in the Central Area of Vietnam (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA dispatched to Vietnam the Basic Design Study Team (hereinafter referred to as "the Team"), which is headed by Mr. Yoshikazu Yamada, Director of the Third Project Management Division, Grant Aid Management Department, JICA, and is scheduled to stay in the country from August 5 to September 8, 2000.

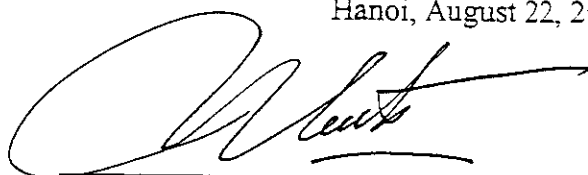
The Team held discussions with officials concerned of the Government of Vietnam and conducted a field survey at the study area.

In the course of discussions and field survey, both parties confirmed the main items described on the attached sheets. The Team will proceed with further works and prepare the Interim Report.

Hanoi, August 22, 2001



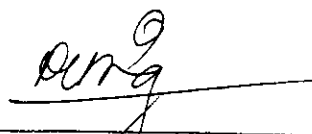
Yoshikazu Yamada  
Leader  
Basic Design Study Team  
Japan International Cooperation  
Agency



Nguyen Ngoc Nhat  
General Director  
Infrastructure Department  
Ministry of Planning and Investment



Truong Tan Vien  
Acting Director General  
Department of Planning and Investment  
Ministry of Transport



Bui Tien Dung  
General Director  
Project Management Unit 18  
Ministry of Transport

# ATTACHMENT

## 1. Objective

The objective of the Project is to secure a safe and smooth transport at the targeted feeder roads aiming at improving living standards of rural people and accelerating the rural development by constructing the medium span bridges and providing steel bridges for short span bridges along the feeder roads in the central 18 Provinces (Thanh Hoa, Nghe An, Ha Tinh, Quang Binh, Quang Tri, Thua Thien Hue, Da Nang, Quang Nam, Binh Thuan, Ninh Thuan, Lam Dong, Dak Lak, Gia Lai, Kon Tum, Quang Ngai, Binh Dinh, Phu Yen, Khanh Hoa).

The main components of the Project are (A) construction of bridges and (B) procurement of steel bridges in 18 Provinces.

## 2. Project Site

The project sites are located in the Central Area of Vietnam, which are shown in ANNEX-1.

## 3. Responsible and Implementing Organization

The Responsible and Implementing Organization of the Project is the Project Management Unit No.18 (PMU 18), under the Ministry of Transport.

## 4. Candidate bridges requested by the Government of Vietnam

After discussions with the Team, the list of candidate bridges shown in ANNEX-2 have finally requested by Vietnamese side. JICA will assess the appropriateness of the request and will recommend to the Government of Japan for approval.

## 5. Japan's Grant Aid Scheme

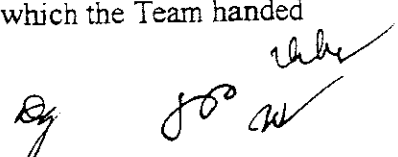
- (1) The Vietnamese side understands the Japan's Grant Aid scheme explained by the Team, as described in ANNEX-3.
- (2) The Vietnamese side will take necessary measures, as described in ANNEX-4, for smooth implementation of the Project, as a condition for the Japanese Grant Aid to be implemented.

## 6. Schedule of the Study

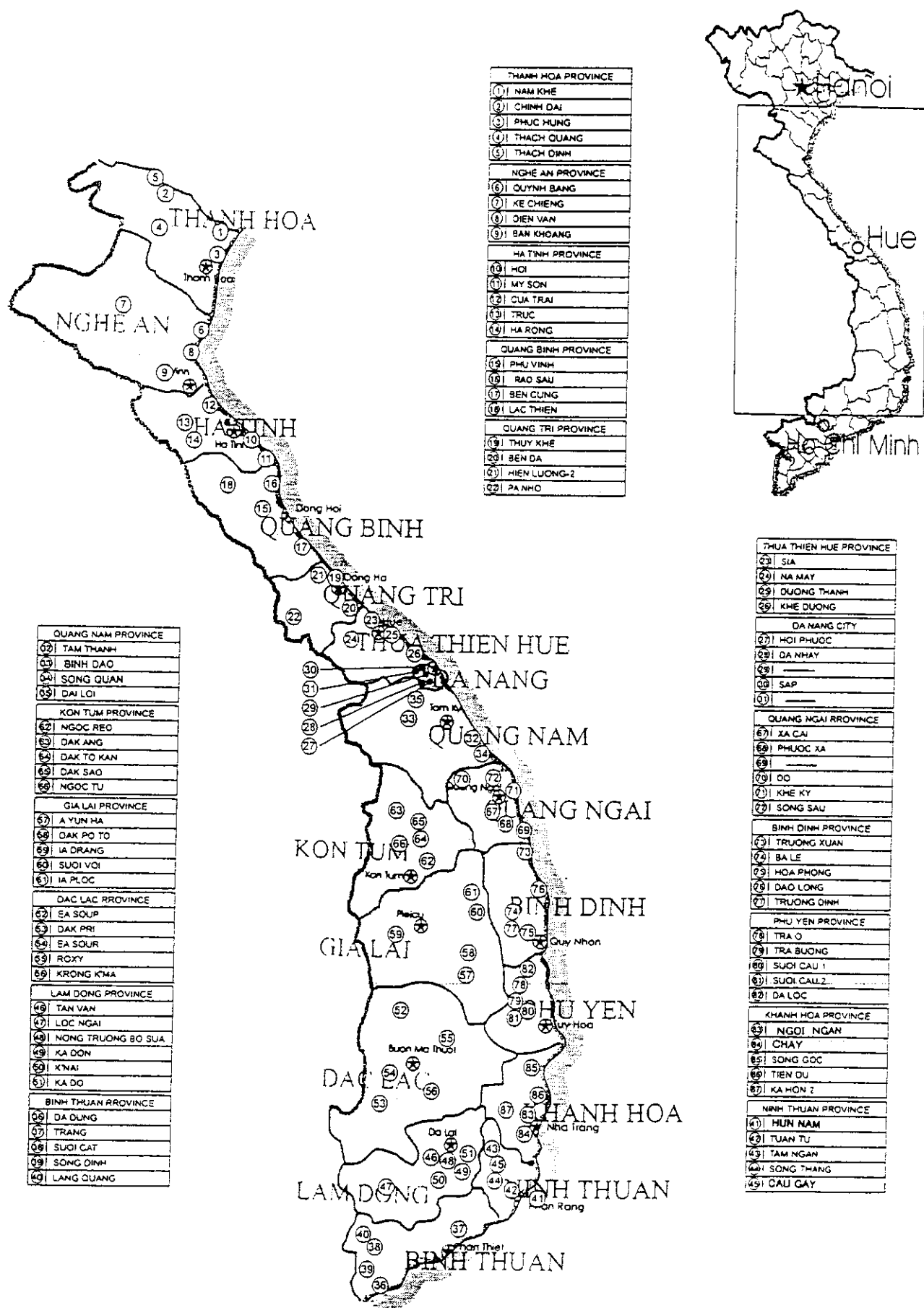
- (1) The consultants will proceed with further studies in Vietnam until September 8, 2000.
- (2) JICA will prepare the interim report in English and dispatch a team to Vietnam in order to discuss its contents and to study in detail at the sites around October, 2001.
- (3) JICA will prepare the draft report in English and dispatch a team to Vietnam in order to explain its contents around December, 2001.
- (4) In case that the contents of the report are accepted in principle by the Government of Vietnam, JICA will complete the final report and send it to the Government of Vietnam by April, 2002.

## 7. Other Relevant Issues

- (1) The Vietnamese side will submit answers to the questionnaire in English, which the Team handed to the Vietnamese side by the end of August, 2001.



- (2) The Vietnamese side has agreed to provide necessary number(s) of counterpart personnel to the Team during the period of their studies.
- (3) The Vietnamese side shall obtain Feasibility Study approval of the Government of Vietnam by the end of January 2002 for smooth implementation of the Project.
- (4) The Vietnamese side promised to exempt Japanese juridical and physical nationals engaged in the Project from customs duties, internal taxes including VAT, and other fiscal levies which may be imposed in Vietnam regarding the supply of products and services under the verified contracts.
- (5) The Vietnamese side shall secure lands for bridges, connecting roads, temporary offices, storage yards, and take responsibility for demolition of all obstacles, if necessary, and clear sites before commencement of the construction.
- (6) Both sides confirmed concerning the Component (A) as below;
- a) Demolition of Existing Bridges  
Demolition of existing bridges shall be borne by the Vietnamese side in case that a new bridge will be constructed at upstream / downstream side of the existing bridge when there are existing bridges at Project sites.
- b) Construction of Connecting Roads  
The Vietnamese side shall make all roads and bridges leading to the Project sites before commencement of the construction.
- (7) Both sides confirmed concerning the Component (B) as below;
- a) Demolition of Existing Bridges  
The Vietnamese side understands that demolition of existing bridges shall be borne by the Vietnamese side in all cases when there are bridges at Project sites.
- b) Construction of Connecting Roads  
The Vietnamese side shall make all roads and bridges leading to the Project sites commencement of the inland transportation of materials.
- c) Design Work and Construction Work  
Design work of substructures and construction of bridges and connecting roads are the responsibilities of the Government of Vietnam.
- d) Construction Period  
The Vietnamese side shall construct all projected steel bridges within the period of two years after delivery of steel materials purchased under the verified contracts.
- e) Allocation of Necessary Budget  
The Vietnamese side shall allocate the necessary budget to meet the cost of design and construction work for projected bridges.
- f) Consultant Services for Construction of Steel Bridges using Steel Girders  
The Vietnamese side requested the consultant services for (1) preparation of manuals for steel girder erection, (2) preparation of manuals for designing of substructure, approach road and embankment and (3) guidance and training at sites on steel girder erection, as one of the components of the Grant Aid to secure the smooth implementation works by the Vietnamese side.



THANH HOA PROVINCE	
01	NAM KHE
02	CHINH DAI
03	PHUC HUNG
04	THACH QUANG
05	THACH DINH
NGHE AN PROVINCE	
06	QUYNH BANG
07	KE CHIENG
08	DIEN VAN
09	BAN KHOANG
HA TINH PROVINCE	
10	HOI
11	MY SON
12	CUA TRAI
13	TRUC
14	HA RONG
QUANG BINH PROVINCE	
15	PHU VINH
16	RAO SAU
17	BEN CUNG
18	LAC THIEN
QUANG TRI PROVINCE	
19	THUY KHE
20	SEN DA
21	HIEN LUONG-2
22	PA NHO

QUANG NAM PROVINCE	
23	TAM THANH
24	BINH DAO
25	SONG QUAN
26	DAI LOI
KON TUM PROVINCE	
27	NGOC REC
28	DAK ANG
29	DAK TO KAN
30	DAK SAO
31	NGOC TU
GIA LAI PROVINCE	
32	A YUN HA
33	QAK PO TO
34	IA DRANG
35	SUOI VOI
36	IA PLOC
DAC LAC PROVINCE	
37	EA SOUP
38	DAK PRI
39	EA SOUR
40	ROXY
41	KRONG K'MA
LAM DONG PROVINCE	
42	TAN VAN
43	LOC NGAI
44	NONG TRUONG BO SUA
45	KA DON
46	K'NAI
47	KA DO
BINH THUAN PROVINCE	
48	DA OUNG
49	TRANG
50	SUOI CAT
51	SONG DINH
52	LANG QUANG

THUA THIEN HUE PROVINCE	
53	SIA
54	NA MAY
55	DUONG THANH
56	KHE DUONG
DA NANG CITY	
57	HOI PHUOC
58	DA NHAY
59	SAP
60	
QUANG NGAI PROVINCE	
61	XA CAI
62	PHUOC XA
63	
64	DO
65	KHE KY
66	SONG SAU
BINH DINH PROVINCE	
67	TRUONG XUAN
68	BA LE
69	HOA PHONG
70	DAO LONG
71	TRUONG DINH
PHU YEN PROVINCE	
72	TRA O
73	TRA BUONG
74	SUOI CAU 1
75	SUOI CALL 2
76	DA LOC
KHANH HOA PROVINCE	
77	NGOI NGAN
78	CHAY
79	SONG GOC
80	TIEN DU
81	KA HON 2
NINH THUAN PROVINCE	
82	HUN NAM
83	TUAN TU
84	TAM NGAN
85	SONG THANG
86	CAU GAY

BRIDGE LOCATION MAP

*Handwritten signatures and initials, including 'uly' and 'Ry'.*

## 84 candidate bridges in the central area of Vietnam

PROVINCE NAME	Serial No.	Bridge Name	Existing Bridge			Prior.	Planned		Remarks
			Type	Length (m)	Width (m)		Length (m)	Width (m)	
THANH HOA	1	NAM KHE	No bridge	-	-	-	50.0	5.5	Destroyed by var. Passing by boats.
	2	CHINH DAI	Steel girder	-	-	-	50.0	5.5	Weak and for pedestrian only.
	3	PHUC HUNG	Suspension br+timber	99.0	2.5	2	100.0	5.5	Weak and for pedestrians
	4	THACH QUANG	No bridge	-	-	3	95.0	5.5	Ferry boats
	5	THACH DINH	Pontoon bridge	67.0	5.0	4	95.0	5.5	No passing in rainy season
NGHE AN	6	QUYNH BANG	No bridge at proposed	50.0	6.0	1	95.0	6.5	1 km downstream from existing.
	7	KE CHIENG	No bridge	-	-	2	60.0	6.5	Crossing river bed in dry season
	8	DIEN VAN	No bridge	-	-	3	99.0	5.5	Boat crossing
	9	BAN KHOANG	No bridge	-	-	4	90.0	5.5	No pass in rainy season
HA TINH	10	HOI	Concrete bridge	-	-	1	30.0	6.5	8 ton limit. New 3km away
	11	MY SON	No bridge	38.0	5.0	1	30.0	5.5	No pass in rainy season
	12	CUA TRAI	RC slab	-	-	3	50.0	5.5	Damaged and weak
	13	TRUC	No bridge	-	-	4	30.0	5.5	Destroyed by var. No pass in rainy season
QUANG BINH	14	HA RONG	Temporary bamboo br.	-	-	5	60.0	5.5	No pass during flood
	15	PHU VINH	Timber slab	37.0	5.0	1	35.0	5.5	Not for vehicles
	16	RAO SAU	No bridge	-	-	2	70.0	5.5	Boat crossing
	17	BEN CUNG	No bridge	-	-	3	50.0	5.5	Very bad access, no photos
QUANG TRI	18	LAC THIEN	Suspension w/ timber sl	46.5	1.5	4	60.0	5.5	For pedestrians only
	19	THUY KHE	No bridge	-	-	1	60.0	5.5	New bridge on swamp area
	20	BEN DA	No bridge	-	-	2	50.0	5.5	
	21	HIEN LUONG 2	No bridge	-	-	3	100?200?	5.5	
THUA THIEN	22	PA NHO	Steel girder	18.0	2.6	4	30.0	5.5	overflow in flood season
	23	SIA	RC	29.5	4.0	1	30.0	5.5	8t limit
	24	NA MAY	No bridge	-	-	2	80?	5.5	
	25	DUONG THANH	RC slab	46.0	1.7	3	45.0	5.5	Pedestrians only
DA NANG CITY	26	KHE DUONG	No bridge	-	-	4	40.0	5.5	Last one washed away by flood
	27	HOI PHUOC	No bridge	-	-	1	96?	6.0	Last one washed away by flood
	28	DA NHAY	No bridge	-	-	2	98?	5.0	Road overflowed
	29								
QUANG NAM	30	SAP	No bridge	-	-	4	99.0	6.0	no photos
	31								
	32	TAM THANH	RC slab+temp. timber br	95.0	1.5	1	50.0	5.5	ROC for pedestrians+motor cycle
	33	Binh Dao	Steel truss	-	-	2	40.0	5.5	Eiffel. 8t only
BINH THUAN	34	Song Quan	Timber bridge	-	-	3	72.0	4.5	2 ton limit
	35	DAI LOI	Timber bridge	-	-	4	50.0	5.0	2 ton limit
	36	DA DUNG	Bailey, continuous	73.3	3.8	1	72.0	5.5	HWL 0.5m above slab
	37	TRANG	H beam+RC slab (?)	20.0	3.4	2	45.0	5.5	HWL+slab+3m
NINH THUAN	38	SUOI CAT	Bailey w/ gabion abutis	27.5	3.9	3	33.0	5.5	5 ton limit
	39	SONG DINH	Bailey w/ steel piers	-	-	4	60.0	5.5	5 ton limit
	40	LANG QUANG	Eiffel w/ steel piers	50.0	3.0	5	60.0	5.5	5 ton limit
	41	HUN NAM	No bridge	-	-	1	85.0	5.5	
LAM DONG	42	TUAN TU	RC bridge, no vehicles	60.0	2.3	2	75.0	5.5	HWL=slab+0.5m
	43	TAM NGAN	Suspension for pedestri	78.0	1.3	3	50.0	4.5	No vehicles
	44	SONG THANG	Suspension for pedestri	24.0	2.9	4	55.0	5.5	No vehicles
	45	CAU GAY	RC girder?	63.0	-	5	70.0	5.5	Pedestrians only
DAK LAK	46	TAN VAN	H beam+wooden slab	71.0	6.0	2	90.0	5.5	5 ton limit
	47	LOC NGAI	Suspension for pedestri	35.0	1.5	2	48.0	5.5	No vehicles
	48	NONG TRUONG	Bailey, center.	-	-	3	90.0	5.5	steel girder. Side spans
	49	KA DON	Eiffel destroyed	54.6	3.9	4	33.0	5.5	in 1997. Timer temporary bridge only
GIA LAI	50	K'NAL	Wooden bridge	-	-	5	33.0	5.5	HWL=slab+1.5m
	51	KA DO	Bailey+steel deck	-	-	6	90.0	5.5	HWL=slab+1.0m
	52	EA SOUP	Bailey+timber	46.5	4.0	1	50.0	5.5	5 ton limit
	53	OAK PRI	Bailey	-	-	2	50.0	5.5	8 ton limit
KON TUM	54	EA SOUR	H beam br+gabion	-	-	3	50.0	5.5	HWL=slab+1.8m
	55	ROXY	Bailey+timber	-	-	4	30.0	5.5	10ton limit
	56	KRONG K'MAR	Eiffel w/ wooden slab	63.0	3.2	5	60.0	5.5	10ton limit
	57	A YUN HA	Eiffel w/ wooden slab	-	-	1	99.0	6.5	5 ton limit
QUANG NGAI	58	OAK PO TO	No bridge	-	-	2	95.0	6.5	
	59	LA ORANG	Steel girder on gabion	-	-	3	42.0	5.5	8 ton limit
	60	SUOI VOI	Eiffel w/ wooden slab	-	-	4	42.0	6.5	5 ton limit
	61	IA PLOC	Corrugated steel pipes	71.0	4.0	5	42.0	6.5	No pass during flood
BINH DINH	62	NGOC REO	No bridge	-	-	1	30.0	4.5	
	63	OAK ANG	Suspension	103.0	1.7	2	99.0	4.5	Not for vehicles
	64	OAK TO XAN	No bridge	-	-	3	30.0	4.5	
	65	OAK SAC	Temporary wooden br. (?)	-	-	4	30.0	4.5	Not for vehicles
PHU YEN	66	NGOC TU	Suspension	-	-	5	50.0	4.5	very weak. Passengers use only
	67	XA CAI	RC slab	60.0	2.5	1	54.0	5.5	1 span destroyed by var.
	68	PHUONG XA	RC girder?	44.0	2.5	2	30.0	5.5	2.5 ton limit
	69								
KHANH HOA	70	DO	No bridge	-	-	4	100.0	5.5	Last one destroyed by var.
	71	KHE XY	RC girder	55.0	3.8	5	30.0	5.5	1.5 ton limit
	72	SONG SAU	Timber?	-	-	6	50.0	5.5	Lower than HWL 2.5 ton limit
	73	TRUONG XUAN	RC	-	-	1	100.0	4.5	2.0 ton limit
PHU YEN	74	BA LE	RC temporary steel gir	34.0	2.8	2	60.0	6.5	repaired many times
	75	HOA PHONG	Temporary steel	95.97	1.3	3	100.0	4.5	
	76	DAO LONG	bridge	48.0	3.1	4	60.0	4.5	damaged. 2 ton limit
	77	TRUONG DINH	RC bridge	31.0	2.7	5	60.0	6.5	3 ton limit
KHANH HOA	78	TRA O	Steel girder	12.0	2.6	1	46.0	6.5	over damaged RC
	79	TRA BUONG	No bridge	-	-	2	80.0	5.5	
	80	SUOI CAU 1	No bridge	-	-	3	85.0	5.5	
	81	SUOI CAU 2	No bridge	-	-	4	65.0	5.5	
KHANH HOA	82	DA LOC	Wooden bridge	-	-	5	50.0	5.5	Pedestrians only
	83	Ngai Ngan	Wooden bridge	47	-	1	60.0	5.5	Not for vehicles
	84	Chay		40	-	2	60.0	5.5	
	85	SONG GOC	No bridge	-	-	3	70.0	5.5	
KHANH HOA	86	TIEN DU	Temporary H beam	31	2.7	4	60.0	5.5	Timber deck
	87	Be	Temporary H beam	70	-	5	80.0	5.5	Timber deck

## 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 Scheme is executed through the following procedures.

Application	(Request made by a recipient country)
Study	(Basic Design Study conducted by JICA)
Appraisal & Approval	(Appraisal by the Government of Japan and Approval by Cabinet)
Determination of	(The Notes exchanged between the Governments of Implementation Japan and the 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 the Grant Aid. If the request is deemed appropriate, the Government of Japan assigns JICA (Japan International Cooperation Agency) to conduct a study on the request.

Secondly, JICA conducts the study (Basic Design Study), using Japanese consulting firms.

Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid Scheme, 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 (E/N) signed by the Governments of Japan and the recipient country.

Finally, for the smooth 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 (hereinafter referred to as "the Study"), conducted by JICA on a requested project (hereinafter 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 requested Project and also 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 upon by both parties concerning the basic concept of the Project.
- Preparation of a Basic Design of the Project.
- Estimation of cost 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 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 registered consulting firms. JICA selects firms based on proposals submitted by interested firms. The firms selected carry out a Basic Design Study and write a report, based upon terms of reference set by JICA.

The consulting firms used for the Study 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 consulting firms and contractors and final payment to them must be completed.

However, in case of delays in delivery, installation or construction due to unforeseen factors such as natural disaster, 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 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 the 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 to 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:

- a) To secure land necessary for the sites of the Project and to clear, level and reclaim the land prior to commencement of the construction,
- b) To provide facilities for the distribution of electricity, water supply and drainage and other incidental facilities in and around the sites,
- c) To secure buildings prior to the procurement in case the installation of the equipment,
- d) To ensure all the expenses and prompt execution for unloading, customs clearance at the port of disembarkation and internal transportation of the products purchased under the Grant Aid,
- e) 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,
- f) To accord Japanese nationals, whose services may be required in connection with 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.

## Major Undertakings to be taken by Each Government

NO	Items	To be covered by Grant Aid	To be covered by Recipient side
1	To secure land		●
2	To clear, level and reclaim the site when needed		●
3	To construct gates and fences in and around the site		●
4	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		●
5	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 customs clearance of the products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site	● Component (A)	● Component (B)
6	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		●
7	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		●
8	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		●
9	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for construction of the facilities.		●
10	To coordinate and solve any issues related to the Project which may be raised from third parties or inhabitants in the Project area during implementation of the Project.		●

### 3. Minutes of Discussion

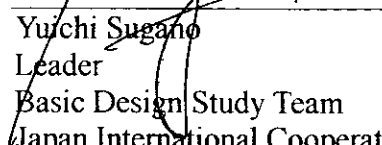
## MINUTES OF DISCUSSIONS ON BASIC DESIGN STUDY ON THE PROJECT FOR RECONSTRUCTION OF BRIDGES IN THE CENTRAL AREA OF VIETNAM (Second Field Survey)

In August 2001, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched a Basic Design Study (First Field Survey) Team on the Project for Reconstruction of Bridges in the Central Area of Vietnam (hereinafter referred to as "the Project") to the Socialist Republic of Vietnam (hereinafter referred to as "Vietnam"), and through discussion, field survey, and technical examination of the results in Japan, JICA prepared an interim report of the study.

In order to explain and to consult Vietnam on the components of the interim report, JICA sent to Vietnam the Basic Design Study (Second Field Survey) Team (hereinafter referred to as "the Team"), which is headed by Mr. Yuichi Sugano, Deputy Resident Representative of the JICA Vietnam Office, from October 4 to November 17, 2001.


In the course of discussions and field survey, both parties confirmed the main items described on the attached sheets. The Team will proceed with further works and prepare the Basic Design Study Report.

Hanoi, October 9, 2001



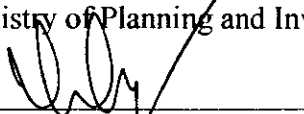
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Yuichi Sugano  
Leader  
Basic Design Study Team  
Japan International Cooperation Agency




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Nguyen Ngoc Nhat  
General Director  
Infrastructure Department  
Ministry of Planning and Investment



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Truong Tan Vien  
Acting Director General  
Department of Planning and Investment  
Ministry of Transport



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Bui Tien Dung  
General Director  
Project Management Unit 18  
Ministry of Transport

# ATTACHMENT

## 1. Components of the Interim Report

The Government of Vietnam agreed and accepted in principle the components of the interim report explained by the Team.

## 2. Japan's Grant Aid Scheme

The Vietnamese side understands the Japan's Grant Aid scheme and the necessary measures to be taken by the Government of Vietnam as explained by the Team and described in ANNEX-2 and ANNEX-3 of the Minutes of Discussions signed by both parties on August 22, 2001.

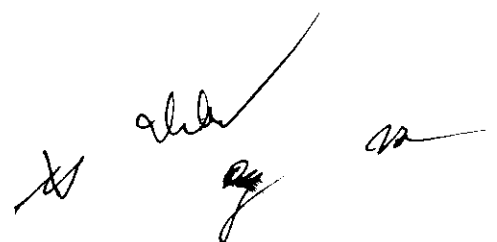
## 3. Schedule of the Study

- (1) The consultants will proceed to further studies in Vietnam until November 17, 2001.
- (2) JICA will prepare the draft report and dispatch a mission to Vietnam in order to explain its contents in the beginning of January 2002.
- (3) In case that the contents of the draft report is accepted in principle by the Government of Vietnam, JICA will complete the final report and send it to the Government of Vietnam by April 2002.

## 4. Other Relevant Issues

- (1) Both parties agreed that the bridges shown in ANNEX-1 would be surveyed in detail in this Second Field Survey. Based on the further studies by the Team, JICA will assess the appropriateness of their results and will recommend to the Government of Japan for Approval.
- (2) Both parties agreed the road design as below;  
(Provincial and District Road)  
Clear Width of Bridges: 5.5m, Live Load: H13-XB60  
(Commune Road)  
Clear Width of Bridges: 4.5m, Live Load: H13-XB60
- (3) The Vietnamese side shall secure the land for bridges, temporary offices and storage yards, and responsibility for demolition of all obstacles, if necessary, and clear sites before commencement of construction.
- (4) The Government of Vietnam shall allocate necessary budget to meet the construction cost of bridges and approach roads which is necessary for the construction of bridges of material supply type.
- (5) The Vietnamese side shall demolish all existing bridges after construction of the new bridges for material supply type and shall demolish some existing bridges for facility construction type if the route will be shifted from the existing route.
- (6) Approval for the Project by the Government of Vietnam based on Vietnamese Law shall be completed by the end of January 2002.

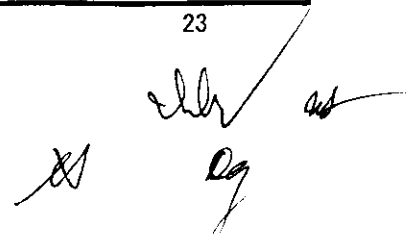
(7) Both parties recognized the necessity of, so called, soft component so as to smooth the Project successfully. And the content of the soft component will be discussed between both parties during the second field survey.

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## Selected 45 Bridges for Detailed Survey

ANNEX-1

Province	Bridge No.	Name of Bridge	Component	
			A (Facility Construction)	B (Material Supply)
THANH HOA	2	CHINH DAI		⊙
	4	THACH QUANG		⊙
	5	THACH DINH	⊙	
NGHE AN	6	QUYNH BANG	⊙	
	7	KE CHIENG		⊙
	9	BAN KHOANG		⊙
HA TINH	11	MY SON	⊙	
	12	CUA TRAI		⊙
QUANG BINH	15	PHU VINH		⊙
	18	LAC THIEN	⊙	
QUANG TRI	20	BEN DA		⊙
	22	PA NHO	⊙	
THUA THIEN	24	NA MAY		⊙
	26	KHE DUONG	⊙	
DA NANG CITY	27	HOI PHUOC	⊙	
QUANG NAM	34	SONG QUAN		⊙
	35	DAI LOI	⊙	
BINH THUAN	36	DA DUNG	⊙	
	37	TRANG	⊙	
	38	SUOI CAT		⊙
NINH THUAN	42	TUAN TU		⊙
	43	TAM NGAN	⊙	
	45	CAU GAY		⊙
LAM DONG	46	TAN VAN	⊙	
	47	LOC NGAI		⊙
	48	NONG TRUONG BO SUA		⊙
DAC LAC	52	EA SOUP	⊙	
	55	ROXY		⊙
	56	KRONG K'MAR	⊙	
GIA LAI	58	DAK PO TO		⊙
	59	IA DRANG	⊙	
KON TUM	62	NGOC REO		⊙
	64	DAK TO KAN		⊙
	66	NGOC TU	⊙	
QUANG NGAI	67	XA CAI	⊙	
	70	DO	⊙	
	72	SONG SAU		⊙
BINH DINH	74	BA LE	⊙	
	76	DAO LONG		⊙
	77	TRUONG DINH		⊙
PHU YEN	78	TRA O	⊙	
	79	TRA BUONG	⊙	
	82	DA LOC		⊙
KHANH HOA	83	NGOI NGAN	⊙	
	86	TIEN DU		⊙
Total			22	23



## 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 Scheme is executed through the following procedures.

Application	(Request made by a recipient country)
Study	(Basic Design Study conducted by JICA)
Appraisal & Approval	(Appraisal by the Government of Japan and Approval by Cabinet)
Determination of Implementation	(The Notes exchanged between the Governments of Japan and the 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 the Grant Aid. If the request is deemed appropriate, the Government of Japan assigns JICA (Japan International Cooperation Agency) to conduct a study on the request.

Secondly, JICA conducts the study (Basic Design Study), using Japanese consulting firms.

Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid Scheme, 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 (E/N) signed by the Governments of Japan and the recipient country.

Finally, for the smooth 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 (hereinafter referred to as "the Study"), conducted by JICA on a requested project (hereinafter 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 requested Project and also 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 upon by both parties concerning the basic concept of the Project.
- Preparation of a Basic Design of the Project.
- Estimation of cost of the Project.

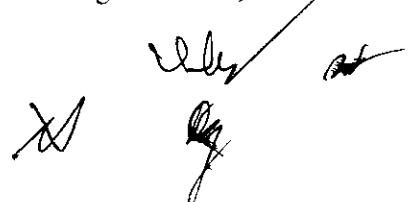
The contents of the original request are not necessarily approved in their initial form as the contents of the Grant Aid project. The Basic Design of the Project is confirmed considering the guidelines of Japan's Grant Aid Scheme.

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 registered consulting firms. JICA selects firms based on proposals submitted by interested firms. The firms selected carry out a Basic Design Study and write a report, based upon terms of reference set by JICA.

The consulting firms used for the Study 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 consulting firms and contractors and final payment to them must be completed.

However, in case of delays in delivery, installation or construction due to unforeseen factors such as natural disaster, 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 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.)

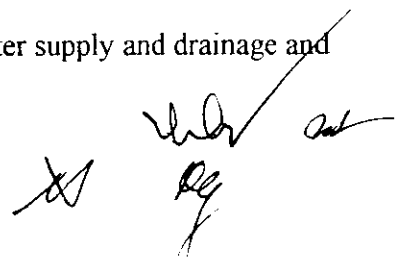
#### 4) Necessity of "Verification"

The Government of the 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 to the Government of the recipient country

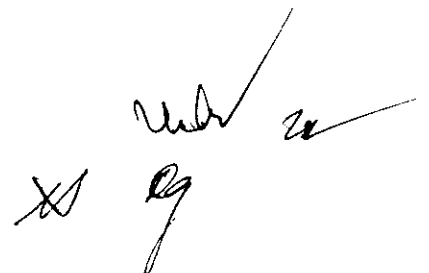
In the implementation of the Grant Aid project, the recipient country is required to undertake such necessary measures as the following:

- a) To secure land necessary for the sites of the Project and to clear, level and reclaim the land prior to commencement of the construction,
- b) To provide facilities for the distribution of electricity, water supply and drainage and



other incidental facilities in and around the sites,

- c) To secure buildings prior to the procurement in case the installation of the equipment,
- d) To ensure all the expenses and prompt execution for unloading, customs clearance at the port of disembarkation and internal transportation of the products purchased under the Grant Aid,
- e) 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,
- f) To accord Japanese nationals, whose services may be required in connection with 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.

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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 secure land		●
2	To clear, level and reclaim the site when needed		●
3	To construct gates and fences in and around the site		●
4	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		●
5	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 customs clearance of the products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site	●	●
		Component (A)	Component (B)
6	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		●
7	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		●
8	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		●
9	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for construction of the facilities.		●
10	To coordinate and solve any issues related to the Project which may be raised from third parties or inhabitants in the Project area during implementation of the Project.		●

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MINUTES OF DISCUSSIONS  
ON BASIC DESIGN STUDY  
ON THE PROJECT FOR RECONSTRUCTION OF BRIDGES  
IN THE CENTRAL AREA OF VIETNAM  
IN THE SOCIALIST REPUBLIC OF VIETNAM  
( EXPLANATION ON DRAFT REPORT )

In August and October 2001, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched a Basic Design Study Team on the Project for Reconstruction of Bridges in the Central Area of Vietnam (hereinafter referred to as "the Project") to the Socialist Republic of Vietnam (hereinafter referred to as "Vietnam"), and through discussion, field survey, and technical examination of the results in Japan, JICA prepared a draft report of the study.

In order to explain and to consult Vietnam on the components of the draft report, JICA sent to Vietnam the Draft Report Explanation Team (hereinafter referred to as "the Team"), which is headed by Mr. Katsutoshi Komori, Third Project Management Division, Grant Aid Management Department, JICA, from January 6 to January 15, 2002.

As a result of discussions, both parties confirmed the main items described on the attached sheets.

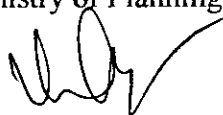
Hanoi, January 10, 2002

小森 克俊

Katsutoshi Komori  
Leader  
Basic Design Study Team  
Japan International Cooperation Agency



Nguyen Ngoc Nhat  
General Director  
Infrastructure Department  
Ministry of Planning and Investment



Truong Tan Vien  
Acting Director General  
Department of Planning and Investment  
Ministry of Transport



Bui Tien Dung  
General Director  
Project Management Unit 18  
Ministry of Transport

## 1. Components of the Draft Report

The Vietnamese side agreed and accepted in principle the components of the draft report explained by the Team.

## 2. Japan's Grant Aid Scheme

The Vietnamese side understands the Japan's Grant Aid Scheme and the necessary measures to be taken by the Government of Vietnam as explained by the Team and described in ANNEX-3 and ANNEX-4 of the Minutes of Discussions signed by both parties on August 22, 2001.

## 3. Schedule of the Study

JICA will complete the final report in accordance with the confirmed items and send it to the Government of Vietnam by April 2002.

## 4. Other Relevant Issues

(1) Feasibility Study Approval for the Project by the Government of Vietnam based on Vietnamese Law shall be completed by the end of January 2002.

(2) The Vietnamese side shall secure lands for bridges, approach roads, temporary works except temporary offices and storage yards, and take responsibility for demolition of all obstacles and removal or relocation of utilities, if necessary, and clear sites before commencement of construction.

(3) Both sides confirmed concerning the Component A (Bridge Construction Type) as follows;

a) Demolition of Existing Bridges

The Vietnamese side shall demolish existing bridges in case that new bridges will be reconstructed away from the sites of existing bridges, when there are existing bridges at the Project sites.

b) Construction of Access Roads

The Vietnamese side shall make necessary access roads leading to the Project sites before commencement of construction.

(4) Both sides confirmed concerning the Component B (Steel Girder Supply Type) as follows;

a) Demolition of Existing Bridges

The Vietnamese side shall demolish existing bridges.

b) Transportation of Materials

The Vietnamese side shall transport materials and equipment supplied under Japan's Grant Aid from the stores of Province capital to the Project sites.

c) Construction of Access Roads

The Vietnamese side shall make necessary access roads leading to the Project sites before commencement of above "b) Transportation of Materials".

d) Design Work and Construction Work


Design work of substructure, approach roads and construction of bridges and approach roads are the responsibilities of the Government of Vietnam.

e) Construction Period

The Vietnamese side shall construct all projected steel bridges within the period of two years after delivery of steel materials purchased under the verified contracts.

f) Allocation of Necessary Budget

The Vietnamese side shall allocate the necessary budget to meet the cost of design and construction work for projected bridges.

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## **添付資料 6 事業事前評価表**

## 事業事前評価表

1. 協力対象事業名										
ベトナム国 中部地方橋梁改修計画 基本設計調査										
2. 我が国が援助することの必要性・妥当性										
<p>(1) 我が国は、ベトナム国（以下「ヴィ」国）の安定がインドシナの平和と安定に極めて重要であること、一人当たり GNP が低く援助需要が高いこと、政治・経済・文化面等で両国が緊密な関係にあること、我が国を含む域内外諸国との関係改善・拡大を進めてきていること等を踏まえ、「ヴィ」国に対する援助を実施している。</p> <p>(2) 「ヴィ」国における道路整備状況は、インドシナ及びベトナム戦争によって数多くの道路が破壊されたこと、財政政策の一環として、道路をはじめとする経済インフラ整備に対する投資を抑制していたこと等により、高まり続ける交通需要に対して、非常に遅れている。ドイモイ政策導入以降、「ヴィ」国は、急速にインフラ整備を進めているものの、依然として不足しており、経済発展の阻害要因となっている。とくに、「ヴィ」国の中でも最貧の中部地域においては、橋梁が依然未整備であるところが多く、増水時には交通が遮断されるほか、重量車輛交通はもとより車輛交通も困難な橋梁も多く、地域住民の日常生活を阻害する一因となっている。</p>										
3. 協力対象事業の目的（プロジェクト目標）										
本プロジェクトは、中部地方 18 省の地方道（省道・郡道・村道）において、中小規模の橋梁の架け替え・新設を行うことにより、中部地方の安全かつ円滑な交通を通年にわたって確保する。										
4. 協力対象事業の内容										
<p>(1) 対象地域 「ヴィ」国の中部地方 18 省(Than Hoa 省から Binh Tuan 省までの 17 省と DaNang 市)</p> <p>(2) アウトプット 中小規模の橋梁 45 橋が整備される。</p> <p style="text-align: center;">表：対象橋梁の現況</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="padding: 2px;">仮設鋼桁</th> <th style="padding: 2px;">木橋</th> <th style="padding: 2px;">コンクリート橋</th> <th style="padding: 2px;">吊橋</th> <th style="padding: 2px;">現橋無し、または潜水道路</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">19</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">6</td> <td style="padding: 2px;">4</td> <td style="padding: 2px;">15</td> </tr> </tbody> </table> <p>(3) インプット ア．施設建設型 22 ヶ所の中小橋梁の建設 イ．資材調達型 23 橋梁の上部工鋼材の調達 下部工建設及び上部工鋼桁架設に必要な技術支援</p> <p>(4) 総事業費 ア．施設建設型：32.55 億円（日本側約 32.05 億円、ベトナム国側約 0.50 億円） イ．資材調達型：18.5 億円（日本側 7.39 億円、ベトナム国側 9.86 億円）</p> <p>(5) スケジュール ア．施設建設型：詳細設計期間を含め約 45.5 ヶ月を予定 イ．資材調達型：詳細設計期間を含めて約 12.5 ヶ月を予定</p> <p>(6) 実施体制 運輸省 計画管理局 18（PMU18）と各省交通運輸局（DOT）が建設 各省交通運輸局（DOT）が運営・維持管理を担当</p>	仮設鋼桁	木橋	コンクリート橋	吊橋	現橋無し、または潜水道路	19	1	6	4	15
仮設鋼桁	木橋	コンクリート橋	吊橋	現橋無し、または潜水道路						
19	1	6	4	15						



## 5. プロジェクトの成果

### (1) プロジェクトにて裨益を受ける対象の範囲及び規模

直接裨益人口：対象橋梁沿道住民 約 212 万人  
間接裨益人口：中部地方18省 約2,128万人

### (2) 事業の目的（プロジェクト目標）を示す成果指標

#### 1) 安全かつ円滑な交通の確保

既設橋梁の多くは、老朽化した木橋、吊橋、ベアリー橋であるため、損傷が著しく、落橋、流出の危険性が高い。また橋梁が流出したかあるいは無いため、雨期には渡河が不可能の地点も多い。橋梁の新設、架け替えを実施することにより、協力対象地域の安全かつ円滑な交通が確保される。

	実施前（2001年）	実施後（2005年）
平均日交通量	0～460台/日 平均40台/日	120～600台/日 平均350台/日

（注1）平均は45橋平均とする。

#### 2) 通年交通の確保

洪水時や雨季に通行不能となる河川に橋梁を建設することにより、通年交通が確保される。

	実施前（2001年）	実施後（2005年）
年間通行不能日数	1～2週間	0日（43橋平均）（注2）

（注2）ただし、Np.67及びNo.79のRCスラブ橋2橋梁については年間平4～7日。

#### 3) 大型車輛の通行

耐荷力の高い橋梁が建設されるため、13トンまでの大型車両の通行が可能となった。

## 6. 外部要因リスク

### (1) 着実な維持補修の実施

橋梁本体は耐久性の高い構造であるが、耐候性鋼材を使用しない橋では、約1回/10年の塗装及び対象橋梁に接続する取付道路については、適切に維持補修を行わないと、橋梁の機能が十分に発揮されない。

## 7. 今後の評価計画

### (1) 事後評価に用いる成果指標

平均日交通量  
年間通行不能日数

### (2) 評価のタイミング

施設供用開始後5年以降に実施予定。

注) プロジェクトとは協力対象事業が完成し、相手国がそれを運営することで成果が発現するもの。

## **添付資料 7 参考資料 / 入手資料リスト**

収集資料リスト

収集リスト (収集資料)

主管部長	文書管理課長	主管課長

情報管理課長	技術情報課長

平成13年9月6日作成

地域	東南アジア	調査団名	中部地方橋梁改修計画基本設計調査	調査の種類	開発	調査期間	平成13年8月5日～9月8日	担当者	氏名	占川	康雄
国	ベトナム		現地調査期間								

番号	資料の名称	形態	版型	ページ数	資料の別	部数	収集先名称又は発行機関	著者・購入(価格)の別	取扱区分	利用表示	利用著者(所属氏名)	納入予定日	納入確認欄
1	Statistical Year Book, 2000	印刷製本	B5	599	資料	1	Statistical Publishing House	購入					
2	Vietnam the Country and its Geographical Regions	印刷製本	A5	617	資料	1	The Gioi Publishers	購入					
3	Continue reforms and Generate the Impetus for Sustainable Growth during the first Decade of the New Millennium	印刷製本	A4	74	資料	1	Government Report to the Consultative Group meeting	購入					
4	Emerging Issues and New Challenges in the transitional Economies of Indochina, Book 1, Background Information	印刷製本	A4	38	資料	1	2nd annual International Conference on Gender & Indochina	購入					
5	Poverty, Social Services, and Safety nets in Vietnam	印刷製本	A4	67	資料	1	Nicholas Prescott	購入					
6	Vietnam Managing Public Resources Better	印刷製本	A4	85	資料	1	Joint Report of the Government of Vietnam	購入					
7	Vietnam, Private Solutions for Infrastructure	印刷製本	A4	92	資料	1	The World Bank in Vietnam	購入					
8	Vietnam, A Progress Report on the Country Assistance Strategy of the World Bank Group, 1999-2002	印刷製本	A4		資料	1	The World Bank	購入					
9	Vietnam, attacking Poverty	印刷製本	A4		資料	1	Joint Report of the Government of Vietnam	購入					
10	Figures on Social Development in "Doi Moi" Period in Vietnam	印刷製本	A4		資料	1	Statistical Publishing House	購入					
11	Map of Vietnam, Area and Population of Provinces	印刷製本	A0		資料	1	Statistical Publishing House	購入					
12	Vietnam Water ResourcesSector Review	印刷製本	A4		資料	1	Cartographic Publishing House	購入					
13	Flood and Typhoon Control in Vietnam 1890-1990	印刷製本	A4		資料	1	A Joint Report by World Bank, etc.	購入					
14	Map of Vietnam, 1:100,000, Central Area (89 Sheets)	印刷製本	A5		資料	1	The Gioi Publishers	購入					
15													
16													
17													
18													
19													
20													
21													
22													
23													
24													

収集資料

収集リスト (収集資料)

情報管理課課長	
技術情報課課長	

主 管 部 長	
文書管理課課長	
主 管 課 長	

平成13年11月19日作成

地 域	東 南 ア ジ ア	調 査 国 名	中 部 地 方 橋 梁 改 修 計 画 基 本 設 計 調 査	調 査 の 種 類	其 本 設 計 調 査	作 成 部 課	PCI 道 路 交 通 事 業 部
国 名	バ イ エ ト ナ ム 国			現 地 調 査 期 間	平 成 13 年 10 月 4 日 ~ 11 月 17 日	担 当 者 氏 名	古 川 康 雄

番号	資 料 の 名 称	形 態	版 型	ペー ジ 数	利 用 種 別 利用の別	部 数	収 集 先 名 称 又 は 発 行 機 関	寄 贈 ・ 購 入 (価格)の別	取 扱 区 分	利 用 表 示	利 用 者 所属氏名	納 入 予 定 日	納 入 確認欄
1	Data of rainfall/water level of 35 stations	印刷 製本	A4	70	電子	1	Hydrological Research Centre	購入					
2	Data of climate, humidity and rainfall	印刷 製本	A4		電子	1	気象庁	購入					
3	Map of Vietnam, 1:100,000	印刷				1		購入					
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