

# **Appendices**

**Appendix 1**  
**Member List of the Survey Team**

Appendix 1. Members List of the Survey Team

Name	Assignment	Authority/Firm
Mr. Yoshikazu YAMADA	Team Leader	Third Project Management Division, Grant Aid Management Department, JICA
Mr. Hiroyuki ENDO	Project Manager	Pacific Consultants International
Mr. Yasuo FURUKAWA	Bridge Engineer	Pacific Consultants International
Mr. Yoshiki MIYAZAKI	Bridge Engineer	Oriental Consultants Co., Ltd.
Mr. Tomoyuki KONISHI		Pacific Consultants International
Mr. Takashi INOUE	Hydrology Engineer	Oriental Consultants Co., Ltd.
Mr. Sakae TAKADA	Topographical /Geotechnical Engineer	Pacific Consultants International
Mr. Hideki YONEYAMA	Construction Planning/ Cost Estimate	Pacific Consultants International
Mr. Fuku FUKAWA	Interpreter	Pacific Consultants International

## **Appendix 2**

### **Survey Schedule**



Itinerary of 2nd Field Survey

Oct.9,2001

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

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

**Appendix 3**  
**List of Parties Concerned in the Recipient Country**

Office	Title	Name
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
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
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 (DOT)	Vice Director of Thanh Hoa 's DOT	Mr. Le Dinh Tho
	Deputy Chief of Transport Traffic Section	Mr. Tran Van Hai
Nghe An (DOT)	Director of Nghe An 's DOT	Mr. Nguyen Hong Truong
Nghe An, ,Dien Chau Dist.	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,Dien ChauDis. Dien VanCom.	Chairman of Commune's People Committee	Mr. Pham Khac Tuong



Office	Title	Name
Ha Tinh (DOT)	Director of Ha Tinh 's DOT	Mr. Duong Dinh Dinh
	Deputy Chief of Project Management Section	Mr. Nguyen Tran
Ha Tinh, Ky Anh Dist.	Chief of District's Transport Section	Mr. Nguyen Dinh Luan
Ha Tinh, Cam Xuyen Dist.	Chairman of District's People Committee	Mr. Nguyen Van Tien
	Chief of District's Transport Section	Mr. Nguyen Van Phuong
Ha Tinh, Huong Khe Dist.	Chief of District's Transport Section	Mr. Le Xuan Binh
Quang Binh (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 (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
Quang Tri, Huong Hoa Dist.	Vice Chairman of District's People Committee	Mr. Vo Xuan Keng
Thua Thien Hue (DOT)	Vice Director of Thua Thien Hue 's DOT	Mr. Tuan
	Chief of Transport Management Section	Mr. Vu Thanh
Thua Thien Hue, PhuLoc Dist.	Chairman of District's People Committee	Mr. Pham Viet Phong
	Office Expert of District's People Committee	Mr. Tran Trai
Da Nang (DOT)	Director of Da Nang 's DOT	Mr. Van Huu Chien
	Vice Director	Mr. Nguyen Mong Bao

Office	Title	Name
Da Nang (DOT)	Engineer	Mr. Pham Trong Sa
Quang Nam (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 (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 (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
	Specialist of Transport Section	Mr. Vu Duy Han
Gia Lai (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 (DOT)	Vice Director of Kon Tum 's DOT	Mr. Pham Ngoc Minh
	Chief of Road Management & Appraisal Section	Mr. Tran Tuan Phong
Binh Thuan (DOT)	Director of Binh Thuan 's DOT	Mrs. Chau Thi Le
	Engineer	Mr. Nguyen Kim Khanh
Ninh Thuan (DOT)	Director of Ninh Thuan 's DOT	Mr. Chu Duc Tuyen

Office	Title	Name
Ninh Thuan (DOT)	Vice Director of Ninh Thuan 's DOT	Mr. Le Van Dien
Ninh Thuan, Ninh Son Dist.	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 (DOT)	Director of Khanh Hoa 's DOT	Mr. Nguyen Ke
	Deputy Chief of Project Management Section	Mr. Thai Huy Duc
Phu Yen (DOT)	Vice Director of Phu Yen 's DOT	Mr. Do Tri Son
	Chief of Planning Section	Mr. Hoang
	Bridge Engineer	Mr. Hoang Van Tuan
	Road & Bridge Engineer	Mr. Huynh Duc Tieng
Dak Lak (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 (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

関係機関	所属・役職	氏名
497Consultant	Expert of Planning Department	Mr. Ngo Ngoc Anh
	Chief of Design Section 1	Mr. Chu Ngoc Hai
	Engineer of Design Section 1	Mr. Vu Van An
	Engineer	Mr. Bui Dinh Truong
Consultant No.5 (Tecco5)	Vice Director of Tecco 5	Mr. Nguyen Thanh Quang
Transport Eng. Design Inc. South (TEDI SOUTH)	Hydrological & Environmental Engineer	Mr. Nguyen Quang Tuan

**Appendix 4**  
**Minutes of Discussions**

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.

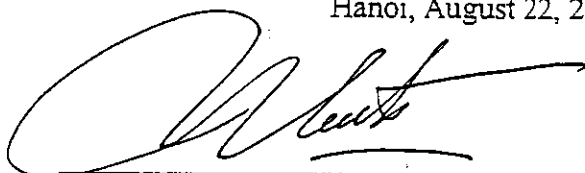
The Team held discussions with officials concerned of the Government of Vietnam and conducted a field survey at the study area.

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


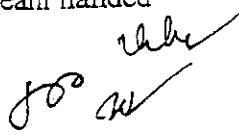
- (1) The Vietnamese side understands the Japan's Grant Aid scheme explained by the Team, as described in ANNEX-3.
- (2) The Vietnamese side will take necessary measures, as described in ANNEX-4, for smooth implementation of the Project, as a condition for the Japanese Grant Aid to be implemented.

## 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.

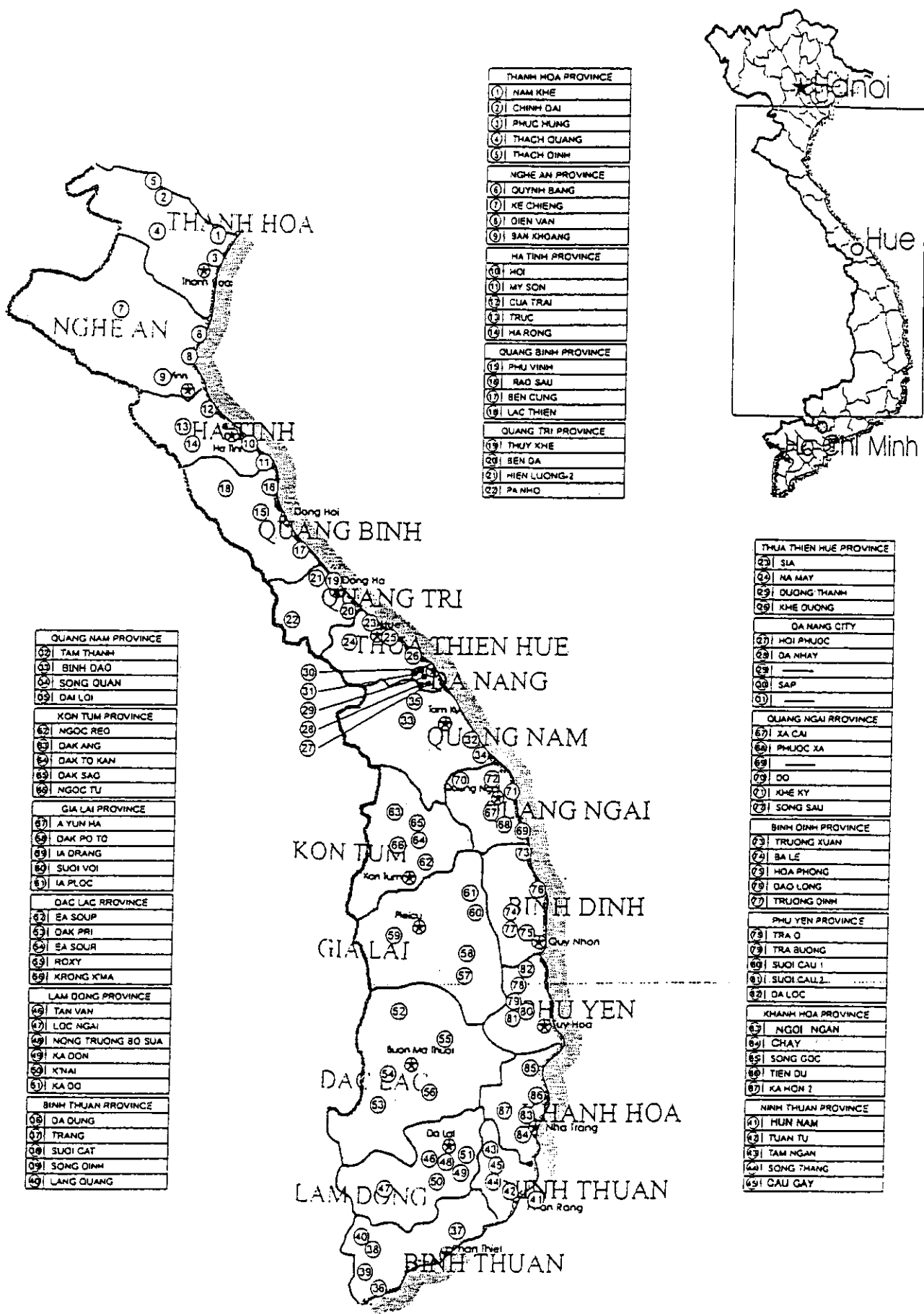
## 7. Other Relevant Issues

- (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.

By  

- (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	HAM KHE
02	CHINH DAI
03	PHUC HUNG
04	THACH QUANG
05	THACH DINH
NGHE AN PROVINCE	
06	QUYNH BIANG
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 XHE
20	BEN DA
21	HIEN LUONG 1
22	PA NHO

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

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

BRIDGE LOCATION MAP

*Handwritten signatures and initials:*  
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## 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	-	-	1	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	3.0	4	95.0	6.5	No passing in rainy season
NGHE AN	6	QUYNH BANG	No bridge at proposed	60.0	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	50.0	6.5	8 ton limit. New 3km away
	11	MY SON	No bridge	38.0	1.0	2	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	50.0	5.5	Destroyed by var. No pass in rainy season
	14	HA RONG	temporary bamboo br.	-	-	5	60.0	5.5	No pass during flood
QUANG BINH	15	PHU VINH	Timber slab	37.0	1.0	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
	18	LAC THIEN	Suspension w/timber sl	46.5	1.5	4	60.0	5.5	For pedestrians only
QUANG TRI	19	THUY KHE	No bridge	-	-	1	60.0	5.5	New bridge on swamp area
	20	BEN OA	No bridge	-	-	2	50.0	5.5	
	21	HIEN LUONG 2	No bridge	-	-	3	1007200?	5.5	
	22	PA NHO	Steel girder	18.0	1.6	4	30.0	5.5	overflow in flood season
THUA THIEN	23	SIA	RC	29.5	4.0	1	30.0	5.5	6t limit
	24	NA MAY	No bridge	-	-	2	60?	5.5	
	25	DUONG THANH	RC slab	45.0	1.7	3	45.0	5.5	Pedestrians only
	26	KHE DUONG	No bridge	-	-	4	40.0	5.5	Last one washed away by flood
DA NANG CITY	27	HAI PHUOC	No bridge	-	-	1	96?	6.0	Last one washed away by flood
	28	OA NHAY	No bridge	-	-	2	95?	6.0	Road overflowed
	29	?							
	30	SAP	No bridge	-	-	4	98.0	6.0	no photos
QUANG NAM	31								
	32	TAM THANH	RC slab+temp. timber br	95.0	1.5	1	50.0	6.5	ROC for pedestrians+motor cycle
	33	Binh Dao	Steel truss	-	-	2	40.0	6.5	Eifel. 8t only
	34	Song Quan	Timber bridge	-	-	3	72.0	4.5	2 ton limit
	35	DAI LOI	Timber bridge	46.0	1.2	4	50.0	5.0	2 ton limit
BINH THUAN	36	DA DUNG	Bailey, continuous	73.3	1.8	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
	38	SUOI CAT	Bailey w/ gabion abut	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	Eifel w/ steel piers	50.0	3.0	5	60.0	5.5	5 ton limit
NINH THUAN	41	HUN NAM	No bridge	-	-	1	85.0	5.5	
	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	73.0	1.3	3	50.0	4.5	No vehicles
	44	SONG THANG	Suspension for pedestri	24.0	2.9	4	65.0	5.5	No vehicles
	45	GAU GAY	RC girder?	63.0	-	5	70.0	5.5	Pedestrians only
LAM DONG	46	TAN VAN	H beam+wooden slab	71.0	6.0	1	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	XA DON	Eifel destroyed	54.6	1.9	4	33.0	5.5	in 1997. Timber temporary bridge only
	50	K'NAI	Wooden bridge	-	-	5	33.0	5.5	HWL=slab+1.5m
DAK LAK	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	DAK PHE	Bailey	-	-	2	50.0	5.5	5 ton limit
	54	EA SOUR	H beam br+gabion	-	-	3	50.0	5.5	HWL=slab+1.8m
	55	ROXY	Bailey+timber	-	-	4	33.0	5.5	10 ton limit
GIA LAI	56	KRONG K'MAR	Eifel w/ wooden slab	63.0	3.2	5	60.0	5.5	10 ton limit
	57	A YUN HA	Eifel w/ wooden slab	-	-	1	99.0	6.5	5 ton limit
	58	OAK PO TO	No bridge	-	-	2	95.0	6.5	
	59	LA DRANG	Steel girder on gabion	-	-	3	42.0	6.5	5 ton limit
	60	SUOI VOI	Eifel w/ wooden slab	-	-	4	42.0	6.5	5 ton limit
	61	LA PLOC	Corrugated steel pipest	21.0	4.0	5	42.0	6.5	No pass during flood
KON TUM	62	NGOC REO	No bridge	-	-	1	30.0	4.5	
	63	DAK ANG	Suspension	102.0	1.7	2	99.0	4.5	Not for vehicles
	64	DAK TO KAN	No bridge	-	-	3	30.0	4.5	
	65	DAK SAO	Temporary wooden br. (?)	-	-	4	30.0	4.5	Not for vehicles
	66	NGOC TU	Suspension	-	-	5	30.0	4.5	very weak. Passengers use only
	67	XA CAI	RC slab	60.0	3.3	1	64.0	5.5	1 span destroyed by var.
QUANG NGAI	68	PHUOC XA	RC girder?	44.0	2.5	2	50.0	5.5	2.5 ton limit
	69								
	70	DO	No bridge	-	-	4	100.0	5.5	Last one destroyed by var.
	71	KHE KY	RC girder	55.0	1.8	5	50.0	5.5	1.5 ton limit
BINH DINH	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
	74	BA LE	RC+temporary steel gir	34.0	2.8	2	60.0	6.5	repaired many times
	75	HOA PHONG	Temporary steel	95.9?	1.3	3	100.0	4.5	
	76	DAO LONG	?bridge	48.0	1.1	4	60.0	4.5	damaged. 2 ton limit
PHU YEN	77	TRUONG DINH	RC bridge	31.0	1.1	5	50.0	6.5	3 ton limit
	78	TRA O	Steel girder	12.0	3.6	1	46.0	6.5	over damaged RC
	79	TRA BUONG	No bridge	-	-	2	60.0	5.5	
	80	SUOI CAU 1	No bridge	-	-	3	65.0	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	Ngoi 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	
	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

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## 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

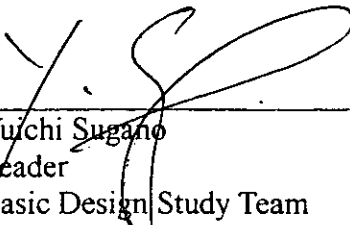

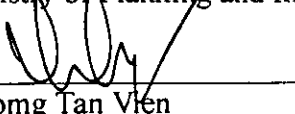

MINUTES OF DISCUSSIONS  
ON BASIC DESIGN STUDY  
ON THE PROJECT FOR RECONSTRUCTION OF BRIDGES  
IN THE CENTRAL AREA OF VIETNAM  
(Second Field Survey)

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

 _____ Yuichi Sugano 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. 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

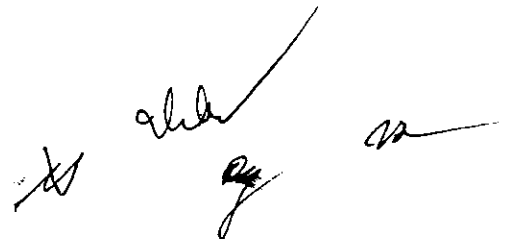
- (1) The consultants will proceed to further studies in Vietnam until November 17, 2001.
- (2) JICA will prepare the draft report and dispatch a mission to Vietnam in order to explain its contents in the beginning of January 2002.
- (3) In case that the contents of the draft report is accepted in principle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

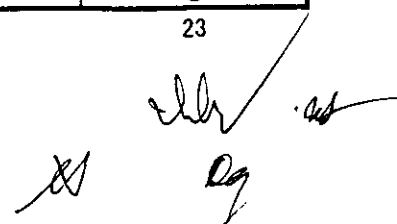
ANNEX-1

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

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### 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)

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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.

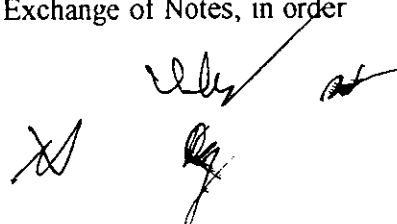
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The Government of Japan requests the Government of the recipient country to take whatever measures are necessary to ensure its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of 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.)

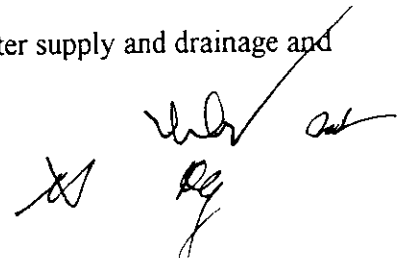
#### 4) Necessity of "Verification"

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

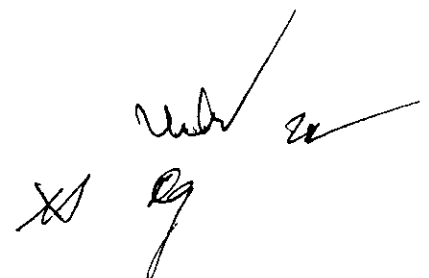
In the implementation of the Grant Aid project, the recipient country is required to undertake such necessary measures as the following:

- 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.		●

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.

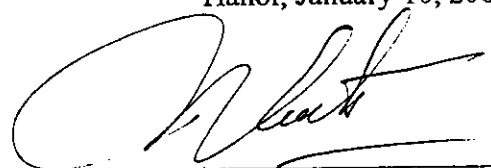
In order to explain and to consult Vietnam on the components of the draft report, JICA sent to Vietnam the Draft Report Explanation Team (hereinafter referred to as "the Team"), which is headed by Mr. Katsutoshi Komori, Third Project Management Division, Grant Aid Management Department, JICA, from January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

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

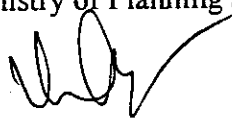
Hanoi, January 10, 2002

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

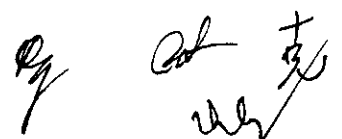
Design work of substructure, approach roads and construction of bridges and approach roads are the responsibilities of the Government of Vietnam.

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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**Appendix 5**  
**Cost Estimation Borne by the Recipient Country**

**MINISTRY OF TRANSPORT**  
**PROJECTS MANAGEMENT UNIT NO.18**  
**PROJECT IMPLEMENTATION DIVISION 2**  
1-19/8 Road, Mai Dich, Cau Giay, Hanoi, Vietnam  
Tel/Fax: (84-4)7680058

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Hanoi, February 7, 2002

Mr. Hiroyuki Endo  
Project Manager  
Project for Reconstruction of Small Bridges in Central Area

**Sub: Project for Reconstruction of Small Bridges in Central Area**

In response to the request by JICA Study Team to get information on counter budget for the said project, PMU18 would like to provide you with the followings:

**I - 22 BRIDGES GROUP**

- 1 - The Government of Japan is going to provide Grant Aid for the whole construction work of 22 bridges, including bridges and approach roads.
- 2 - Counter budget provided by the Government of Vietnam: Estimate cost is **5,976,540,000 VND**, including the following items:
  - Site preparation (please refer to the attachment for the information on volume and cost) including compensation for residential land, agricultural land, other land for housing, plants; for public facilities (power system, water system, communication system...); for demolition of the existing bridges, construction of temporary bridges...
  - Disposal of bombs left after the war
  - General management cost
  - Banking charge

**II - 23 BRIDGES GROUP**

- 1 - The Government of Japan is going to provide Grant Aid for procurement of girders.
- 2 - Counter budget to be provided by the Government of Vietnam, including:
  - a - Construction cost (construction of bridges and approach roads) is temporarily estimated as follows:

### **III - OTHERS**

1 - For the smooth evaluation of and approval on the Project F/S by MOT and the Government of Vietnam, PCI is kindly requested to provide the followings to PMU18:

- Construction cost of 22-bridges Group
- Girder procurement cost of 23 bridges Group

2 - Explanation based on the design standards:

- 2 bridges: Xa Cai (67), Tra Buong (79) shall be studied in consideration to ensure the safety of traffic during rainy season.
- 3 bridges: Hoi Phuoc (27), Ban Khoang (9), Nong Truong Bo Sua (48) and Dao Long (76) shall be studied thoroughly to compare with the alternative of span lengthening.
- Bridges using steel pipe pile  $D=600\text{mm}$  should be studied and considered to compare with the alternative of using RC pile or shifting down the elevation of the top of steel pipe below the minimum water level.

We hope the above information will be valuable and useful to you.

Approved by Mr. Vu Ngoc Van, Director of PID 2

Bridge	Number	Length (m)	Cost (VND)
Chinh Dai	2	40.10	2,428,070,000
Thach Quang	4	109.20	5,598,800,000
Khe Chueng	7	40.10	1,843,040,000
Ban Khoang	9	111.20	5,081,360,000
Cua Trai	12	64.20	3,615,770,000
Phu Vinh	15	58.15	3,754,230,000
Ben Da	20	64.15	4,129,420,000
Na May	24	100.20	4,908,880,000
Song Quan	34	67.20	2,982,150,000
Suoi Cat	38	40.10	2,849,300,000
Tuan Tu	42	73.20	4,076,080,000
Cau Gay	45	73.20	3,725,920,000
Loc Ngai	47	52.15	3,023,530,000
Nong Truong Bo Sua	48	94.20	4,756,290,000
Ro Xy	55	40.10	2,254,550,000
Dak Po To	58	76.20	3,731,870,000
Ngoc Reo	62	52.15	2,852,950,000
Dak To Kan	64	82.20	3,850,040,000
Song Sau	72	76.20	4,247,140,000
Dao Long	76	64.20	3,157,550,000
Truong Dinh	77	58.15	2,754,570,000
Da Loc	82	64.20	3,245,540,000
Tien Du	86	58.15	2,788,000,000
<b>TOTAL</b>			<b>81,655,050,000</b>

- b - Counter budget for other costs is 15,974,140,000 VND including:
- Site preparation including compensation for lands and properties in the project site area.
  - Disposal of bombs left after the war.
  - Supervision consultants
  - Operation cost for PMU
  - Cost for survey and preparation of F/S and detail design
  - Cost for evaluation of detailed design
  - Cost for preparation of tender document for contractor selection
  - Cost for project insurance
  - Cost for evaluation of and approval on final payment
  - Contingency

**Appendix 6**  
**Other Relevant Data**

None at present