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資料 1. 調査団員・氏名

1-1 現地調査（2011年12月18日～2011年12月31日）

氏名	担当	所属
三宅 繁輝	総括	国際協力機構経済基盤開発部 運輸交通・情報通信第二課 課長
奥村 将巳	計画管理	国際協力機構東南アジア・大洋州部 東南アジア第三課 主任調査役
竹内 友昭	業務主任／道路交通計画	(株)オリエンタルコンサルタンツ
吉原 俊治	施工計画／橋梁計画	(株)オリエンタルコンサルタンツ
久田 慎	調達事情／積算	(株)オリエンタルコンサルタンツ
田中 廣	環境社会配慮	(株)オリエンタルコンサルタンツ

資料2. 調査行程

2-1 現地調査

日程	日付	曜日	国際協力機構		コンサルタント				
			総括	計画管理	業務主任/ 道路交通計画	施工計画/ 橋梁計画	環境社会配慮	調達事情/ 積算	
			三宅 繁輝	奥村 将巳	竹内 友昭	吉原 俊治	田中 廣	久田 慎	
1	12/18	日	移動(成田-ホーチミン-ファンティエツ)、橋梁視察(Da Dung橋)		移動(成田-ハノイ)				
2	12/19	月	移動(ファンティエツ-Phan Rang)、橋梁視察(Trang橋)、表敬訪問(Binh Thuan DOT)		表敬訪問(MOT、PMU2)、資料収集				
3	12/20	火	移動(Phan Rang-ニャチャン)、橋梁視察(Tam Ngan橋及びNgon Ngan橋)、表敬訪問(Ninh Thuan DOT及びKhanh Hoa DOT)		表敬訪問(JICA)、資料収集、再委託準備				
4	12/21	水	移動(ニャチャン-Buon Ma Thuot)、橋梁視察(Ngon Ngan橋及びKrong K'mar橋)、表敬訪問(Dak Lak DOT)		移動(ハノイ-ホーチミン-ファンティエツ)、橋梁調査(Da Dung橋)				
5	12/22	木	移動(Buon Ma Thuot-ニャチャン)、橋梁視察(Ea Suop橋)		移動(ファンティエツ-Phan Rang)、橋梁調査(Trang Bridge)				
6	12/23	金	移動(ニャチャン-ハノイ)、MOTとMD締結、JICA報告		移動(Phan Rang-ダラット)、協議(Ninh Thuan DOT)、橋梁調査(Tam Ngan橋)				
7	12/24	土	移動(ハノイ-成田)		移動(ハノイ-Buon Ma Thout)	移動(ダラット-Buon Ma Thuot)、橋梁調査(Krong K'mar橋)			調達事情調査、見積徴収、再委託業務、資料整理
8	12/25	日			橋梁調査(Ea Suop橋)、資料整理				
9	12/26	月			移動(Buon Ma Thuot-ニャチャン)、協議(Dak Lak DOT)、橋梁調査(Ngon Ngan橋)				
10	12/27	火			移動(ニャチャン-ハノイ)、協議(Khanh Hoa DOT)、資料整理				
11	12/28	水			PMU2と協議、JICA帰国前報告				
12	12/29	木			MOTと協議、資料整理				
13	12/30	金			PMU2とTechnical Memorandum締結、資料整理				
14	12/31	土			移動(ハノイ-成田)				

資料3. 関係者（面会者）リスト

本調査のカウンターパートである運輸省道路総局第2計画管理局（PMU2）および本調査期間中に面会した関係者を以下に示す。

関係機関名	氏名	役職
運輸省（MOT）	Md. Nguyen Thanh Hang	Deputy Director General, Planning and Investment Department
	Mr. Nguyen Ngoc Hai	Senior Official, Project Management Division, Planning and Investment Department
道路総局(DRVN)	Mr. Nguyen Duc Thang	Deputy General Director, Directorate for Roads of Vietnam
第2計画管理局(PMU2)	Mr. Lam Van Hoang	Deputy General Director
	Mr. Nguyen Xuan Minh	Director, Project Implementation Division 2
	Mr. Tran Nhat Phong	Deputy Director, PID 2
	Mr. Nguyen Quang Anh	Engineer, PID 2
Binh Thuan 省	Mr. Nguyen Hong Hai	Deputy Director, DOT
	Mr. Nguyen Huu Trung	Director, Infrastructure Dept.
Ninh Thuan 省	Mr. Cao Van Mao	Director, DOT
	Mr. Phan Chanh Trong	Deputy Director, DOT
	Mr. Pham Minh Tan	Deputy Director, Project Management Dept., PMU under DOT
	Mr. Pham Thong	Deputy Director, Traffic Management Unit
Dak Lak 省	Mr. Le Xuan Bieu	Director, DOT
	Mr. Y Puat Tor	Deputy Director, DOT
	Mr. Tran Thu	Director, PMU under DOT
	Mr. Vuong Kha Phong	Deputy Director, PMU under DOT
	Mr. Tran Viet Tiep	Officer, PMU under DOT
Khanh Hoa 省	Mr. Nguyen Long Dinh	Director, DOT
	Mr. Tran Vinh	Deputy Director, DOT
	Mr. Nguyen Tuan Giang	Director, Traffic Dept.
JICA	Mr. Naomichi Murooka	Representative, Vietnam Office

DOT: Department of Transport

PMU: Project Management Unit

PID: Project Implementation Division


JICA: Japan International Cooperation Agency

資料 4. 協議議事録 (M/D : Minutes of Discussions : 12 月 23 日)

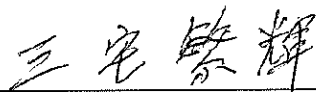
MINUTES OF DISCUSSIONS
ON THE PREPARATORY SURVEY
ON THE PROJECT FOR RECONSTRUCTION OF BRIDGES
IN THE CENTRAL DISTRICT (PHASE II)
IN THE SOCIALIST REPUBLIC OF VIETNAM

From November 2009 to June 2010, the Japan International Cooperation Agency (hereinafter referred to as "JICA") conducted the Preparatory Survey (hereinafter referred to as "the last survey") on the Project for Reconstruction of Bridges in the Central District (Phase II) (hereinafter referred to as "the Project") in the Socialist Republic of Vietnam (hereinafter referred to as "Vietnam"), and through discussions, field surveys and technical examination of the results of the surveys in Japan, JICA prepared a Draft Final Report of the Outline Design. However, the last survey had been suspended without dispatch of mission to explain the Draft Final Report.

This time, the Government of Japan decided to restart the preparatory survey for the Project. Therefore, in order to explain and to consult with the concerned officials of the Ministry of Transport (MOT) and related agencies (hereinafter referred to as "Vietnamese side") about the component of the result of the last survey, and to confirm the current situation of the Project site, JICA sent Vietnam the Preparatory Survey Team (hereinafter referred to as "the Team"), which was headed by Mr. Shigeki MIYAKE, Director, Transportation and ICT Division 2, Economic Infrastructure Department, JICA, from December 18th to December 30th, 2011.

As a result of discussion, both sides confirmed the main items described in the attachment 

Hanoi, December 23rd, 2011



Mr. Shigeki MIYAKE
Leader
Preparatory Survey Team
Japan International Cooperation Agency



Md. Nguyen Thanh Hang
Deputy Director General
Ministry of Transport
The Socialist Republic of Vietnam



Mr. Nguyen Duc Thang
Deputy Director General
Directorate for Road of Vietnam
Ministry of Transport
The Socialist Republic of Vietnam



Mr. Lam Van Hoang
Deputy General Director
Project Management Unit No.2
Ministry of Transport
The Socialist Republic of Vietnam

ATTACHMENT

1. Project Components

After the explanation of the contents of the Inception Report by the Team, the Vietnamese side and Japanese side agreed the design of target bridges in the Inception Report. And both sides agreed the list of target bridges as follows:

- 1) Tam Ngan Bridge (60.0m, Ninh Thuan Province)
- 2) Ea Soup Bridge (46.0m, Dak Lac Province)
- 3) Krong K'Mar Bridge (66.0m, Dak Lac Province)
- 4) Ngoi Ngan Bridge (47.0m, Khanh Hoa Province)

Vietnamese side officially withdrew the request for the construction of Da Dung Bridge and Trang Bridge, both in Binh Thuan Province based on the confirmation from the local authority. Since these two bridges were critically deteriorated, the Binh Thuan Province could not wait for the commencement of Japanese Grant Aid and the construction of these two bridges had been already commenced by the Binh Thuan Province. However, the MOT showed its strong willingness to request Japanese side to support construction of other bridges in Binh Thuan Province. The team denied including this new request in the Project, but the Team agreed to convey the willingness of Vietnamese side to Japanese side.

Also, Vietnamese side requested the Team to survey the possibility of remaining the existing bridges of Ea Soup and Krong K'mar, both in Dak Lak Province. The Team agreed to survey the possibility technically and leave the result of survey in a technical memorandum by 30 December 2011.

2. Japan's Grant Aid Scheme

Vietnamese side understood the Japan's Grant Aid scheme and the necessary measures to be taken by the recipient country as explained at the last survey and described in Annex-2 and Annex-3 of the Minutes of Discussions signed by both sides on November 27th, 2009.

3. Schedule of the Study: JICA will complete the final report and send it to the Government of Vietnam by the end of April, 2012.

4. Project Cost

Vietnamese side was informed that the Project cost should not exceed the upper limit of amount agreed on in E/N and G/A. The Team explained that the Project cost estimation would be re-calculated based on the result of this survey, and be informed Vietnamese side through JICA Vietnam Office as soon as possible. Vietnamese side understood that the Project cost estimation to be provided by the Team would not be final and be subject to change in the process of the cabinet approval in Japan.

5. Environment and Social Considerations

The Team explained and Vietnamese side agreed that the necessary procedure for environmental and social consideration should be confirmed in the environmental check list and the monitoring form to be attached to the Technical Memorandum exchanged between Vietnamese side and the Team.



資料5 Technical Memorandum (技術に関わる覚書 : 12月30日)

TECHNICAL MEMORANDUM
ON THE PREPARATORY SURVEY
ON THE PROJECT FOR RECONSTRUCTION OF BRIDGES
IN THE CENTRAL DISTRICT (PHASE II)
IN THE SOCIAL REPUBLIC OF VIETNAM

In December 2011, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched a Preparatory Survey Team on the Preparatory Survey (hereinafter referred to as "the Survey") on the Project for Reconstruction of Bridges in the Central District (Phase II) (hereinafter referred to as "the Project") in the Social Republic of Vietnam (hereinafter referred to as "the Vietnam").

The major objectives of the Survey are to explain and to consult with the concerned officials of the Government of Vietnam about the component of the result of the last survey in 2009, and to confirm the current situation of the Project site.

In the course of discussions with relevant organizations and field survey, both sides confirmed the main items described in the Attachment-1.

Further, the Vietnamese side confirmed and basically accepted major undertakings to be done by the Vietnamese side at each bridge site, which are mainly associated with construction work at site (see Attachment-2).

Also, the Vietnamese side and Japanese side confirmed the necessary procedure for environmental and social consideration in the environmental checklist (see Attachment-3) and the monitoring form (see Attachment-4).

According to the Decision 29/2011/ND-CP issued on 18th April, 2011 regarding environmental protection, the Directorate for Roads in Vietnam (hereinafter referred to as "DRVN") will make an agreement with the related District People's Committees. And, the Project Management Unit No.2 will be assigned by the DRVN to make the agreement with each District People's Committee on environmental protection issues for the Project to refer to the attached environmental checklist and monitoring form.

Hanoi, 30th December, 2011



Mr. Tomoaki TAKEUCHI
Chief Consultant
Preparatory Survey Team
Japan International Cooperation Agency



Mr. Lam Van Hoang
Deputy General Director
Project Management Unit No.2
Directorate for Roads of Vietnam
Ministry of Transport
The Socialist Republic of Vietnam

Confirmation of Major Specification for the Project

After the explanation of the contents of the Inception Report by the Preparatory Survey Team, the Vietnamese side agreed and accepted the design contents of proposed bridges in the Inception Report, especially, bridge width and design live load as follows:

(1) No. 43 Tam Ngan Bridge, Ninh Thuan Province

- Bridge Width: 5.5 m
- Design Live Load: 65 % of HL93 (equivalent to H-13)

(2) No. 52 Ea Suop Bridge, Dak Lak Province

- Bridge Width: 7.0 m
- Design Live Load: 80 % of HL93 (equivalent to H-18)

(3) No. 56 Krong K'mar Bridge, Dak Lak Province

- Bridge Width: 7.0 m
- Design Live Load: 80 % of HL93 (equivalent to H-18)

(4) No.83 Ngoi Ngan Bridge, Khanh Hoa Province

- Bridge Width: 7.0 m
- Design Live Load: 65 % of HL93 (equivalent to H-13)

However, the following items are requested from the Vietnamese side. The Preparatory Survey Team agreed to convey the request to the Japanese side, and examine its appropriateness from the view point of both engineering and Japan's Grant Aid scheme.

(1) No. 56 Krong K'mar Bridge, Dak Lak Province

- Extension of approach road with 30 m in length on the left bank side to improve the sharp curve radius.
- Consideration of replacing the small existing bridge located at the project site by providing a drainage culvert to mitigate impacts on agricultural activities.

Confirmation of Major Undertakings to be Done by the Vietnamese Side

1. Resettlement and Land Acquisition

The Preparatory Survey Team confirmed that land acquisition and resettlement activity at four bridge sites have been well proceeding including the construction yard.

The Preparatory Survey Team requested the Vietnamese side to check the land acquisition and resettlement area again carefully because the some design criteria/ specifications were modified. Also, the Preparatory Survey Team requested the Vietnamese side that the temporary leased land such as a construction yard and a diversion road during construction to secure the existing traffic should be checked again, if necessary.

The Vietnamese side and the Japanese side confirmed that the Vietnamese side should complete all resettlement and land acquisition works prior to the commencement of the Project, and provide the result of the agreements with the affected people to the Japanese side.

2. Specific Undertakings to be done by the Vietnamese Side at Each Bridge Site

The Vietnamese side confirmed that the following undertakings in principle should be taken by the Vietnamese side at the Vietnamese expenses.

- Removal or relocation of utilities, such as electric cables, telephone cables and water pipes, if necessary,
- Provision of access roads to bridge construction sites, and
- Removal of the existing bridges in case that the proposed bridge is constructed away from the existing bridge after the completion of the Project.

The Vietnamese side and the Japanese side confirmed that the Vietnamese side should carry out the following specific undertakings. Especially, regarding to removal of the existing Ea Suop Bridge and Krong K'mar Bridge, Project Management Unit No.2 will make an agreement with the Department of Transport in Dak Lak Province.

(1) No. 43 Tam Ngan Bridge, Ninh Thuan Province

- Removal of the existing bridge after completion of a new bridge, and
- Land acquisition from 4 households and a part of the church premises before commencement of the construction.

(2) No. 52 Ea Suop Bridge, Dak Lak Province

- Removal of the existing bridge after completion of a new bridge, and

- Removal of one (1) temporary store which had been already compensated along the approach road on the right bank side before commencement of the construction.

(3) No. 56 Krong K'mar Bridge, Dak Lak Province

- Removal of the existing bridge and a part of the existing approach road which will affect the river flow after completion of a new bridge, and
- Relocation of telephone and electric lines at the upstream side of the existing bridge before commencement of the construction

(4) No.83 Ngoi Ngan Bridge, Khanh Hoa Province

- Relocation of telephone and electric lines along approach roads on the downstream side before commencement of the construction.

Environmental Checklist: 12. Bridges (1)

Attachment-3

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(1) EIA and Environmental Permits	<p>(a) Have EIA reports been already prepared in official process? (b) Have EIA reports been approved by authorities of the host country's government? (c) Have EIA reports been unconditionally approved? If conditions are imposed on the approval of EIA reports, are the conditions satisfied? (d) In addition to the above approvals, have other required environmental permits been obtained from the appropriate regulatory authorities of the host country's government?</p>	<p>(a) N (b) N (c) N (d) N</p>	<p>(a) Due to MOT policy for JICA grant aid bridge project, this project has been classified as A category of bridge construction and no EIA report has not been prepared by Vietnamese government side. (b) On above reason no EIA report was prepared and approved by Vietnamese side. (c) Same as (b), but resettlement and land acquisition procedures have been conducted, all most of 4 bridge sites have been successfully achieved. (d) Since environmental impacts are quite limited due to bridge reconstruction activities are small, and the related stakeholders were agreed and received compensation for resettlement and land acquisition during period of 2005 to 2007. According to the Decision 29/2011/ND-CP issued on 18 April, 2011 regarding environmental protection, the Directorate for Roads in Vietnam (DRVN) will make an agreement with the related District People's Committees. And, the Project Management Unit No.2 will be assigned by the DRVN to make the agreement with each District People's Committee on environmental protection issues for the bridge projects to in accordance with JICA environmental checklist and monitoring form.</p>
1 Permits and Explanation	(2) Explanation to the Local Stakeholders	<p>(a) Have contents of the project and the potential impacts been adequately explained to the Local stakeholders based on appropriate procedures, including information disclosure? Is understanding obtained from the Local stakeholders? (b) Have the comment from the stakeholders (such as local residents) been reflected to the project design?</p>	<p>(a) Y (b) Y</p>	<p>(a) During period of 2005 to 2006 the project contents had been explained to the related stakeholders by DOT of each Provinces and affected stakeholders were mostly agreed and received compensation money by cash in 2006 to 2007. (No.43: Tam Ngan bridge site, in Ninh Thuan Province; 7 stakeholders of 11 agreed and received compensation in 2007, other are ready to negotiate with DOT when the project will start). (No.52: Ea Soup bridge site, in Dak Lak Province; all of stakeholders were agreed and relocated after received compensation, No. 56: Krong K'mar bridge site; all of the stakeholders had been agreed and relocated after received compensation, other land owner of farm land also agreed and received compensation), (No.83: Ngai Ngan bridge site; 19 stakeholders have been agreed and received compensation in 2005) (b) Since existing bridges are in dangerous condition with deterioration and poor capacity for current traffic volume. Local residents have been waiting the new bridges construction.</p>

Environmental Checklist: 12. Bridges (2)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
(3) Examination of Alternatives		(a) Have alternative plans of the project been examined with social and environmental considerations?	(a) Y	(a) Each of alignment of access to the bridge and bridge location for the project had examined with most minimum environmental and social impacts, and each plans were explained and agreed by the stakeholders, then compensations for each affected house holders had been paid and some of remained stakeholders are ready for agreement when the project commencement is made.
(1) Air Quality		(a) Is there a possibility that air pollutants emitted from the project related sources, such as vehicles traffic, will affect ambient air quality? Does ambient air quality comply with the country's air quality standards? Are any mitigating measures taken? (b) If air quality already exceed country's standards near the route, is there a possibility that the project will make air pollution worse?	(a) N (b) N	(a) All of 4 bridge sites are located in rural area with natural expanded surroundings and less volume of traffic may not cause worse ambient air quality level comparing Vietnamese standards. No mitigation measure will be required. (b) Current roads of the each site are in deteriorated paving surface with mud or some spoiled wooden plates, therefore dusty air is generated at surrounding area in current condition. After construction of bridges, and access roads, there will be contrived to be more clean air circumstance.
2 Pollution Control	(2) Water Quality	(a) Is there a possibility that soil runoff from the bare lands resulting from earthmoving activities, such as cutting and filling will cause water quality degradation in downstream water areas? (b) Is there a possibility that the project will contaminate water sources, such as well water?	(a) Y (b) N	(a) Some temporally impact may be generated during abutment and pier foundation works, but impacts to cause turbidity of water quality will be managed by proper construction management and environmental monitoring by the contractor and District Division of natural resources and environment. (b) Residential areas are aparted from the bridge construction site, therefore no impact may be expected on ground water quality.
(3) Noise and Vibration		(a) Do noise and vibrations from the vehicle and train traffic comply with the country's standards? (b) Do low frequency sound from the vehicle and train traffic comply with the country's standards?	(a) N (b) N	(a) Smooth and stable condition of pavement surface of access roads and bridges, less traffic of heavy vehicle will not cause noise and vibration in compare with current deteriorated current condition, residential areas are aparted from the site therefore those noise and vibration level are under the permissible level of the national standards. (b) No low frequency sound from vehicles are expected for the project sites.

Environmental Checklist: 12. Bridges (3)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
3 Natural Environment	(1) Protected Areas	(a) Is the project site located in protected areas designated by the country's laws or international treaties and conventions? Is there a possibility that the project will affect the protected areas?	(a) N	(a) The project sites area located in rural or agricultural area, these area of the sites have been human contacted for hundred years and there is no national protected area or conservation area is located even at far distance area.
	(2) Ecosystem	(a) Does the project site encompass primeval forests, tropical rain forests, ecologically valuable habitats (e.g., coral reefs, mangroves, or tidal flats)? (b) Does the project site encompass the protected habitats of endangered species designated by the country's laws or international treaties and conventions? (c) If significant ecological impacts are anticipated, are adequate protection measures taken to reduce the impacts on the ecosystem? (d) Are adequate protection measures taken to prevent impacts, such as disruption of migration routes, habitat fragmentation, and traffic accident of wildlife and livestock? (e) Is there a possibility that installation of bridges and access roads will cause impacts, such as destruction of forest, poaching, desertification, reduction in wetland areas, and disturbance of ecosystems due to introduction of exotic (non-native invasive) species and pests? Are adequate measures for preventing such impacts considered?	(a) N (b) N (c) N (d) N (e) N	(a) None of these category of ecological site and valuable habitat is existed, there are long time human activities contacted built up area. The project sites are located inland human contacted areas of agriculture and some rural residential area. (b) None of protected habitats of endangered species existed and there are neither designated area by national law nor international conventions. (c) On the above reason, no need of protection measures is expected. (d) Same as mentioned as above, no mitigation measure is required. (e) No such valuable or protective land is affected by the access roads and bridges with rather small scale project sites, the projects sites are normal land of homesteads, agriculture, vacant area and river fringes. So that no such impact consideration is required.
	(3) Hydrology	(a) Is there a possibility that hydrologic changes due to the installation of structures will adversely affect surface water and groundwater flows?	(a) N	(a) No hydrological change will be anticipated due to normal river resume without specific critical condition at the bridges crossing point, no surface and ground water impacts is expected.
	(4) Topography and Geology	(a) Is there any soft ground on the route that may cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides, where needed? (b) Is there a possibility that civil works, such as cutting and filling will cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides? (c) Is there a possibility that soil runoff will result from cut and fill areas, waste soil disposal sites, and borrow sites? Are adequate measures taken to prevent soil runoff?	(a) N (b) N (c) N	(a) There are not any soft ground on the route for each bridge sites, and they may not cause slope failures or landslides. Normal standard practice of construction management will be considered on temporarily erosion control at river bank areas. (b) There are not possibility that civil works, such as cutting and filling will cause slope failures or landslides. Normal standard practice of construction management will be considered on temporarily erosion control at river bank areas. (c) There area not possibility expected that soil runoff will result from cut and fill areas, waste soil disposal sites, and borrow sites. Since the project scale is small and not so much earthworks for each construction site, however adequate measures will be taken to prevent soil runoff during construction period.

Environmental Checklist: 12. Bridges (4)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
4 Social Environment	(1) Resettlement	<p>(a) Is involuntary resettlement caused by project implementation? If involuntary resettlement is caused, are efforts made to minimize the impacts caused by the resettlement?</p> <p>(b) Is adequate explanation on compensation and resettlement assistance given to affected people prior to resettlement?</p> <p>(c) Is the resettlement plan, including compensation with full replacement costs, restoration of livelihoods and living standards developed based on socioeconomic studies on resettlement?</p> <p>(d) Is the compensation going to be paid prior to the resettlement?</p> <p>(e) Is the compensation policies prepared in document?</p> <p>(f) Does the resettlement plan pay particular attention to vulnerable groups or people, including women, children, the elderly, people below the poverty line, ethnic minorities, and indigenous peoples?</p> <p>(g) Are agreements with the affected people obtained prior to resettlement?</p> <p>(h) Is the organizational framework established to properly implement resettlement? Are the capacity and budget secured to implement the plan?</p> <p>(i) Are any plans developed to monitor the impacts of resettlement?</p> <p>(j) Is the grievance redress mechanism established?</p>	<p>(a) Y (b) Y (c) Y (d) Y (e) Y (f) Y (g) Y (h) Y (i) Y (j) N</p>	<p>(a) Involuntary resettlement is caused by project implementation. Involuntary resettlement has been tried to minimize the impacts caused by the resettlement through bridge location study.</p> <p>(b) In 2007 project explanation and explanation on compensation and resettlement assistance had been given to affected peoples prior to resettlement by each DOT and District department of natural resources and environment.</p> <p>(c) According to National Government and each Provincial Government standard and guidelines, the resettlement plan, including compensation with full replacement costs, restoration of livelihoods and living standards had been developed based on socioeconomic studies on resettlement by each DOT and District Division of natural resources and environment.</p> <p>(d) The compensations had been paid all most prior to the resettlement.</p> <p>(e) The compensations had been paid all most prior to the resettlement, but some are going to have agreement and will be paid after the implementation schedule will be decided.</p> <p>(f) According to the Government policy and law on Resettlement Action Plan and Minority Development Action Plan, the resettlement plan have been paid particular attention to vulnerable groups or people, including women, children, the elderly, people below the poverty line, ethnic minorities, and indigenous peoples.</p> <p>(g) The agreements with the affected people almost had been obtained prior to resettlement, some remained few affected peoples will be obtained agreement soon after settled project implementation schedule.</p> <p>(h) The organizational framework of each province had been established to properly implement resettlement. The capacity and budget had been secured to implement the plan already.</p> <p>(i) There had been developed plans for monitor the impacts of resettlement and most of the cases were done with successfully.</p> <p>(j) No possibility that bridges will cause a sun shading and radio interference because of at-grade structure of bridges and surrounding areas are in open spread.</p>

Environmental Checklist: 12. Bridges (5)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
		<p>(a) Where bridges and access roads are newly installed, is there a possibility that the project will affect the existing means of transportation and the associated workers? Is there a possibility that the project will cause significant impacts, such as extensive alteration of existing land uses, changes in sources of livelihood, or unemployment? Are adequate measures considered for preventing these impacts?</p> <p>(b) Is there any possibility that the project will adversely affect the living conditions of the inhabitants other than the target population? Are adequate measures considered to reduce the impacts, if necessary?</p> <p>(c) Is there any possibility that diseases, including infectious diseases, such as HIV will be brought due to immigration of workers associated with the project? Are adequate considerations given to public health, if necessary?</p> <p>(d) Is there any possibility that the project will adversely affect road traffic in the surrounding areas (e.g., increase of traffic congestion and traffic accidents)?</p> <p>(e) Is there any possibility that project will impede the movement of inhabitants?</p> <p>(f) Is there any possibility that bridges will cause a sun shading and radio interference?</p>	<p>(a) N (b) N (c) N (d) N (e) N (f) N</p>	<p>(a) There is no possibility that the project will affect the existing means of transportation and the associated workers. There is also not any possibility that the project will cause significant impacts, such as extensive alteration of existing land uses, changes in sources of livelihood, or unemployment. So that no specific consideration for preventing these impacts.</p> <p>(b) There is not any possibility that the project will adversely affect the living conditions of the inhabitants other than the target population. There will be same as before. No specific measure is considered to reduce the impacts.</p> <p>(c) There will be almost no possibility that diseases, including infectious diseases, such as HIV will be brought due to immigration of workers associated with the project, because construction workers require not so many and proper construction management and environmental management plan will give education and workshop monitoring to the workers on adequate considerations given to public health.</p> <p>(d) There is not any possibility that the project will adversely affect road traffic in the surrounding areas.</p> <p>(e) There is not any possibility that project will impede the movement of inhabitants.</p> <p>(f) There is not any possibility that bridges will cause a sun shading and radio interference, because residential areas are aparted from the bridge sites.</p>
(3) Heritage		<p>(a) Is there a possibility that the project will damage the local archeological, historical, cultural, and religious heritage? Are adequate measures considered to protect these sites in accordance with the country's laws?</p>	<p>(a) N</p>	<p>(a) There is not any possibility that the project will damage the local archeological, historical, cultural, and religious heritage due to such assets are not existed on the construction site. Only some backyard area of newly built church at Tam Ngan bridge site in Ninh Thuan Province will be affected for land acquisition.</p>
(4) Landscape		<p>(a) Is there a possibility that the project will adversely affect the local landscape? Are necessary measures taken?</p>	<p>(a) N</p>	<p>(a) No adverse impact is expected to the local landscape. The landscape after construction will be much enhanced than current bridge and surrounding landscape.</p>

Environmental Checklist: 12. Bridges (6)

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)	Yes: Y No: N
(5) Ethnic Minorities and Indigenous Peoples	(a) Are considerations given to reduce impacts on the culture and lifestyle of ethnic minorities and indigenous peoples? (b) Are all of the rights of ethnic minorities and indigenous peoples in relation to land and resources respected?	(a) In case of Tam Ngan bridge, Ninh Thuan Province, the proposed bridge location is considered to avoid impacts on the culture and lifestyle of ethnic minorities (Kho minority) and indigenous peoples. Other bridge sites are neither area of ethnic minority nor indigenous peoples. (b) All of the rights of ethnic minorities and indigenous peoples in relation to land and resources had been respected, no complaint was heard in community at Tam Ngan bridge site.	(a) Y (b) Y	
4 Social Environment	(6) Working Conditions	(a) Is the project proponent not violating any laws and ordinances associated with the working conditions of the country which the project proponent should observe in the project? (b) Are tangible safety considerations in place for individuals involved in the project, such as the installation of safety equipment which prevents industrial accidents, and management of hazardous materials? (c) Are intangible measures being planned and implemented for individuals involved in the project, such as the establishment of a safety and health program, and safety training (including traffic safety and public health) for workers etc.? (d) Are appropriate measures taken to ensure that security guards involved in the project not to violate safety of other individuals involved, or local residents?	(a) The project proponents of each Province are not violating any laws and ordinances associated with the working conditions of the country which the project proponents should observe in the project. PAPs are given more advantageous conditions for their livelihood social environment after completion of the new bridges than before. (b) Normal and standard tangible safety considerations in place for individuals will be involved in the project, even there is industrial area near the site vicinity the standard traffic safety equipment will be installed. (c) Intangible measures are being planned and implemented for individuals involved in the project, such as the establishment of a safety and public health (HIV etc.) program, and safety training (including traffic safety and public health) for workers will be conducted by the contractor in accordance with construction management plan, environmental management plan also monitoring plan. (d) Appropriate measures will be taken to ensure that security guards involved in the project not to violate safety of other individuals involved, or local residents in accordance with construction management plan, environmental management plan also monitoring plan.	(a) Y (b) Y (c) Y (d) Y

Environmental Checklist: 12. Bridges (7)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
		<p>(a) Are adequate measures considered to reduce impacts during construction (e.g., noise, vibrations, turbid water, dust, exhaust gases, and wastes)?</p> <p>(b) If construction activities adversely affect the natural environment (ecosystem), are adequate measures considered to reduce impacts?</p> <p>(c) If construction activities adversely affect the social environment, are adequate measures considered to reduce impacts?</p>	<p>(a) Y</p> <p>(b) Y</p> <p>(c) Y</p>	<p>(a) Adequate measures will be considered to reduce impacts during construction (e.g. turbid water, dust, and wastes) in accordance with assistance by the construction supervision consultants.</p> <p>(b) The project sites are not protected area but it is manmade natural environment such as agriculture land, when construction activities adversely affect the natural environment (ecosystem), adequate measures will be considered to reduce impacts.</p> <p>(c) In case, construction activities will give adversely affect the social environment, adequate measures will be considered by the supervision consultants to reduce impacts in coordination with District environmental and social department.</p>
5 Others		<p>(a) Does the proponent develop and implement monitoring program for the environmental items that are considered to have potential impacts?</p> <p>(b) What are the items, methods and frequencies of the monitoring program?</p> <p>(c) Does the proponent establish an adequate monitoring framework (organization, personnel, equipment, and adequate budget to sustain the monitoring framework)?</p> <p>(d) Are any regulatory requirements pertaining to the monitoring report system identified, such as the format and frequency of reports from the proponent to the regulatory authorities?</p>	<p>(a) Y</p> <p>(b) Y</p> <p>(c) Y</p> <p>(d) Y</p>	<p>(a) The environment and social department of District in each Province will develop in assistance with the proponent (DOT) and implement monitoring program for the environmental items that are considered to have potential impacts.</p> <p>(b) There will be dust control, erosion control, waste disposal and traffic safety etc., monitoring. Construction supervision consultants periodically to meet with construction activities will conduct checking and reporting to DOT and District Department of natural resources and environment and, the consultants will give notice to the contractor to manage properly.</p> <p>(c) The proponent will establish an adequate monitoring framework in assistance with construction supervision consultants.</p> <p>(d) With assistance by the supervision consultants, there will be prepared regulatory requirements pertaining to the monitoring report system identified, such as the format and frequency of reports from the proponent to the regulatory authorities (District department of natural resources and environment).</p>
6 Note	Reference to Checklist of Other Sectors	<p>(a) Where necessary, pertinent items described in the Roads, Railways and Forestry Projects checklist should also be checked (e.g., projects including large areas of deforestation).</p> <p>(b) Where necessary, pertinent items described in the Power Transmission and Distribution Lines checklist should also be checked (e.g., projects including installation of power transmission lines and/or electric distribution facilities).</p>	<p>(a) N</p> <p>(b) N</p>	<p>(a) Since the bridge projects have rather small scale development, there are no impacts to wider range of environmental condition but quite limited site only.</p> <p>(b) Since the bridge projects have rather small scale development, there are few involvement of such low voltage power transmission line to be relocated near the access road and bridges.</p>

Environmental Checklist: 12. Bridges (8)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	Note on Using Environmental Checklist	(a) If necessary, the impacts to transboundary or global issues should be confirmed (e.g., the project includes factors that may cause problems, such as transboundary waste treatment, acid rain, destruction of the ozone layer, or global warming).	(a) N	(a) Since the bridge projects have rather small scale development, there are no impacts to wider range of environmental condition but quite limited site only.

1) Regarding the term "Country's Standards" mentioned in the above table, in the event that environmental standards in the country where the project is located diverge significantly from international standards, appropriate environmental considerations are required to be made.
 In cases where local environmental regulations are yet to be established in some areas, considerations should be made based on comparisons with appropriate standards of other countries (including Japan's experience).

2) Environmental checklist provides general environmental items to be checked. It may be necessary to add or delete an item taking into account the characteristics of the project and the particular circumstances of the country and locality in which the project is located.

MONITORING FORM

-If environmental reviews indicate the need of monitoring by JICA, JICA undertakes monitoring for necessary items that are decided by environmental reviews. JICA undertakes monitoring based on regular reports including measured data submitted by the project proponent. When necessary, the project proponent should refer to the following monitoring form for submitting reports.

-When monitoring plans including monitoring items, frequencies and methods are decided, project phase or project life cycle (such as construction phase and operation phase) should be considered.

1. Responses/Actions to Comments and Guidance from Government Authorities and the Public

Monitoring Item	Monitoring Results during Report Period
Responses/Actions to Comments and Guidance from Government Authorities	DOT of each Province will response and take actions to the comment from District division of natural resources and environmental, and PMU2 if necessary.

2. Mitigation Measures

- Air Quality (Emission Gas / Ambient Air Quality)

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
SO ₂						Not required
NO ₂						Not required
CO						Not required
O ₃						Not required
Soot and dust						Not required
SPM						Not required
Dust	-	Observation base level	Observation base level	NA	-	Access road at excavation/cut and filling area, period of earth work conducted in dry season. Monitor by observation base.

- Water Quality (Effluent/Wastewater/Ambient Water Quality)

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
pH						Not required
SS (Suspended Solid) Turbidity	-	Observation base level	Observation base level	-	-	Riverside at Abutment and pier, during earth works near to the water body, once a month.
BOD/COD						Not required

DO						Not required
Total Nitrogen						Not required
Total Phosphorus						Not required
Heavy Metals						Not required
Hydrocarbons / Mineral Oils						Not required
Phenols						Not required
Cyanide						Not required
Temperature						Not required

- Waste

Monitoring Item	Monitoring Results during Report Period
Construction waste and debris, used lubricant oil and chemicals	During construction period, to confirm location of disposal yard, date, kind and volume of those disposal.

- Noise / Vibration

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
Noise level						Not required
Vibration level						Not required

- Odor

Monitoring Item	Monitoring Results during Report Period
-	Not required

3. Natural Environment**- Ecosystem**

Monitoring Item	Monitoring Results during Report Period
Negative effects/Actions to Valuable species	Not required due to no valuable species existed.

4. Social Environment**- Resettlement**

Monitoring Item	Monitoring Results during Report Period
Grievance and redress	Pre-construction phase: DOT has been in charged on grievance and redress and all the results had been considered and agreement and payment of the compensation have been done. During construction and operation phase District Division of natural resources and environment will monitor and give mitigation measures.

- Living / Livelihood

Monitoring Item	Monitoring Results during Report Period
Livelihood recovery, assistance and support	Pre-construction phase: DOT has been carried

	consultation on livelihood recovery and assistance and support in case of necessitated, and all the results had been considered and agreement and payment of the related compensation have been done.
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資料6 参考資料

資料6.1 モニタリング・フォーム案

Ⅲ. モニタリング・フォーム

- － モニタリングは、環境レビューによって JICA によるモニタリングが必要と判断された項目について、プロジェクト実施主体者が測定値等を JICA に定期的に提出することで行うが、提出にあたっては、以下モニタリング・フォームを必要に応じ参照する。
- － モニタリング項目、頻度、方法等を定めるにあたっては、プロジェクトのフェーズあるいはライフサイクル（建設フェーズと操業フェーズなど）に留意する。

1. 許認可・住民説明

モニタリング項目	報告期間中の状況
当局からの指摘事項への対応	各省の PDOT は郡自然資源環境部からの指摘を受け具体的な対応を行い、PMU2 に報告する。

2. 汚染対策

－大気質（排出ガス測定値および周辺大気環境測定値）

項目（単位）	測定値（平均値）	測定値（最大値）	現地基準（1時間平均）	参照した国際的基準	備考（測定場所、頻度、方法等）
SO ₂			0.35mg/m ³		特に必要なし
NO ₂			0.2mg/m ³		特に必要なし
CO			30mg/m ³		特に必要なし
O ₃			0.18mg/m ³		特に必要なし
ばいじん			TSP: 0.3mg/m ³		特に必要なし
浮遊粒子状物質			PM: 0.15mg/m ³ (24hr)		特に必要なし
粉塵	目視レベルでの判定値	目視レベルでの判定値	TSP: 0.3mg/m ³		掘削、切り土、埋め戻しの行われているアクセス道路、乾期での土工事作業期間、目視監察による判定

－水質（排水測定値および周辺水域環境測定値）

項目（単位）	測定値（平均値）	測定値（最大値）	現地基準	参照した国際的基準	備考（測定場所、頻度、方法等）
pH			6 -8.5 (A1)		特に必要なし
SS（浮遊物質）	目視レベルでの判定値	目視レベルでの判定値	TSS: 20mg/l (A1)		橋台、橋脚部のある河岸地点、水面に近い場所での土工事期間、毎月1回
BOD/COD			BOD5: 4(20℃) COD: 10mg/l		特に必要なし
DO			>=6 mg/l		特に必要なし

全窒素			NO2: 0.01mg/l		特に必要なし
全燐			-		特に必要なし
重金属			Fe: 0.5mg/l		特に必要なし
炭化水素／鉱油			油類: 0.01mg/l		油類: 橋台、橋脚部のある河岸地点、水面に近い場所での土工事期間、毎月1回
フェノール類			-		特に必要なし
シアン化合物			-		特に必要なし
水温			-		特に必要なし

－廃棄物

モニタリング項目	報告期間中の状況
建設廃棄物、使用済み潤滑油、化学薬品	工事期間中に廃棄物の処理場の確認、廃棄物の運搬処理日付、廃棄物の種類、廃棄物の量

－騒音・振動

項目（単位）	測定値（平均値）	測定値（最大値）	現地基準	参照した国際的基準	備考（測定場所、頻度、方法等）
騒音レベル			Leq: 70dBA		特に必要なし
振動レベル			70dB		特に必要なし

－悪臭

モニタリング項目	報告期間中の状況
悪臭	特に必要なし

3. 自然環境

－生態系

モニタリング項目	報告期間中の状況
貴重種に対する影響、対策等	貴重種の存在がないため、特に必要なし

4. 社会環境

－住民移転

モニタリング項目	報告期間中の状況
苦情と対応	工事前：省 PDOT は苦情への対応を行い、結果として移転住民等に補償費支払いが行われた。 工事中及び供用開始後：郡自然資源環境部がモニタリングを行い、緩和対策等を進める。

－生活・生計

モニタリング項目	報告期間中の状況
生計支援、補助と援助	工事前：郡 DOT は生計支援補助と援助に付いてのコンサルテーションを行い、必要に応じ支援を行った。結果として対象移転住民は内容に合意し補償費を受理している。

環境チェックリスト：1.2. 橋梁 (1)

分類	環境項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/Noの理由、根拠、緩和策等)
1	(1) EIAおよび環境許認可	<p>(a) 環境アセスメント報告書 (EIAレポート) 等は作成済みか。</p> <p>(b) EIAレポート等は当該国政府により承認されているか。</p> <p>(c) EIAレポート等の承認は付帯条件を伴うか。付帯条件がある場合は、その条件は満たされるか。</p> <p>(d) 上記以外に、必要な場合には現地の所管官庁からの環境に関する許認可は取得済みか。</p>	<p>(a) N</p> <p>(b) N</p> <p>(c) N</p> <p>(d) N</p>	<p>(a) MOTのポリシーにより、JICA無償援助に本橋梁プロジェクトの建設を含めた場合には、ベトナム側ではEIAを行わない。従い、EIA報告書は準備されていない。</p> <p>(b) 同上の理由によりEIA報告書はベトナム側で承認されていない。</p> <p>(c) (b)と同様であるが土地取得及び住民移転は既に行われていて、4橋全てに付いて十分満足得られる成果となっている。</p> <p>(d) 対象橋梁の規模は比較的小さく、環境影響に及ぼす影響は限定的で有り、2005年から2007年に土地取得、住民移転に関わる関係ステークホルダーとの協議が行われ殆どが補償との問題に合意し支払いが行われている。環境保護に関する政令29/2011/ND-CPにより、ベトナム国道総局 (DRVN)は関係する郡人民委員会と同意書を作成し、PMU2は環境保護に関わる問題に付いて対象橋梁のある各郡人民委員会と同意書を結ぶ。</p>
1	(2) 現地ステークホルダーへの説明	<p>(a) プロジェクトの内容および影響について、情報公開を含めて現地ステークホルダーに適切な説明を行い、理解を得ているか。</p> <p>(b) 住民等からのコメントを、プロジェクト内容に反映させたか。</p>	<p>(a) Y</p> <p>(b) Y</p>	<p>(a) DOT (省道路交通部) により2005年～2007年にプロジェクトの内容が関係ステークホルダーに説明され、殆どのステークホルダーが同意し、2006年～2007年に補償費が受理されている。(No. 43: Tam Ngan 橋、Ninh Thuan省では11のステークホルダーの内、7ステークホルダーは2007年に補償費を受領、他は事業が開始されればDOTとの協議がおこなわれる。)、(No. 52: Ea Suop橋、Dak Lak省では全てのステークホルダーは補償費を受領後、移転を行っている。No. 56: Krong K' mar橋では全てのステークホルダーは補償費を受領後、移転を行っている。また他の土地所有者も補償費を受領している。)、(No. 83: Ngai Ngan橋: 2005年に19のステークホルダーは全て合意し補償費を受領している。)</p> <p>(b) 既存橋は劣化や交通量に対し不十分な状態であり、危険な状態にある。地域住民が長らく新橋の建設を待ち望んでいる。</p>
2	(3) 代替案の検討	<p>(a) プロジェクト計画の複数の代替案は (検討の際、環境・社会に係る項目も含めて) 検討されているか。</p>	<p>(a) Y</p>	<p>(a) 橋梁へのアクセス道路と橋梁の位置は検討され、最も環境、社会影響の少ない位置を検討している。ステークホルダーは合意し、殆どは補償費の支払いに応じ、残されている一部のステークホルダーは、工事の開始時期までに同意することとなっている。</p>
2	(1) 大気質	<p>(a) 通行車両等から排出される大気汚染物質による影響はあるか。当該国の環境基準等と整合するか。</p> <p>(b) ルート付近において大気汚染状況が既に環境基準を上回っている場合、プロジェクトが更に大気汚染を悪化させるか。大気質に対する対策は取られるか。</p>	<p>(a) N</p> <p>(b) N</p>	<p>(a) 対象の4橋梁は全て自然の広がつた地方部に位置している。交通量も少なく国の基準と比較し大気質レベルの悪化を引き起こすような状態では無い。</p> <p>(b) 現状の道路の状態は舗装面が劣化、木製床板が損傷している。従って周辺部では埃が立っているのが現状である。新橋梁が完成すればアクセス道路や橋梁部での大気の状態はきれいな状態となる。</p>
2	(2) 水質	<p>(a) 盛土部、切土部等の表土露出部からの土壌流出によって下流水域の水質が悪化するか。</p> <p>(b) プロジェクトによる周辺の井戸等の水源への影響はあるか。</p>	<p>(a) Y</p> <p>(b) N</p>	<p>(a) 橋台や橋脚の基礎工事では一時的な土壌の流出の影響がある。施工業者や郡の自然資源環境部により引き起こされる水質の汚濁は適切な工事管理と環境管理、環境モニタリングを以て管理される。</p> <p>(b) 居住地での地下水の影響は橋梁建設場所から離れているため、殆ど無い。</p>
2	(3) 騒音・振動	<p>(a) 通行車両や鉄道による騒音・振動は当該国の基準等と整合するか。</p> <p>(b) 通行車両や鉄道による低周波音は当該国の基準等と整合するか。</p>	<p>(a) N</p> <p>(b) N</p>	<p>(a) 建設後の平滑で安定した舗装状態と少ない交通量の下では、現状と比較し騒音や振動の問題を引き起こさない。また居住地は橋梁サイトから離れているため、国の基準以下の騒音、振動レベルとなる。</p> <p>(b) 通過車両からの低周波の騒音は無い。</p>
2	(1) 保護区	<p>(a) サイトは当該国の法律・国際条約等に定められた保護区内に立地するか。プロジェクトが保護区に影響を与えらるか。</p>	<p>(a) N</p>	<p>(a) 事業地は地方部、農業エリアに位置し、長年、人的な活動により影響を受けた地域である。よって、周辺に指定保護・保全地域は無く、かなり離れた地域にも該当する保護、保全地域は無い。</p>

環境チェックリスト：1.2. 橋梁 (2)

分類	環境項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/Noの理由、根拠、緩和策等)
3 自然 環境	(2)生態系	(a) サイットは原生林、熱帯の自然林、生態学的に重要な生息地（珊瑚礁、マングローブ湿地、干潟等）を含むか。 (b) サイットは当該国の法律・国際条約等で保護が必要とされる貴重種の生息地を含むか。 (c) 生態系への重大な影響が懸念される場合、生態系への影響を減らす対策はなされるか。 (d) 野生生物及び家畜の移動経路の遮断、生息地の分断、動物物の交通事故等に対する対策はなされるか。 (e) 橋梁・道路が出来たことよって、開発に伴う森林破壊や密猟、砂漠化、湿原の乾燥等は生じるか。外来種（従来その地域に生息していなかった）、病害虫等が移入し、生態系が乱される恐れがあるか。これらに対する対策は用意されるか。	(a) N (b) N (c) N (d) N (e) N	(a) 4 プロジェクトサイトは、このような生態系、貴重種の生息地のカテゴリーに属する事は無い。対象地は長年、人為的に開発整備されてきた土地である。またプロジェクトサイトは内陸部に位置し、農業等を主体とし一部の居住地にある。 (b) プロジェクトサイトは国により指定されたエリア又は国際条約で決められたエリアでも無い。 (c) 上記の理由により、特別な保護対策の必要はない。 (d) 同様の理由により、特別な緩和策の必要はない。 (e) アクセス道路と橋梁は小規模の整備エリアで、特別に貴重で保護の対象となる土地では無く、農地や空き地、及び河岸エリアである。従ってこのような影響の配慮は必要ない。
(3)水象	(4)地形・地質	(a) 構造物の設置による水系の変化に伴い、地表水・地下水の流れに悪影響を及ぼすか。 (a) ルート上に土砂崩壊や地滑りが生じそうな地質の悪い場所はあるか。ある場合は工法等で適切な処置がなされるか。 (b) 盛土、切土等の土木作業によって、土砂崩壊や地滑りは生じるか。土砂崩壊や地滑りを防ぐための適切な対策がなされるか。 (c) 盛土部、切土部、土捨て場、土砂採取場からの土壌流出は生じるか。土砂流出を防ぐための適切な対策がなされるか。	(a) N (a) Y (b) N (c) N	(a) 橋梁の渡河点では特別な問題となる状況では無く一般的な状況である。従い、水文変化による影響の心配は無い。地表水系、地下水系への影響も無い。 (a) Krong K' mar橋を除く橋梁サイトでは、軟弱地盤等の地質上問題がある箇所は存在しておらず、法面崩壊や地滑りを起こすようなことは無い。河岸部での土砂流出は、適切な基準に従った工事管理計画によって配慮される。Krong K' mar橋の両橋台においてのみ、地盤の軟弱な箇所があるため、PBD工法にて処置する。 (b) 盛土、切土等の土木作業により土砂崩壊や地滑りの可能性は無い。一般的な工事管理により河岸部での一時的な土砂流出を対策を行う。 (c) 盛土、切土等の土木作業により、土砂崩壊や地滑りは殆ど生じない。一般的な工事管理により河岸部での一時的な土砂流出を対策を行う。
(1)住民移転		(a) プロジェクトの実施に伴い非自発的住民移転は生じるか。生じる場合は、移転による影響を最小限とする努力がなされるか。 (b) 移転する住民に対し、移転前に補償・生活再建対策に関する適切な説明が行われるか。 (c) 住民移転のための調査がなされ、再取得価格による補償、移転後の生活基盤の回復を含む移転計画が立てられるか。 (d) 補償金の支払いが移転前に行われるか。 (e) 補償方針は文書で策定されているか。 (f) 移転住民のうち特に女性、子供、老人、貧困層、少数民族、先住民等の社会的弱者に適切な配慮がなされた計画か。 (g) 住民移転について移転前の合意が得られるか。 (h) 住民移転を適切に実施するための体制は整えられるか。十分な実施能力と予算措置が講じられるか。 (i) 移転による影響のモニタリングが計画されるか。 (j) 苦情処理の仕組みが構築されているか。	(a) Y (b) Y (c) Y (d) Y (e) Y (f) Y (g) Y (h) Y (i) Y (j) Y	(a) プロジェクトの実施に伴い非自発的住民移転は生じる。非自発的住民移転は、橋梁調査を通して設置位置が検討され、影響が最も少ない位置が選定された。 (b) 2005年～2007年に省DOTは郡自然資源環境部により移転する住民に対し、移転前に補償・生活再建対策に関する適切な説明が行われた。 (c) 国及び省の規則、ガイドラインに従い、省DOT、自然資源環境部により住民移転のための社会経済調査がなされ、再取得価格による補償、移転後の生活基盤の回復を含む移転計画が立てられた。 (d) 補償金の支払いは移転前に行われている。 (e) 補償方針は文書で策定されており、補償費の支払いは一部を除きほぼ完了している。 (f) 国、及び省の住民移転計画、少数民族整備計画の法令に基づき、移転住民のうち特に女性、子供、老人、貧困層、少数民族、先住民等の社会的弱者に適切な配慮の計画で実施されている。 (g) 移転住民について移転前の合意が得られ、補償費が支払われている。一部は工事実施前に合意され、支払われる事になっている。 (h) 住民移転を適切に実施するための体制は整えられて、十分な実施能力と予算措置が講じられて合意が行われ、大部分は補償費の支払いが完了している。 (i) 移転による影響のモニタリングは計画され、工事期間中及び工事完了後は省自然資源環境部が実施することになっている。 (j) 省DOT、郡自然資源環境部により苦情処理の仕組みが構築されている。

環境チェックリスト：1.2. 橋梁 (3)

分類	環境項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/No)の理由、根拠、緩和策等)
4 社会環境	(2)生活・生計	(a) 新規開発により橋梁・アクセス道路が設置される場合、既存の交通手段やそれに従事する住民の生活への影響はあるか。また、土地利用・生計手段の大幅な変更、失業等は生じるか。これらの影響の緩和に配慮した計画か。 (b) プロジェクトによりその他の住民の生活に対し悪影響を及ぼすか。必要な場合は影響を緩和する配慮が行われるか。 (c) 他の地域からの人口流入により病気の発生 (HIV等の感染症を含む)の危険はあるか。必要に応じて適切な公衆衛生への配慮は行われるか。 (d) プロジェクトによって周辺地域の道路交通に悪影響を及ぼすか (渋滞、交通事故の増加等)。 (e) プロジェクトによって住民の移動に障害が生じるか。 (f) 陸橋等による日照障害、電波障害は生じるか。	N (a) N (b) N (c) N (d) N (e) N (f) N	(a) 橋梁・アクセス道路の整備により既存の交通手段やそれに従事する住民の生活への影響はない。土地利用・生計手段の大幅な変更、失業等は生じない。地元住民に対する大幅な利便性向上が期待される。 (b) プロジェクトにより、その他の住民の生活に対する悪影響は無い。むしろ地域住民に対する大きな利便性がもたらされる。地元住民も期待している。 (c) 他の地域からの人口流入は、建設作業員を除き殆ど考えられない。また病気の発生 (HIV等の感染症を含む) の危険性は少ないが、工事管理計画、環境管理計画を通し、建設作業員には適切な教育を行い公衆衛生への配慮を行うこととしている。 (d) 本プロジェクトは地域幹線道路を結ぶ道路に位置する橋梁であるが、交通量は多くは無く、周辺地域の道路交通に渋滞、交通事故等の悪影響を及ぼす事は殆ど無い。 (e) 本プロジェクトにより、河川兩岸の住民の移動が安全で容易となる。住民の移動に障害が生じる事は全くない。 (f) 本プロジェクトの橋梁は河川橋であり、周辺部は比較的広く開け、居住地は離れているので日照障害、電波障害は無い。
(3)文化遺産		(a) プロジェクトにより、考古学的、歴史的、文化的、宗教的に貴重な遺産、史跡等を損なう恐れはあるか。また、当該国の国内法上定められた措置が考慮されるか。	N	(a) プロジェクト周辺部は考古学的、歴史的、文化的、宗教的に貴重な遺産、史跡等の存在は無く、これらに対する損傷等の恐れは無い。Ninh Thuan省のTam Ngan橋の新設アプローチ道路が、新設の教会裏の空地の一部を通過するが、建物とはかなり離れており、問題は無い。
(4)景観		(a) 特に配慮すべき景観が存在する場合、それに対し悪影響を及ぼすか。影響がある場合には必要な対策は取られるか。	N	(a) 橋梁周辺部は河川を中心に開けた農耕地、空き地等であり、特別な保存対象の景観は存在しない。現状の劣化、損傷した橋梁に比べ、新設橋は地域のランドマークとなる景観である。
(5)少数民族、先住民		(a) 当該国の少数民族、先住民の文化、生活様式への影響を軽減する配慮がなされているか。 (b) 少数民族、先住民の土地及び資源に関する諸権利は尊重されるか。	Y Y	(a) ベトナム国の住民移転実施計画(RAP)、少数民族整備計画 (MDAP)の法令に基づき少数民族、先住民の文化、生活様式の保全がなされている。特にTam Ngan橋周辺部はK'ho族の居住地であり、土地収用、住民移転には十分な配慮が成されている。 (b) 少数民族、先住民の土地及び資源に関する諸権利はRAP、MDAPによって尊重されている。
(6)労働環境		(a) プロジェクトにおいて遵守すべき当該国の労働環境に関する法律が守られるか。 (b) 労働災害防止に係る安全設備の設置、有害物質の管理等、プロジェクト関係者へのハード面での安全配慮が措置されているか。 (c) 安全衛生計画の策定や作業員等に対する安全教育 (交通安全や公衆衛生を含む)の実施等、プロジェクト関係者へのソフト面での対応が計画・実施されるか。 (d) プロジェクトに関係する警備要員が、プロジェクト関係者・地域住民の安全を侵害することのないよう、適切な措置が講じられるか。	Y Y Y Y	(a) ベトナム国ではプロジェクトにおいて遵守すべき労働環境に関する法律は守られる。 (b) 工事監理コンサルタント、郡自然資源環境部の管理により、施工者の工事管理計画、環境管理計画、環境管理モニタリングを通して、労働災害防止に係る安全設備の設置、有害物質の管理等、プロジェクト関係者へのハード面での安全配慮が措置される。 (c) 上記の監理体制の下、施工者の工事管理計画、環境管理計画、環境モニタリング等により工事管理計画安全衛生計画の策定や作業員等に対する安全教育 (交通安全や公衆衛生を含む)の実施等、プロジェクト関係者へのソフト面での対応が計画・実施される。 (d) 上記の監理体制の下、又施工者の工事管理計画、安全管理計画に従いプロジェクトに関係する警備要員が、プロジェクト関係者・地域住民の安全を侵害することのないよう、適切な措置が講じられる。

環境チェックリスト：1.2. 橋梁 (4)

分類	環境項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/Noの理由、根拠、緩和策等)
5	(1) 工事中の影響	(a) 工事中の汚染(騒音、振動、濁水、粉じん、排ガス、廃棄物等)に対して緩和策が用意されるか。	Y	(a) 工事管理計画、環境管理計画、環境モニタリングに基づき工事中の汚染(騒音、振動、濁水、粉じん、排ガス、廃棄物等)に対して緩和策が用意される。 (b) 橋梁周辺部は耕作地、空き地及び沿岸部で貴重な生態系では無い。従い、工事中より自然環境(生態系)に影響を及ぼす事は無い。しかし、河岸等において、土工事に伴う影響に対する緩和策が用意される。 (c) 居住地は工事サイトから離れており、余り社会環境に悪影響を及ぼさないが、通行者などには安全対策が用意される。
		(b) 工事により自然環境(生態系)に影響を及ぼすか。また、影響に対する緩和策が用意されるか。	N	
(c) 工事により社会環境に悪影響を及ぼすか。また、影響に対する緩和策が用意されるか。	N			
その他	(2) モニタリング	(a) 上記の環境項目のうち、影響が考えられる項目に対して、事業者のモニタリングが計画・実施されるか。	Y	(a) 影響が考えられる項目に対して、工事監理コンサルタント、省DOT、郡自然資源環境部のモニタリングが計画・実施される。PMU2と各省自然資源環境部(DONRE)との環境保護に基づき工事に対する問題解決を行う。 (b) モニタリング計画の項目、方法、頻度等は、JICAモニタリングフォーム案の内容を参考に、PMU2と各省自然資源環境部(DONRE)が環境保護に基づき実施する。 (c) PMU2と各省自然資源環境部(DONRE)との環境保護に関する合意に基づき、省DOTと郡自然資源環境部でモニタリング体制(組織、人員、機材、予算等)とそれらの継続性)は確立される。 (d) 省DOT、郡自然資源環境部からPMU2等への報告の方法、頻度等は、JICAモニタリングフォーム案を参考にを行う。具体的にはモニタリング計画作成時に規定される。
		(b) 当該計画の項目、方法、頻度等はどのよう定められているか。	Y	
(c) 事業者のモニタリング体制(組織、人員、機材、予算等)とそれらの継続性)は確立されるか。	Y			
(d) 事業者から所管官庁等への報告の方法、頻度等は規定されているか。	Y			
6	他の環境チェックリストの参照	(a) 必要な場合は、道路、鉄道、林業に係るチェックリストの該当チェック事項も追加して評価すること(大規模な伐採を伴う場合等)。	N	(a) 本プロジェクトは小規模で限定的な橋梁とアクセス道路の区間で有り、他の道路、鉄道、森林に係る性格のものではない。従い、他の環境チェックリストにまたがるものではない。 (b) 本プロジェクトは小規模で限定的な橋梁とアクセス道路の区間で有り、部分的に地域配電の低電圧の電線と電柱の移設が必要な程度で有り。送変電、配電に係るものではない。
		(b) 必要な場合には送変電・配電に係るチェック事項も追加して評価すること(送変電・配電施設の建設を伴う場合等)。	N	
留意点	環境チェックリスト使用上の注意	(a) 必要な場合には、越境または地球規模の環境問題への影響も確認する(廃棄物の越境処理、酸性雨、オゾン層破壊、地球温暖化の問題に係る要素が考えられる場合等)。	N	(a) 本プロジェクトは小規模で限定的な橋梁とアクセス道路の区間で有り、越境、地球規模での影響がある環境問題とはならない。

注1) 表中『当該国の基準』については、国際的に認められた基準と比較して著しい乖離がある場合には、必要に応じ対応策を検討する。
 当該国において現在規制が確立されていない項目については、当該国以外(日本における経験も含めて)の適切な基準との比較により検討を行う。
 注2) 環境チェックリストはあくまでも標準的な環境チェック項目を示したものであり、事業および地域の特性によっては、項目の削除または追加を行う必要がある。

資料 6.3 プロジェクトに係る PMU2 発出文書

TỔNG CỤC ĐƯỜNG BỘ VIỆT NAM
BAN QUẢN LÝ DỰ ÁN 2

CỘNG HOÀ XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập - Tự do - Hạnh phúc

Số: /BQLDA2-PID2

Hà Nội, ngày tháng 01 năm 2012

V/v cam kết thống nhất một số công việc trước khi tiến hành triển khai thi công 04 cầu còn lại của Dự án 45 cầu GTNT các tỉnh miền Trung và Tây Nguyên

Kính gửi: Cơ quan Hợp tác Quốc tế Nhật Bản tại Việt Nam (JICA)

Căn cứ Biên bản ghi nhớ kỹ thuật Dự án 45 cầu GTNT các tỉnh miền Trung và Tây Nguyên ký ngày 30/12/2011 giữa Đoàn tư vấn Nhật và Ban QLDA2;

Ban QLDA2 đã có các công văn số 25/BQLDA-PID2 ngày 04/01/2012 gửi các Sở GTVT Ninh Thuận, Khánh Hòa, Đắk Lắk về việc thực hiện một số công việc trước khi tiến hành triển khai dự án; Văn bản số 51/BQLDA-PID2 ngày 09/01/2012 gửi UBND huyện Ninh Sơn tỉnh Ninh Thuận, huyện Krông Bông huyện Ea Súp tỉnh Đắk Lắk, huyện Vạn Ninh tỉnh Khánh Hòa về việc thống nhất một số hạng mục môi trường của dự án. Đến nay Ban QLDA2 đã nhận được văn bản trả lời của các Sở GTVT và UBND các huyện như sau:

1. Đối với công tác tháo dỡ cầu cũ sau khi hoàn thành xây dựng cầu mới, các Sở GTVT tỉnh Ninh Thuận, tỉnh Đắk Lắk đã thống nhất:

- Cầu Tầm Ngân, huyện Ninh Sơn tỉnh Ninh Thuận: Phá dỡ cầu cũ sau khi hoàn thành cầu mới.
- Cầu Ea Soup, huyện Ea Súp tỉnh Đắk Lắk: Phá dỡ cầu cũ sau khi hoàn thành cầu mới.
- Cầu Krong K'mar, huyện Krông Bông tỉnh Đắk Lắk: Phá dỡ cầu cũ và một phần đường dẫn hiện tại mà sẽ ảnh hưởng đến dòng chảy sông sau khi hoàn thành cầu mới.

2. Đối với việc thống nhất một số hạng mục môi trường theo Biên bản ghi nhớ kỹ thuật Dự án 45 cầu GTNT các tỉnh miền Trung và Tây Nguyên UBND các huyện Ninh Sơn tỉnh Ninh Thuận, huyện Krông Bông huyện Ea Súp tỉnh Đắk Lắk, huyện Vạn Ninh tỉnh Khánh Hòa đều thống nhất.

3. Về kinh phí thực hiện Giải phóng mặt bằng:

- Cầu Ngòi Ngàn tỉnh Ninh Thuận: Theo Sở GTVT tỉnh Ninh Thuận số tiền đã chi trả cho 07 hộ dân và 02 tổ chức là 157.731.778 đồng. Số tiền dự kiến cần thiết để hoàn thiện công tác giải phóng mặt bằng cập nhật theo đơn giá hiện thời của tỉnh Ninh Thuận là 700.000.000 đồng.
- Cầu Krông Kmar, cầu Ea Súp tỉnh Đắk Lắk: 1.728.447.667 đồng
- Cầu Ngòi Ngàn tỉnh Khánh Hòa: 643.062.894 đồng.
- Tổng cộng: 3.229.242.339 đồng

Ban QLDA2 đề nghị JICA xem xét để dự án sớm được triển khai./.

Nơi nhận:

- Như trên;
- Tổng cục ĐBVN (b/c);
- Tổng giám đốc-BQLDA2 (b/c);
- Lưu: VP, PID2.

**KT. TỔNG GIÁM ĐỐC
PHÓ TỔNG GIÁM ĐỐC**

Lâm Văn Hoàng

No: /BQLDA2-PID2

On committing agreement some tasks before conducting construction of 04 remained bridges of Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas

To: Japan International Cooperation Agency in Vietnam (JICA)

Pursuant to technical memorandum on project of 45 bridges rural transportation in provinces of the Central and Highland Areas, signed on 30 December 2011 between Deligation of Japanese Consultants and Project Management Unit No.2 (PMU-2);

PMU-2 has sent Dispatch No.25/ BQLDA-PID2, dated 04 January 2012 to Departments of Transportation of Ninh Thuan, Khanh Hoa, Dak Lak on implementing some tasks before conducting project; Dispatch No.51/BQLDA-PID2, dated 09 January 2012 sent to People's Committee of Ninh Son district- Ninh Thuan province, Krong Bong district, Ea Sup district- Dak Lak province, Van Ninh district- Khanh Hoa province on agreement of some environmental items of the project. Until now, PMU-2 has received reply documents from Departments of Transportation and People's Committee of districts as followings:

1. Regarding of dismantling old bridges after completing building new bridges, Departments of Transportation of Ninh Thuan, Dak Lak agreed on:

- Tam Ngan bridge, Ninh Son district- Ninh Thuan province: Dismantle old bridge after completing building new bridge.
- Ea Sup bridge, Ea Sup district- Dak Lak province: Dismantle old bridge after completing building new bridge.
- Krong Kmar bridge, Krong Bong district- Dak Lak province: Dismantle old bridge and a part of current linking road affected flow of the river after completing new bridge.

2. Regarding of agreement of some environmental items according to technical memorandum on project of 45 bridges for rural transportation in provinces of the Central and Highland Areas, People's Committees of Ninh Son district- Ninh Thuan province, Krong Bong district- Ea Sup province, Van Ninh district- Khanh Hoa province have come to an agreement.

3. Regarding of budget for Clearance:

- Ngoi Ngan bridge- Ninh Thuan province: Due to Ninh Thuan Department of Transportation, amout of money paid for 07 residentials and 02 organizations is 157 731 778 VND. Necessary estimated amout of money to complete Site Clearing Work updated as current rate of Ninh Thuan province is 700 000 000 VND.
- Krong Kmar bridge, Ea Sup bridge- Dak Lak province: 1.728.447.667 VND
- Ngoi Ngan bridge- Khanh Hoa province: 643 062 894 VND.

- Total: 3.229.242.339 VND

PMU-2 proposes to JICA for consideration in order for project to be conducted as soon as possible./.

To:

- As above;
- Directorate for Roads of Vietnam (DRVN) (for report);
- General Director-PMU-2 (for report);
- Strored: VP, PID2.

ON BEHALF OF GENERAL DIRECTOR

DEPUTY GENERAL DIRECTOR

Lam Van Hoang

資料 6. 4 プロジェクトに係る PDOT 発出文書

UBND TỈNH NINH THUẬN
SỞ GIAO THÔNG VẬN TẢI

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập - Tự do - Hạnh phúc

Số: 1108/SGTVT

Ninh Thuận, ngày 30 tháng 12 năm 2011

V/v ý kiến cam kết thực hiện một số công việc trước khi triển khai xây dựng cầu Tâm Ngân, xã Lâm Sơn, huyện Ninh Sơn, tỉnh Ninh Thuận.

Kính gửi: Ban quản lý dự án 2

Tiếp nhận Văn bản số 25/BQLDA2-PID2 ngày 04/01/2012 của Ban quản lý dự án 2 về việc cam kết thực hiện một số công việc trước khi tiến hành triển khai thi công 04 cầu còn lại Dự án 45 cầu GTNT các tỉnh miền Trung và Tây Nguyên Sở Giao thông vận tải Ninh Thuận có ý kiến cam kết thực hiện một số công việc cần thực hiện trước khi tiến hành triển khai thi công xây dựng cầu Tâm Ngân tại xã Lâm Sơn, huyện Ninh Sơn, tỉnh Ninh Thuận, cụ thể như sau:

1. Đối với công tác giải phóng mặt bằng:

Tổng số các hộ dân nằm trong phạm vi giải phóng mặt bằng: 11 hộ dân và 03 tổ chức.

- Số tiền Ban quản lý các dự án 18 đã chi trả theo Quyết định số 3078/QĐ-UBND ngày 23/8/2006 của Ủy ban nhân dân tỉnh Ninh Thuận là 178.992.387 đồng,

- Số tiền đã chi trả cho các hộ dân: Đã chi trả tiền bồi thường cho 07 hộ dân và 02 tổ chức với tổng số tiền là 157.731.778 đồng, các hộ dân còn lại chưa nhận tiền vì lý do giá đất bồi thường thấp hơn so với giá thị trường, tuy nhiên không có đơn kiến nghị nên chưa có cơ sở để giải quyết.

- Số tiền dự kiến cần thiết để hoàn thiện công tác giải phóng mặt bằng cập nhật lại theo đơn giá quy định hiện tại của tỉnh Ninh Thuận: 700.000.000 đồng.

2. Dự toán cho việc phá dỡ cầu cũ và di dời những chướng ngại vật: khoảng 300.000.000 đồng.

Trân trọng./.

Nơi nhận:

- Như trên;
- Ban QLCDAGT;
- Lưu VT, QLGT



On commitment of implementing some tasks before conducting project of construction Tam Ngan bridge, Lam Son Commune, Ninh Son District, Ninh Thuan Province.

To: Project Management Unit No.2 (PMU-2)

Receiving Dispatch No. 25/ BQLDA2- PID2, dated 04 January 2012 of PMU-2 on committing to implement some tasks before conducting construction of 04 remained bridges of project of 45 bridges for rural transportation in provinces of the Central and Highland Areas. Ninh Thuan Department of Transportation has committed to implement some necessary tasks before conducting construction of Tam Ngan bridge in Lam Son Commune, Ninh Son District, Ninh Thuan Province, specific as followings:

1. Site Clearing Work:

Total of residential in the scope of Clearance: 11 residential and 03 organizations

- Amount of money PMU-18 paid due to Decision No. 3078/ QD- UBND, dated 23 August 2006 of Ninh Thuan People's Committee is 178 992 387 VND,
- Amount of money paid for residential: Have paid compensation for 07 residential and 02 organizations total of money is 157 731 778 VND, the remained residential have not been received compensation due to price of compensated land is lower than market price, however, there is no petition yet, so having no basis for settlement.
- Necessary estimated amount of money to complete Site Clearing Work updated due to current stipulated rate of Ninh Thuan Province: 700 000 000 VND

2. Estimates for dismantling old bridge and removing obstacles: about 300 000 000 VND.

Respect./.

DIRECTOR

To:

- As above
- Transportation Project Management Unit;
- Stored: VT, QLGT

Signed & Sealed

CAO VAN MAO

UBND TỈNH ĐẮK LẮK
SỞ GIAO THÔNG VẬN TẢI

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập – Tự do – Hạnh phúc

Số: 45../SGTVT-QLDA

Đắk Lắk, ngày 06 tháng 01 năm 2012

V/v Cam kết tháo dỡ cầu cũ khi xây dựng
xong cầu mới-Dự án 45 cầu GTNT các tỉnh
Miền Trung và Tây Nguyên.

Khi: P.T.M
Tạo hợp lực
M.T

BAN QUẢN LÝ DỰ ÁN 2
CÔNG VĂN ĐẾN
Số 453
Ngày 12/01/2012

Kính gửi:

- Ban Quản lý Dự án 2-Tổng Cục Đường bộ Việt Nam;
- Cơ quan Hợp tác Quốc tế Nhật bản tại Việt Nam (JICA).

1000#
H.T.M
L.H.T.M
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Ngày 21 tháng 12 năm 2011; Đoàn công tác của Bộ Giao thông vận tải: gồm có đại diện Bộ Giao thông vận tải, Ban Quản lý Dự án 2 (Tổng Cục Đường bộ Việt Nam) và Cơ quan Hợp tác Quốc tế Nhật Bản (JICA) đã làm việc với Sở Giao thông vận tải Đắk Lắk về việc tiếp tục triển khai 6 cầu còn lại của Dự án 45 cầu GTNT các tỉnh Miền Trung và Tây Nguyên; trong đó tỉnh Đắk Lắk có 2 cầu là cầu Krông Kmar(huyện Krông Bông) và cầu Ea Súp (huyện Ea Súp).

Tại buổi làm việc; theo ý kiến đề nghị của Đoàn công tác, Sở Giao thông vận tải cam kết: Địa phương sẽ tháo dỡ 2 cầu cũ hiện tại sau khi 2 cầu mới: Cầu Krông Kmar và cầu Ea Súp được xây dựng xong và bàn giao lại cho địa phương quản lý, đưa vào sử dụng thay cho hai cầu cũ.

- Lưu 45 cầu
- Kế hoạch không hợp nhất
hệ số để? Chạy.

- Nơi nhận:
- Như trên;
 - UBND tỉnh (để báo cáo);
 - GD, các Phó GD Sở GTVT;
 - Lưu:VP.

- Ch. B. Anh tập hợp để
làm việc với JICA
- làm 3A (45 cầu)

GIÁM ĐỐC



K/T GIÁM ĐỐC
PHÓ GIÁM ĐỐC
Ph. Đình Tiến

On committing to dismantle old bridge after completing new bridge- Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas.

To:

- Project Management Unit No.2 (PMU-2)- Directorate for Roads of Vietnam (DRVN);
- Japan International Cooperation Agency in Vietnam (JICA).

On 21 December 2011; Deligation of Ministry of Transportation (MOT), including representative of MOT, PMU-2 (DRVN) and JICA worked with Dak Lak Department of Transportation on continuing implementation of 06 remained bridges of Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas; in which, Dak Lak has 2 bridges: Krong Kmar (Krong Bong district) and Ea Sup (Ea Sup district).

In the meeting, upon the recommendation of Deligation, Department of Transportation committed: Local will dismantle 2 current old bridges after 2 new bridges: Krong Kmar and Ea Sup have completed and turned over for local management, put into use instead of 2 old bridges./.

To:

- As Above;
- People's Committee of Provinces (for report);
- Gneral Director, Deputy Director of DOT;
- Stored: VP.

DIRECTOR

Signed & Sealed

Y PUAK TOR

UBND TỈNH ĐẮK LẮK
SỞ GIAO THÔNG VẬN TẢI

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập - Tự do - Hạnh phúc

Số: 23./SGTVT-QLDA

Đắk Lắk, ngày 10 tháng 01 năm 2012

V/v Cam kết thực hiện một số công việc trước khi triển khai thi công 4 cầu còn lại Dự án 45 cầu GTNT các tỉnh Miền Trung và Tây Nguyên.

gửi: Anh Cường

Kính gửi: Ban Quản lý Dự án 2-Tổng Cục Đường bộ Việt Nam.

Sở Giao thông vận tải tỉnh Đắk Lắk nhận được công văn số 25/BQLDA2-PID2 ngày 04 tháng 01 năm 2012 của Ban Quản lý Dự án 2-Tổng Cục Đường Bộ Việt Nam về việc cam kết thực hiện một số công việc cần thực hiện trước khi tiến hành triển khai thi công 4 cầu còn lại của Dự án 45 cầu GTNT các tỉnh Miền Trung và Tây Nguyên; trong đó tỉnh Đắk Lắk có 2 cầu là cầu Krông Kma (huyện Krông Bông) và cầu Ea Súp (huyện Ea Súp).

Sau khi xem xét, Sở Giao thông vận tải có ý kiến và đề nghị như sau:

1. Về công tác phá dỡ cầu cũ:

Địa phương sẽ tháo dỡ cầu cũ hiện tại sau khi cầu mới được xây dựng hoàn thành và bàn giao lại cho địa phương quản lý, đưa vào sử dụng thay cho cầu cũ; cụ thể như sau:

- Cầu Krông Kmar(huyện Krông Bông): Phá dỡ cầu cũ và một phần đường dẫn hiện tại làm ảnh hưởng đến dòng chảy của lòng sông;

- Cầu Ea Súp (huyện Ea Súp): phá dỡ toàn bộ cầu cũ.

2. Về công tác Giải phóng mặt bằng:

a/ Cầu Ea Súp (huyện Ea Súp): đã thực hiện xong việc GPMB, chi trả đền bù và quyết toán chi phí với Ban Quản lý Dự án 2;

b/ Cầu Krông Kmar(huyện Krông Bông):

- Về cây cối, hoa màu, đất đai và vật kiến trúc: đã thực hiện xong việc chi trả đền bù và quyết toán chi phí với Ban Quản lý Dự án 2;

- Di dời đường điện trung áp: chưa thực hiện (do Dự án bị gián đoạn).

3. Về kinh phí Giải phóng mặt bằng 3 cầu:

(Cầu Rút xi, cầu Krông Kmarvà cầu Ea Súp)

- Kinh phí được duyệt: 2.483.537.091 đồng

- Kinh phí đã cấp phát: 2.483.537.091 -

- Kinh phí thực hiện (theo quyết toán): 2.420.826.839 -

Trong đó: - Cầu Ea Súp: 729.594.278 -

- Cầu Krông Kmar: 722.079.389 -

- Cầu Rút xi: 692.379.174 -

- Chi phí hoạt động GPMB: 276.774.000 -

- Kinh phí còn lại (tại Ban QLDA-Sở GTVT): 62.710.252 - (chưa nộp NS)

4. Ý kiến đề nghị:

- Có văn bản giao cho địa phương tiếp tục thực hiện việc GPMB di dời đường điện trung áp cầu Krông Kmar(đơn vị thực hiện Ban QLDA-Sở GTVT Đắk Lắk);

- Ủy quyền cho Sở GTVT Đắk Lắk: thẩm tra, phê duyệt hồ sơ thiết kế BVTC-DT công trình (hạng mục) di dời đường điện cầu Krông Kmar;

- Bổ sung kinh phí di dời đường điện sau khi hồ sơ được phê duyệt. *Phong*

Nơi nhận:

-Như trên;

-UBND tỉnh (để báo cáo);

-Các Phó GD Sở GTVT;

-Lưu:VP.



Phong
PHÓ GIÁM ĐỐC

No: 28/ SGTVT- QLDA

On committing to implement some tasks before conducting construction of 04 remained bridges of Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas.

To: Project Management Unit No.2 (PMU-2) - Directorate for Roads of Vietnam (DRVN)

Ministry of Transportation of Dak Lak received Dispatch No. 25/ BQLDA2- PID2, dated 04 January 2012 from PMU-2- Directorate for Roads of Vietnam on committing to implement some necessary tasks before conducting construction of 04 remained bridges of Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas, in which, Dak Lak province has 2 bridges: Krong Kmar (Krong Bong district) and Ea Sup (Ea Sup district).

Upon consideration: Ministry of Transportation has suggestions and proposals:

1. Regarding of dismantling old bridge:

Local will dismantle temporary bridge after new bridge is completed and turned over for local management, put into use instead of old one; specific as followings:

- Krong Kmar bridge (Krong Bong district): Dismantling old bridge and a part of current linking road affected flow of the river;
- Ea Sup bridge (Ea Sup district): Dismantling all the old bridge.

2. Regarding of Site Clearing Work:

a/ Ea Sup bridge (Ea Sup district): completed site clearing work, compensation and settlement costs with PMU-2;

b/ Krong Kmar bridge (Krong Bong district):

- Regard of plants, flowers, soil and architectural objects: completed compensation and settlement costs with PMU-2;
- Relocate medium voltage power line: have not been implemented (due to project corruption).

3. Regarding of budget of Clearance of 3 bridges:

(Bridges: Rut Xi, Krong Kmar and Ea Sup)

- Budget has been approved: 2.483.537.091 VND
- Amount has been allocated: 2.483.537.091 VND
- Budget has been implemented (due to settlement): 2.420.826.839 VND
- In which:

- Ea Sup bridge: 729 594 278 VND
- Krong Kmar: 722 079 389 VND
- Rit Xi: 692 379 174 VND
- Expenditure for site clearing work: 276 774 000 VND

- Amount has been remained (in PMU-MOT): 62.710.252 VND (have not returned to the state budget)

4. Recommendations:

- Delivering Dispatch for local to continue implementing Clearance, relocate medium voltage power lines of Krong Kmar (implementing unit: PMU- Dak Lak Department of Transportation);
- Authorization for Dak Lak Department of Transportation to: assess, approve documents of technical detailed design & cost estimation (BVTC-DT) (items), relocate power line of Krong Kmar bridge;
- Supplement expenditure for relocating power line after the documents have been approved.

To:

- As above;
- People's Committee of provinces (to report);
- General Director, Deputy Directors of DOT;
- Stored: VP

DIRECTOR

Signed & Sealed

Y PUAK TOR

UBND TỈNH KHÁNH HÒA
SỞ GIAO THÔNG VẬN TẢI

CỘNG HOÀ XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập – Tự do – Hạnh phúc

Số: 64 /SGTVT-VP

Khánh Hòa, ngày 10 tháng 01 năm 2012

V/v Báo cáo kinh phí GPMB phục vụ dự án 45
cầu GTNT các tỉnh miền Trung và Tây Nguyên.

Kính gửi: Ban Quản lý các dự án 2.

Theo yêu cầu của Ban QLDA2 tại văn bản số 25/BQLDA2-PID2 ngày 04/01/2012, v/v thực hiện cam kết một số công việc trước khi tiến hành triển khai thi công 4 cầu còn lại Dự án 45 cầu GTNT các tỉnh miền Trung và Tây Nguyên.

Theo báo cáo của Ban GPMBQL1 Khánh Hòa về tình hình sử dụng kinh phí liên quan đến thực hiện đền bù giải toả phục vụ dự án cầu Tiên Du và Ngòi Ngàn – tỉnh Khánh Hòa, Sở Giao thông vận tải Khánh Hòa báo cáo như sau:

I/ Tổng kinh phí được duyệt : 887.641.889 đồng

II/ Tổng số đã cấp phát : 887.641.889 đồng

III/ Số đã quyết toán : 884.281.500 đồng

IV/ Số còn lại nộp ngân sách : 3.360.389 đồng

(đính kèm biểu chi tiết quyết toán chi phí GPMB ngày 16/7/2008)

Hiện nay dự án cầu Ngòi Ngàn - huyện Vạn Ninh đã hoàn tất công tác giải toả, UBND tỉnh cũng đã có quyết định thu hồi đất giao cho Ban QLDA để triển khai dự án. Sở Giao thông vận tải Khánh Hòa, đề nghị Ban QLDA2 sớm có kế hoạch triển khai dự án, tiếp nhận mặt bằng cầu Ngòi Ngàn để Ban GPMBQL1 phối hợp cùng UBND huyện Vạn Ninh tổ chức bàn giao, đồng thời tiến hành thanh lý Hợp đồng số 2048/HĐKT-PID2 ngày 11/6/2002 đã ký giữa Ban GPMBQL1 và Ban QLDA18.

Sở Giao thông vận tải Khánh Hòa báo cáo./.

Nơi nhận:

- Như trên;
- P.QLHT; (theo dõi)
- Lưu: VT, BGPMBQL1.

GIÁM ĐỐC



Nguyễn Công Định

On reporting of Clearance budget for project of 45 bridges for rural transportation in provinces of the Central and Highland Areas

To: Project Management Unit No.2 (PMU-2)

Upon request of PMU-2 in Dispatch No. 25/ BQLDA2- PID2, dated 04 January 2012, on implementing commitment some tasks before conducting construction of 4 remained bridges of Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas.

Based on report of Khanh Hoa Site Clearing National Highway Unit No.1 (Ban GPMBQL-1) on spending expenditure related to clearance compensation for project of bridges: Tien Du and Ngoi Ngan- Khanh Hoa province, Department of Transportation of Khanh Hoa has reported as follows:

- 1/ Total budget has been approved: 887,641,889 VND
- 2/ Total amount has been allocated: 887,641,889 VND
- 3/ Amount has been spent: 884,281,500 VND
- 4/ Remained amount has been returned to State Budget: 3.360.389 VND
(attached with list of specific settlement for Clearance, dated 16 July 2008)

Currently, project of Ngoi Ngan bridge- Van Ninh district has completed regarding to site clearance work, Khanh Hoa People's Committee has a decision of land acquisition and turned over for PMU-2 for implementing the project. Khanh Hoa Department of Transportation suggests PMU-2 should take initiative to conduct project, receive the site construction of Ngoi Ngan bridge in order to coordinate between Site Clearing National Highway Unit No. 1 and People's Committee of Van Ninh district to turn over, simultaneously conduct liquidating contract No. 2048/ HDKT- PID2, dated 11 June 2002 signed between Site Clearing of National Highway Unit No.1 and PMU-18.

Reported by Khanh Hoa Department of Transportation./.

To:

- As above;
- Department of Infrastructure Management;(for observation);
- Stored: VT, BQLGPMBQL1.

DIRECTOR

Signed & Sealed

NGUYEN CONG DINH

資料 6. 5 環境に係る District 発出文書

ỦY BAN NHÂN DÂN
HUYỆN NINH SƠN

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập - Tự do - Hạnh phúc

Số: 63 /UBND-TH

Ninh Sơn, ngày 17 tháng 01 năm 2012

V/v thống nhất nội dung một số
hạng mục môi trường theo Công văn
số 51/BQLDA2-PID2

Kính gửi: Ban Quản lý dự án 2.

Ngày 09 tháng 01 năm 2012, Ủy ban nhân dân huyện Ninh Sơn tiếp nhận Công văn số 51/BQLDA2-PID2 ngày 09/01/2012 của Ban Quản lý dự án 2, Tổng cục Đường bộ Việt Nam về việc thực hiện một số hạng mục môi trường trước khi tiến hành triển khai thi công 4 cầu còn lại Dự án 45 cầu GTNT các tỉnh miền Trung và Tây nguyên.

Ủy ban nhân dân huyện có ý kiến như sau:

Thống nhất thực hiện các nội dung một số hạng mục, chỉ tiêu biện pháp giảm thiểu môi trường khi triển khai thực hiện dự án như phụ lục kèm theo Công văn số 51/BQLDA2-PID2 ngày 09/01/2012 của Ban Quản lý dự án 2, Tổng cục Đường bộ Việt Nam về việc thực hiện một số hạng mục môi trường trước khi tiến hành triển khai thi công 4 cầu còn lại Dự án 45 cầu GTNT các tỉnh miền Trung và Tây nguyên (trong đó có cầu Tâm Ngân thuộc huyện Ninh Sơn, tỉnh Ninh Thuận).

UBND huyện Ninh Sơn có ý kiến nêu trên để Ban Quản lý dự án 2, Tổng cục Đường bộ Việt Nam có cơ sở báo cáo Bộ Giao thông Vận tải theo quy định. /: *uh*

Nơi nhận:

- Như trên;
- CT, PCT (TT) UBND huyện;
- Lưu: VT, TNMT.

KT. CHỦ TỊCH
CHỦ TỊCH



Nguyễn Long Biên

**PEOPLE'S COMMITTEE
NINH SON DISTRICT**

No: 63/ UBND- TH

On content agreement of some environmental items due to Dispatch No.51/ BQLDA2- PID2

SOCIALIST REPUBLIC OF VIETNAM
Independence - Freedom - Happiness
Ninh Son, 17 January 2012

To: Project Management Unit No.2 (PMU-2)

On 09 January 2012, People's Committee of Ninh Son district received Dispatch No.51/ BQLDA2- PID2, dated 09 January 2012 from PMU-2 under Directorate for Roads of Vietnam (DRVN) on implementing some environmental items before conducting construction of 04 remained bridges of Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas.

People's Committee of district has these opinions as followings:

Agree to implement contents of some items, environmental mitigation measures whereas conducting project as appendix attached with Dispatch No.51/ BQLDA2- PID2, dated 09 January 2012 from PMU-2 under DRVN on implementing some environmental items before conducting construction of 04 remained bridges of Project of 45 bridges for rural transportation in provinces for the Central and Highland Areas (in which there is Tam Ngan bridge, Ninh Son district, Ninh Thuan province).

People's Committee of Ninh Son district has above opinions to PMU-2 under DRVN, having basis to report to MOT as stipulated./.

To:
- As above
- CT; Vice-president of People's Committee of district;
- Stored: VT, TNMT

On behalf of President

Signed & Sealed

VICE PRESIDENT

NGUYEN LONG BIEN

**ỦY BAN NHÂN DÂN
HUYỆN EA SÚP**

**CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập - Tự do - Hạnh phúc**

Số: 28/UBND-TNMT
Về thực hiện một số hạng mục môi trường trước khi tiến hành triển khai thi công 4 cầu GTNT các tỉnh Miền trung và Tây nguyên.

EaSúp, ngày 13 tháng 01 năm 2012

Kính gửi: Ban quản lý Dự án 2 tổng Cục đường bộ Việt Nam.

UBND huyện EaSúp nhận được Công văn số 51/BQLDA2-PID2 ngày 09/01/2012 của Ban quản lý Dự án 2 về việc thực hiện một số hạng mục môi trường trước khi thi công 4 cầu còn lại Dự án 45 cầu GTNT các tỉnh miền Trung và Tây nguyên.

Sau khi xem xét, UBND huyện Ea Súp có ý kiến như sau:

Đây là một trong những dự án trọng điểm giúp giao thông được thuận tiện, lưu thông hàng hóa được tốt hơn, đẩy mạnh phát triển kinh tế của huyện nhà. Việc xây dựng các hạng mục môi trường trước khi triển khai dự án giúp dự án khi xây dựng đảm bảo mức độ an toàn tốt nhất. Vì vậy, UBND huyện Ea Súp nhất trí thực hiện nội dung một số hạng mục môi trường trước khi triển khai thi công xây dựng cầu theo nội dung của dự án. Khi dự án triển khai thực hiện đề nghị Ban quản lý Dự án 2 chú trọng đến chất lượng của công trình đồng thời đảm bảo công tác quản lý bảo vệ môi trường trong quá trình dự án triển khai thực hiện.

Vậy, UBND huyện Ea Súp có Công văn trả lời để Ban quản lý Dự án 2 được biết.

Nơi nhận:

- Như kính gửi;
- CT, PCT UBND huyện;
- Phòng TN-MT;
- Lưu VT.



PHÓ CHỦ TỊCH
Nguyễn Đình Tuấn

**PEOPLE'S COMMITTEE
EA SUP DISTRICT**

SOCIALIST REPUBLIC OF VIETNAM
Independence - Freedom - Happiness
Ea Sup, 13 January 2012

No: 28/ UBND- TNMT
On implementing some environmental items before conducting construction of 04 bridges for rural transportation in provinces of the Central and Highland Areas.

To: Project Management Unit No.2 (PMU-2) under Directorate for Roads of Vietnam (DRVN).

People's Committee of Ea Sup district received Dispatch No. 51/ BQLDA2- PID2, dated 09 January 2012 from PMU-2 on implementing some environmental items before conducting construction of 04 remained bridges of Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas.

Upon consideration, People's Committee of Ea Sup district has some opinions as followings:

This is one of focal project to improve transportation more convenient, movement of goods is better, promoting economic development of the local. Construction of environmental items before conducting project make the project implementation ensures the highest level of safety. Therefore, People's Committee of Ea Sup district agrees to implement contents of some environmental items before conducting construction of bridges as in contents of the project. When the project is conducting, PMU-2 should focus on quality of construction, simultaneously, ensuring environmental protection management in the process of implementing the project.

Therefore, People's Committee of Ea Sup district submitted reply dispatch for PMU-2./.

To:
- As above;
- CT. Vice President of People's Committee of District;
- Department of Natural Resources and Environment;
- Stored: VT.

On behalf of President
Signed & Sealed
VICE PRESIDENT
NGUYEN DINH TOAN

**ỦY BAN NHÂN DÂN
HUYỆN KRÔNG BÔNG**

Số: 33 /UBND-VP

V/v thống nhất nội dung các phụ biểu
kèm theo Công văn số 51/BQLDA2-PID2.

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập - Tự do - Hạnh phúc

Krông Bông, ngày 13 tháng 01 năm 2012

Kính gửi: **Ban Quản lý Dự án 2.**
(Địa chỉ: Số nhà 18, đường Phạm Hùng, quận Cầu Giấy, TP Hà Nội).

Ủy ban nhân dân huyện Krông Bông nhận được Công văn số 51/BQLDA2-PID2, ngày 09/01/2011 của Ban Quản lý Dự án 2, về việc thực hiện một số hạng mục môi trường trước khi tiến hành triển khai thi công 4 cầu còn lại của Dự án 45 cầu GTNT các tỉnh miền Trung và Tây Nguyên;

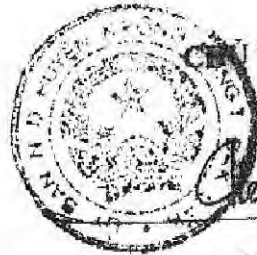
Sau khi nghiên cứu nội dung các phụ biểu kèm theo, Ủy ban nhân dân huyện Krông Bông có ý kiến như sau:

Thống nhất với mẫu biểu giám sát và bảng kiểm tra hạng mục công trình (kèm theo Công văn số 51/BQLDA2-PID2 nêu trên) do Ban Quản lý Dự án 2 đề xuất.

Vậy, Ủy ban nhân dân huyện Krông Bông có ý kiến như trên để Ban Quản lý Dự án 2 biết./.

Nơi nhận:

- Như trên;
- Chủ tịch UBND huyện;
- Lãnh đạo Văn phòng;
- Phòng Tài nguyên- Môi trường;
- Phòng Kinh tế- Hạ tầng;
- Lưu VT, VP.



Nguyễn Văn Lân

**PEOPLE'S COMMITTEE
KRONG BONG DISTRICT**

No: 33/ UBND- VP

On content agreement of appendix attached with
Dispatch No. 51/ BQLDA2- PID2.

SOCIALIST REPUBLIC OF VIETNAM
Independence - Freedom - Happiness
Krong Bong, 13 January 2012

To: Project Management Unit No.2 (PMU-2)
(Address: No.18, Pham Hung Road-Cau Giay District- Ha Noi)

People's Committee of Krong Bong district received Dispatch No. 51/ BQLDA2- PID2, dated 09 January 2011 from PMU-2 on implementing some environmental items before conducting construction of 04 remained bridges of Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas;

Upon consideration contents of attached appendix, People's Committee of Krong Bong district has some opinions as followings:

Agree with monitoring form and environmental checklist (attached with Dispatch No.51/ BQLDA2- PID2 as aforementioned) recommended by PMU-2.

Therefore, People's Committee of Krong Bong district has above opinions to PMU-2./.

To:

- As above;
- President of District;
- Leader Officers;
- Department of Economy- Infrastructure;
- Department of Natural Resources and Environment;
- Stored: VT, VP.

PRESIDENT

Signed & Sealed

NGUYEN LAN

**ỦY BAN NHÂN DÂN
HUYỆN VẠN NINH**

**CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập – Tự do – Hạnh phúc**

Số: 124 /UBND

Vạn Ninh, ngày 13 tháng 01 năm 2012

V/v thực hiện một số hạng mục
môi trường trước khi tiến hành
triển khai thi công cầu Ngòi
Ngân, huyện Vạn Ninh

Kính gửi: Ban quản lý Dự án 2

Ủy ban nhân dân huyện Vạn Ninh nhận được Công văn số 51/BQLDA2-PID2 ngày 09/01/2012 của Ban quản lý Dự án 2 thuộc Tổng Cục Đường bộ Việt Nam về việc thực hiện một số hạng mục môi trường trước khi tiến hành triển khai thi công 04 cầu còn lại của dự án 45 cầu giao thông nông thôn các tỉnh miền Trung và Tây nguyên.

Sau khi xem xét nội dung, Ủy ban nhân dân huyện Vạn Ninh thống nhất các hạng mục môi trường trước khi tiến hành triển khai thi công cầu Ngòi Ngân, huyện Vạn Ninh, tỉnh Khánh Hòa được gửi kèm theo Công văn số 51/BQLDA2-PID2 ngày 09/01/2012 của Ban quản lý Dự án 2.

Ủy ban nhân dân huyện Vạn Ninh báo để Ban quản lý Dự án 2 biết, có cơ sở thực hiện các bước tiếp theo của dự án ./.

Nơi nhận:

- Như trên;
- Phòng Kinh tế và Hạ tầng;
- Phòng Tài nguyên và Môi trường;
- Lưu: VT, KT(P:04) *7/*

phước/môi trường chi ngòi ngân

TM. ỦY BAN NHÂN DÂN

CHỦ TỊCH



Huỳnh Quang Văn

**PEOPLE'S COMMITTEE
VAN NINH DISTRICT**

No: 124/ UBND

On implementing some environmental items
before conducting Ngoi Ngan bridge, Van Ninh
district

SOCIALIST REPUBLIC OF VIETNAM
Independence - Freedom - Happiness
Van Ninh, 13 January 2012

To: Project Management Unit No.2 (PMU-2)

People's Committee of Van Ninh district received Dispatch No.51/ BQLDA2- PID2, dated 09 January 2012 from PMU-2 under Directorate for Roads of Vietnam (DRVN) on implementing some environmental items before conducting construction of 04 remained bridges of Project of 45 bridges for rural transportation in provinces of the Central and Highland Areas.

Upon consideration the contents, People's Committee of Van Ninh district comes to agreement on environmental items before conducting construction of Ngoi Ngan bridge, Van Ninh district, Khanh Hoa province, attached with Dispatch No.51/ BQLDA2- PID2, dated 09 January from PMU-2.

People's Committee of Van Ninh district informs to PMU-2, in order to have basis to implement the next phases of project./.

To:

- As above;
- Department of Economy and Infrastructure;
- Department of Natural Resources and Environment;
- Stored: VT, KT (P:04)

On behalf of People's Committee

Signed & Sealed

PRESIDENT

HUYNH QUANG VAN

資料 6. 6 追加要請に係る PDOT 発出文書

UBND TỈNH ĐẮKLẮK
SỞ GIAO THÔNG VẬN TẢI

CỘNG HOÀ XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập - Tự do - Hạnh phúc

Số: 1406 /SGTVT-QLDA

Đắk Lắk, ngày 22 tháng 12 năm 2011

V/v thống nhất về khổ cầu, tải trọng cầu
Krông K'Mar và cầu Ea Súp, tỉnh Đắk Lắk.

Kính gửi:

- Bộ Giao thông vận tải.
- Ban Quản lý dự án 2.

Ngày 21-22/12/2011 đoàn JICA, đại diện Bộ Giao thông vận tải, Ban Quản lý dự án 2 đã có buổi làm việc tại Sở Giao thông vận tải Đắk Lắk và đi thăm hiện trường cầu Krông K'Mar và cầu Ea Súp của tỉnh Đắk Lắk thuộc dự án xây dựng 45 cầu khu vực miền Trung và Tây Nguyên.

Sở Giao thông vận tải Đắk Lắk báo cáo Bộ Giao thông vận tải, Ban Quản lý dự án 2 như sau:

- Mặt bằng tại vị trí xây dựng cầu Krông K'Mar và cầu Ea Súp đã được giải phóng, đảm bảo mặt bằng sạch cho việc thi công.

- Thống nhất với đề nghị của tư vấn về khổ cầu và tải trọng cầu như sau:

- Cầu Krông K'Mar: Khổ cầu 7m, tải trọng 80%HL93 (H18-XB60).
- Cầu Ea Súp: Khổ cầu 7m, tải trọng 80%HL93 (H18-XB60).

Tuy nhiên, qua kiểm tra thực địa cầu Krông K'Mar, Sở Giao thông vận tải Đắk Lắk đề nghị Tư vấn nghiên cứu kéo dài đường đầu cầu phía Thị trấn Krông K'Mar thêm khoảng 30m nhằm điều chỉnh bình đồ, giảm bớt đường cong, tạo thuận lợi cho phương tiện giao thông khi vào cầu, đảm bảo an toàn giao thông.

Sở Giao thông vận tải kính đề nghị Bộ Giao thông vận tải, Ban Quản lý dự án 2 xem xét, giải quyết./.

Nơi nhận:

- Như trên;
- UBND tỉnh (báo cáo);
- Các PGĐ Sở (để theo dõi);
- Ban QLDA;
- Lưu: VP.

Ths



People's Committee of Dak Lak province

Department of Transport

No 1106/SGTVT-QLDA

Dak Lak, 22/12/2011

Ref: Agree about the dimension, loading capacity of Krong K'Mas bridge and Ea Sup bridge, Dak Lak province

To:

- Ministry of transport
- PMU2

On 21-22/12/2011, JICA team, representative of MOT, PMU2 had a discussion in Dak Lak Department of transport and had a site survey on Krong K'Mas and Ea Sup bridge in Dak Lak province.

Dak Lak department of transport report to MOT and PMU2 as follow:

- The space on site of construction of Krong K'Mas and Ea Sup bridge has already clean and ensure free land for construction
- Agree with propose of consultant about dimension and loading capacity of bridge as follow:
 - + Krong K'Mas: dimension 7m, loading capacity 80%HL93 (H18-XB60).
 - + Ea Sup bridge: dimension 7m, loading capacity 80%HL93 (H18-XB60).

However, after verify on site Krong K'Mas bridge, Dak Lak department of transport propose that the consultant study to extend the bridge-head road on Krong K'Mas town side more 30m to reduce the curve, more easy for vehicle to access and ensure the transport safe

The Dak Lak department of transport would like to propose MOT and PMU2 review and handle

Director of department of transport

Signed

資料7. 収集資料リスト

(2011年12月31日 作成)

		主管部長	文書管理課長	主管課長	情報管理課長	図書資料室受付印
地域	東南アジア					
国名	ベトナム国					
	プロジェクトID	ベトナム国				
	調査団	第二次中部地方橋梁改修計画 (3/3期) 準備調査 (その3)				
	配属機関名	現地調査期間				
				平成23年12月18日～	平成23年12月31日	
					担当部課	経済基盤開発部 運輸交 通・情報通信二課
					担当者氏名	西形 康太郎

番号	資料の名称	形態(図書・ビデオ・地図・写真等)	発行年	版型	頁数	オリジナル・コピーの別	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	No 1058/SCTVT Ref: data supply, related information on project of construction Tam Ngan bridge, Lam Son village, Ninh Son district, Ninh Thuan province	Letter	2011	A4	4	コピー	1	People's Committee of Ninh Thuan province; Department of Transport	寄贈					
2	No 65/2011/Qd-UBND Decide on adjusting construction estimation cost on the Ninh Thuan province area	Letter	2011	A4	4	コピー	1	People's Committee of Ninh Thuan province	寄贈					
3	No 1856/SXD-QLXD Publish construction materiel price quarter IV/2011 on the Ninh Thuan province area	Letter	2011	A4	55	コピー	1	People's Committee of Ninh Thuan province; Department of construction	寄贈					
4	No 07/2011/QD-UBND Decide on publishing the construction cost table for machine work shift and equipment on Ninh Thuan province area.	Letter	2011	A4	88	コピー	1	People's Committee of Ninh Thuan province	寄贈					
5	List of compensation receive for land clearance - Tam Ngan bridge project	書類	2006	A4	2	コピー	1	PMU of Transport project; Lam Son village people's committee; Ninh Son district land clearance team	寄贈					
6	Land surface drawing (1/500) of Tam Ngan bridge site	地図	2005	A1	1	コピー	1	Measurement team - People's Committee of Ninh Son district	寄贈					
7	No 41/2011/QD-UBND Decide on adjusting labor cost, machine shift cost in the publishing tables cost of Dak Lak province	Letter	2011	A4	3	コピー	1	People's Committee of Dak Lak province	寄贈					
8	No 40/2011/QD-UBND Decide on publishing the construction cost table for machine work shift and equipment on Dak Lak province area	Letter	2011	A4	23	コピー	1	People's Committee of Dak Lak province	寄贈					
9	No 1246/SXD-KT Publish construction materiel on site cost for Novembre and December 2011	Letter	2011	A4	51	コピー	1	People's Committee of Dak Lak province; Department of construction	寄贈					

10	D533-02021-30 As-built document of land clearance setting out - Project of Ea Suop bridge	書類/地図	2003	A4/ A3	6/2	コピー	1	XDC1 533 consultant company	寄贈				
11	Collective table of compensation cost (phase 1) - Project of Ea Soup Bridge - Ea Soup district- Dak Lak province	書類	2006	A4	1	コピー	1	Land clearance board for Ea Soup bridge	寄贈				
12	Collective table of compensation cost (phase 2) - Project of Ea Soup Bridge - Ea Soup district- Dak Lak province	書類	2006	A4	1	コピー	1	Land clearance board for Ea Soup bridge	寄贈				
13	Cadastral maps(1/2000) - Ea Soup Bridge	地図	2007	A4	1	コピー	1	Registration office for land use rights - Dak Lak province	寄贈				
14	476/PTD-HD1D Evaluation check for damage compensation alternative	Letter	2006	A4	1	コピー	1	Land clearance board for Ea Soup bridge - Dak Lak province people's committee	寄贈				
15	Actual situation map of clearance residential (1/1000)	地図	2005	A3	1	コピー	1	Ba Thanh consultant company	寄贈				
16	D533-02021-30 As-built document of land clearance setting out - Project of Krong Knar bridge	書類/地図	2003	A4/ A3	5/1	コピー	1	XDC1 533 consultant company	寄贈				
17	Confirm table of complete compensation volume - Krong Knar Bridge	書類	2007	A4	7	コピー	1	Dak Lak DOT	寄贈				
18	Actual situation map of clearance residential (1/1000) - Krong Kar Bridge	地図	2006	A3	2	コピー	1	Dak Lak DOT	寄贈				
19	No 970/QD-SGTVT-QLHT Decide on road ranking to define transport cost 2011 on the road sections which under Khanh Hoa department of construction	Letter	2011	A4	51	コピー	1	People's Committee of Khanh Hoa province; Department of construction	寄贈				
20	No 2555/CBGVL-LS Publish construction materiel cost on Khanh Hoa province area, October 2011	Letter	2011	A4	136	コピー	1	People's Committee of Khanh Hoa province; Department of Construction - Department of finance	寄贈				
21	No 12/QD-UBND Decide on publishing cost table for construction machine shift and equipment on Khanh Hoa province area	図書	2011	A4	94	コピー	1	People's Committee of Khanh Hoa province	寄贈				
22	Request to accelerate the land clearance and protect the clearance area for the construction	Letter	2007	A4	2	コピー	1	Department of construction Khanh Hoa province	寄贈				
23	18/BGPMB The situation of land clearance in Ngoi Ngan Bridge - Khanh Hoa province	Letter	2006	A4	2	コピー	1	Land Clearance department of national road no1 - Khanh Hoa province	寄贈				
24	02/BGPMB, 03/ BGPMB Treatment of compensation and support cost - Project of Ngoi Ngan bridge - Khanh Hoa province	Letter	2007	A4	4	コピー	1	Land Clearance department of national road no1 - Khanh Hoa province	寄贈				
25	Collective table of compensation and support cost - Project of Ngoi Ngan Bridge - Van Khanh village - Van Ninh district - Khanh Hoa province	書類	2007	A4	2	コピー	1	Land Clearance department of national road no1 - Khanh Hoa province	寄贈				
26	Collective cost of land clearance for construction work of Ngoi Ngan bridge - Van Khanh village - Van Ninh district - Khanh Hoa province	書類	2007	A4	8	コピー	1	Land Clearance department of national road no1 - Khanh Hoa province	寄贈				
27	Technical documents of clearance land - Ngoi Ngan bridge project (including 21 parcel of land; total area :11.519,2m2; scale 1/500)	地図	2004	A4	22	コピー	1	Measurement team - People's Committee of Ninh Hoa district	寄贈				
28	Land surface drawing (1/500) of Ngoi Ngan bridge site	地図	2004	A1	1	コピー	1	Measurement team - People's Committee of Ninh Hoa district	寄贈				

資料8 その他の資料・情報

資料8.1 交通量調査結果

● 12時間双方向交通量 (7:00 - 19:00)

分類 調査位置	Passen- ger Car < 7 seats	Small bus 7 - 24 seats	Large bus > 24 seats	Light truck	Medium truck	Heavy truck 3 axles	Heavy truck > 3 axles	Motor- bikes	Bicycle/ non- motorized	Passen- ger
Tam Ngan	0	0	0	0	0	0	0	887	332	998
Ea Suop	87	5	39	223	80	49	3	4,422	824	230
Krong K'mar	63	29	15	217	107	10	0	4,909	695	220
Ngoi Ngan	0	0	0	0	0	0	0	3,135	761	64

平日3日間平均値