

## **APPENDICES**

- 1. Member List of the Survey Team**
- 2. Survey Schedule**
- 3. List of Parties Concerned in the Recipient Country**
- 4. Minutes of Discussions**
  - 4.1 Minutes of Discussions in 2009**
  - 4.2 Minutes of Discussions in 2011**
- 5. Technical Memorandum**
  - 5.1 Technical Memorandum in 2009**
  - 5.2 Technical Memorandum in 2011**
- 6. References**
  - 6.1 Draft Monitoring Form**
  - 6.2 Environmental Checklist**
  - 6.3 Letter from PMU2**
  - 6.4 Letter from PDOT**
  - 6.5 Letter from DPC regarding to the Environment**
  - 6.6 Letter from PDOT regarding to the Additional Request**
- 7. Other Relevant Data**
  - 7.1 Results of Traffic Count Survey**
  - 7.2 Necessity of Soft Ground Treatment**

## Appendix 1. Member List of the Survey Team

### 1-1 Field Survey (18<sup>th</sup> December 2011 – 31<sup>st</sup> December 2011)

Name	Title	Organization
Mr. Shigeki MIYAKE	Leader	Transportation and ITC Division 2, Economic Infrastructure Department, JICA
Mr. Masami OKUMURA	Project Coordinator	Southeast Asia Division 3, Southeast Asia and Pacific Department, JICA
Mr. Tomoaki TAKEUCHI	Chief Consultant / Road Transport Planner	Oriental Consultants Co., Ltd.
Mr. Shunji YOSHIHARA	Construction Planner / Bridge Engineer	Oriental Consultants Co., Ltd.
Mr. Shin HISADA	Procurement Planner / Cost Estimator	Oriental Consultants Co., Ltd.
Mr. Hiroshi TANAKA	Environmental Specialist	Oriental Consultants Co., Ltd.

## Appendix 2. Survey Schedule

### 2-1 Field Survey in 2011

No.	Date		JICA		Consultant			
			Leader	Coordinator	Chief Consultant/ Road Transport Planner	Construction Planner/ Bridge Planner	Environmental Specialist	Procurement Planner/ Cost Estimator
			Mr. Miyake	Mr. Okumura	Mr. Takeuchi	Mr. Yoshihara	Mr. Tanaka	Mr. Hisada
1	12/18	Sun	(Narita – Ho Chi Minh – Phan Tiet) Site Visit: Da Dung Bridge		(Narita – Hanoi)			
2	12/19	Mon	(Phan Tiet – Phan Rang) Site Visit: Trang Bridge, Courtesy Call on Binh Thuan DOT		Visit to MOT & PMU2, Data collection			
3	12/20	Tue	(Phan Rang – Nha Trang) Site Visit: Tam Ngan Bridge & Ngoi Ngan Bridge, Courtesy Call on Ninh Thuan DOT & Khanh Hoa DOT		Visit to JICA, Data collection, Preparation of Sub-contract			
4	12/21	Wed	(Nha Trang – Buon Ma Thuot) Site Visit: Krong K'mar Bridge, Courtesy Call on Dak Lak DOT		(Hanoi – Ho Chi Minh – Phan Tiet) Site Visit: Da Dung Bridge			
5	12/22	Thu	(Buon Ma Thuot – Nha Trang) Site Visit: Ea Suop Bridge		(Phan Tiet – Phan Rang) Site Visit: Trang Bridge			
6	12/23	金	(Nha Trang – Hanoi) Signing on MD, Report to MOT & JICA		(Phan Rang – Da Lat) Meeting with Ninh Thuan DOT, Site Visit: Tam Ngan Bridge			
7	12/24	土	(Hanoi – Narita)		(Hanoi – Buon Ma Thuot)	(Da Lat – Buon Ma Thuot) Site Visit: Krong K'mar Bridge		
8	12/25	日			Site Visit: Ea Suop Bridge, Data processing			
9	12/26	月			(Buon Ma Thuot – Nha Trang) Meeting with Dak Lak DOT, Site Visit: Ngoi Ngan Bridge			
10	12/27	火			(Nha Trang – Hanoi) Meeting with Khanh Hoa DOT, Data processing			
11	12/28	水			Discussion with PMU2, Report to JICA			
12	12/29	木			Discussion with MOT, Data processing			
13	12/30	金			Signing on Technical Memorandum, Data processing			
14	12/31	土			(Hanoi – Narita)			

### Appendix 3. List of Parties Concerned in the Recipient Country

#### 3-1 List of Parties Concerned in the Recipient Country in 2011

Organization	Name	Title
Ministry of Transport (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
Directorate for Roads of Vietnam (DRVN)	Mr. Nguyen Duc Thang	Deputy General Director, Directorate for Roads of Vietnam
Project Management Unit No.2 (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 Province	Mr. Nguyen Hong Hai	Deputy Director, DOT
	Mr. Nguyen Huu Trung	Director, Infrastructure Dept.
Ninh Thuan Province	Mr. Cao Van Mao	Director, DOT
	Mr. Phan Chanh Trong	Deputy Director, DOT
	Mr. Phạm Minh Tân	Deputy Director, Project Management Dept., PMU under DOT
	Mr. Pham Thong	Deputy Director, Traffic Management Unit
Dak Lak Province	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 Province	Mr. Nguyen Long Dinh	Director, DOT
	Mr. Tran Vinh	Deputy Director, DOT
	Mr. Nguyen Tuan Giang	Director, Traffic Dept.

DOT: Department of Transport

PMU: Project Management Unit

PID: Project Implementation Division

## Appendix 4. Minutes of Discussions

### Appendix 4.1 Minutes of Discussions in 2009

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

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

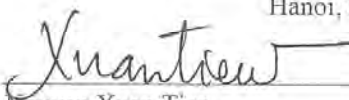
JICA sent to the Vietnam the Preparatory Study Team (hereinafter referred to as "the Team"), which is headed by Mr. Toshio Nagase, Senior Representative, JICA Vietnam Office, and is scheduled to stay in the country from November 22nd to December 21st, 2009. The Team held discussions with the officials concerned of the Government of Vietnam.

In the course of discussions, both parties confirmed the main items described on the attached sheets. The Team will proceed to further works and prepare the Preparatory Study Report.

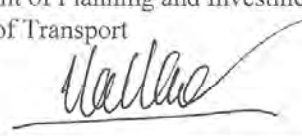
Hanoi, November 27, 2009

Toshio Nagase  
Leader  
Preparatory Study Team  
Japan International Cooperation Agency



  
Nguyen Xuan Tien  
Deputy Director General  
Department of Foreign Economic Relations  
Ministry of Planning and Investment

Ha Khac Hao  
Deputy Director General  
Department of Planning and Investment  
Ministry of Transport



Le Anh Tuan  
General Director  
Project Management Unit 2  
Ministry of Transport



## ATTACHMENT

### 1.Objective of the Project

The objective of the Project is to secure smooth and safe all-year transportation in the central district in the Socialist Republic of Vietnam.

### 2.Project site

The sites are located in 4 provinces of the central district as shown in ANNEX 1.

Tan Van Bridge (Lam Dong Province) was withdrawn from the component of study since the bridge will be constructed under the budget of Vietnamese Government.

### 3.Responsible and Implementing Agency

Ministry of Transport is the responsible ministry and Project Management Unit 2 (PMU2) is the implementation agency for the Project.

### 4.Items requested by the Government of Vietnam

After discussions with the Team, the requested components were confirmed as below. JICA will assess the appropriateness of the request and will recommend to the Government of Japan for approval.

- 1) Da Dung Bridge (73.0m, Binh Thuan Province)
- 2) Trang Bridge (21.0m, Binh Thuan Province)
- 3) Tam Ngan Bridge (60.0m, Ninh Thuan Province)
- 4) Ea Soup Bridge (46.0m, Dac Lac Province)
- 5) Krong K'Mar Bridge (66.0m, Dac Lac Province)
- 5) Ngoi Ngan Bridge (47.0m, Khanh Hoa Province)

### 5.Japan's Grant Aid Scheme

- 5-1. Vietnamese side understands the Japan's Grant Aid Scheme explained by the Team, as described in ANNEX 2.
- 5-2. Vietnamese side will take the necessary measures, as described in ANNEX-3, for smooth implementation of the Project, as a condition for the Japanese Grant Aid to be implemented.

### 6.Schedule of the Study

- 6-1. The Team will proceed to further studies in Vietnam until December 21st, 2009
- 6-2. JICA will prepare the draft report in English and dispatch a mission in order to explain its contents around April, 2010.
- 6-3. In case that the contents of the report is accepted in principle by the Government of Vietnam, JICA will complete the final report and send it to the Government of Vietnam by end of June, 2010.

7. Priorities of bridges

- 7-1. The Team explained that the studied bridges need to be prioritized from technical point of view, in case of exceeding budget ceiling on Japanese side.
- 7-2. Vietnamese side explained that it is difficult to prioritize and exclude the bridges since each bridge is located in each province.
- 7-3 Vietnamese side mentioned that the Government of Vietnam will ask the explanation to the Government of Japan in case of any bridges will be withdrawn.

8. Other relevant issues

- 8-1. Regarding the detailed technical issues, including the width of bridges, for each bridge site, both parties agreed to make technical note after the site survey.
- 8-2. The Team confirmed that the following undertakings should be taken by the Vietnamese side at the Vietnamese expenses.
  - 1) Removal or relocation of utilities, such as electric cables, telephone cables and water pipes, if necessary,
  - 2) Provision of access roads to bridge construction sites, and
  - 3) Removal of existing bridges in case proposed bridge is constructed away of existing bridge after the completion of the Project.
- 8-3. Regarding the Design Live Load, both parties agreed to apply the following Bridge Live Load based on the Vietnamese Standard (22 TCN-272-05).

Design Live Load

Current Spec. 22-TCN-273-01			Current Spec. 22-TCN-272-05			Previous Spec.
Road Category	Daily Traffic Volume(PCU)	Design Speed (km/hr)			Live Road	
		Plains Area	Hills Area	Mountains Area		
Expressway	>25,000	120-100	100-80	80-60	HL93 x 100%	H-30
Class I	15,000-25,000	110-100	90-80	70-60		
Class II	6,000-15,000	100-80	80-60	60-40		
Class III	1,000-6,000	80-60	60-40	50-30		
Rural Trunk Road	Class IV	200-1,000	60-40	40-30	30-20	HL93 x 80% <small>*Agreement under Project for Improvement of Rural Bridges in Northern Mountainous Provinces in 2007</small>
		<200 , 1-lane				
Village Road	category A ( Previous Spec. 22TCN-210-92)					HL93 x 65%

The following criteria will be considered for investigating the adequateness of the above-mentioned Bridge Live Load for each bridge. Higher/lower level of Live Load will be applied if deemed technically more appropriate.

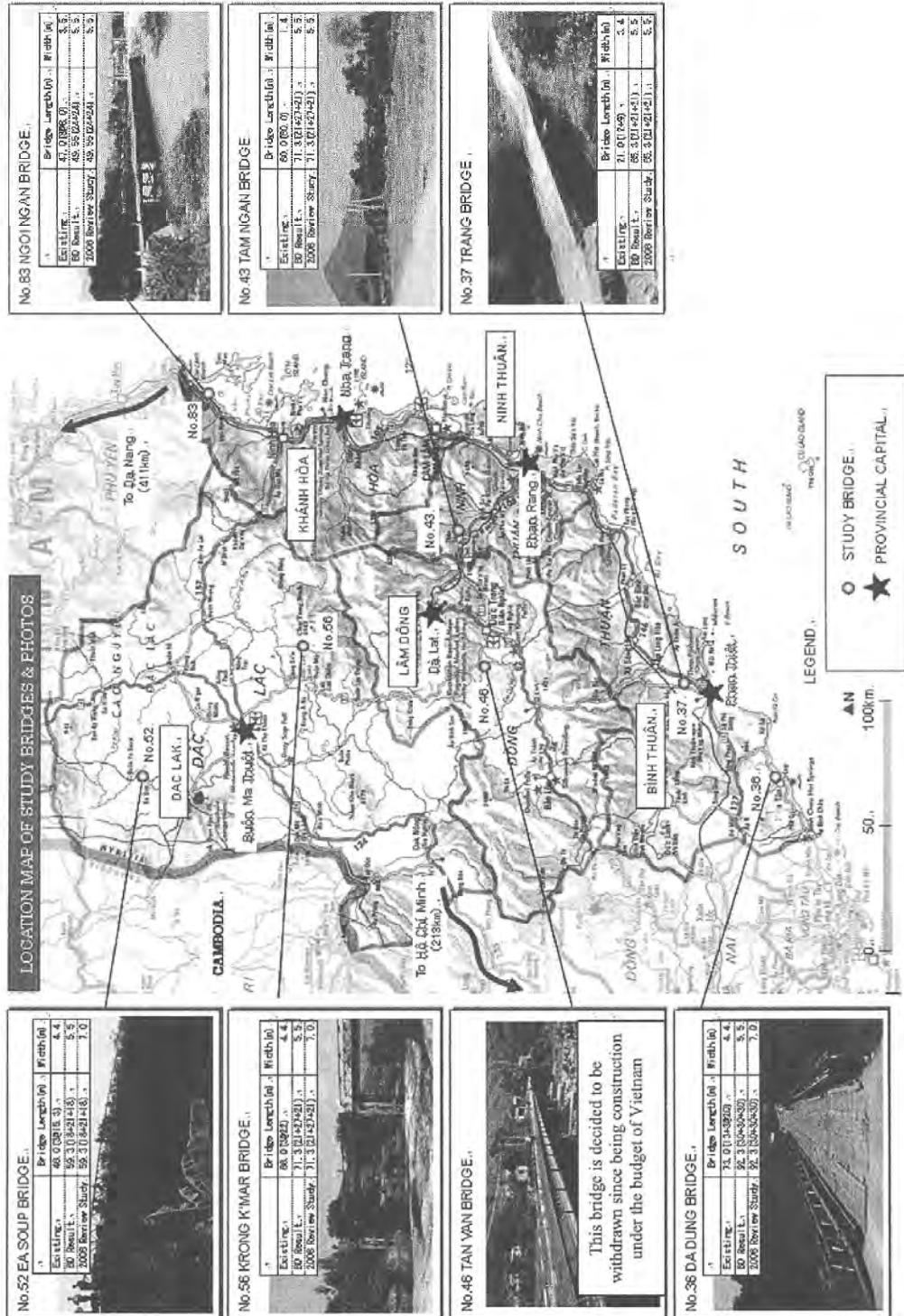
Criteria to Determine Higher Live Load

	Items to be Checked
National Policy & Current Situation	1) Policy on Live Load Levels for Provincial Road Bridges
	2) Live Load Levels applied by Other Donors for Bridge Project
Provincial Policy & Current Situation	3) Policies & Plans for Applying Design Specifications for Bridges on same route of a proposed Bridge
	4) Design Specifications for Bridges for Other bridges on same route of a proposed Bridge
	5) No. of trucks more than 16 tons using proposed Bridge.
Adequacy as a Japan Grant Aid Scheme	6) Consistency with Previous Term 1 & 2 Bridges
	7) Increase in initial construction cost to improve Live Load Level

8-4. Both parties agreed to decide Bridge Width in consideration of following 4 items after site survey.

- Existing Traffic Volume
- Access Road Class & Existing Condition
- Bridge Location
- With or Without Request to Widen from Vietnamese side





2

## JAPAN'S GRANT AID

The Government of Japan (hereinafter referred to as "the GOJ") is implementing the organizational reforms to improve the quality of ODA operations, and as a part of this realignment, a new JICA law was entered into effect on October 1, 2008. Based on this law and the decision of the GOJ, JICA has become the executing agency of the Grant Aid for General Projects, for Fisheries and for Cultural Cooperation, etc.

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

### 1. Grant Aid Procedures

The Japanese Grant Aid is supplied through following procedures :

- Preparatory Survey
  - The Survey conducted by JICA
- Appraisal & Approval
  - Appraisal by the GOJ and JICA, and Approval by the Japanese Cabinet
- Authority for Determining Implementation
  - The Notes exchanged between the GOJ and a recipient country
- Grant Agreement (hereinafter referred to as "the G/A")
  - Agreement concluded between JICA and a recipient country
- Implementation
  - Implementation of the Project on the basis of the G/A

### 2. Preparatory Survey

#### (1) Contents of the Survey

The aim of the preparatory Survey is to provide a basic document necessary for the appraisal of the Project made by the GOJ and JICA. The contents of the Survey are as follows:

- Confirmation of the background, objectives, and benefits of the Project and also institutional capacity of relevant agencies of the recipient country necessary for the implementation of the Project.
- Evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from a technical, financial, social and economic point of view.
- Confirmation of items agreed between both parties concerning the basic concept of the Project.
- Preparation of a outline design of the Project.
- Estimation of costs of the Project.

The contents of the original request by the recipient country are not necessarily approved in their initial form as the contents of the Grant Aid project. The Outline Design of the Project is confirmed based on the guidelines of the Japan's Grant Aid scheme.

JICA requests the Government of the recipient country to take whatever measures necessary to achieve its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the organization of the recipient country which actually implements the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country based on the Minutes of Discussions.

(2) Selection of Consultants

For smooth implementation of the Survey, JICA employs (a) registered consulting firm(s). JICA selects (a) firm(s) based on proposals submitted by interested firms.

(3) Result of the Survey

JICA reviews the Report on the results of the Survey and recommends the GOJ to appraise the implementation of the Project after confirming the appropriateness of the Project.

### 3. Japan's Grant Aid Scheme

(1) The E/N and the G/A

After the Project is approved by the Cabinet of Japan, the Exchange of Notes (hereinafter referred to as "the E/N") will be signed between the GOJ and the Government of the recipient country to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Government of the recipient country to define the necessary articles to implement the Project, such as payment conditions, responsibilities of the Government of the recipient country, and procurement conditions.

(2) Selection of Consultants

In order to maintain technical consistency, the consulting firm(s) which conducted the Survey will be recommended by JICA to the recipient country to continue to work on the Project's implementation after the E/N and G/A.

(3) Eligible source country

Under the Japanese Grant Aid, in principle, Japanese products and services including transport or those of the recipient country are to be purchased. When JICA and the Government of the recipient country or its designated authority deem it necessary, the Grant Aid may be used for the purchase of the products or services of a third country. However, the prime contractors, namely, constructing and procurement firms, and the prime consulting firm are limited to "Japanese nationals".

(4) Necessity of "Verification"

The Government of the recipient country or its designated authority will conclude contracts denominated in Japanese

yen with Japanese nationals. Those contracts shall be verified by JICA. This "Verification" is deemed necessary to fulfill accountability to Japanese taxpayers.

(5) Major undertakings to be taken by the Government of the Recipient Country

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

(6) "Proper Use"

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

(7) "Export and Re-export"

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

(8) Banking Arrangements (B/A)

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

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

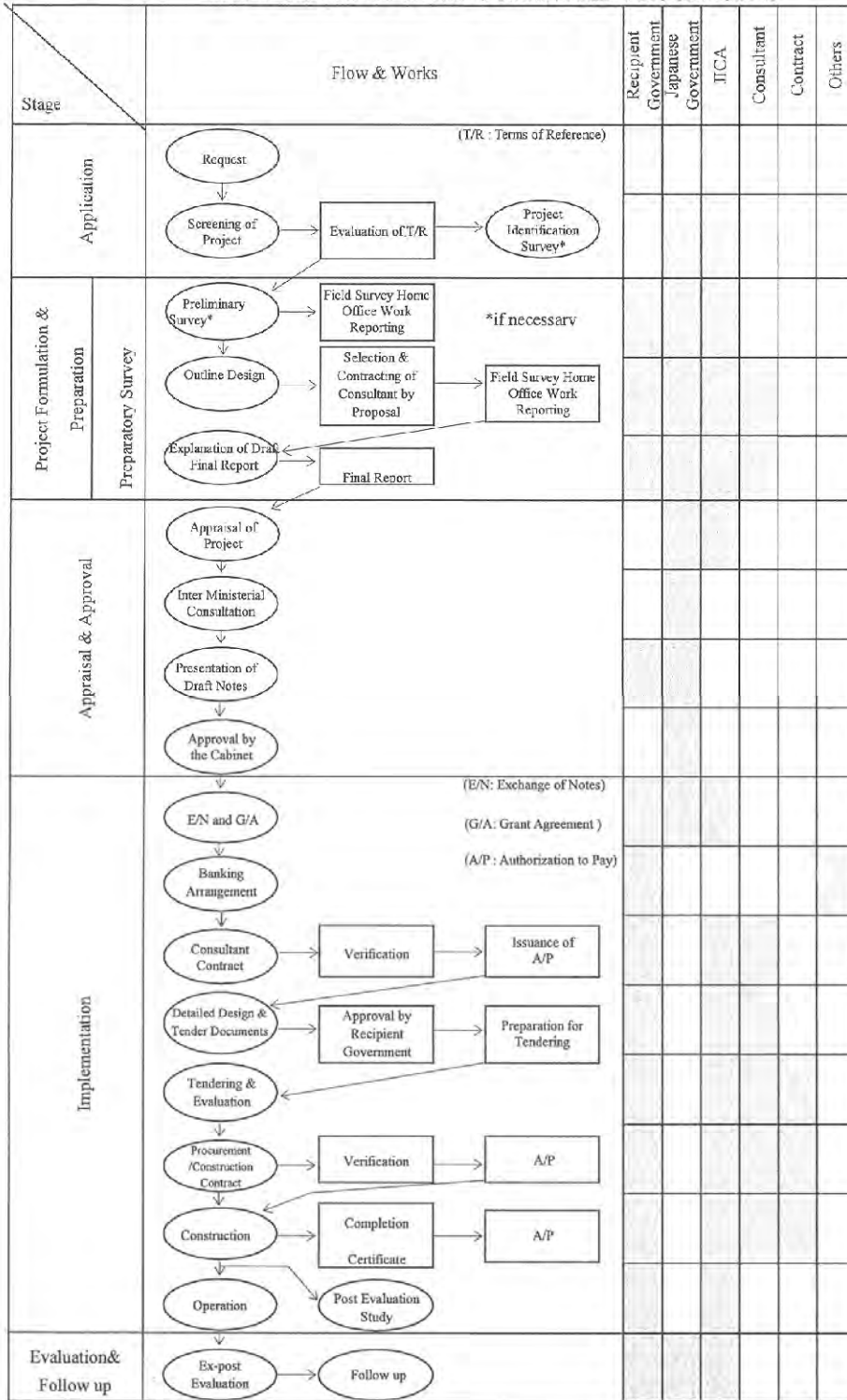
(9) Authorization to Pay (A/P)

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

(10) Social and Environmental Considerations

A recipient country must carefully consider social and environmental impacts by the Project and must comply with the environmental regulations of the recipient country and JICA socio-environmental guidelines.

FLOW CHART OF JAPAN'S GRANT AID PROCEDURES



## Major Undertaking to be taken by Each Government

No.	Items	To be covered by Grant Aid	To be covered by Recipient Side
1	To secure of land necessary for the implementation of the Project and to clear the sites		●
2	To ensure prompt unloading and customs clearance of the products at ports of disembarkation in the recipient country and to assist internal transportation of the products		
	1) Tax exemption and custom clearance of the Products at the port of disembarkation		●
3	To ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the purchase of the products and the services be exempted		●
4	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work		●
5	To ensure that the Facilities and the products be maintained and used properly and effectively for the implementation of the Project		●
6	To bear all the expenses, other than those covered by the Grant, necessary for the implementation of the Project		●
7	To bear the following commissions paid to the Japanese bank for banking services based upon the B/A		
	1) Advising commission of A/P		●
	2) Payment commission		●
8	To give due environmental and social consideration in the implementation of the Project.		●


(B/A : Banking Arrangement, A/P : Authorization to pay)

## Appendix 4.2 Minutes of Discussions in 2011

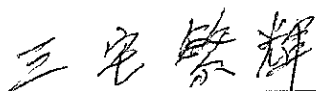
MINUTES OF DISCUSSIONS  
ON THE PREPARATORY SURVEY  
ON THE PROJECT FOR RECONSTRUCTION OF BRIDGES  
IN THE CENTRAL DISTRICT (PHASE II)  
IN THE SOCIALIST REPUBLIC OF VIETNAM

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 27<sup>th</sup>, 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.





**Appendix 5. Technical Memorandum**  
**Appendix 5.1 Technical Memorandum in 2009**

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

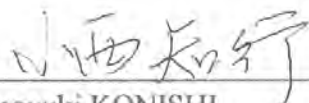
In November 2009, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched a Study Team on the Preparatory Study (hereinafter referred to as "the Study") on the Project for Reconstruction of Bridges in the Central District (Phase II) (hereinafter referred to as "the Project") the Socialist Republic of Vietnam (hereinafter referred to as "the Vietnam")

The major objectives of the Study are to re-formulate the Project based on a review of the detailed design study outcome of 2006 due to changes on site conditions and/or to the socio economy around the bridge sites, as well as to meet the conditions of Japan's Grant Aid scheme.

In the course of discussions with relevant organizations and field survey, the Study Team confirmed requests to the design output from the Vietnamese side, which should be considered in the Study for the Project. The Study Team promised to convey them to the Japanese side, and examine their appropriateness from the viewpoint of both engineering and Japan's Grant Aid scheme (see 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).

Hanoi, 15<sup>th</sup> December 2009



Tomoyuki KONISHI  
Chief Consultant  
Preparatory Study Team  
Japan International Cooperation Agency



Lam Van Hoang  
Deputy General Director  
Project management Unit 2  
Ministry of Transport

## ATTACHMENT 1

### REQUESTS FROM VIETNAMESE SIDE

The following items are requested from the Vietnamese side. The Vietnamese side promised to provide supporting documents for their requests to the Study Team, such as traffic data and relevant area/transport development plan.

#### **1. No.36 Da Dung Bridge, Binh Thuan Province**

##### **(1) Widening of Bridge Width**

It should be widened to 12.0m comprising 2-lane carriageway of 7m with 1m shoulder and 1.5m walkway (including railing) at both sides, according to the Provincial Transport Development Plan, 2004.

##### **(2) Application of Higher Live Load for Bridge Design**

It should be considered HL-93 live load for bridge design since the Provincial Road 719 will be upgraded from Class IV to Class III.

##### **(3) Pavement**

It should be paved with asphalt concrete based on the Provincial Transport Development Plan, 2004.

##### **(4) Consideration of Water Supply Pipe Load for Bridge Design**

Water supply pipe load (Dia. 320mm, 160kg/m) should be considered in the bridge design.

#### **2. No.37 Tran Bridge, Binh Thuan Province**

##### **(1) Widening of Bridge Width**

It should be widened to 12.0m comprising 2-lane carriageway of 7m with 1m shoulder and 1.5m walkway (including railing) at both sides, according to the Provincial Transport Development Plan, 2004.

##### **(2) Application of Higher Live Load for Bridge Design**

It should be considered HL-93 live load for bridge design since the Sara-Tam Hung Route will be upgraded from Class IV to Class III.

##### **(3) Pavement**

It should be paved with asphalt concrete based on the Provincial Transport Development Plan, 2004.

##### **(4) Replacement of Irrigation Box Culvert**

An irrigation channel crossing the new approach road on the left bank side should be replaced with a box culvert with the following design conditions

confirmed in previous study in 2005:

- Designed canal bank level: 20.97m
- Designed canal bed level: 19.47m
- Designed irrigation output: 5.65m<sup>3</sup>/s
- Designed canal bed width: 3.00m
- Area to be replaced: Within the embankment area of the approach road

### 3. No.43 Tam Ngan Bridge, Ninh Thuan Province

#### (1) Widening of Bridge Width

It should be widen to 8.0m comprising 2-lane carriageway of 7m with 0.5m shoulder at both sides since this bridge will connect with Lam Son – Phuoc Hoa route which has been upgrading so far.

#### (2) Application of Higher Live Load for Bridge Design

It should be considered HL-93 live load for bridge design since this bridge will connect with Lam Son – Phuoc Hoa route which has been upgrading so far.

#### (3) Consideration of Function of the Existing Irrigation Channel

The existing open channel for irrigation (WxH: 0.6mx0.5m), which crosses the new approach road on the right bank side, should be restored its present function, and consider the easiness of maintenance.

### 4. No.52 Ea Soup Bridge, Dak Lak Province

#### (1) Widening of Bridge Width

It should be widen to 7.0m comprising 2-lane carriageway since this bridge locates in the centre of Ea Soup district with high traffic volume and it serves transportation demand for whole northern area of Ea Soup district.

#### (2) Application of Higher Live Load for Bridge Design

A higher live load level of H-30 or HL-93 should be applied to this new bridge because all other bridges on the provincial road No.1 have been constructed as permanent RC bridge with design load of H-30 or HL-93.

### 5. No.56 Krong K'mar Bridge, Dak Lak Province

#### (1) Widening of Bridge Width

It should be widen to 7.0m comprising 2-lane carriageway since this bridge locates in the centre of Krong Bong district with high traffic volume and it serves transportation demand for whole eastern area of Krong Bon district.

#### (2) Application of Higher Live Load for Bridge Design

A higher live load level of H-30 or HL-93 should be applied to this new bridge because all other bridges on the provincial road No.12 have been constructed as

permanent RC bridge with design load of II-30 or III-93.

**6. No.83 Ngoi Ngau Bridge, Khanh Hoa Province**

**(1) Widening of Bridge Width**

It should be widen to 9.0m comprising 2-lane carriageway of 7m with 1.0m shoulder at both sides since this bridge locates on Nguyen Hue road which is planed as plain Class III road in Master Plan until year 2020.

**(2) Application of Higher Live Load for Bridge Design**

It should be considered higher live load for bridge design since this bridge locates on Nguyen Hue road which is planed as plain Class III road in Master Plan until year 2020.



## ATTACHMENT 2

### Confirmation of Major Undertakings to be Done by Vietnamese Side

#### 1. Resettlement and Land Acquisition

- The Study Team confirmed that land acquisition and resettlement activity at six bridge sites have been well proceeding including for the construction yard.
- The DOTs of all provinces agreed to complete all resettlement and land acquisition work at least by the end of May 2010, and to provide agreements with the affected people to the Japanese side.

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

##### (1) No.36 Da Dung Bridge, Binh Thuan Province

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

##### (2) No.37 Tran Bridge, Binh Thuan Province

- Resettlement of temporary store on approach road of left bank side

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

- Removal of the existing bridge after completion of a new bridge
- Resettlement one house and land acquisition a part of church land

##### (4) No.52 Ea Soup Bridge, Dak Lak Province

- Removal of the existing bridge after completion of a new bridge
- Resettlement of temporary store on approach road of right bank side

##### (5) 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
- Resettlement of temporary house on approach road of right bank side
- Relocation of telephone and electric lines at the upstream side of the existing bridge before commencement of construction

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

- Relocation of electric lines and electric poles on both approach road of downstream side



## Appendix 5.2 Technical Memorandum in 2011

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 18<sup>th</sup> 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, 30<sup>th</sup> 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

*fw*



- 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)

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?</p> <p>(b) Have EIA reports been approved by authorities of the host country's government?</p> <p>(c) Have EIA reports been unconditionally approved? If conditions are imposed on the approval of EIA reports, are the conditions satisfied?</p> <p>(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</p> <p>(b) N</p> <p>(c) N</p> <p>(d) N</p>	<p>(a) Due to MOI policy for JICA grant and 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.</p> <p>(b) On above reason no EIA report was prepared and approved by Vietnamese side.</p> <p>(c) Same as (b), but resettlement and land acquisition procedures have been conducted, all most of 4 bridge sites have been successfully achieved.</p> <p>(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/NĐ-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?</p> <p>(b) Have the comment from the stakeholders (such as local residents) been reflected to the project design?</p>	<p>(a) Y</p> <p>(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 Krmar 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).</p> <p>(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: 1.2. 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 contributed 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 temporarily impact may be generated during abutment and pier foundation works, but impacts to case 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 are 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 compensations 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>Confirmation of Environmental Considerations (Reasons, Mitigation Measures)</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>

AV

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</p> <p>(b) N</p> <p>(c) N</p> <p>(d) N</p> <p>(e) N</p> <p>(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	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(5) Ethnic Minorities and Indigenous Peoples	<p>(a) Are considerations given to reduce impacts on the culture and lifestyle of ethnic minorities and indigenous peoples?</p> <p>(b) Are all of the rights of ethnic minorities and indigenous peoples in relation to land and resources respected?</p>	(a) Y (b) Y	<p>(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 (K'ho minority) and indigenous peoples. Other bridge sites are neither area of ethnic minority nor indigenous peoples.</p> <p>(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.</p>
4 Social Environment	(6) Working Conditions	<p>(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?</p> <p>(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?</p> <p>(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.?</p> <p>(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?</p>	(a) Y (b) Y (c) Y (d) Y	<p>(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. P/As are given more advantageous conditions for their livelihood social environment after completion of the new bridges than before.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p>

Environmental Checklist: 12. Bridges (7)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(1) Impacts during Construction	<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 (b) Y (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 (b) Y (c) Y (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, emission control, waste disposal and traffic safety etc., monitoring. Construction supervision consultants periodically to met 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 (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.

*AW*

## 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 <sub>2</sub>						Not required
NO <sub>2</sub>						Not required
CO						Not required
O <sub>3</sub>						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 carth 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)						Riverside at Abutment and pier, during carth works near to the water body, once a month.
Turbidity	-	Observation base level	Observation base level	-	-	
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.
--	---



## Appendix 6. References

### Appendix 6.1 Draft Monitoring Form

#### 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 <sub>2</sub>				0.35mg/m <sup>3</sup>		Not required
NO <sub>2</sub>				0.2mg/m <sup>3</sup>		Not required
CO				30mg/m <sup>3</sup>		Not required
O <sub>3</sub>				0.18mg/m <sup>3</sup>		Not required
Soot and dust				TSP: 0.3mg/m <sup>3</sup>		Not required
SPM				PM:0.15mg/m <sup>3</sup> (24hr)		Not required
Dust	-	Observation base level	Observation base level	TSP: 0.3mg/m <sup>3</sup>	-	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				6 -8.5 (A1)		Not required
SS (Suspended Solid) Turbidity	-	Observation base level	Observation base level	TSS:20mg/l (A1)	-	Riverside at Abutment and pier, during earth works near to the water body, once a month.
BOD/COD				BOD5: 4(20°C) COD:10mg/l		Not required
DO				>=6 mg/l		Not required
Total Nitrogen				NO <sub>2</sub> : 0.01mg/l		Not required

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
Total Phosphorus				-		Not required
Heavy Metals				Fe: 0.5mg/l		Not required
Hydrocarbons / Mineral Oils				Oil: 0.01mg/l		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				Leq: 70dBA		Not required
Vibration level				70dB		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.

## Appendix 6.2 Environment Checklist

### Environmental Checklist: 12. Bridges (1)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
1 Permits and Explanation	(1) EIA and Environmental Permits	(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?	(a) N (b) N (c) N (d) N	(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. PMU2 will make an agreement with each Provincial Department of Natural Resources and Environment on environmental protection issues for the bridge projects in accordance with the JICA checklist and monitoring format.
		(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?	(a) Y  (b) Y	(a) During period of 2005 to 2006 the project contents had been explained to the related stakeholders by PDOT 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 PDOT when the project will start.) (No.52. Ea Suop 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 in Khanh Hoa Province: 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.
2 Pollution Control	(3) Examination of Alternatives  (1) Air Quality	(a) Have alternative plans of the project been examined with social and environmental considerations?  (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) Y  (a) Y  (a) N (b) N	(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.  (a) All of 4 bridge sites are located in rural area with natural expanded surroundings and less volume of traffic may not case 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 ccess roads, there will be contrived to be more clean air circumstance.

**Environmental Checklist: 12. Bridges (2)**

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
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 temporarily impact may be generated during abutment and pier foundation works, but impacts to case 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.
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



**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	(4) Topography and Geology	<p>(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?</p> <p>(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?</p> <p>(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?</p>	<p>(a) Y (b) N (c) N</p>	<p>(a) There are not any soft ground on the route for each bridge sites excluding Krong K'mar Bridge, and they may not cause slope failures or landslides. Normal standard practice of construction management will be considered on temporally erosion control at river bank areas. Soft ground areas which are located around the both abutment of Krong K'mar Bridge only will be planned to improve by PBD method.</p> <p>(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 temporally erosion control at river bank areas.</p> <p>(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.</p>
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 compensations going to be paid prior to the resettlement?</p> <p>(e) Is the compensation policies prepared in document?</p>	<p>(a) Y (b) Y (c) Y (d) Y (e) Y</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 PDOT 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 PDOT 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>
4 Social Environment	(1) Resettlement	<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>(f) Y (g) Y (h) Y (i) Y (j) N</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 (4)**

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
4 Social Environment	(2) Living and Livelihood	<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</p> <p>(b) N</p> <p>(c) N</p> <p>(d) N</p> <p>(e) N</p> <p>(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	(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?	(a) N	(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.
	(4) Landscape	(a) Is there a possibility that the project will adversely affect the local landscape? Are necessary measures taken?	(a) N	(a) No adverse impact is expected to the local landscape. The landscape after construction will be much enhanced than current bridge and surrounding landscape.
	(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) Y (b) Y	(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 (K'ho 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.

**Environmental Checklist: 12. Bridges (5)**

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
4 Social Environment	(6) Working Conditions	<p>(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?</p> <p>(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?</p> <p>(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.?</p> <p>(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?</p>	<p>(a) Y (b) Y (c) Y</p> <p>(d) Y</p>	<p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p>
	(1) Impacts during Construction	<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 (b) Y (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	(2) Monitoring	<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 (b) Y (c) Y (d) Y</p>	<p>(a) The environment and social department of district in each Province will develop in assistance with the proponent (PDOT) 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 met with construction activities will conduct checking and reporting to PDOT 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>

**Environmental Checklist: 12. Bridges (6)**

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
6 Note	Reference to Checklist of Other Sectors	(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). (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).	(a) N (b) 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. (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.
	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.

## Appendix 6.3 Letter from PMU2

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, amount of money paid for 07 residentials and 02 organizations is 157 731 778 VND. Necessary estimated amount 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**



## Appendix 6.4 Letter from PDOT

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 Tầm 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 Tầm 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

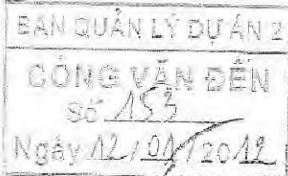
CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM  
Độc lập – Tự do – Hạnh phúc

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  
Táo hợp lực  
M



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#  
Hồng  
Lâm Sơn  
U

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 cập nhật  
hệ số để? Chạy.

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

- đ. 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: 28./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



Appendix 6.5 Letter from DPC regarding to the Environment

**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 Tầm 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. /: *uk*

Nơi nhận: *[Signature]*

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

**KT. CHỦ TỊCH  
CHỦ TỊCH**  
*[Signature]*  
**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: *CLP*
- Như trên;
  - Chủ tịch UBND huyện;
  - Lãnh đạo Văn phòng;
  - Phòng Tài nguyên- Môi trường;
  - Phòng Kinh tế- Hạ tầng;
  - Lưu VT, VP.



*Nguyễn 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 ./.

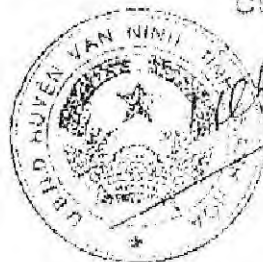
**Nơi nhận:**

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

phúc/môi trường chi phí nội dung

**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



**Appendix 6.6 Letter from PDOT regarding to the Additional Request**

**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.





**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

**Appendix 7. Other Relevant Data**

**Appendix 7.1 Results of Traffic Count Survey**

• **Traffic Count Data (12 hours [7:00 – 19:00], Both directions)**

Classification Location	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

Note: Average of 3 weekdays

## Appendix 7.2 Necessity of Soft Ground Treatment

### 3-2-2 Results of Analysis

Representative Embankment Height of approach Road for Bridges, its Safety Factor and when  $F_s=1.2$ , Limited Embankment Height are shown as below.

The Bridge to be required soft ground treatment by PBD method are four bridges of BNO.18, 26, 35 and 56.

Table 3-4 Safety Factor of Embankment on soft ground  
And Limited Embankment Height

Bridge NO.	Safety Factor ( $F_s$ )	Embankment Height (m)	When $F_s=1.2$ , Limited Embankment Height (m)	Thickness of Soft Soil (m)	Note
BNO. 6 A-1 (BH-1)	1.456	2.31	2.80	7.0	
BNO. 6 A-2 (BH-2)	1.302	2.55	2.80	5.8	
BNO. 18 A-1 (BH-1)	0.707	5.10	2.75	8.9	Need treatment
BNO. 26 A-1 (BH-1)	0.934	3.47	2.40	7.5	"
BNO. 26 A-2 (BH-2)	1.009	3.04	2.40	8.5	"
BNO. 35 A-1 (BH-1)	1.146	3.74	3.10	21.8	"
BNO. 35 A-2 (BH-2)	1.064	3.61	3.10	23.5	"
BNO. 56 A-1 (BH-2)	0.640	5.80	2.80	7.0	"
BNO. 56 A-2 (BH-1)	0.737	5.30	2.95	5.5	"

Results of Analysis for Soft ground treatment by Plastic Board Drain method are shown  
Table 3-5

Table 3-5 Results of Analysis for Soft ground treatment by PBD method

Bridge NO.	Planning Embankment Height	Necessary Embankment Height	Settle. Value $S_c$	S.Factor* <sup>1</sup> ( $F_s$ ) imm. after completion	S.Factor* <sup>2</sup> ( $F_s$ ) After com.30 days	Remain* <sup>3</sup> ing Settle. Value $S_r$	PBD* <sup>4</sup> Interval x Length (m)
BNO.18 A-1 (BH-1)	5.10 m	5.65 m	55.4 cm	1.281	1.352	9.0 cm	1.2 x 9.0
BNO.26 A-1 (BH-1)	3.47 m	3.80 m	35.3 cm	1.205	1.291	5.7 cm	1.3 x 7.5
BNO.26 A-2 (BH-2)	3.04 m	3.40 m	31.9 cm	1.264	1.333	8.4 cm	1.6 x 8.5
BNO.35 A-1 (BH-1)	3.74 m	4.30 m	51.6 cm	1.393	1.483	8.2 cm	1.2 x 22
BNO.35 A-2 (BH-2)	3.61 m	4.15 m	53.3 cm	1.423	1.532	9.8 cm	1.2 x 24
BNO.56 A-1 (BH-2)	5.80 m	6.34 m	52.3 cm	1.157	1.211	6.6 cm	1.2 x 7
BNO.56 A-2 (BH-1)	5.30 m	5.73 m	41.8 cm	1.157	1.223	5.5 cm	1.2 x 6

