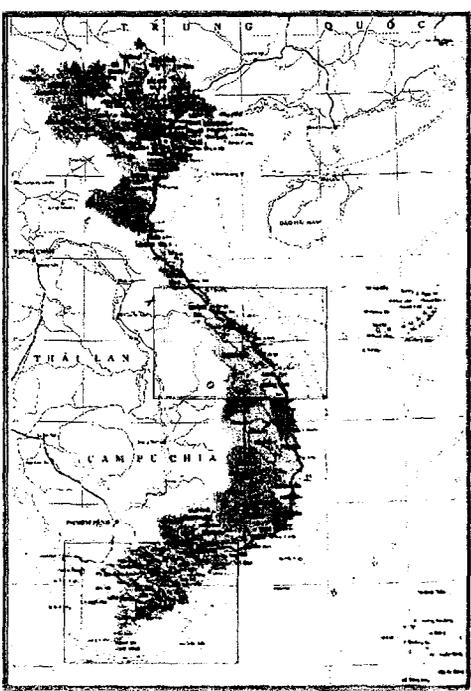


SOCIALIST REPUBLIC OF VIETNAM
MINISTRY OF TRANSPORT
HIGHWAY No.1 PROJECT MANAGEMENT UNIT (PMU 1)

MEKONG TRANSPORT AND FLOOD PROTECTION PROJECT



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REPORT ON PUBLIC CONSULTATION MEETINGS
FOR
THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT



ASIA PACIFIC ENGINEERING CONSULTANTS (APECO)

In association with

MAUNSELL McINTYRE PTY LTD

MAUNSELL VIETNAM

TEDI SOUTH

CIENCO 625

ENVIRONMENTAL PROTECTION CENTER

March 2000

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1 INTRODUCTION

The Mekong Transport and Flood Protection Project is the Detailed Design phase for the following Project road:

- Rehabilitation of National Highway No.1 between Can Tho and Nam Can; and
- Rehabilitation of Dong Ha to Quang Ngai Flooded Section - National Highway No.1.

For these roads the Environmental Impact Assessment (EIA) has been prepared during the Feasibility Study phase of the Project (under the name of Third Highway Rehabilitation Project –HRP3).

As a second phase of the EIA a Public Consultation for representatives of concerned provinces and districts was organized by the PMU1 and Consultant in February 2000. The objectives of the Public Consultations was:

- To present and discuss the main activities, technical design and initial implementation schedule of the proposed Project.
- To present and discuss the major environmental (social and natural) impacts and mitigation measures (Draft EMP) of the Project as determined by the Consultant;
- To receive and discuss ideas and opinions suggested by the participants in the Public Consultation meetings on the approved EIA report;
- To encourage the association of local governments in further determination of negative environmental impacts and mitigation measures;

To encourage the association and coordinating between the provincial people, local governments and Project Management Unit 1 (PMU1) during implementation of the Project.

The findings of the Public Consultation meetings are reported in this document and submitted to the PMU1 and concerned Authorities. Based on the feedback of the participants in the Public Consultation meetings, the final EMP and its action plan will be prepared and the budget will be allocated for the implementation.

2 ORGANIZATION

The Project Team in corporation with PMU1 organized Public Consultation meetings and participants were sent official correspondence, meeting program and related documents including a summary of the EIA Report in a timely manner. The meetings were organized as follow:

- At Provincial level, two meetings in:
 - Can Tho city, covering Can Tho province, Soc Trang province, Bac Lieu province, and Ca Mau province on 21 February 2000.
 - Da Nang city, covering Quang Tri province, Thua Thien Hue province, Da Nang city, Quang Nam province, and Quang Ngai province on 24 February 2000;

- At District level, four meetings in:
 - Chau Thanh district (Can Tho city) on 21 February 2000;
 - Vinh Loi district (Bac Lieu province) on 22 February 2000;
 - Dien Ban district (Quang Nam province) on 24 February 2000; and
 - Huong Tra district (Thua Thien Hue province) on 25 February 2000.

The meeting program and participants are listed in the minutes of meeting from *Appendix 1 to Appendix 6*.

The meetings were recorded on tape (audio only) in order to be able to reflect the numerous suggestions of attendants as exact as possible. A summary of the remarks and suggestions of the Participants is presented in the following chapter.

3 COMMENTS AND SUGGESTIONS

3.1 General remarks

Representatives of provinces (mainly from the Departments of Science, Technology and Environment and Departments of Transport) of provinces, districts and villages generally appreciate the public consultation meetings on the environment impact assessment of the Project. The meetings expressed the positive role of people through the representatives of departments, local government of provinces and districts in the Project areas for the assessment of the negative impacts.

Most of the participants mutually agreed that the EIA study has been strictly implemented with scientific methods. The environmental problems including the negative impacts and positive impacts are assessed and analyzed in detail and the mitigation measures and environment monitoring programs proposed by consultant are logical.

The participants made many suggestions for a close-association between PMU1, contractors and local governments during the construction.

Although the impacts caused by resettlement activities were not the main subject of the meeting, requirements for suitable policies were made by the participants.

3.2 Remarks on the Environmental impacts

3.2.1 Pre-construction period

The main concerns of the representatives of the Provinces and Districts for the pre-construction period were the following issues:

- Road classification, Right of Way and resulting resettlement issues including possible mitigation measures in the form of bypasses;
- Hydrological issues concentrating on possible effects on water levels and flow velocities as a result of raising the embankment of the flooded sections. A second concern was the embankment stability at locations where road and waterway share the same embankment and is affected by erosion.

The participant agreed with the proposed road dimension of 9m (Can Tho – Ca Mau section). However, it was suggested that the Ministry of Transport should regulate a fixed dimension for the right-of-way (also refer to the future development of National Highway 1) for local people to be able to settle.. A consistent reference to the transport master plan of the provinces was also required.

Most participants remark that the relocation requirements are not high because in some areas people have been resettled according to the road development plan of the provinces. They remark, however, that the Project Affected Persons (PAPs), are often poor families with small businesses depending on the location next to the road. It is therefore suggested by the representatives of provinces and districts that, besides carrying out the resettlement policies of the Government, a feasible support program should be created for the PAPs to ensure that their living standards and conditions are at least equal to those before resettlement. Compensation and coordination with local Authorities during the resettlement implementation is therefore required. A specific program shall be proposed soon and within a reasonable period before resettlement activities.

It is suggested to design by-passes for towns with high population densities and where buildings, pagodas, cemeteries, schools and hospitals are located adjacent to the road in order to reduce resettlement requirements and prevent serious impacts caused by noise and dust pollution during construction and in the operational phase. The participants are of the opinion that these impacts are serious under the current conditions as the population density along the main roads is very high.

The issue concerning the provincial and district representatives the most in central Vietnam is the impacts caused by raising the embankment level at the flood-prone sections. It is requested to study the raising and technical solutions for water drainage according to the characteristics of terrain, geological and hydrological conditions of each specific flood-prone section. The feared impacts of raising the embankment height (based on the recent floods experience in November/December 1999) are increased flood levels, flood periods and damages for residential and agricultural areas near National Highway 1 (NH1). The draining solutions such as installing more and replacing of small culverts with larger dimension culverts should be considered carefully to prevent the water logging in the upstream areas and the scouring of embankment and negative impacts to the agricultural land. These solutions need to be considered in association with other Projects such as the construction or upgrading of provincial roads, district roads, irrigation canals and railway along National Highway 1.

Many sections of NH1 run along canals(particularly from Can Tho to Nam Can), where canal and road share the same embankment. These embankments are scoured seriously at many sections affecting the stability of the road base. It is suggested to realign these sections with a safe distance from the canal to prevent embankment instability.

3.2.2 Construction period

The main concerns of the representatives of the Provinces and Districts for the construction period were the following issues:

- Dust, noise and traffic control;
- Conflicts between workers and residents.

.The most serious negative impacts during the construction period are traffic jams, dust, noise and vibration pollution. Following the experience with many road construction Projects in the areas, these impacts occur on a regular basis so good preparation and carrying out of the

impact mitigation measures is essential. Particularly in case of construction work in crowded areas, ancient buildings, sensitive places (churches, pagodas, etc.), schools, offices, hospitals, etc. It was suggested to shorten the construction schedule, and priority clearance given to the road under construction.

Concerning the conflicts between the workers and local people, which may arise when concentrating a large number of workers, and in order to control these impacts, contractors must cooperate with local government to manage their personnel well. Local governments will inform, and encourage people for good cooperation and advantages for contractors to complete their duty.

The works for construction such as accommodations for workers, materials parking sites and hot asphalt concrete mixture plant, etc. cause serious impacts. Therefore, the representatives of districts and provinces request for a suitable location and to discuss with local authorities and prepare pollution monitoring measures.

3.2.3 Operational period

The main concern of the representatives of the Provinces and Districts for the operational period was the following issue:

➤ **Traffic safety.**

The traffic accident during the operation is considered as the most potential impacts during the operation. For some road development Projects in Vietnam, the traffic accident rate is high in the initial period of operation. Therefore the Project owner and road management unit should prepare to prevent this impact. Technical measures such as traffic warning signs, and large eyesight at curves should be prepared. Also it is suggested that the Ministry of Transport should classify the rehabilitated road and promulgate specific regulations to enable effective management by the local authorities.

It is suggested to implement the monitoring programs during the operation as proposed in the Project. All problems during the operation period should be considered and sorted out.

4 CONCLUSION

The meetings have reflected the interest of local government and people in the Environmental issues of the Project. The participants have studied the environment of Project well. The potential impacts of the Project have been acknowledged by localities through suggestions and comments for the Project and authorized departments.

Attendants have commented and suggested their opinion to determine more clearly potential impacts of the Project and mitigation measures. These comments and suggestion will be taken into account during the Detailed design phase, construction phase and implementation phase.

The involvement of local communities in the environmental protection creating support of local people in pre-construction and construction, increasing the effective progress and development of the Project.

It is suggested that the Project Management Unit 1, Consultant and concerned authorities should pay interested in the suggestions and comments (please refer to details in the minutes, appendices from 1 to 6) to prepare the detailed design and implementation schedule well.

Appendix 1

**MINUTES OF THE PUBLIC CONSULTATION MEETING FOR
ENVIRONMENTAL IMPACT ASSESSMENT**

THE THIRD HIGHWAY REHABILITATION PROJECT (HRP3)

Can Tho, 21 February 2000, from 8.30 am – 10.45 am

1. Participants

No.	Name	From
1	Pham Thi Thanh Hoa	APECO-Maunsell Consultant Team
2	Dr. Le Trinh	Vietnam Institute of Tropical Technology and Environment Protection
3	Hoang Khanh Hoa	Vietnam Institute of Tropical Technology and Environment Protection
4	Nguyen Minh Thanh	People's Committee of Can Tho province
5	Nguyen Tan Kiet	Director – Department of Transport of Ca Mau province
6	Hoang Manh Dat	Department of Transport of Ca Mau province
7	Do Chi Thien	Vietnam Press-agency – Can Tho Division
8	Tran Van Nhan	Thanh Nien Newspaper
9	Tran Binh	Dien Dan Doanh Nghiep Newspaper
10	Nguyen Thi Ky	Sai Gon Giai Phong Newspaper
11	Bui Minh Tao	Deputy Director – Department of Science, Technology and Environment (DOSTE) of Can Tho
12	Hua Chu Khem	Director – DOSTE of Soc Trang Province
13	Tran Huu Phuc	Chief of Environment Department of DOSTE of Bac Lieu
14	Pham Dinh Don	Deputy Director – DOSTE of Ca Mau
15	Nguyen Ngoc Phu	Journalist – Can Tho Television

2. Brief introduction of the Project

Representative of APECO – Maunsell Consultant (Ms Hoa) briefly introduces about the Project to all participants.

3. Introduction of environmental impacts of HRP3

(Dr. Le Trinh)

- (i) Environmental impacts on Can Tho – Nam Can section
 - Impacts on the natural ecosystem.
 - Resettlement, socio-economic impacts (a separated study for the resettlement and compensation policy).
 - Impacts on cultural, historical and religious structures.
 - Impacts during construction (increased pollution, worker concentration and materials exploitation).
 - Impacts in the operation period (increased noise, dust, polluted waste, traffic accidents).
- (ii) To emphasize the importance of environmental protection for Ca Mau – Nam Can section.
- (iii) Conclusion

- The Project play an important role in the socio-economic development of Mekong Delta, it is supported by the State, Ministry of Transport and the World Bank.
- The main environmental matters occur in the resettlement and construction period.
- The solutions and suitable mitigation programs have been prepared for other environmental matters.

4. Introduction of HRP3 Project on television (10 minutes)

Introduction on the roughness of pavement. The narrow right-of-way is not compatible with the traffic flow and traffic safety. So the rehabilitation of National Highway 1 (NH1) from Ca Mau to Nam Can is urgently required.

Tea-break: 10 minutes

5. Comments and suggestions of attendants

Mr. Kiet – Director of Department of Transport of Ca Mau province:

- The transport sector is interested in the expansion of pavement and the selection of a compatible option for Ca Mau – Nam Can section: This section passes by the rice field and prawn farm (specially on Dam Cung – Bay Hap section). The forest submerged by saline water was destroyed many years ago, it is presently a poor forest. The road base and bridges are completed. And in fact the impacts occurre mainly in the construction period. However, we can remark that all impacts in the construction period of the Project on this section are not serious because we will not expand the right-of-way, and the quantity and construction period is not much in comparison with constructing other new roads. The technology proposed by this Project is good.
- Department of Transport agrees with the expansion of 9m wide pavement of this section and the impacts in the construction period is not serious and the mitigation measures proposed by the Project are feasible.
- After the construction period, the forecast traffic volume will be higher as Ca Mau – Nam Can section is a hub of transportation. Some temporary houses will be affected and the structures (to be built outside of the safety distance of the embankment) will be slightly affected. In general, the environmental impacts can be controlled well under the environmental monitoring programs proposed by Consultant.

Mr. Phuc (DOSTE of Bac Lieu province):

- To agree with the environmental impact assessments (EIA) mentioned in the EIA Report of the Project. The NH1 section passing Bac Lieu province doesn't affect the protected areas and big structures. The resettlement required by the Project is not serious because the province has already carried out the resettlement and master plan. However, the section passing Vinh Loi district still have many houses along the NH1, but there are no schools or pagodas. The agricultural land will not be affected much, in the expanding sub-sections of NH1, the agricultural area will be affected but its yield capacity is low.

Some comments on the Project:

- To arrange for short construction schedules for each sub-section in order to reduce the impacts in the construction period (because some previous projects have been carried out over a long period affecting the transportation and people's living conditions).

- The bearing capacity of Bac lieu soil is weak, in my experience the road will be downgraded fast, so the designer should survey carefully and apply technical methods of the plain road grade 3 standard.
- This section has many bridges, so the rehabilitation of bridges must follow the technical standards and the traffic safety.
- The Project needs close association between local authorities and the contractors for controlling the construction on schedule and meeting the designed requirements and technical methods.

Ms Hoa – Representative of Consultant

Soil investigations along NH1 are being carried out to determine sub-grade bearing capacity for the road design and bearing capacity for structural design.

Mr. Khem – DOSTE of Soc Trang province

- The National Highway 1 (NH1) passing Soc Trang province is approximately 70 km with asphalt pavement, and many sub-sections run along canals. The expansion of right-of-way according to the proposed design do not affect the water flow of this canal. The canal along NH1 is scouring caused by waterway transportation but the pavement is not submerged. So the raising of pavement will not affect to the water drainage.
- Measures proposed by consultant are good and logic. However, when the rehabilitated works are carried out, it is necessary to apply all proposed measures. The Project must pay attention to resident's living conditions during construction period, particularly to apply some measures to prevent noise and dust for pagodas (Kmer) and schools.
- Presently, the right-of-way of NH1 is narrow, the expansion of Project seems to be still in limitation. Therefore, it is requested Ministry of Transport to finalize the planned right-of-way for the future expansion in order to help provinces finalizing resettlement issues .

Mr. Tao – Deputy Director of DOSTE of Can Tho Province

DOSTE has sent comments on the EIA Report of this Project to the Ministry of Science, Technology and Environment before, and now I would like to add some more comments as follows:

- The Project must be compatible with the master plan of the Province.
- A part of NH1 in this Project passes by Can Tho city. So it is requested to refer to the urban development Projects of city along NH1 (to confirm that the design of the Project is compatible with the master plan on transportation of the city).
- The pavement width is only 15m, and will NH1 be expanded in future?
- Project will create some negative and positive impacts. Two most important problems for Can Tho city are dust pollution and traffic jams during construction, so please minimize construction time and apply methods to mitigate the these negative impacts.
- During the NH1 operation, the traffic volume and accidents will be increased similar to the case of NH5. Consequently, it is required to classify the level of this section for establishing the suitable traffic safety control.

- At some important locations such as religious buildings (churches, pagodas, etc.), provincial religion committees and schools (particularly in Cai Tac) care should be taken when carrying out realignment works.
- The bridge rehabilitation must be accompanied with the regulation on safety distance for the abutments. However, the habit of establishing markets near the bridge location is very hard to change.
- The proposed mitigation for environmental impacts should be carried out well and it is requested to associate with DOSTEs and concerned authorities for good monitoring.

Dr. Le Trinh:

To agree with the idea of carrying out the monitoring programs: all construction machines must satisfy the requirements, the location of plants must be far from the sensitive places, ensure the water flow and drainage system, and traffic safety. Department of Transport understands the environmental protection matter.

Ms Hoa – Representative of Consultant

A pavement width of 15m was selected based on the present and expected traffic volumes in the near future. With the completion of Can Tho Bridge in 2005 it is expected that traffic will increase further, but through traffic will divert to Can Tho Bridges, downstream of Can Tho city and thereby limiting the traffic growth through Can Tho city.

Mr. Don –Deputy Director of DOSTE of Ca Mau province:

- The EIA Report studies all aspects of environment and the proposed mitigation measures are feasible. It should pay attention to the salinity intrusion of land from Bac Lieu to Ca Mau. Canals in Ca Mau and Bac Lieu runs along NH1, because of the construction of a salinity intrusion barrier, resulting in increased flow velocities and water levels (in comparison with the period without salinity intrusion barrier). I wonder on the settlement of road, how much is the settlement and can we realign the NH1 far from the canal?
- For Ca Mau – Nam Can section, it should pay attention to the drainage and salinity intrusion. Some bridges have low navigation clearance, so it needs to be studied. This land locates in a typical submerged area, so which kind of tree should be planted?
- Regarding the mitigation programs and monitoring programs, it is requested to estimate cost for the monitoring mitigation activities for local concerned authorities later on.

Dr. Le Trinh:

In order to mitigate the negative impacts on the hydrology, the Project applied the policy of without affecting to the water current, and good monitoring in the construction period.

Ms. Hoa –Representative of the Consultant

The effects of the Salinity Barrier Project on water levels and flow velocities have been studied in great detail by the Projects hydrologist and are included in the design elevations.

Realignment has been considered and embankment protection has been designed at locations where embankment erosion plays an important role in the stability of the road.

Representative of Department of Transport of Can Tho Province:

In Can Tho, the road dimensions are not similar, some sub-sections in Can Tho City have been planned and culverts have been installed. It is requested that the Project owner should design to be compatible with the city master plan.

**LIST OF PARTICIPANTS ATTEND THE PUBLIC CONSULTATION MEETING
 AT CAN THO**

Danh sách thành viên tham gia
 Hội thảo về các vấn đề môi trường dự án HRP3

TẠI CÁN THO

Cơ quan

Ký tên

Họ và tên

Họ và tên	Cơ quan	Ký tên
Nguyễn Minh Thành Nguyễn Tài Kiệt	V.P. UBND Tỉnh Cần Thơ Chiều đốc Sở V. giao thông vận tải Cần Thơ	<u>Tài Kiệt</u> Kiệt
Hương Minh Đạt Trần Ngọc Thiên Đỗ Chí Thiện Trần Văn Nhân Trần Sĩ Sĩ Nguyễn Tài Kiệt Trần Minh Tạo Huỳnh Chí Khâm Trần Hữu Phúc Phạm Đình Đơn Nguyễn Ngọc Phú Phạm Thị Thanh Hòa Lê Trình Hoàng Khánh Hòa	Sở GTVT Cần Thơ ITXVN - Phân Xứ Cần Thơ Bảo Cần Thơ Đào Thạch Nhiên Bảo Điện Dân Đồng Nghiệp Bảo Sài Gòn Công Phấn Sở KHCN và MT Tỉnh Cần Thơ (P.ĐD) Sở KHCN MT Sóc Trăng (6 Đới) Sở KHCN MT Bạc Liêu P. giao Sở KHCN MT Cà Mau PV - Đơn vị Phát hành Tuyên truyền Công tác Đại diện tư vấn APECO - MAUNSELL	<u>Minh Đạt</u> Thiên Thiện Nhân Sĩ Sĩ Kiệt Tạo Khâm Phúc Đơn Phú Hòa Trình Khánh Hòa

Appendix 2

MINUTES OF PUBLIC CONSULTATION MEETING FOR ENVIRONMENTAL IMPACT ASSESSMENT

THE THIRD HIGHWAY REHABILITATION PROJECT (HRP3)

Chau Thanh district (Can Tho province), 21 February 2000, from 2 pm – 4.30 pm

1. Participants

No.	Name	From
1	Pham Thi Thanh Hoa	APECO - Maunsell Consultant Team
2	Dr. Le Trinh	VITTEP
3	Hoang Khanh Hoa	VITTEP
4	Tran Huu Phuc	DOSTE Bac Lieu
5	Pham Dinh Don	DOSTE Ca Mau
6	Do Van Bay	Deputy Chairman of PC Chau Thanh district
7	Bui Huu Sang	Deputy Chairman of PC Cai Rang town
8	Nguyen Thanh Tri	Deputy director of Healthy Centre of Chau Thanh district
9	Lu Van Tham	Business and Environment Office
10	Nguyen Van Sau	Deputy Chairman of PC Tan Phu Thanh village
11	Tran Van Tro	Officer of Rural Development and Agriculture Office

2. Brief introduction of the Project

Representative of APECO – Maunsell Consultant (Ms Hoa) briefly introduces the Project to participants.

3. Introduction of the EIA study and environmental impacts

(Dr. Le Trinh)

- Environmental impacts of the Project.
- Environmental impacts on Chau Thanh district:

At Chau Thanh district, the impacts of resettlement and compensation are not high. There is separate study for the compensation policy. The resettlement and compensation will be implemented according to the State's regulation. The main impacts during the construction period are dust, noise, vibration pollution, social impacts (conflicts between workers and local people) and effects from materials stockpiling. This is a crowded residential area so the pollution mitigation measures are important matters. The most serious impact during the operation period is the increased noise and traffic accidents.

Officers of the PC of Chau Thanh District have a responsibility to monitor the environmental protection and report to authorized department of province for mitigation measures.

4. Comments and suggestions

Representative of Cai Rang town

- The Project owner invites concerned authorities for discussion, sends the booklet on EIA and collects all comments and suggestions from local people which is appreciated by the people and express the interest of State and Project in the environment.
- The town spreads over 3 km along NH1 with approximate 400 houses with 220 families living from small businesses and production along NH1. Residents in the town support the Project because they know the benefit of road raising. However, many people have questions relating to the resettlement and compensation policy. In fact, at the town, there are a few structures required to remove and most of houses along the town are of grade 4. However they do not know much about the compensation and they would like to receive clear information.
- The town is the central of the district with many food and beverage shops, so the impacts of dust and noise will strongly affect this part.
- The resettlement policy must concentrate on support of poor people, small business families with earning depending on the services along the NH1. The construction schedule and mitigation measures need to be informed to local people.
- Local government will inform people on the benefit of Project and appeal for the support from them for implementing Project.

Representative of health centre of district

- Chau Thanh district has many houses along NH1 and severe pollution such as noise, dust and accidents during construction can affect people's health, It is requested to use only a few construction machines in the high population density areas, near hospital and school.
- The area near the river is the water supply source for the whole town, the waste drainage system includes 7 underground culverts. Consequently, the construction must prevent affecting the waste drainage system or pollute the water supply.
- There are 3 cemeteries along NH1 so the resettlement implementation needs to discuss with the local government for preventing social impacts.

Representative of Agriculture Office of Chau Thanh District

- The design of the Project should ensure the quality of culverts so that it will not affect the irrigation systems.
- Presently, we don't know about the exploitation measures for the black filling sand. Please pay attention that it should not exploit sand from locations near by NH1, and select the areas for exploiting.

Representative of Tan Phu Thanh village

- NH1 passes the village over a length of 12 km. There is 1 hospital nearby NH1 to be affected. A compatible solution is requested. Other important places are Tan Thanh 2 and Tan Thanh 3 schools, and at T-junction between NH1 and PR61, were population density and traffic volumes are high.

- For exploiting black filling sand for raising pavement, it is requested to be careful with the exploiting that may affect the underground water and induce all kinds of health problems.

Dr. Le Trinh:

To explain about the scouring protection measures. The EIA Report mentioned that the construction of NH1 will not block the natural water flow and request for more culverts. The design takes the affected structures into account.

Ms. Hoa

To explain on the survey for design. The Project has been designed with the policy to prevent affecting churches, pagodas, schools and hospitals. In the detailed design, the Consultant will pay attention to these impacts and propose the best option.

Conditions and requirements for the existing culverts along NH-1 have been taken into account in the Projects design.

A survey has been undertaken to establish location, quantity and quality of possible construction materials, including black filling sand.

Representative of Commerce and Industry and Environment of Chau Thanh district

- The centre of Chau Thanh district has many offices and schools. It is therefore very hard to select a good place for materials storage. In my experience, the materials storage on the river bank cause bank erosion, and blocking the water flow where materials are spilled in the river. These problems cause the hydrology to change.
- This section does not belong the flood-prone area, but the water drainage is required for rainy season and the waterlogging in the rainy season can penetrate and affect the road base.
- Local government will associate with DOSTE of Can Tho province to locate all negative impacts and support the Project to monitor the potential impacts successfully.

Deputy Chairman of PC Chau Thanh District

- Generally, there are not many resettlement families in Chau Thanh district and local people have good knowledge of the policies. But some of resettlement families are poor or extremely poor. These families earn from the small shops along NH1 so the resettlement will affect badly to their living conditions if we don't have any necessary supports. It is requested to support these poor families.
- The pollution matters affect to small food and beverage shops along NH1, PMU1 must ensure that the contractors will request their workers to follow the mitigation measures and monitor dust and noise perfectly.
- To ensure that the Project will not affect the irrigation systems, or exploit sand carelessly.
- In case of using a large number of workers, contractors must arrange them in many locations and inform local authorities for managing well.
- To emphasize on the traffic safety during construction period.

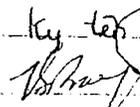
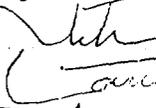
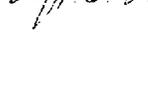
- Good cooperation with local authorities is the most important condition. PC of district will create advantages for contractors to implement the Project perfectly. This requests for good relationship, sympathy and discussion when any problems arise.

Dr. Le Trinh

To appreciate the comments and suggestions of the Deputy Chairman of PC Chau Thanh district. The collection of all comments from local people is very important. The mitigation measures for environmental impacts will be considered as one of main criteria of the bidding conditions by PMU1.

**LIST OF PARTICIPANTS ATTEND THE PUBLIC CONSULTATION MEETING
 AT CHAU THANH DISTRICT (CAN THO PROVINCE)**

**DANH SÁCH THÀNH VIÊN THAM GIA
 HỘI THẢO VỀ CÁC VẤN ĐỀ MÔI TRƯỜNG DỰ ÁN HIRPS
 HUYỆN CHÂU THÀNH**

Họ và tên	Đơn vị	Ký tên
Đỗ Văn Bảy	Phó Chủ tịch UBND Huyện Châu Thành	
Bùi Hữu Sang	Phó Chủ tịch UBND Thị trấn Bông	
Nguyễn Thanh Eric	P. Giám Đốc TTĐT Huyện Châu Thành	
Lê Văn Thẩm	P. Công Trưởng và Khoa Học Môi Trường	
Nguyễn Văn Sáu	Đ. Ủy UBND Xã ~ TP	
Trần Văn Trô	CB phòng nông nghiệp ZPTNT Châu Thành	
Phạm Thị Thanh Hòa	Đại diện Tư vấn APECO - MAUNSELL	
Lê Cảnh	Giám Đốc Trung tâm Bảo Vệ Môi Trường (EPC)	
Hoàng Khánh Hòa	Trưởng Phòng sinh học EPC	

Appendix 3

**MINUTES OF PUBLIC CONSULTATION MEETING FOR
ENVIRONMENTAL IMPACT ASSESSMENT**

THE THIRD HIGHWAY REHABILITATION PROJECT (HRP3)

Vinh Loi district (Bac Lieu), 22 February 2000, from 8 am – 11 am

1. Participants

No.	Name	From
1	Pham Thi Thanh Hoa	APECO - Maunsell Consultant Team
2	Dr. Le Trinh	VITTEP
3	Hoang Khanh Hoa	VITTEP
4	Nguyen Thanh Hung	Chairman of PC Chau Thoi village
5	Pham Minh Lien	Deputy Chairman of PC Long Thanh village
6	Nguyen Minh Thang	Deputy Chairman of PC Chau Hung village
7	Dao Ngoc Thao	Deputy Chairman of PC Vinh Loi district
8	Huynh Tai Em	Deputy Chairman of PC Hoa Binh town

2. Brief introduction of Project

Representative of APECO – Maunsell Consultant (Ms. Hoa) briefly introduces the Project to the participants.

3. Introduction of the EIA study and environmental impacts

(Dr. Le Trinh)

- Suitable policies to deal with the socio-economic impacts for resettlement families have been proposed, following State regulations.
- Impacts during construction period: Contractors will propose many construction methods: noise caused by construction machines, dust and vibration pollution are reduced – Legally, the district will inform DOSTE of province to request contractors to apply the mitigation measures.
- Relationship between local residents and workers: PC of Vinh Loi district inform and appeal to local residents to support workers.
- Impacts in operation period.
- Monitoring programs for the resettlement.

4. Comments and suggestions

Mr. Thao – Deputy Chairman of PC Vinh Loi district

- The EIA study has surveyed the area well and expressed the correct conditions of the environment. It is suggested that PMU1 and contractors cooperate with local authorities to prevent all conflicts.
- District has carried out the resettlement. Public structures and schools of the district are outside to the right-of-way. Generally, Vinh Loi district prepares carefully for resettlement

activities. Most local residential areas are new with only a few old residential areas, so resettlement activities have been carried out easier than in other places.

- Accommodations for workers must be built as the proposed requests of Consultant.

Representative of Chau Tho village

- Small impacts.
- Agree with the mitigation measures.

Representative of PC Hoa Binh town

In this area, there is high population density and many poor families, therefore I request for a supported policy for poor people (who earn their living from small businesses along NH1).

Representative of Chau Hung village

To agree with the Project, Chau Hung village has 4 groups (spreaded along 9 km of NH1) and the resettlement has been carried out satisfactory. There are only some families along the canal living in poor conditions to be considered for relocation.

Representative of Long Thanh:

To agree with the EIA Report of the Project, and inform to local residents. The resettlement impacts need suitable policy and compensation and the most important matter is time for resettlement – it is requested for enough time to settle-down their living and change to their new career. Long Thanh village will organize a meeting to inform to local residents about the Project and will cooperate with the Project in all activities.

**LIST OF PARTICIPANTS ATTEND THE PUBLIC CONSULTATION MEETING
 AT VINH LOI DISTRICT (BAC LIEU PROVINCE)**

DANH SÁCH THÀNH VIÊN THAM GIA HỘI THẢO
 ĐÓNG GÓP Ý KIẾN ĐÁNH GIÁ TÁC ĐỘNG MÔI TRƯỜNG
 DỰ ÁN HIRPB TUYẾN VINH LÒI

Họ và Tên	Cơ quan	Chữ ký
Nguyễn Thanh Hùng	CƠ QUAN XÃ THANH LÒI	
Phạm Minh Kiên	PCT UBND XÃ LUY THẠCH	
Nguyễn Minh Cường	PCT UBND XÃ GIẤC HỒNG	
Đào Công Thảo	PCT UBND HUYỆN N. L. B. L	
Nguyễn Tài Em	P. C. UBND T. H. B. Bình	
Phạm Chu Thành Hòa	Đại diện tư vấn APECO - MAUNSELL	
Lê Quốc	Giám đốc Trung Tâm Bảo Vệ Môi Trường (EPC)	
Hoàng Khánh Hòa	Trưởng phòng sinh học EPC	

Appendix 4

MINUTES OF MEETING FOR PUBLIC CONSULTATION ON ENVIRONMENTAL IMPACT ASSESSMENT THE THIRD HIGHWAY REHABILITATION PROJECT (HRP3)

DONG HA – QUANG NGAI SECTION

Da Nang city, 24 February 2000, 8.00 am - 11.00 am

1. Attendants

No.	Name	From
1	Tran Van Quang	APECO – Maunsell Consultant Team
2	Pham Thi Thanh Hoa	APECO – Maunsell Consultant Team
3	Dr. Le Trinh	VITTEP
4	Hoang Khanh Hoa	VITTEP
5	Phan Van Chuong	Deputy Director - Department of Transport of Da Nang city
6	Ha Hoc Khanh	Agriculture and Rural Development of Thua Thien Hue Province
7	Phan Trong Truong Quang	DOSTE of Thua Thien Hue Province
8	Tran Cong Anh	Director - DOSTE of Quang Ngai Province
9	Tran Quoc Tan	DOSTE of Quang Ngai
10	Ngo Van Hung	Director of DOSTE of Quang Nam
11	Tran Manh Cuong	Representative of DOSTE of Da Nang City

1. Brief introduction of the Project

Representative of APECO – Maunsell Consultant (Mr. Quang) introduces the Project.

Main contents:

- To raise the pavement level at the flood-prone sections.
- Pavement of Project is raised to the level of 10% flood frequency.
- For city, pavement width is 12.5 m, and rural 12 m.
- Compensation policy is funded by the State and according to local regulations.
- Bridges are rehabilitated, and there is no re-constructed bridge.

2. To show the existing condition of the Project on Television

3. Introduction of environmental impacts

(Dr. Le Trinh)

- The main impacts in the pre-construction period are socio-economic impacts in the form of resettlement activities. The alignment is available so the ancient and historical structures will not be affected. However, there are some thousand families and schools, offices to be affected.
- Impacts in the construction period are temporarily and can be mitigated.

- Impacts in the operation period such as waterlogging in some areas is temporarily, and the traffic accidents may increase. Consequently, it is necessary to have protective measures, and reserve a budget for the monitoring measure of the environmental impact assessment.
- Some proposed measures are: by-passing historical structures and crowded resident areas, designing culverts to ensure good drainage; mitigation measures to reduce pollution in the construction period; locate concrete mixing plant, and accommodation for workers far from residential areas or schools; ensuring to follow all regulations on the traffic safety, carrying out the monitoring programs (monitoring the resettlement programs, supporting the affected families, external monitoring program, natural monitoring program).

4. Comments and suggestions

Representative of DOSTE of Thua Thien – Hue Province

- The environmental impact assessment report of the Project is extremely scientific and logic.
- DOSTE has implemented the site survey for some sub-sections on the highway of the province and suggest two more potential impacts as follows:
 - Impacts on irrigation structures: there are many irrigation canals, culverts and pumping stations. When the road is raised, these structures can be changed or adjusted. During the construction period, the irrigation activities will be in difficult if they need to be changed or adjusted.
 - The raising of road will cause flooding of the upstream areas, moreover at the raised sections the railway runs parallel and the culvert system of railway and NH1 are not compatible which cause waterlogging for agricultural areas.

Representative of Department of Transport of Da Nang

- Though the Department of Transport of Da Nang has no opportunity to study the Environmental Impacts Assessment Report but according to the brief summary EIA Report and the introduction by the Consultant, I can remark that the impacts have been determined and assessed fully, orderly and clearly. I would like to suggest as follows:
 - Design of road must pay attention to the flood protection in the upstream areas, and to prevent damages to the road base and the agricultural fields downstream. The initial flood protection measures are to install more culverts and replace small culverts with bigger dimension. In the construction period, the impacts mainly depend on the protection measures.
 - At Da Nang, it is requested to concentrate on the scouring south of Hai Van Pass, and its required scouring protection measures. South of Da Nang is agricultural area with high yield capacity, so it is necessary to plan the flood protection measures. The new construction will not affect to the water flow of the main rivers. After finishing the construction of curves in the city and at the junctions, it need to apply safety measures such as the sight-view safety, and relocation of markets near by the dangerous sections.

Representative of DOSTE of Quang Nam province (Director)

- We have sent our comments and suggestions on the EIA Report to the Ministry of Science, Technology and Environment. The flooding causes many socio-economic impacts, so the Project is necessary. Moreover, the Project also brings another benefit, which is the environment improvement for this area.
- Site surveys are required to establish flooding levels in each sub-section to be able to properly design the road level and drainage requirements.
- The road raising can solve the problem of traffic jams but also cause flooding for residential areas. Environmental impacts are not serious, and the proposed measures are feasible.
- A good resettlement policy for PAPs is required..
- The by-pass has an important meaning for the construction and operation of the road so we request for a suitable design.
- To request for detailed plan of mitigation measures
- The most important pollution is dust and it needs to be controlled well.
- The materials to be exploited for the Project need their own EIA study.
- The hot asphalt mixture plants shall be located in suitable areas.
- To plant trees.
- To request the Project to submit to the Ministry of Transport the best monitor of means of transport.
- To cooperate with local authorities in the environmental monitoring, the monitoring frequency should be 2 times/years and please do not reduce.
- To request for flood protection measures for agricultural areas.

Dr. Le Trinh

The fees for monitoring and the mitigation measures are funded by the Project and the authorized department will have the responsibility to monitor.

Ms. Hoa

A hydrologic/hydraulic site survey and interviews with RRMU 4 and 5 and residents was organized by the Consultant to collect information on flood levels on NH-1. These were related to the flood levels measured at the gauging stations to establish design flood levels for a 10 year event. Based on these levels the required road raising has been designed. The blocked flow will be conveyed through additional culverts and therefore no changes in water level on both sides of the road will occur. Careful designed outlet structures of the culverts prevent high flow velocities and reduces damage to agricultural land.

Representative of DOSTE of Quang Ngai province

- The Province has sent their comments and suggestion to the Ministry of Science, Technology and Environment and agrees with the content of report.

- In Quang Ngai, the irrigation system and transport system have changed the flooding behavior. Along the road a flood protection dam has been constructed, which resulted in flooding of Son Tinh county.
- There are 3 important areas including Chau O county (high population density), Tra Khuc bridge and Cay Bua bridge (many irrigation canals), Song Ve county (having a by-pass, and bridge, the road has been rehabilitated for flood protection, and traffic accidents happen frequently). It is suggested to ensure the safety in the construction period.
- The by-pass for Quang Ngai can cause flooding for Quang Ngai county when it rains heavy.

If the Project can arrange project activities information for the residents in popular language.

- LIST OF PARTICIPANTS ATTEND THE PUBLIC CONSULTATION MEETING
 AT DA NANG

DANH SÁCH THÀNH VIÊN THAM GIA HỘI THẢO
 ĐÓNG GÓP Ý KIẾN ĐÁNH GIÁ TÁC ĐỘNG MÔI TRƯỜNG
 DỰ ÁN HRP3
 TẠI ĐÀ NẴNG

Họ và tên	Cơ quan	Ký tên
Trần Văn Chấn	Sở GTVT DN	
Lê Hồ Khanh	Sở NN&PTNT Thừa Thiên Huế	Khanh
Trần Trọng Quý	Sở KH&CN&MT	Quý
Nguyễn Công Anh	Sở KH&CN&MT Quảng Ngãi	Anh
Nguyễn Quốc Tân	Sở KH&CN&MT Quảng Ngãi	Tân
Vũ Văn Hùng	Sở KH&CN&MT Quảng Ngãi	Hùng
Trần Mạnh Cường	Sở KH&CN&MT Đà Nẵng	Cường
Tôn Quang	Maunsell DN	
Phạm Thị Thanh Hòa	Đại diện kỹ thuật APECO - Maunsell	Thanh Hoa
Lê Quốc	Giám Đốc Trạm Bảo Vệ Môi Trường (EPC)	Quoc
Hoàng Khánh Hòa	Trưởng phòng sinh học EPC	Hoang

Appendix 5

**MINUTES OF PUBLIC CONSULTATION MEETING FOR
ENVIRONMENTAL IMPACT ASSESSMENT**

THE THIRD HIGHWAY REHABILITATION PROJECT (HRP3)

DONG HA – QUANG NGAI SECTION

**Meeting at Vinh Dien county, Dien Ban district, 24 February 2000
2.00 pm - 4.30 pm**

1. Attendants

No.	Name	From
1	Pham Thi Thanh Hoa	APECO - Maunsell Consultant Team
2	Dr. Le Trinh	VITTEP
3	Hoang Khanh Hoa	VITTEP
4	Phan Quan Tran	People's Committee of Dien Ban District
5	Le Cong Hai	People's Council of Dien Ban District
6	Vo Hong	People's Committee of Dien Ban District
7	Cao Thanh Tan	Planning and Investment Office
8	Luong Canh	People's Committee of Vinh Dien County
9	Tran Huy	People's Committee of Dien Minh village
10	Than Van Lac	People's Committee of Dien Ban District

Note:

Villages can be affected by the NH1 rehabilitation including Dien Phuong, Dien Minh, Dien An, Dien Thang, Vinh Dien county, Dien Nam. The population of district is 192,000 people.

1. Brief introduction of the Project (Ms. Hoa)

- To rehabilitate and raise the road level to enable traffic flow up to a 10% flood event.
- Details of the Project and environmental impacts will be informed to affected localities.

2. Introduction of environmental impacts (Dr. Le Trinh)

- The EIA Report has been prepared and approved by the Ministry of Science, Technology and Environment. The Project has collected much information on the environment.
- The environmental impacts are limited as the Project concern an existing road instead of a new road.
- The resettlement requirements for structures are limited to small shops.
- Impacts in the construction period: pollution from construction machines, noise, vibration, construction vehicles, accommodation for workers, conflict between workers and local residents.
- Impacts in the operation period: causes of waterlogging for the village west of NH1. blocking the water flow, scour and polluting the environment by the transportation (increased traffic volume) and noise (places which are sensitive to noise).

- Measures: implement the resettlement and compensation plan; design the drainage system; implement the dust and noise protection measures (to construct in the suitable time, high quality machines); to locate the concrete mixture plant far from the sensitive places; to prevent traffic accidents through the education and technical measures; to plan the sensitive places with safety distance.

Environmental monitoring programs: monitor the resettlement, compensation, noise, pollution etc..

3. Comments and suggestions

Representative of Dien Minh village

- Mitigation measures for a historical structure (approved by the district) near by the NH1 (named as Nghia Trung Vien), which is approximate of 20-30 m from the NH1, are required.
- At the residential areas, most of houses are built before 1975.
- To protect the safety for school.
- The drainage is not good enough and causes scouring at the road base, therefore, more culverts should be installed.
- The population is increasing. The hydrological characteristics of the area changes and flood water drain slowly.
- It is suggested that the Project owner should inform about the by-pass of Vinh Dien county, if there is by-pass of Vinh Dien county, the NH1 passing Vinh Dien county will be raised or not?
- In case of raising the existing road, the houses in Vinh Dien county are very low in comparison with the NH1's pavement., It is very difficult to raise the house level of local resident along NH1, what will be the future development of Vinh Dien county?

Representative of Dien An village

- In Dien An village, the flood level in the past two years is 80 – 150 cm. If we implement the Project, the houses will be flooded more severe. If we install more culverts, this will affect to the agricultural land East of NH1.
- To emphasize that the drainage is the most important matter. Incorrect designs will affect the agricultural land and living conditions of local residents.

Representative of Vinh Dien county

The county is flooded over 1.3 m. If we raise road level, the water level West of NH1 will increase, and this may cause scouring at the road base. Two culverts at the county is not enough for drainage, severely affecting the residents of the county

Additional comments

The section from Dien Thang to Mong bridge is often flooded. When raising the road level it will increase the flood level affecting the upstream area and cause high water velocities. It is

suggested that the raising level should be 0.5m and more culverts should be installed. One important point is that the irrigation dikes were been built with high level causing flooding.

Deputy Chairman of Dien Ban district

- Do not know exactly about the detailed design, however it is suggested that the designer should pay attention to these matters.
- Some public structures may be affected such as: recreation centre, library, 3 schools, 1 healthy care centre, 3 markets, 1 historical structure (Dien Minh) and many crowded residential areas, particularly Vinh Dien country.
- To protect the agricultural production: In my experience, after the flooding season, sand and stones are transported by the flood water and settle down in the agricultural areas. Measures should be planned to prevent the damage to agricultural land. I request for the clarification of the budget and the responsibility of Project damages.
- To survey carefully and limit the residential changes. Resettlement and compensation policy must be suitable and ensure the living standard of the PAPs.
- When raising the road level in this area, it is necessary to study carefully because the road may become a dam separating the water levels on the two sides of road. It should prevent the damage caused by this different levels
- It is suggested to prevent floods of grade 3. If we raise the road to prevent flood grade 3, the water speed will be very high (particularly in Dien Ban).
- To enlarge and install more cuiverts but please notice sedimentation at the culvert outlet and changes in the horizontal plane of the stream.
- Impacts during the construction period should be mitigated in accordance with the standard. Sensitive places should be protected.:
- The traffic should be protected during the operation period.
- It is suggested to construct a by-pass because this is the good option for Vinh Dien county.
- The government will cooperate with the Project.

Ms. Hoa

A hydrologic/hydraulic site survey and interviews with RRMU 4 and 5 and residents was organized by the Consultant to collect information on flood levels on NH-1. These were related to the flood levels measured at the gauging stations to establish design flood levels for a 10 year event. Based on these levels the required road raising has been designed. The blocked flow will be conveyed through additional culverts and therefore no changes in water level on both sides of the road will occur. Careful designed outlet structures of the culverts prevent high flow velocities and reduces damage to agricultural land.

**LIST OF PARTICIPANTS ATTEND THE PUBLIC CONSULTATION MEETING
 AT DIEN BAN DISTRICT (QUANG NAM PROVINCE)**

DANH SÁCH THÀNH VIÊN THAM GIA HỒI THẢO
 ĐÓNG GÓP Ý KIẾN ĐÁNH GIÁ TÁC ĐỘNG MÔI TRƯỜNG
 TẠI HUYỆN DIÊN BÀN

Họ và tên	Chức vụ	Ký tên
Phan Quang Trân	Ủy ban nhân dân huyện Điện Bàn	
Lê Công Thái	Đội trưởng nhân dân huyện Điện Bàn	
Ngô Thông	Văn phòng UBND huyện	
Cao Thanh Bình	Phòng kế hoạch tài chính	
Nguyễn Cảnh	Ủy ban nhân dân Thị trấn Vĩnh Điện	
Trần Hùng	Ủy ban nhân dân xã Điện Minh	
Thân Văn Lạc	UBND huyện Điện Bàn	
Phạm Hữu Kinh	UBND huyện Điện Bàn	
Trần Văn Thà	UBND xã Điện An	
Phạm Thị Thanh Hòa	Đại diện tư vấn APECO - MAUNSELL	
Già Tuấn	Giám đốc Trung Tâm Bảo Vệ Môi Trường (CPC)	
Hoàng Khánh Hòa	Trưởng phòng sinh học CPC	

Appendix 6

**MINUTES OF PUBLIC CONSULTATION MEETING FOR
ENVIRONMENTAL IMPACT ASSESSMENT
THE THIRD HIGHWAY REHABILITATION PROJECT (HRP3)
DONG HA – QUANG NGAI SECTION**

*Meeting at Huong Tra district, 25 February 2000
8.30 am – 11.0 am*

1. Participants

No.	Name	From
1	Pham Thi Thanh Hoa	APECO - Maunsell Consultant Team
2	Dr. Le Trinh	VITTEP
3	Hoang Khanh Hoa	VITTEP
4	Nguyen Van Tu	Deputy Chairman of PC Huong Tra District
5	Nguyen Xuan Ty	Chief officer of PC Huong Tra District
6	Trinh Cong Tuan	Deputy Chief officer of PC Huong Tra District
7	Hoang Kim Sung	Chairman of PC Tu Ha village
8	Pham Binh	Chairman of PC Huong Van village
9	Le Lai	Chairman of PC Huong Xuan village
10	Le Van Chau	Chairman of PC Huong Chu village
11	Tran Van Nam	Deputy officer of industrial and construction of Huong Tra district

2. Brief Introduction of the Project

Representative of APECO – Maunsell Consultant (Ms. Hoa) introduces the Project.

3. Introduction of environmental impacts

(Dr. Le Trinh)

- Impacts in pre-construction period: Resettlement, compensation, moving of tombs and cultural structures. In Huong Tra, there are many sensitive places.
- Impacts in construction period.
- Impacts in operation period: increase in traffic accident
- Environmental mitigation measures.
- The impacts could be most severe in the operation period in case the hydrological characteristics are changed and waterlogging occurs.
- To educate on traffic safety.

3. Comments and suggestions

Deputy Chairman of Huong Tra district:

The agricultural land area per person is small so it is necessary to have a separated land compensation policy. It is difficult to compensate for irrigation works. In my experience, many Projects have been carried out without following the construction procedures. The design should be coordinated with the approved detailed master plan of a district for a compatible design. This area has many existing infrastructure works (fiber cable, underground culverts), offices, and the town centre can be affected. The last flood had a higher level and longer waterlogging than previous floods, therefore the Project should study required drainage measures carefully.

Representative of industrial office

- The section traversing the county has just been raised and the latest flood level was higher (highest historical level). The culvert capacity is not enough (water runs over the road pavement). The hydrological characteristics and the water flow is very complicated. Other works such as irrigation system and railway create a dam to prevent the drainage of water.
- To ensure the traffic flow because this is the main road.
- Measure for local government to manage the right-of-way and to determine the exact location of the right-of-way.

Representative of Huong Chu village

- Huong Chu village suffers from the flood of Huong river. The dimension of culverts should be studied carefully to prevent the pressure on the railway.
- To support for resettlement.
- To ensure the safety at the important traffic junction.

Chief Officer of PC of Huong Tra district

- To appreciate the new way (to collect the comments and suggestions of local residents), this shows the cooperation with local people. In the past, the Project was designed and the Project owner didn't associate with locality during the construction, and comments and suggestions of local residents have not been noticed. I suggest that the concerned authority should request Ministry of Transport to maintain the present method.
- This Project is associated with the bypass and should take into account the area characteristics in the technical design in order to control the flood level for the whole area. There will be many road development projects in the district (provincial road and village road), therefore the culvert systems should be designed compatibly. In the past, we only installed more culverts without paying attention to the control of flood levels. Water drainage is the most important matter.
- Impacts in construction period are serious (depending on the climate condition). The mitigation measures for dust and air pollution should be calculated carefully. The environmental authorities should monitor frequently.

Suggestions of Chairman of PC Tu Ha county

- Local residents acknowledge their responsibility by making suggestions to the Project.

- Beside the measures listed in the report, I suggest that the construction schedule should be as short as possible.
- Tu Ha county is located in one of the flood-prone areas. The dimensions of the culverts should be equal or larger than the existing ones. Erosion or sedimentation at the culvert inlet/outlet should be prevented.
- The Project should study the water drainage for local residential areas along NH1.
- After construction, the traffic volume will increase. What will the Project owner do in order to ensure the environment and traffic safety. For many years, the Project owner was responsibility up to completion only.

Representative of Huong Xuan village

- The existing road and bypass pass by residential areas, these areas are located between 2 rivers (Bo river and Huong river). Therefore, the raising of both roads can cause high flood levels. It is necessary to study for suitable drainage on both roads.
- Impacts may be expanded in the large area.
- Impacts in the resettlement period.
- Impacts caused by resettlement: When planning for residential areas, reference should be made to the local government opinion. Any variation should be informed to the local government and discussed.

Representative of Huong Van village

Huong Van village flood characteristics are related to the railway. This railway runs parallel to NH1 and creates a dam. The deepest flood area is nearby Huong Xuan. The culvert system of the railway is not compatible with the culverts of NH1.

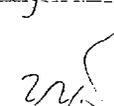
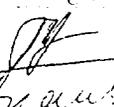
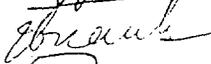
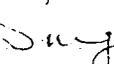
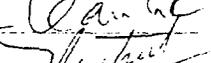
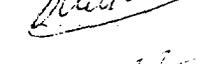
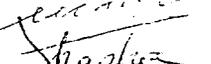
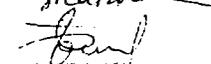
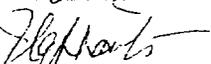
- New culverts should be constructed and enlargement of the dimension can help to reduce flooding. However, it is necessary to determine exactly the location for new culvert and to be compatible with the culverts of railway.
- The construction will start in year 2001, I suggest for a detailed plan to inform the local authority for preparing and adjusting the master plan and arranging the new residential areas.
- The bypass along the mountain footing areas where residential areas are located might cause waterlogging for these areas and Tu Ha County if the drainage is not good enough

Ms. Hoa

- A hydrologic/hydraulic site survey and interviews with RRMU 4 and 5 and residents was organized by the Consultant to collect information on flood levels on NH-1. These were related to the flood levels measured at the gauging stations to establish design flood levels for a 10 year event. Based on these levels the required road raising has been designed. The blocked flow will be conveyed through additional culverts and therefore no changes in water level on both sides of the road will occur. Careful designed outlet structures of the culverts prevent high flow velocities and reduces damage to agricultural land.

**LIST OF PARTICIPANTS ATTEND THE PUBLIC CONSULTATION MEETING
 AT HUONG TRA DISTRICT (THUA THIEN – HUE PROVINCE)**

DANH SÁCH THÀNH VIÊN THAM GIA HỘI THẢO ĐÓNG GÓP Ý KIẾN
 ĐÁNH GIÁ TÁC ĐỘNG MÔI TRƯỜNG - DỰ ÁN HRP 3
 TẠI HUYỆN HUƠNG TRÀ

Họ và tên	Chức vụ	Ký tên
Nguyễn Văn Trì	Phó Chủ tịch UBND Huyện Hương Trà	
Nguyễn Xuân Tý	Chủ tịch UBND	
Vũ Công Tuấn	Phó " "	
Hoàng Kim Lung	Chủ tịch UBND Phường Vĩnh Hòa	
Phạm Bình	Chủ tịch UBND xã Hương Vĩ	
Lê Lai	Chủ tịch UBND xã Hương Xuân	
Lê Văn Châu	Chủ tịch UBND xã Hương Chữ	
Trần Văn Nam	Phó Trưởng Bộ CN Xây dựng Huyện Hương Trà	
Phạm Thị Thanh Hòa	Đại diện tư vấn APECO - MAUNSELL	
Lê Trình	Giám đốc trung tâm bảo vệ môi trường EPC	
Hoàng Khánh Hòa	Trưởng phòng sinh học EPC	

Appendix 7

**Official correspondences regarding the comments and suggestions on
the Environmental Impact Assessment Report**

The Third Highway Rehabilitation Project (HRP3)

Can Tho – Nam Can Section and Dong Ha – Quang Ngai Section

Note: The following official correspondences are translated into English. (Please refer to the attached Vietnamese version for original).

People's Committee of Can Tho
Dept. of Science, Technology & Environment

SOCIALIST REPUBLIC OF VIETNAM
Independence – Freedom – Happiness

Ref.: 27/KHCN&MT

Can Tho, 28 February 2000

*Subject: Comments on the environmental
impact assessment report of HRP3 (Can Tho – Nam Can)*

TO: Highway No. 1 Project Management Unit (PMU1)

On 21 February 2000, Department of Science, Technology and Environment (DOSTE) of Can Tho province attended the public consultation meeting to comment on the Environmental Impact Assessment Report of HRP3 Project (Can Tho – Nam Can section). In the meeting, we have commented as follows:

1. DOSTE of Can Tho province confirms all comments on the Environmental Impact Assessment Report sent before and this report has been assessed in Ha Noi.
2. DOSTE of Can Tho province requests the Project owner to pay attention to the section of NH1 passing through Can Tho city (from Can Tho ferry station to Cai Rang county):
 - The pavement must be of high quality and the pavement width must be compatible with the current constructed pavement.
 - During the construction period, it is required to apply all mitigation measures to protect the environment as proposed in the EIA Report of the Project.
 - Construction time: it should be constructed at night to maximize the mitigation of the environmental impacts such as traffic jam, dust, etc. (however attention should be paid to the mitigation measures for noise pollution).
3. For sections along the river, the Project owner must explain in detail that they will build retaining walls or shift the road alignment for traffic safety.
4. DOSTE of Can Tho province respectfully request the Project owner to apply modern technology, machines and equipment to achieve high quality construction results and mitigation of the negative environmental impacts during the construction period.
5. We will associate with PMU1 to supervise the road construction.

For and on behalf of
Director of DOSTE
(signed and sealed)
Bui Minh Tao
Deputy Director

Distribution:

- As above
- File

**UBND TỈNH CẦN THƠ
SỞ KHOA HỌC, CÔNG NGHỆ
& MÔI TRƯỜNG**

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM

Độc lập - Tự do - Hạnh phúc

Cần Thơ, ngày 22 tháng 2 năm 2000.

Số : 27 /KH&CN&MT.

V/v : Đóng góp ý kiến ĐTM dự án

Khởi phục QL1A (Cần Thơ - Năm Căn)

Kính gửi : Ban Quản lý dự án Quốc lộ 1

Ngày 21 tháng 02 năm 2000, Sở Khoa học, Công nghệ và Môi trường Cần Thơ đã tham gia hội thảo đóng góp ý kiến về nội dung của bản Báo cáo Đánh giá tác động môi trường dự án khởi phục Quốc lộ 1A (đoạn từ Cần Thơ đến Năm Căn). Trong buổi hội thảo chúng tôi đã có một số ý kiến đóng góp cho dự án như sau :

1. Sở Khoa học, Công nghệ và Môi trường Cần Thơ giữ nguyên các ý kiến đã đóng góp cho bản báo cáo đánh giá tác động môi trường của dự án đã được thẩm định tại Hà Nội.

2. Sở Khoa học, Công nghệ và Môi trường Cần Thơ, lưu ý chủ dự án chú ý đến đoạn QL.1 đi qua nội ô thành phố Cần Thơ (từ Phà Cần Thơ đến TT.Cái Răng) :

- Mặt đường phải có chất lượng cao, đảm bảo chiều rộng mặt đường của tỉnh đang xây dựng.

- Khi thi công phải thực hiện triệt để các biện pháp bảo vệ môi trường đã được nêu trong báo cáo đánh giá tác động môi trường của dự án.

- Thời gian thi công nên làm vào ban đêm để hạn chế tối đa các tác động: tắc nghẽn giao thông, khói, bụi,... (tuy nhiên cần phải lưu ý biện pháp hạn chế tiếng ồn).

3. Đối với các đoạn đường nằm cặp bờ sông, để đảm bảo an toàn giao thông, đề nghị chủ dự án thuyết minh cụ thể các giải pháp thực hiện là xây kè chắn hay dời mặt đường vào bên trong.

4. Sở Khoa học, Công nghệ và Môi trường Cần Thơ đề nghị chủ dự án áp dụng các công nghệ thi công hiện đại, thiết bị, phương tiện thi công tiên tiến để đảm bảo chất lượng công trình đồng thời hạn chế đến mức thấp nhất các tác động đến môi trường khi thực hiện dự án.

5. Chúng tôi sẽ phối hợp với Ban Quản lý Dự án giám sát quá trình thi công đường.

KT. GIÁM ĐỐC SỞ KH&CN&MT TỈNH CẦN THƠ

PHÓ GIÁM ĐỐC



Bùi Minh Tạo

Nơi nhận :

- Như trên .

- Lưu HC .

People's Committee of Soc Trang
Dept. of Science, Technology & Environment

SOCIALIST REPUBLIC OF VIETNAM
Independence – Freedom – Happiness

Ref.: 23/KHCN&MT

Soc Trang, 28 February 2000

*Subject: Comments on the environmental
impact assessment report of HRP3 (Can Tho – Nam Can)*

TO: Highway No. 1 Project Management Unit (PMU1)

- Pursuant to the official correspondence no. 159/PMU1-WB dated 24 January 2000 of the Highway No. 1 Project Management Unit (PMU1) under Ministry of Transport regarding the introduction and request for comments on the EIA Report of HRP3 Project, Can Tho – Nam Can section.
- Pursuant to the official correspondence no. 290 dated 31 January 2000 of APECO – Maunsell Consultant Team for the meeting to collect comments on the EIA Report of HRP3 Project, Can Tho – Nam Can section.

Department of Science, Technology and Environment (DOSTE) comments on the EIA Report of HRP3 Project, Can Tho – Nam Can section for the sub-section passing Soc Trang province as follows:

- The Project carries out the rehabilitation and does not change the existing environmental condition, so the negative impacts of this Project is limited and can be summarized as follows:
 - Impacts on the culverts.
 - Impacts on the agricultural and farming land.
 - Impacts on the natural areas.
 - Impacts on cultural, historical and religious structures.
 - Impacts on the natural ecosystem.
- The sub-section of NH1A passing Soc Trang province were not submerged in the past. Therefore, the rehabilitation such as expanding, raising the road will not affect to the water drainage of the local area. It is requested that the construction will not affect the dimension of culverts, canals or rivers along the road or crossing the road.
- The EIA Report of HRP3 Project has assessed fully the negative impact of Project on the natural, socio-economic conditions, land using, historical and cultural structures of the province, etc. and the report has also proposed and planned the mitigation measures for the negative impacts of the Project based on the surveye data on the existing conditions of each area.

However, in order to prevent the difficulties caused by negative impacts during construction period, we would like to add some comments:

- The EIA Report did not mention the resettlement area required per person affected by the Project to be relocated when the road is expanded. Therefore the assessment of the negative impacts on the land using are not detailed. Particularly for the residential land lost and the resettlement of local people.

- During the construction, it is necessary to carry out the environmental protection measures such as: mitigation measures for dust pollution, air and noise pollution, etc. caused by means of transport and construction machines. The machines creating noise and air pollution should be moved far from schools, hospitals, markets, pagodas, churches, ... in order to reduce the negative impacts on the cultural living, and health of local people.
- Request: to inform the right-of-way of road regulated by Ministry of Transport to reserve for the expansion of road in the future and prevent the construction in the corridor at provinces.

DOSTE agrees with the proposals of the report for mitigating and preventing negative impacts on the environment of the Project.

Department of Science, Technology and Environment
(Signed and sealed)
Hua Chu Khem

Distribution:
- As above
- File

UBND Tỉnh Sóc Trăng CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
SỞ KHOA HỌC, CÔNG NGHỆ Độc lập - Tự do - Hạnh phúc.
VÀ MÔI TRƯỜNG.

Số: 23/ CV.KCM.2000

Sóc Trăng, ngày 28 tháng 02 năm 2000.

(V/v: đóng góp ý kiến cho Báo cáo đánh giá tác động môi trường Dự án nâng cấp QL.IA đoạn Cần Thơ - Năm Căn).

Kính gửi: Ban quản lý dự án 1 - Bộ Giao thông vận tải

- Căn cứ công văn số 159/PUM1 - WB, ngày 24 tháng 01 năm 2000 của Ban quản lý dự án 1 thuộc Bộ giao thông vận tải về việc giới thiệu và đề nghị đóng góp ý kiến Báo cáo đánh giá tác động môi trường Dự án khôi phục Quốc lộ IA đoạn Cần Thơ - Năm Căn.

- Căn cứ công văn số 290 ngày 31 tháng 01 năm 2000 của liên doanh tư vấn do Công ty APECO chủ trì về việc đóng góp ý kiến cho Báo cáo đánh giá tác động môi trường Dự án khôi phục Quốc lộ IA, đoạn Cần Thơ - Năm Căn.

Nay Sở Khoa học, Công nghệ và Môi trường có một số ý kiến đóng góp cho nội dung Báo cáo đánh giá tác động môi trường Dự án khôi phục Quốc lộ IA, đoạn Cần Thơ - Năm Căn phân đi qua tỉnh Sóc Trăng như sau:

- Do Dự án chỉ là nâng cấp chứ không thay đổi hoàn toàn hiện trạng cũ nên mức độ ảnh hưởng tiêu cực của Dự án là không lớn đối với các yếu tố như:

+ Ảnh hưởng tới các cống, đập tiêu, thoát lũ gây ngập úng khi nâng cấp Quốc lộ.

+ Khả năng xâm phạm đến vùng đất sản xuất nông, ngư nghiệp.

+ Các vùng sinh thái tự nhiên.

+ Các điểm văn hóa, lịch sử.

+ Các hệ sinh thái tự nhiên.

- Tuyến Quốc lộ IA phân đi qua tỉnh Sóc Trăng. Trong nhiều năm qua, không bị ngập úng tràn nước qua lộ. Do đó việc nâng cấp: mở rộng, tôn cao sẽ không ảnh hưởng đến việc tiêu úng của địa phương. Đề nghị trong quá trình thi công và giai đoạn hoàn thiện sau này, công trình không được làm hẹp các cống ngang lộ; các sông, kênh rạch cấp lộ và xuyên qua lộ.

Báo cáo đánh giá tác động môi trường Dự án nâng cấp QL.IA giai đoạn 3 đã đánh giá khá đầy đủ các tác động tiêu cực của Dự án đến các điều kiện tự nhiên, kinh tế xã hội, hiện trạng sử dụng đất, các điểm di tích lịch sử, văn hóa địa phương... đồng thời báo cáo cũng đã đề xuất, hoạch định các chính sách về quản lý, xử lý, ngăn chặn, giảm thiểu các tác động tiêu cực của Dự án trên cơ sở những số liệu đo đạc, khảo sát mang tính khoa học và điều kiện thực tế từng địa phương.

Tuy nhiên để Dự án khi đi vào thực hiện không gây những khó khăn, trở ngại do tác động ảnh hưởng tiêu cực. Cần bổ sung thêm một số nội dung:

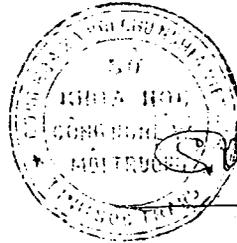
- Báo cáo đánh giá tác động môi trường chưa nêu thêm phân qui hoạch khu vực thuộc diện cần giải phóng mặt bằng để mở rộng mặt đường nên việc đánh giá ảnh hưởng tiêu cực của Dự án đến hiện trạng sử dụng đất chưa được cụ thể. Đặc biệt là việc mất đất thổ cư và di dời tái định cư của nhân dân địa phương thuộc diện phải di dời.

+ Trong quá trình thi công cần đảm bảo thực hiện các giải pháp bảo vệ môi trường như: hạn chế ô nhiễm bụi, khí độc, tiếng ồn,... do các phương tiện vận chuyển và thi công. Những thiết bị máy móc gây ồn, bụi, khói cần đặt vị trí cách xa trường học, bệnh viện, chợ, chùa, nhà thờ... để hạn chế, ngăn chặn các tác động tiêu cực của Dự án tới đời sống văn hóa và sức khỏe của nhân dân địa phương.

- Đề nghị: Nên công bố cụ thể qui hoạch mốc lộ giới theo qui định của Bộ Giao Thông - Vận tải dự phòng việc mở rộng Quốc lộ trong thời gian tới. Nhằm ngăn ngừa các trường hợp vi phạm lộ giới tại các địa phương.

Sở Khoa học, Công nghệ và Môi trường thống nhất các phương án đề xuất của Báo cáo nhằm giảm thiểu, ngăn chặn các tác động tiêu cực đến môi trường của Dự án.

SỞ KHOA HỌC, CÔNG NGHỆ VÀ MÔI TRƯỜNG.
Q.GIAM ĐỐC



Nơi nhận:

- Như trên.
- Lưu VP.

(C:\My Documents\Nhất\CV.03).

Trần Văn Hùng

People's Committee of Bac Lieu
Dept. of Science, Technology & Environment

SOCIALIST REPUBLIC OF VIETNAM
Independence – Freedom – Happiness

Ref.: 63/KHCN&MT

Bac Lieu, 10 March 2000

Subject: Comments on the EIA Report

To: **Highway No.1 Project Management Unit (PMU1)**
Can Tho – Nam Can section

According to the meeting at the People's Committee of Can Tho province dated 21 February 2000 for comments on the Environmental Impact Assessment Report of the Third Highway Rehabilitation Project (HRP3), Department of Science, Technology and Environment (DOSTE) of Bac Lieu province comments as follows:

1. The EIA Report has been prepared following the guidelines of the Ministry of Science, Technology and Environment. The content of report is adequate, and in detail covering all the information concerning pollution sources and environmental impacts.
2. Our interested points are:
 - The National Highway No. 1 (NH1) traverses the area of Bac Lieu province. There are some sub-sections running nearby the river where the embankment has been eroded. Therefore, the best solution is to realign these sections far from the river.
 - The resettlement and relocation policy for people affected by the Project and supporting them to change their career and living immediately and in long term.
 - To apply all mitigation measures for dust, exhausted smoke and noise pollution during the period from the time of mobilizing workers, machines and construction materials to the completion of construction.
 - To apply the mitigation measures for noise pollution at the existing schools along the NH1.
 - After completing the construction, the vehicle speed will be higher and traffic volume will increase, it is requested to increase the traffic safety signs along the road compatibly. We respectfully request Ministry of Transport to organize some courses on traffic safety for people and drivers, regulate the standards for vehicles in order to weed out old vehicles, which do not meet the regulated technical standards, penalize the vehicles running at dangerous speed and over the speed limitation regulated on this road.

Department of Science, Technology and Environment
For and on behalf of Director
(Signed and sealed)
Nguyen Minh Hoang
Deputy Director

Distribution:

- As above
- Environmental Protection Office
- File.

Gửi: Chi - Hoa

UBND TỈNH BẠC LIÊU
SỞ KHOA HỌC, CÔNG NGHỆ
VÀ MÔI TRƯỜNG

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

Số: 63./CV-KCM
(V/v góp ý thẩm định môi trường)

Bạc Liêu, ngày 10 tháng 03 năm 2000

Kính gửi: Ban Quản lý Dự án nâng cấp đường Quốc lộ 1
Đoạn Cần Thơ - Năm Căn

Thọp tình thân Hội thảo tại UBND tỉnh Cần Thơ ngày 21/07/2000, Yêu
góp ý kiến "Đáo cáo tác động môi trường" cho Dự án Quốc lộ 1. Sở Khoa học,
Công nghệ và Môi trường tỉnh Bạc Liêu xin có những ý kiến như sau:

1- Báo cáo ĐTM đã được lập theo đúng hướng dẫn của Bộ KH-CN và MT.
Nội dung của Báo cáo khá đầy đủ, chi tiết và bao trùm các nguồn gây ô nhiễm
và tác động môi trường.

2- Những điểm cần lưu ý mà chúng tôi quan tâm:

- Quốc lộ 1 chạy qua địa phận tỉnh Bạc Liêu, có những đoạn sát bờ sông,
trong lúc tại những đoạn bờ sông này đang bị lở nhiều, nên khi nâng cấp cần mở
rộng những đoạn đường này ra xa bờ sông là tốt nhất.

- Giải tỏa di dân di dời với định cư và giải quyết đời sống việc làm trước
mắt và lâu dài.

- Sử dụng tối các giải pháp giảm thiểu tối đa bụi, khói và tiếng ồn trong
suốt quá trình từ tập kết nhân công, cơ giới, thiết bị và vật liệu xây dựng đến thi
công hoàn chỉnh đường.

- Giải pháp chống tiếng ồn cho các trường học đã xây dựng sát hai bên
đường.

- Khi đường làm xong tốc độ xe tăng cao mật độ xe cũng tăng dần nên
tăng cường một cách hợp lý các biển báo về an toàn giao thông dọc theo đường.
Có ý kiến với Bộ Giao thông Vận tải để có chương trình nâng cao hiểu biết về
an toàn giao thông cho cộng đồng và lái xe, tiêu chuẩn hóa cụ thể các loại xe
nhằm loại bỏ những xe không đảm bảo tiêu chuẩn kỹ thuật, phạt nặng những xe
chở khách chạy đua giành khách và những xe chạy quá tốc độ qui định trên các
đoạn đường.

SỞ KH-CN VÀ MT TỈNH BẠC LIÊU

KT GIÁM ĐỐC
PHÓ GIÁM ĐỐC

Nơi nhận:

- Như trên.
- Phòng QLMT.
- Lưu VP.



Nguyễn Văn Hoa

Ngày	10/3/2000
Địa điểm	
Tên	Phối/...
Đơn vị	
...	
...	
...	

People's Committee of Ca Mau
Dept. of Science, Technology & Environment

SOCIALIST REPUBLIC OF VIETNAM
Independence – Freedom – Happiness

Ref.: 47/KHCN&MT

Ca Mau, 7 March 2000

**Comments
on the environmental impact assessment report
of HRP3 Project (Can Tho – Nam Can)**

TO: Highway No. Project Management Unit (PMU1)

Department of Science, Technology and Environment (DOSTE) received the summary report on the Environmental Impact Assessment Report (EIA Report) for Can Tho – Nam Can section. In February 2000, representative of DOSTE attended the meeting at Can Tho to comment on the EIA Report of this Project. According to the Project owner request, DOSTE comments as follows:

1. The EIA Report is compatible with the Environmental Protection Law, Decision No. 175/CP of Government and Decrees of Ministry of Science, Technology and Environment regarding the preparation and assessment of the environmental impact assessment of projects. The report has satisfied all basic requirements for implementing the Environmental Protection Law in Vietnam. And the report also assess the environmental impacts and propose the mitigation measures which are compatible with the requirement and feasible.
2. However, the sub-section of NH1 between Bac Lieu and Ca Mau passes the residential areas and near by the canal of Bac Lieu – Ca Mau, it is necessary to survey carefully to realign the road and install protection against scouring. After the Salinity Barrier Project Quan Lo – Phung Hiep, the tide affects to the road base strongly and the tide level is higher than before.
3. Ca Mau – Nam Can is a typical water-submerged land. It is requested to classify clearly the negative impacts of the Project on the ecology systems of Ca Mau, the salinity intrusion and drainage when the Project is implemented. This section plays a very important role in the economic development of Ca Mau.
4. Good association with local authorities is requested to monitor strictly the carrying out of environmental protection measures of the Project in order to ensure that the proposed measures and the invested cost for environmental protection of the Project is useful. In these activities, the role of local DOSTE is very important.

Department of Science, Technology and Environment
Deputy Director
(Signed and sealed)
Pham Dinh Don

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UBND TỈNH CÀ MAU
SỞ KHCN VÀ MT

Số: 47/ CV.KCM.2000

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

Cà Mau, ngày 07 tháng 3 năm 2000

BẢN NHẬN XÉT

(V/v Báo cáo đánh giá tác động môi trường dự án Quốc lộ 1,
đoạn Cần Thơ-Năm Căn)

Kính gửi : Ban quản lý dự án Quốc lộ 1

Sở KHCN và MT đã nhận được báo cáo tóm tắt Đánh giá tác động môi trường quốc lộ 1, đoạn Cần Thơ-Năm Căn. Trong tháng 2 năm 2000 Sở KHCN và MT đã dự hội thảo tại Cần Thơ để đóng góp ý kiến đánh giá về chất lượng báo cáo đánh giá tác động môi trường của dự án này. Theo yêu cầu của Ban giám đốc dự án Sở KHCN và MT có ý kiến như sau :

1. Báo cáo đánh giá tác động môi trường đã tuân thủ quy định của Luật bảo vệ môi trường, Nghị định 175/CP của Chính phủ và các Thông tư của Bộ KHCN và MT về việc hướng dẫn lập và thẩm định báo cáo đánh giá tác động môi trường các dự án đầu tư. Báo cáo đã đạt được yêu cầu cơ bản trong việc thực thi Luật bảo vệ môi trường ở Việt Nam. Đồng thời nhận diện đánh giá các tác động môi trường cũng như đề ra các giải pháp giảm thiểu tác động môi trường là phù hợp với yêu cầu đặt ra và có tính khả thi cao.

2. Tuy nhiên cần lưu ý đoạn Bạc Liêu-Cà Mau Quốc lộ đi qua các khu dân cư và rất gần với mép nước kênh sáng Bạc Liêu-Cà Mau cần có sự khảo sát kỹ để phóng tuyến và giải pháp lập bờ kè chống xói lở. Sau khi có dự án ngăn mặn quốc lộ Phòng Hiệp nước triều tác động tới bờ đường rất mạnh dâng cao hơn so với trước đây.

3. Đoạn Cà Mau -Nam Căn là đoạn thuộc vùng đất ngập nước điển hình, cần làm rõ các tác động tiêu cực của dự án đến các hệ sinh thái ngập nước Cà Mau và khả năng xâm nhập mặn, thoát nước khi dự án được đầu tư. Đoạn này có ý nghĩa phát triển kinh tế xã hội rất quan trọng ở Cà Mau.

4. Cần có sự phối hợp với địa phương nơi dự án đầu tư để giám sát chặt chẽ việc thực thi các giải pháp bảo vệ môi trường của dự án. Đảm bảo các giải pháp được đề ra cũng như các chi phí đầu tư bảo vệ môi trường phải được thực thi trong dự án mà trong đó vai trò của Sở KHCN và MT , địa phương là rất quan trọng.

Nơi nhận :

- Như trên
- Phòng QLMT
- Lưu văn phòng

SỞ KHCN & MT CÀ MAU

PHÒNG GIÁM ĐỐC

Đinh

Đinh

People's Committee of Quang Ngai
Dept. of Science, Technology & Environment

SOCIALIST REPUBLIC OF VIETNAM
Independence – Freedom – Happiness

Ref.: 46/KHCN&MT

Quang Ngai, 28 February 2000

*Subject: Comments on the environmental
impact assessment report of HRP3 (Dong Ha – Quang Ngai)*

TO: Highway No. 1 Project Management Unit (PMU1)

After reviewing the Environmental Impact Assessment Report of the Third Highway Rehabilitation Project (HRP3), Department of Science, Technology and Environment comments as follows:

1. Report with good content:

- The report has been carried out according to the guideline of Ministry of Science, Technology and Environment for the preparation for EIA Report of domestic and foreign investment projects.
- The data on the existing conditions of the natural environment and socio-economy are reliable.
- The report has fully mentioned the detailed environmental impacts, analyzed the collected data and forecasted the potential impacts. The report has proposed extreme logical and feasible mitigation measures.

2. Comments for notice in the construction period:

- It is requested to refer to some more information from recent years for calculating the required road level raising, additional culvert requirements, bridges for Chau O – Binh Hiep sub-section, bypass in the East of Quang Ngai town and bypass of Son Tinh county.
 - Section at Chau O county (Binh Son district) has no bypass, therefore it is requested to ensure the traffic safety on the National Highway 1 during construction.
 - Song Ve bridge (Song Ve country, Tu Nghia district): the construction Project of Song Ve 2 bridge is implementing. It should be noticed for more exact EIA.
 - It is necessary to establish a team including engineers from different sectors to monitor the implementation of mitigation measures of environmental impacts.

We appreciate the Project Owner and Consultant for collecting comments from local people for mitigation measures during construction period.

DIRECTOR OF DOSTE
(Signed and Sealed)
Tran Cong Anh

Distribution:

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Quảng Ngãi, ngày 28 tháng 2 năm 2000

Số: 46/SKCM - MTg
Vi: góp ý báo cáo ĐTM
đoạn Đông Hà - Quảng Ngãi

Kính gửi: Ban Quản lý dự án 1 (PMU 1)

Sau khi nghiên cứu báo cáo đánh giá tác động môi trường dự án **khôi phục Quốc lộ 1, giai đoạn 3 (HRP3)**, Sở Khoa học, Công nghệ và Môi trường có một số ý kiến nhận xét như sau:

1. Nội dung đạt yêu cầu:

- Báo cáo thực hiện theo đúng nội dung hướng dẫn của Bộ Khoa học, Công nghệ và Môi trường về lập báo cáo ĐTM đối với các dự án đầu tư trong và ngoài nước.
- Các số liệu về hiện trạng môi trường tự nhiên, kinh tế xã hội đáng tin cậy.
- Báo cáo nêu khá đầy đủ, chi tiết các tác động đến môi trường, có tính toán cụ thể các dữ kiện và dự báo tác động. Từ đó, đề xuất các giải pháp khắc phục có tính thuyết phục và khả thi cao.

2. Nội dung cần lưu ý trong quá trình thi công:

- Cần tham khảo thêm các thông tin về vấn đề ngập lụt trong những năm gần đây để tính toán xác định các thông số kỹ thuật khi nâng cao mặt đường, xây dựng thêm cầu cống; Đoạn Châu Ổ, Bình Hiệp, đường tránh Đông Thị xã Quảng Ngãi, đường tránh Thị trấn Sơn Tịnh.
- Đoạn Thị trấn Châu Ổ (huyện Bình Sơn) không có đường tránh, do vậy cần lưu ý đảm bảo an toàn giao thông trên Quốc lộ 1 khi thi công.
- Cầu Sông Vệ (Thị trấn Sông Vệ, huyện Tư Nghĩa) đang có dự án xây dựng cầu Sông Vệ 2. Cần lưu ý để đánh giá tác động môi trường chính xác hơn.
- Cần thiết phải lập tổ công tác giám sát thi công gồm nhiều ngành để giám sát việc thực thi các giải pháp khắc phục tác động đến môi trường.

Chúng tôi rất hoan nghênh Chủ dự án và tư vấn môi trường đã tổ chức lấy ý kiến của chúng tôi ở địa phương để có giải pháp giảm thiểu ô nhiễm môi trường khi thi công.

GIÁM ĐỐC SỞ KHOA HỌC, CÔNG NGHỆ
VÀ MÔI TRƯỜNG

Nơi nhận:
- Như trên
- Lưu VT, MTg



TRẦN CÔNG ANH

**COMMENTS ON THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT
THE THIRD HIGHWAY REHABILITATION PROJECT (HRP3)
DONG HA – QUANG NGAI SECTION**

**TO: Team Leader of HRP3 Project
67 Bis Truong Dinh – District 3 – HCMC**

On 10 February 2000, the People's Committee of Quang Nam Province received the invitation letter of the Team Leader of the Rehabilitation Project for Dong Ha – Quang Ngai Flood Sections for attending the meeting to comment on the Environmental Impact Assessment Report (EIA Report) and the official correspondence of Highway No. 1 Project Management Unit (PMU1).

Being assigned by the People's Committee of Quang Nam Province to attend the meeting, and after reviewing the EIA Report, Department of Science, Technology and Environment of Quang Nam province comments as follows:

1. The necessity of the Project: Flooding often occurs in rainy season in the middle of Vietnam generally or Quang Nam province particularly affecting the economy and people living in this region. The National Highway No. 1A passes the middle of Vietnam, so it is also flooded causing traffic delays and traffic jams for the North – South transportation. Therefore, the construction and rehabilitation of HRP3 Project including Dong Ha – Quang Ngai section is necessary and imperious requirements.

In my opinion, this Project will play a very important role not only to solve the problem of national transportation in the rainy season but also to contribute to overcoming the environmental damages caused by flood in the middle of Vietnam. Particularly in Quang Nam, the rehabilitation Project for 10 flood-prone sections on the National Highway 1A in the province will solve the traffic delay problem.

2. The rehabilitation option: We agree with the selection of the Project in raising the road level and constructing and rehabilitating bridges and culverts at the flooded sections. This selection is feasible and support for the transportation on NH1A in the rainy season. However, it is required to survey the site carefully for the technical design of each area and study how to drain the flood-water in Tam Ky town.
3. The EIA Report of the Project:

We agree on the general recommendation of the report on the environmental impacts of the Project, which are not serious because this is a rehabilitation project and not a construction of new road. The report has estimated the main environmental impacts of the Project during the pre-construction, construction and operation periods. Further, the report has proposed the mitigation measures.

Among the proposed measures, there is a proposal for constructing a bypass, reducing the effects on residential areas. This is a good proposal for not only the pre-construction period, but also for the construction and operation periods because it will reduce the impacts of noise and air pollution on local residents. Specially, in Quang Nam province the bypasses for Tam Ky county and Vinh Dien town are reasonable.

The direct effect on 3,582 families is the most interest of the society. In which, the loss of 62% residential land and 38% agricultural land. Moreover, it is requested to protect the environment during the construction period, especially from dust pollution, because during construction transport will continue and the construction machine will create dust, and

noise. The exploited materials and production of hot asphalt mixture will create dust, exhausted smoke affecting local residents.

The monitoring measures proposed for periods are adequate. However, the Project should have a detailed plan for managing, monitoring and supervising the implementation of environmental protection measures to mitigate the impacts. It is suggested to study the measure of planting trees for mitigating dust and noise on these sections.

4. Comments

- The organization of managing, monitoring and supervising the environment in the periods of the Project must be associated with local authorities.
- During the operation period of the Project attention should be paid to the increasing impacts of air, noise, vibration pollution caused by the increased traffic volume. Consequently, the monitoring of exhausted air and technical standard of vehicles needs to be paid attention to. Ministry of Transport should interest in the management on technical standards of vehicle according to the environmental protection standard of Vietnam.

Tam Ky, 24 February 2000
Director of DOSTE
(Signed)
MSc. Ngo Van Hung

GÓP Ý KIẾN
BÁO CÁO ĐÁNH GIÁ TÁC ĐỘNG MÔI TRƯỜNG
DỰ ÁN CHỐNG NGẬP LỤT QUỐC LỘ 1A
ĐOẠN ĐÔNG HÀ - QUẢNG NGÃI

Kính gửi: Trưởng nhóm dự án Quốc lộ 1A
67Bis Trương Định, Quận 3, TP. Hồ Chí Minh

Ngày 10/2/2000 UBND tỉnh Quảng Nam có nhận được giấy mời của Trưởng nhóm dự án khôi phục đoạn ngập lụt Đông Hà - Quảng Ngãi tham dự toạ đàm nhằm góp ý kiến vào "Báo cáo đánh giá tác động môi trường " và công văn đề nghị của Ban quản lý dự án 1, Bộ Giao thông - Vận tải.

Được sự uỷ quyền của UBND tỉnh Quảng Nam tham dự buổi toạ đàm, sau khi nghiên cứu bản báo cáo tóm tắt đánh giá tác động môi trường (ĐTM), Sở Khoa học, Công nghệ và Môi trường tỉnh Quảng Nam xin có ý kiến góp ý như sau :

1) Về sự cần thiết của dự án : Khu vực miền Trung nói chung, tỉnh Quảng Nam nói riêng là nơi thường xảy ra lũ, lụt về mùa mưa bão, gây tác hại đến kinh tế, ảnh hưởng đến đời sống của nhân dân trong khu vực. Quốc lộ 1A chạy qua miền Trung cũng bị ngập lụt, gây ách tắc, trở ngại giao thông tuyến Bắc - Nam. Vì vậy, việc xây dựng và thực hiện dự án cải tạo Quốc lộ 1A, trong đó có đoạn từ Đông Hà - Quảng Ngãi là rất cần thiết và cấp bách.

Chúng tôi nghĩ rằng, chính dự án này sẽ góp phần rất lớn không những để giải quyết vấn đề giao thông vận tải trong mùa mưa của Quốc gia, mà đóng góp thiết thực vào việc *khắc phục sự cố môi trường do lũ, lụt gây ra ở miền Trung nói chung*. Riêng tại Quảng Nam, dự án cải tạo 10 điểm ngập lụt ở QL 1A chạy qua địa bàn tỉnh, sẽ trực tiếp giải quyết được tình trạng tắc nghẽn giao thông trên địa bàn tỉnh.

2) Về phương án nâng cấp : Chúng tôi thống nhất quan điểm cơ bản của dự án là vừa nâng cao độ mặt đường, vừa giải quyết thoát lũ bằng xây dựng thêm và cải tạo hệ thống cầu, cống tại các đoạn ngập lụt. Phương án này là khả thi và sẽ đạt được mục tiêu giải quyết giao thông thông suốt trên QL 1A trong mùa mưa lũ. Tuy nhiên, đề nghị có khảo sát kỹ để có những giải pháp thiết kế cho từng vùng cụ thể và nghiên cứu hỗ trợ các biện pháp thoát lũ khác như ở thị xã Tam Kỳ .

3) Về đánh giá tác động môi trường của dự án :

Chúng tôi thống nhất nhận định tổng quát rằng, tác động môi trường của dự án sẽ không nghiêm trọng. Vì đây là dự án cải tạo, không nhằm xây dựng tuyến đường mới. Tuy nhiên, báo cáo cũng đã đánh giá được những tác

động chính về môi trường của dự án trong các giai đoạn tiền thi công, tác động do hoạt động thi công và trong quá trình thi công, tác động môi trường sau khi nâng cấp đưa công trình vào sử dụng. Trên cơ sở đó, báo cáo đã đưa ra các biện pháp xử lý nhằm giảm thiểu tác động tiêu cực.

Trong những biện pháp nêu ra có giải pháp xây dựng đường tránh, đi vòng, nhằm hạn chế xâm phạm các khu dân cư đô thị. Đây là giải pháp có tác động tốt không những trong giai đoạn tiền thi công, mà cả trong giai đoạn thi công và đưa vào hoạt động sẽ hạn chế tiếng ồn, khí thải của ô tô đối với dân cư. Trên địa bàn tỉnh Quảng Nam đã khảo sát chọn tuyến tại thị xã Tam Kỳ và thị trấn Vĩnh Điện là hợp lý.

Tác động trực tiếp đến 3.582 hộ là vấn đề xã hội cần quan tâm. Trong đó, mất đất ở 62 %, mất đất canh tác nông nghiệp 38%. Ngoài ra, cần chú ý bảo vệ môi trường trong thi công, đặc biệt xử lý bụi, vì khi thi công, xe ô tô vẫn được hoạt động cơ giới thi công trên đường sẽ gây ra bụi, tiếng ồn. Việc khai thác vật liệu xây dựng, sản xuất nhựa đường sẽ có tác động bụi, khói đến dân cư.

Các phương án, biện pháp quản lý môi trường trong các giai đoạn khá đầy đủ. Tuy nhiên, đề nghị dự án có kế hoạch chi tiết về quản lý, quan trắc, giám sát thực hiện các biện pháp bảo vệ môi trường đã nêu một cách chắc chắn để giảm thiểu tác động. Nghiên cứu thêm các biện pháp trồng cây xanh ở những đoạn đường gây bụi, tiếng ồn để giảm thiểu.

4) Một số kiến nghị :

- Việc tổ chức quản lý, quan trắc, giám sát môi trường trong các giai đoạn của dự án cần được phối hợp với các địa phương.

- Một vấn đề đặt ra là sau khi công trình đưa vào hoạt động, tác động môi trường không khí, tiếng ồn, độ rung sẽ tăng do mật độ giao thông tăng. Vì vậy, việc quản lý chất lượng khí thải, tình trạng kỹ thuật của ô tô là vấn đề cần được quan tâm. Đề nghị Bộ GTVT tăng cường năng lực quản lý phương tiện đảm bảo tiêu chuẩn môi trường của Việt Nam.

Tam Kỳ, Ngày 24 tháng 2 năm 2000

**GIÁM ĐỐC SỞ KHOA HỌC, CÔNG NGHỆ VÀ MÔI
TRƯỜNG TỈNH QUẢNG NAM**



Th. S Ngô Văn Hùng

SOCIALIST REPUBLIC OF VIETNAM
Independence – Freedom – Happiness

Da Nang, 3 March 2000

COMMENTS ON THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT
THE THIRD HIGHWAY REHABILITATION PROJECT (HRP3)
DONG HA – QUANG NGAI SECTION

The Third Highway Rehabilitation Project (HRP3) for Dong Ha – Quang Ngai section has prepared the Environmental Impact Assessment Report (EIA Report). This report has mentioned in detail the existing conditions of the environment and assessed the environmental impacts during the construction and operation periods. The EIA Report of the Project is assessed by the Ministry of Science, Technology and Environment and Department of Science, Technology and Environment (DOSTE) has sent a comment on this report.

The rehabilitation of NH1A for Dong Ha – Quang Ngai is a large and important Project, which is essential for central Vietnam for its socio-economic development and also helps to protect the area from damages, particularly floods. Therefore, we support this Project and hope that it will be carried out soon. However, for good results in the design and construction and operation periods, DOSTE of Da Nang province comments as follows:

1. According to the forecast on the environmental impacts (dust, noise) as mentioned in the Project, the impacts in the area along NH1 may be higher than Vietnamese regulation, so it is suggested that the Consultant and the Project owner should publicly inform about the safety corridor distance for structures along NH1A in order that we can plan compatibly our construction.
2. It is necessary to classify clearly the responsibility of attendance (PMU1, Consultant and Contractor) regarding the implementation of environmental protection measures as mentioned in the EIA Report. Meanwhile, the association between local authorities, PMU1 and Contractor need to be studied in detail for monitoring the environmental protection measures during the construction.
3. Resettlement requirements at residential areas during implementation of the Project are complicated, strongly affecting the socio-economic development as well as the environment. Therefore, a positive resettlement policy for Project affected people is required to ensure an adequate implementation.
4. The rehabilitation of national highway will result in an increase of traffic volume and traffic accidents, particularly at the junctions. It is requested that the Project owner and designer pay more attention to the design and forecast in order to prepare positive measures to minimize damages.
5. The Project area has complicated hydrological and climatological characteristics with floods occurring often causing serious damage. Road raising will cause the flood level upstream to increase and affect to the irrigation works within the area. It is requested to consider carefully the affects on the irrigation works, and productive activities, etc. for the most suitable design.

The above are our comments to which we hope that the PMU1 and Consultant pay attention to for a good implementation of the Project.

Author
(Signed)
Dr. Mai Duc Loc
Deputy Director of DOSTE of Da Nang city

CỘNG HOÀ XÃ HỘI CHỦ NGHĨA VIỆT NAM

Độc lập - Tự do - Hạnh phúc

Đà Nẵng, ngày 03. tháng 03 năm 2000



Y KIẾN NHẬN XÉT

**HỘI THẢO ĐỒNG GÓP Ý KIẾN TÁC ĐỘNG MÔI TRƯỜNG
DỰ ÁN KHÔI PHỤC QUỐC LỘ 1A ĐOẠN ĐÔNG HÀ-QUẢNG NGÃI**

Dự án khôi phục quốc lộ 1A đoạn Đông Hà-Quảng Ngãi đã lập báo cáo đánh giá tác động môi trường (ĐTM), báo cáo này đã nêu khá chi tiết về hiện trạng môi trường, đánh giá tác động đến môi trường từ các nguồn gây ô nhiễm và đề xuất các giải pháp khắc phục môi trường trong quá trình triển khai dự án và khi dự án đi vào hoạt động. Báo cáo ĐTM của Dự án đang được Bộ KH,CN&MT xem xét thẩm định, trong đó Sở KH,CN&MT thành phố Đà Nẵng đã có văn bản nhận xét về báo cáo này.

Việc nâng cấp quốc lộ 1A đoạn Đông Hà - Quảng Ngãi là một dự án lớn, quan trọng và cần thiết cho khu vực Miền Trung, trong quá trình phát triển kinh tế - xã hội, cũng như ngăn ngừa thiên tai, đặc biệt là lũ lụt, chính vì vậy chúng tôi thực sự ủng hộ và mong muốn dự án sớm được triển khai. Song để dự án này thực hiện đạt hiệu quả, trong quá trình thiết kế, triển khai xây dựng cũng như khi đi vào hoạt động, Sở KH,CN&MT TP Đà Nẵng xin có một số ý kiến như sau:

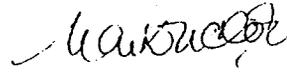
1. Theo dự báo về môi trường (tiếng ồn, bụi) nêu tại báo cáo, tại khu vực ven tuyến giao thông có khả năng vượt Tiêu chuẩn Việt nam cho phép, vậy đề nghị cơ quan tư vấn và chủ dự án có ý kiến chính thức với chính quyền địa phương và các cơ quan hữu quan liên quan về phạm vi an toàn cho các loại công trình ven quốc lộ để có biện pháp qui hoạch xây dựng phù hợp.
2. Cần thiết có sự phân công rõ giữa các đơn vị (Ban QLDA, cơ quan thiết kế và thi công) về trách nhiệm thực hiện các biện pháp bảo vệ môi trường đã nêu tại báo cáo ĐTM, để đảm bảo thực hiện đúng các phương án đã nêu. Đồng thời cần nghiên cứu cơ chế phối hợp giữa chính quyền địa phương, Ban quản lý dự án và các đơn vị thi công chặt chẽ và chi tiết hơn trong việc giám sát môi trường và thực hiện các phương án BVMT trong quá trình triển khai dự án.
3. Khi dự án chính thức triển khai sẽ có một số khu vực dân cư bị giải tỏa, đây là vấn đề phức tạp và có tác động lớn đến tình hình kinh tế xã hội cũng như môi trường. Chính vì vậy, cần có biện pháp tích cực tái định cư cho nhân dân khu vực bị giải tỏa, đảm bảo các chính sách được thực hiện đầy đủ.
4. Việc nâng cấp quốc lộ đồng thời dẫn đến lưu lượng các loại phương tiện giao thông vận tải tăng nhanh, tại nạn cũng gia tăng, nhất là tại các nút giao thông, đề nghị cơ quan chủ quản và cơ quan thiết kế quan tâm thích đáng hơn trong việc

thiết kế, tiên lượng và có biện pháp tích cực và chủ động đề phòng nhằm giảm thiểu đến mức thấp nhất các thiệt hại.

5. Khu vực (dự án triển khai) nằm trong vùng khí tượng thủy văn diễn biến phức tạp, thường xuyên lũ lụt với độ tàn phá lớn, vì vậy việc xây dựng quốc lộ đồng thời sẽ tăng việc tích nước ở thượng lưu và ảnh hưởng đến các công trình thủy lợi khác trong khu vực, vậy đề nghị xem xét kỹ việc thiết kế hệ thống thoát nước phù hợp đồng thời tính toán kỹ mức độ ảnh hưởng đến các công trình thủy lợi, hoạt động sản xuất, .v.v. để có giải pháp thiết kế phù hợp nhất.

Trên đây là một số ý kiến đóng góp của chúng tôi, mong Ban quản lý dự án, cơ quan tư vấn quan tâm để Dự án triển khai đạt kết quả tốt đẹp.

Người nhận xét



TS Mai Đức Lộc
Phó GD Sở KH, CN & MT TP Đà Nẵng

**COMMENTS ON THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT
THE THIRD HIGHWAY REHABILITATION PROJECT (HRP3)
DONG HA – QUANG NGAI SECTION
(Thua Thien – Hue Section)**

*From: Department of Science, Technology and Environment of Thua Thien – Hue province
Department of Agriculture and Rural Development of Thua Thien – Hue province*

I. General remarks:

The Environmental Impact Assessment Report (EIA Report) of the Mekong Transport and Flood Protection Project (MTFP), Dong Ha – Quang Ngai section is very logic, with clear content, arrangement and scientific assessment method which is compatible with the Decree No. 175/CP dated 18 October 1994 of Government regarding the guideline for the implementation of environmental protection law.

- The surveyed results at the Project area of the flood-prone sections (about 42 km) in Thua Thien Hue province and the forecast on the positive impacts on the environment mentioned in the report are reliable.
- The structure and arrangement of information the report follows are in accordance with the guideline, describing the subjects in general and in detail. The data in the report is presented in chronological order and for each subject and explanation is provided on the reason, potential impacts, the mitigation measures and the monitoring measures during construction period and the proposals for monitoring and maintaining the indefectible environmental system.
- The reports content is adequate, nicely arranged and provide good information. This is a good reference for the socio-economic development of the provinces in the middle of Vietnam generally and Thua Thien – Hue province particularly, for supporting the industrial development and improving the economic conditions of provincial people and contributing to the economic development of the country.

II. Additional comments:

- Impacts in pre-construction period:

Beside the impacts mentioned in the report, there are some other impacts as follow:

- + Impacts on the irrigation works: on Dong Ha – Quang Ngai section, there are many irrigation works including Siphon, cross-road culverts, irrigation culverts, irrigation canal system along NH1. For example: Canal and cross-road culverts of Nam Thach Han Company in Quang Tri province, Trung Chi lake in Dong Ha, Phu Thanh pumping station in Tu Ha county (Huong Tra district), Chau Son lake (Phu Bai district – Thua Thien Hue province).

When raising or expanding the road, these irrigation works must be rehabilitated or reconstructed (such as enlarging the culvert dimension or placing more culverts).

- + Impacts during the construction period caused by construction activities: besides the impacts mentioned in the report, construction and rehabilitation of the irrigation works on the road will affect the irrigation activities and cause negative impacts on the agricultural production in these areas (if the construction is being carried out in the harvest time).

+ Potential impacts after the rehabilitation of NH1:

- When expanding and raising NH1, the road will become a dam preventing flood water to flow from the west to the east. If the road is higher, the flood water level west of the road will also be higher in case insufficient cross-road culverts are provided (and being sure that flooding water will not be drained), causing the upstream area to be flooded. Moreover, there will be a difference between the water levels on the 2 sides of the road and when the flood water runs over the pavement it will scour the road in both sides.

The sub-sections(in Thua Thien - Hue) may be flooded with the 10% frequency are:

1. Km 799+500 – Km 800+300
2. Km 801+200 – Km 801+750
3. Km 804 – Km 804+800
4. Km 805+200 – Km 806+600
5. Km 816+900 – Km 817

- Regarding the raising of sub-sections it is requested to enlarge the dimension of culverts or install more culverts compatibly with the increasing of rainfall of the province, as there are at present 3 culverts only.

- + The railway runs parallel with NH1 at the sections to be raised. When raising the road level, flood water will be blocked causing the flood level to increase and overflow the road or break down the road, affecting the railway.

**BẢN ĐÓNG GÓP Ý KIẾN BÁO CÁO
ĐÁNH GIÁ TÁC ĐỘNG MÔI TRƯỜNG DỰ ÁN ĐỒNG HÀ- QUẢNG NGÃI
(HOÀN THỪA THIÊN HUẾ)**

- Sở Khoa học, Công nghệ và Môi trường tỉnh Thừa Thiên Huế
- Sở Nông nghiệp & PTNT tỉnh Thừa Thiên Huế

I. Đánh giá chung:

Báo cáo ĐTM của dự án giao thông vùng đồng bằng sông Cửu Long và chống ngập (MIFP) đoạn Đồng Hà- Quảng Ngãi được trình bày logic, rõ ràng, bố cục, kết cấu rõ ràng và phương pháp đánh giá khoa học được sử dụng trong báo cáo là phù hợp với hướng dẫn của ND 175/CP ngày 18/10/1994 của Chính phủ về hướng dẫn thi hành luật Bảo vệ Môi trường.

- Các kết quả khảo sát tại khu vực dự kiến nâng mặt đường các đoạn bị ngập lũ (khoảng 42 km) nơi thực hiện dự án (đoạn tỉnh Thừa Thiên Huế) và các dự báo đến những tác động tích cực môi trường đưa ra trong báo cáo là có cơ sở và đáng tin cậy.

- Cấu trúc báo cáo, cách trình bày và xử lý thông tin đã bám sát đề cương hướng dẫn được xây dựng có cấu trúc hợp lý đi từ những vấn đề tổng quát đến chi tiết các số liệu trong báo cáo được đặt ra theo diễn biến thời gian, sau từng vấn đề đều có những nhận định về nguyên nhân, xu hướng, tác động cũng như cách ứng phó và đưa ra các biện pháp quản lý trong quá trình thi công và các đề xuất biện pháp quan trắc và duy trì hệ môi trường bền vững.

- Báo cáo trình bày đầy đủ về nội dung, đẹp về hình thức với những thông tin được xử lý tốt. Đây là báo cáo có giá trị tham khảo cho việc phát triển kinh tế- xã hội của các tỉnh miền Trung nói chung và tỉnh Thừa Thiên Huế nói riêng, tạo điều kiện cho phát triển công nghiệp và nâng cao đời sống kinh tế của nhân dân tỉnh nhà góp phần vào sự phát triển kinh tế của cả nước.

II. Ý kiến bổ sung:

- Các tác động trong giai đoạn tiền thi công:

Ngoài các tác động đã được nêu trong báo cáo còn có:

+ Tác động xâm phạm đến các công trình thủy lợi: Trên đoạn Đồng Hà- Quảng Ngãi có nhiều công trình thủy lợi đi qua bao gồm: Xi phông- cống qua đường- cống tưới- cống liêu- hệ thống kênh dẫn dọc theo quốc lộ I ở một số nơi. Ví dụ: Hệ thống kênh và cống qua đường của công ty Nam Thạch Hãn ở Quảng Trị, hồ Trung Chỉ ở Đồng Hà, trạm bơm Phú Thành ở thị trấn Tứ Hạ- Hương Trà, hồ chứa nước Châu Sơn- Phú Hải- TT Huế.

Khi nâng đường, mở rộng đường thì các công trình thủy lợi này phải sửa chữa, xây dựng lại (như mở rộng khẩu độ miệng cống hoặc tăng số lượng cống).

+ Tác động do hoạt động thi công và trong quá trình thi công: Ngoài những tác động đã nêu trong báo cáo, trong quá trình thi công, sửa chữa các công trình thủy lợi trên đường sẽ làm cản trở hoạt động tưới tiêu gây ảnh hưởng xấu đến sản xuất nông nghiệp ở những vùng đang có công trình thủy lợi hoạt động (nếu thi công trong thời kỳ mùa vụ).

+ Tác động dự kiến của dự án sau khi nâng cấp quốc lộ I:

* Khi mở rộng, tôn cao quốc lộ I sẽ tạo thành một hệ thống đê ngăn dòng chảy về phía đông: đường càng cao thì lượng nước ngập ở phía trên đường càng lớn, trong trường hợp cống không đủ thoát (và chắc chắn không thể thoát hết) thì sẽ gây ngập lụt ở phía thượng lưu. Mặt khác sẽ có sự chênh lệch mực nước ở hai phía của quốc lộ và nếu nước tràn qua đường sẽ gây xói lở đường và hạ lưu đường.

Các đoạn có khả năng sẽ bị ngập lụt với tần suất thiết kế lũ 10% khi thực hiện dự án (Đoạn Thừa Thiên Huế):

1. Km 799 + 500 đến Km 800 + 300;
2. Km 801 + 200 đến Km 801 + 750;
3. Km 804 đến Km 804 + 800;
4. Km 805 + 200 đến Km 806 + 600
5. Km 816 + 900 đến Km 817

* Trên các đoạn nâng cao có 3 cống thoát đề nghị mở rộng khẩu độ miệng cống thích hợp hoặc tăng số lượng cống thoát, với lượng mưa tại địa phương đang thay đổi có chiều hướng gia tăng.

+ Tại các điểm nâng cao đều có các tuyến đường sắt chạy song song, việc nâng cao giữ nước với lượng nước tăng khi tràn đường hoặc vỡ đường sẽ gây ảnh hưởng xấu đến đường sắt.