

ASIAN DEVELOPMENT BANK

TAR:STU 37763

TECHNICAL ASSISTANCE
(Financed by the Japan Special Fund)

FOR

**COORDINATING THE GREATER MEKONG SUBREGION:
NORTH-SOUTH ECONOMIC CORRIDOR BRIDGE PROJECT**

December 2004

ABBREVIATIONS

ADB	–	Asian Development Bank
DOH	–	Department of Highways
GMS	–	Greater Mekong Subregion
Lao PDR	–	Lao People's Democratic Republic
MKID	–	Infrastructure Division, Mekong Department
MKOC	–	Operation and Coordination Division, Mekong Department
MKRD	–	Mekong Department
OM	–	Operations Manual
PRC	–	People's Republic of China
TA	–	technical assistance

TA CLASSIFICATION

Poverty Classification	–	General intervention
Sector	–	Transport and communication
Subsector	–	Roads and highways
Themes	–	Sustainable economic growth, Regional cooperation
Subthemes	–	Fostering physical infrastructure development, Rural development

NOTE

In this report, "\$" refers to US dollars.

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I. INTRODUCTION

1. The Government of the Lao People's Democratic Republic (Lao PDR) and the Government of Thailand have requested Asian Development Bank (ADB) regional technical assistance (TA) to coordinate the Greater Mekong Subregion (GMS): North-South Economic Corridor Bridge Project. The TA was identified as a priority regional transport project under the ADB-supported GMS Economic Cooperation Program and is included in GMS: Regional Cooperation Strategy and Program.¹ A Fact-Finding Mission visited the Lao PDR and Thailand from 6 to 15 September 2004, and its Follow-Up Mission visited from 29 September to 1 October 2004 and on 2 November 2004 to obtain the Governments' concurrence with the goals, purpose, scope, implementation arrangements, cost, financing arrangements, and terms of reference for the TA.² A preliminary project framework is in Appendix 1.

II. ISSUES

2. The GMS North-South Economic Corridor Program is one of 11 flagship GMS programs. It was endorsed for implementation by the GMS ministers at the Eleventh GMS Ministerial Conference in Phnom Penh, Cambodia, in November 2002, seeking to strengthen infrastructure linkages and facilitate cross-border trade. The Chiang Rai-Kunming via the Lao PDR Road Improvement Project is one of the key subprojects under the GMS: North-South Economic Corridor Project. The Government of the People's Republic of China (PRC) will complete the upgrading of the Kunming-Mohan section (690 kilometers [km]) to expressway and high-grade road standard by December 2004. In 2002, ADB approved a \$30 million loan for the GMS: Northern Economic Corridor Project,³ with cofinancing of approximately \$60 million from the governments of the PRC and Thailand. This project upgrades and rehabilitates Road 3 from Boten to Houayxay in the Lao PDR (228 km), which effectively connects Chiang Rai in Thailand and Kunming in the PRC through the Lao PDR, and will be completed by early 2007. The ferryboat provides cross-border transport services between Houayxay and Chiang Khong in Thailand across the Mekong River.

3. Poverty reduction, which is ADB's overarching objective in the GMS, is to be achieved by implementing the GMS vision for enhanced connectivity, increased competitiveness, and a greater sense of community. ADB's strategy for 2004–2008 supports pro-poor and sustainable growth by strengthening connectivity, facilitating cross-border movements and tourism, and integrating national markets to promote economic efficiency and private sector development. According to the prefeasibility study for the GMS: Northern Economic Corridor Project,⁴ there would be a considerable bottleneck along the corridor if a bridge across the Mekong River to connect Houayxay and Chiang Khong is not constructed. The ferry facilities to cross the

¹ Regional Cooperation Strategy and Program 2004-2008, The GMS – Beyond Borders in March 2004. The original title of the Project is "GMS-ECS (Economic Cooperation Strategy) Cooperation Bridge." The Government of the Lao PDR expressed later no intention to borrow \$10 million for the Bridge Project. ADB is still requested to coordinate the Bridge Project between the two countries as a neutral catalyst, even though ADB will not finance the Bridge Project. Accordingly, the nature of the TA changed from project preparatory to advisory. A new concept paper on this TA was approved by the Vice President on 18 November 2004.

² The TA first appeared in *ADB Business Opportunities* (Internet edition) on 23 August 2004.

³ ADB. 2002. *Report and Recommendation of the President to the Board of Directors on a Proposed Loan to the Lao People's Democratic Republic for the Greater Mekong Subregion: Northern Economic Corridor Project*. Manila (Loan 1989).

⁴ ADB. 2002. *Technical Assistance for Preparing the Greater Mekong Subregion: Northern Economic Corridor Project*. Manila (TA 3817).

Mekong River will prove inadequate once the cross-border traffic grows beyond present levels. The bridge is proposed to improve connectivity along the north-south axis of the GMS, which would complete the Corridor spanning northern Thailand, northern Lao PDR, and Yunnan Province in the PRC, and allow the Corridor to meet the forecast traffic growth.

4. The existing ferry services consist of an open boat for passengers and an irregular vehicular ferry. The present ferry cost is \$50 per vehicle crossing, which is considered excessive due to the low traffic volume. The vehicular ferry has no customs and immigration facilities for people, and can only clear vehicles. The bridge will (i) facilitate trade and development between and among Yunnan Province in the PRC, the Lao PDR, and Thailand; (ii) reduce transportation costs in the Corridor; and (iii) increase the efficiency of moving goods and passengers.

5. The prefeasibility study for the GMS: Northern Economic Corridor Project made a preliminary bridge site analysis. The terrain changes from a wide flat valley with a meandering river near Houayxay and Chiang Khong, to a narrow valley with steep-sided ridges, which constrict the river course, around 5 to 10 km upstream and downstream from these towns. Two possible sites for the bridge (central site and southern site) were proposed in the prefeasibility study. The southern site has been considered as the least-cost and predominant option so far. However, the site for the cross-border facilities to be constructed at both sides of the bridge is very limited, and development potential is also very limited. The central site has been considered as the alternative option. The bridge will be longer and river stability within the banks is poor. However, sufficient areas at both sides will accommodate the cross-border facilities, and extensive development near the bridge can be expected. The preliminary bridge site analysis did not include any geological investigation. Economic impacts on the project influence areas were not considered. Therefore, there is a large degree of uncertainty about the recommendation. Furthermore, there may be new sites better than the central and southern sites.

6. To select the best site for the bridge and make a preliminary design of the bridge, an engineering study including geologic, topographic, hydraulic, and hydrologic investigations; economic and financial analyses; and an initial social and environmental assessment are required. The governments of the Lao PDR and Thailand requested ADB, which is a neutral catalyst of the Bridge Project as well as a GMS coordinator, to provide the TA to select the best site for the bridge where overall benefits of the Bridge Project may be maximized.

III. THE TECHNICAL ASSISTANCE

A. Purpose and Output

7. The TA will select the best site for the bridge in light of the engineering survey, economic and financial analyses, and initial social and environmental impacts assessment. Outline terms of reference for consulting services are in Appendix 2. Also, the TA will hold coordination meetings to facilitate mutual agreements on the Bridge Project among the governments of PRC, the Lao PDR, and Thailand, and ADB so that the ensuing stage of the Bridge Project such as detailed designs of the bridge, construction supervision, toll arrangement, cross-border traffic operation, and bridge maintenance may be started.

8. One of the key outputs is the recommendation for the bridge site based on the engineering, economic, financial, social, and environmental aspects. Another is project cost, technical requirements and preliminary design drawings, economic viability, and toll arrangement for the bridge to be constructed on the recommended site. The investment project will construct the bridge, approach roads, and associated infrastructure improvements in the Lao PDR and Thailand, based on the outputs of the TA.

B. Methodology and Key Activities

9. ADB will engage an international consulting firm to make a feasibility study to help decide the location of the bridge. An international bridge engineer will lead the feasibility study, which will cover engineering, economic, financial, social and environmental aspects. The engineering study will include a geological survey that involves boring at the site options, and a river morphology analysis. The bridge should have sufficient navigation clearance for inland waterway transport along the Mekong River. The economic study will assess the development of the project influence areas. The financial study will analyze toll levels. The social and environmental study will cover resettlement at the site options, impacts on people engaged in the ferryboat business and regular users of the ferryboat services, impact on indigenous people, if any, and initial environmental impact assessment. A final report will consolidate these key outputs.

10. In parallel with the feasibility study, ADB will organize quadripartite coordination meetings with the governments of the PRC, the Lao PDR, and Thailand. The meetings will review reports of the feasibility study and determine the bridge site. The meetings will discuss how the detailed bridge design will be made, how the detailed design and a construction supervision consultant for bridge construction will be recruited and financed, and how the bridge will be operated and maintained.

C. Cost and Financing

11. The total cost of the TA is estimated at \$415,000 equivalent, comprising foreign exchange of \$330,000 and local currency of \$85,000 equivalent. The TA will be financed on a grant basis by the Japan Special Fund, funded by the Government of Japan. Detailed cost estimates are in Appendix 3. The Government of the Lao PDR will assign counterpart staff, provide office accommodation for the TA consultant team, and provide necessary inputs in kind: data, statistics, reports, and maps. The Government of Thailand will assign counterpart staff and provide necessary inputs such as data, statistics, reports, and maps.

D. Implementation Arrangements

12. The Executing Agency for the TA is ADB. The Infrastructure Division (MKID) of the Mekong Department (MKRD) will take the lead in implementing the TA in collaboration with the Operation and Coordination Division (MKOC) of MKRD organizing the GMS activities. The Ministry of Communication, Transport, Post and Construction will be the counterpart agency in the Lao PDR for the TA, with the director general of the Department of Roads providing guidance, support, counterpart staff, documentation, and other services that may be required. The Department of Highways (DOH), Office of National Economic and Social Development Board, and Ministry of Finance will be the counterpart agencies in Thailand for the TA, with the director of the Planning Department of DOH providing guidance, support, counterpart staff, documentation, and other services that may be required.

13. The TA will be undertaken by an international consulting firm for about 24 person-months: 12 international and 12 domestic consulting services. The international consultants (person-months are in parentheses) will include a bridge engineer/team leader (4), a hydrologist (2), a road engineer (1), a transport economist (3), and a social and environmental specialist (2). The domestic consultants in the Lao PDR will include a bridge/road engineer (2), a hydrologist (2), a resettlement specialist (1), and an environmental specialist (1). The domestic consultants in Thailand will provide the same input. ADB will engage the consultants in accordance with its *Guidelines on the Use of Consultants*. Biodata technical proposals will be used, as the contract budget is less than \$400,000. All procurement under the TA will be in accordance with ADB's *Guidelines for Procurement*.

14. The TA will be implemented for 12 months starting in January 2005 and ending in December 2005. The lead consultant will complete the feasibility study by July 2005. At least three quadripartite coordination meetings will be held during TA implementation. The first meeting will be held at the initial stage of the feasibility study. The consultant will explain the plan of the consulting services and the decision making for selecting the site for the bridge. The second meeting will be held at the final stage of the feasibility study. The consultant will present outputs and recommendation. The third meeting will be held at the appropriate time to discuss administrative and financial arrangements for detailed design and bridge construction. Technical coordination meetings attended by the governments of the Lao PDR and Thailand, and ADB will also be held during the TA study.

15. Since the TA is advisory in nature, it will not prepare a resettlement plan, ethnic minority/social action plan, or environmental management plan for the Bridge Project. However, it is necessary to ensure that appropriate measures are taken by the governments of the Lao PDR and Thailand for socially and environmentally sound development of the bridge. In this context, as the governments undertake future works for detailed engineering design, they will prepare these plans based on the respective governments' safeguard policies and comply with the plans during implementation of the Bridge Project.

IV. THE PRESIDENT'S DECISION

16. The President, acting under the authority delegated by the Board, has approved the provision of technical assistance not exceeding the equivalent of \$415,000 on a grant basis for Coordinating the Greater Mekong Subregion: North-South Economic Corridor Bridge Project, and hereby reports this action to the Board.

TECHNICAL ASSISTANCE FRAMEWORK

Design Summary	Performance Indicators/ Targets	Monitoring Mechanisms	Assumptions and Risks
<p>Goals</p> <p>(i) Accelerate regional development by linking PRC, Lao PDR, and Thailand by facilitating trade and investment in the region.</p> <p>(ii) Help reduce poverty in northern Lao PDR by providing employment opportunities and enhancing development potential</p>	<p>Economic growth for the project areas</p> <p>Increased tonnage of interregional trade via the project road</p> <p>Increased foreign direct investment in the project areas</p> <p>Improved access to wider range of markets</p> <p>Improved access to employment opportunities</p>	<p>Provincial income accounts, and statistical yearbook</p> <p>Participatory rural appraisal results, monitoring and evaluation</p>	
<p>Purpose</p> <p>Prepare the bridge construction project</p> <p>Reduce transport cost and increase efficiency of moving people and goods by bridge construction</p>	<p>Administrative and financial arrangements for detailed design, consultant selection, and procurement of the civil works</p> <p>Reduced transportation cost of goods and passenger traffic</p> <p>Reduced time required for cross-border movements</p>	<p>Discussion at the final quadripartite coordination meetings</p> <p>Direct measure of transport costs, freight and passenger charges through periodic surveys</p> <p>Direct measure of modal split between the bridge and the ferry services</p> <p>Direct measure of time required for cross-border movement</p>	<p>(R) Adherence to outputs of the TA by the governments of Lao PDR and Thailand</p> <p>(A) Continued growth of Thailand, Lao PDR, and Yunnan Province, PRC</p> <p>(A) Complementary investments in other economic infrastructure, social services, and programs</p> <p>(R) Adequate mitigation measures for social and environmental impacts</p>
<p>Outputs</p> <p>Selection of the bridge site to maximize benefits for Lao PDR and Thailand</p> <p>Technical requirements and specifications for the Bridge and estimated project cost</p> <p>Administrative and financial arrangements for detailed design and bridge construction</p>	<p>Engineering, economic, financial, social, and environmental study</p> <p>Draft final report (June 2005) and final report (July 2005)</p> <p>Site selection agreed upon by the governments of the Lao PDR and Thailand (September 2005)</p>	<p>TA inception review mission to determine planning of the consulting services and decision-making process of the site selection for the bridge</p> <p>TA review mission to review outputs and recommendation of the feasibility study</p> <p>TA review mission to review administrative and financial arrangements for detailed design and bridge construction</p>	<p>(A) Participation of appropriate officials from Lao PDR, Thailand, and PRC</p> <p>(A) Good performance of the consultant, and good cooperation between consultants and government officials</p> <p>(R) Timely implementation of the coordination meetings</p>
<p>Activities</p> <p>Engineering surveys</p> <p>Economic and financial analyses</p>	<p>Planning consulting services and decision-making process selecting the bridge site</p> <p>Outputs and recommendation</p>	<p>Boring survey and morphology analysis of Mekong River</p> <p>Social activities survey, traffic</p>	<p>(R) Timely engagement of consultants</p> <p>(A) Participation of appropriate officials from</p>

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Design Summary	Performance Indicators/ Targets	Monitoring Mechanisms	Assumptions and Risks
<p>Initial social and environmental impact analyses</p> <p>Decision making process on selection of the bridge site</p>	<p>by the consultant</p>	<p>survey, survey of willingness to pay for the bridge toll, economic and financial analyses, toll sensitivity analysis</p> <p>Initial social and environmental impact survey</p> <p>Preliminary bridge design, and project cost estimate</p> <p>Participation in coordination meetings</p>	<p>Lao PDR, Thailand, and PRC</p> <p>(A) Special permission by the governments of the Lao PDR and Thailand for the survey and study in the international border area</p>
<p>Inputs</p> <p>TA review missions</p> <p>International consultants composed of (i) team leader/bridge engineer, (ii) hydrologist, (iii) road engineer, (iv) transport economist, and (v) social and environmental specialist</p> <p>Domestic consultants composed of (i) bridge/road engineer, (ii) hydrologist, (iii) resettlement specialist, and (iv) environmental specialist in the Lao PDR and Thailand</p> <p>Quadripartite coordination meetings among the governments of Lao PDR, Thailand and PRC, and ADB Coordination meetings</p> <p>Technical coordination meetings among the governments of Lao PDR and Thailand, ADB, and the consultants</p> <p>Survey and laboratory testing</p> <p>Complementary assistance from the governments of the Lao PDR and Thailand</p>	<p>At least 3 missions totaling 20 days</p> <p>12 person-months Cost: \$230,000</p> <p>12 person-months Cost: \$18,000</p> <p>First coordination meeting (March 2005) Second coordination meeting (June 2005) Third coordination meeting (timing: TBD) Technical coordination meetings Cost: \$65,000</p> <p>Boring at possible bridge sites Cost: \$25,000</p> <p>Counterpart staff, data and information, and other inputs in kind</p>	<p>Consultant selection process and technical proposals made by the consultants</p> <p>Reports prepared by TA review missions</p> <p>TA performance reports</p> <p>Planning of consulting services and decision-making process to select bridge site</p> <p>Outputs and recommendation of the feasibility study</p> <p>Administrative and financial arrangements for detailed design and bridge construction</p>	<p>(A) Good performance of the consultant, and good cooperation between consultants and government officials</p> <p>(A) Assignment of qualified officials of the governments of the Lao PDR and Thailand</p> <p>(A) Adequate preparations for the coordination meetings</p>

ADB = Asian Development Bank, PRC = People's Republic of China, Lao PDR = Lao People's Democratic Republic, TA = technical assistance, TBD = to be determined.

OUTLINE TERMS OF REFERENCE FOR CONSULTANTS

A. Objective

1. The objective of the regional technical assistance (TA) is to select the best site for the bridge in light of construction cost, river stability, development potential of the border towns, and social and environmental impacts. A team of consultants will carry out an engineering survey and an initial social and environmental survey, assess the project's economic benefits and costs, and recommend the best site for the bridge. The TA will hold coordination meetings among the governments of People's Republic of China (PRC), Lao People's Democratic Republic (Lao PDR), and Thailand and the Asian Development Bank (ADB) to discuss future directions of the Bridge Project. Outputs and recommendations of the consulting services will be presented at the coordination meetings.

B. Scope of Works and Terms of Reference

2. The consultants engaged to conduct the TA will review the feasibility study report of the project preparatory TA for the Greater Mekong Subregion (GMS): Northern Economic Corridor Project (TA 3817-LAO) and the loan documents of the Project (Loan 1989-LAO), and undertake engineering, economic, financial, social, and environmental studies for the central site and the southern site, which may be modified in discussions with the ADB project team during further processing.

3. The consultants will make an initial survey of social activities of the local people, road network, land use, topography, and morphology of the Mekong River in Houayxay and Chiang Khong, and may propose other possible sites that may be considered superior to the central and southern sites.

4. Technical designs for the bridge, approach roads, and associated infrastructure in the Lao PDR and Thailand will be prepared in accordance with internationally recognized highway standards such as the American Association of State Highway and Transportation Officials Standards and the Association of Southeast Asian Nations Highway Standards and Criteria. The consultants will undertake, but will not be limited to the following engineering studies:

- (i) Carry out all necessary topographic investigations at the project site, and detailed geotechnical investigations by boring at the sites where new bridge foundations may be constructed, so as to provide a reasonable basis for site selection and cost estimates of the bridge.
- (ii) Carry out necessary hydraulic and hydrologic studies of the Mekong River, and survey the maximum vessel size and traffic seasonality of inland waterway transport on the Mekong River, so as to determine the type and spans of the bridge, and type and size of abutment, piers, and foundations.
- (iii) Prepare preliminary designs for the bridge to the extent that a reasonable cost can be estimated.
- (iv) Identify locations where disasters such as erosion, landslides, and slope collapse may occur, and prepare preliminary designs for disaster prevention works, if needed.

- (v) Develop preliminary designs of environmental mitigating measures on the bridge and approach roads and its immediate vicinity, as recommended in the initial environmental impact assessment.
- (vi) Prepare preliminary designs for approach roads to the bridge and associated infrastructure including cross-border facilities, taking into account the projected cross-border traffic volume, road safety, mobility of the local people, and access to the north-south economic corridor.
- (vii) Estimate the investment cost including detailed design and construction of the Bridge, the approach roads, and the associated infrastructure such as cross-border facilities; and construction supervision consultants, taking into account works done for other similar projects in the Lao PDR and Thailand.

5. The consultants will do, but will not be limited to the following economic and financial studies:

- (i) Prepare physical and socioeconomic profiles for the project influence area in the vicinity of the bridge.
- (ii) Conduct necessary surveys for traffic counts, origin and destination of each major category of vehicle, and willingness to pay the toll for the bridge. Develop the local traffic forecast and logic for diverting the local traffic to the bridge.
- (iii) Update the economic analysis for the Bridge Project in the feasibility study report of the project preparatory TA for the GMS: Northern Economic Corridor Project, as per ADB's *Guidelines for the Economic Analysis for Projects*. Make a toll sensitivity analysis in comparison with the use of the existing ferry services, and evaluate economic and financial impacts of bridge construction on the existing ferry service companies and the sustainability of their business.
- (iv) Assess the financial viability of the Bridge project as per ADB's *Guidelines for Financial Governance and Management of Investment* to seek private sector financing.

6. The consultants will undertake, but will not be limited to the following initial social and environmental studies for the possible sites for the bridge in accordance with the relevant guidelines and safeguard policies made by the governments of the Lao PDR and Thailand.

- (i) Review safeguard policies of the governments of the Lao PDR and Thailand to be applied to the Bridge Project, and identify the difference between their safeguard policies and ADB's safeguard policies including ADB's Operational Manual (OM) F1 on Environmental Considerations in ADB Operations, OM-F2 on Involuntary Resettlement, and OM-F3 on Indigenous People.
- (ii) Develop suitable environmental mitigating measures for adverse impacts during construction to be included in the project designs.
- (iii) Assess the need for road safety measures and identify appropriate measures.

- (iv) Identify and prepare socioeconomic profiles of the affected communities in the project areas in terms of household sizes, demographic trends, income sources and levels, occupations, socioeconomic conditions, social service infrastructure, and social organizations. Carry out further surveys as necessary.
- (v) Undertake social and poverty analyses as per relevant guidelines made by the governments of the Lao PDR and Thailand. Identify principal beneficiaries of the Bridge Project and evaluate its likely social impact, particularly the potential for indigenous peoples or other vulnerable groups to be affected adversely. Identify the need to develop an ethnic minorities development plan.
- (vi) Assess the impacts of land acquisition or loss of land use on affected people as per relevant guidelines made by the governments of the Lao PDR and Thailand.
- (vii) Assess the impact of bridge operation on existing small ferry operators and any other small businesses that may have to close down as a result of the bridge.

7. The consultants will establish the decision-making process to select the site for the bridge, which will need to be approved by the governments of Lao PDR and Thailand and ADB at the first coordination meeting to be held in the beginning stage of the TA study. The consultants will make an overall assessment by comparing engineering, economic and financial, social and environmental aspects among the central site, the southern sites, and other proposed sites, and recommend the best site for the bridge.

C. Required Expertise

8. The consulting services will be undertaken by an international consulting firm for about 24 person-months: 12 international and 12 domestic consulting services. International consultants (person-months in parenthesis) will include a bridge engineer/team leader (4), a hydrologist (2), a road engineer (1), a transport economist (3), and a social and environmental specialist (2). The domestic consultants in the Lao PDR will include a bridge/road engineer (2), a hydrologist (2), a resettlement specialist (1), and an environmental specialist (1). The domestic consultants in Thailand will provide the same input.

D. Schedule and Reporting Requirements

9. The consulting services will last for 6 months. The geotechnical investigations that involve boring the Mekong River will be conducted in the season when the water level is low. Therefore, the consulting service should start in February 2005 and be completed by end-July 2005.

10. An inception report will be prepared within 45 days of the starting date. It will include results of the initial survey and decision-making process for selecting the site for the bridge, and point out issues to be further studied during the consulting services. A draft final report will be prepared by 20 June 2005. It will summarize the consultants' findings, analyses, conclusions, and recommendations for review and approval by ADB in consultation with the governments of the Lao PDR and Thailand. A final report will be completed immediately after the consultants receive the comments of ADB and the governments of the Lao PDR and Thailand. Three copies of all required documents will be submitted to ADB, and six copies to the governments of the Lao PDR and Thailand.

COST ESTIMATES AND FINANCING PLAN

Table A3.1: Cost Estimates and Financing
(\$'000)

Item	Foreign Exchange	Local Currency	Total Cost
Asian Development Bank Financing^a			
1. Consultants			
a. Remuneration and Per Diem			
i. International Consultants	230.0	0.0	230.0
ii. Domestic Consultants	0.0	18.0	18.0
b. International and Local Travel	20.0	5.0	25.0
c. Reports and Communications	0.0	5.0	5.0
2. Coordination Meetings	50.0	15.0	65.0
3. Surveys and Laboratory Testing	0.0	25.0	25.0
4. Local Transportation	0.0	5.0	5.0
5. Contingencies	30.0	12.0	42.0
Total	330.0	85.0	415.0

^a Financed from the Japan Special Fund, funded by the Government of Japan.
Source: Asian Development Bank estimates.

Table A3.2: Cost Breakdown of the Coordination Meetings

Coordinating Meetings	Participants (number)	Venue	Duration (days)	Cost (\$)
First Quadripartite	8	Project site	5	20,000
Second Quadripartite	8	Vientiane	3	15,000
Third Quadripartite	8	Bangkok	3	15,000
Technical	4	Project site	10	15,000
Total				65,000

Source: Asian Development Bank estimates.