

## 【報告】 International Symposium organized by VIBRA-MOT

目 的：シンポジウム等の学術交流を通じ、ベトナム運輸省、ベトナム橋梁・道路協会ならびにベトナム駐在日本企業の方々との連携強化を図ること。

派遣期間：2012.12.13～15

派遣団：

- ・森地 茂 （政策研究大学院大学 教授、元土木学会会長）
- ・上田 多門（北海道大学 教授、国際センター長）
- ・服部 司 （(独)日本高速道路保有・債務返済機構企画部 計画調整課 課長代理）：講演者 1
- ・高津 俊司（日本コンサルタンツ（株） 取締役副社長）：講演者 2
- ・土橋 浩 （首都高速道路（株） 建設事業部 国際担当部長）：講演者 3
- ・ファン ユイ ウォック（清水建設（株）、国際センター ベトナム担当）
- ・尾崎 宏喜（土木学会 国際センター事務局員）
- ・宮越 優 （同上）

### 1. International Symposium ‘Developing bridge and road construction technology in Viet Nam’ VIBRA-MOT

Date：8 :30-17 :00,December 14th,2012

Venue：The Ho Chi Minh Museum, Hanoi, Viet Nam

◆Presentation abstracts by JSCE delegation：

#### 1) Expressway in Japan

Speaker: Mr. Tsukasa HATTORI, Deputy Director、 Project Planning and Coordination Division, Planning Department Japan Expressway Holding and Debt Repayment Agency (JEHDRA)

#### Abstract:

As of 2012, approximately 9,900km of the arterial high-standard highways (expressways and quasi-expressways) are open to traffic in Japan. The Government of Japan along with the Council has initiated programming and planning of expressways, and the highway public corporations have undertaken construction and operations of them by utilizing the toll road system. This paper describes features of Japanese expressway development system such as planning, effective development of nation-wide network by toll road system and public corporations, and reform of the system in early 2000's. Then briefly introduce some features of Korean and Chinese systems, which also utilize toll road scheme referring to some reports. Although this paper does not cover engineering issues, I would like to explain them at the seminar in Viet Nam in December.

## 2) The experience of High Speed Railway in Japan

Speaker: Dr. Toshiji TAKATSU , Vice-President, Japan International Consultants for Transportation Co., Ltd.

### Abstract:

The Tokaido Shinkansen entered revenue service as the world's first full-scale high-speed railway system on October 1964. Since then, the Shinkansen has played an important role in Japanese business and leisure travel. The Shinkansen is also heralded for reversing the decline of railways in the face of increasing road and air travel and creating a new era of high-speed railway travel. Shinkansen technology has developed in line with Japan's social and economic changes and has seen rising speeds, cost savings, and safety, as well as falling environmental impact. Following the JNR privatization and division, a new Shinkansen construction plan has seen the network expand while each regional operator in the JR group has developed new trains and improved infrastructure targeted at increased speeds and enhanced services based on regional transportation needs. Japan Railway Construction, Transport and Technology Agency (JRTT) is currently constructing about 780 km of new Shinkansen lines on three routes. This paper takes a look at the history of high speed railway(standard gauge) in Japan, the characteristics of high speed railway (Shinkansen), other cases to increase train speed in Japan, opportunity and constrains to improvement of existing line, effects of development in areas alongside Shinkansen.

## 3) Soil Improvement for Extra Soft Ground of Offshore Reclaimed Land and Advanced Technology for Tunnel Construction

Speaker: Dr. Hiroshi DOBASHI, Director for International Affairs Construction Department, Metropolitan Expressway Co., Ltd.

### Abstract:

For the socio-economic growth and sustainable development of the Tokyo metropolitan area, the operation of an effective traffic system requires development of a network with proper balance between radial and circular routes. In this paper, the constructions of Bay-shore Route in the new Haneda airport area and the Central Circular Shinagawa Route are presented. Before the construction of the Bay-shore Route, soil improvement work was carried out in the reclaimed land. Preloading and surcharge method was presented. On the other hand, advanced technologies such as large shield tunnel launching from the ground have been developed to reduce the construction cost and the effect on surrounding environment.



International Symposium 'Developing bridge and road construction technology in Viet Nam'



Mr. Shigeru KIKUKAWA



Mr. Tsukasa HATTORI



Dr. Toshiji TAKATSU



Dr. Hiroshi DOBASHI

## 2. VIBRA 's 25th Anniversary of Ceremony

Date : 8 :00-10 :30,December 15th,2012

Venue : The Ho Chi Minh Museum, Hanoi, Viet Nam

### ◆Speech abstract by the leader of JSCE delegation :

土木学会は 2012 年 4 月に国際センターを発足させ、これまで以上に国際交流活動に力を入れていくこととしております。これに伴い、本年度は日本-ベトナム間にて数多くの学術交流を行ってまいりました。次年度は日越友好 40 周年にあたります。土木学会としても、この記念となる年に更に日本-ベトナム間の関係が親密なものとなるよう努力することをお約束いたします。



VIBRA 's 25th Anniversary of Ceremony





Dr. Shigeru MORICHI, the leader of JSCE delegation

### 3. Technical Tour to ‘The Nhat Tan Bridge Construction Project(Viet nam-Japan Friendship Bridge)’

Date : 13 :30-16 :30,December 15th,2012

#### ◆General Information

- Type of the Bridge :

  - Main Bridge :Cable Stayed Bridge

  - North Approach Bridge :Super-T Girder Bridge

  - North Dyke Bridge :PC-Box Girder Bridge

- Consultant:

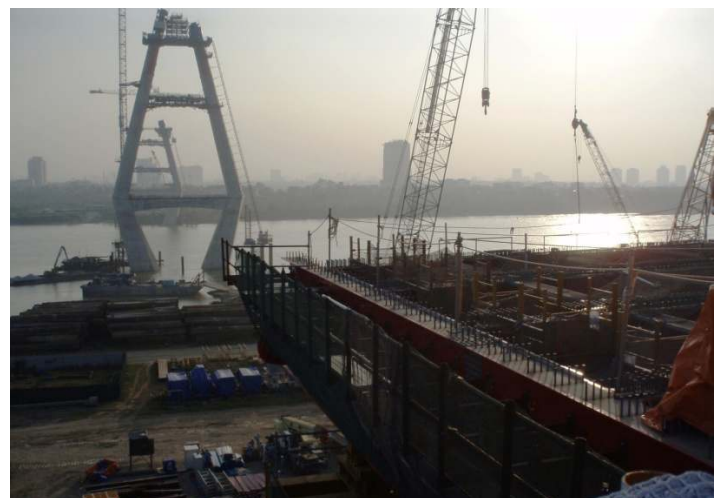
  - Consortium of CHODAI and Nippon Engineering in Association with TEDI

- Contractor:

  - Joint Venture of IHI Infrastructure Systems Co.,Ltd.and Sumitomo Mitsui Construction Co.,Ltd

- Source of Fund:

  - ODA loan from JICA



The Nhat Tan Bridge Construction Project(Viet nam-Japan Friendship Bridge)



Meeting with constructor



JSCE delegation