

The Experience of Indo-China 3 ODA Project and Faced Dubai Construction Boom

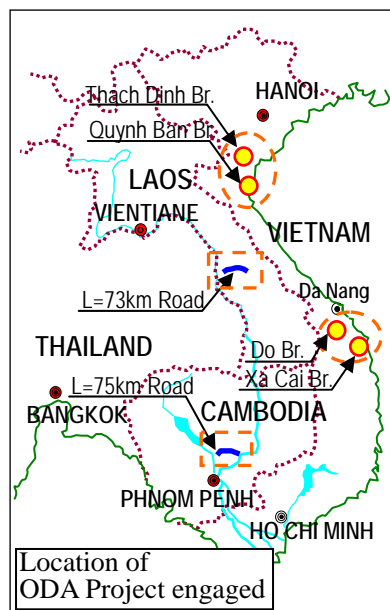
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1. Introduction

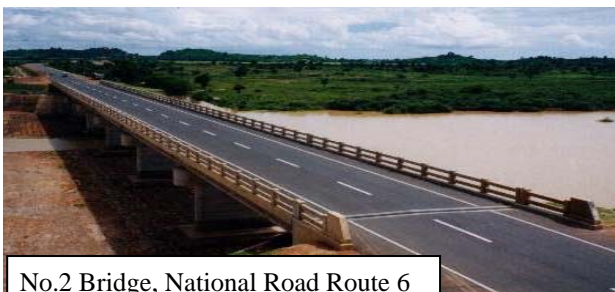
The paper introduces what I thought about the international contribution through my experiences in the overseas construction projects.

2. International Contribution in JICA ODA Project

2-1. Project in Cambodia (Rehabilitation of National Road Route 6 & 7, year 1997 to 1999)



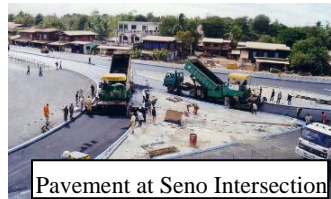
Sixth year after joining Obayashi Corp, the construction project in Cambodia with 75km long road and 10 new bridges was the first overseas project. The danger of landmines and the political unrest had staff have extreme stress. A tragedy was that a Japanese resident engineer of the project was killed by the civil war at July 1997. I was forced to have one month evacuation in Thailand until the project could be



re-started. As the political unrest still remained, I had to always work under protection by the armed guards. In addition to the long distance shifting for the work, I used to wake up with fatigue every morning, and I needed to encourage myself only counting the progress achieved.

2-2. Project in Laos (Improvement of The National Road Route 9, year 1999 to 2003)

For the 73km long road construction, searching for a quarry to produce crushed stone of road material was the first job. The quarry was finally found in the jungle by three months walk around the construction area. The problems for getting stones



from the quarry were removal of unexploded bombs and muddy pool on the 9km access after heavy rains. Even I utilized knowledge from my experience in a similar work in Japan to get stone, the planned production rate of the stone was not easy to achieve. From this experience, I realized that I was mistaken about a part of the work as the whole work. As I became busier, more problems were left unsolved. I had to admit that I could not do everything by myself. I re-examined the principles of the work in terms of technical points and management, and I found that repeating the same procedure of daily site control was so important. Until completion of the project, I kept requiring local staff to follow instructions strictly, and the hands-on road was finally completed with my staff. I was proud of my effort that enables me to know the flatness of the road surface and the density of compaction in each material of the road. It was honor

that I could have young engineers from the Ministry of Communication, Transport, Post and Construction for OJT as a part of technical transfer from Japan to Laos.



Key Words: Direct worker, Rainy season, Dubai construction boom, UXO (Unexploded Ordinance)

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2-3. Project in Vietnam (Reconstruction of Bridges in the Central District, year 2003 to 2005)

The project was for four bridges to be built in two years in the section of approximately 1000km long. I was an only Japanese staff to stay at site, to cover the 150km long section and to take full responsibilities for office setup, staff employment,



Flood under Construction

Thach Dinh Br., Than Hoa Province

construction of substructures and superstructures of bridge and interface coordination with neighbors. I employed 100



Sliding PC Girder by Village worker



Launching PC Girder



Quynh Ban Br., Gghe An Province

village people and trained them to do operation of the concrete plant,

post tensioning and sliding of PC girder. During working with the Vietnamese, I was wondering “How should effective instruction be made?”, “What stimulates the motivation of the Vietnamese for the work?” and so on.

3. Project in Dubai, UAE (Palm Jumeirah Transit System for Monorail Structures, year2005 to 2008)

It was the first Monorail project in Middle East. The project has 5.4km long viaduct for Monorail and 4 stations constructed on a design and build basis. The construction work has started in a peak of construction boom at the end of 2005. Local contractor were not so keen to subcontract from us, because they had too many projects. As a result, we had to change our managing style from subcontracting to direct employment of labors. We hired approximate 1,000 labors, mainly from Bangladesh. I invited the labors who worked for the bridge re-construction as above described from the villages in Vietnam.



Palm Jumeirah Monorail



Monorail Test Running

The Vietnamese workers became the main work force for the project. I and my colleague suffered from supply of ready mixed concrete due to over demand through whole the project. I could go back to the accommodation everynight after I could get confirmation from the supplier to deliver concrete on the next day. Rises in material prices continued, and never end. The prices of steel and diesel had raised three times in two years. The attitude of material supplier was so strong that they were saying that “There are many contractors who wants to buy!”, and they had never discounted. In addition, the employed staffs (Indians and Philippines) were head-hunted, and moved from one to another to chase higher salary in UAE and Qatar. Therefore, we were always required to find new local staffs.

4. What is the requirement of civil engineers to work at construction sites for international contribution?

In Japan the work divided into sections, the role of subcontractor is well established. On the other hand, those who engage in overseas project should deal with a wide range of works by themselves. For example, material and equipment often need to be imported. The requirements in my opinion to civil engineers who are willing to work for overseas projects are as follows;

- 1) Managing ability by my own,
- 2) Power to lead site people with the same vector aiming at completion of project,
- 3) Keeping mind that Japanese as well as other leaders are always watched by local people,
- 4) Take care of any matter happened at site as my own business.

5. Conclusion

Thoughts like “This was accomplished by our effort”, “We did it in our way” and “We are the special team” will be strong incentive for overseas activities. As I appreciate that I was strictly trained by well experienced superiors, I feel that we should do the same things for our followers. These thoughts are a duty of civil engineers who construct civil structures in the world. I hope that I have further opportunity to take a part of international contribution and work with local people faithfully.



Completion Party