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PROJECT REVIEW

RAILWAY REHABILITATION (DOD) 730-11-330-296

PURPOSE

The purpose of the Railway Rehabilitation Project is to restore to service those segments of the Vietnam Railway System (VNRS) which have been damaged by floods and war related action, permitting the movement of rail traffic between Saigon and Long Ha.

This reconstruction is necessary for the conduct of military operations, expansion of pacification and the overall economy of the country.

PLANNING & PROGRAMMING

The planning and programming, including security, for this project is covered in the Joint Campaign Plan AE-144 which is subject to a quarterly review by MACV, ARVN, VNRS & USAID.

To facilitate the planning and programming, as well as implement such plans and programs, with full cooperation and coordination between respective departments and agencies, three committees have been formed:

(1) The Joint Committee for Railroad Restoration Planning, chaired by a member of the GVN-JGS. Represented are members of MACV, ARVN, VNRS and USAID. The overall restoration goals were formulated by this committee for inclusion in the Joint Campaign Plan. This committee meets quarterly or when circumstances require a major change in the overall program.

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(2) The Joint MACV - USAID Coordinating Committee, chaired by a member of MACV-J45 Transportation. Represented are members of MACV, USARV and USAID. This committee meets monthly or as required to coordinate all U.S. Joint efforts.

(3) The Railroad Rehabilitation Standing Committee, chaired by the Director of the VNRS. This committee convenes at the Director's request and is represented by members of ARVN, MACV and USAID. This is a working committee which endeavors to assist the railway with its day to day reconstruction and operational problems.

RESPONSIBILITIES USAID

USAID responsibilities in this railway rehabilitation project, are basically two-fold:

(1) USAID provides the necessary commodity support comprising of track and bridge construction materials, motive power and rolling stock repair parts, including replacement of equipment damaged beyond economical repair, and the necessary construction equipment to perform the overall reconstruction effort in an expedient and economical manner.

(2) USAID has one direct hire U.S. Railroad Advisor assigned to this project to furnish technical advise and assistance to the Vietnam Railway System. The Railroad Advisor also functions as the USAID Project Manager for this DOD funded railroad activity, he furnishes technical advice to the U.S. Military, is responsible for the overall coordination and liason work between the various U.S. Government Agencies and the VNRS.

The Railroad Advisor's staff is comprised of two direct hire Vietnamese, an Engineering Supervisor and a Steno-clerk.

RESPONSIBILITIES, VIETNAM RAILWAY SYSTEM

The Vietnam Railway System's responsibilities covers many fields of endeavor in this rehabilitation project. They provide the actual construction effort, including worktrains, supervision, office and field engineering, construction labor, and a portion of the commodity support from their own financial resources. The commodity support consists of petroleum products, wood crossties and cribbing materials, rock aggregates, earth fill materials, clay bricks, repair parts for foreign manufactured equipment and machinery. The railway system also has their own concrete plant at Thap Cham where they manufacture prestressed concrete bridge beams, concrete railway crossties and concrete brick. Their foundry at Di An supplies them with many essential repair parts for locomotives, rolling stock and track maintenance items.

REHABILITATION GOALS

The goals of this rehabilitation project are predicated on reopening those portions of the railway system where security is reestablished, to continue to provide technical assistance and the necessary commodity support to accomplish the overall goal, that being, a completely operational railway from Saigon to Dong Ha, including all the branch lines, except the Loc Ninh line.

The rehabilitation progress, starting with FY 1968, and the proposed future progress goals, including estimated costs, are as follows:

<u>FY</u>	<u>Station to Station</u>	<u>Total Km.</u>	<u>Bridges repaired</u>	<u>Depots repaired</u>	<u>US\$(1,000) Input Commodities</u>	<u>GVN\$(Mil-lions) Input</u>
1968	Dieu Tri - Van Canh Dieu Tri - Phu Cat Da Nang - Lien Chieu	80	20	3	2,651	131
1969	Hao Son - Dong Tac Tuy Hoa - Line change Tuy Hoa - Van Canh Lien Chieu - Hue Thap Cham - Song Long Song	230	30	4	1,520	174
1970	Hue - Dong Ha Song Long Song - Xuan Loc	252	48	12	550	208
1971	Phu Cat - Quang Ngai	143	26	15	190	208
1972	Quang Ngai - Da Nang Ba Ren - An Hoa	156	30	20		208
	Total	861	154	54	4,911	929

OVERALL RAIL TRANSPORTATION PROGRESS

Rail transport of cargo and passenger service has increased as additional kilometers of the railway were made operational. During FY 1968, 317,000 metric tons of cargo and 408,000 passengers were

transported by rail. Estimates for FY 1969 indicate that rail tonnage will exceed 400,000 metric tons and passengers service will total approximately 845,000. Using FY 1969 as a barometer, combined with the proposed reconstruction, rail transport should exceed one (1,000,000) million metric tons and 4,500,000 passengers during FY 1972.

To attain these transportation goals the VNRS has constructed a number of spur tracks in the past two years to better serve their customers. These spurs have been constructed at the following locations:

- (1) M&M Piers at the Saigon Commercial Port
- (2) RMK Island at Thu Duc
- (3) Ru Ry Quarry at Nha Trang
- (4) Phu Hiep Military base south of Tuy Hoa
- (5) Tuy Hoa Air field (2 spurs)
- (6) Chop Chai Quarry north of Tuy Hoa
- (7) Dieu Tri Quarry west of Qui Nhon
- (8) Phu Cat Air base north of Qui Nhon

The VNRS have diversified their rail operation to handle port clearance in Saigon by either truck or rail, or a combination of both. They are presently considering a pick-up and delivery service to and from the rail lines, and are currently revamping their rolling stock to make it more compatible for palletized loading. To further enhance rail passenger service a commuter train was put into service on May 5, between the Saigon Passenger Station and RMK Island at Thu Duc. This

train will accommodate approximately 800 Vietnamese construction workers to and from work each day. A second commuter train has been proposed to operate between Saigon and Ho Nai to accommodate approximately 2,000 Vietnamese construction workers each day. Under present planning this train should start operations in early June.

In addition to the spur tracks that the VNRS have already constructed, the U.S. Military are presently constructing or planning the construction of a number of spur tracks and yard facilities which will enable them to move cargo direct from various port facilities to military complexes by rail. These include:

- (1) 4½ mile. Branch line to New Port, construction 15% complete.
- (2) 16.2 mile Long Binh Complex, Construction 30% complete.
- (3) Two-1,000 foot spur tracks to the LST Beach, Qui Nhon, Design complete.
- (4) 1.2 mile spur track to the DeLong Piers at Qui Nhon Design 90% completed.
- (5) 1.5 mile spur track and yard Complex at Da Nang Port construction 80% complete.
- (6) 1,000' spur track at Phu Bai.

The economics of moving cargo by rail, plus the advantage of releasing trucks for work in the provinces, has made rail traffic attractive to the military. During the first four months of this calendar year, the railway was the largest single transporter of U.S. Military cargo in the Qui Nhon support area.

GENERAL FACTS AND CONSIDERATIONS

There is no reason to doubt that the reconstruction and complete operation of the Vietnam Railway System will not have a significant influence on the overall social and economic development of south Vietnam. It further must be realized that such a system would serve the military forces with a low cost, dependable means of transportation of which cannot be duplicated by Air or Highway transportation. The cost of reconstructing and securing the railroads of this country is small when compared to other projects offering similar benefits.

The railroads of any nation are the most vital among the common carriers. Therefore, care must be taken to keep these carriers strong, vigorous and progressive. Measures to insure this can be neglected or deferred only at the grave peril to the nations security and survival. In Vietnam as elsewhere in the world, railroads have come to be associated with order, national stability, peace and progress and a fully operational railroad in this country would contribute significantly from the psychological point of view.