

**PROTOCOL BETWEEN THE
GOVERNMENT OF THE PEOPLE'S
REPUBLIC OF CHINA AND THE
GOVERNMENT OF THE UNION OF
MYANMAR ON THE CONSTRUCTION OF
WANTING-KYUKOK AND NAMHPA
(QINGSHUIHE/CHINSHWEHAW)
BRIDGES OVER THE BOUNDARY
RIVERS ALONG THE SINO-MYANMAR
BORDER AND OTHER RELATED
MATTERS**

The Government of the People's Republic of China and the Government of the Union of Myanmar (hereinafter referred to as "the Two Sides"), for the purpose of promoting further development of the friendly relations between the two countries and facilitating interflow of people and two-way trade and in accordance with the relevant provisions of the "Protocol Between the Government of the People's Republic of

China and the Government of the Union of Burma Relating to the Boundary Between the Two Countries ” of February 1962, have decided to sign this Protocol on the construction of Wanting-Kyukok and Namhpa (Qingshuihe) bridges over the boundary rivers along the Sino-Myanmar border and other related matters.

Article 1

The Two Sides have agreed to construct Wanting-Kyukok and Namhpa (Qingshuihe) bridges over the boundary rivers along the Sino-Myanmar border (hereinafter referred to as “ the Boundary Bridges ”) in the light of the following principles:

1. The construction of the Boundary Bridges shall not cause any alteration of the course of the boundary rivers which may consequently change the boundary alignment. There shall be no major adjustment to be made regarding the location of the Boundary Bridges.

2. The Two Sides have agreed that the Chinese side shall be responsible for the design and construction of the two Boundary Bridges and the Myanmar side shall be responsible for provision of timber and rocks. The Two Sides shall share the total costs of the

construction equally.

3. The new bridges shall be owned, used, maintained and managed jointly by the two countries. The Two Sides may conduct joint examination and repairs periodically according to actual situation.

Article 2

The location, type and shape of the new bridges shall be in accordance with the Agreed Notes of the Technical Discussions on the Construction of Wanting-Kyukok and Namhpa (Qingshuihe) Bridges, attached to the present Protocol.

Article 3

In order to ensure the smooth progress of the construction, the Two Sides have agreed that the personnel, vehicles and machineries involved in the bridge construction work from both sides shall be allowed into an area near the construction site within five kilometres on each side of the boundary line for activities related to the bridge construction. The Two Sides have also agreed to provide facilities and necessary security

arrangements in this regard.

Article 4

In order to ensure an uninterrupted interflow of people and trade across the rivers during the bridge construction, the Two Sides have agreed to build one temporary diversion bridge about one kilometre south west of China's Wanting City and one next to the original bridge over Namhpa River (Qingshuihe River). Both temporary diversion bridges shall be used and managed jointly by the two countries and shall be dismantled once the new bridges are completed and put into service.

The Two Sides have agreed that the Chinese side shall also be responsible for the construction of the two temporary diversion bridges.

Article 5

Pursuant to the relevant provisions under clause 2 of Article I of this Protocol, each side shall bear 50% of the total costs of the two Boundary Bridges and the two temporary diversion bridges.

The Chinese side has agreed to pay in advance the total costs of construction. After the completion of the construction, the Myanmar side shall reimburse its share of the cost to the Chinese side. The modality of reimbursement shall be discussed and decided through the diplomatic channel.

This Protocol shall enter into force on the day of its signature.

Done at Beijing in two original copies on May 11, 1991, in the Chinese, Myanmar and English languages, all three texts being equally authentic.

齐怀远

For the Government of
the People's Republic of China



For the Government of
the Union of Myanmar

THE AGREED NOTES OF THE TECHNICAL
DISCUSSIONS ON THE CONSTRUCTION
OF WANTING-KYUKOK AND NAMHPA
(QINGSHUIHE/CHINSHWEHAW)
BRIDGES

1. The following points are agreed by both sides:

(A) Design Criteria of NAMHPA (QINGSHUIHE)

BRIDGE

(1) Bridge Site:

Location of bridge site shall be as per Fig. (1) attached.

(2) Design load:

Truck: 15 tons

Trailer: Trailer truck load distribution shall be as per Fig. (2) attached.

(3) Type of Bridge:

Open spandrel Reinforced concrete Arch Bridge shall be as per Fig. (3) attached.

(4) Total length of bridge:

36.40 m

(5) Width of bridge deck:

8.50 m (net) + 2×1.50 m (foot paths) (as per Fig. (3) attached)

(6) Width of top of formation:

11.50 m on approach roads of length 150 m on each side.

(7) Width of roadway:

8.50 m on bridge and approaches.

(8) Pavement:

Cement concrete on bridge and bituminous concrete on approaches.

(B) Design Criteria of WANTING-KYUKOK BRIDGE

(1) Bridge site:

Location of bridge site shall be as per Fig. (4) attached.

(2) Design load:

Truck – 20 tons

Trailer – Trailer truck load distribution shall be as per Fig. (5) attached.

(3) Type of bridge:

Reinforced Concrete Through Type Arch Bridge as per Fig. (6) attached.

(4) Total length of bridge:

40.00 m.

(5) Total width of bridge:

16.40 m.

(6) Width of top of formation:

16.00 m on approach roads of length 50 m on each side.

(7) Width of roadway:

11.00 m on approaches.

(8) Pavement:

Cement concrete pavement on bridge and bituminous concrete on approaches.

2. Auxiliary Work

Proper bank protection works shall be constructed.

3. Scope of the project

Construction of the main bridge itself, construction of approach roads on each side of the bridge (150 m long approaches in case of QINGSHUIHE Bridge and 50 m long approaches in case of WANTING-KYUKOK Bridge) and construction of temporary diversion road including temporary diversion bridge, shall be treated as components of one single project.

4. Cost estimate

Total cost of construction of each project shall include cost of construction of the main bridge itself, cost of construction of approach roads on each side (150 m long approaches in case of QINGSHUIHE Bridge and 50 m long approaches in case of WANTING-KYUKOK Bridge) and cost of construction of temporary diversion road and bridge.

5. Joint Supervision Committee

A joint supervision committee shall be formed consisting of members of local administrative authorities and local engineers from both sides. The Committee shall be in existence from the date of its formation until the date of inauguration of the bridge.

6. Ownership

The type of bridge ownership shall be joint-ownership. Both sides will be jointly responsible for any repairs to be made in future to any part of the main bridge (only the bridge alone excluding approaches) irrespective of the position on the bridge.

7. Inspection

Joint-Bridge inspection shall be carried out annually after completion of the bridge on dates agreed by both sides (normally after the rainy season).

8. Technical data

All the technical data, such as geological data, hydrological data, survey maps, bill of quantities, cost estimate, design drawings, etc. , collected and prepared for the bridge project by each side shall be provided to the other side.

9. The above-mentioned paragraphs (2) to (8) shall apply to both bridge construction works.