



Northern Delta Transport Development Project (P095129)

EAST ASIA AND PACIFIC | Vietnam | Transport & Digital Development Global Practice |
IBRD/IDA | Investment Project Financing | FY 2008 | Seq No: 17 | ARCHIVED on 28-Jan-2018 | ISR29354 |

Implementing Agencies: Project Management Unit for Waterways (PMU-W), Ministry of Transport, Socialist Republic of Vietnam

Key Dates

Key Project Dates

Bank Approval Date:24-Jun-2008

Effectiveness Date:07-Feb-2009

Planned Mid Term Review Date:01-Nov-2013

Actual Mid-Term Review Date:18-Nov-2013

Original Closing Date:30-Jun-2014

Revised Closing Date:31-Dec-2019

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project's development objective is to enhance the efficiency, environmental sustainability and safety of transport infrastructure and services, through the alleviation of physical and institutional bottlenecks in two major waterway corridors in the Northern Delta Region.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components

Name

Multimodal Transport Corridor Investments:(Cost \$212.52 M)

Investments in Small Ferry Boat Stages:(Cost \$4.70 M)

Institutional Support:(Cost \$4.10 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial

Implementation Status and Key Decisions



The project's original credit has been fully disbursed and was successfully closed on June 26, 2017. Based on evidence from the project's Monitoring and Evaluation (M&E) framework, the Project Development Objective (PDO) has been achieved through implementation of the civil works and consulting services activities financed under the original credit. The additional credit, which will finance construction of the Day-Ninh Co interconnecting canal, shiplock, and bridge ("the DNC canal") - an integrated inland waterway infrastructure facility that has been part of the project's scope since inception - is expected to deepen the degree to which the PDO is achieved, by further facilitating the use of a primary inland waterway transport corridor in the Red River Delta region. The additional credit became effective on October 30, 2017 and has a current closing date of December 31, 2019. At this early stage in the additional credit's implementation period, there have been delays in the preparation and implementation of procurement activities, and in the implementation of the DNC canal subproject's Resettlement Action Plan (RAP). It is expected that bidding processes for civil works will be launched by end-March 2018, and that implementation of the RAP will commence by end-March 2018 as well. Civil works contractors are expected to be mobilized by the September-October 2018 timeframe. As these are 2-year construction contracts, it is expected that DNC canal construction will be completed in the Fall of 2020, making an extension of the project closing date necessary. It is expected that the closing date will be extended through end-December 2020. All project implementing agencies, working closely with the World Bank, remain strongly committed to minimizing further delays going forward and to complete construction works in accordance with the project's social, environmental, and engineering quality safeguards.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● Substantial	● Substantial
Macroeconomic	--	● Moderate	● Moderate
Sector Strategies and Policies	--	● Substantial	● Substantial
Technical Design of Project or Program	--	● Moderate	● Moderate
Institutional Capacity for Implementation and Sustainability	--	● Moderate	● Moderate
Fiduciary	--	● Substantial	● Substantial
Environment and Social	--	● Moderate	● Substantial
Stakeholders	--	● Moderate	● Moderate
Other	--	--	--
Overall	--	● Substantial	● Substantial

Results

Project Development Objective Indicators



► Travel time of 4x400-DWT barges from Quang Ninh to Viet Tri during the dry season (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	47 hrs/280 km	30.6 hrs/276.5 kms	30.6 hrs/276.5 kms	42.3 hrs (10% reduction)/276 km (4 km reduction)
Date	30-Nov-2011	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Travel time of 4x400-DWT barges from Hanoi to Lach Giang estuary during the dry season (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	43 hrs/259 km	37 hrs/257.8 km	37 hrs/257.8 km	40.85 (5% reduction)/257.5 km (1.5 km reduction)
Date	30-Nov-2011	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Average vessel waiting time to enter/exit river system at Lach Giang estuary during the dry season (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	20.00	1.00	1.00	10.00
Date	30-Nov-2011	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Traffic accidents/fatalities related to river crossings at the pilot ferry boat stages (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	7.00	0.00	0.00	6 (20% reduction)
Date	30-Nov-2011	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Waiting time for vessels calling at the Viet Tri Port (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
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Value	24.00	17.00	17.00	19.20
Date	30-Nov-2011	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Total Suspended Solids (TSS) in effluent from coal storage area in Ninh Phuc Port (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	50 mg/l	38 mg/l	38 mg/l	45 mg/l
Date	30-Nov-2011	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Total Suspended Solids (TSS) in effluent from coal storage area in Viet Tri Port (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	50 mg/l	45 mg/l	45 mg/l	45 mg/l
Date	30-Nov-2011	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Emissions of PM10 at Viet Tri Port (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	150 mg/m3	112 mg/m3	112 mg/m3	135 mg/m3
Date	30-Nov-2011	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Emissions of PM10 at Ninh Phuc Port (Text, Custom)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	128 mg/m3	43 mg/m3	43 mg/m3	103 mg/m3
Date	30-Nov-2011	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Vessel travel time from Quang Ninh to Ninh Phuc port (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	60.00	60.00	60.00	48.00
Date	15-Sep-2016	26-Jun-2017	26-Jun-2017	30-Jun-2020

Overall Comments

Intermediate Results Indicators

► Length of waterways improved to desired operating standards (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	539.00	539.00	539.00
Date	24-Jun-2008	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Percentage of DNC canal civil works completed (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	15-Sep-2016	26-Jun-2017	26-Jun-2017	31-Dec-2019



► Ferry Boat stages with improved safety design (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	none	31.00	31.00	28.00
Date	24-Jun-2008	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Timely completion of physical works financed under the original credit (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	24-Jun-2008	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Delivery to MoT/VIWA of draft framework for the planning and sustainable management of inland waterways (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	Y	Y	Y
Date	24-Jun-2008	26-Jun-2017	26-Jun-2017	31-Dec-2016

► Delivery to MoT/VIWA of draft framework for the planning and sustainable management of ferry boat stages (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	Y	Y	Y
Date	24-Jun-2008	26-Jun-2017	26-Jun-2017	31-Dec-2016

Overall Comments



Data on Financial Performance

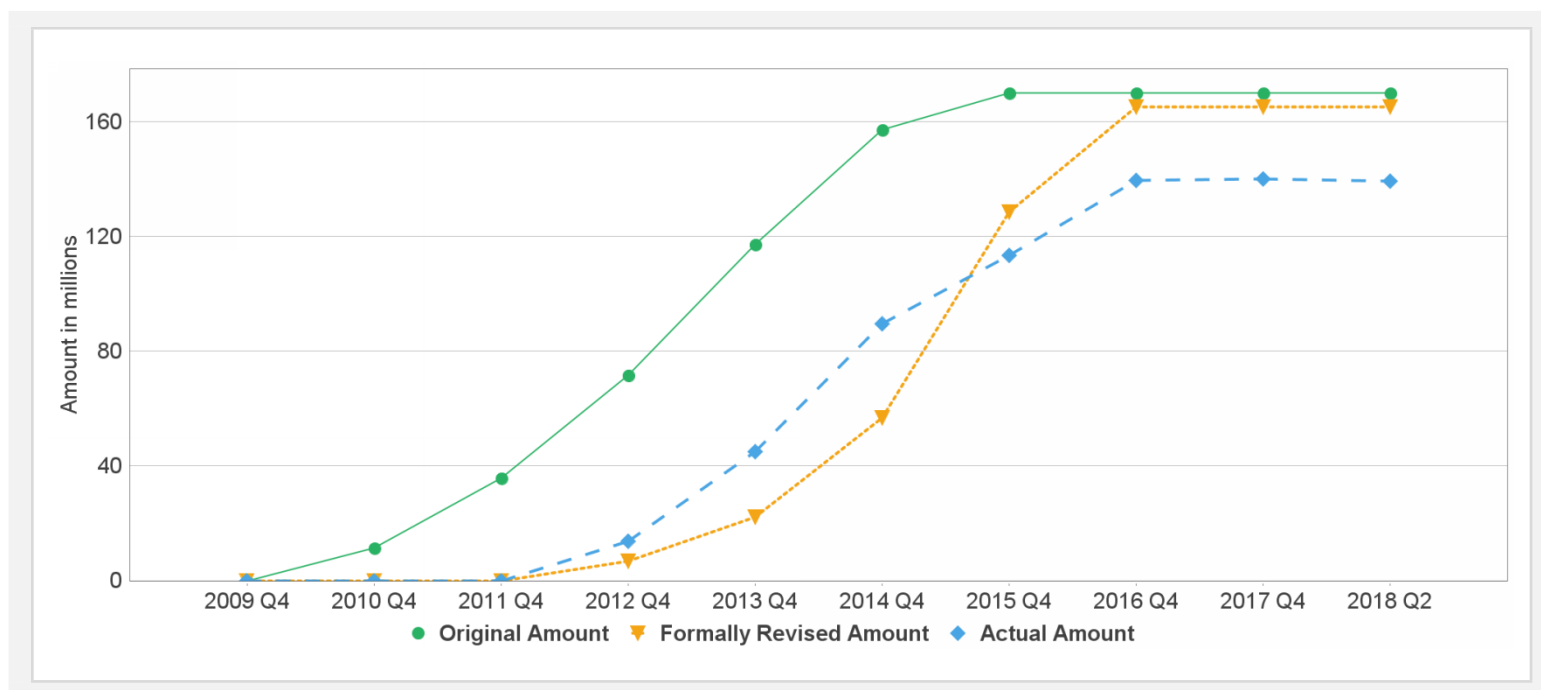
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P095129	IDA-44740	Closed	USD	170.00	155.86	14.14	139.22	0.00	100%
P095129	IDA-60280	Effective	USD	78.74	78.74	0.00	0.00	82.29	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P095129	IDA-44740	Closed	24-Jun-2008	10-Nov-2008	07-Feb-2009	30-Jun-2014	26-Jun-2017
P095129	IDA-60280	Effective	05-May-2017	23-Jun-2017	30-Oct-2017	31-Dec-2019	31-Dec-2019

Cumulative Disbursements



Restructuring History

Level 2 Approved on 02-May-2014 ,Level 2 Approved on 21-Dec-2015 ,Level 2 Approved on 31-May-2016 ,Level 2 Approved on 14-Jun-2016 ,Level 2 Approved on 29-Dec-2016 ,Level 2 Approved on 24-Mar-2017 ,Level 2 Approved on 20-Apr-2017



Related Project(s)

P158976-Northern Delta Transport Development Project Additional Financing
