



Northern Delta Transport Development Project (P095129)

EAST ASIA AND PACIFIC | Vietnam | Transport & ICT Global Practice |
IBRD/IDA | Specific Investment Loan | FY 2008 | Seq No: 12 | ARCHIVED on 29-Feb-2016 | ISR22568 |

Implementing Agencies: PMU-W (PMU for Waterways)

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-May-2016

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 \$147.10 M)

Investments in Small Ferry Boat Stages:(Cost \$4.60 M)

Institutional Support:(Cost \$5.10 M)

Overall Ratings

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



Implementation Status and Key Decisions

Since the last Implementation Support Mission the construction progress momentum that had been attained at that time has continued over the most recent six-month period. Today virtually all civil works activities financed under the project have been completed, including the signature Lach Giang estuary complex, a true game-changer piece of infrastructure for inland waterway and coastal shipping connectivity in the Northern Delta region. As a result of the construction activities implemented under the project there is now: (a) improved connectivity and navigating conditions at well-targeted areas of the Red River Delta inland waterway network; (b) improved cargo handling and storage conditions at two river ports; (c) improved access to market, health, education, and recreation facilities for local communities—and, in particular, women—across 14 provinces in the target region through the provision of safer, more accessible ferry boat stages; and (d) knowledge transferred through the provision of Technical Assistance to the Vietnam Inland Waterway Administration (VIWA) and the Ministry of Transport (MoT). Over the current six-month period it is expected that the project will finalize the only three activities that remain ongoing, which are: (i) a consulting services package for the development of a feasibility study for a future inland waterway project in the Northern Delta region; (ii) a second consulting services package for the provision of training and training-related equipment to government staff in Vietnam's Northern region; and (iii) a goods and services package for the acquisition and installation of navigational aids at selected stretches of the Northern Delta inland waterway network. The remaining months in the project period will also see all construction contracts reach financial closure, thereby allowing the Credit to fully disburse ahead of the closing date of May 31, 2016. It is expected that the project will be receiving additional World Bank financing for the construction of the Day-Ninh Co interconnecting canal and shiplock (DNC canal), an activity that was including under the project scope at inception but was not implemented due to cost overruns accrued over the project's 7-year implementation period. It is expected that the DNC canal will improve the connectivity of Ninh Phuc port by providing more efficient access to the port by ocean-going vessels entering the river system via the newly-completed Lach Giang estuary complex.





Risks

Systematic Operations Risk-rating Tool

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

Results

Project Development Objective Indicators

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

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|---------------|--------------------------------|--------------------------------|---------------|
| Value | 40 hrs/320 km | Quang Ninh-Viet Tri: 35 hrs | Quang Ninh-Viet Tri: 35 hrs | 35 hrs/280 km |
| Date | 24-Jun-2008 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |

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

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|-------------|-------------------|------------------|---------------|
| Value | 7 | 0 | 0 | 20% reduction |
| Date | 31-Mar-2013 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |



► Travel time/distance of 4x400 DWT barges from Quang ninh to Viet Tri during the dry season (hrs) (Text, Custom)

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|-------------|-------------------|------------------|---------------|
| Value | 31 hrs | 10% reduction | 10% reduction | 10% reduction |
| Date | 24-Jun-2008 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |

Overall Comments

Intermediate Results Indicators

► 10% reduction in tariffs for 4X400 DWT barges along two project corridors (VND/ton-km) (Text, Custom)

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|--|---|---|--|
| Value | Quang Ninh-Viet Tri: 199 Hanoi-Da Nang: 172 | N/A (indicator to be dropped under pending restructuring) | N/A (indicator to be dropped under pending restructuring) | Quang Ninh-Viet Tri: 179 Hanoi-Da Nang: 155 |
| Date | 24-Jun-2008 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |

► Reduced waiting time for vessels at Viet Tri Port (Text, Custom)

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|-------------|-------------------|------------------|-------------|
| Value | 24 hrs | N/A | N/A | 19 hrs |
| Date | 24-Jun-2008 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |

► Reduction in Total Suspended Solids (TSS) in effluent from coal storage(measured in mg/l) (Text, Custom)

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|--|--------------------------------------|--------------------------------------|---|
| Value | Ninh Phuc Port: 92 (mg/L) Viet Tri Port:1292 (mg/L) | Viet Tri Port: 43.5; Ninh Phuc - N/A | Viet Tri Port: 43.5; Ninh Phuc - N/A | Ninh Phuc Port: 50 (mg/L) Viet Tri Port: 50 (mg/L) |
| Date | 24-Jun-2008 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |



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

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|-------------|-------------------|------------------|-------------|
| Value | none | 29 | 29 | 20 |
| Date | 24-Jun-2008 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |

► Adoption by MOT/VIWA of a framework for planning and sustainable management of inland waterways and ports (Text, Custom)

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|--------------|--|--|-------------------|
| Value | no framework | Indicator to be revised to "framework developed" but not "adopted"; framework has been developed | Indicator to be revised to "framework developed" but not "adopted"; framework has been developed | framework adopted |
| Date | 24-Jun-2008 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |

► Expenditures on waterway maintenance in Vietnam (US\$m/year) (Text, Custom)

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|---------------|---|---|--------------------------|
| Value | US\$1.5m/year | Indicator to be dropped under pending restructuring | Indicator to be dropped under pending restructuring | 20% increase (US\$1.8 m) |
| Date | 24-Jun-2008 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |

► Emissions of PM10 at Ninh Phuc Port and Viet Tri Port (mg/m3) (Text, Custom)

| | Baseline | Actual (Previous) | Actual (Current) | End Target |
|-------|-------------------------------------|---------------------------------|---------------------------------|---------------|
| Value | Viet Tri - 53.4 Ninh Phuc - 82.3 | Ninh Phuc: N/A; Viet Tri: 152.5 | Ninh Phuc: N/A; Viet Tri: 152.5 | 20% reduction |
| Date | 31-Jan-2013 | 27-Aug-2015 | 27-Aug-2015 | 31-Dec-2015 |

Overall Comments



Data on Financial Performance

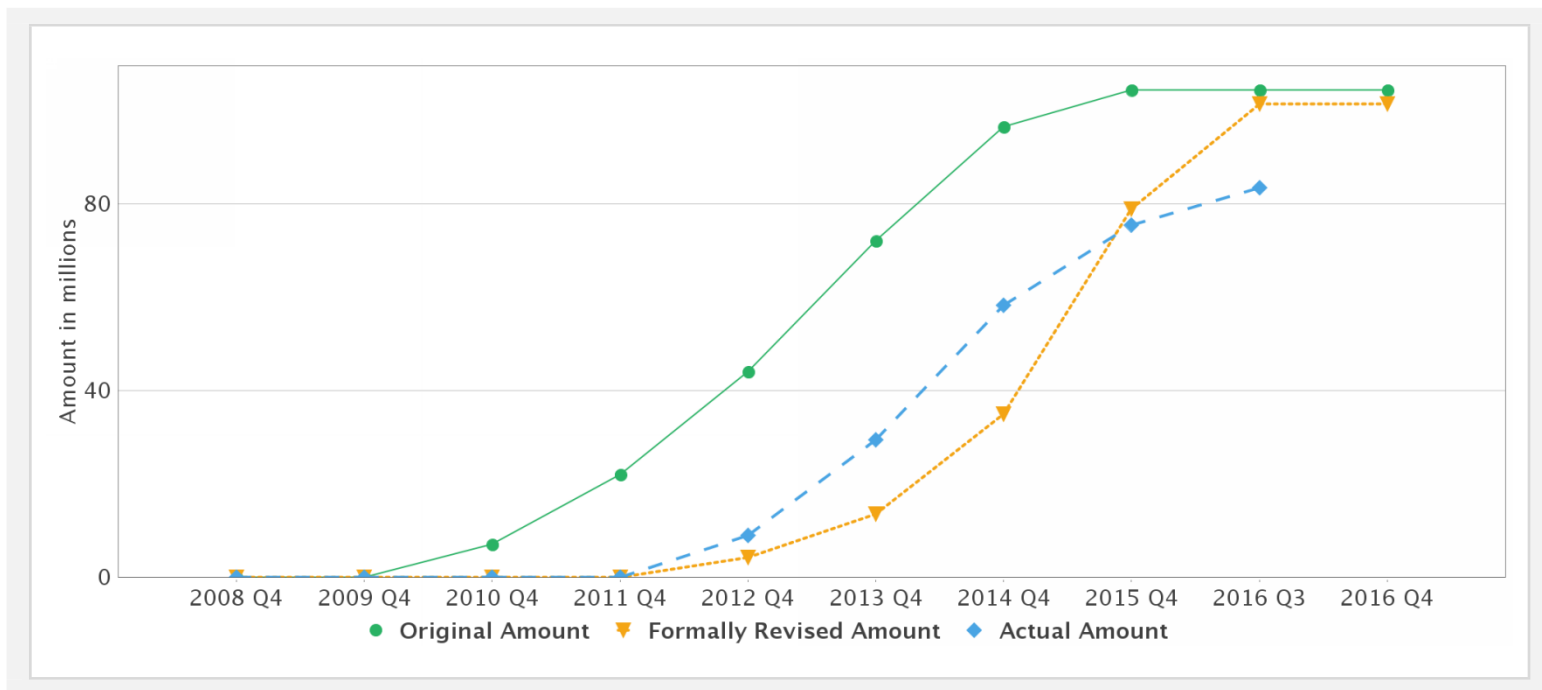
Disbursements (by loan)

| Project | Loan/Credit/TF | Status | Currency | Original | Revised | Cancelled | Disbursed | Undisbursed | Disbursed |
|---------|----------------|-----------|----------|----------|---------|-----------|-----------|-------------|-----------|
| P095129 | IDA-44740 | Effective | XDR | 104.40 | 104.40 | 0.00 | 83.41 | 20.99 | 80% |

Key Dates (by loan)

| Project | Loan/Credit/TF | Status | Approval Date | Signing Date | Effectiveness Date | Orig. Closing Date | Rev. Closing Date |
|---------|----------------|-----------|---------------|--------------|--------------------|--------------------|-------------------|
| P095129 | IDA-44740 | Effective | 24-Jun-2008 | 10-Nov-2008 | 07-Feb-2009 | 30-Jun-2014 | 31-May-2016 |

Cumulative Disbursements



Restructuring History

Level 2 Approved on 02-May-2014 ,Level 2 Approved on 21-Dec-2015

Related Project(s)



P158976-Northern Delta Transport Development Project Additional Financing
