

RESETTLEMENT PLAN

July 2013

VIE: Sustainable Urban Transport for Ho Chi Minh
City MRT Line 2 Project

NOTE

In this report, "\$" refers to US dollars unless otherwise stated.

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RESETTLEMENT PLAN
(July, 2013)

Prepared by the Ho Chi Minh City People's Committee,
Socialist Republic of Vietnam for Asian Development Bank

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ABBREVIATIONS

ADB	Asian Development Bank
DCCB	District Clearance and Compensation Board
DED	Detailed Engineering Design
DMS	Detailed Measurement Survey
DOLISA	Department of Labor, Invalids, and Social Affairs
DONRE	HCMC Department of Natural Resources and Environment
DOT	Department of Transportation
DPs	Displaced Persons
DMS	Detailed Measurement Survey
DPC	District People's Committee
HCMC	Ho Chi Minh City
IOL	Inventory of Losses
LURC	Land Use Right Certificates
MOLISA	Ministry of Labor, Invalids, and Social Affairs
MONRE	Ministry of Natural Resources and Environment
MRT	Mass Rapid Transit
PMU	Project Management Unit
PPTA	Project Preparatory Technical Assistance
ROW	Right of Way
SES	Socio-Economic Survey
SPS	ADB Safeguard Policy Statement (2009)
VND	Vietnamese Dong
WPC	Ward People's Committee

GLOSSARY

Affected person (AP)	- Means any person or persons, household, firm, private or public institution that, on account of changes resulting from the Project, will have its (i) standard of living adversely affected; (ii) right, title or interest in any house, land, water resources or any other moveable or fixed assets acquired, possessed, restricted or otherwise adversely affected, in full or in part, permanently or temporarily; and/or (iii) business, occupation, place of work or residence or habitat adversely affected, with or without displacement. In the case of a household, the term AP includes all members residing under one roof and operating as a single economic unit, who are adversely affected by a subproject or any of its components.
Detailed Measurement Survey (DMS)	- With the aid of the approved detailed engineering design, this activity involves the finalization and/or validation of the results of the inventory of losses (IOL), severity of impacts, and list of APs earlier done during RP preparation. The final cost of resettlement can be determined following completion of the DMS.
Compensation	- Means payment in cash or in kind to replace losses of lands, housing, income and other assets caused by the Project. All compensation is based on the principle of replacement cost, which is the method of valuing assets to replace the loss at current market rates, plus any transaction costs such as administrative charges, taxes, registration and titling costs.
Cut-off date	- Is the day which document approval of invested location to be effected. The District People's Committees (DPC) have responsibility to publicly inform this document approval of invested location and policy of land acquisition to the local communities and affected people. Anyone who occupies or encroaches into the defined boundaries of the Project area after this date will not be compensated for affected assets and incomes.
Entitlements	- Refers to a range of measures comprising compensation, income restoration support, transfer assistance, income substitution, relocation support, etc. which are due to the APs, depending on the type and severity of their losses, to restore their economic and social base.
Eligibility	- Means any person who has settled in the subproject area before the cut-off date, that (i) loss of shelter, (ii) loss of assets or ability to access such assets, permanently or temporary, or (iii) loss of income sources or mean of livelihood, regardless of relocation will be entitled to be compensation and/or assistances.
Income restoration	- This is the re-establishment of sources of income and livelihood of the effected households.
Income restoration program	- A program designed with various activities that aim to support affected persons to recover their income / livelihood to pre-project levels. The program is designed to address the specific needs of the affected persons based on needs assessment and consultations.
Inventory of Losses (IOL)	- This is the process where all fixed assets (i.e., lands used for residence, commerce, agriculture, including ponds; dwelling units; stalls and shops; secondary structures, such as fences, tombs, wells; trees with commercial value; etc.) and sources of income and livelihood inside the Project right-of-way (project area) are identified, measured, their owners identified, their exact location pinpointed, and their replacement costs calculated. Additionally, the severity of impact to the affected assets and the severity of impact to the livelihood and productive capacity of APs will be determined.
Land acquisition	- Refers to the process whereby an individual, household, firm or private institution is compelled by a public agency to alienate all or part of the land

	it owns or possesses to the ownership and possession of that agency for public purposes in return for compensation at replacement costs.
Rehabilitation	- This refers to additional support provided to APs losing productive assets, incomes, employment or sources of living, to supplement payment of compensation for acquired assets, in order to achieve, at a minimum, full restoration of living standards and quality of life.
Relocation	- This is the physical relocation of an AP from her/his pre-project place of residence and/or business.
Replacement cost	- Means the method of valuing assets at current market value, or its nearest equivalent, plus any transaction costs such as administrative charges, taxes, registration and titling costs.
Replacement Cost Study	- This refers to the process involved in determining replacement costs of affected assets based on empirical data.
Resettlement Plan (RP)	- This is a time-bound action plan with budget setting out compensation and resettlement strategies, objectives, entitlement, actions, responsibilities, monitoring and evaluation.
Severely affected households	- This refers to affected households who will (i) lose 10% or more of their total productive land and/or assets, (ii) have to relocate; and/or (iii) lose 10% or more of their total income sources due to the subproject.
Vulnerable groups	- These are distinct groups of people who might suffer disproportionately or face the risk of being further marginalized by the effects of resettlement and specifically include: (i) female headed households with dependents, (ii) disabled household heads, (iii) households falling under the generally accepted indicator for poverty, (iv) children and the elderly households who are landless and with no other means of support, and (v) landless households, and (vi) indigenous people or ethnic minorities.

CURRENCY EQUIVALENTS

(As of July, 2013)

Currency Unit	Vietnamese Dong
1 VND	=\$0.0000475
1 US\$	= VND21,009

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EXECUTIVE SUMMARY

1. *Project Background.* The 2020 Urban Transport Master Plan for HCMC targets a modal share for public transport of between 40 to 50% by the year 2025, an eight to tenfold increase from the current figure of 5%. Central to the achievement of this target is the completion of six Mass Rapid Transit (MRT) Lines within the city. MRT Line 2 is a 11.3-kilometer MRT line originating from Ben Thanh station in the southeast to Tham Luong in the northwest. It traverses six districts of HCMC and passes through the congested Cach Mang Thang Tam and Truong Chinh roads. It will have 11 stations (including Ben Thanh), four of which are interchange stations with other MRT line and seven are stand-alone stations.
2. *When completed the MRT-2 is expected to contribute to the reduction in bottlenecks in transport infrastructure, ease congestion, and improve air quality in Ho Chi Minh City, Vietnam. The Project Preparation Technical Assistance (PPTA) for the Sustainable Urban Transport for Ho Chi Minh City MRT Line 2 or TA-7892 VIE aims to support the development of sustainable low carbon urban transport measures and programs in HCMC. The objective of the PPTA is to ensure that integration of public transport occurs in six districts along MRT Line 2. Its outcomes are: (i) enhanced quality of public transport systems causing (ii) increased modal share of public transport and eventually leading to (iii) significant greenhouse gas (GHG) emission from HCMC.*
3. *The outputs from the PPTA are the identification and basic design of energy efficient, innovative, and transformational measures which will lead to the desired integration. Integration here means (i) improved accessibility to MRT 2 stations; (ii) improved connectivity for public transport serving MRT-2; and (iii) a policy and regulatory environment conducive to and enabling public transport usage instead of private vehicle use. The PPTA covers only 10 stations, excluding Ben Thanh. Ben Thanh was excluded because it is the subject of an ongoing JICA feasibility study.*
4. *The integration measures are aimed at maximizing the benefits of MRT Line 2 to the city and to the country. The most optimal way of maximizing these benefits is to maximize its ridership, thereby reducing travel on the road-based transport system, leading to reduced fuel consumption, greenhouse gas emissions and vehicular accidents.*
5. *The project grouped the integration measures into three solutions. These solutions are not mutually exclusive and instead represent minimum to maximum intervention scenarios. They can also be implemented in phases as the main MRT-2 construction and operation proceeds. Solution 1 consists of basic facilities, and some are indispensable to the seamless operation of the MRT-2 and its integration with other transport modes. These consist of station entrances, vents, bus stops, and footpath improvements. It also includes a bus bay and a motorbike park and ride facility. Geographically, these will be implemented within the 200 meter radius of the station box. Some of these basic facilities such as the vents are located within the approved station box measuring 35 x 150 meters. Solution 2 aims to achieve a fuller provision for integration than Solution 1 where conditions allow. The solution 2 consists of park and ride facilities and subway or footbridge. Future Development Concept (formerly known as Solution 3) has also been developed, which is expected to further boost the station integration to take full advantage of integrating MRT2 and other MRT lines and other transport modes. The Future Development Concept typically involves building a bus terminus or Public Transport Interchange to facilitate passenger transfers between bus and rail and provide bus access to TOD. The Solution 1 and 2 will be definitely be implemented under this project; the Future Development Concept is outside the scope of the project since some of them require city-wide changes, e.g. land use plan; private sector participation, and bus route rationalization, interconnectivity concerns such as single ticketing and reform in the fare structures.*
6. *Scope of Land Acquisition.* Implementation of Solution 1 and 2 requires land recovery. The total of land areas that will be recovered is 16,250 m². The affected land is owned by governmental organizations (Tan Binh DPC, an Army Camp, Urban Management Division of District 10, and PMU1). There is no affected land owned by individuals or households.
7. *A total of 65 affected stall owners will have business affected. The affected stall owners are doing business on the rented land - selling plants, pets, clothes and some other miscellaneous goods. The land for rent is owned by the army camp (among 65 affected stall*

owners, 31 owners have direct renting contracts with the army camp; 13 owners rented from a company - that one-person managed company rented land from the army camp and rent to the stall-owners; and the remaining 21 owners rented from the first renter – their relatives rented land from the army camp but they are no-longer doing business and they left to the now stall-owners to do the business and the now-stall owners just pay the rental fee to the army camp under the name of the relative). The movement of the stalls will affect also on 77 employees who are working permanently for the stalls and one company owner – the company owned by one person who rented land of the army camp to rent to the stall-owners. In addition, 23 employees who are working for the army camp owned gasoline stations will be have their job disrupted for some months as these stations will be affected. There is no resettlement of households required by this Project but just compensation and assistance for movement of 65 stalls/shops. There are 19 vulnerable affected stall owners, of which the female stall-owners who are heads of the households (15) and affected stall-owners who are elderly/children (4).

8. For the affected structures, apart from the two army camp owned stations that will be moved, the implementation of the Solution 1 and 2 will effect on stall structures of 65 stall owners including 8,450 m2 of bricked walls; 7,400 m3 of concreted yards, poles and shelves; 4,700 m2 of toled-roof; 400 m2 of leafed-roof; and 8,620 m2 of barbed-fences/gates.
9. With regard to the public facilities, the implementation of Solution 1 and 2 requires removal of 493 m2 of gates/fences of two parks; 4 lighting poles; 18 traffic posts; 1400 drainage ditches; 8 drainage main-holes; 38 electricity boxes; and 52 telecommunication boxes. Apart from these, the clearing of foot-paths (side-walks and alleys) requires removal of 18 lighting poles; 7 traffic posts, 6 bus-shelters; 320 drainage ditches; 15 drainage main-holes; 8 electricity boxes; 9 telecommunication boxes.
10. *Policy Framework.* The legal and policy framework for compensation, assistances and rehabilitation under the Project is defined by the relevant laws and regulations of the Government of Viet Nam and the ADB Safeguard Policy Statement (2009). Objectives of the project's policy are to avoid, if not minimize resettlement impacts, restore livelihoods and improve living standards of poor and vulnerable households. Compensation will follow the principle of replacement cost. In case of discrepancies between the Government's laws, regulations, and procedures and ADB's policies and requirements, the policies and requirements of the latter will prevail, consistent with Decree No. 38/2013/ND-CP, dated 23 April, 2013 on ODA Management and Use.
11. An Entitlement Matrix and their applications are provided in the main report. It covers the compensation and types of assistance to the APs who are owners of the affected stalls; the employees of the stalls and the gasoline stations; special assistances for the vulnerable affected stall owners; and compensation for the affected assets and public facilities upon the affected land of the governmental organizations. The Entitlement Matrix has been consulted with and agreed on by the APs, DCCBs and local authorities.
12. *Schedule and Estimated Cost.* Implementation of land recovery, compensation and assistances are planned starting from February 2015. The overall budget for implementing the resettlement plan was estimated at VND 24,003,895,977, equivalents to \$1,142,553. The amount earmarked for compensations, assistances, RCS, external monitoring, administration cost (3%) and contingency (10%).
13. *Updating of the Resettlement Plan.* This Resettlement Plan has been prepared based on the IOL and will be updated following the DMS when the detailed design is available. As planned by HCMC-PC, the Resettlement Plan updating will start in August 2014.

I. PROJECT DESCRIPTION

14. The 2020 Urban Transport Master Plan for HCMC targets a modal share for public transport of between 40% to 50% by the year 2025, an eight to tenfold increase from the current figure of 5%. Central to the achievement of this target is the completion of six Mass Rapid Transit (MRT) Lines within the city. MRT Line 2 is a 11.3-kilometer MRT line originating from Ben Thanh station in the southeast to Tham Luong in the northwest. It traverses six districts of HCMC and passes through the congested Cach Mang Thang Tam and Truong Chinh roads. It will have 11 stations (including Ben Thanh), four of which are interchange stations with other MRT lines and seven (7) are stand-alone stations.
15. When completed the MRT-2 is expected to contribute to the reduction in bottlenecks in transport infrastructure, ease congestion, and improve air quality in Ho Chi Minh City, Vietnam. The Project Preparation Technical Assistance (PPTA) for the Sustainable Urban Transport for Ho Chi Minh City MRT Line 2 or TA-7892 VIE aims to support the development of sustainable low carbon urban transport measures and programs in HCMC. The objective of the PPTA is to ensure that integration of public transport occurs in six districts along MRT Line 2. Its outcomes are: (i) enhanced quality of public transport systems causing (ii) increased modal share of public transport and eventually leading to (iii) significant greenhouse gas (GHG) emission from HCMC.
16. The outputs from the PPTA are the identification and basic design of energy efficient, innovative, and transformational measures which will lead to the desired integration. Integration here means (i) improved accessibility to MRT 2 stations; (ii) improved connectivity to public transport serving MRT-2; and (iii) a policy and regulatory environment enabling public transport usage instead of private vehicle use. The PPTA covers only 10 stations, excluding Ben Thanh. Ben Thanh was excluded because it is the subject of an ongoing JICA feasibility study.
17. Concretely, these measures consist of (i) civil works for urban transport facilities integrating existing modes of transport -- motorized or non-motorized, private and public -- with the MRT Line 2 to increase the accessibility and patronage of MRT Line 2; (ii) services to be delivered in these facilities and along the 10 km corridor of HCMC MRT Line 2; and (iii) policy and regulatory measures to encourage public transport usage.
18. The integration measures are aimed at maximizing the benefits of MRT Line 2 to the city and to the country. The most optimal way of maximizing these benefits is to maximize its ridership, thereby reducing travel on the road-based transport system, leading to reduced fuel consumption, greenhouse gas emissions (GHG), travel time, and vehicular accidents. The integration measures address four specific objectives:
 - (i) Managing demand;
 - (ii) Promoting lower carbon choices;
 - (iii) Implementing land use planning;
 - (iv) Introducing new technologies and fuels
19. Demand management consists of controls on private vehicle ownership, parking, and use. The controls are on three areas: (i) fiscal; (ii) institutional capacity; and (iii) actual implementation or enforcement. Demand management also includes public transport subsidies and fare levels.
20. Promoting lower carbon choices consists of three (3) elements: (i) enhancements of accessibility to the stations especially by sustainable transport modes such as walking, bicycling, and public transport; (ii) integration of the metro with other transportation modes; and (iii) travel information.
21. Land use planning, involves review of planning and development controls around stations and transit oriented developments (TOD).
22. Introducing new technologies and fuels consists of the promotion of low carbon emission bus feeder network and park and ride priority to green transport modes such as electric motorcycles.

23. Geographically, these specific objectives are (i) at or near stations; (ii) on the Line 2 corridor; and (iii) city-wide. Measures to promote demand for services of the Metro Line 2 as well as to promote lower carbon choices could be implemented as part of the Line 2 project. Land use planning measures would require application to the whole city to be effective. Land use planning is outside the scope of the project. Finally, new technologies and fuels could be introduced at or near stations and on the corridor.
24. These four concerns involve three (3) cross-cutting outputs or interventions, namely (i) civil works; (ii) services to be delivered in these facilities and along the 10 km corridor of HCMC MRT Line 2; and (iii) policy and regulatory measures to encourage public transport usage.
25. Land recovery and/or resettlement are anticipated to arise mainly from the civil works component of this project as well as from project-induced changes in land uses to promote demand for the metro's services.
26. Civil works are necessary to promote accessibility by sustainable transport modes and to develop a sustainable bus feeder network. The following are the different types of civil works that could potentially be implemented to accomplish the above objectives:
 - (i) Development of kerb side facilities such as bus stops, kiss and ride facilities, "xe-om" and taxi stands, ramps, electric and manual bicycle racks;
 - (ii) Station entrances;
 - (iii) Improvement of footpaths leading to and from station entrances to encourage walking;
 - (iv) Development of park and ride facilities;
 - (v) Subway links or footbridge to transit oriented developments (TOD);
 - (vi) Bus lay-bys and terminus;
27. Civil works are of two general types: (i) those anticipated to be implemented in all 10 stations and (ii) those planned to be implemented in selected stations.
28. Station entrances and kerb side facilities are requirements of all 10 stations. So do footpath improvements, which some stations need to a greater degree than others. These facilities are basic or fundamental, and they can be implemented as part of the larger MRT-2 project.
29. Bus lay bys or bus terminus were planned for three interchange stations with other MRT lines and in two stand-alone stations, namely Tan Binh - near an industrial park and where the only overhead station is planned to be located --and in Hoa Hung station where the MRT could potentially interchange with the Vietnam National Railways (VNR). Their implementation requires the cooperation of other stakeholders such as bus companies and cooperatives. The city bus industry is currently in flux with efforts to consolidate bus ownership into a few operators. Bus re-routing can be planned ahead but cannot be executed until the MRT-2 is in operation.
30. Park and ride and associated facilities such as road widening and subway links to TODs are meant to promote patronage of the metro and switching from private to public transportation. Park and ride facilities are ideally built in areas where land is abundant and relatively low-priced but vehicle ownership is dense, usually in suburban or peri-urban areas at the terminus of transport routes or in major transport interchanges and hubs. As such, park and ride facilities are not planned to be built in all stations.
31. TODs are usually private enterprises or private-public partnerships. They are driven by market and profit considerations. Land use plans, zoning and building regulations, however, influence their realization.
32. Similar to bus lay-bys and terminus, park and ride facilities and TODs make sense only when the MRT-2 is built and operational.
33. Taking the timing of implementation, the cost target, and effectiveness of the entire project, the Project Feasibility studies identified three (3) solutions for civil works. Solution 1 consists of the basic facilities, including the bus lay-by in Le Thi Rieng park and a motorcycle park and ride facility. Solution 2 consists of subway links/footbridge, park and ride facilities. The Solution 3 consists mainly of bus terminals and lay-bys to be built on land with LURCs – however, this Solution is outside the scope of the project.

34. Solution 1 and 2 will be definitely be implemented under this project; Solutions 3 are outside the scope of the project since some of them require city-wide changes, e.g. land use plan; private sector participation, and bus route rationalization, interconnectivity concerns such as single ticketing and reform in the fare structures.

II. SCOPE OF LAND RECOVERY AND RESETTLEMENT

2.1. Measures to Avoid and Minimize Land Recovery and Displacement

35. Basic facilities under Solution 1 will entail recovery of government land. All these facilities are expected to be implemented within the existing right of way (ROW) consisting of the footpaths and land for a public park. Moreover, some of the facilities are to be located within the officially approved station box, measuring 35 x 150 meters. The land for this station box would be acquired by PMU-2 under the Management Authority of Urban Railways (MAUR) of HCMC. The location of these facilities would adjust to the final placement of the station box that would be fixed during the Detailed Engineering Design (DED) stage of the main MRT-2 project. The measures presented in this Resettlement Plan are those to be constructed outside the station box.
36. Solution 1 includes a bus lay-by at Le Thi Rieng. This facility would be located outside the station box. The bus lay-by would be located on land at the Le Thi Rieng Park and would entail land use changes. The structures to be affected above ground are trees and electric utility and decorative lamp posts.
37. Under Solution 2, all pedestrian subways/foot-bridge (crossing Cach Mang Thang Tam and Truong Chinh roads) are located on government land. The motorcycle park and ride facility along Truong Chinh road would also be located on government land under the administration of the army camp. However, land recovery and conversion will effect on business stalls selling plants, pets, clothes and other miscellaneous goods of the stall-owners who rented the land of the army camp for business.
38. Existing parking areas inside public facilities and private commercial centers near the stations have been identified as park and ride facilities. This has rendered it unnecessary to acquire more land and to develop such facilities in some stations. Outside of but related to this project, the DOT is planning to develop a multi-level park and ride facility near Tan Binh station. This is on empty public land and will not entail land recovery and resettlement.
39. The construction and viability of Solutions 2 and 3 would depend to a large extent on the completion and operation of MRT-2. Hence, they are provisionally excluded from this project.

2.2. Impacts on Land

40. This Resettlement Plan presents the impacts of the project under two solutions following the result of IOL carried out in July 2013. As mentioned, Solution 1 and 2 are included in the project, including Tao Dan, Le Thi Rieng, Ba Queo, Pham Van Bach and Tan Binh stations - so this Resettlement Plan covers these two solutions. The IOL form is presented in the Appendix 1 while the descriptive analysis is given in Appendix 2.
41. As mentioned, under these two solutions, five (5) out of the ten (10) stations would entail land recovery. The total land recovery is 16,250 m². The land would be used for motorcycle parking, pedestrian subway link and bus lay-by. The affected land is under administration of government organizations – there is no affected land owned by individuals or households. The land requirement for each station is shown in Table 1.

Table 1: Land Area affected per MRT-2 Station

Station	Design	Solutions	Land area	Owner	Land acquisition out side of MRT2 R.O.W
Tao Dan	Subway link to Trong Dong car parking	Solution 2	Tao Dan Park	PMU1 - DOT	250 m ²
Le Thi Rieng	Bus interchange	Solution 1	Le thi Rieng Park	District 10 PC	1300 m ²
Ba Queo	MC&Bicycle parking	Solution 2	Stalls of 65 stall-owners and two gasoline stations	Army Camp	6000 m ²
Pham Van Bach	MC&Bicycle parking	Solution 2		Army Camp	6700 m ²

Tan Binh	MC&Bicycle parking	Solution 2	Empty land near by Truong Chinh road	Tan Binh District PC	2000 m ²
Total					16250 m ²

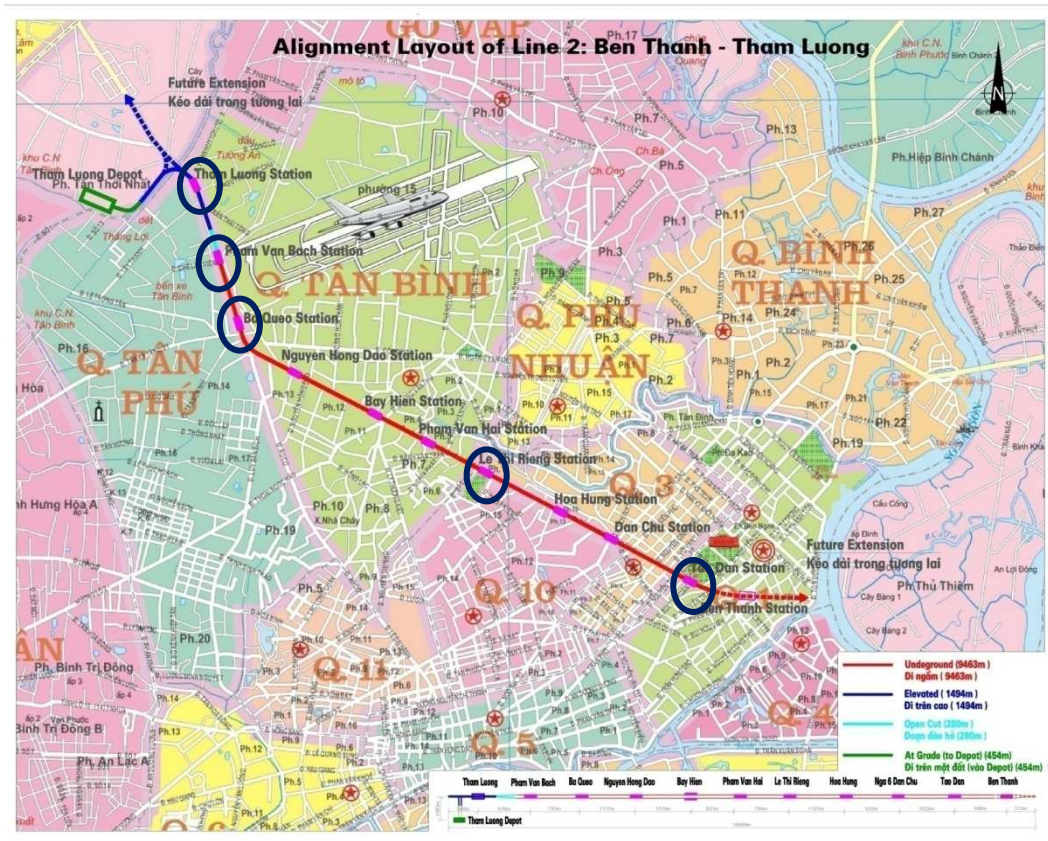


Figure 1: Stations with Land Recovery

2.3. Impacts on Structures and Public Facilities

42. For Ba Queo and Phan Van Bach stations, the implementation would impact on structures of 65 stalls/shops. The structures were constructed on the rented land of the army camp, including barbed fences, bricked walls, concrete yards and shelves, tiled and leaf roofs. These two stations would also impact on two gas stations owned by the army camp. Table 2 below shows the impacts on structures by the project.

Table 2: Structures affected per MRT-2 Station

No	Items	Unit	Le Thi Rieng Park	Tao Dan park	BQ-PVB parking	Tan Binh parking	Total
1	Fence/gate	m	450	120	8000	50	8620
2	Bricked wall	M ²	5000	100	2350	1000	8450
3	Concrete yards, shelves	m ³	2000	100	5000	300	7400
4	Tiled roof	m ²	0	0	4700	0	4700
5	Leaf roof	m ²	0	0	400	0	400
6	Gas stations	unit	0	0	2	0	2

43. Within the land areas (owned by the government organizations) that will be recovered, the public facilities affected is presented in Table 3.

Table 3: Public facilities affected per MRT-2 Station

	Items	Unit	Le Thi Rieng Park	Tao Dan park	BQ-PVB parking	Tan Binh parking
1	Lighting poles	Pole	4	2	0	0
2	Traffic posts	Post	10	0	5	3
3	Drainage ditches	Ditch	200	0	1200	0
4	Drainage main-holes	Hole	5	0	3	0
5	Electric boxes	Box	5	1	30	2
6	Telecommunication boxes	Box	2	0	50	0
7	Trees	trees	50	4	5	0

44. Apart from the above affected facilities, the clear-way of foot-passes (side-walks and alleys) under the Solution 1 also requires removal of public facilities. The Table 4 below presented the affected public facilities by the clear-way on foot-passes for 10 stations.

Table 4: Public facilities affected by foot-passes

	Item	Unit	Total quantity
1	Lighting poles	Pole	80
2	Traffic posts	Post	58
3	Bus shelters	Shelter	27
4	Drainage ditches	M	3160
5	Drainage main-holes	Hole	58
6	Electric boxes	Box	45
7	Tele-communication boxes	Box	49
8	Tree	Tree	11

2.4. Impacts on Business

45. Under the Ba Queo and Pham Van Bach stations, the business of 65 stall-owners will be affected. The affected stall owners are doing business on the rented land to sell plants, pets, clothes and some other miscellaneous goods. The land for rent is owned the army camp. Among 65 stall-owners, 31 stall owners have direct renting contracts with the army camp; 13 stall owners rented from a company - that one-person managed company rented land from the army camp and rent to the stall-owners; and the remaining 21 stall owners rented from the first renter – their relatives rented land from the army camp but they are no-longer doing business and they left to the now stall-owners to do the business and the now-stall owners just pay the rental fee to the army camp under the name of the relative. Rental fees are paid monthly. The affected structures of the stalls were mentioned above (Table 2). The stalls will be moved. Among 65 affected stalls, 44 stall-owners are living (sleeping at night regularly) in the structures and 33 stalls are with employees/helpers living in. The stall-owners and employees are living in the structures to guard their goods, sleeping in temporary shelters made by bamboo or tiles. All the owners and employers have their house elsewhere, either in Ho Chi Minh City (31 affected stall owners) or outside of Ho Chi Minh City (34 affected stall owners).
46. Since the stalls will be affected, 77 employees who are working permanently for the stalls will have their jobs disrupted until the stalls re-established in another location.
47. Land recovery will effect on business of one company. This company is owned by one person – he rented the land of the army camp and rent to 13 stall-owners.
48. As two gasoline stations that owned by the army camp will be affected, job-discontinuation will be for 23 employees of the stations until the stations re-established in another site of the camp.
49. Among the affected stall owners, there are 20 vulnerable affected stall owners, including 15 female stall-owners who are heads of the households; four stall-owners who are elderly and children; and one stall-owner who is ethnic minority (Hoa –Chinese). There is no poor household who is affected.

III. SOCIOECONOMIC INFORMATION ON THE AFFECTED STALL OWNERS

50. The socioeconomic survey was conducted on the week of 25-31 March 2013 and was supplemented in July 2013. The survey covered 65 affected stall owners, 26 employees of the stalls, 23 employees of the gasoline stations and the company owner who rented the land of the army camp to rent to the stall-owners.
51. Among the surveyed stall-owners, 28 persons were males and 37 were females. For the employees interviewed, 31 were females and 18 were males.

3.1. Characteristics of the stall-owners and their households

52. The average age of the stall owners is 43 with the youngest reporting to be 15 years of age and the oldest is 67. Most of the stall-owners graduated secondary school and high school. Table 5 shows the education levels of the stall-owners.

Table 5: Education of Stall-owners

	Frequency	Percent	Valid Percent	Cumulative Percent
Primary	5	7.7	7.7	7.7
Secondary	23	35.4	35.4	43.1
High school	36	55.4	55.4	98.5
Graduate	1	1.5	1.5	100.0
Total	65	100.0	100.0	

53. Among 65 affected stall-owners, 15 female stall-owners who are heads of the households, four stall-owners who are elderly/children; and one stall-owner is an ethnic Chinese who has been living in Viet Nam for many generations.
54. The annual income reported by the respondents varied from as low as VND209 million to VND 234 million. Fifty-three affected stall owners (81.5% of the surveyed affected stall owners) stated the affected business is the main income of the households, while the remaining stall-owners (18.5% of the surveyed affected stall owners) have other main income sources. According to the surveyed data, the average annual income per-head of a stall-owner's household in 2012 was VND 55.9 million (equivalent to VND 4.6 million/month).

Table 6: Annual income and average annual income per-head in 2012

	N	Minimum	Maximum	Mean	Std. Deviation
Average annual income of the stall-owner's household	59	6000	1200000	209559320	234113.756
Average annual income per head in 2012	57	0	250000	55602980	56307.120
Valid N (listwise)	57				

55. The monthly average expenditures of the stall-owner for food is VND 7.76 million, taking account of 45% of the monthly income of the stall-owner's households. The average expenditures for health, education and social festivals/ responsibilities are 9.1 %; 13.6% and 18.5% of the monthly income of the stall-owner's households, respectively.
56. Only five stall-owners have family members who are in labour-age are unemployed (four stall-owner's households have one member and one stall-owner's household has two members who are unemployed).
57. The stall-owner reported that in their residences, they are using piped, deep-well and bottled water for drinking and mostly deep-well water for washing/bathing. The below Tables 7 and 8 show the water sources used.

Table 7: Drinking/cooking water sources in their place of residence

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Piped	13	20.0	20.3	20.3
	Deep well	30	46.2	46.9	67.2
	Bottle	20	30.8	31.3	98.4
	Other	1	1.5	1.6	100.0
	Total	64	98.5	100.0	
Missing System		1	1.5		
Total		65	100.0		

Table 8: Washing/bathing water sources in their place of residence

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Piped	12	18.5	19.0	19.0
	Deep Well	49	75.4	77.8	96.8
	Other	2	3.1	3.2	100.0
	Total	63	96.9	100.0	
Missing System		2	3.1		
Total		65	100.0		

58. Most of the stall-owners (62 out of 65) have motorbikes, telephones, televisions, and rice-cookers.

Table 9: Stall-owner's Household's Assets in their place of residence

	N	Minimum	Maximum	Sum	Mean
Bicycle	24	0	3	22	.92
Motorbike	62	1	8	135	2.18
Car	17	0	3	7	.41
Truck	16	0	1	2	.13
Generator	19	0	1	8	.42
Water pump	50	0	3	57	1.14
Radio	19	0	2	9	.47
Television	61	1	5	83	1.36
Cassette/CD player or DVD	35	0	3	41	1.17
Telephone	50	0	8	144	2.88
Electric fan	43	0	7	108	2.51
Sewing machine	15	0	3	5	.33
Refrigerator	21	0	2	21	1.00
Rice cooker	53	0	2	56	1.06
Others	28	0	2	21	.75
Valid N (listwise)	13				

3.2. The Affected Business

59. Only 11 affected stall owners who just rented the land for business – under one year. The remaining affected stall owners have been renting the land for business from one to seven years. They are selling plants and pets (52 stall owners), decorative items (8 stall owners), clothes (1 stall-owner) and other miscellaneous goods (4 stall owners).

Table 10: Time that the affected stall owners have established business in the location

	Frequency	Percent	Valid Percent	Cumulative Percent
<1 year	11	16.9	16.9	16.9
>1-3	10	15.4	15.4	32.3
>3-5	16	24.6	24.6	56.9
>5-7	4	6.2	6.2	63.1
>7 year	24	36.9	36.9	100.0
Total	65	100.0	100.0	

60. The land renting contract is not a fixed term contract for all renters. The stall owners can sign the short-term, long-term or even open-ended contracts. According to the army camp and the company that rented the land of the army camp and rent to the stall owners – it depends on the needs of the stall owners. If a stall-owner wants to terminate the contract, they can do so with the condition that they inform to the army camp/company two months in advance. As the rental fee is paid monthly, the stall owners who want to terminate the renting contract do not need to pay for the months that the area is not used.

Table 11: Terms that the affected stall owners can rent the area (years)

	Frequency	Percent	Valid Percent	Cumulative Percent
<1	20	30.8	30.8	30.8
>1-3	8	12.3	12.3	43.1
>3-5	5	7.7	7.7	50.8
>7	15	23.1	23.1	73.8
Open	17	26.2	26.2	100.0
Total	65	100.0	100.0	

61. Forty-one of the business stall owners reported having a license. The 24 establishments who reported not having a license. All of the shops reported paying rent, of which 31 stall-owners directly pay to the army camp, 13 pay for the company – that rented the land of the army camp and rent to the stall owners, and the remaining 21 stall owners pay to their relatives and their relatives pay to the army camp.

Table 12: The monthly rental fees (.000 VND)

	Frequency	Percent	Valid Percent	Cumulative Percent
1000-3000	1	1.5	1.5	1.5
3001-5000	6	9.2	9.2	10.8
5001-7000	19	29.2	29.2	40.0
>7001-10000	39	60.0	60.0	100.0
Total	65	100.0	100.0	

62. Aside from the stall-owners, 77 employees are directly involved in running the business. Twenty-one stalls (32.3%) are with one helper/employee and four-teen stalls (21.5%) are with two helpers/employees. Other stalls have more than two helpers/employees. Household members assist stall owners during their free time but these households are not paid for their work.

Table 13: Number of people involved in the business aside from the stall-owners

	Frequency	Percent	Valid Percent	Cumulative Percent
0	3	4.6	5.4	5.4
1 person	21	32.3	37.5	42.9
2 people	14	21.5	25.0	67.9

3	5	7.7	8.9	76.8
4	5	7.7	8.9	85.7
5	3	4.6	5.4	91.1
6	3	4.6	5.4	96.4
7	1	1.5	1.8	98.2
9	1	1.5	1.8	100.0
Total	56	86.2	100.0	
Missing System	9	13.8		
Total	65	100.0		

63. Although 44 stall-owners are living in the stalls, they have house elsewhere either in HCMC (31 affected stall owners) or outside of HCMC. They are living in the shops to guard the goods and out of convenience in order to run their business.
64. The income in 2012 from the stalls of the affected stall owners varied from VND 20 million to VND 234 million after deducting for taxes and other business expenses. The average income of a stall in 2012 was VND million 188,706,900. According to the surveyed data, 53 stall owners (81.5%) reported that the income from the affected business is the main income of the households, and the remaining 12 stall owners (18.5%) have other main source of income.

Table 14: Income last-year from the business after deducting for taxes and other expenses

	Frequency	Percent	Valid Percent	Cumulative Percent
<20000000	6	9.2	10.3	10.3
20000000-30000000	1	1.5	1.7	12.1
30000000-50000000	7	10.8	12.1	24.1
50000000-80000000	8	12.3	13.8	37.9
80000000-100000000	6	9.2	10.3	48.3
>100000000	30	46.2	51.7	100.0
Total	58	89.2	100.0	
Missing System	7	10.8		
Total	65	100.0		

65. With regard to vulnerable affected stall owners (fifteen female stall-owners who are heads of the households; four stall-owners who are elderly/children, and one stall-owner who is ethnic minority), the reported annual income by the stall-owner's households in 2012 (VND million 56.4 millions per person per year) was above the poverty threshold set out by HCMC-PC (the official poverty line in HCMC in 2012 was VND12 million – equivalent to USD 571.19 per person per year). All twenty stall-owners have more than two employees helping for the business. With the only one stall-owner who is a child (15 years-old), the business is with support from his relatives. Fifteen stall-owners have house in HCMC and five has house outside of HCMC. It was observed there is no difference between the stalls of these vulnerable stall-owners with those of others. It was reported the by stall-owners that they have no difficulties in running the business in the location.
66. For the company that rented the land of the army camp to rent to the stall-owners, the monthly income was reported as VND 8.0 million after deducting for taxes and other expenses. This one-person managed company started business nine-years ago with the open renting contract to the army camp. Not only with the location, but also the company is doing business in other two locations by renting governmental and private owned land to rent to the renters.

3.3. Socioeconomic profile of the employees

67. All 77 employees of the stalls has house either in HCMC or outside of HCMC. On average, the employees have being working for the stalls for 3.8 years. According to the surveyed data, the remuneration for the employees varied from VND million 2.5 to VND million 13.5 per month (averagely, VND 2.9 million) and daily meals. The salary is paid monthly. The employees have no contract with the stall-owners.

Table 15: Salary of the employees by the stalls

	Frequency	Percent	Valid Percent	Cumulative Percent
<3mill	26	40.0	55.3	55.3
3mill-4million	11	16.9	23.4	78.7
4million-5million	6	9.2	12.8	91.5
>5million	4	6.2	8.5	100.0
Total	47	72.3	100.0	
Missing System	18	27.7		
Total	65	100.0		

68. Unlike the employees for the stalls, 23 workers of the two army camp owned gasoline stations (MIPEC) have work-contract with the employer. There are three different work-contract terms – three months, six months and one-year. The income of the employees is counted based on the amount of gasoline that the employee sells monthly. The average monthly income of the employees is VND 5.4 million. All lives in HCMC with their families. As the income of the employees depends on the amount of sold gasoline monthly, once the stations affected, their income will be disrupted until the stations are re-established in another side of the army camp.

IV. CONSULTATION AND PARTICIPATION

4.1. Objectives of Consultation and Participation

69. Consultation with affected people and ensuring their active participation will reduce the possibility of arising conflicts and minimize the risks of delaying the project. It enables the project to design the resettlement program as a comprehensive development program in compliance with the needs and priorities of affected people, and therefore maximizes the socioeconomic efficiency and benefits of the investment. The objectives of the community consultation and local participation include: (i) to ensure the participation of local competent authorities and affected people's representatives into the process of planning and making decisions; (ii) to share all information about the project's planned items and activities with the affected people; (ii) to collect information about the needs and priority of the affected people as well as to receive their feedbacks on policies and predicted activities; (iii) to ensure that affected people are fully informed about the decisions which directly impact on their income and living standards, and have opportunities to participate in activities and decisions that directly affect them; and (iv) to ensure the transparency in all activities concerning land recovery, compensation and assistance.

4.2. Consultations and Participation during Preparation of Resettlement Plan.

70. A consultation workshop was conducted in March 2013. The consultation meeting participants (45 persons) included 17 representatives of affected stall-owners; six heads of residential groups; and the remaining were the leaders and staffs of the DCCBs, representatives of the ward and district PCs, District natural resources and environment, finance and representatives of other relevant local agencies. The workshop covered (i) the scope of impacts by the Project (Solution 1 and 2); (ii) the policy on compensation and assistances; (iii) the grievance redress mechanism; and (iv) the schedule of land recovery, compensation and assistances. The list of workshop participants, the minute of the workshop, and the pictures of the workshop are enclosed in the Appendix 3,4 and 5.
71. The project districts of this project are also the districts under the Metro-Line 2 Project; therefore, the district DPs, the DCCBs and the district relevant agencies have sound understanding of requirements of resettlement planning and implementation for ADB funded projects as they had attended one-workshop on resettlement planning and implementation that organized by the Metro-Line 2 Project in October, 2012 and the consultation meetings organized by the Metro-Line 2 Project in the districts with the district DCCBs and affected persons in 2012.
72. A part from the workshops and consultation meetings organized, a separate meeting was carried with each DCCB in March 2013 on the issues of (i) capacity of the DCCB (ii) the compensation and assistant policy for the affected affected stall owners: and (iii) the schedule of planning and implementation of land recovery, compensation and assistances.
73. Consultations were conducted with the affected people in the vicinity of the MRT 2 station beginning in the middle of December 2012, continuing to January 2013 and supplemented in July, 2013.
74. Focus group discussions and interviews were conducted with the affected stall-owners and employees of the stalls and the gasoline in July, 2013. The consultation covered the impacts on the business, the proposed entitlement matrix for compensation and assistance, the awareness and expectations, the opinions, suggestions and concerns of the affected persons. The list of consulted persons during the consultation process is given in the Appendix 6. The below Table 16 shows the consultation activities and the number of consulted persons; the Table 17 presents the issues discussed, the opinions and concerns raised by the affected people and the agreements reached by the affected people and local authorities.
75. During the consultation process, the principles of land recovery, compensation and assistances, as well as the proposed Entitlement Matrix, were disclosed and discussed. The consultation results show that the consulted persons and agencies agreed with the principles and the matrix.

Table 16: Consultation activities and consulted persons

District	Dates	Total No. of Participants	No. of representatives of local agencies	No. of local people (APs and non-APs)	Of which	
					Females	Males
Workshop with representatives of AHs and local authorities	March, 2013	45	28	17	19	26
Consultation Meeting in District 1 (Ben Thanh Ward)	December 2012	26	16	10	11	15
Consultation Meeting in District 3 (Ward 4, 5)	January 2013	23	7	16	14	9
Consultation Meeting in District 10 (Ward 13, 17)	December, 2012	22	5	17	13	9
Consultation Meeting in District 12 (Than Thoi Nat Ward)	December, 2012	25	11	14	11	14
Consultation Meeting in District Tan Binh (Ward 12, 18)	December 2012	23	6	17	10	13
Consultation Meeting in District Tan Phu (Tay Thanh)	December, 2012	19	5	14	12	7
Consultation with the stall owners (Truong Chinh Road)	July, 2013	65	0	65	37	28
Consultation with the employees of the stalls and the gasoline stations (Truong Chinh Road)	July, 2013	33	0	33	9	24
Consultation with the army camp and the company (Truong Chinh Road)	July, 2013	2	2	0		2
		283	80	203	136	147

Table 17: The consultation results

District	Issues discussed	Options, concerns of the APs	Agreements reached with local authorities
Workshop with representatives of AHs, heads of residential groups and local authorities (combined with consultation on the environmental issues)	(i) The impacts by project on land and assets (ii) the policy of the Government and ADB on resettlement; (iii) the grievance redresses; and (iv) the schedule of implementation	Generally, time for start of resettlement for MRT-2 was made clear but government was delayed. Hence, people were confused and raised concerns on resettlement of the MRT-2.	
		Any differences of compensation/assistant provisions in-compared with these of the MRT-2 Project.	Since resettlement will be implemented in the same districts by two projects, the resettlement policies will be harmonized.
		When land recovery will be happened by this Project.	The exact-time of land recovery shall be widely announced during the DMS.
Consultation Meetings in the Districts	(i) The impacts by project on land and assets (ii) the policy of the Government and ADB on resettlement; (iii) the grievance redresses; and (iv) the schedule of implementation	When the DMS will be	After the DED is approved by HCMCP, the DMS will be carried out. The DCCB will announce widely the time of conducting DMS.
		People were concerned by the traffic jam and the noise that construction would create.	The project investor committed to carry out the EMP properly.
		Influx of construction workers could lead to theft and trouble in the community.	The project investor committed to carry out the EMP properly as these are the environmental issues.
		People with stalls on the pavement or walkway would not be allowed to continue during construction.	The investor committed to carry out the EMP properly and compensate properly for the losses.
		People with small shops or rental land could lose income because of land recovery.	The loss will be counted in detailed during the DMS and will be compensated properly.
Consultation with the stall owners (Truong Chinh Road)	(i) The impacts by project on the shops and business (ii) the proposed entitlement matrix, (iii) the opinions, suggestions and concerns of the AHs; (iv) awareness of the AHs on the impacts and entitlements; (v) expectations of the AHs from local authorities on assisting them restore the	Have to find the similar location to re-establish the shops.	The DPC will look at some areas near-by the affected area if the areas are available to introduce to the affected stall owners.
		Loss of customers because of moving.	Transportation allowances will be sufficient covering the amounts of goods of the APs.
		The amount of goods is big – the stall-owners concerned if the allowance for transportation is sufficient.	During the DMS, the allowance will be calculated based on the amounts of goods of the affected stall owners to be

District	Issues discussed	Options, concerns of the APs	Agreements reached with local authorities
	business/income; (vi) the grievance redresses; and (vii) the schedule of implementation		transported and the current costs of transporting.
		Loss of income during the time finding the place to re-establish the shops and for initial time in the new area.	The income lost during the time finding the new place to re-establish the shops and for initial time in the new area will be compensated – as mentioned in the entitlement matrix.
		The shops without business license concerned if their loss will be compensated.	The shops without business license or valid business registration - will be assisted with 50% as of the assistance for those who have business license.
		Have to change the school to the children who are staying in the stalls – if the new area is too far from the now-school.	The land recovery shall be officially and publicly informed to the AHs one-year before hand so as the affected stall owners who have children staying in the stall can change the school before the next-school-year.
Consultation with the employees of the stalls and the gasoline stations (Truong Chinh Road)	(i) The impacts by project on the shops and business (ii) the proposed entitlement matrix for the affected employees, (iii) the opinions, suggestions and concerns of the employees; (iv) awareness of the employees on the impacts and entitlements; (v) expectations of the employees on compensation and assistance; (vi) the grievance redresses; and (vii) the schedule of implementation	The employees of the non-business license stalls concerned if they will get allowance for job-discontinuation.	The allowance for job discontinuation is the same for the employees who are working for the stalls with or without business registration.
		The employees of the stalls and of the gasoline stations concerned if the allowance for job discontinuation (equals to 3 months income from working for the stalls/gasoline stations) is sufficient.	The allowance for job discontinuation will be equal to 3 months income from working for the stalls/gasoline. However, In case the period of discontinuation of business lasts for more than 3 months, assistance will be calculated at the maximum of 6 months income.
Consultation with the army camp and the company (Truong Chinh Road)	(i) The impacts by project on the shops and gasoline stations (ii) the proposed entitlement matrix for the affected business, (iii) the opinions, suggestions and concerns of the company/army camp (iv) expectations of the	Only one opinion is that the time of land recovery should be informed as soon as possible, and by official manner to the company/ army camp, so as they can plan to re-establish their business.	The time of land recovery will be informed by 6-12 months in advance.

District	Issues discussed	Options, concerns of the APs	Agreements reached with local authorities
	them on compensation and assistance; (vi) the grievance redresses; and (vii) the schedule of implementation.		

4.3. Future Consultations and Participation

76. For the next steps of consultation, the design relevant to a particular district and ward will be posted on DPC and WPC offices after the DED had been approved by the HCMC-PC. Attention will be called to these posters through the public broadcast system. The PMU1 in coordination with the DPC and WPC will undertake consultations with residents to discuss these designs.
77. Prior to the commencement of DMS, there will be a public announcement through the public broadcast system, radio, and postings in public places and WPC and DPC offices regarding the DMS. Among others, the WPC and the DPC will provide the following information: (i) what the purpose of the DMS is; (ii) what information will be obtained; (iii) who will collect the information; (iv) how the DMS will be done; (v) how the information collected will be used; (vi) how compensation and allowances will be calculated following the DMS result; and (vi) what cooperation is expected from people.
78. The same process will be followed in the commencement of the RCS. As the implementation of land recovery, compensation and assistances are planned starting from February 2015, RCS needs to be carried out together with the DMS. Once the HCMC-PC approves the updated unit rates, these shall also be disclosed publicly through electronic and physical posting. Flyers and information material on how to compute the amount of compensation will be provided. The information materials will also explain the basis for these unit rates and the methodology used to generate them.
79. PMU1 will hold a separate meeting with vulnerable affected stall owners to get their opinions, suggestions and concerns and incorporated the opinions, suggestions and concerns on the updated resettlement plan and the detailed compensation plan.
80. PMU1 will facilitate the participation of affected business owners and their employees in DMS, RCS, and consultative meetings during updating this Resettlement Plan as well as in preparing the detailed compensation plan.
81. Before submitting to ADB and after getting acceptance of ADB on the Updated Resettlement Plan – the Updated Resettlement Plan (written in Vietnamese) will be posted in DPC and WPC offices as well as in accessible public areas in the affected neighbourhood and ward.

V. GRIEVANCE REDRESS MACHANISM

82. Complaints and grievances related to any aspect of the Project will be handled through negotiation aimed at achieving consensus. According to the Article 138 of land law 2003, Article 63 and Article 64 of this Decree and provisions on settlement of claims in Decree 136/2006/NN-CP and Decree 197/2004/ND-CP, complaints should pass through three stages before they are taken to a court of law as a last resort. The affected persons will be free from any fees for complaint or PMU1 will pay all administrative and legal fees that might be incurred in the resolution of grievances and complaints.
83. The mechanism of complaint and complaint and grievances resolution steps are as below:
- a. First Stage - At Ward People's Committee (WPC)**

An aggrieved affected person may bring his/her complaint to any member of the WPC, in writing or verbally. It is incumbent upon said member of WPC to notify the WPC about the complaint. The WPC will meet personally with the aggrieved affected person and will have 15 days following the lodging of the complaint to resolve it. The WPC secretariat is responsible for documenting and keeping file of all complaints that it handles.
 - b. Second Stage - At district People's Committee (DPC)**

If after 15 days the aggrieved affected person does not hear from the WPC, or if the WPC gives its solutions, but affected person is not satisfied with the decision taken on his/her complaint, the affected person may bring the case, either in writing or verbally, to any member of DPC. The DPC in turn will have 15 days to resolve the case. The DPC is responsible for documenting and keeping file of all complaints that it handles.
 - c. Third Stage - At the Ho Chi Minh City People's Committee (HCMC-PC)**

If after 15 days the aggrieved affected person does not hear from the DPC, or if the person is not satisfied with the decision taken on his/her complaint, the affected person may bring the case, either in writing or verbally, to any member of the HCMC-PC. The HCMC-PC has 15 days within which to resolve the complaint to the satisfaction of all concerned. The PC secretariat of HCMC is also responsible for documenting and keeping file of all complaints that it handles.
 - d. Final Stage - Court of Law**

If after 15 days following the lodging of the complaint with the HCMC-PC, the aggrieved affected person does not hear from the HCMC-PC, or if he/she is not satisfied with the decision taken on his/her complaint, the case may be brought to a court of law for adjudication. Under no circumstance, the affected person will be evicted from his/her property or for the Government to take over his/her property without the explicit permission of the court.
84. The external monitoring agency will be responsible for checking the procedures for and resolutions of grievances and complaints. The EMA may recommend further measures to be taken to redress unresolved grievances. Project consultants will provide the necessary training to improve grievance procedures and strategy for the PMU1 and District staff as and when required.
85. Alternatively, people with concerns about the Project may contact the Resettlement Team of the PMU1 which will be concurrently designated as grievance officers which will be tasked to receive, follow-up and report on a weekly basis all complaints, disputes or questions received about the Project to PMU1.
86. The Resettlement Team of PMU1 will develop and maintain a database of complaints received related to the Project which will contain the following information: nature of the complaint, source and date of receiving complaints, name and address of complainant, action taken, and current status.
87. Affected persons are entitled to claim about their rights of compensation and assistances, compensation unit price and policies, land recovery and other rights related to restructure

support programs. Displaced people's claims must be in written documents. In case of verbal claims, the reception board will record these inquiries in the grievance form at the first meeting with affected persons. Affected persons will present their own cases to PMU1, People's Committees of wards and districts without any charge or fee.

88. The grievance resolution process for the Project, including the names and contact details of grievance officers of PMU1, will be disseminated through information brochures and posted in the offices of the People's Committees at the wards and districts and the office of the PMU1.

VI. LEGAL AND POLICY FRAMEWORK

6.1. Relevant Laws and Regulations of Vietnam

89. The Constitution of the Socialist Republic of Viet Nam (1992) confirms the right of citizens to own and protect the ownership of a house. In addition, the Government has enacted a number of laws, decrees and regulations that constitute the legal framework for land acquisition, compensation and resettlement. The principal documents include the Land Law of 2003, providing Viet Nam with a comprehensive land administration law; Decree No. 197/2004/NĐ-CP, on compensation, rehabilitation and resettlement in the event of land recovery by the State, as amended by Decree No. 17/2006/NĐ-CP; Decrees No. 188/2004/ND-CP and 123/2007/NĐ-CP, Decree No. 84/2007/NĐ-CP specifying the methods for land pricing and land price frameworks in the event of land recovery by the State and Decree no 69/2009/NĐ-CP dated 13/8/2009 providing additional guidelines on land use, compensation, support and resettlement. These are the key legal documents that applied to land recovery and resettlement.
90. Other laws, decrees and regulations relevant to land management, land acquisition and resettlement include the Construction Law 16/2003/QH11 on compensation and relocation of people affected by ground clearance for investment projects, Decree 16/2005-ND-CP on the implementation of the Construction Law, Decree 182/2004/ND-CP on penalties for administrative violations in land issues, Decree 198/2004/ND-CP on land use fees, and Decree No. 12/2009/NĐ-CP dated 12/2/2009 on the management of construction investment projects.
91. Laws, decrees and decisions relevant to public disclosure of information include Land Law, No. 13/2003/QH11, Article 39, requiring disclosure of information to affected people prior to recovery of agricultural and non-agricultural lands of a minimum of 90 and 180 days minimum respectively.
92. Decrees relevant to protection and preservation of cultural property include Decree No. 186/2004/ND-CP requiring that sites currently recognized for cultural and historical preservation and that are situated within the boundaries of waterway safety corridors, should be kept intact according to current legal regulations.
93. Decision on compensation and relocation by the HCMC-PC - Decision No. 35/2010/QĐ-UBND, dated 28 October, 2010 which provides regulations on compensation, support and resettlement when the Government recovers land in Ho Chi Minh City.
94. The following lists out of legal documents that will be applied for land recovery, compensation and assistance by the project, issued by the Government, ministries and HCMC-PC:
 - (i) Land Law No. 13/2003/QH11, which is the country's comprehensive land administration law. The 2003 Land Law supersedes the 1987 and 1993 versions;
 - (ii) Decree No. 181/ 2004/ND-CP, which provides guidelines on the implementation of the Land Law;
 - (iii) Decree No. 188/2004/ND-CP, specifying methods of land pricing and land price frameworks in the event of land recovery by the State;
 - (iv) Circular No. 114/2004/TT-BTC, which guides the implementation of Decree 188.
 - (v) Decree No. 197/2004/ND-CP, which has guidelines on compensation, rehabilitation and resettlement in the event of land recovery by the State;
 - (vi) Circular No.116/2204/TT-BTC, which provides guidelines on the implementation of Decree No. 197.
 - (vii) Decree No. 17/2006/ND-CP, amending Decree No. 181/2004/ND-CP, Decree No. 197/2004/ND-CP, and other decrees;
 - (viii) Decree No. 84/2007/ND-CP, 25 May 2007, which contains supplementary regulations on the issuance of Land Use Rights Certificates (LURC), land recovery, implementation

- of land use rights, proceedings and procedures of compensation, support, resettlement in the event of land recovery by the State, and the settlement of land claims;
- (ix) Circular No. 06/2007/TT-BTNMT of MONRE, which provides guidelines on the implementation of Decree No. 84/2007 ND-CP of 25 May 2007,
 - (x) Decree No. 123/2007/ND-CP, 27 July 2007, which contains additional regulations for Decree No. 188/2004/ND-CP, spelling out methods for land pricing and frameworks for land prices in the event of land recovery by the State;
 - (xi) Decree 69/2009/ND-CP, which contains modified regulations on land use planning, land prices, land recovery, compensation, support and resettlement.
 - (xii) The Construction Law 16/2003/QH11 on compensation and relocation of people affected by ground clearance for investment projects;
 - (xiii) Decree No. 16/2005/ND-CP, which provides guidelines on the implementation of the Construction Law;
 - (xiv) Decree No. 182/2004/ND-CP which provides for penalties for administrative violations in land issues;
 - (xv) Decree No. 198/2004/ND-CP on land use fees;
 - (xvi) Decree No. 12/2009/ND-CP, 2 February 2009, on the management of construction investment projects;
 - (xvii) HCMC-PC Instruction No. 08/2008/CT-UB, 22 April 2002, which contains details on regulations and requirements for land use and house construction;
 - (xviii) Decision No. 69/2008/QD-UBND on land acquisition by the HCMC PC;
 - (xix) Decision No. 35/2010/QD-UBND, dated 28 October, 2010 which provides regulations on compensation, support and resettlement when the Government recovers land in Ho Chi Minh City;
 - (xx) Decisions No.12/2008/QD-UBND, 20 February 2008; 64/2008/QD-UBND, 31 July 2008 on structure compensation price.
 - (xxi) Decision 66/2012/QD-UBND, 28 December 2012, which provides a standard rate for capital investment for construction in HCMC;

6.2. ADB Policy on Involuntary Resettlement

- 95. On 29 June 2009, ADB updated its safeguards policies by integrating its policies on involuntary resettlement, indigenous peoples and the environment into one common Safeguards Policy Statement (SPS). The SPS was approved by the ADB Board on 20 July 2009 and became effective on 20 January 2010. The objectives, scope and principles in the 1995 Involuntary Resettlement Policy have been retained and clarified in the policy update.
- 96. ADB Policy on Involuntary Resettlement aims:
 - (i) To avoid involuntary resettlement wherever possible;
 - (ii) To minimize involuntary resettlement by exploring project and design alternatives;
 - (iii) To enhance, or at least restore, the livelihoods of all displaced persons in real terms relative to pre-project levels; and,
 - (iv) To improve the standards of living of the displaced poor and other vulnerable groups.
- 97. It covers physical displacement (relocation, loss of residential land, or loss of shelter) and economic displacement (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas – regardless of whether such losses and involuntary restrictions are full or partial, permanent or temporary. Moreover, the Policy also applies to associated facilities funded through other sources and involuntary resettlement actions conducted by the borrower/client in anticipation of ADB support.

98. Projects financed by ADB, including associated facilities that are financed by the Government or other sources, are expected to observe the following policy principles:
- a Screen early to identify involuntary resettlement impacts and risks and determine the scope of resettlement planning through a survey and/or census of displaced persons, including a gender analysis, specifically related to resettlement impacts and risks.
 - b Carry out meaningful consultations with displaced persons, host communities, and concerned non-government organizations. Inform all displaced persons of their entitlements and resettlement options and ensure their participation in various stages of the project especially vulnerable and poor groups. Establish a grievance redress mechanism to receive and facilitate resolution of the displaced persons' concerns. Support the social and cultural institutions of displaced persons and their host population.
 - c Improve, or at least restore, the livelihoods of all displaced persons through (i) land-based resettlement strategies when affected livelihoods are land based where possible or cash compensation at replacement value for land when the loss of land does not undermine livelihoods, (ii) prompt replacement of assets with access to assets of equal or higher value, (iii) prompt compensation at full replacement cost for assets that cannot be restored, and (iv) additional revenues and services through benefit sharing schemes where possible.
 - d Provide physically and economically displaced persons with needed assistance, including the following: (i) if there is relocation, secured tenure to relocation land, better housing at resettlement sites with comparable access to employment and production opportunities, integration of resettled persons economically and socially into their host communities, and extension of project benefits to host communities; (ii) transitional support and development assistance, such as land development, credit facilities, training, or employment opportunities; and (iii) civic infrastructure and community services, as required.
 - e Improve the standards of living of the displaced poor and other vulnerable groups, including women, to at least national minimum standards. In rural areas provide them with legal and affordable access to land and resources, and in urban areas provide them with appropriate income sources and legal and affordable access to adequate housing.
 - f Develop procedures in a transparent, consistent, and equitable manner if land acquisition is through negotiated settlement to ensure that those people who enter into negotiated settlements will maintain the same or better income and livelihood status.
 - g Ensure that displaced persons without titles to land or any recognizable legal rights to land are eligible for resettlement assistance and compensation for loss of non-land assets.
 - h Prepare a resettlement plan elaborating on displaced persons' entitlements, the income and livelihood restoration strategy, institutional arrangements, monitoring and reporting framework, budget, and time-bound implementation schedule.
 - i Disclose both the draft and final resettlement plan in a form and language understandable to displaced persons and other stakeholders.
 - j Conceive and execute involuntary resettlement as part of a development project or program. Include the full costs of resettlement in the presentation of project's costs and benefits. For a project with significant involuntary resettlement impacts, consider implementing the involuntary resettlement component of the project as a stand-alone operation.
 - k Pay compensation and provide other resettlement entitlements before physical or economic displacement. Implement the resettlement plan under close supervision throughout project implementation.
 - l Monitor and assess resettlement outcomes, their impacts on the standards of living of displaced persons, and whether the objectives of the resettlement plan have been achieved by taking into account the baseline conditions and the results of resettlement monitoring. Disclose monitoring reports.
99. Calculation of full replacement cost will be based on the following elements: (i) fair market value; (ii) transaction costs; (iii) interest accrued, (iv) transitional and restoration costs; and (v) other applicable payments, if any. In the calculation, depreciation of structures will not be

taken into account. It is expected that qualified and experienced experts will undertake the valuation of acquired assets.

100. Persons or households without formal legal rights nor recognized or recognizable claims to the acquired land are still entitled to be compensated for their loss of assets other than land, such as dwellings or other improvements on the land at full replacement cost, provided that they have occupied/used the land or structures in the affected land prior to the cut-off date.

6.3. Gap Analysis and Gap-Filling Measures

101. There is basic congruence between Viet Nam's laws and ADB's Resettlement Policy especially with regard to the entitlement of persons with legal rights/titles. Existing legislation that provide guidance in (i) determining market/replacement rates and payment of compensation for various types of affected assets; (ii) options for land-for-land and cash compensation; (iii) provision of relocation assistance and support to displaced households during the transition; (iv) provision of resettlement land and housing with secured tenure; (v) additional assistance for severely affected and vulnerable households; (vi) support to livelihood restoration and training; and (vii) notification/disclosure, consultation, and grievance mechanisms.
102. However, ADB Policy does not consider the absence of legal rights of displaced persons on the acquired land as an impediment to receiving compensation for other assets and for rehabilitation assistance. Non-registration of an DP's business also does not bar them from being assisted in restoring their business. There is also slight difference in the definition of major/severe impacts. Key differences between ADB Resettlement Policy and Viet Nam's legislation, including measures to address the differences, are outlined in Table 18 below.

Table 18: Differences between ADB and Viet Nam's Legislation, including Measures to Address the Differences

No.	Items with Difference in Policy	ADB Policy	Viet Nam Legislation (National and HCMC)	Measures to Address the Difference
1	Compensation for affected houses, structures and other kinds under owned households and privates with or without legal papers (Article 26 of Decision No. 35/2010/QD-UBND)	Structure to be compensated 100% of replacement cost, without depreciation and regardless of status of the DP on the land as long as structure was put prior to the cut-off date	<p>a) Houses and structures constructed on land without sufficient conditions for residential land compensation but there were no approved land use plans and planning at the time of construction or construction suitable for the land use plans and planning and did not violate the safety corridors and built prior to 22 April 2002 are compensated by 80% of new construction price. (Article 26-2b, Chapter III, HCMC-PC Decision No. 35/2010/QD-UBND)</p> <p>b) Houses and structures constructed on land without sufficient conditions for compensation, these structure violated the publicly announced land use planning scheme or ROW if built before 22 April 2002 are compensated 40% of new construction price (Article 26-2c, Chapter III, HCMC-PC Decision No. 35/2010/QD-UBND)</p> <p>c) Structures built after 22 April 2002 will not be compensated. (Article 20-2c and 2d, Chapter III, HCMC-PC Decision No. 35/2010/QD-UBND)</p>	<p>Houses and other structures on land without sufficient conditions for residential land compensation, there is no announced land use plan at the time of construction or did not violate the right-of-way will be compensated with cash compensation at replacement cost for the affected portion equivalent to 80% of total compensation cost following current market price for affected houses; as well as review and study necessary assistance amounting to an additional 20% (top-up) of construction price of the affected house for affected people;</p> <p>Houses and other structures built from 22 April 2002, the HCMC PC will review special cases to have particular assistance in order to stabilize the affected persons' lives.</p> <p>Building regulations were publically disclosed in the respective local areas.</p>
2	To support life stabilization and production	Promptly compensate all economically displaced persons for the loss of income or livelihood sources at full replacement cost, and assist through credit facilities, training and employment opportunities.	Compensate and support only registered manufacturing and business enterprise or households.	Assist displaced persons/households who are with or without registered business by providing assistance in accordance with Clause 4,5 Article 33 HCMC-PC Decision No. 35/2010/QD-UBND).
3	Entity that conducts the	Qualified and experienced	Provincial and cities people's committee	Qualified experts will be engaged by HCMC

No.	Items with Difference in Policy	ADB Policy	Viet Nam Legislation (National and HCMC)	Measures to Address the Difference
	valuation of acquired assets.	experts will undertake the valuation of acquired assets	<p>under central authority will establish specific land prices based on the principles stated in Clause 1, Article 56, Land Law.</p> <p>Qualified organizations may provide consultancy on land prices (Article 57, Land Law)</p> <p>In case the land prices stipulated by the HCMC-PC are not close to the actual prices of Land User Rights transfer in the market under normal conditions, a consultancy unit will be hired to determine land values, to be reviewed by the District People’s Committee (Article 9, HCMC-PC Decision No. 35/2010/QD-UBND)</p>	PC/ Government to conduct market replacement cost for land price and non-land assets. This is mentioned in the content of “replacement cost survey” in Resettlement Framework and consistent with Article 1(D)(9) of HCMC-PC Decision 35/2010/QD-UBND dated 28 May 2010.

6.4. Project Principles

103. Principles of compensation and support policies of the project are as follows:
- a Involuntary resettlement and impacts on land, structures and other fixed assets will be minimized where possible by exploring all alternative options.
 - b Compensation will be based on the principle of replacement cost at the time of compensation.
 - c Displaced persons without title or any recognizable legal rights to land are eligible for resettlement assistance and compensation for non-land assets at replacement cost.
 - d Residential land, residential house for replacement should be close to the previous places as much as possible and be suitable to displaced persons. In case the household opts for cash compensation or land is not available, cash compensation or apartment (for land recovery cases) can be used.
 - e Meaningful consultation will be carried out with the displaced persons and concerned groups and ensure participation from planning up to implementation. The comments and suggestions of the affected persons and communities will be taken into account.
 - f The Resettlement Plan (this Resettlement Plan and the updated Resettlement Plan latter) will be disclosed to affected persons in a form and language understandable to them prior to submission to ADB.
 - g Resettlement identification, planning and management will ensure that gender concerns are incorporated.
 - h Special measures will be incorporated in the resettlement plan to protect socially and economically vulnerable groups such as households headed by women, children, disabled, the elderly, landless and people living below the generally accepted poverty line.
 - i Existing cultural and religious practices will be respected and, to the maximum extent practical, preserved.
 - j Culturally appropriate and gender-sensitive social impact assessment and monitoring will be carried out in various stages of the project.
 - k Resettlement transition stage should be minimized. Restoration measures will be provided to displaced persons before the expected starting date of construction in the specific location.
 - l Budget for payment of compensation, resettlement and support will be prepared sufficiently and made available during project implementation. Sites for resettlement and restoration will be available as required.
 - m Reporting and external monitoring should be defined clearly as part of the management system of resettlement. External assessment of the duration and results of the land recovery should be carried out.
 - n HCMC-PC will not issue notice of possession to contractors until the external resettlement monitoring agency has officially confirmed in writing that (i) payment has been fully disbursed to the displaced persons and rehabilitation measures are in place as per the updated Resettlement Plan agreed between HCMC-PC and ADB; (ii) already-compensated displaced persons have cleared the area in a timely manner; and (iii) the area is free from any encumbrances. No land acquisition or site clearing will be done until and after the updated Resettlement Plan has been agreed between HCMC-PC and ADB.

VII. ENTILEMENTS

104. The cut-off date for eligibility to Project entitlements coincides with the date of the decision on land recovery for the Project that will be issued by HCMC-PC and be disseminated by the DPC to local communities and affected people. Anyone who occupies or encroaches into the defined boundaries of the Project area after this date is not entitled to compensation and other assistance for affected assets and incomes.
105. The Entitlement Matrix below – Table 19- addresses the anticipated losses to be incurred in each of the two solutions (Solution 1 and 2) considered for this project. The range of measures in the matrix consist of (i) compensation in cash or in kind at replacement cost for fixed assets; (ii) allowances for income loss and other livelihood restoration and substitution measures; (iii) transfer allowance and transitional assistance for affected stall owners and their employees; and (iv) special assistances for the vulnerable affected stall owners. The receipt, type, and magnitude of the entitlements depend on the eligibility of person as well as on the nature and duration of the impacts on their household or businesses. This matrix is consistent with the entitlement matrix agreed upon between the HCMC-PC and the ADB for the main MRT-2 project. The matrix also was agreed by the affected stall owners and the local authorities during the consultation process. For the affected State-owned land (army camp, public parks, side-walks, etc.) no compensation for the affected land but compensation shall be made for the assets upon the affected land (gasoline stations, fences, gate, etc.) at replacement cost and approved by HCMC-PC.
106. The affected public facilities, compensation shall be made for installation, movement, and connection fees – in accordance with the regulations on technical requirements of the Government.
107. For the company that rented the land of the army camp to rent to the stall-owners, compensation shall be made for the income-lost by land recovery (equivalent to 30% of the annual income). The time of land recovery will be informed to the company six months in advance so as the company can complete the contract with the army camp on a suitable time.
108. For the affected stall owners who rented the State-owned land for business, all the structures of the stalls shall be compensated at replacement cost. Allowance for transportation of their goods to the new place shall be provided sufficiently. Compensation for income lost shall also be provided following the level of income lost. The DPC/DCCB will also assist the AHs to find suitable alternate site for the stalls to re-establish themselves.
109. With regard to the employees of the affected business stalls and two gasoline stations, assistance for remuneration for job discontinuation will be provided equal to 3-months income from working for the stalls. In case the period of discontinuation of business lasts for more than 3 months, assistance will be calculated at the maximum of 6 months income.
110. For the vulnerable affected stall owners, on-top of the compensation and assistance as for other business-owners, they will be assisted by cash to supplement their business-source (e.g. buy more goods). In addition, the DPC/DCCBs will consider and find a place to rent to the vulnerable affected stall owners with preferable price in the nearby area of the affected site.
111. Approved changes in project design during the construction phase can lead to new affected individuals, households and/or organisations. These new affected persons are entitled to the same entitlements as those affected/households identified during project preparation.
112. The Entitlement Matrix shall be updated during the resettlement plan updating latter-on through meaning consultations with the affected persons and local authorities.

Table 19. Entitlement Matrix

Types of Impact/ Loss	Eligibility/ Application	Entitlement Policy	Implementation Issues
Loss of Public Land (4 governmental organisations)	Organizations using State owned land	No compensation for the affected land but compensation for the trees and structures upon the affected land at replacement cost and approved by HCMC-PC	
Loss of Structures (4 governmental organizations and 65 affected stall owners)	Structures built on land ineligible for residential land compensation but at the time of building, there were no land use plans or planning released by a competent authority, do not violate protection corridors and built on or before 22 April 2002	Cash compensation at replacement cost for the affected portion which is equivalent to 80% of total compensation cost following current market price for affected houses; as well as review and study necessary assistance amounting to an additional 20% (top-up) of construction price of the affected house for affected people.	For houses and other structures built from 22 April 2002, the HCMC PC will review special cases to have particular assistance in order to stabilize the affected persons' lives. Building regulations were publically disclosed in the respective local areas.
Impact on Public Facilities (electric poles, telecom, irrigation system, ward/village structures, pagoda, etc.)	Owners of the affected assets	Cash compensation at replacement cost for the affected facilities or reconstruction, reinstallation, if required by the owners.	Article 30 of Decision No.35/2010/QD-UBND dated 28 May 2010
Loss of Business (01 Company and 65 affected stall owners)	Individuals/households who are with business license or valid business registration and fulfill their taxation duties and had to discontinue their business because of relocating to new place	Will be assisted as follows: If income is below D2 million/month: one time cash assistance of D2 million/household. If income is from D2 million/month to below D4 million/month: one time cash assistance of D4 million/household. If income is from D4 million/month to below D6 million/month: one time cash assistance of D6 million/household If income is from D6 million/month to below D8 million/month: one time cash assistance of D10 million/household. If income is D8 million/month or more: one time cash assistance equivalent to 30% of one year's revenue after taxation, according to the average rate of revenue of	According to Point b, Clause 4, Article 33 of Decision No.35/2010/QD-UBND

Types of Impact/ Loss	Eligibility/ Application	Entitlement Policy	Implementation Issues
		the immediate previous 3 years certified by the Tax Agency but not lower than D10 million/household. If they are only partially affected and will not require relocation, they will receive, 50% of the allowances set out above.	
	Individuals/households who are without business license or valid business registration but fulfilled their taxation duties and had to discontinue their business because of relocating to new place	<p>Will be assisted with 50% as of above assistance</p> If income is from D2 million/month to below D4 million/month: one time cash assistance of D2 million/household. If income is from D4 million/month to below D6 million/month: one time cash assistance of D3 million/household If income is from D6 million/month to below D8 million/month: one time cash assistance of D5 million/household. If income is D8 million/month or more: one time cash assistance equivalent to 30% of one year's revenue after taxation, according to the average rate of revenue of the immediate previous 3 years certified by the Tax Agency. If they are only partially affected and will not require relocation, they will receive, 25% of the allowances set out above.	According to Point c, Clause 4, Article 33 of Decision No.35/2010/QD-UBND
	Economic institutions and production collectives (cooperatives) that have to discontinue their business because of relocating to new place or will be partially affected	One time cash assistance equivalent to 30% of one year's revenue after taxation, according to the average rate of revenue of the immediate previous 3 years certified by the Tax Agency. If they are only partially affected and will not require relocation, they will receive, 15% of one year's revenue after taxation, according to the average rate of revenue of the immediate previous 3 years certified by the Tax Agency.	According to Point a, Clause 4, Article 33 of Decision No.35/2010/QD-UBND

Types of Impact/ Loss	Eligibility/ Application	Entitlement Policy	Implementation Issues
Assistances/Allowance			
Loss of Livelihood	Households losing livelihood/ income	<p>In connection with the overall objective of the resettlement framework to assist displaced persons to enhance or at least maintain their livelihood and living conditions in real terms prior to pre-project levels, additional support will be provided to assist displaced persons who are found to be unable to at least restore their previous livelihood/income levels and living conditions even after receiving the assistance package as provided for in this resettlement framework.</p> <p>Displaced persons who will be assessed during the conduct of internal and external resettlement monitoring activities for the Project. HCMC-PC will consider specific proposals for providing additional support to help already assisted displaced persons to fully restore their livelihood and living conditions. Support may be through the provision of job-referrals to members of displaced persons' households, credit facilities and other appropriate assistance as may be identified in the assessment during resettlement plan implementation and evaluation.</p>	
	Transportations (65 affected stalls)	The actual amount will be in conformity with the locality's actual conditions and based on the affected person having a legally valid rental agreement.	Renters to be displaced will be informed 3-6 months prior to the need to relocate.
Impacts on Affected Vulnerable Groups	Households headed by women, social policy households (poor families), households headed by elderly and disabled	As described previously, the Project will assist poor and vulnerable households in obtaining a new place to live and re-establish their income resources. In addition, displaced persons who are currently receiving social assistance will receive the following additional assistance: (a) Vietnamese Hero Mothers, Military and	Article 34 of Decision No.35/2010/QĐ-UBND dated 28 May 2010 specifies "Social policy households" as those indicated in categories (a) to (c).

Types of Impact/ Loss	Eligibility/ Application	Entitlement Policy	Implementation Issues
		Labor hero: D6 million/household. (b) Wounded soldiers, Martyrs' families (parents, spouses or children are martyr): D4 million/household. (c) Families of those who supported revolution, families of the veteran revolution, families of retired cadre and the other persons otherwise entitled to social assistance (including those living below the poverty line and poor female headed households): D2 million/household..	

VIII. RELOCATION OF BUSINESS

113. Two army-owned gasoline stations (MIPEC) will be fully compensated at replacement cost to move-out of the site. The army has its own available land and can re-establish the stations in another area. The DCCB will inform officially to the army on the time of land recovery so as the army can proactively construct the new stations in another area to avoid/minimize business disruption and immediately continue the business when the two stations are affected.
114. The following strategy will be applied to relocate the affected business of 65 stall-owners in Truong Chinh Road:
 - (i) The stall-owners will receive compensation and allowances for stall owners to relocate the stalls themselves.
 - (ii) Before or during the DMS, the DPCs and the DCCBs will review the land-use situation of the locality and find out if any area that is available and suitable for stall owners to transfer and re-establish their affected business. In the consultations during the DMS, the DPC and DCCB will introduce to the shop-owners to consider moving there. The DPC will assist and facilitate the renting procedures. If the stall-owners can find another suitable place, they can select themselves.
 - (iii) The DPCs/DCCBs will find a place – which is suitable and acceptable to the vulnerable affected stall owners - to rent to the vulnerable affected stall owners with preferable price.
 - (iv) The DCCBs will measure the goods of the stalls adequately so as to calculate the transportation allowance sufficiently to provide to the affected stall owners.
 - (v) All compensation and allowances shall be made fully to the affected stall owners before movement of the stalls.
 - (vi) The time of land recovery shall be officially informed to the affected stall owners one-year in advance – adequately to the affected stall owners to find the alternative place for re-establishment of the business and to change the school to their children – if the new place is too far from the affected location.
 - (vii) Internal and external assessment shall be carried out on the period of business re-establishment and the period discontinuation of the business. In case the re-establishment and income discontinuation is longer than 03 months, the additional assistance for the affected stall owners shall be calculated and provided following the consultations with the affected stall owners and the employees.

IX. RESETTLEMENT BUDGET AND FINANCING PLAN

115. The budget covers compensation costs, allowances, administration costs, RCS, internal and external monitoring, and contingency. PMU1 will use counterpart fund for resettlement plan preparation and implementation and ensure timely provision of counterpart funds for resettlement to meet any unforeseen obligations in excess of the resettlement budget in the agreed resettlement plan in order to satisfy resettlement requirements and objectives.
116. The budget estimation was carried out based on the result of the IOL in July 2013, and followed the result of the RCS conducted in 2012 for the Metro-Line 2 Project. The RCS result is still applicable because (i) the land prices have been stable or no price increase in the city for three consecutive years, (ii) there has been no change on the costs of the construction materials in 2013 compared to this in the year 2012 as in the official statistical data of the Government and of HCMC; and (iii) the consulted agencies and affected stall owners assessed that the result of the RSC done in 2012 for the Metro-Line 2 is still acceptable.
117. The total costs for resettlement was estimated as VND 24,003,895,977, equivalents to \$1,142,553. The Table 20 below shows the total costs by items. The detailed cost estimations by items are presented in the Appendix 6.

Table 20: Total Budget Estimations for Resettlement

Station	Le Thi Rieng Park	Tao dan Park	BQ-PVB parking	TB-parking	Other stations/ locations	Total
Affected Structures	1,487,500,000	74,000,000	6,460,000,000	245,500,000	1,703,000,000	9,970,000,000
Public facilities removal	216,000,000	13,000,000	930,000,000	13,000,000	3,439,000,000	4,642,600,000
Allowance for Income Lost of business HHs	-	-	2,520,000,000	-	-	2,520,000,000
Allowance for Job discontinuation of employees	-	-	1,512,600,000	-	-	1,512,600,000
Transportation Allowance	-	-	650,000,000	-	-	650,000,000
Special assistance for Affected Vulnerable Groups	-	-	88,000,000	-	-	88,000,000
Direct Resettlement Cost	1,723,500,000	89,000,000	12,160,600,000	260,100,000	5,150,000,000	19,383,200,000
Replacement cost survey						1,050,439,988
External Monitoring						1,050,439,988
Administrative Cost (3%)						581,496,000
Contingency Cost (10%)						1,938,320,000
Total Cost						24,003,895,977

118. The resettlement budget will be updated during the resettlement plan updating following the results of DMS, RCS and consultations with affected stall owners and local authorities.
119. Based on the detailed compensation plan approved by the DPCs, the budget will be transferred from state budget of HCMC to the DCCBs to implement of resettlement. PMU1 and cooperate with the DPCs/DCCBs and HCMC-PC to ensure that the resettlement budget will be transferred timely and adequately for resettlement implementation.

X. INSTITUTIONAL ARRANGEMENTS

10.1. Responsibilities

120. The institutional arrangements for this project are spelled out in Chapter VI of Decree 197/2004 ND-CP and Chapter V of Decree 84/2007 ND-CP. The responsibilities of the various parties are described in Decrees 197/2004 and 84/2007 and in Decision 35/2010 of HCMC-PC.

10.1.1 Ho Chi Minh City People's Committee (HCMC-PC)

121. HCMC-PC will have the following responsibilities

- a Generate awareness on the project development to all relevant institutions and various administrative levels within the City.
- b Approve the resettlement plan and updated resettlement plan prepared for the Project.
- c Direct its relevant departments such as Departments of finance, construction, transport and environment to help in the preparation and implementation of the resettlement plan and the updated resettlement plan.
- d Approve the unit rates which are detailed in the replacement cost survey report as proposed by the qualified appraiser to enable DCCBs in finalizing the compensation plans.
- e Approve the compensation plan and overall resettlement plan budget which will be reviewed and submitted by the DOF
- f Settle complaints and outstanding at the city level, as well as forced relocation as may be necessary.

10.1.2 Project Management Unit No.1 (PMU1)

122. The Project Management Unit No. 1 (PMU1) of the Department of Transport will have the following responsibility.

- a Participate in preparation and implementation of the resettlement plan and the updated resettlement plan in collaboration with the People's Committees at various levels and the DCCBs and submit the same for approval of HCMC-PC and for ADB review and concurrence.
- b Develop and implement a training program for the People's Committees of affected Districts, affected Wards, DCCBs and related groups regarding the resettlement plan/ updated resettlement plan and complaint handling.
- c Engage a qualified appraiser to carry out replacement cost survey. Submit the unit rates proposed by the qualified appraiser to HCMC-PC for review and approval to assist the DCCBs in finalizing the compensation plan.
- d Secure the budget for preparation and implementation of the resettlement/ updated resettlement plan, ensure that funds for compensation, assistance and resettlement are available and in a timely manner.
- e Coordinate with the HCMC-PC to direct their relevant departments and various levels of authorities in implementing the project and updated resettlement plan.
- f Serve as grievance officers for PMU1 and monitor/track/report on grievances related to the Project.
- g Conduct internal monitoring of updated resettlement plan implementation and evaluation.
- h Internally monitor the preparation and implementation of the resettlement plan/updated resettlement plan and ensure that resettlement-related activities are carried out in accordance with the updated resettlement plan agreed between HCMC-PC and ADB.
- i Oversee the disclosure of resettlement related documents and consultation with affected persons and key stakeholders.
- j Prepare quarterly progress reports on preparation and implementation of updated resettlement plan for submission to ADB.

- k Coordinate the work of the External Resettlement Monitoring Agency

10.1.3. District Clearance and Compensation Board (DCCBs)

123. The District Clearance and Compensation Board (DCCBs) will be headed by the Vice-Chairman of DPC, and will include the heads of the Finance Department, the Natural Resources and Environment Department, Transport Department, and other relevant agencies. In addition, representatives of the district Fatherland Front, Farmers' Associations, Women's Union and representatives of the affected people (including women affected persons) will also be invited to the DCCBs. The main responsibilities of the DCB are as follows:
- a Assist the HCMC-PC and district PCs in the dissemination of information on the resettlement plan/updated resettlement plan;
 - b Organize, plan and carry out land recovery, compensation, assistance and other resettlement activities in the district on behalf of the DPC as per agreed resettlement plan/updated resettlement plan.
 - c Conduct the DMS and prepare detailed compensation plans for affected persons and submit them to DPC and PMU1 for review.
 - d Conduct consultation and participation activities, income restoration program, and coordination with various stakeholders in implementing resettlement plan.
 - e Pay compensation and allowances, subsidies to affected persons after updated resettlement plan has been agreed between HCMC-PC and ADB. Ensure the timely delivery of payments of compensation, assistance and other entitlements to affected persons, and
 - f Assist the DPC in the resolution of grievances at the district level.

10.1.4. Ward People's Committee (WPC)

124. The WPC will assist the DCB in its compensation, assistance and resettlement tasks. Specifically, the WPC will be responsible for the following:
- a Handle the day-to-day preparation and implementation of the resettlement plan.
 - b Form ward working teams and direct their functions, assign ward officials to assist the DCCBs and the PMU1 in conducting DMS, preparing dossiers of land recovery for the project, preparation and implementation of resettlement activities.
 - c Sign the DMS forms; certify legal papers or history of land use, land transfer for affected persons to fulfill the requirements for preparing compensation plans for them.
 - d Settle the complaint and grievances at the first level as required by the laws.
 - e Actively participate in all land recovery, compensation payment, assistance and resettlement activities and concerns.

10.2. Capacity of Relevant Agencies on Implementation of Resettlement

125. HCMC-PC and Districts within the City are not new to resettlement, including ADB policies and procedures related to resettlement planning and implementation. Several resettlement projects have been implemented in the city previously. Recently, the relevant agencies have participated in resettlement planning for ADB funded Metro-Line 2 Project.
126. An assessment on the capacity of the relevant agencies on resettlement planning and implementation was conducted in March, 2013 by the Project. Interviews and focus group discussions were conducted with all DCCBs, DPCs and with relevant agencies of the City and the Districts. The assessment result shows that although the understanding of the concerned agencies on resettlement principles, requirements and procedures of Government and ADB is sound, there is a need to provide a refresher training for the staff in the districts and wards, including the relevant staff of the City DONRE, MOC and MOF on updating and implementing of resettlement plan – requirements, steps, procedures, tools, etc.

127. As already planned by the PMU1, refresh training for the concerned agencies will be organized in June, 2014 – before the DMS carried out.

XI. IMPLEMENTATION SCHEDULE

128. The implementation process is as follows:

- (i) Establishment of District Compensation Boards. Within seven (7) days from receiving the documents from the DOT, the DPCs will establish DCCBs for the Project and assign resettlement tasks to the relevant agencies. DOT will assign representatives to the DCCBs, and PMU1 officials will work with the DCCBs in appraising and preparing documents for submission to the HCMC-PC;
- (ii) Land clearance and boundary setting of the project. After receipt of the decision of the HCMC-PC and DPCs in revoking and handing over land to the DOT for implementing the project, DOT will cooperate with the DONRE of HCMC and the specialized cadastral agency contracted by the DED consultants to determining the corridor of impact or clearance red line and setting out boundaries at the field. The DONRE and the WPCs will assign their staff working in the DCCs to implement this task.
- (iii) Capacity building for resettlement staff. After constituting the DCCBs, the DOT-PMU1 will develop and implement a training program for the updating and implementation of the resettlement plan. The training will discuss the different parts of a resettlement plan, especially differences between city/national roles and the ADB's SPS, the roles of different agencies in resettlement plan updating and implementation, monitoring, and evaluation, complaint handling/recording/reporting, consultation and participation, ADB's gender and disclosure policies, and internal monitoring and reporting.
- (iv) Procurement of an EMA. The DOT will engage the services of an EMA to undertake external monitoring and evaluation of resettlement plan updating and implementation activities. The EMA's services will be engaged from the commencement of the DMS and will produce semi-annual monitoring reports to be submitted to DOT and ADB.
- (v) Procurement of a Qualified Appraiser. According to law, the government will procure the services of a qualified appraiser to undertake a replacement cost study (RCS).
- (vi) Sending of Notices to affected persons. Decree No. 181/2004/ND-CP states that the DCCBs must send written notices to affected land owners within 90 days in case of agricultural land and 180 days in case of non-agricultural land. The notice to the landowners must contain reasons for land acquisition, the timing and plan for displacement, compensation and assistance solutions, land clearance and the cut-off date;
- (vii) Information campaign before DMS. Before the DMS, PMU1 in cooperation with district and ward officials will provide information to the residents in the project area. Information will be provided through various media: (i) through broadcasts in the public address system, radios, press, television, brochures or letters delivered to affected stall owners, and posters in public areas: (ii) through consultation in project affected wards to notify the affected community about the scope and scale of the project, impacts, policies, and rights of all kinds of damages, implementation schedule, responsibilities for organization, and grievance mechanism.
- (viii) Detailed Measurement Survey. The DMS will be undertaken once detailed design is finalized. These surveys along with the RCS will be used the preparation of compensation plan and updating of the resettlement plan.
- (ix) Replacement Cost Study and Submission to the HCMC Department of Finance. The external appraiser will undertake the RCS. If there is a significant difference between compensation and market prices as per the RCS, the HCMC-PC will update the compensation unit price in accordance with the regulations and implementation guidance of Decree No. 197/2004/CP,17/2006/ND-CP.
- (x) Preparation of Detailed Compensation Plan. Following the updates made by the HCMC-PC on the compensation unit price, the DCCBs will prepare detailed compensation plans. The DOT and the DPCs will conduct due diligence on these detailed compensation plans focusing on the prices, the quantities of affected assets, the declared income of affected businesses, and the entitlements due to affected persons before notifying each commune. The unit prices to be applied will be based on the approved unit rates of the

HCMC-PC. Offer sheets will be given to each affected household/business for checking and concurrence. The offer sheets shall be signed the affected people to signify their consent. If the affected persons have a grievance or complaint with the offer sheet, they can file this with the DCCB/DPC.

- (xi) Updating of this resettlement plan and submission to HCMC-PC and ADB for concurrence. In parallel with preparation of detailed compensation plans by the DCCBs, the PMU1 with the project consultants will update this resettlement plan and submit this to the DOT and HCMC for approval and endorsement to ADB for review and clearance.
- (xii) Disclosure on Site and on HCMC-PC, National Government and ADB Websites. Once the updated resettlement plan has been cleared by ADB, the LARP will be disclosed electronically and physically on site.
- (xiii) Updated Resettlement Plan Implementation. Compensation and assistance will be paid directly to the affected persons under the supervision of the DPC, representatives of mass-organization, WPC and representatives of the affected persons. DCCBs will distribute the payments.
- (xiv) Issuance of Notice to Proceed (NTP). The NTP will be issued by the HCMC-PC or PMU1 to the civil works contractor for commencement of construction activities once the External Monitoring Agency (EMA) has verified that (i) compensation has been paid in full to all affected stall owners/businesses for the specific location; (ii) physically displaced businesses have been relocated to alternate sites; and (iii) the specific section is free from any encumbrances.
- (xv) Monitoring. Internal and external monitoring will be implemented from the updating of the resettlement plan to its implementation. Grievances received will be addressed through the grievance redress mechanism.
- (xvi) Post-Implementation Evaluation. A post-resettlement evaluation will be done by the EMA within 6 to 12 months after completion of compensation and resettlement activities.

129. The Table 21 below summarizes the schedule of activities related to the LARP updating, implementation, and evaluation.

Table 21: Schedule of Resettlement Activities

Activities	Timelines
Resettlement Plan Preparation	March 2013-July 2013
ADB Review and Concurrence	July 2013
Public Information and Disclosure of Activities in the Area	September 2013
Start of Detailed Engineering Design	May 2014
HCMC-PC Approval of the DED	June 2014
Resettlement Plan Updating (consultation, disclosure, DMS, RCS,	June-Nov2014
Engage External Monitoring Agency	June 2014-July 2015
HCMC-PC Approval of the Updated Resettlement Plan	November/December 2014
ADB Review and Concurrence	January 2015
Updated Resettlement Plan Implementation	February 2015-June 2015
Internal Monitoring	June 2014-July 2015
Post-Resettlement Evaluation	December 2015

XII. MONITORING AND REPORTING

12.1. Internal Monitoring

130. Internal monitoring is the responsibility of PMU1 and DCCBs with support from the project consultants. Internal resettlement monitoring aims to:
- a Ensure payment of compensation to affected people is provided based on the type of losses and categories of impacts.
 - b Ensure resettlement activities are conducted according to the compensation policies as per agreed RP.
 - c Determine if the required transition, business re-establishment are provided on time.
 - d Assess if income source recovery and recovery support have been provided and propose remedial measures if objectives of restoring income of stall-owners have not been met.
 - e Disseminate information and procedures openly.
 - f Determine if complaint procedures are followed and if there are pending issues that require management attention.
 - g Give priority to displaced persons' concerns and needs, specially the poor and vulnerable affected stall owners
 - h Ensure transition between relocation or site clearing and commencement of civil works is smooth and that sites are not handed over for civil works until displaced persons have been satisfactorily compensated, assisted and relocated
131. PMU1 will submit quarterly monitoring reports to HCMC-PC and ADB. Internal monitoring reports will include but not limited to the following information:
- a Number of displaced persons and categories, status of compensation payment and relocation of affected persons.
 - b Status of disbursement of compensation payment to affected persons.
 - c Status of income restoration planning and implementation issues.
 - d Results of complaint handling and any pending issues that require management attention and action
 - e Concerns and needs raised by severely affected stall-owners, poor and vulnerable groups and how these concerns are being addressed.

12.2. External Monitoring

132. The main objective of external resettlement monitoring is to provide an external periodic review and assessment of (i) achievement of resettlement objectives; (ii) changes in living standards and livelihoods; (iii) restoration of the economic and social base of the affected people; (iv) effectiveness and sustainability of entitlements; and (v) the need for further mitigation measures as required.
133. The external resettlement monitoring address specific issues such as the following:
- (i) Public consultation and awareness of resettlement policy and entitlements;
 - (ii) Documentation of impacts and payments (DMS forms, compensation documents,) as per agreed resettlement plan;
 - (iii) Coordination of resettlement activities with construction schedule;
 - (iv) Land acquisition and transfer procedures;
 - (v) Level of satisfaction of affected persons with the provisions and implementation of the Resettlement plan;
 - (vi) Grievance redress mechanism (documentation, process, resolution);

- (vii) Effectiveness, impact and sustainability of entitlements and rehabilitation measures and the need for further improvement, as required;
 - (viii) Gender impacts and strategy;
 - (ix) Capacity of affected persons to restore/re-establish livelihoods and living standards.
 - (x) Special attention provided or to be provided to vulnerable affected stall owners;
 - (xi) Resettlement impacts caused during construction activities;
 - (xii) Participation of affected stall owners in resettlement planning, updating and implementation;
 - (xiii) Institutional capacity, internal monitoring and reporting.
 - (xiv) Channeling of government funds for payment of land, non-land assets and allowances to the displaced persons (if done transparently, efficiently and effectively)
134. Monitoring of resettlement plan implementation will be based on desk review and field visits, meetings with various ministries and local officials, and displaced persons. Separate meetings will be held with women and vulnerable affected stall owners.
135. Between 6 to 12 months following completion of resettlement, the external resettlement monitoring consulting services will conduct an evaluation study to determine whether or not the objectives of resettlement have been achieved. The methodology for the evaluation study will be based mainly on a comparison of the socio-economic status of severely affected stall owners prior to and following displacement. If the findings of the study would indicate that the objectives of the resettlement plan have not been achieved, the EM will propose appropriate additional measures to meet the resettlement plan objectives. Activities will include the following:
- Evaluate baseline data that was collected under the socio-economic survey to assess changes in: household income and expenditures, expenditure composition patterns, primary and secondary occupations, borrowing amounts and debts patterns, materials conditions and possessions of consumer items, land area and tenure arrangements, school attendance of children, child malnutrition and general health, and distances to public services and infrastructure.
 - Collect qualitative indicators on the affected persons' own assessment of changes in living standards before and after the project at household and community levels, which may be collected through open-ended questions, semi-structured interviews, case-studies, or group discussions employing a range of PRA tools and methods.
 - Verify with the affected persons that community services and resources damaged during construction works have been fully restored to their previous conditions and operational capacity.
136. The external resettlement monitoring will be undertaken by a consulting firm composed of international and national experts. Monitoring will be carried out on a semi-annual basis and monitoring reports will be submitted to HCMC-PC and ADB. The semi-annual reports will highlight the issues and problems arising and, if required, suggest time-bound and specific mitigation measures. In terms of submission, reports will be simultaneously submitted to HCMC-PC and ADB as follows:
- A brief inception report to be submitted within two weeks after completion of the inception activity.
 - Compliance monitoring reports and final monitoring report within two weeks after completion of the monitoring activity.
 - Post- evaluation report will be submitted within two weeks after completion of the monitoring activity.

XIII. APPENDICES

Appendix 1. IOL/SES Form (July, 2013)

**INVENTORY OF LOSS
 AND SOCIOECONOMIC SURVEY FORM**

I. GENERAL INFORMATION

1. Householder's name:
2. Address of the shop/stall/business:
3. Main occupation of the household (brings most of income for the family):.....
4. Total of number of HH's member:.....; of which: Male:.....Female:.....
5. Number of people in the household of working age:.....
6. Age of the head of the household (or year of birth):.....
7. Education level of the head of the household (Specify the grade):.....
8. Sex of the head of the household:.....
9. Ethnicity of the head of the household:.....
10. Socioeconomic characteristics of the AH:

10.1...Poor household (with certification)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
10.2...Woman-headed household	Yes <input type="checkbox"/>	No <input type="checkbox"/>
10.3...Elderly/Children-headed household	Yes <input type="checkbox"/>	No <input type="checkbox"/>
10.4...Ethnic minority household	Yes <input type="checkbox"/>	No <input type="checkbox"/>

II. SCOPE OF IMPACTS

2.1. Impacts on Land

11. The affected land area by the Component:m²
12. The affected land area is:

12.1...Rented land	<input type="checkbox"/>
12.2...Owned Land with Legal Papers	<input type="checkbox"/>
12.3...Owner Land without Legal Papers	<input type="checkbox"/>
13. For the rented land:
 - 13.1...For how-long has the household been renting the land.....years
 - 13.2...For how-long can the household rent the land (based on the agreement with the land owner):.....years
 - 13.3...Does the household pay rent/fees for using the land? No
 Yes

If yes:

 - 13.4...How much is the rental fees for month:.....VND
 - 13.5...To whom does the household the rental fees for:.....

2.2. Impacts on Structures

14. The structures on the affected land (Specify the types of structures):.....

15. The area(s) of the affected structure(s) which are moveable (Specify the types of structures and the affected areas):
16. The area(s) of the affected structure(s) which are unmovable (Specify the types of structures and the affected areas):

17. For the affected shops/stalls
- 17.1...Is the shop/stall owner(s) living (sleeping at night regularly) in the structure?
 No Yes .
- If "Yes"
- 17.2...How long the shop/stall owner has being living in the structure?..... years
- 17.3...Does the shop/stall owner(s) has a house where else? No Yes
- If "Yes":
- 17.4...What district is the house in?.....
- 17.5...Are the helpers/employees living on this structure? No Yes
- 17.6...Do the helpers/employees have a house where else? No Yes

2.3. Affected Business

18. The business of the household in the affected land and structures: (specify the types of business).....
19. How long has the household been doing business at this location?..... years
20. Aside from the owner, how many people are involved in this business?
- 20.1...Number of people who are not paid (family members):.....
- 20.2...Number of people who are paid:.....
21. Does the household have business license from the government to do the business in this location?
 No Yes
22. How much did the household earn last year from this business after deducting for tax and other business expenses:..... VND
23. Is the income from this business the main income of the household? No
 Yes
24. How much are the helpers/employees paid monthly?.....VND
25. When the land is recovered, will the household maintain this business in another area?
 Yes No
- 25.1...If "No", why?.....
26. What would be the difficulties to maintain this business in another area? (specify)

 ...

2.4. Other impacts

27. What impacts will be by the land recovery on the affected stall owners (education, health-care, going to work, etc...). Please specify:.....

III. SOCIOECONOMIC CONDITIONS OF THE AFFECTED STALL OWNERS

28. Average annual income of the household :.....VND
29. Average annual income per head in 2012:.....VND

30. How many household members are responsible for sources of income:.....members
31. Average monthly expenditures for the household:
 31.1...Food: VND
 31.2...Health: VND
 31.3...Education: VND
 31.4...Festivals/social responsibilities: VND
32. Household condition:
 32.1...Drinking/cooking: (rain water, piped water, etc.)
 32.2...Washing/bathing: (rain water, piped water, etc.).....
 32.3...Sanitation:
 1- Pit latrine 3- Toilet in house 5- None.
 2- Fish pond toilet 4- Others:_____
- 32.4...Household assets: If household owns an asset, indicate the number.
 a- Bicycle g- Tractor..... m- Telephone
 b- Motorbike h- Generator n- Electric fan.....
 c- Car i- Water pump o- Sewing machine ...
 d- Boat, small j- Radio p- Refrigerator ...
 e- Boat, large k- Television..... q- Rice cooker
 f- Truck l- Cassette/CD player or DVDs- Other:

33. Division of labor for housework (Pls Check)

Activities	Male	Female	Both
1. Selling products			
1. Cooking			
2. Cleaning			
3. Fetching water			
5. Taking care of children			

34. Any of the family members who are in working age but unemployed?

No Yes ;

34.1...If "Yes", how many:.....

IV. AWARENESS AND PECEPTIONS OF AFFECTED STALL OWNERS ON LAND ACQUISITION

35. Has the household attended any meeting/discussion on the land acquisition by the Project?

No Yes If "Yes", when was it?.....

36. Was the household provided any document in the meeting(s)?

No Yes If "Yes", what the document is about?

37. What the compensation and assistance do you think will be?

- Compensation and assistance for the rented land?
- Compensation for affected structures?

- Compensation for the income-disrupted?
 - Transport allowance?
 - Others? (please specify)
38. Have the family members ever discussed on the possibility of loss of the location?
No, ever Yes
39. Does the household know where to go to ask for information on land acquisition, compensation and assistances?
No Yes If "Yes", where to go?
.....
40. What is the household expecting from the district/city when land is acquired? (Specify the expectations of the household)
.....
.....
.....

Appendix 2. Analyzed Data of IOL/SES (July, 2013)

1. Main occupation of the household

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Business	65	100.0	100.0	100.0

2. Total number of household's members (1)

	N	Minimum	Maximum	Total	Mean
Total number of HH's member	63	1	12	290	4.60
Total number male member	63	1	8	153	2.43
Total number female member	61	0	7	137	2.25
Valid N (listwise)	61				

3. Total of number of household's member (2)

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 1 member	1	1.5	1.6	1.6
2 members	4	6.2	6.3	7.9
3	15	23.1	23.8	31.7
4	17	26.2	27.0	58.7
5	11	16.9	17.5	76.2
Over 5	15	23.1	23.8	100.0
Total	63	96.9	100.0	
Missing System	2	3.1		
Total	65	100.0		

4. Number of people in the household of working age

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 1 member	1	1.5	1.6	1.6
2 members	40	61.5	62.5	64.1
3	4	6.2	6.3	70.3
4	4	6.2	6.3	76.6
5	6	9.2	9.4	85.9
Over 5	9	13.8	14.1	100.0
Total	64	98.5	100.0	
Missing System	1	1.5		
Total	65	100.0		

5. Total Number of people in the household of working age

N	Valid	64
	Missing	1
Minimum		1
Maximum		10

Sum	201
-----	-----

6. Age of the heads of the affected stall owners

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under 16	1	1.5	1.5	1.5
	16-30	11	16.9	16.9	18.5
	31-50	43	66.2	66.2	84.6
	51-60	7	10.8	10.8	95.4
	Over 60	3	4.6	4.6	100.0
	Total	65	100.0	100.0	

7. Education level of the heads of the affected stall owners

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Primary	5	7.7	7.7	7.7
	Secondary	23	35.4	35.4	43.1
	High school	36	55.4	55.4	98.5
	Graduate	1	1.5	1.5	100.0
	Total	65	100.0	100.0	

8. Gender of the heads of the affected stall owners

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Female	15	23.1	23.1	23.1
	Male	50	76.9	76.9	100.0
	Total	65	100.0	100.0	

9. Ethnicity of the head of the household

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Kinh	64	98.5	98.5	98.5
	Hoa (Chinese)	1	1.5	1.5	100.0
	Total	65	100.0	100.0	

10. Poor household

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	65	100.0	100.0	100.0

11. Woman-headed household

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	15	23.1	23.1	23.1
	No	50	76.9	76.9	100.0

Total	65	100.0	100.0
-------	----	-------	-------

12. Elderly/Children-headed household

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Yes	4	6.2	6.2	6.2
No	61	93.8	93.8	100.0
Total	65	100.0	100.0	

13. Ethnic minority household

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Yes	1	1.5	1.5	1.5
No	64	98.5	98.5	100.0
Total	65	100.0	100.0	

14. For how-long has the household been renting the land (years)

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid <1	10	15.4	15.4	15.4
>1-3	13	20.0	20.0	35.4
>3-5	13	20.0	20.0	55.4
>5-7	6	9.2	9.2	64.6
>7	23	35.4	35.4	100.0
Total	65	100.0	100.0	

15. For how-long can the household rent the land based on the agreement (years)

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid <1	20	30.8	30.8	30.8
>1-3	8	12.3	12.3	43.1
>3-5	5	7.7	7.7	50.8
>7	15	23.1	23.1	73.8
Open	17	26.2	26.2	100.0
Total	65	100.0	100.0	

16. The rental fees for month (.000 VND)

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 1000-3000	1	1.5	1.5	1.5
3001-5000	6	9.2	9.2	10.8
5001-7000	19	29.2	29.2	40.0
>7001-10000	39	60.0	60.0	100.0
Total	65	100.0	100.0	

17. For whom the household is paying the rental fees

		Total
Directly to Army	Count	31 47.7%
First Renter	Count	21 32.3%
The Company	Count	13 20.0%
Total	Count	65 100.0%

18. Affected structures

	N	Minimum	Maximum	Sum (meter)	Mean
Bricked Wall	60	5	650	2352	39.20
Tole Roof	57	10	350	4712	82.67
Leaf-Roof	10	1	128	369	36.90
Barbed-wire fence	51	17	1500	7997	156.80
Valid N (listwise)	0				

19. The shop/stall owner(s) is/are living (sleeping at night regularly) in the structure

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	21	32.3	32.3	32.3
	Yes	44	67.7	67.7	100.0
	Total	65	100.0	100.0	

20. The shop/stall owner(s) has/ have a house where else

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Outside HCMC	34	52.3	52.3	52.3
	In HCMC	31	47.7	47.7	100.0
	Total	65	100.0	100.0	

21. The helpers/employees is/are living on this structure

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	31	47.7	48.4	48.4
	Yes	33	50.8	51.6	100.0
	Total	64	98.5	100.0	
Missing	System	1	1.5		
Total		65	100.0		

22. The helpers/employees have a house where else

		Frequency	Percent	Valid Percent	Cumulative Percent

Valid	Outside HCMC	50	76.9	76.9	76.9
	In HCMC	15	23.1	23.1	100.0
Total		65	100.0	100.0	

23. How long the shop/stall owner has being living in the structure

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	<1	5	7.7	11.1	11.1
	>1-3	11	16.9	24.4	35.6
	>3-5	8	12.3	17.8	53.3
	>5-7	4	6.2	8.9	62.2
	>7	17	26.2	37.8	100.0
	Total	45	69.2	100.0	
Missing	System	20	30.8		
Total		65	100.0		

24. The business of the household in the affected land and structures

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Selling Plants, Pets	52	80.0	80.0	80.0
	Decorative items	8	12.3	12.3	92.3
	Clothes	1	1.5	1.5	93.8
	Miscellaneous goods	4	6.2	6.2	100.0
	Total	65	100.0	100.0	

25. How long has the household been doing business at this location?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	<1 year	11	16.9	16.9	16.9
	>1-3	10	15.4	15.4	32.3
	>3-5	16	24.6	24.6	56.9
	>5-7	4	6.2	6.2	63.1
	>7 year	24	36.9	36.9	100.0
	Total	65	100.0	100.0	

26. Aside from the owner, number of people involved in this business (1)

	N	Minimum	Maximum	Sum	Mean
	56	0	9	133	2.38
Valid N (listwise)	56				

27. Aside from the owner, number of people involved in this business (2)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	3	4.6	5.4	5.4
	1 person	21	32.3	37.5	42.9
	2 people	14	21.5	25.0	67.9

	3	5	7.7	8.9	76.8
	4	5	7.7	8.9	85.7
	5	3	4.6	5.4	91.1
	6	3	4.6	5.4	96.4
	7	1	1.5	1.8	98.2
	9	1	1.5	1.8	100.0
	Total	56	86.2	100.0	
Missing	System	9	13.8		
Total		65	100.0		

28. Aside from the owner, number of people involved in this business (3)

		Number of people who are not paid (family members)	Number of people who are paid (employees)
Minimum	0	1	1
Maximum	9	7	9
Sum	172	95	77

29. The household have business license from the government to do the business in this location

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	24	36.9	36.9	36.9
	Yes	41	63.1	63.1	100.0
	Total	65	100.0	100.0	

30. How much the household earn last year from this business after deducting for tax and other business expenses (1)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	<20000000	6	9.2	10.3	10.3
	20000000-30000000	1	1.5	1.7	12.1
	30000000-50000000	7	10.8	12.1	24.1
	50000000-80000000	8	12.3	13.8	37.9
	80000000-100000000	6	9.2	10.3	48.3
	>100000000	30	46.2	51.7	100.0
	Total	58	89.2	100.0	
Missing	System	7	10.8		
Total		65	100.0		

31. How much the household earn last year from this business after deducting for tax and other business expenses (2)

	N	Mean	Std. Deviation
Valid N (listwise)	58	188,706,900	233,451,900

32. The income is from this business the main income of the household

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	12	18.5	18.5	18.5
	Yes	53	81.5	81.5	100.0
	Total	65	100.0	100.0	

33. How much are the helpers/employees paid monthly (1)

	N	Minimum	Maximum	Mean	Std. Deviation
	47	0	2500.000	13463.830	5042.669
Valid N (listwise)	47				

34. How much are the helpers/employees paid monthly (2)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	<3mill	26	40.0	55.3	55.3
	3mill-4million	11	16.9	23.4	78.7
	4million-5million	6	9.2	12.8	91.5
	>5million	4	6.2	8.5	100.0
	Total	47	72.3	100.0	
Missing	System	18	27.7		
Total		65	100.0		

Appendix 3. Minute of Workshops with Local Authorities and Representatives of APs

**PUBLIC CONSULTATION MINUTES OF MEETING
 TECHNICAL ASSISTANCE PROJECT of SUSTAINABLE URBAN TRANSPORT
 DEVELOPMENT
 FOR HCMC METRO LINE 2
 Ben Thanh - Tham Luong**

- I. Time
 Start 8:00 am March 29, 2013
- II. Location
 EPORCH Hotel, 120 Cach Mang Thang Tam, District 10, T.HCM
- III. Participants

No	Name	Address or name of agency	Tel
1	Nguyen Van Son	239 CMT8, Ward 4, District 3	
2	Nguyen Kim Duc	District 1	0909511533
3	Nguyen Ngoc Quynh Tien	District 10	0938440266
4	Huynh Kim Thien	625 Truong Chinh, Tan Son Nhat Ward	
5	Tran Thi Ngoc Tien	355 Nguyen Thuong Hien, W11, D10	0903801247
6	Quach Hung Cuong	Compensation Board of D1	0907188864
7	Le Duc Dung	491A CMT8, W13, D10	
8	Nguyen Thi Phung	491A CMT8, W13, D10	
9	Nguyen Thi Loi	Department of Architectural Planning	0949439580
10	Le Duc Toan	491A CMT8	0968500260
11	Dang Tran Nguyen	District 3	0919444326
12	Nguyen Van Manh	District 10	
13	Le Thi Ngoc Yen	503B CMT8, W13, D10	0909676716
14	Le Thi Phuong	Division of Labour and Social Affairs, D3	0908277779
15	Vu Thi Quynh Hoa	DONRE - Environmental Protection Bureau	0903911638
16	Nguyen Kha Ha Mai	Department of Health	0908189095

No	Name	Address or name of agency	Tel
17	Huynh Thi Hong Hanh	Phong Vu Company	0913669779
18	Hoang Nguyen Lich Sa	Saenco Environment Company	0989215062
19	Bui Thi Kim Lieu	569 Truong Chinh	0908806247
20	Nguyen Huu Toan	555 Truong Chinh	0908876869
21	Vu Chi Ben	VN Veterans Association of D1	0904814514
22	Bui Thi Xuan	20 Tam Dao, W15, D10	0908289266
23	Nguyen Thi Anh Nguyet	Women Union, D3	0918325661
24	Dang Thi Xuan Trinh	Division of Labour and Social Affairs D1	0983370639
25	Huynh Quang Nghia	Compensation Board of D10	0938589866
26	Vo Anh Tuan	HCMC Department of Culture, Sports and Travel	0908356738
27	Nguyen Duy Bao	Division of Environmental Resources of D12	0976603780
28	Nguyen Thi Minh Phuong	Urban Transport Management Department No. 1	0949117637
29	Nguyen Thanh Truc	507 CMT8, W13, D1	
30	Nguyen Thanh Minh	Compensation Board of Tan Binh District	0903181311
31	Le Vu Bao Dung	457 Pham Van Bach, Ward 12, Tan Binh District	
32	Tran Ngoc Anh	Smart Choice Environmental Company	
33	Le Xuan Tan	Division of Labour and Social Affairs D10	
34	Nguyen Van Son	Veterans Association of District 10	
35	Le Thi Tu	Women Union of D1	0903106981
36	Tran Quang Lung	Compensation Board of D1	0913715422
37	Nguyen Minh Hien	Division of Labour and Social Affairs of Tan Binh District	0913918724
38	Vo Thi Thanh Tam	Women Union of D10	0908644970
39	Nguyen Thi Minh Thu	Women Union of Tan Binh District	0909608939

No	Name	Address or name of agency	Tel
40	Dang Khac Di	Tan Binh District	0906644554
41	Tran Cam Linh	160 CMT8, D3	0903695067
42	Nguyen Binh Minh	89B2 CMT8, D1	0913903199
43	Vu Thi Su	6 H 9P Tan Son Nhi, Tan Phu	0902305697
44	Nguyen Tien Nam	241C CMT8, W4, D3	
45	Tang Long Huynh	91/6 Tran Quoc Hoan, Ward 4, Tan Binh	0919559919

IV. CONSULTATION PROGRAM

Time	Content	Presented by
8h00 – 8h25	Sign Up	
8h25 – 8h30	About the program	MVA
8h30 – 8h45	Opening Remarks	UTMD1 - Mr Ninh
8h45 – 9h15	About the project	Mr. Can Vu Tuan Director of MVA
9h15 – 9h35	The results of environmental impact assessment	TS. Pham Thi Anh
9h35 – 9h55	Results of social impact assessment	Ths. Duong Hien Hanh
9h55 – 10h15	The issue of resettlement	TS. Nguyen Thi Hong Xoan
10h15 – 10h45	Discussion	MVA Consultancy
10h45 – 11h00	End	UTMD1 - Mr Ninh

V. DISCUSSION

1. The people of District 10 - We are located in the area of Hoa Hung station, but understood from Ms. Xoan that only 6 stations are affected, it means that we are not affected or what?

⇒ Mr Tuan: In our project scope, the construction is only on the ground, then you all should not be affected, but the construction of the underground section might affect, these are two separate projects, as described at the beginning. We do not conduct further resettlement at Hoa Hung station.

2. Ms. Hoa - Representative of DONRE

For the technical assistance project of Line 2, the Department of Natural Resources and Environment has reminded the owner about the procedures needed to comply with environmental laws, namely Decree 26 and Circular 29 . Consultants have contacted us to say that the owner will send information about the scope of the project, but so far we have not received.

⇒ Mr Tuan: Metro Line 2 project goes one step ahead, and the TA project by ADB just starts. In December 2012 the city held an interim report meeting, including the involvement in full among the Departments to introduce the scope of the project. We are currently in the study stage. The Department of Transport is directing us. Coming up, an official tripartite workshop will be held in April, which officially launches the information on the scope of the project, the investment cost ... We are gathering information to prepare for the tripartite meeting. Currently we are coordinating 3 sides, after completing IEE report, this will be submitted in accordance with the Vietnam regulations.

3. One thing I was very sad, because for a long line alignment, only person was invited. We have been met at only two formal sessions, then the land acquired, but do not know about the compensation price, we do a collective complaint, ... The people do not know any thing on the Metro Line 2, our houses face the road, and we now know that new construction above, so our houses become facing the alley?

⇒ Mr Tuan: This is the initial phase, so we only consult representatives, maybe in Phase 2, we will continue to consult each household.

4. Residents: Please be minimized the clearance work, I went to many countries, known as the metro line, the service buildings, shelters, ticket ... are all under ground. Why do not we do so? This is the profitable service, not for the people, ... Here are the business benefits to be beneficial for both sides. If we go by metro for free, we are ready to cooperate immediately. We do not fully know how much will be taken and how much will be compensated. When detailed design is available, it is needed to provide to citizens, for public works, we will be willing to support, but also to a certain extent.

⇒ Mr Tuan: We affirm that there is no business that are arranged on ground and pavements after being resettled. We only arrange the service works, bus shelters, walkways for pedestrians, dedicated lanes for the blind, works services to facilitate traveling for passengers, we fully agree with your opinion. The ticketing, etc. are located underground completely.

⇒ Mr Tuan: The City has to subsidize and invest nearly \$ 2 billion, never profitable, in the world Hong Kong is the only place that is profitable, because the metro layouts are arranged with commercial centers and the additional services. They share costs with metro for operation.

⇒ By now, the RoW for land acquisition is being adjusted. The German consultant should make sure that adjustments would have to follow the consultation results.

5. I agree with all the opinions. For the environmental impact, we were sent surveys to consult people about the impact to the people, we need to be compensated. Till now, we have not heard of that, affecting business issues, informed earlier that the resettlement is this year, some say nothing yet happens, after we complain, some others say it would recall in July to resettle, we feel not stable. The tenants do not dare to rent, we ask that if nothing is clear, no implementation plan should be declared. If there are public consultations, you all should to listen to 100% affected people, such as my home, ... no need to organize at a luxury hotel, could be at district or ward halls. When metro is completed, higher population, higher motorcycle .. So if saying the traffic accidents to reduce may be not much. Additional noise by metro increases accordingly. My house located above the metro could not mitigate the noise. If upcoming activities affect our house, what is the solution?, I was not informed. Ms. Hanh talks to social justice, my house is completely relocated, the other houses get benefits from metro. I do not know my new house is located and if I could receive any benefits from metro. How could the people sacrificed directly for the metro be treated socially fair?

⇒ When estimating environmental costs, there is always reimbursement cost for environment, building barriers of dust, noise. Besides contractors have to commit to comply with environmental issues during construction.

⇒ Asian Development Bank (ADB) aims at social development, so their top interests are environmental and social issues.

⇒ Reducing traffic accidents, we say in view of traffic consultants that accidents in VN currently are too high, due much to traffic management, too small share of public transport, etc. The goal of the metro are to attract people to use public transport, reduce traffic density, it will reduce congestion, and accidents accordingly ... In the first few years of metro operation, when we are

more familiar with public transport, and the new way of travel, the project also provide new ways to cross the streets, ... We will have solutions and encourage people to cross the streets in positions allowed.

⇒ The project is funded by Clean Technology Fund and ADB to reduce the greenhouse effect, reduce emissions, noise, increase public transport. With very low interest rates. When reducing private transport, increasing public transport, then noise will surely be reduced. Metro operated at -25m elevation level, so the noise occurred is very small, not significant.

6. I am the president of the District 3 Women's Union. When I received the letter, I did see the presence of the Fatherland Front nor resettlement board. The Fatherland Front monitors all the information of the District. I did see any residents of District 3, consultation should be held at the ward level. Information propagation is required to be synchronized.

⇒ In the future meetings, the consultants would want to organize at ward level for the affected people to better join.

⇒ These is just the initial survey, we also have an introduction letter to work with the social and resettlement board. Today we would like to present the information on the environment impact. We have not got the final resettlement plan, then we could not intend to meet widely all possible affected ones.

⇒ Women's Union, Youth Union are the members of the Fatherland Front. We will record to put at the next meetings.

7. Mr Ninh – Vice Director of UTMD1 acknowledged the comments of the participants. The Consultants have been working with the Districts and keep informed the project progress of TA7892.

The meeting ended at 11:30 am

Appendix 4. List of the Workshop Participants and some photos of the workshop

**DANH SÁCH THAM DỰ HỘI THẢO THAM VẤN CỘNG ĐỒNG
 DỰ ÁN HỖ TRỢ KỸ THUẬT PHÁT TRIỂN GIAO THÔNG BỀN VỮNG
 CHO TUYẾN ĐƯỜNG SẮT ĐÔ THỊ METRO SỐ 2
 TP. HỒ CHÍ MINH: BẾN THÀNH – THAM LƯƠNG 28/3/2013**

TT	Họ và Tên	Địa chỉ nhà hoặc tên cơ quan	SĐT		Ký tên
13	1 Nguyễn Văn Sơn	239 CMT 8 - Phường 4 - Q 3		50. m.	
+	2 Nguyễn Văn Sơn	Quận Thủ Đức	09199511533	70.070	
+	3 Nguyễn Ngọc Quỳnh Tố	Quận Đoàn 10	0938440266	70. m.	
+	4 Huỳnh Kim Thiên	625, Trường Chinh, P. TS 10		70. m.	
+	5 Trần Thị Ngọc Tiên	355 Ng. Trường Thi P. 11 Q. 10	0909801247	70.000	
+	6 Quách Huyền Cẩm	Ba BT GP MB Q 1	0907488849	70.070	
14	7 Lê Đức Dũng	#91A CMT 8 P13 Q10		50. m	
15	8 Nguyễn Thị Phú	491A CMT 8 P13 Q10		50. m	
9	9 Nguyễn Thị Lệ	Số 9 Khe Truê	0949439580	70.070	
16	10 Lê Đức Tuấn	491A CMT 8	0968502260	50. m	

**DANH SÁCH THAM DỰ HỘI THẢO THAM VẤN CỘNG ĐỒNG
 DỰ ÁN HỖ TRỢ KỸ THUẬT PHÁT TRIỂN GIAO THÔNG BỀN VỮNG
 CHO TUYẾN ĐƯỜNG SẮT ĐÔ THỊ METRO SỐ 2
 TP. HỒ CHÍ MINH: BẾN THÀNH – THAM LƯƠNG 28/3/2013**

TT	Họ và Tên	Địa chỉ nhà hoặc tên cơ quan	SĐT		Ký tên
01	Đặng Tiến Nguyễn	Quận Đoàn 3	0919444325	70.070	
1	02 Nguyễn V. Mạnh	Q 10		50. m	
2	03 Lê Thị Ngọc Quỳnh	210 503 ^B CMT 8 P13 Q10	09094676716	50. m	
04	Lê Thế Hùng	P. LA TRUÊ Q. 1	0908277279	70.070	
5	Vũ T. Quỳnh Hoa	Số 70 MT - Chi cục GTVT	0903911638	70. m.	
6	Ngô Khoa Hy Mai	Số 4 Hè	0908189095	70. m.	
0	Huyền Thị Hồng Hạnh	Phong Vũ	0913669779	70.070	
8	Hoàng Nguyễn Lịch Sa	City Saenco	098250062	70.070	

DANH SÁCH THAM DỰ HỘI THẢO THAM VẤN CỘNG ĐỒNG
DỰ ÁN HỖ TRỢ KỸ THUẬT PHÁT TRIỂN GIAO THÔNG BỀN VỮNG
CHO TUYẾN ĐƯỜNG SẮT ĐÔ THỊ METRO SỐ 2
TP. HỒ CHÍ MINH: BẾN THÀNH - THẠM LƯƠNG 28/3/2013

TT	Họ và Tên	Địa chỉ nhà hoặc tên cơ quan	SĐT		Ký tên
1	Lê Văn Tân	Đường 10-7B XT Q10		70.000	
2	Nguyễn Văn Sơn	Hà CCB Q10		70.000	
3	Lê Thị Tú	Hà: PN Q1	0903106981	70.000	
4	Trần Quang Cường	Ban chấp hành Q1	0313715732	70.000	
5	Nguyễn Minh Hùng	P. 10 TB XT Q Tân Bình	0913918724	70.000	
6	Võ Thị T. Trần	Hà: LHPN Q10	0908644870	70.000	
7	Nguyễn Minh Thu	Hà: LHPN Q Tân Bình	0909608939	70.000	
8	Đặng Khắc Di	Quân Đoàn Tân Bình	0906644554	70.000	
9	Trần Cẩm Linh	160 CMT8, Q3	0903698067	50.000	
10	Nguyễn Bình Minh	89B2. CMT8 Q1	0913903199	50.000	
11	Vũ Thị Quý	6 H9 P. Tân Sơn Nhứt Tân Phú	0902305697	50.000	
12	Nguyễn Tuấn Năm	241 C CMT8, F4, Q3		50.000	
13	Tống Huỳnh Long	91/6 Trần Quốc Hoàn, F4, QTB	0919559919	50.000	
14					



Appendix 5. List of consulted persons during Resettlement Plan preparation

<i>Order</i>	<i>Name</i>	<i>Place of work</i>	<i>Position</i>
1	Hoang Ngoc Tuan	MUAR HCMC	Vice Director
2	Le Chu Giang	DOLISA, The Social Welfare Unit	Head
3	Pham Dinh Nghinh	DOLISA, The Unit of Policies	Staff
4	Nguyen Van Quang	DOLISA, Steering Committee of Poverty Reduction and Employment	Staff
5	Pham Cong Nang	Clearance and Compensation Board of District 1	Deputy Head
6	Nguyen Thi Huong	Clearance and Compensation Board of District 10	Deputy Head
7	Nguyen Tan Tai	Clearance and Compensation Board of Tan Binh District	Deputy Head
8	Vo Thanh Truong	Clearance and Compensation Board of Tan Binh District	Head
9	Le Ngoc Du	Clearance and Compensation Board of District 3	Deputy Head
10	Nguyen Thi Trung	Department of Labour, Invalids and Social Affairs of District 12.	Head
11	Nguyen Van Nhan	Department of Labour, Invalids and Social Affairs, People's Committee of Tan Phu District	Head

Appendix 6. List of surveyed affected stall owners

<i>Order</i>	<i>Householder's name</i>	<i>Address</i>
1	Tran Thanh Hai	15c Trường Chinh, Tân Bình, HCMC
2	Tran Hai Hung	13c Trường Chinh, Tân Bình, HCMC
3	Nguyen Van Quoc	13b Trường Chinh, Tân Bình, HCMC
4	Tran Thi Phuong	12b Trường Chinh, Tân Bình, HCMC
5	Le Ngoc Hue	9b Trường Chinh, Tân Bình, HCMC
6	Tran Minh Phuoc	9b Trường Chinh, Tân Bình, HCMC
7	Doan Van Luan	12b Trường Chinh, Tân Bình, HCMC
8	Tran Huu Thanh	12c Trường Chinh, Tân Bình, HCMC
9	Vo Thanh Nhan	6c Trường Chinh, Tân Bình, HCMC
10	Phan Van Doan	10A Trường Chinh, Tân Bình, HCMC
11	Nguyen Thi Diem Hang	7c Trường Chinh, Tân Bình, HCMC
12	Vo Thanh Nhan	6c Trường Chinh, Tân Bình, HCMC
13	Cao Thanh Tung	15B Trường Chinh, Tân Bình, HCMC
14	Cao Thanh Tung	15B Trường Chinh, Tân Bình, HCMC
15	Le Thi Hoa	1C Trường Chinh, Tân Bình, HCMC
16	Nhieu Cam So	7B Trường Chinh, Tân Bình, HCMC
17	Nguyen Van Binh	1B Trường Chinh, Tân Bình, HCMC
18	Lai Thi Men	5C Trường Chinh, Tân Bình, HCMC
19	Le Van Quyen	3B Trường Chinh, Tân Bình, HCMC
20	Hoang Van Ba	Nga 3 Trường Chinh, Tân Bình, HCMC
21	Doan Thi Bich	1A Trường Chinh, Tân Bình, HCMC
22	Lai Thi Hien	1B8 Trường Chinh, Tân Bình, HCMC
23	Ngo Van Oanh	4c Trường Chinh, Tân Bình, HCMC
24	Dao Thi Nhan	4B Trường Chinh, Tân Bình, HCMC
25	Tran Thanh Tra	13B Trường Chinh, Tân Bình, HCMC
26	Tran Van Ngo	5B Trường Chinh, Tân Bình, HCMC

<i>Order</i>	<i>Householder's name</i>	<i>Address</i>
27	Nguyen Dac Tam	11B Trường Chinh, Tân Bình, HCMC
28	Hoang Thi Ty	10A Trường Chinh, Tân Bình, HCMC
29	Vu Van Duc	15 Trường Chinh, Tân Bình, HCMC
30	Bau	1A Trường Chinh, Tân Bình, HCMC
31	Gia Thien	5B Trường Chinh, Tân Bình, HCMC
32	Phan huy Bao	7a Trường Chinh, Tân Bình, HCMC
33	Nguyen Thi Xuan	3B Trường Chinh, Tân Bình, HCMC
34	Nguyen Ngoc Thanh	17B Trường Chinh, Tân Bình, HCMC
35	Le Thien Khiem	5B Trường Chinh, Tân Bình, HCMC
36	Nguyen Van Hung	13B Trường Chinh, Tân Bình, HCMC
37	Tran Van Quang	10A Trường Chinh, Tân Bình, HCMC
38	Huynh Thi Dao	15B Trường Chinh, Tân Bình, HCMC
39	Nguyen Van Tu	2/2 Trường Chinh, Tân Bình, HCMC
40	Nguyen Cong Viet	7A2 CHoa Trường Chinh, Tân Bình, HCMC
41	Dang Nhu Lan	3B Trường Chinh, Tân Bình, HCMC
42	Nguyen Xuan Can	19B Trường Chinh, Tân Bình, HCMC
43	Nguyen Van My	11B Trường Chinh, Tân Bình, HCMC
44	Ho Thi Thu Hang	19B Trường Chinh, Tân Bình, HCMC
45	Phan Van Tuan	21B Trường Chinh, Tân Bình, HCMC
46	Tran Van Hoa	3B Trường Chinh, Tân Bình, HCMC
47	Mai Van Chuong	1B Trường Chinh, Tân Bình, HCMC
48	Nguyen Thi Hoa	3C- 4C Trường Chinh, Tân Bình, HCMC
49	Tran Van Hung	1B Trường Chinh, Tân Bình, HCMC
50	Tuan Anh	2B Trường Chinh, Tân Bình, HCMC
51	Tran Ty	9b Trường Chinh, Tân Bình, HCMC
52	Do Ngoc Kha	1B Trường Chinh, Tân Bình, HCMC
53	Dang Van Loc	10A Trường Chinh, Tân Bình, HCMC
54	Nguyen Van Tuan Anh	21B Trường Chinh, Tân Bình, HCMC

<i>Order</i>	<i>Householder's name</i>	<i>Address</i>
55	Nguyen Van Sang	23B Trường Chinh, Tân Bình, HCMC
56	Tran Van Hung	13B Trường Chinh, Tân Bình, HCMC
57	Huynh Cong Dan	1B Trường Chinh, Tân Bình, HCMC
58	Pham Van Quan	9B Trường Chinh, Tân Bình, HCMC
59	Nguyen Thanh Phong	1B Trường Chinh, Tân Bình, HCMC
60	Nguyen Duc Hanh	2B Trường Chinh, Tân Bình, HCMC
61	Nguyen Van Thanh	9B Trường Chinh, Tân Bình, HCMC
62	Pham Xuan Ngan	1B Trường Chinh, Tân Bình, HCMC
63	Lien Van Cong	17B Trường Chinh, Tân Bình, HCMC
64	Co Sau	21-23 Trường Chinh, Tân Bình, HCMC
65	Nguyen Huu Phu	8A Trường Chinh, Tân Bình, HCMC
Total	65	

Appendix 7. Detailed Cost Estimation by Affected Items

Affected Structures

N. o	Items	Unit	Le Thi Rieng Park	Tao Dan park	BQ-PVB parking	Tan Binh parking	Quantity	Total
1	Fence/gate	m	450	120	8000	50	8620	1,293,000,000
2	Brick wall - m2	m2	5000	100	2350	1000	8450	845,000,000
3	Concrete (m3)	m3	2000	100	5000	300	7400	3,404,000,000
4	Tone roof - m2	m2	0	0	4700	0	4700	705,000,000
5	Leaf roof - m2	m2	0	0	400	0	400	20,000,000
6	Gas station compensation	unit	0	0	2	0	2	2,000,000,000

Grand Total 8,267,000,000

Affected Public Facilities upon the Affected Land

	Le Thi Rieng Park	Tao Dan park	BQ-PVB parking	Tan Binh parking	Total	Cost
Lighting poles	4	2	0	0	6	24,000,000
Traffic posts	10	0	5	3	18	18,000,000
Drainage ditches	200	0	1200	0	1400	560,000,000
Drainage Main-holes	5	0	3	0	8	120,000,000
Electric boxes	5	1	30	2	38	190,000,000
Telecom boxes	2	0	50	0	52	260,000,000
Trees	50	5	0	4	59	23,600,000

Grand Total 4,642,600,000

**Clearway on footpath (R500m accessibility)
Public facilities removal**

Item	Unit	Tao dan station	Dan Chu station	Hoa Hung station	Le Thi Rieng station	Pham Van Hai station	Bay Hien station	Nguyen Hong Dao station	Ba Queo station	Pham Van Bach station	Tan Binh station	Total quantity	Cost
Lighting pole relocated	unit	18	15	5	7	4	9	5	5	10	2	80	320,000,000
Traffic post removal	unit	7	8	5	6	5	10	2	4	7	4	58	58,000,000
bus selter relocated	unit	6	8	2	2	2	2	1	1	2	1	27	297,000,000
drainage ditch removal	m	320	450	700	330	450	410	150	200	100	50	3160	1,264,000,000
mainhole relocated	unit	15	11	2	8	2	4	2	2	10	2	58	870,000,000
electric box / cable	unit	8	7	4	3	1	5	3	2	10	2	45	225,000,000
tele-comunication box	unit	9	8	2	4	4	6	2	2	10	2	49	245,000,000
temporary parking	unit	2	2	4	3	1	1	2	1	0	0	16	160,000,000
Grand Total												3,439,000,000	

Affected structures (concrete, brick, steel) removal

Item	Unit	Tao dan station	Dan Chu station	Hoa Hung station	Le Thi Rieng station	Pham Van Hai station	Bay Hien station	Nguyen Hong Dao station	Ba Queo station	Pham Van Bach station	Tan Binh station	Total quantity	Cost
Affected structures (concrete, brick, steel) removal	m3	400	880	150	440	100	150	100	100	250	50	2620	1,703,000,000

Compensation for Income Loss of the Stall Owners

Type of Enterprise	Solution	Declared Income VND per month/annum	Entitlement Matrix	Estimated Number of Enterprises	Unit Cost VND	Total VND
Household	Solution 2	120,000,000 per annum	30% of one year's revenue	65	36,000,000	2,340,000,000
Company	Solution 2	600,000,000 per month	30% of one year's revenue	1	180,000,000	180,000,000

Allowance for Job Discontinuation

Enterprise	Quantity	Estimated Number of Employees	Unit Price VND	Total
Gas Station	2	28	15.126.000	423.528.000
Retail Stalls	65	72	15.126.000	1,089.072.000
Total				1,512,600,000

Transportation Allowance and Special Assurances for Vulnerable Affected Stall Owners

	Unit	Quantity (VND)				
Transportation Allowance	65	10,000,000	650,000,000	-		650,000,000
Special assistance for Affected Vulnerable Groups	20	4,000,000	88,000,000	-		88,000,000