



Viet Nam: Ho Chi Minh City Integrated Public Transport Investment Program (MFF)

Project Name	Ho Chi Minh City Integrated Public Transport Investment Program (MFF)				
Project Number	48260-002				
Country	Viet Nam				
Project Status	Proposed				
Project Type / Modality of Assistance	Loan				
Source of Funding / Amount	MFF Facility Concept: Ho Chi Minh City Integrated Public Transport Investment Program (MFF) <table><tr><td>Ordinary capital resources</td><td>US\$ 930.00 million</td></tr><tr><td>concessional ordinary capital resources lending / Asian Development Fund</td><td>US\$ 40.00 million</td></tr></table>	Ordinary capital resources	US\$ 930.00 million	concessional ordinary capital resources lending / Asian Development Fund	US\$ 40.00 million
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Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration				
Drivers of Change	Governance and capacity development Knowledge solutions Partnerships				
Sector / Subsector	Agriculture, natural resources and rural development - Agriculture research and application Transport - Urban public transport				
Gender Equity and Mainstreaming	Effective gender mainstreaming				
Description					
Project Rationale and Linkage to Country/Regional Strategy					
Impact	An integrated sustainable public transport system in ten districts of HCMC.				
Outcome	Efficient expansion of public transport services that are integrated with other transport modes.				
Outputs	Integrated MRT network expansion Public transport policy enhanced Public transport services improvement				
Geographical Location					

Summary of Environmental and Social Aspects

Environmental Aspects	Category A
Involuntary Resettlement	Category A
Indigenous Peoples	Category C

Stakeholder Communication, Participation, and Consultation

During Project Design National, city, and commune government officials, metro implementing and operation authorities, development partners, small business owners, potential affected community representatives, and relevant civil society organizations will be closely involved in the project design preparation. During preparation of the project design including a resettlement plan and Environmental Management Plan, individual and group consultations will be fielded to consult with the potential affected people across a range of sites in urban areas. A participatory approach will be used to determine the location and design of project features, such as station entrance location, underpasses and footbridges for local communities.

By December 2015, the Management Authority for Urban Railways (MAUR), Department of Transport (DOT) and ADB had agreed to the PPTA scope. Because the scope of BRT from Ben Thanh to An Suong had not been included in the Ho Chi Minh Urban Transport Master Plan, DOT decided to exclude the BRT from this investment. In addition, HCMC People's Committee (HCMC PC) decided not to implement HCMC Traffic Control Center using ADB's cofinance. Hence, only MRT Line 5 Stage 1 and MRT Line 5 Integration have been considered by ADB in the scope.

During the Country Programming Mission in early 2016, as it had become clear that the MRT Line 5 Stage 1 Project would not complete within the 10-year availability period limit of the MFF modality based on lessons learned from the ongoing HCMC MRT Line 2 Project, HCMC PC, Ministry of Planning and Investment, and ADB agreed to change the modality from MFF to stand-alone projects. The current pipeline includes the MRT Line 5 Stage 1 Project in the 2020 longlist. The Line 5 Integration Project is expected to be processed after 2020 to align with the MRT Line 5 Stage 1 Project implementation schedule.

MAUR has been recruiting consulting service for front-end engineering design preparation and implementation support (FEED) to be funded by ADB TA Project since 2015. The FEED consulting service will produce designs to be used for (i) procurement of works and equipment packages and (ii) ADB's project due diligence. It is expected that the FEED consultants will be mobilized in Q4 2018 and complete service in Q1 2020. During the service, the consultant will conduct necessary survey and consultation with stakeholders to assist MAUR in forming FEED and relevant documents, such as procurement plan, financing plan, and safeguard documents (resettlement plan and environment management plan).

During Project Implementation Not yet due

Responsible ADB Officer	Mizusawa, Daisuke
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Transport and Communications Division, SERD
Executing Agencies	<i>Ho Chi Minh City People's Committee 86 Le Thanh Ton Street, Ben Nghe Ward, District 1, Ho Chi Minh City Viet Nam</i>

Timetable	
Concept Clearance	18 Dec 2014
Fact Finding	15 Feb 2017 to 03 Mar 2017
MRM	22 Aug 2017
Approval	-
Last Review Mission	-
Last PDS Update	23 Sep 2018

Project Page	https://www.adb.org/projects/48260-002/main
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