



## Ho Chi Minh City Green Transport Development (P126507)

EAST ASIA AND PACIFIC | Vietnam | Transport & ICT Global Practice |  
IBRD/IDA | Specific Investment Loan | FY 2015 | Seq No: 1 | ARCHIVED on 05-Sep-2015 | ISR20339 |

Implementing Agencies: Ho Chi Minh City People's Committee, Urban-Civil works construction investment management authority, Ho Chi Minh City People's Committee, Urban-Civil works construction management authority, HCM GT PMU

### Key Dates

#### Key Project Dates

Board Approval date:29-May-2015

Effectiveness Date:--

Planned Mid Term Review Date:--

Actual Mid-Term Review Date:--

Original Closing Date:31-Dec-2020

Revised Closing Date:31-Dec-2020

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The project development objective is to improve the performance and efficiency of public transport along a high priority corridor in Ho Chi Minh City.

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

No

### Components

Name

Bus Rapid Transit Corridor Development:(Cost \$122.80 M)

Institutional Strengthening:(Cost \$5.00 M)

Contingency:(Cost \$9.65 M)

### Overall Ratings

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



## Implementation Status and Key Decisions

Good progress has been made towards meeting the effectiveness conditions prior to the deadline, which is 90 days from the signing. Land acquisition and resettlement activities have been moved forward in accordance with the Resettlement Policy Framework, and the project site is likely to be prepared on time for construction works.

In parallel with the project, a technical assistance (TA) on road safety for BRT will be provided from the design stage until the implementation of the project in order to ensure safety of the HCMC BRT. International experts mobilized for the TA will work closely with the engineers engaged to prepare the detailed design (funded by the PPTAF) to ensure the safety of BRT infrastructure from the outset.

Upon the project effectiveness, the Implementing Agency and the World Bank will launch the project implementation at a joint workshop in October.

## Risks

### Systematic Operations Risk-rating Tool

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

## Results

### Project Development Objective Indicators



► Number of passengers per day using the BRT system (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	28300.00
Date	01-Jan-2019	--	26-Aug-2015	31-Dec-2020

► People satisfied with the service provided by Public Transport (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	33.00	--	0.00	50.00
Date	01-Jan-2019	--	26-Aug-2015	31-Dec-2020

▲ Women satisfied with the service provided by Public Transport (Sub-Indicator) (Percentage, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	40.00	--	0.00	60.00
Date	01-Jan-2019	--	26-Aug-2015	31-Dec-2020

▲ Low income riders satisfied with the service provided by Public Transport (Sub-Indicator) (Percentage, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	25.00	--	0.00	50.00
Date	01-Jan-2019	--	26-Aug-2015	31-Dec-2020

► Travel time by public transport along the project corridor, measured as in-vehicle time from An Lac to Ky Con (14.1 km) (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	60.00	--	60.00	37.00



Date	01-Jan-2019	--	26-Aug-2015	31-Dec-2020
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► Number of workers and students accessing Thu Thiem Development within 45 minutes (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1122000.00	--	1122000.00	1290000.00
Date	01-Jan-2019	--	26-Aug-2015	31-Dec-2020

◄ Number of residents accessing Thu Thiem Development within 45 minutes. (Sub-Indicator) (Number, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1050000.00	--	1050000.00	1208000.00

► Difference in GHG emissions compared to BAU case (Tones/year, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	-23000.00
Date	01-Jan-2019	--	26-Aug-2015	31-Dec-2020

Overall Comments

**Intermediate Results Indicators**



▶ Percentage of physical work completed as part of the civil works for the BRT transitway (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Mar-2016	--	26-Aug-2015	30-Jun-2019

▶ Percentage of physical work completed as part of the civil works for BRT stations (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Mar-2016	--	26-Aug-2015	30-Jun-2019

▶ Percentage of physical work completed as part of the civil works for constructing the Terminal at Rach Chiec (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Mar-2016	--	26-Aug-2015	30-Jun-2019

▶ Percentage of physical work completed as part of the civil works for constructing the Thu Thiem technical facility (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Mar-2016	--	26-Aug-2015	31-Dec-2020



► Number of buses acquired for the BRT system (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	28.00
Date	01-Mar-2016	--	26-Aug-2015	15-Feb-2019

► Percentage of intersections with improved traffic and safety control (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Mar-2016	--	26-Aug-2015	31-Dec-2020

► Percentage of sidewalk improvements completed along the BRT route (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Mar-2016	--	26-Aug-2015	31-Dec-2020

► Percentage of improvements to station access within a 400-meter radius completed (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Mar-2016	--	26-Aug-2015	31-Dec-2020



▶ Percentage of planned greening and landscaping activities along the corridor completed (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Mar-2016	--	26-Aug-2015	31-Dec-2020

▶ Percentage of training courses delivered to the HCMC PC and its agencies (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Sep-2015	--	26-Aug-2015	31-Dec-2020

▶ Number of studies completed under Component 2 of the project (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	3.00
Date	01-Sep-2015	--	26-Aug-2015	31-Dec-2020

Overall Comments

**Data on Financial Performance**

**Disbursements (by loan)**

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P126507	IDA-56540	Not Effective	XDR	88.20	88.20	0.00	0.00	88.20	0%

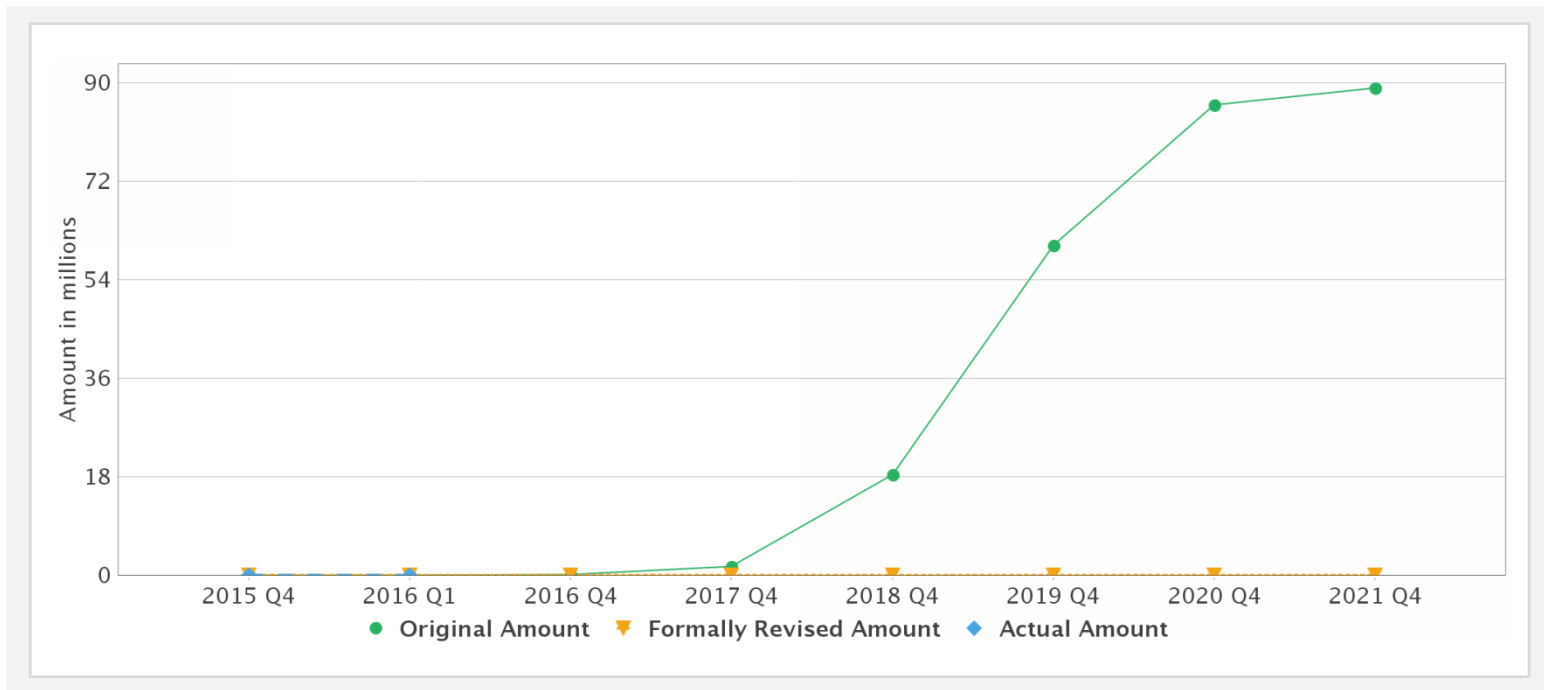
**Key Dates (by loan)**

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
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P126507	IDA-56540	Not Effective	29-May-2015	09-Jul-2015	--	31-Dec-2020	31-Dec-2020
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### Cumulative Disbursements



### Restructuring History

There has been no restructuring to date.

### Related Project(s)

There are no related projects.