



Viet Nam: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3

Project Name	Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3								
Project Number	40080-024								
Country	Viet Nam								
Project Status	Active								
Project Type / Modality of Assistance	Loan								
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">Loan 3235-VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3</td> </tr> <tr> <td>concessional ordinary capital resources lending / Asian Development Fund</td> <td>US\$ 4.20 million</td> </tr> <tr> <td colspan="2">Loan 8291-VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3</td> </tr> <tr> <td>Clean Technology Fund</td> <td>US\$ 48.95 million</td> </tr> </table>	Loan 3235-VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3		concessional ordinary capital resources lending / Asian Development Fund	US\$ 4.20 million	Loan 8291-VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3		Clean Technology Fund	US\$ 48.95 million
Loan 3235-VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3									
concessional ordinary capital resources lending / Asian Development Fund	US\$ 4.20 million								
Loan 8291-VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3									
Clean Technology Fund	US\$ 48.95 million								
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth								
Drivers of Change	Governance and capacity development Partnerships								
Sector / Subsector	Transport - Urban public transport								
Gender Equity and Mainstreaming	Effective gender mainstreaming								
Description	<p>The Project will develop an integrated public transport system in five districts of Ha Noi that will support effective utilization of Ha Noi metro Line 3 . Improved public transport will facilitate public transport connectivity and greatly enhance access in five districts of Ha Noi, as well as support the Ha Noi Urban Transport Master Plan (HUTMP) objective of increasing ridership on public transport to over 40% of demand and reducing dependency on vehicle ownership. The Project will support Ha Noi's climate change mitigation efforts in adopting a low carbon transport growth path, which is more energy efficient and lowers GHG emissions.</p> <p>The Project will provide infrastructure for improving accessibility to Metro Line 3 stations, implement feeder bus links, a public transport management system, integrated multi-modal stations with "park and ride" facilities, as well as a comprehensive parking plan for the city. The project components, public transport services and other facilities will be designed to incorporate gender sensitive features that will complement similar measures under the Metro Line 3 project. In addition, any policy and regulatory measures developed will be fully inclusive. The proposed project management and institutional capacity building measures for Metro line 3, together with expected policy and regulatory reforms, will also help achieve an improved public transport system and reduce GHG emissions. ADB proposes concurrent assistance to develop sustainable urban transport in Ho Chi Minh City for mass rapid transit line 2, and both projects' preparation and implementation will be closely coordinated, including between respective city governments.</p> <p>The Project outputs will be: (i) improved accessibility features in and around metro stations; (ii) integrated and innovative public transport services and measures connecting to metro stations; and (iii) support for transformational policies and regulatory measures to encourage modal shift to public transportation modes. Measures related to the bus system will be closely coordinated with ongoing institutional reform and system improvements.</p>								

Project Rationale and Linkage to Country/Regional Strategy	<p>Ha Noi is at an early stage of transport urbanization, having moved from heavy usage of bicycles to motorcycles in the last 10 years and now increasingly cars. Private vehicles dominate urban transportation, with motorcycles being the most prevalent means at about 80% share. Continued increasing car ownership, together with significant increase in number of motorcycles, has resulted in severe congestion during peak hours with poor urban environment and road safety. The situation is expected to worsen if current transport growth trend of 9% continues and more motorbike owners convert to cars. The existing public transport system consists of a poor and badly integrated bus network that is not really competitive with private transport modes, although under an ongoing World Bank loan is expected to improve the bus system by 2016. Traffic planning and parking management is weak and inadequate to effectively control traffic and demand. Importantly, there is no policy and regulatory measures to discourage private transport modes and the inadequate public transport system cannot attract people using private vehicles.</p> <p>Ha Noi People's Committee (HPC) has plans to invest in mass transit system, with four metro lines under phase 1 development. Construction of phase 1 for Metro Line 3 is financed by ADB, Agence Francaise de D_veloppement (AFD), European Investment Bank and Direction Generale du Tresor, with works commenced in October 2010 and the expecting to be operating in 2016. The three other metro lines are expected to be completed by 2020. However there is a need to carefully design complementary measures to ensure the emergence of an integrated public transport system that is attractive, accessible and affordable and build upon other small scale technical assistance provided by AFD and French city-to-city cooperation program to improve public transport. The Project will directly support integration of Metro Line 3 as part of a multimodal, environmental friendly transport system to attract passengers to urban public transport services to promote inclusive low carbon transport thus reducing greenhouse gas (GHG) emissions and environmental pollution.</p>
Impact	Enhanced public transport system serving six districts of Ha Noi.

Project Outcome

Description of Outcome	Improved integration of metro line 3 stations with other modes of public transport
Progress Toward Outcome	Selection of consulting services ongoing, with possible restructure of the scope of the consulting services due to their overlap with some planned and on-going interventions.

Implementation Progress

Description of Project Outputs	<p>Metro Line 3 station access improved</p> <p>Public transport system improved</p> <p>Public transport policy developed</p>
Status of Implementation Progress (Outputs, Activities, and Issues)	<p>The project outputs are not yet due.</p> <p>The project has faced 1.5 years delay in implementation due to its heavy dependence on the progress of the Metro Line 3 Project (Loans 2741/3363/3364/8302), which is 4-year delay, and expected to complete by 2022; and partially to delayed consulting services recruitment.</p> <p>Such delay has caused:</p> <ul style="list-style-type: none"> (i) changes in the scope of consulting service packages due to their potential overlaps with some on-going and / or planned interventions; (ii) a need for a loan extension to 2022 to align with the Metro Line 3 Project's schedule; and (iii) slow project financial progress. <p>The final scope of the consulting service packages shall be confirmed with the executing and implementing agencies by end of April 2017.</p> <p>It is expected that Ha Noi People's Committee will initiate preparatory works for project adjustments and loan extension in April 2017 and approve by end of 2017.</p>

Geographical Location

Safeguard Categories

Environment	B
Involuntary Resettlement	C
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	<p>The project is assessed as category B for environment.</p> <p>The draft initial environmental examination, which has been prepared based on ADB's Safeguard Policy Statement, has been reviewed by ADB and is being revised. The approved initial environmental examination will be disclosed on the ADB website upon receipt from Hanoi People's Committee.</p> <p>No natural ecosystems exist in the project area, which is heavily populated. Land use is predominantly commercial or residential. The project will not involve major civil works and is not likely to result to significant adverse environmental impacts during construction and operation. Public consultations with affected people were conducted during preparation of the initial environmental examination, in compliance with ADB's information disclosure and consultation requirements. Department of Transport will ensure that the environmental management plan is included in all bid documents.</p>
Involuntary Resettlement	<p>The project is assessed as category C for involuntary resettlement.</p> <p>With respect to involuntary resettlement, land will be provided unencumbered to the project adjoining Ngoc Khanh station in 2018. This land is to be acquired under the ADB financed Metro Line 3 project in full compliance with ADB Safeguard Policy Statement (2009) to be used as a construction work area by a contractor under the aforementioned project.</p> <p>Resettlement due diligence of the proposed project sites has indicated there will be no other involuntary resettlement impacts</p>
Indigenous Peoples	The project is assessed as Category C for indigenous peoples safeguards.

Stakeholder Communication, Participation, and Consultation

During Project Design	<p>During the PPTA at each district extensive consultations were conducted with stakeholders, including key informant interviews and focus group discussions with disability groups and student. There were several key stakeholder consultations with members of the Disabled Community who strongly endorsed the Metro Project for its members. A round table was held with the disabled community and the engineers from the PPTA team noted all the engineering concerns raised.</p> <p>A communication and participation plan will be prepared for the project to ensure that stakeholders' views will be taken in to consideration in the project detailed design to promote universal access features and usability. Training for transport providers will be carried out in the future project to improve their awareness of disability and the other issues related to the safety and security. IEC materials such as posters and pocket guidelines will be developed for the training courses as well as for transport users in the project area. Consultation and modification of awareness training materials will be done during the next phase of the project.</p>
During Project Implementation	<p>ADB mobilized a communication expert in 2015 to (i) ensure that people affected by resettlement, environmental impacts, and so on are timely receive reliable information, (ii) ensure that interested partners and public are aware of and receive project information, and (iii) raise public awareness and foster demand of metro use in future. The expert conducted consultation with government officials and stakeholders and focus group meetings with various groups (e.g., students, senior citizens) to improve project's communication strategy. The strategy will be used for communication with stakeholders before/during/after civil works.</p>

Business Opportunities

Consulting Services	International and local consulting services to support design, supervision and project management, as well as to undertake bus management and urban transport policy studies
Procurement	civil works and equipment related to public transport facilities and services

Responsible Staff

Responsible ADB Officer	Mizusawa, Daisuke
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Viet Nam Resident Mission
Executing Agencies	<i>Ha Noi People's Committee 79 Dinh Tien Hoang Street, Hoam Kiem, Ha Noi, Vietnam</i>

Timetable

Concept Clearance	18 Oct 2011
Fact Finding	22 Apr 2014 to 05 May 2014
MRM	15 Aug 2014
Approval	12 Dec 2014
Last Review Mission	-
Last PDS Update	31 Mar 2017

Loan 3235-VIE

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
12 Dec 2014	09 Feb 2015	09 Jul 2015	30 Jun 2019	-	-

Financing Plan			Loan Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	10.00		Cumulative Contract Awards			
ADB	4.20		12 Dec 2014	0.00	0.00	0%
Counterpart	5.80		Cumulative Disbursements			
Cofinancing	0.00		12 Dec 2014	0.00	0.00	0%

Loan 8291-VIE

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
12 Dec 2014	09 Feb 2015	09 Jul 2015	30 Jun 2019	-	-

Financing Plan			Loan Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	48.95		Cumulative Contract Awards			
ADB	0.00		12 Dec 2014	0.00	0.00	0%
Counterpart	0.00		Cumulative Disbursements			
Cofinancing	48.95		12 Dec 2014	0.00	0.19	0%

Project Page	https://www.adb.org/projects/40080-024/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=40080-024
Date Generated	06 July 2017

ADB provides the information contained in this project data sheet (PDS) solely as a resource for its users without any form of assurance. Whilst ADB tries to provide high quality content, the information are provided "as is" without warranty of any kind, either express or implied, including without limitation warranties of merchantability, fitness for a particular purpose, and non-infringement. ADB specifically does not make any warranties or representations as to the accuracy or completeness of any such information.