



Vietnam Road Asset Management Project (P123961)

EAST ASIA AND PACIFIC | Vietnam | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2014 | Seq No: 11 | ARCHIVED on 30-Jul-2019 | ISR37594 |

Implementing Agencies: Project Management Unit No. 3 (PMU3), DPI-Ministry of Transport

Key Dates

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Bank Approval Date: 12-Dec-2013	Effectiveness Date: 14-Jan-2014
Planned Mid Term Review Date: 09-Jan-2017	Actual Mid-Term Review Date: 09-Jan-2017
Original Closing Date: 31-Dec-2020	Revised Closing Date: 31-Dec-2020

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The proposed Project Development Objective (PDO) is to improve the efficiency and sustainability of the national road asset management and maintenance practices performed by the Ministry of Transport on national roads in Vietnam.

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

No

Components

Name

Component A: Road Asset Management System (RAMS) Development:(Cost \$10.00 M)
Component B: Road Asset Preservation:(Cost \$156.60 M)
Component C: Road Asset Improvement:(Cost \$133.40 M)
Component D: Institutional Strengthening Program:(Cost \$1.70 M)

Overall Ratings

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

Implementation Status and Key Decisions

The project was approved by the Board on December 12, 2013, The Financing Agreement was signed on January 14, 2014, and became effective on April 11, 2014. The project continues to progress well overall, and is on track to achieve the PDO. Many of the targets set in the project's results framework were met or overachieved. All planned works and consultancy services contracts have either been completed and/or are under implementation. Land acquisition and resettlement for component C – Improvement of Works has been steadily improved with 99 percent completion of the total land to be acquired. The implemented civil works are of satisfactory quality.









Risks

Systematic Operations Risk-rating Tool

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

Results

PDO Indicators by Objectives / Outcomes

Improve the efficiency and sustainability of the national road asset management and maintenance				
► Roads rehabilitated (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	20,773.00	17,213.00	17,748.00



Date	10-Jun-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
▾Roads rehabilitated - non-rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	20,773.00	17,213.00	17,748.00
▶Annual and mid-term (3 years) plans for priority and implementation of national road network maintenance and long-term (10 years) maintenance strategy generated by RAMS (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	No	Yes
Date	31-Oct-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
Comments:	Annual and mid-term plans are being prepared semi-manually by DRVN while awaiting for RAMS to be developed/tested and deployed by end December 2018.			
▶Expansion of PBC program in national road maintenance (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	20,773.00	20,773.00	17,000.00
Date	31-Oct-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
Comments:	Actual (km): 2014 (482); 2015 (17,000); 2016 (20,500Km); 2017 (20,500km) - 20,500 km national road maintenance have been contracted in 2016 and 2017 and is expected to be implemented during the next 3 years.			
▶Improved financing of road maintenance measured by the increased maintenance financing covered by the RMF (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	70.00	104.71	110.54	100.00
Date	31-Oct-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
Comments:	Actual: 2014 (76,87%); 2015 (90.26%); 2016 (93.7%); 2017 (102.92%-estimated); 2018 (102.92%-actual).			

Intermediate Results Indicators by Components

Component A: Road Asset Management System (RAMS) Development				
▶Annual condition measurement for national road network (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	17,213.00	17,213.00	17,748.00
Date	20-Sep-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
Comments:	Actual (km): 2014 (0); 2015 (8,400); 2016 (9,100); 2017 (131200); 2018 (17,213)			



Component B: Road Asset Preservation				
►PBC maintenance implemented under the project (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	234.00	234.00	170.00
Date	20-Sep-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
Comments:	Sections of NH2 (km163-Km287) with total length of 124 km are being maintained under PBC method from 2015. Sections of NH6 (Km193-Km303) with length of 110 km are being maintained under PBC method from 2016. These contracts under VRAMP will last for 5 years for NH2 and 4 years for NH6			
►Km of roads maintained under the project with traditional input method (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	161.00	161.00	161.00
Date	20-Sep-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
Comments:	Targets fully completed and achieved. Traditional maintenance was implemented from 2015 and completed in 2016: NH48 (length of 46km: km0–km20 and km38–km64) and NH6 (length of 114.7 km: km78+300–km193). Total length is about 161 km.			

Component C: Road Asset Improvement				
►Km of roads improved under the project (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	21.00	38.78	56.00
Date	20-Sep-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
Comments:	Package CP1: Improvement of Trang Thua and Cong Neo bridges on NH38B and Package CP1A: Improvement of Trang, Cap bridges on NH38B and Go bridge on NH39: completed with total length is about 7 km. Package CP14: Improvement of Nh39 (Km91+000-Km107+522) section Vo Hoi – Diem Dien: completed with total length is about 12.71 km .			
►Roads in good and fair condition as a share of total classified roads (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	70.00	72.34	72.44	72.00
Date	20-Sep-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
Comments:	Based on the Intermediate results of Component Two – Road Asset Preservation, 161 km road has been maintained under traditional maintenance contracts, and 234 km road has been rehabilitated under PBC maintenance contracts, 19.71km road has been improved under improvement contracts. In total, until now, 414.71 km road has been traditionally maintained/rehabilitated/improved under the Project. Thus, roads in good and fair condition as a share of total road network due to the project increase from 70% to 72.34% (total number of km road of which traditional maintenance/rehabilitation/improvement works under VRAMP have been basically completed/total number of km national roads = 414.71km/17,748 km =2.34%).			



▲Size of the total classified network (Kilometers, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	17,748.00	20,733.00	20,733.00	17,748.00

Component D: Institutional Strengthening Program				
▶Semi-annual Project Monitoring and Evaluation Report will be submitted to the Bank (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	9.00	9.00	14.00
Date	20-Sep-2013	19-Dec-2018	30-Apr-2019	31-Dec-2020
Comments:	DRVN/PMU3 established the M&E system at the start of the project implementation to effectively monitor and manage the implementation in all aspects including the fiduciary and safeguards issues. The M&E reports prepared so far were of acceptable quality.			
▶Percentage of affected households having woman attended consultation activities on compensation/resettlement (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	50.00	7,513.00	75.13	80.00
Date	20-Sep-2013	19-Dec-2018	30-Apr-2019	31-Dec-2017
Comments:	Actual (percentage): 2014 (73.7%), 2015 (78.7%); 2016 (78.7%); 2017 (80,3%); 2018 (75,13%). Number of affected households having woman attended consultation activities (4260) /Number of affected households (5670) in 2018			
▶Annual audit of Road Maintenance Fund published and available for civil society (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	20-Sep-2013	01-Mar-2018	30-Apr-2019	31-Dec-2020
Comments:	In accordance with RMF's decree, Annual audit of Road Maintenance Fund is to be published annually.			

Data on Financial Performance

Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P123961	IDA-53310	Effective	USD	250.00	250.00	0.00	161.32	66.15	71%

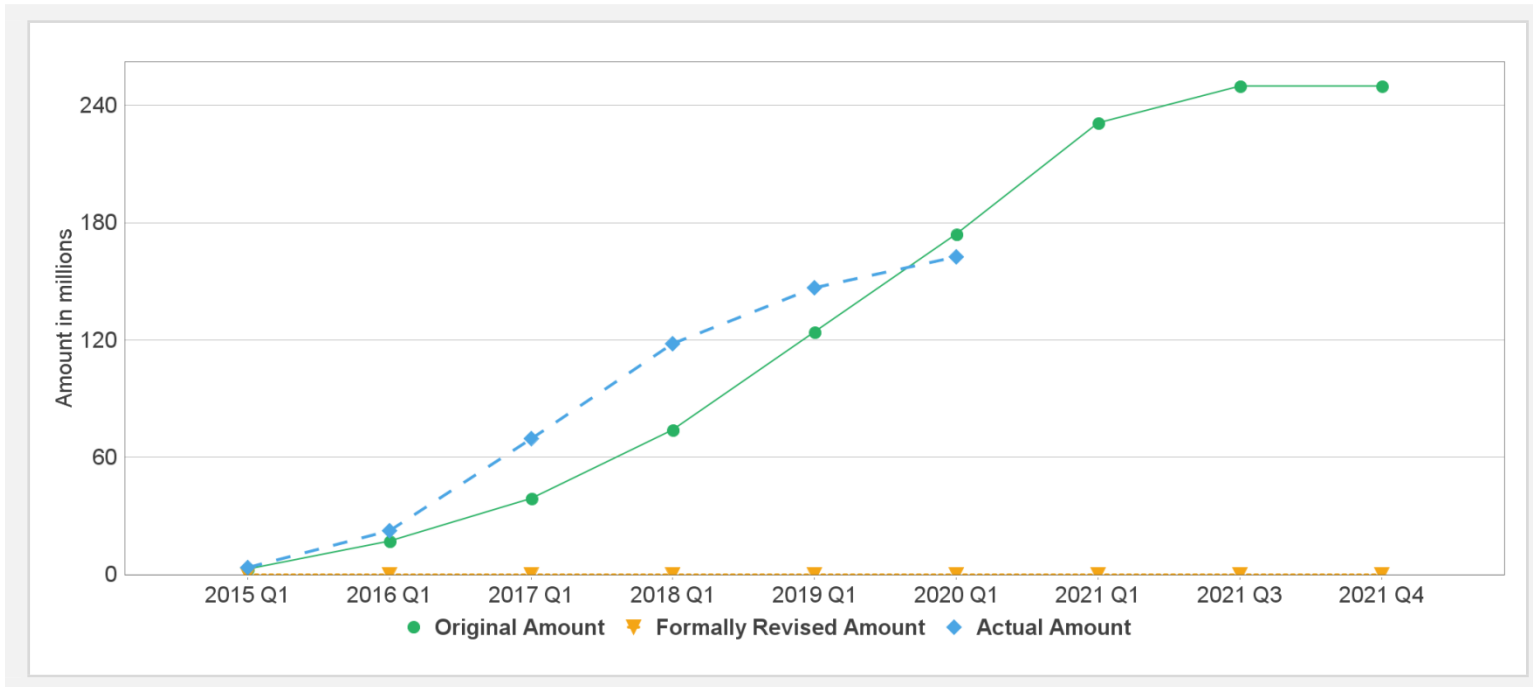


P123961	TF-15733	Closed	USD	1.29	1.05	0.25	1.03	0.00	<div style="width: 100%; height: 15px; background-color: #4CAF50;"></div>	100%
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Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P123961	IDA-53310	Effective	12-Dec-2013	14-Jan-2014	11-Apr-2014	31-Dec-2020	31-Dec-2020
P123961	TF-15733	Closed	14-Jan-2014	14-Jan-2014	14-Jan-2014	30-Jun-2016	30-Jun-2016

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.