



Northern Delta Transport Development Project (P095129)

EAST ASIA AND PACIFIC | Vietnam | Transport & ICT Global Practice |
IBRD/IDA | Specific Investment Loan | FY 2008 | Seq No: 15 | ARCHIVED on 27-Jan-2017 | ISR26467 |

Implementing Agencies:

Key Dates

Key Project Dates

Bank Approval Date:24-Jun-2008

Effectiveness Date:07-Feb-2009

Planned Mid Term Review Date:01-Nov-2013

Actual Mid-Term Review Date:18-Nov-2013

Original Closing Date:30-Jun-2014

Revised Closing Date:26-Jun-2017

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project's development objective is to enhance the efficiency, environmental sustainability and safety of transport infrastructure and services, through the alleviation of physical and institutional bottlenecks in two major waterway corridors in the Northern Delta Region.

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

No

Components

Name

Multimodal Transport Corridor Investments:(Cost \$147.10 M)

Investments in Small Ferry Boat Stages:(Cost \$4.60 M)

Institutional Support:(Cost \$5.10 M)

Overall Ratings

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



Implementation Status and Key Decisions

After nearly 8 years in implementation, all activities financed by the original credit for the Northern Delta Transport Development Project have been completed. Based on this progress, the project's Monitoring and Evaluation framework confirms that the development objective has been achieved, on the basis of reductions in travel times along the inland waterway corridors targeted by the project, improved safety at targeted provincial ferry boat stages, and improved operational and environmental outcomes at the two river ports improved under the project. To further contribute to the project development objective, the World Bank and the Government of Vietnam are in the process of preparing an additional credit under the project to help finance the construction of the Day-Ninh Co interconnecting canal and shiplock (the "DNC canal"), an integrated inland waterway infrastructure facility to link the Day and Ninh Co rivers with a navigational lock. The DNC canal has always been part of the project scope, but funds remaining under the original credit are insufficient to finance construction of this structure due to cost overruns incurred during project implementation - hence the need for additional funds. Along with the bypass access channel at the Lach Giang estuary and improvements at Ninh Phuc port, both of which have already been financed by the project under the original credit, construction of the DNC canal will complete a through-corridor for sea-going vessels traveling to and from Ninh Phuc port and the coastal shipping route at the Gulf of Tonkin. The DNC canal will therefore contribute to improving inland waterway logistics efficiency in the project region and to more fully realizing the economic potential of key investments already implemented under the project. It is expected that the additional credit will go into implementation in the spring of 2017 and reach completion by end-December 2019.



Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● High	● Substantial
Macroeconomic	--	● Substantial	● Moderate
Sector Strategies and Policies	--	● Moderate	● Moderate
Technical Design of Project or Program	--	● Substantial	● Substantial
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



► Travel time of 4x400-DWT barges from Quang Ninh to Viet Tri during the dry season (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	47 hrs/280 km	30 hrs/276.5 kms	31 hrs/276.5 kms	42.3 hrs (10% reduction)/276 km (4 km reduction)
Date	30-Nov-2011	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Travel time of 4x400-DWT barges from Hanoi to Lach Giang estuary during the dry season (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	43 hrs/259 km	36 hrs/257.8 km	37.5 hrs/257.8 km	40.85 (5% reduction)/257.5 km (1.5 km reduction)
Date	30-Nov-2011	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Average vessel waiting time to enter/exit river system at Lach Giang estuary during the dry season (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	20.00	1.00	1.00	10.00
Date	30-Nov-2011	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Traffic accidents/fatalities related to river crossings at the pilot ferry boat stages (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	7.00	0.00	0.00	6 (20% reduction)
Date	30-Nov-2011	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Waiting time for vessels calling at the Viet Tri Port (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
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Value	24.00	18.00	17.30	19.20
Date	30-Nov-2011	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Total Suspended Solids (TSS) in effluent from coal storage area in Ninh Phuc Port (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	50 mg/l	41 mg/l	44 mg/l	45 mg/l
Date	30-Nov-2011	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Total Suspended Solids (TSS) in effluent from coal storage area in Viet Tri Port (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	50 mg/l	39 mg/l	42 mg/l	45 mg/l
Date	30-Nov-2011	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Emissions of PM10 at Viet Tri Port (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	150 mg/m3	85 mg/m3	78 mg/m3	135 mg/m3
Date	30-Nov-2011	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Emissions of PM10 at Ninh Phuc Port (Text, Custom)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	128 mg/m3	103 mg/m3	46 mg/m3	103 mg/m3
Date	30-Nov-2011	29-Apr-2016	14-Dec-2016	31-Dec-2016

Overall Comments

Intermediate Results Indicators

► Length of waterways improved to desired operating standards (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	491.00	539.00	539.00
Date	24-Jun-2008	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Ferry Boat stages with improved safety design (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	none	31.00	31.00	28.00
Date	24-Jun-2008	29-Apr-2016	14-Dec-2016	31-Dec-2016

► Timely completion of physical works (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	98.00	100.00	100.00
Date	24-Jun-2008	29-Apr-2016	14-Dec-2016	31-Dec-2016



► Delivery to MoT/VIWA of draft framework for the planning and sustainable management of inland waterways (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	Y	Y	Y
Date	24-Jun-2008	29-Apr-2016	14-Dec-2016	31-Dec-2016


► Delivery to MoT/VIWA of draft framework for the planning and sustainable management of ferry boat stages (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	Y	Y	Y
Date	24-Jun-2008	29-Apr-2016	14-Dec-2016	31-Dec-2016

Overall Comments

Data on Financial Performance

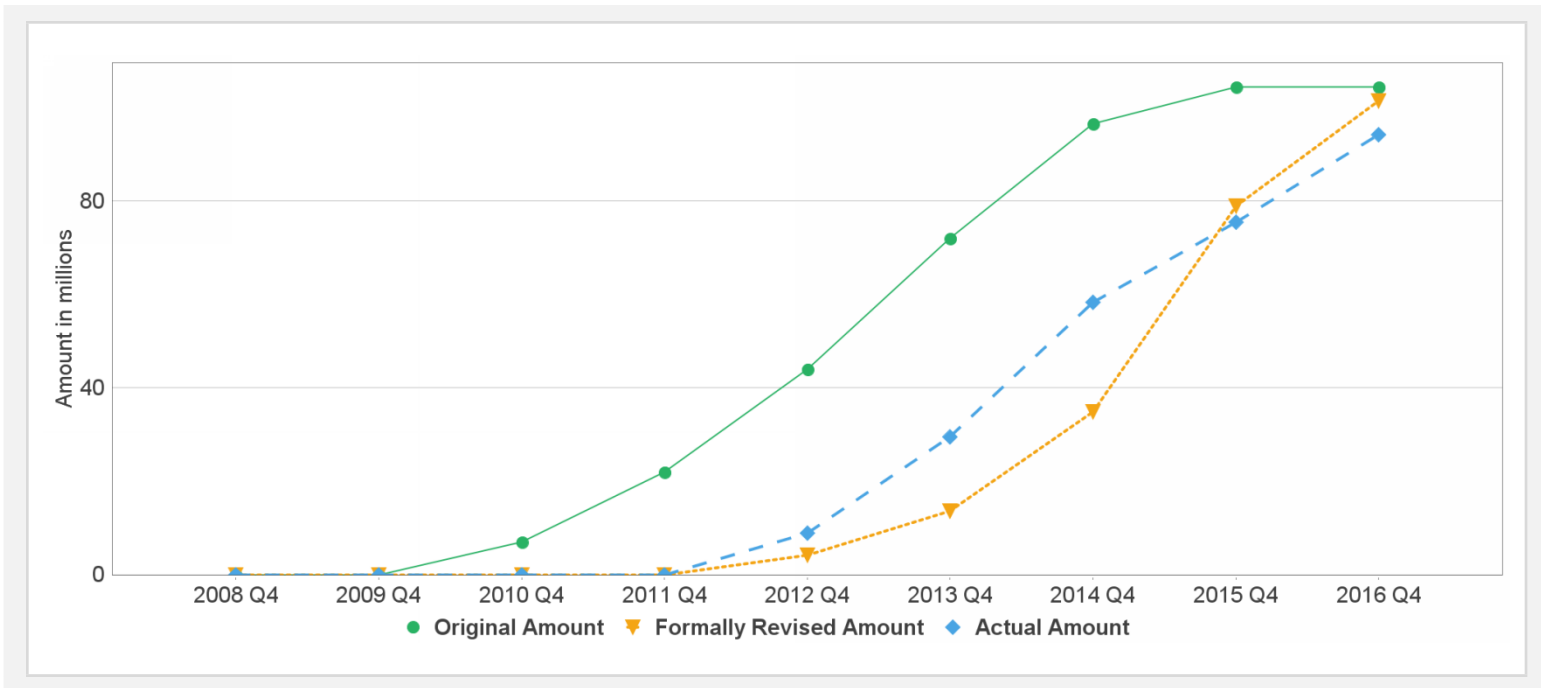
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P095129	IDA-44740	Effective	XDR	104.40	104.40	0.00	94.17	10.23	 90%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P095129	IDA-44740	Effective	24-Jun-2008	10-Nov-2008	07-Feb-2009	30-Jun-2014	26-Jun-2017

Cumulative Disbursements



Restructuring History

Level 2 Approved on 02-May-2014 ,Level 2 Approved on 21-Dec-2015 ,Level 2 Approved on 31-May-2016 ,Level 2 Approved on 14-Jun-2016 ,Level 2 Approved on 29-Dec-2016

Related Project(s)

P158976-Northern Delta Transport Development Project Additional Financing