Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)
# BASIC INFORMATION

## A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Project ID</th>
<th>Project Name</th>
<th>Parent Project ID (if any)</th>
</tr>
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<tbody>
<tr>
<td>Vietnam</td>
<td>P172731</td>
<td>Ho Chi Minh Green Transport Development Project</td>
<td>P126507</td>
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<table>
<thead>
<tr>
<th>Parent Project Name</th>
<th>Region</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
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<tbody>
<tr>
<td>Ho Chi Minh City Green Transport Development</td>
<td>EAST ASIA AND PACIFIC</td>
<td>25-Jan-2016</td>
<td>11-Nov-2019</td>
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<table>
<thead>
<tr>
<th>Practice Area (Lead)</th>
<th>Financing Instrument</th>
<th>Borrower(s)</th>
<th>Implementing Agency</th>
</tr>
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<tbody>
<tr>
<td>Transport</td>
<td>Investment Project Financing</td>
<td>Socialist Republic of Vietnam</td>
<td>Ho Chi Minh City, Transport Works Construction Investment Project Management Authority (TCIP) of Ho Chi Minh City, HCM GT PMU</td>
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</table>

### Proposed Development Objective(s) Parent

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

### Components

- Bus Rapid Transit Corridor Development
- Institutional Strengthening
- Contingency
- Integrated Urban Development
- Transport Planning for Enhanced Connectivity
- Capacity Strengthening

## PROJECT FINANCING DATA (US$, Millions)

<table>
<thead>
<tr>
<th>SUMMARY</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>10.50</td>
</tr>
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</table>
B. Introduction and Context

Ho Chi Minh City is Vietnam’s principal economic hub, with its 9 million inhabitants generating about 20 percent of national GDP and 45 percent of total manufacturing production in Vietnam. Mobility of the citizens is crucial for this vibrant city: currently, most trips in HCMC are made by private vehicles (4- and 2-wheelers), which contribute to a rapid increase in congestion in many parts of the city. Without adequate interventions, including provision of efficient and high-quality public transport and measures to discourage the use of private vehicles, congestion in the city will continue to grow and bring about a great deal of negative externalities. The development of a mass transit corridor—supported by the original project therefore critical for providing sustainable urban mobility. When successfully implemented, the original project would not only provide a reliable mobility option in the city center and the peripheries in southeast and northwest, but also create condition for a modal shift from private to public transport modes. It is essential that such conditions are created before ownership of private cars escalates to a point where congestion incurs significant costs to HCMC’s economy due to time and environmental degradation, as has happened to other cities in the region.

The new BRT system would have greater impacts on accessibility and mobility when integrated with the urban development around it, through transit-oriented development (TOD). TOD—by promoting mixed-use and high-density development around mass transit stations and corridors—would reduce the distance between homes and workplaces/services and the need for trips that cannot be made by public transport. In other words, it improves accessibility without increasing dependency on use of private vehicles. High-density development along mass transit corridors also creates the critical mass of potential users that the system needs to be financially sustainable. Ultimately, TOD would help HCMC to grow while avoiding a sprawl pattern, thus reconciling high mobility with high quality of urban life.

In HCMC and other Vietnamese urban areas, where motorbikes are the dominant mode of transport, public transport faces a unique challenge of having to compete for passengers against their door-to-door flexibility and affordability. Due to the natural trade-off between capacity and route flexibility, a mass transit system cannot provide door-to-door services.
to all its passengers. Many people will have to transfer and use other modes of transport from their trip origins and/or to their final destinations. For a mass transit system to be successful, especially in an environment such as HCMC, it should be well connected and integrated with its feeder modes, which may include a range of options such as feeder buses, private vehicles, and non-motorized transport (NMT)—walking and cycling.

Successful implementation of such integration—between transport and urban development and among various transport modes—requires adequate institutional and technical capacity of the city authority. Like many cities around the world, however, HCMC faces institutional challenges created by internal silos across planning, construction, public transport functions. Specific technical tasks, such as introduction of the TOD principles and enhancement of the connectivity between the BRT and other modes, should therefore be implemented in parallel with the capacity building in relevant agencies as well as creation of the institutional setup that promotes inter-agency collaboration and coordination.

C. Proposed Development Objective(s)

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

Current PDO
The original PDO—to improve the performance and efficiency of public transport along a high priority corridor in Ho Chi Minh City—remains unchanged. While there will be no new PDO indicators, the AF would help achieve a higher target of one of the PDO indicators than what would be feasible solely through the original project.\(^1\) Specifically, the number of daily passengers using the BRT system is expected to increase thanks to enhanced NMT connection. The AF activities are expected also to positively affect accessibility indicators—number of workers/students and residents accessing Thu Thiem Development within 45 minutes—due to densified development around the corridor and enhanced connectivity; however, measurable impacts are not likely to occur during the project implementation period but a few years later, beyond the scope of this Project.

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Original target</th>
<th>Revised due to delays in urban development</th>
<th>Changes with AF</th>
<th>Revised target</th>
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<tbody>
<tr>
<td>Number of passengers per day using the BRT system</td>
<td>28,300</td>
<td>22,612</td>
<td>700</td>
<td>23,312</td>
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<tr>
<td>Number of workers and students accessing Thu Thiem Development within 45 minutes</td>
<td>1,290,000</td>
<td>No change</td>
<td>No change</td>
<td>1,290,000</td>
</tr>
<tr>
<td>Number of residents accessing Thu Thiem Development within 45 minutes</td>
<td>1,208,000</td>
<td>No change</td>
<td>No change</td>
<td>1,208,000</td>
</tr>
</tbody>
</table>

Five additional intermediate results indicators will be included to reflect the implementation progress of the proposed additional components: (i) Average floor area ratio (FAR) of the corridor area as defined in the revised detailed zoning plans, (ii) whether or not the legal/regulatory framework and operational guide for implementation

\(^1\) It is noted however that the target value has actually been revised downwards and adjusted compared to the value at the time of approval of the original project, due to the revised ridership forecast. The expectation is that without the proposed AF, the values would have been even lower.
of TOD urban design are developed and endorsed by relevant authorities, (iii) area of multi-function public space developed under the pilot project, connected with BRT (m2), (iv) whether or not the feeder bus route network is organized for better connection with BRT and ready for implementation, and (v) number of BRT passengers who use non-motorized transport to connect to/from the BRT stations. The responsibility of monitoring the added indicators will be assumed by the TCIP, who will collaborate with the relevant partners, including DPA, DOT and MCPT, as needed. At the same time, five of the existing intermediate results indicators are proposed to be dropped, since they simply capture physical progress of contractual activities, not the results of the project.

D. Project Description

SCOPE OF THE ORIGINAL PROJECT

COMPONENT 1: Bus Rapid Transit Corridor Development. Total cost: US$ 132.45 million; IDA: US$ 119 million; Borrower: US$ 13.45 million. This component will finance goods, works, and services for development of a BRT corridor between An Lac in the southwest and Rach Chiec in the northeast, following the Vo Van Kiet and Mai Chi Tho Boulevards (approximately 23 km and 28 stations). The investments will include:

a) Construction and supervision of BRT infrastructure and facilities. This includes:
   
i) A dedicated and segregated bus transitway between An Lac and Rach Chiec including the upgrading and expansion of a road section from Lo Gom Bridge to Thu Thiem tunnel.

   ii) Median “signature” stations between An Lac and Rach Chiec, designed for the needs of the local users and fully accessible by people with disabilities. The design of the stations will consider the surrounding urban environment, will be tailored to the conditions of the corridor, and will take into account the need to interchange with other modes as needed.

   iii) A terminal at Rach Chiec and a turnaround area at An Lac.

   iv) A technical facility at Thu Thiem including a control center building, bus depot, office space for UCCI and MOCPT, rest facilities for crews, a daycare, parking areas for buses to accommodate the forecasted BRT vehicle fleet, and places for CNG re-fuelling and fuel storage.

   v) Reconstructed sidewalks around stations (which will remove the majority of current obstacles) combined with walkways to interchange points, thus contributing to a more accessible environment for pedestrians in Ho Chi Minh City.

   vi) New pedestrian-over bridges connecting stations to surrounding areas, including connections to the other side of the canal that runs parallel to the BRT corridor.

   vii) Parking for motorcycles at selected stations, and

   viii) Landscaping and open-space improvements along the corridor.

b) Traffic management improvements, intersection control, and Intelligent Transport Systems (ITS). This includes:

   i) Reconfigured and revised intersection design and control between An Lac and Rach Chiec, including traffic signals giving priority to BRT vehicles and pedestrians.

   ii) Implementation of a broad range of ITS, including advanced traffic management systems (such as smart traffic signals, cameras, and e-police), advanced bus operation management systems (including global positioning systems, communication equipment, and dispatching), and a passenger information system.

c) Fare collection system and smart cards. This includes fare collection facilities (e.g., electronic turnstiles) at each station, as well as sufficient smart cards and servers.
d) BRT Vehicles. The project will finance at least 28 CNG buses.

e) Planning integration and urban development. The objectives of this subcomponent would be to improve the environment surrounding the BRT stations; improve accessibility and amenities to maximize BRT effectiveness; provide universal accessibility; and promote transit-oriented development and greening of the corridor. Specific measures include:

   i) Sidewalk improvements along the BRT route.
   ii) Improvements within a 400 meters access radius around the stations, along roads penetrating surrounding residential and commercial areas.
   iii) Greening of the corridor through urban design, street and landscaping.
   iv) Safety enhancement measures, including signage and barriers.
   v) Pedestrian facilities, including rest areas, information centers, and rest rooms.

f) Marketing and public communication. This includes the design and implementation of a comprehensive communications and outreach program (covering also grievance and redress mechanisms) for providing information to all stakeholders throughout the construction phases. These studies will include gender considerations.

g) Project management. This subcomponent will finance goods (office equipment, and vehicles) and services to support project management, annual audits, and supervision/monitoring support for environmental and resettlement activities.

h) Land acquisition and resettlement. The total cost of land acquisition and resettlement will be financed by the government.

COMPONENT 2: Institutional Strengthening. Total cost: US$ 5.0 million; IDA: US$ 5.0 million. Implementation of the BRT introduces a new mode of transport to Ho Chi Minh City; it marks the beginning of a new era of multi-modal urban passenger transport in which a number of MRT lines will commence operation and more BRT lines are expected. This change will require institutional strengthening: first of the existing institutions and later of an overall passenger transport authority. It will also require the knowledge and capacity to restructure and integrate the network, transport services, and customer services when BRT and MRT lines are introduced. Component 2 will finance the goods and services to support:

   a) Equipment, vehicles, office facilities upgrading, and other operational support for managing the implementation of the BRT and related measures by the PMU throughout the design, construction, and implementation phases;

   b) Monitoring and evaluation. This subcomponent intends to assess whether the BRT has been successfully implemented as designed, whether it is really achieving the desired impacts, what post-implementation adjustments are required (if any), and what policy and design lessons might be derived from the project. Annual monitoring surveys and analysis will be conducted during project implementation covering transport system supply, demand, and performance. Ongoing monitoring activities will include household interviews, assessment of real estate prices, and assessment of building permit applications, visual surveys, mystery traveler surveys, car journey time surveys, focus groups, satisfaction surveys, air/noise and emissions surveys, traffic counts, and accident data analysis. Particular attention will be paid to the attitudes and willingness of current motorcycle users to use BRT, to identify their potential for mode shift, factors of resistance, and critical features for the (re)design of BRT lines to achieve higher levels of mode shift.
c) Feasibility and design studies for: a) maximizing connectivity and ridership of BRT line 1, and b) continued development of the BRT Network. These studies will be in line with the Master Plan for Public Transport, including integration considerations with the bus network and the overall multimodal passenger transport network;

d) Study to develop the optimal fare structure and fare product range for the public transportation system (for implementation through the new ticketing system).

**SCOPE OF ADDITIONAL FINANCING**

**Component 3: Integrated Urban Development (estimated cost of US$5 million)**. This component would aim to enable integrated and transit-oriented urban development around the BRT corridor. It consists of three sub-components: (i) Creating Foundation for TOD, through amending the existing urban design and district zoning plans, based on which construction permits are granted, to fully incorporate TOD principles, and strengthening the institutional foundation for implementation of TOD in HCMC, including legal and regulatory framework and operational guide, (ii) Leveraging the Private Sector for TOD, by developing a legal, regulatory and financial mechanism for the city’s regulatory entities to involve the private sector in development along the corridor, such as through land value-capturing (LVC) and public-private partnership (PPP), and identifying options and opportunities for applying such mechanisms, and (iii) Public Space Pilot Project, to be designed and implemented on existing public space in accordance with the amended urban design, that would enhance the attractiveness of the BRT corridor and adjacent urban space.

**Component 4: Transport Planning for Enhanced Connectivity (estimated cost of US$4 million)**. This component would support integration of the BRT system with other transport modes, and consists of the following two sub-components: (i) Improving the BRT Connectivity, which would propose measures to maximize connectivity and ridership of the BRT Line 1, including re-organization of feeder bus routes and improvement of non-motorized transport (NMT) connections, and (ii) Connectivity Pilot Project, to be designed and implemented to provide NMT-based last-kilometer connectivity solutions to/from BRT stations.

**Component 5: Capacity Strengthening (estimated cost of US$1.5 million)**. This component would strengthen (i) the project management capacity of the UCCI for implementation of the GTD Project as well as the AF activities and (ii) the corporate and business capacity of modal authorities including the Department of Transport (DOT) and Management and Operation Centre of Public Transport (MOCPT).

It is expected that the above proposed AF activities will be completed by or before the current closing date of the GTD Project, which is December 31, 2020.

**E. Implementation**

**Institutional Arrangements (Section I.A of Schedule 2 to the Grant Agreement):**

1. The Recipient shall cause HCMC PC to be primarily responsible for overall Project management including the approval of the Procurement Plan, policy setting and providing guidance on and oversight of Project implementation.

2. The Recipient shall cause the HCMC PC to maintain throughout the implementation of the Project the Project Management Unit (“PMU”) in TCIP. The PMU shall be under the direction of qualified management, provided with sufficient resources, and staffed with competent personnel in adequate numbers, with qualification, experience and terms of reference acceptable to the World Bank. The PMU shall be responsible for managing the implementation of all Project activities including overall coordination, quality assurance, procurement, financial management, monitoring and reporting, obtaining site working permissions for contractors and day-to-day supervision of Project implementation.
3. The Recipient shall cause the HCMC PC to ensure that the TCIP is responsible for the: (a) supervision of the PMU; (b) overall management of the Procurement Plan, including the signing of contracts; and (c) review and appraisal of all relevant submissions from the PMU.

4. The Recipient shall cause the HCMC PC to ensure that DOT is responsible for coordinating with TCIP and related agencies to implement the activities under Part 3 of the Project, including: (a) submission to the HCMC PC for review and approval of TCIP’s proposals to improve the connectivity of BRT Line 1, including feeder bus routes and non-motorized transport connection to/from BRT stations; and (b) review of detailed designs for the small scale pilot project to be proposed by TCIP under Part 4(b) of the Project.

5. The Recipient shall cause the HCMC PC to ensure that the DPA is responsible for: (a) coordinating with TCIP and related agencies to implement the activities under Part 3 of the Project, including: (i) submission to the HCMC PC for review and approval of amendment of the urban design and detailed zoning plans; (ii) development of legal framework and operational guide for transit-oriented development; (iii) coordination with the Department of Natural Resources and Environment, Department of Finance and other related agencies to develop mechanisms for land value-capturing and public-private partnership; and (iv) review of outputs of activities in sub-paragraphs (a), (b) and (c) under Part 3 of the Project; and (b) collaborating with Department of Construction, DOT and other related agencies to review and submit to the HCMC PC for approval of detailed designs for the pilot project to be proposed by TCIP under Part 3 (c) of the Project.

6. The Recipient shall cause HCMC PC to ensure that MCPT is responsible for participating in and providing inputs to activities under Part 4 of the Project, particularly concerning the reorganization of feeder bus routes to be connected with BRT Line 1 and coordinating with TCIP to assess their technical viability.

7. The Recipient shall establish and maintain throughout the implementation of the Project a working group to be responsible for coordination among relevant departments, carrying out technical reviews of Project activities and deliverables and submitting the reviewed results for HCMC PC decision.

8. The Recipient shall cause HCMC PC to ensure that TCIP: (a) by no later than January 31 of each year (and for the year 2019, no later than fifteen (15) days after the date of this Agreement) prepares and provides to the World Bank for its review and comment an annual Project work plan for the next succeeding calendar year, together with the financing plan, including sources of funds, therefor; and (b) thereafter implements in a manner satisfactory to the World Bank such annual work plan as shall have been agreed with the World Bank.

Project Operations Manual (Section I.C of Schedule 2 to the Grant Agreement):

The Recipient shall: (a) ensure that the Project is carried out in accordance with the Project Operations Manual; and (b) except as the World Bank shall otherwise agree, not assign, amend, abrogate or waive, or permit to be assigned, amended, abrogated or waived, the aforementioned, or any provision thereof.

F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

The BRT line proposed for financing will be located on the existing Vo Van Kiet – Mai Chi Tho Boulevard and in parallel to the Tau Hu-Ben Nghe canal cutting across HCMC. The project will be implemented in an urban setting of HCMC which is located on the banks of the Saigon River, 60 km away from the coast of the East Sea and 1,760 km south of Hanoi. HCMC is the most populous city in Vietnam, with over 7.3 million inhabitants in the city proper, and over 9 million habitants in the metropolitan area. HCMC is also the largest economic development pole in the country, generating roughly 20% of the national gross domestic product.
G. Environmental and Social Safeguards Specialists on the Team

Pierre Arnoux, Social Specialist
Son Van Nguyen, Environmental Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

<table>
<thead>
<tr>
<th>Safeguard Policies</th>
<th>Triggered?</th>
<th>Explanation (Optional)</th>
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<tbody>
<tr>
<td>Environmental Assessment OP/BP 4.01</td>
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<td></td>
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<tr>
<td>Performance Standards for Private Sector Activities OP/BP 4.03</td>
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<td>Natural Habitats OP/BP 4.04</td>
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<td>Involuntary Resettlement OP/BP 4.12</td>
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<td>Safety of Dams OP/BP 4.37</td>
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<td>Projects on International Waterways OP/BP 7.50</td>
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<tr>
<td>Projects in Disputed Areas OP/BP 7.60</td>
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KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

   OP 4.01 Environmental Assessment. Overall, the proposed project will bring about long-term environmental benefits and positive impacts to the lives of the people in Ho Chi Minh City, reduce traffic safety risks and emissions from private vehicles. The city’s urban landscape will also be improved by “greening” investments provided by the project. The project will have some potential negative socio-environmental impacts associated with the rehabilitation and improvement of existing road infrastructure to support BRT operations, the construction of BRT infrastructure and other non-motorized transport infrastructure to facilitate access to the BRT services under Component 1 of the
The Environmental Impact Assessment (EIA) prepared by the client confirmed that the adverse environmental impacts are expected to result mainly from the construction activities. Potential adverse impacts of the project during site preparation and construction include: those related to land acquisition and resettlement for construction of the depot and terminal; noise, dust, vibration, fumes from asphalting and transportation of materials; disruption to traffic, and access to roadside activities; interruption of local household businesses and utility services; potential contamination of soil and water from disposal of waste materials and fueling equipment; and worker safety. Direct impacts from operation potentially include increased noise and vibration level, domestic waste generation at bus stop and depot, traffic safety risks, air pollution from vehicle exhaust, and fuel and lubricants spills. No physical cultural resources are impacted by the project. However, these environment impacts are likely to be small to moderate, short term, site-specific, non-sensitive or irreversible, and in every case, mitigation measures can be designed to reduce the negative impacts. Therefore, the project is categorized as an Environmental Category B project.

OP 4.12 Involuntary Resettlement. To establish the planned BRT, the project will build various infrastructure, including the Technical Facility (1.53 ha) in Thu Thiem ward (District 2) for the bus routine maintenance/repair, and the Terminal Station (0.58 ha) in Rach Chiec area (District 2). Most land permanently affected at these two locations is agricultural land. A total of 18 households are potentially affected at these two locations, of which one household is expected to resettle, thirteen to lose more than 20% of their total productive land, and five will have their businesses affected. Two companies who own agricultural land at the Technical Facility in Thu Thiem area would also be affected. The construction of the bus stops, and their access ways would not require permanent acquisition of land, since these stations would be located within the right of the way, and most would be located at the road median. Some temporary land impact may result, primarily during the construction, and which would be minimized through appropriate construction measures. Where temporary land impact is not avoidable and this affects local households, compensation payments will be paid to the affected households as per the project’s Resettlement Policy Framework. There are no potential large-scale, significant, and/or irreversible impacts envisaged at this stage.

A social assessment (SA) was done to assess the overall project social impact. As an integral part of the SA, gender consultation was conducted with people potentially affected peoples (as a result of land acquisition), and potential BRT users, to inform the design of the gender mainstreaming action and gender monitoring and evaluation plan. This project is gender-informed on three dimensions – as per East Asia and Pacific (EAP) gender target for FY15.

Additional Financing (AF). The AF does not result in triggering new safeguards policies or in changing the environmental category of the project (Category B). The type and location of investments proposed under the AF are the two small-scale pilot subprojects focusing on small scale transport corridor landscaping and small parking lots for bicycle riders along the BRT route. At this stage, there is no land acquisition anticipated as a result of the implementation of these two small-scale pilot projects. However, in case there is any, when the detailed design is available, such land impact (both permanent and temporary) will be addressed in accordance with the project’s Resettlement Policy Framework. Gender mainstreaming will be applied under the AF in the same manner as that proposed under the parent project. The small interventions are anticipated to have small, short-term, and localized environmental impacts such as dust, noise, and pollution by construction wastes, and small disturbances to the pedestrian area and utilities services. These impacts, however, can easily be mitigated by implementing the Environmental Codes of Practice (ECOP) developed and included in the updated ESMP of the parent project. The ECOP will be included in the bidding documents for construction contractors to ensure measures are taken during the construction to minimize environmental impacts.
OP 4.12 Involuntary Resettlement. To establish the planned BRT, the project will build various infrastructure, including the Technical Facility (1.53 ha) in Thu Thiem ward (District 2) for the bus routine maintenance/repair, and the Terminal Station (0.58 ha) in Rach Chiec area (District 2). Most land permanently affected at these two locations is agricultural land. A total of 16 households are potentially affected at these two locations, of which one household is expected to resettle, five to lose more than 20% of their total productive land, and two will have their businesses affected. Three companies who own agricultural land at the Technical Facility in Thu Thiem area would also be affected.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
The potential impacts related to operation of the subproject infrastructure are described in previous section. No other negative potential indirect and/or long term environmental and social impacts due to future activities are anticipated in the project areas.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
During preparation of the project, screening has been carried out to exclude activities that would go against the project’s development objective. The BRT has been chosen to go along the existing road, and the Technical Facility (in Thu Thiem ward) and Terminal (in Rach Chiec area) have been intended to be located in less populated areas to minimize the magnitude of social impact due to land acquisition/ resettlement. Bus stops/access roads located along the BRT route (across six districts) are also planned to be located within the right of way of the BRT route’s right of the way, so as to avoid the need for permanent land acquisition from local residents. Options for fuel use were considered, and a cleaner fuel, CNG, has been selected for BRT bus operation to reduce greenhouse gas (GHG) emission.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.
To address the project’s negative social and environmental impacts, the following safeguard documents have been prepared by the PMU, reviewed by the Bank’s environmental and social specialists, and found to be satisfactory.

Environment:
The Government’s regulations on EIA require the preparation of an Environmental Impact Assessment for this investment project. Accordingly, an EIA was prepared and approved by the HCMC Department of Natural Resources and Environment (DONRE) in December 2014. An updated ESIA is being prepared and expected to be approved by the HCMC DONRE in the ending of January 2020. An updated Environmental Social Management Plan (ESMP) is also prepared, reviewed by the Bank, and found satisfactory. The updated ESMP details: a) all anticipated adverse environmental impacts; b) the mitigation measures to be taken during the project implementation and operation, of a project to eliminate or offset adverse environmental impacts, or to reduce them to acceptable levels; c) monitoring objectives and type of monitoring with linkages to the impacts assessed in the updated ESIA report and the mitigation measures described in the updated ESMP; d) the actions needed, including institutional arrangements to implement these measures; e) capacity development and training to support the timely and effective implementation of environmental project components and mitigation measures; f) implementation schedule and cost estimates for implementing the updated ESMP, and g) integration of the updated ESMP with the project.

The updated ESMP also includes an environmental codes of practice (ECOP) for addressing generic construction-related impacts and a set of appropriate and site-specific mitigation measures, and as well as a chance finds procedure. The updated ESMP will be included in the bidding and contractual documents. They will be implemented
through civil works for component 1. Implementation of the updated ESMP will be monitored and supervised by the Project Management Unit, the construction supervision consultant, the independent environmental monitoring consultant, and will be supported by capacity building for PMU, supervision consultants, contactors, and local authorities and communities. Since the project will be implemented on the existing Vo Van Kiet – Mai chi Tho Boulevard, a project financed by the Japanese International Cooperation Agency (JICA) and completed in 2011, an environmental due diligence has also been conducted. The EIA for the Vo Van Kiet – Mai chi Tho Boulevard project was developed and approved by the Ministry of Science, Technology and Environment on 25 October 1999. The EIA report was developed to meet all the requirements of Vietnamese laws and JICA’s social and environmental policies of JICA. Proper stakeholder consultations were conducted during EIA preparation, and the EIA was disclosed as required by the government regulation. Review of this project’s environmental documentation indicates that the project owner fully complied with all environmental protection requirements of Vietnam’s government and JICA during the project’s preparation, construction, and operation phases. There are no outstanding environmental issues.

Component 1 of the project involves technical assistance (TA) for the preparation of prefeasibility analysis analyses of additional BRT lines and/or other follow-up investments. Although the TA activities themselves do not have direct adverse environmental or social impacts, the outcomes of TA support may have significant environmental and social implications going forward, entailing risks and potentially inducing adverse impacts. Therefore, implementation of these TA activities must comply with applicable Bank safeguards policies. The PMU will follow the Interim Guidelines on the Application of Safeguard Policies to Technical Assistance (TA) Activities in Bank-Financed Projects and Trust Funds Administered by the Bank, and seek guidance from the Bank’s safeguards specialists early in the process.

Social:

To address the land acquisition issue (as mentioned above), a Resettlement Policy Framework (RPF) has been prepared to guide the preparation of subproject Resettlement Action Plan (RAP) that will be identified during project implementation. For civil works, such as construction of the Technical Facility in Thu Thiem area of which the location has been determined during project preparation, an abbreviated RAP has been prepared in accordance with the RPF. The abbreviated RAP also includes actions that need to be taken by TCIP (project owner) with the 19 pending cases as a result of the due diligence review of the land acquisition/resettlement for Vo Van Kiet Highway (which is used as the BRT route). An updated RAP will be prepared on the basis of the detailed measurement survey, consultation with affected households and approved compensation rates based on replacement costs survey in accordance with the project’ RPF. The RAP will include change in design for the Technical Facility (reduced land acquisition) and land acquisition for the Rach Chiec Terminal station (0.58 ha). This RAP will be reviewed by the Bank prior to implementation.

Safeguard implementation and capacity building:

The project will be implemented by a Project Management Unit (PMU) under of the TCIP as the Implementing Agency, which has whose staff have very limited experienced staff and experiences in implementation of several projects funded by the Bank and other donors. PMU staff attended training on the WB safeguards policies in on December 4-5, 2014. With additional training and capacity building activities on environmental monitoring and supervision to be implemented during project implementation, the PMU will be in a good position to take the responsibility for this project.

Regarding the social safeguard performance of the parent project, no implementation of resettlement activities
started up to now due to the project review process launched by HCMC PC between 2016 and 2018. Social safeguard performance was downgraded to MU in June 2019 due to repeated delay in approval of compensation rates by HCMC PC and delay in preparation of the updated RAP. In order to improve social safeguards performance, once the compensation rates approved and the updated RAP cleared by the Bank, TCIP should closely follow-up and coordinate with District 2 for the implementation of the RAP. Additional training on WB resettlement policy will be provided to TCIP and District 2 Resettlement Committee by the WB team once the RAP cleared.

Environment:

PMU will be responsible for monitoring the overall project implementation, including environmental compliance of the project. It will have the final responsibility for environmental performance of the project. The construction supervision consultant will take the lead in ensuring contractor compliance with the updated ESMP. Furthermore, PMU will also be responsible for overall supervising the implementation of the updated ESMP, reviewing project monitoring reports, and implementing regular/ad hoc monitoring, and requesting further mitigation measures based on their own environmental management jurisdiction. A safeguard unit under PMU will be established with at least one environmental management staff member to help with environmental management of the project. PMU will contract experienced independent environmental monitoring services for external monitoring of compliance with the updated ESMP. The independent environmental monitoring consultant will carry out the environmental monitoring program as designed in the updated ESMP, and advise on additional monitoring of mitigation measures to be implemented by the contractors. The consultant will submit bi-annually monitoring reports bi-annually to the PMU and to the Bank.

Social:

PMU (established under TCIP) will prepare the updated RAP and will directly implement it, during project implementation. Since PMU staff members are still quite new to the requirements of the World Bank’s OP 4.12 (Involuntary Resettlement), a training will be provided to the PMU’s social staff, including counterpart staff who are directly involved in RAP updating and implementation. Technical support will be regularly provided by the Bank’s project task team, to ensure that the approved RAP is implemented properly and in accordance with the planned construction schedule.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

Environment:

The project PMU responsible for the implementation of the project, other key stakeholders are district people’s committees, the city DOT, Saigon Bus Company, the city Transportation Policy, local communities, mass organizations, and general public. Public consultations on the updated project ESIA and ESMP were carried during project preparation with the DOT, the Transport Policy, the affected people, local authorities, and mass organizations. Feedbacks from all the consultations were taken into account in the preparation of the final documents and for project’s design.

Prior to project appraisal, all the draft environmental safeguard documents (EIA, EMP) were disclosed in Vietnamese at the Vietnam Development Information Center, the PMU office, DONRE, and the project sites on October 27, 2014. They were also been disclosed at the Bank’s InfoShop in Washington DC on October 22, 2014. The updated final ESIA
and ESMP is expected to disclose at the project sites on January 30, 2020, and at the InfoShop on February 3, 2020.

Social:

During project preparation, consultation has been conducted with various stakeholders, including potentially affected households, potential BRT users, local people along the BRT route (particularly at bus stop locations), staff members from TCIP, PMU, HCMC DOT, environmental and Feasibility Study Consultant. Gender perspective was integrated into the consultation process to ensure that are both men and women participating in the consultation, and their feedback were sought. Feedback from people consulted have been reflected in the Social Assessment, Resettlement Policy Framework, abbreviated and updated RAPs, and the Feasibility Study. Affected households under the Vo Van Kiet highway project (formerly referred to as Dong Tay highway) were also consulted on a representative basis as part of the social due diligence. Pending cases under the Vo Van Kiet highway project have been reflected in the abbreviated RAP of the project (for the Thu Thiem Technical Facility) for TCIP and PMUs’ follow-up action to solve these cases to the satisfaction of the affected households.

All the agreed social safeguard documents, including SA, RPF, abbreviated RAP (for the Technical Facility in Thu Thiem area), and Due Diligence were disclosed in Vietnamese at the Vietnam Development Information Center in Hanoi on 18 December 2014, and locally at the offices of project districts’ People’s Committees, and on the website of the UCCI on 23 January 2015. The English version of the above documents were disclosed at Bank’s InfoShop in Washington DC on 17 December 2014 before the Bank commences the project appraisal. The revised RPF, done by HCMC PC, which the Bank has accepted, was re-disclosed on the Bank’s Infoshop on 5 March 2015, and in Vietnamese at VDIC in Hanoi on 9 March 2015. The revised RPF is also in the process of being disclosed in Vietnamese at project level. The updated RAP will be disclosed at both local level and on the Bank’s Infoshop.

B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)

<table>
<thead>
<tr>
<th>Environmental Assessment/Audit/Management Plan/Other</th>
<th>Date of receipt by the Bank</th>
<th>Date of submission for disclosure</th>
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<td>For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors</td>
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"In country" Disclosure

<table>
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<tr>
<th>Resettlement Action Plan/Framework/Policy Process</th>
<th>Date of receipt by the Bank</th>
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</table>
"In country" Disclosure

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)

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