



Hanoi Urban Transport Development Project (P083581)

EAST ASIA AND PACIFIC | Vietnam | Transport & ICT Global Practice |
IBRD/IDA | Specific Investment Loan | FY 2008 | Seq No: 16 | ARCHIVED on 28-Dec-2016 | ISR26429 |

Implementing Agencies: Hanoi Urban Transport Development Project Management Unit

Key Dates

Key Project Dates

Bank Approval Date:03-Jul-2007

Effectiveness Date:22-Apr-2008

Planned Mid Term Review Date:15-Nov-2011

Actual Mid-Term Review Date:07-Jun-2012

Original Closing Date:31-Dec-2013

Revised Closing Date:31-Dec-2016

Project Development Objectives

Hanoi Urban Transport Development Project (P083581)

Project Development Objective (from Project Appraisal Document)

The development objective of the IDA Credit is to increase urban mobility in targeted areas in Hanoi by (i) increasing the use of public transport in two existing and one new corridors; and (ii) reducing travel times by all modes between the city center and the west and northwest sections of the city (west of West Lake).

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

No

Hanoi Urban Transport Development Project GEF component (P085393)

Global Environmental Objective (from Project Appraisal Document)

GEF strategic objectives are to promote a shift to more environmentally-sustainable transport modes and urban development plans, and to promote the replication of these approaches in the country and region. Its global environment objective is to lower Hanoi's transport-related greenhouse gas emissions, relative to a business-as-usual scenario.

Has the Global Environmental Objective been changed since Board Approval of the Project Objective?

No

Components

Name

Bus Rapid Transit:(Cost \$99.88 M)

Road Infrastructure and Sustainable Urban Planning:(Cost \$194.33 M)



Institutional Development Component:(Cost \$10.49 M)

Overall Ratings

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

Implementation Status and Key Decisions

Following the Bank's last mission to Hanoi in May 2016, there have been several developments towards eventual achievement of the PDO and GEO:

1. For the Road component, the Ring Road 2 has been open to traffic since January 18, 2016, and the travel time has significantly reduced in the north-west area of the city, meeting one of the key outcome indicators. The road also contributes to the reduction of travel time from the city center to the airport.
2. For the BRT component, civil work contracts for 21 stations and 2 terminals (Kim Ma and Yen Nghia), as well as strengthening of Lang Ha flyover, have been completed. BRT vehicles have been delivered and BRT drivers have been trained by the vehicle supplier. Traffic Management Plan and BRT Service Plan have been approved by the DOT and PC, and based on these plans, TRAMOC (Public Transport Management & Operation Centre), TRANSERCO (BRT operator under contract with TRAMOC), and the Traffic Police are preparing for the launch of service in January, 2017. Technical testing for BRT (operation of vehicles without passengers) has been conducted since 15 December 2016. The BRT system is planned to put into operation on 1st January 2017 with the frequency of 5 minutes during rush hour.

The Credit has disbursed approximately US\$ 90.52 million to date (or 58% of the amount in USD or 63% of the amount in SDR due to changes in SDR:USD exchange rate). The Grant has disbursed approximately US\$ 5.95 million to date (or 61% of the amount). There is an amount of US\$12m un-used IDA fund under the project will be cancelled.

The Department of Transport and WB task team co-chaired a press meeting on December 19, 2016 on BRT operation and received positive/constructive comments/questions from public.

A conference on urban public transport under the GEF component, focusing on BRT, was organized by the Ministry of Construction of Vietnam, on October 21, 2016. The conference discussed the lessons learned from ongoing BRT projects financed by the Bank in Vietnam (Hanoi, Ho Chi Minh City, and Da Nang) and other countries (China, Korea, and India), and how Vietnamese cities can succeed in developing public transport systems. International experiences, both successes and failures, were also presented and discussed.

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	--	● Moderate	● Moderate
Technical Design of Project or Program	--	● Substantial	● Substantial
Institutional Capacity for Implementation and Sustainability	--	● Substantial	● Substantial
Fiduciary	--	● Moderate	● Moderate
Environment and Social	--	● Substantial	● Substantial
Stakeholders	--	● Substantial	● Substantial
Other	--	--	--



Overall -- ● Substantial ● Substantial

Results

Project Development Objective Indicators

► Increase in the use of public transport in two existing and one new corridor: Number of daily BRT/bus boardings. (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Kim Ma - Khuat Duy Tien: 30,000; Khuat Duy Tien - Yen Nghia: 50,000; Dong Anh - West of West Lake: 25,000	Kim Ma - Khuat Duy Tien: 32.730; Khuat Duy Tien - Yen Nghia: 64.970; Dong Anh - West of West Lake: 19,380	Kim Ma - Khuat Duy Tien: 32.038; Khuat Duy Tien - Yen Nghia: 63.598; Dong Anh - West of West Lake: 27,518	Kim Ma - Khuat Duy Tien: 37,000; Khuat Duy Tien - Yen Nghia: 61,000; Dong Anh - West of West Lake: 28,000
Date	22-Oct-2013	30-Dec-2015	02-Nov-2016	31-Dec-2016

► Number of BRT riders whose alternate mode would have been a private motorized vehicle/taxi (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	10%
Date	22-Oct-2013	19-May-2016	02-Nov-2016	31-Dec-2016

▲ User satisfaction on BRT system (all persons) (Percentage, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	55.00

▷ User satisfaction on BRT System for women (Percentage, Custom Supplement)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	60.00

Overall Comments

The BRT is now under technical testing (operation without passengers) and will be put into full operation in early 2017. The indicators on user satisfaction will be made in ICR

Global Environmental Objective Indicators

▶ Hanoi GHG emissions saved through 2025 (project corridor) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.5m tons	1.62 tons	1.62 tons	1.5m tons
Date	01-May-2008	15-Apr-2015	15-Apr-2015	31-Dec-2016

Overall Comments

Intermediate Results Indicators

▶ Travel time by bus from Kim Ma to Khat Duy Tien (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	50 min	32 min	30 min	30 min
Date	22-Oct-2013	09-May-2016	02-Nov-2016	31-Dec-2016



► Travel time by bus from Khuat Duy Tien to Yen nghia (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	45 min	34 min	33 min	35 min
Date	22-Oct-2013	09-May-2016	02-Nov-2016	31-Dec-2016

► Travel time by bus Cau Giay to Dyke Road at Nhat Tran (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	28.00	21.00	21.00	22.00
Date	22-Oct-2013	09-May-2016	02-Nov-2016	31-Dec-2016

► Travel time by motor cycle Nhat tan to Cau Giay (PM peak) (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	21.00	18.00	11.00	15.00
Date	22-Oct-2013	15-Dec-2015	02-Nov-2016	31-Dec-2016

► Adoption of land use TA- Draft Final Report developed - Final Report approved (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	1.00	1.00
Date	22-Oct-2013	22-Sep-2015	30-Jun-2016	30-Jun-2016



► Strengthened capacity for planning multi-modal public transport system (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	1.00	1.00
Date	22-Nov-2007	09-May-2016	02-Nov-2016	31-Dec-2016

▲ Step 1: establishment of Multi-Modal Public Transport Committee (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1.00	1.00	1.00
Date	22-Oct-2013	31-Jul-2013	31-Dec-2013	31-Dec-2016

▷ Step 2: Draft final report on establishment of PTA developed. (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1.00	1.00	1.00
Date	22-Oct-2013	30-Jun-2015	30-Jun-2015	31-Dec-2016

► Number of DAPM staff trained (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	61.00	61.00	60.00
Date	22-Oct-2013	09-May-2016	02-Nov-2016	31-Dec-2016



► Coordinated institutional system for AQM policy making in place based on monitoring system and emission data (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	1.00	1.00
Date	22-Nov-2007	09-May-2016	02-Nov-2016	31-Dec-2016

▲ Number of staff trained, skills assessment (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	128.00	128.00	85.00
Date	22-Nov-2007	09-May-2016	02-Nov-2016	31-Dec-2016

► Number of replication activities (workshop, studies in other Vietnam cities, study tours) (Number, Custom Breakdown)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	5.00	6.00	6.00
Date	22-Nov-2007	09-May-2016	21-Oct-2016	31-Dec-2016

Overall Comments

Indicators will be updated during ICR period.

Data on Financial Performance

Disbursements (by loan)

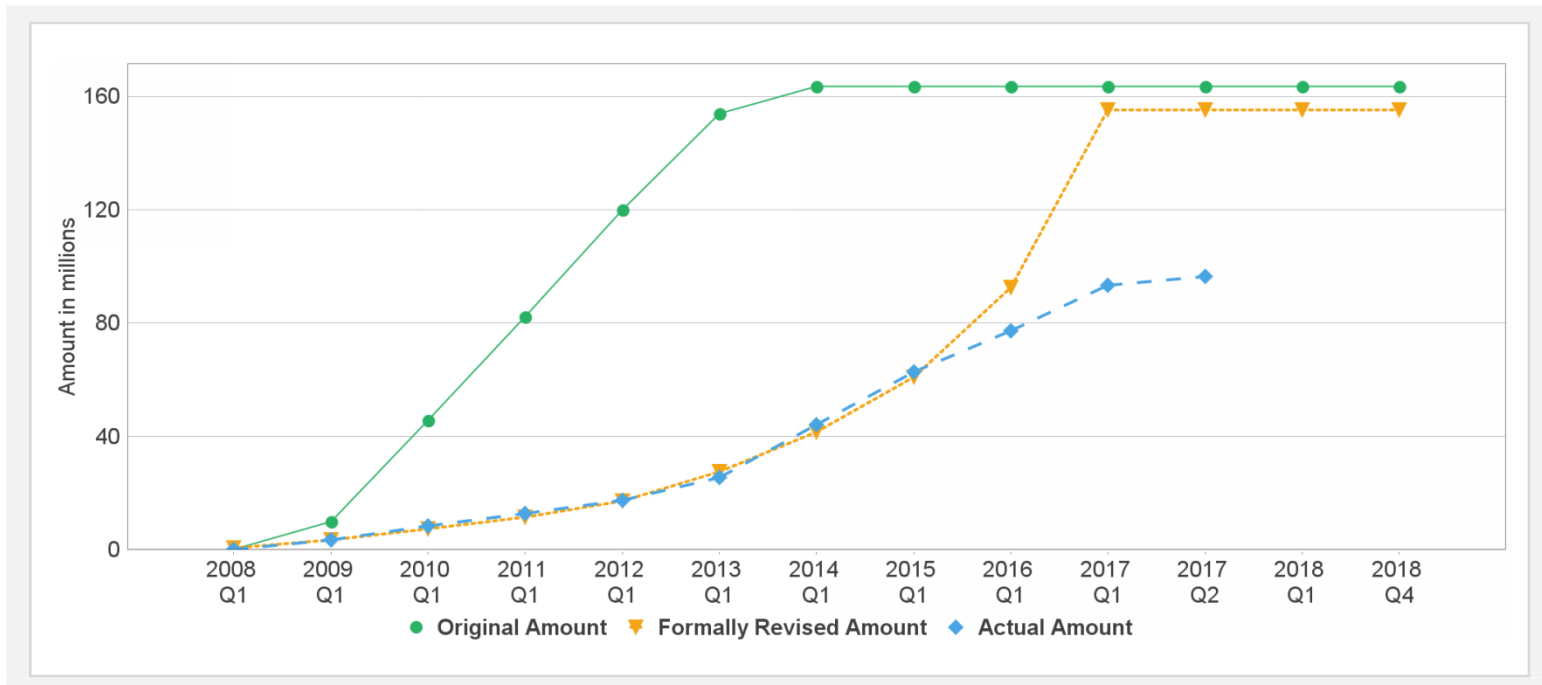
Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P083581	IDA-43470	Effective	USD	155.21	155.21	0.00	90.52	55.88	 58%
P085393	TF-58293	Effective	USD	9.80	9.80	0.00	5.95	3.85	 61%

Key Dates (by loan)



Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P083581	IDA-43470	Effective	03-Jul-2007	22-Nov-2007	22-Apr-2008	31-Dec-2013	31-Dec-2016
P085393	TF-58293	Effective	22-Nov-2007	22-Nov-2007	22-Nov-2007	31-Dec-2013	31-Dec-2016

Cumulative Disbursements



Restructuring History

Level 1 Approved on 11-Feb-2014 ,Level 2 Approved on 11-Jun-2015

Related Project(s)

P085393-Hanoi Urban Transport Development Project GEF component