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IMPLEMENTATION COMPLETION AND RESULTS REPORT

TFA4566

ON A

SMALL GRANT

IN THE AMOUNT OF USD 0.5 MILLION

TO THE

Ministry of Transport

FOR

Vietnam Logistics Statistical System (P158817)

March 26, 2021

Macroeconomics, Trade And Investment Global Practice
East Asia And Pacific Region

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ABBREVIATIONS AND ACRONYMS

ABP-2	Australia-Bank Program-2
CP-TPP	Comprehensive and Progressive Agreement for Trans-Pacific Partnership
EVFTA	Europe Vietnam Free Trade Agreement
GSO	General Statistics Office
GVCS	Global Value Chains
KPIs	Key Performance Indicators
MoU	Memorandum of Understanding
MICs	Middle-Income Countries
MOIT	Ministry of Industry and Trade
MOT	Ministry of Transport
PDO	Project Development Objective
RCEP	Regional Comprehensive Economic Partnership
TDSI	Transport Development and Strategy Institute
VLSS	Vietnam Logistics Statistical System
VNLAP	Vietnam National Logistics Action Plan 2016-2020
NSDS	Vietnam's National Strategy for the Development of Statistics
WTO	World Trade Organization

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DATA SHEET

BASIC INFORMATION

Product Information

Project ID	Project Name
P158817	Vietnam Logistics Statistical System
Country	Financing Instrument
Vietnam	Investment Project Financing
Original EA Category	Revised EA Category
Not Required (C)	Not Required (C)

Organizations

Borrower	Implementing Agency
Ministry of Transport	Transport Development and Strategy Institute

Project Development Objective (PDO)

Original PDO

The development objective of this project is to establish a logistics statistical system to support strategic planning, evidence-based policy making, and monitoring the implementation of policies related to logistics in Vietnam. This would be achieved through the establishment of a national system for collecting, processing and publishing logistics statistics on an annual basis in Vietnam.

Revised PDO

The objective of the Project is to enhance the Recipient's capacity in strategic planning, evidence-based policy making, and monitoring and implementation of policies related to logistics development.



FINANCING

	Original Amount (US\$)	Revised Amount (US\$)	Actual Disbursed (US\$)
Donor Financing			
TF-A4566	498,460	478,042	478,042
Total	498,460	478,042	478,042
Other Financing			
Borrower/Recipient	58,745	22,036	20,016
Total	58,745	22,036	20,016
Total Project Cost	557,205	500,078	498,058

KEY DATES

Approval	Effectiveness	Original Closing	Actual Closing
12-Sep-2016	26-Sep-2017	26-Sep-2019	30-Jun-2020

RESTRUCTURING AND/OR ADDITIONAL FINANCING

Date(s)	Amount Disbursed (US\$M)	Key Revisions
25-Sep-2019	0.25	Change in Project Development Objectives Change in Loan Closing Date(s) Change in Implementation Schedule

KEY RATINGS

Outcome	Bank Performance	M&E Quality
Moderately Satisfactory	Moderately Satisfactory	Modest

RATINGS OF PROJECT PERFORMANCE IN ISRs

No.	Date ISR Archived	DO Rating	IP Rating	Actual Disbursements (US\$M)
01	17-Mar-2017	Satisfactory	Satisfactory	0.00



02	22-Sep-2017	Satisfactory	Moderately Satisfactory	0.00
03	04-Jun-2019	Moderately Satisfactory	Moderately Satisfactory	0.07

ADM STAFF

Role	At Approval	At ICR
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I. PROJECT CONTEXT AND DEVELOPMENT OBJECTIVES

Context

1. **Country Context:** Vietnam has adopted a strategy of outward-oriented development that started in 1986 with the adoption of the *Doi Moi* reforms and that accelerated in 1995 after the removal of economic sanctions by the United States. The Vietnamese economy is one of the most open in the world with a trade to GDP ratio of nearly 200% and was from 2010-2018, the world's fastest growing economy second only to China. In addition to its accession to the World Trade Organization (WTO) in 2007, Vietnam is also party to a number of bilateral and multilateral trade agreements including its recent ratification of the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CP-TPP) and Europe Vietnam Free Trade Agreement (EVFTA). Vietnam is also a signatory to the Regional Comprehensive Economic Partnership (RCEP). Vietnam is a significant player in Global Value Chains (GVCs) in a diversified range of products ranging from electronics, apparel, footwear and furniture among others.
2. Improving the quality of Vietnam's logistics infrastructure, and reducing costs, is key to increasing Vietnam's trade competitiveness and strengthening its integration into the global economy. As noted in the Vietnam Development Report 2019, "Despite the remarkable success, there are many remaining connectivity challenges facing Vietnam. The quality and extent of transport infrastructure is uneven across the country; some key trade corridors and international gateways are increasingly congested while others underutilized; logistics services are underdeveloped, especially the segment serving the domestic markets. Infrastructure and livelihood are exposed to increasing natural disaster and other hazards".
3. The COVID-19 pandemic has further served to emphasize the importance of efficient logistics, trade facilitation and border management to domestic and international trade and in limiting the negative effects on jobs and poverty.
4. In terms of regional and international comparability, Vietnam's ranking under the Logistics Performance Index has improved in all areas but still remains behind key competitors. Vietnam also scores relatively low, 104 out of 190 economies under the Doing Business 2020 Report's Trading Across Borders indicator.



Figure 1: Vietnam’s Logistics Performance Index: 2016-2018



Source: Logistics Performance Index, World Bank

- Sectoral Context:** As was stated in the Project Paper for the Vietnam Logistics Statistical System (VLSS), “Vietnam’s National Strategy for the Development of Statistics 2011-2020 (NSDS), approved by the Prime Minister through the Decision 43/2010/QD-TTg dated June 2, 2010, highlights the need to construct and complete statistical systems of sectoral indicators and data by line ministries in alignment with the national statistical system. In implementing the NSDS 2011-2020, the Ministry of Transport (MOT) issued the Circular number 41/2014/TT-BGTVT on “The system of Statistical Indicators for Transport Sector” dated September 15, 2014. The goal of the VLSS Project was to support the MOT to implement the NSDS, the PM Decision 43, and the MOT Circular 41, by establishing a national system for collecting, processing and publishing logistics statistics on an annual basis”. The Project Paper further stated that “the statistical data will be used by Government agencies for strategic planning purposes and to formulate and monitor implementation of policies related to transport infrastructure and trade logistics development as well as help the private sector, in particular exporters and importer, and logistics providers to access to reliable data for business development”.
- The VLSS Project also supported the implementation of the Vietnam National Logistics Action Plan 2016-2020 (VNLAP) for Enhancement of Competitiveness and Development of Vietnam’s Logistics Services by 2025 which was approved by the Prime Minister through Decision No. 200/QD-TTg on 14 February 2017. Effective monitoring of the implementation of the VNLAP required enhanced capacity of the government to collect, process, and present logistics statistical data in a national standardized system, something that the project provided.



7. It is noted that many countries, especially Middle-Income Countries (MICs), are investing in data and monitoring systems to benchmark their logistics performance and practices across countries. These efforts range from commercial-led initiatives to government-initiated research. The trend is informed to a large extent by the evolution of GVCs, and the importance of countries to perform at a competitive level to increase their participation in such GVCs. The initiatives have several traits in common which may include: (i) how to collect data through statistical sources. There is a converging body of experience (e.g. how best to undertake logistic surveys), and a consensus on what the appropriate Key Performance Indicators (KPIs) are (i.e. defined around costs, time performance and reliability); (ii) an increasing use of big data as a way to measure and understand logistics on the ground; and (iii) collect data that allows for international comparisons and benchmarking, at least for a core set of indicators. The comparability of national dashboards is particularly critical. However, it is important to acknowledge that the science of logistics statistical system is evolving and aspects of it are yet to mature. This is particularly the case with estimating the impact (competitiveness, externalities) of logistics, and how changes in performance impacts the economy¹.
8. **Rationale for World Bank Assistance:** The VLSS Project was built on World Bank’s analytical work such as the Vietnam 2035 Report (2015)², Vietnam Competitiveness Report³ (2010), Vietnam Industrial Competitiveness Report⁴ (2011) and Trade Facilitation, Value Creation, and Competitiveness: Policy Implications for Vietnam’s Economic Growth (2013)⁵. At the design stage, analytical work by the World Bank showed that data on logistics system performance was in a disparate state and was often unreliable⁶.

Project Development Objectives (PDOs)

9. The revised PDO was, “To enhance the Recipient’s capacity in strategic planning, evidence-based policy making, and monitoring and implementation of policies related to logistics development”.

Key Expected Outcomes and Outcome Indicators

10. The following outcome indicators were used to measure the development objective:
 - (i) **Indicator one:** Definition of indicators and guidelines for the collection, processing, and reporting of annual trade logistics data
 - (ii) **Indicator two:** Pilot comprehensive logistics survey report with processed data
 - (iii) **Indicator three:** Published pilot annual report on logistics statistics based on the survey result

¹ VNLAP Project Paper

² Jointly prepared by the World Bank and the Government of Vietnam

³ By Michael Porter

⁴ By UNIDO

⁵ By World Bank

⁶ See Blancas Mendivil, Luis. 2015. Engaging the Private Sector in Transport and Logistics Planning and Policy Making: Options for Vietnam. Washington, DC: World Bank.

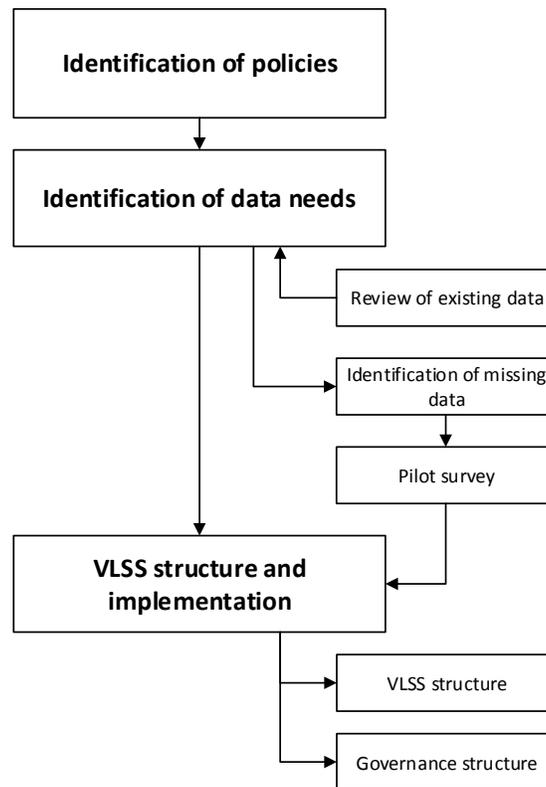


(iv) **Indicator four:** Enhanced capacity within the MOT for collecting and reporting trade logistics data

11. The project beneficiaries were the Ministry of Transport, the General Statistics Office (GSO), the Ministry of Industry and Trade (MOIT), and other state management agencies related to trade and trade facilitation as well as the private sector. In particular, port operators, shipping companies, logistics service providers, logistics associations, exporters and importers and academic institutions were among the key stakeholders of the project.

12. The below figure depicts the methodological approach for the design and implementation of the VLSS Project.

Figure 1: VLSS Project Methodology



13. The first step of the project was to identify the policies that Vietnam has in the different areas related to logistics and transport. To do so, the relevant laws were collected and identified during the first implementation support mission in May 2018. This information served to determine what data was needed to support the development of the country and to help monitor the implementation of these policies.

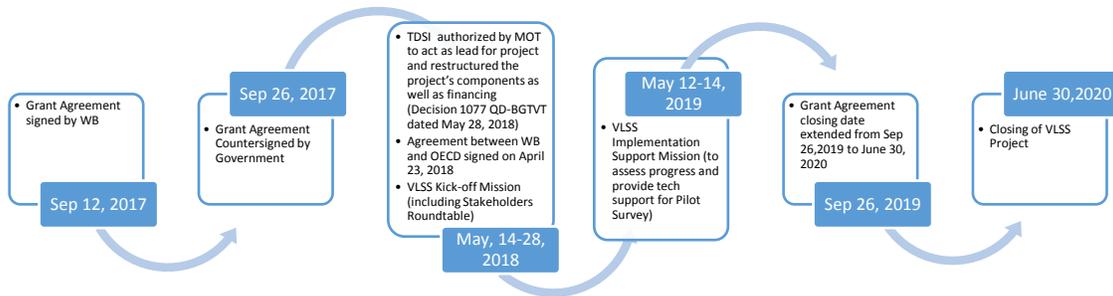
14. The second step of the project was to identify the logistics and transport data needs of Vietnam. To start, the previously identified policy goals served as a guide for identifying the data requirements of the VLSS. During this very important part of the process, the list of the most relevant logistics indicators for Vietnam were agreed and compiled with the goal of creating a reference which can be used in the years to come to guide the goals of the



VLSS and allow the project to become sustainable. The final list of policy objectives and the corresponding indicators were then compared to the list of the data that is already collected in Vietnam. In particular, the circulars that are used to request data collection from different departments of the Ministry of Transport were used as a key resource in understanding what data is currently available. These circulars will be a critical resource to ensuring the sustainability of the collection of new indicators. In addition, follow-up discussions with the stakeholders was carried out to obtain more detailed information on operational data.

- 15. Once the identified missing key data from these lists was identified, a pilot survey was undertaken to fill in the data gaps that are particularly important in view of the identified policies. It is planned that the pilot survey would be incorporated in the regular survey by GSO in future.
- 16. The third step of the project was the development of an appropriate governance structure to ensure the sustainability of the system. The “VLSS structure” is the structure of the collected data and calculated indicators that could be collected to support the logistics policies of the government. The “governance structure” is the associated governance structure for data collection and use that should ensure the sustainability of data collection operations. The setting up of the governance structure is a process that will continue even after the close of the project and is crucial for ensuring the sustainability of the outcomes of the project.
- 17. The timeline of the project implementation was as below:

Figure 2: VLSS Project implementation timeline



Components

- 18. The VLSS Project, a small recipient executed grant of US\$ 498,460 (out of which US\$ 490,623 was disbursed) and which consisted of four main components as follows:

Component 1 (US\$ 54,600): Developing standardized logistics indicators and the methodology of collection, processing and reporting logistics data on an annual basis.



This component aimed to define key logistics indicators and identify sources of logistics data to be collected, from government agencies, terminal operators, multi-modal transporters, and logistics firms etc., as well as propose, and develop the guidelines for collecting and processing data and reporting them as standardized indicators.

Key activities that were financed: Consulting services for developing the guidelines for collecting, processing data and reporting them as standardized indicators.

Outputs: (i) raw data on the origins and destinations, volumes and values of priority commodities and associated logistics costs⁷; (ii) definition of indicators and guidelines for the collecting, processing, and reporting of logistics data on annual basis⁸; (iii) technical support to design a comprehensive pilot survey; technical support on system architecture and data processing and reporting; and (iv) supervision of the survey, report preparation, and report dissemination.

Component 2 (US\$263,860): Conducting one comprehensive pilot survey- to collect data in accordance with the guidelines provided from Component 1.

The survey aimed to collect comprehensive data for one pilot logistics statistical annual report. Taking advantage of the pilot survey, it was planned that it should also provide specific data on major corridors, especially the North-South Corridor which links major economic centers and key national trade gateways.

Key activities financed: Consulting services for (i) validating the survey design including: subsequent desk review of the current status of data on logistics and its associated sources, a review of key data providers, consultation workshops with the public and private sector, a set of questionnaires were designed, pilot tested, and then finalized; (ii) development of survey plan, including modifications to sample design and other aspects of survey implementation to minimize non-sampling error; and (iii) conducting the survey and dissemination of its results.

Outputs: (i) comprehensive pilot survey report with processed data and results; and (ii) revised definition of indicators and guidelines to collect, process and present annual logistics data.

Component 3 (US\$ 92,500): Prepare and disseminate the pilot annual report on logistics statistics.

The report was planned to be based on the guidelines provided from Component 1 and the results of the surveys provided from Component 2.

Key activities financed: Consulting services to publish one pilot annual report on logistics statistics. Through the publication of an annual report, this component provided feedback to improve the guidelines developed under Component 1.

Outputs: (i) published pilot annual report and improved/revised guidelines for collecting, processing, and reporting on logistics statistics, and (ii) released data in a format that allows easy and open access to the data based on appropriate policies and anonymized based on international best practice.

⁷ Data was anonymized as appropriate to remove details associated with specific service providers and firms

⁸ Indicators included those that are commonly used internationally, to allow for international comparisons and benchmarking (e.g. logistics costs, state of infrastructure, quality of logistics services, etc.) and other that are specific to Vietnam such as regional connectivity, domestic connectivity, geographic patterns in costs, etc.



Component 4 (US\$ 87,500): Project implementation support and capacity building.

This component aimed to provide training and consultation for enhancing capacity of the project implementing agencies, consisting of Transport Development and Strategy Institute (TDSI) and other functional departments of MOT, GSO, and MOIT etc. The MOT coordinated capacity enhancement activities.

Key activities financed: training and capacity building, coordination, and consultation.

Outputs: (i) MOT's enhanced capacity for collecting and reporting logistics data; (ii) effective and timely implementation of the activities under this trust fund; and (iii) approved definition of indicators and guidelines to collect, process and present annual logistics data for this trust fund outcome sustainability and a proof of the capacity built remaining with the recipient.

II. OUTCOME

Assessment of Achievement of Each Objective/Outcome

19. The development objective of the project has one outcome: Enhance the Recipient's capacity in strategic planning, evidence-based policy making, and monitoring and implementation of policies related to logistics development.
20. This outcome was achieved by the end of the project as measured by the five outcome indicators as follows:

Indicator one: Definition of indicators and guidelines for the collection, processing, and reporting of annual trade logistics data. This indicator was fully achieved by the end of the project.

Indicator two: Pilot comprehensive logistics survey report with processed data. The pilot survey was undertaken and completed thus this indicator was fully achieved by the end of the project.

Indicator three: Published pilot annual report on logistics statistics based on the survey result. The Transport and Logistics Statistical Yearbook was completed and published thus meeting the set target.

Indicator four: Enhanced capacity within the MOT for collecting and reporting trade logistics data. This indicator was fully met through a number of training workshops and face to face/remote technical assistance provided by an international consultant and staff of Organization for Economic Cooperation and Development (OECD)/International Transport Forum (ITF).

The VLSS Project resulted in the following six outputs that were completed and delivered at the end of the project:

- (1) Vietnam Transport and Logistics Statistical Yearbook 2018.
- (2) Vietnam Transport and Logistics Statistical System.
- (3) Technical Report on Inter-regional Freight flows in Vietnam.
- (4) Technical Report on Vietnam Freight Logistics Performance.



- (5) Technical Report on Garment and Seafood supply chains: An analysis from a logistics perspective; and
- (6) Technical Report on North-South Corridor Freight Flows.

Overall Outcome Rating

- 21. The overall outcome rating for the VLSS Project is **Moderately Satisfactory** based on its single outcome and four outcome indicators, all of which were fully met at the end of the project, except indicator one which was partially met. Further, after the end of the project, TDSI reported that the Government of Vietnam is using the Freight Matrix that was developed as part of the VLSS Project in modelling transport planning 2030 initiative. The Government is also preparing to commence the preparation of the next Vietnam Transport and Logistics Statistical Yearbook.
- 22. Although implementation was slow during the first half of the project, the pace of the project picked up significantly after restructuring, which extended the closing date of the project from September 26, 2019 to June 30, 2020, in order for the project to fully meet its development objective.

Other Outcomes and Impacts

- 23. There are three positive outcomes and impacts achieved that were not planned at project design. These were:
 - (a) The signing of a cooperation agreement between the World Bank and OECD/ITF for the provision of technical assistance to establish a Logistics Statistical System in Vietnam significantly contributed to achievement of the development objective of the project, especially that of enhancing capacity within MOT for collecting and reporting trade logistics data through the international expertise and knowledge that OECD/ITF offered through two missions by senior staff to Vietnam as well as through numerous remote support conference calls and events. The cooperation agreement leveraged OECD/ITF's global experience in the design and setting up of similar systems in other countries.
 - (b) The Bank team leveraged the resources from the TFSCB RETF with additional resources from the Australia-Bank Program-2 (ABP-2) Trade and Competitiveness Programmatic Approach Trust Fund to finance an international consultant to provide important technical assistance and support to the TDSI technical team in addition to the support provided by OECD, which was also funded by ABP-2.



- (c) The strengthening of institutional cooperation in data sharing by government ministries/agencies, in this case between the MOT and the GSO to the extent that the two government agencies are planning to sign a Memorandum of Understanding (MoU).

III. KEY FACTORS THAT AFFECTED IMPLEMENTATION AND OUTCOME

- 24. The grant for the VLSS Project was approved by Bank management on September 12, 2017, and the grant agreement was countersigned by the on September 26, 2017. The original closing date for the grant was September 26, 2019. In order to ensure that the development objective would be achieved at the closing of the project, a restructuring was carried out in 2019 to; (i) extend the project's closing date from September 26, 2019 to June 30, 2020; (ii) revise and simplify the PDO and; (iii) change the disbursement estimates.
- 25. The extension and restructuring where caused by delays in timely implementation due to capacity issues in TDSI due to staff having competing work priorities and lengthy procurement processes as well as unrealistic targets which had to be adjusted to make them achievable.

IV. BANK PERFORMANCE, COMPLIANCE ISSUES, AND RISK TO DEVELOPMENT OUTCOME

- 26. Bank performance was Moderately Satisfactory with minimal changes in the Task Team over the duration of the project. Risk to development outcome issues have been assessed in the previous section.

V. LESSONS LEARNED AND RECOMMENDATIONS

(a) Design complexity

- 27. **Application of international best practice:** The technical assistance provided by OECD/ITF and the international consultant was crucial in providing and sharing international best practice with the client, MOT and will also enable the data from the VLSS to be internationally comparable due to the methodology used.

(b) Client Ownership

- 28. **Technical Capacity:** TDSI, which is a research agency under MOT, had significant technical capacity to absorb the technical assistance provided under the project and thus outcome indicator four: Enhanced



capacity within the MOT for collecting and reporting trade logistics data was fully achieved by the end of the project.

(c) Implementation arrangements

29. **Coordination:** TDSI faced significant challenges coordinating the project with the other departments within MOT such as departments of Planning, Marine, etc., and in hindsight, the project would have been benefitted from the Planning Department of MOT coordinating implementation, especially in ensuring the setting up of the governance structure of the VLLS , which is crucial for ensuring the sustainability of the outcomes of the project and which involves a diverse group of stakeholders both within MOT and outside. It will important for the Bank to continue high level dialogue and support relating to the VLSS to ensure that the VLSS governance structure is fully operational and that the outcomes of the project are sustainable.
30. **Leveraging resources of other development partners:** During implementation, the VLSS Project leveraged resources from other development partners (Australia through the ABP-2 Program) to provide additional technical assistance to TDSI in addition to technical assistance under the project. This was not originally anticipated or planned for in the original project design, but this flexibility greatly assisted the project achieve its development outcomes.



ANNEX 1. RESULTS FRAMEWORK AND KEY OUTPUTS

A. RESULTS INDICATORS

A.1 PDO Indicators

Objective/Outcome: Enhance the Recipient’s capacity in strategic planning, evidence-based policy making, and monitoring and implementation of policies related to logistics development.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Indicator One: Reference to VLSS in Government policy and strategy documents	Number	0.00 03-Jul-2017	5.00 26-Sep-2019	5.00 26-Sep-2019	2.00 30-Jun-2020

Comments (achievements against targets):
This indicator was removed from grant agreement.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Indicator Two: Definition of indicators and guidelines for the collection, processing, and reporting of annual trade	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 26-Sep-2019	1.00 30-Jun-2020



logistics data					
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Comments (achievements against targets):

Definition of indicators and guidelines were produced so this indicator was fully achieved.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Indicator Three: Pilot comprehensive logistics survey report with processed data	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 26-Sep-2019	1.00 30-Jun-2020

Comments (achievements against targets):

A Pilot Survey was undertaken by MOT (TDSI) so this indicator was fully achieved.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Indicator Four: Published pilot annual report on logistics statistics based on the survey result	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 02-Jul-2019	1.00 30-Jun-2020

Comments (achievements against targets):

Annual Report on Logistics and Transport Statistics completed and published so this indicator was fully achieved.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
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Indicator Five: Enhanced capacity within the MOT for collecting and reporting trade logistics data	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 26-Sep-2019	1.00 30-Jun-2020
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Comments (achievements against targets):

Capacity within MOT enhanced through TA from OECD and WB so this indicator was fully achieved.

A.2 Intermediate Results Indicators

Component: Component 1: Developing standardized logistics indicators and the methodology of collection, processing, and reporting logistics data on annual basis.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Intermediate Result Indicator One - Component 1: A set of indicators and their definition	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 26-Sep-2019	1.00 30-Jun-2020

Comments (achievements against targets):

This indicator was met with the production of a set of indicators and their definition.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Intermediate Result Indicator Two - Component 1: Guidelines for collecting, processing, and	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 26-Sep-2019	1.00 30-Jun-2020



reporting on annual logistics data;

Comments (achievements against targets):

This was achieved.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Intermediate Result Indicator Three - Component 1: Survey design	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 26-Sep-2019	1.00 30-Jun-2020

Comments (achievements against targets):

The Survey design was developed and completed.

Component: Component 2: Conducting one comprehensive pilot survey- to collect data in accordance with the guidelines provided from Component 1.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Intermediate Result Indicator Four - Component 2: Validated Survey design	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 04-Sep-2018	1.00 30-Jun-2020

Comments (achievements against targets):

The Survey design was validated.

Indicator Name	Unit of	Baseline	Original Target	Formally Revised	Actual Achieved at
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	Measure			Target	Completion
Intermediate Result Indicator Five - Component 2: Sampling and field test	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 26-Sep-2019	1.00 30-Jun-2020

Comments (achievements against targets):
Sampling and field test completed.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Intermediate Result Indicator Six - Component 2: Conduct of comprehensive survey	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 26-Sep-2019	1.00 30-Jun-2020

Comments (achievements against targets):
This was combined with the Pilot survey which was conducted.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Intermediate Result Indicator Seven - Component 2: Survey result and draft annual report	Number	0.00 03-Jul-2017	1.00 26-Sep-2019	1.00 26-Sep-2019	1.00 30-Jun-2020

Comments (achievements against targets):
Completed.



Component: Component 3: Prepare and disseminate the pilot annual report on logistics statistics.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Intermediate Result Indicator Eight - Component 3: Published pilot annual report and lessons learned	Number	0.00	1.00	1.00	1.00
		03-Jul-2017	26-Sep-2019	26-Sep-2019	30-Jun-2020

Comments (achievements against targets):
Completed.

Indicator Name	Unit of Measure	Baseline	Original Target	Formally Revised Target	Actual Achieved at Completion
Intermediate Result Indicator Nine - Component 3: Final guidelines for collecting, processing, and reporting on annual logistics data	Number	0.00	1.00	1.00	1.00
		03-Jul-2017	26-Sep-2019	26-Sep-2019	30-Jun-2020

Comments (achievements against targets):
Completed.



B. ORGANIZATION OF THE ASSESSMENT OF THE PDO

Objective/Outcome 1	
Outcome Indicators	<ol style="list-style-type: none">1. Definition of indicators and guidelines for the collection, processing, and reporting of annual trade logistics data.2. Pilot comprehensive logistics survey report with processed data.3. Published pilot annual report on logistics statistics based on the survey result.4. Enhanced capacity within the MOT for collecting and reporting trade logistics data.
Intermediate Results Indicators	<ol style="list-style-type: none">1. A set of indicators and their definition2. Guidelines for collecting, processing, and reporting on annual logistics data;3. Survey design4. Validated Survey design5. Sampling and field test6. Conduct of comprehensive survey7. Survey result and draft annual report8. Published pilot annual report and lessons learned9. Final guidelines for collecting, processing, and reporting on annual logistics data



<p>Key Outputs by Component (linked to the achievement of the Objective/Outcome 1)</p>	<p>Component 2 and 3:</p> <ul style="list-style-type: none">(1) Vietnam Transport and Logistics Statistical Yearbook 2018(2) Vietnam Transport and Logistics Statistical System(3) Technical Report on Inter-regional Freight flows in Vietnam(4) Technical Report on Vietnam Freight Logistics Performance(5) Technical Report on Garment and Seafood supply chains: An analysis from a logistics perspective; and(6) Technical Report on North-South Corridor Freight Flows.



ANNEX 2. PROJECT COST BY COMPONENT

Components	Amount at Approval (US\$M)	Actual at Project Closing (US\$M)	Percentage of Approval (US\$M)
Component 1: Developing standardized logistics indicators and the methodology of collection, processing and reporting logistics data on an annual basis.	105,500	51,993	49.28
Component 2: Conducting one comprehensive pilot survey- to collect data in accordance with the guidelines provided from the Component 1	212,960	262,872	123.43
Component 3: Prepare and disseminate the pilot annual report on trade logistics statistics.	92,500	81,900	88.54
Component 4: Project implementation support and capacity building.	87,500	78,871	90.14
Total	498,460	475,636	95.42



ANNEX 3. RECIPIENT, CO-FINANCIER AND OTHER PARTNER/STAKEHOLDER COMMENTS

Government comments were submitted through TDSI and incorporated into the ICR. The recipient provided the following detailed table.

Project Cost and Financing

	Original Amount*	Revised Amount**	Actual Disbursement by October 31, 2020		Planned Disbursement by April 30, 2021	
	USD	USD	USD	Percentage	USD	Percentage
	(1)	(2)	(3)	(4)=(3)/(2)	(5)	(6)=(5)/(2)
WB Financing						
TF-A4566	498,460	498,460	475,636	95.42%	477,990	95.89%
Component 1: Developing standardized logistics indicators and methodology of collection, processing and reporting logistics data on an annual basis	105,500	54,600	51,993	95.22%	51,992	95.22%
Component 2: Conducting one comprehensive pilot survey- to collect data in accordance with the guidelines provided from the Component 1	212,960	263,860	262,872	99.63%	262,872	99.63%
Component 3: Preparing and disseminate the pilot annual report on trade logistics statistics	92,500	92,500	81,900	88.54%	81,900	88.54%
Component 4: Project implementation support and capacity building	87,500	87,500	78,871	90.14%	81,226	92.83%
Other Financing						
Counterpart fund	22,036	22,036	14,987	68.01%	20,016	90.83%
Project management costs and other costs	22,036	22,036	14,987	68.01%	20,016	90.83%
Total Project Cost	520,496	520,496	490,623	94.26%	498,006	95.68%

* Original amount as described in WB's data sheet and Decision No. 4260 of the MOT dated December 30, 2016 on approving the VLSS Project.

**Revised amount was approved by the WB's Task Team Leader and the MOT. The MOT issued Decision No. 1077 dated May 28, 2018 on approving the adjustment of the VLSS Project. Decision 1077 was approved after the WB sent the letter to Minister The on December 7, 2017 to inform that the WB agreed to provide supplemental funding for the VLSS by engaging the services of an OECD expert team and asked the MOT for revising the procurement plan and relocating the savings of lead specialist to other project activities.



ANNEX 4. SUPPORTING DOCUMENTS (IF ANY)

None.