



Regional: VIE: GMS Southern Coastal Corridor Project

Project Name	VIE: GMS Southern Coastal Corridor Project								
Project Number	36353-013								
Country	Regional								
Project Status	Active								
Project Type / Modality of Assistance	Grant Loan								
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">Loan 2372-REG: VIE: Greater Mekong Subregion Southern Coastal Corridor Project (Cambodia and Vietnam)</td> </tr> <tr> <td>concessional ordinary capital resources lending / Asian Development Fund</td> <td>US\$ 75.00 million</td> </tr> <tr> <td colspan="2">Loan 2373-REG: CAM: Greater Mekong Subregion Southern Transport Corridor Project (Cambodia and Vietnam)</td> </tr> <tr> <td>concessional ordinary capital resources lending / Asian Development Fund</td> <td>US\$ 7.00 million</td> </tr> </table>	Loan 2372-REG: VIE: Greater Mekong Subregion Southern Coastal Corridor Project (Cambodia and Vietnam)		concessional ordinary capital resources lending / Asian Development Fund	US\$ 75.00 million	Loan 2373-REG: CAM: Greater Mekong Subregion Southern Transport Corridor Project (Cambodia and Vietnam)		concessional ordinary capital resources lending / Asian Development Fund	US\$ 7.00 million
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concessional ordinary capital resources lending / Asian Development Fund	US\$ 7.00 million								
Strategic Agendas	Regional integration								
Drivers of Change	Partnerships								
Sector / Subsector	Transport - Road transport (non-urban)								
Gender Equity and Mainstreaming	No gender elements								
Description									
Project Rationale and Linkage to Country/Regional Strategy									
Impact									

Project Outcome

Description of Outcome	
Progress Toward Outcome	Viet Nam component: Civil works have started in April 2011. Based on the findings of the midterm review mission in December 2011, achieving the project's intended outcome is likely provided that corrective measures are implemented effectively (i.e. improvement of soft soil treatment measures and resolving pending resettlement issues). To address this, Additional Financing of \$12 million grant from AusAID for soft soil treatment, and \$25 million ADF loan for resettlement and cost overruns were approved by ADB on 11 February 2013 which became 16 September 2013. Cambodia component: Outcome not yet achieved but on track.

Implementation Progress

Description of Project Outputs	
Status of Implementation Progress (Outputs, Activities, and Issues)	Civil works started in Apr 2011 and completed in Mar 2014 Civil works started in April 2011, 98% completion Civil works started in April 2011, 98% completion Bridges completed in Feb 2014 Current cross-border processing times are well below targets. This output will be implemented under additional financing for Second SCCP Completed under supervision contract
Geographical Location	The Southern Coastal Corridor runs along the Gulf of Thailand coast from Bangkok through Thailand, Cambodia, and ends at Nam Can in the south of Viet Nam. The overall corridor length is 924 kilometers (km).

Summary of Environmental and Social Aspects

Environmental Aspects	<p>The project corridor in southern Cambodia contains no designated forest, wildlife, or rare and endangered species or habitats. Exhaust and noise emissions from vehicles are not serious problems along the corridor. However, during dry seasons, laterite dust from passing vehicles creates serious dust clouds affecting the quality of life for all living along the roadway and up to 75 m on either side. Paving the road and shoulders will eliminate this problem. During construction, a watering schedule will be required to minimize the temporary impact on air quality of dust generated by construction activities. A potential impact during operation of the border crossings will be the wastewater and solid wastes generated at the customs and immigration facilities, if these wastes are not managed properly. A primary waste treatment facility will be designed and installed to service the new buildings to minimize the potential impacts. Garbage will be managed by contracting a local worker to collect and dispose of solid wastes. It is assessed that most of the potential impacts of the Cambodian section are during the construction stage; these are of a nature temporary and can be managed effectively by mitigation measures. An environmental management plan (EMP) and monitoring program have been prepared and will be implemented by MPWT during the construction and operation periods. Appropriate clauses will be included in civil works contracts to ensure the implementation of the EMP.</p> <p>The project corridor in southern Viet Nam lies in the Mekong Delta, which has a dense network of waterways and navigable canals. There are two ecologically sensitive sites in the region, which were identified by BirdLife International in Indochina as important habitats for endangered birds and mammals. However, the project corridor is far from the two sites and none of the project activities would affect these sites. Major environmental concerns of the Project in the Vietnamese section are the interference of ship traffic caused by poor design of bridges and water quality because of disturbance of acid sulphate soils in localized areas. The EA will ensure the bridge designs allow sufficient navigation clearances. The EA will also ensure implementation of mitigation measures identified in the EMP to minimize impacts of acid soil on water quality and surrounding aquaculture activities. It is assessed that most of the potential impacts of the Viet Nam section are during the construction stage; these are of a nature temporary and can be managed effectively by mitigation measures. An EMP and monitoring program have been prepared, and will be implemented by PMU-MT during construction and by VRA during operation periods. Appropriate clauses will be included in civil works contracts to ensure implementation of the EMP.</p>
Involuntary Resettlement	<p>The most serious impact will be the loss of land caused by road widening or realignment. In Cambodia, 330 affected households have residential and/or commercial land assets in the national road (NR) 33 corridor of impact and the area required for the cross-border facility, and will require compensation and relocation. Another 265 affected households will be seriously affected by loss of rice-growing land in the road corridor of impact. A full resettlement plan (RP) has been prepared for Cambodia. In Viet Nam, two full RPs have been prepared one for Kien Giang Province and one for Ca Mau Province. Several thousand APs will be displaced from their housing and/or small shops and others will be displaced from agricultural land. Survey work continues to define impacts to be addressed in the RPs.</p>
Indigenous Peoples	<p>In the Viet Nam project area, the Khmer ethnic minority group accounts for about 2% of the population in Ca Mau Province and 12% of the population in Keing Giang Province, or about 7% in the project area overall. There are no ethnic minority people in the Cambodia project area. In Viet Nam, ethnic minority households (Khmer) in the project area speak both Vietnamese and Khmer (especially men). Khmer people are well integrated into the mainstream. Like the majority Kinh Vietnamese, rural ethnic Khmer cultivate rice and/or engage in shrimp farming. However, the total number of Khmer households engaged in wage labor is higher (13.6%) than the mainstream Kinh population (4.7%). Urban ethnic Khmer are shopkeepers or engaged in nonfarm activities. In both Keing Giang and Ca Mau, nearly all APs including ethnic minorities are classified nonpoor. However, in Ha Tien district of Keing Giang, 21% AP Khmer households are engaged as laborers. The Project will not have a differential impact on Khmer people than the mainstream Vietnamese and an ethnic minority development plan is not required.</p>

Stakeholder Communication, Participation, and Consultation

During Project Design	<p>During the feasibility study of the Project, consultations were held with relevant stakeholders including the communities affected by the road. The community perspective on the Project, in terms of positive and negative impacts, was discussed. The community felt that roads to market and school might be more accessible because of the Project. Less vehicle damage was considered an important benefit because of the improved road. Road safety was noted as a serious concern of local residents.</p>
During Project Implementation	<p>Environmental monitoring during construction phase includes documentation of affected people's complaints on the Project's environmental performance and the corresponding plan of action or actions taken to resolve such complaints. Cuu Long CIPM, together with the local authorities and supervision consultants are monitoring all resettlement-related activities. In addition, Cuu Long engage an independent monitor to conduct an independent review and evaluation of resettlement activities on a quarterly basis.</p>

Business Opportunities

Consulting Services	<p>For all ADB and Government of Australia financed consulting services, international and national consultants will be recruited through a firm in accordance with ADB's Guidelines on the Use of Consultants and will use ADB's quality and costbased recruitment procedures.</p> <p>Cambodia. Consultants for the Cambodian component of the Project will be recruited under two packages. A firm of consultants will be recruited to undertake the DDIS services under a contract to be financed using Government of Australia grant funds. For this contract, about 409 person-months of input will be required (about 47 person-months from international experts and about 362 of national experts). In addition, national Independent Resettlement Monitoring company will be recruited with experience in resettlement planning and social analysis on similar internationally funded infrastructure projects to monitor implementation of resettlement plans.</p> <p>Viet Nam. Consultants will be recruited under three separate packages. Under the ADB and Government of Australia funded components, one package (ADB DDIS package) will cover detailed design and construction supervision of the ADB and Government of Australia funded section, and the HIV/AIDS and trafficking awareness and prevention program. It is proposed that this package be funded from Government of Australia grant funds. For this contract, about 1,643 person-months of input will be required (about 137 person-months international and 1,506 national). Under the Government of the Republic of Korea funded component, a single package will be prepared for the Government of the Republic of Korea DDIS services with recruitment following Republic of Korea procedures. For this contract, about 1,348 person-months of input will be required (about 109 person-months international and 1,239 national). In addition, national Independent Resettlement Monitoring company will be recruited with experience in resettlement planning and social analysis on similar internationally funded infrastructure projects to monitor implementation of resettlement plans.</p>
Procurement	<p>Procurement of all ADB and Government of Australia financed works will be in accordance with ADB's Procurement Guidelines. Procurement of civil works under the Government of the Republic of Korea funded component will be subject to Republic of Korea procurement guidelines and procedures.</p> <p>Cambodia. Separate civil works contracts will be procured for (i) improvement of NR33 between the border with Viet Nam at Preak Chak and Kampong Trach; (ii) cross-border facilities at Preak Chak; (iii) cross-border facilities at Koh Kong, and (iv) replacement of bridges and culverts along the Kampong Trach Kampot road section. These contracts will be procured using international competitive bidding (ICB) procedures. Civil works under the maintenance component will be packaged through a number of contracts, where contracts costing more than \$100,000 and less than \$1 million may follow national competitive bidding (NCB) procedures acceptable to ADB.</p> <p>Viet Nam. All procurement will be managed by the IA with assistance from the DDIS consultants. For the ADB and Government of Australia funded components, there will be two major civil works contracts (one each for the An Minh Bypass Nga Bac Canal, and the Nga Bac Canal Industrial Complex sections) to be procured using ADB's ICB procedures with prequalification; documentation will be subject to prior review. Other smaller civil works contracts partly or wholly financed by ADB and costing more than \$100,000 and less than \$2 million may follow NCB procedures acceptable to ADB.</p>

Responsible Staff

Responsible ADB Officer	Date, Shihiru
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Transport and Communications Division, SERD
Executing Agencies	<i>Viet Nam Road Administration, Min. of Transport</i> <i>Mr. Duong Tuan Minh</i> <i>My Thuan Project Management Unit (PMU-MT), Ministry of Transport, 127B Dinh Tien Hoang, Ho Chi Min City, Vietnam</i>

Timetable

Concept Clearance	-
Fact Finding	-
MRM	-
Approval	-
Last Review Mission	-
PDS Creation Date	16 Nov 2006
Last PDS Update	30 Sep 2016

Grant 0095-REG

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
28 Nov 2007	10 Jan 2008	29 May 2008	30 Jun 2015	30 Jun 2016	-

Financing Plan		Grant Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	0.00	Cumulative Contract Awards			
ADB	0.00	28 Nov 2007	0.00	25.49	100%
Counterpart	0.00	Cumulative Disbursements			
Cofinancing	0.00	28 Nov 2007	0.00	24.58	96%

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	Satisfactory	-	Satisfactory	-	Satisfactory

Grant 0096-REG

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
28 Nov 2007	11 Dec 2007	11 Dec 2007	31 Dec 2012	31 Dec 2014	12 Apr 2016

Financing Plan		Grant Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	0.00	Cumulative Contract Awards			
ADB	0.00	28 Nov 2007	0.00	7.58	95%
Counterpart	0.00	Cumulative Disbursements			
Cofinancing	0.00	28 Nov 2007	0.00	7.58	95%

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	Satisfactory	-	Satisfactory	-	Satisfactory

Loan 2372-REG

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
28 Nov 2007	10 Jan 2008	29 May 2008	30 Jun 2015	30 Jun 2016	-

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	183.20	Cumulative Contract Awards			
ADB	75.00	28 Nov 2007	0.00	70.77	98%
Counterpart	108.20	Cumulative Disbursements			
Cofinancing	0.00	28 Nov 2007	0.00	58.71	81%

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	Satisfactory	-	Satisfactory	-	Satisfactory

Loan 2373-REG

Milestones					
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Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
28 Nov 2007	18 Feb 2008	12 Aug 2008	31 Dec 2012	31 Dec 2014	12 Apr 2016

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	10.70	Cumulative Contract Awards			
ADB	7.00	28 Nov 2007	0.00	6.34	99%
Counterpart	3.70	Cumulative Disbursements			
Cofinancing	0.00	28 Nov 2007	0.00	6.41	100%

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	Satisfactory	-	Satisfactory	-	Satisfactory

Project Page <https://www.adb.org/projects/36353-013/main>

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Date Generated 23 July 2017

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