



Viet Nam: Central Mekong Delta Region Connectivity Project

Project Name	Central Mekong Delta Region Connectivity Project												
Project Number	40255-033												
Country	Viet Nam												
Project Status	Active												
Project Type / Modality of Assistance	Grant Loan												
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">Grant 0353-VIE: Central Mekong Delta Region Connectivity Project</td> </tr> <tr> <td>Government of Australia</td> <td>US\$ 134.00 million</td> </tr> <tr> <td colspan="2">Loan 3013-VIE: Central Mekong Delta Region Connectivity Project</td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 410.00 million</td> </tr> <tr> <td colspan="2">Loan: Central Mekong Delta Region Connectivity Project</td> </tr> <tr> <td>Export-Import Bank of Korea</td> <td>US\$ 260.00 million</td> </tr> </table>	Grant 0353-VIE: Central Mekong Delta Region Connectivity Project		Government of Australia	US\$ 134.00 million	Loan 3013-VIE: Central Mekong Delta Region Connectivity Project		Ordinary capital resources	US\$ 410.00 million	Loan: Central Mekong Delta Region Connectivity Project		Export-Import Bank of Korea	US\$ 260.00 million
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Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration												
Drivers of Change	Governance and capacity development Partnerships												
Sector / Subsector	Transport - Road transport (non-urban)												
Gender Equity and Mainstreaming	No gender elements												
Description	<p>The investment project will improve connectivity in the Mekong Delta Region in Viet Nam and provide efficient access from Ho Chi Minh City to the Southern Coastal Region through construction of two cable stayed bridges across the Mekong River and associated roads:</p> <p>(i) Component 1: Cao Lanh Bridge (2.0 km) and approach roads (5.4 km);</p> <p>(ii) Component 2: Interconnecting Road (15.7 km);</p> <p>(iii) Component 3: Vam Cong Bridge (2.97 km) and approach roads (4.08 km);</p> <p>The investment project is located on the boundaries of Dong Thap province and Can Tho city. The two cable stayed bridges will be constructed to four-lane carriageway and two-lane motorcycle lane standard with total bridge width of 27.5 meters and the interconnecting road will be constructed initially to four-lane standard with a formation width of 20.6 meters in the Southern section and 23.0 meters in the Northern section; to be widened to six-lane standard in future.</p> <p>Associated with the investment project, ADB approved a technical assistance (TA 7822, the TA project) fully financed by the Government of Australia. This TA project was approved to meet two fundamental project needs: (i) preparing detailed designs and bidding documents for the portion of the investment project that ADB and the Government of Australia are considering financing, and (ii) ensuring the early availability of social and environmental planning documents for the investment project. The objectives of the TA project were to: (i) reduce project start-up delays and speed up implementation of the investment project; (ii) respond to the government's target for construction and commissioning of the investment project during 2013-2017; (iii) reduce the government's loan servicing cost on the ADB loan for the investment project; and (iv) include construction supervision services and capacity building support, which are critical for the successful implementation of the investment project. Detailed designs, bidding documents, and safeguards planning documents were completed and advance action approved as part of the TA project. Procurement and safeguards implementation are well advanced. The project, thus, is expected to be completed within the Loan Closing date.</p>												

Project Rationale and Linkage to Country/Regional Strategy

The Mekong Delta is one of the four key economic centers in Viet Nam and its economy relies mainly on agro-industry and other light industries. It is also known as the rice basket_ of Viet Nam and contributes significantly to Viet Nam's record rice exports, making the country among the world's top three rice exporters. However, poor infrastructure and natural calamities limit growth, and poverty in the more remote areas of the Mekong Delta remains high.

The government has launched an expressway development plan that identifies the Second Southern Highway (SSH) as a key artery for development of the Mekong Delta. The SSH connects HCMC through the Mekong Delta to the southern coastal region and serves as an alternative to National Highway 1A. It also provides access to the Mekong Delta's southwestern provinces, and connects to the Greater Mekong Subregion Southern Coastal Corridor at Rach Gia, which connects to the Cambodian and Thai highway networks. The SSH is currently constrained by ferry crossings at Cao Lanh and Vam Cong, which are slow and cause delays to traffic.

The government plans to remove the bottlenecks caused by slow ferry operations and, more generally, improve connectivity in the Mekong Delta by constructing a section of the SSH between Cao Lanh (on the northern bank of the Tien branch of the Mekong River) and Long Xuyen (on the southern bank of the Hau branch). This section will consist of: (i) component 1: Cao Lanh Bridge (2.0 km) and approach roads (5.4 km); (ii) component 2: interconnecting road (15.7km); (iii) component 3: Vam Cong Bridge (2.97 km), and approach roads (4.08 km); (iv) component 4: Long Xuyen Bypass (17.5 km); (v) component 5: Long Xuyen Bypass extension (5.7 km); and (vi) component 6: My An-Cao Lanh connecting road (26.9 km). The investment project will comprise components 1-3. The government intends to construct components 4-6 as part of a future project. The governments of Australia and of the Republic of Korea have agreed to cofinance the investment project.

The investment project is expected to bring inclusive development to areas that are poorly connected to major population centers, improve access to basic social and health services, increase national food security by stimulating local agro-industry and boosting exports, facilitate private sector investment, and extend regional connectivity to neighboring Cambodia and the Greater Mekong Subregion, as well as to Viet Nam's major inland ports in the Mekong Delta. An estimated 170,000 road users will benefit daily from the investment project and the 5 million residents of An Giang, Can Tho, and Dong Thap provinces will benefit from an improvement in living standards.

Impact	Improved and sustainable transport connectivity contributing to inclusive development in the Central Mekong Delta Region
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Project Outcome

Description of Outcome	Improved road transport access and travel time across and within the Central Mekong Delta Region
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Progress Toward Outcome	On-going
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Implementation Progress

Description of Project Outputs	Project roads and bridge built Bridge health monitoring, traffic management, and emergency response systems
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Status of Implementation Progress (Outputs, Activities, and Issues)	<ul style="list-style-type: none"> - All civil works contracts were awarded by March 2015 and are progressing well. Completions of Components 1-2 and Component 3 are expected by end of October 2017 and December 2017, respectively. - Bridge health monitoring, traffic management, and emergency response systems have been initiated by Contractor. - Up to present, Compensation and land acquisition have been substantially completed (99%). - Income restoration programs (IRPs) commenced since July 2015 and almost completed in Dong Thap Province. The remaining IRP in Can Tho will complete by end of March 2017.
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Geographical Location	Central Mekong Delta Region
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Safeguard Categories

Environment	A
Involuntary Resettlement	A
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects A draft EIA and EMP were prepared based on ADB's Safeguard Policy Statement 2009 (SPS) and posted on ADB's website on 22 January 2013. The project alignment will traverse mostly agricultural land and the fringes of urban areas. There is little natural landscape along the alignment. Forests, conservation areas or reserves are not found in the vicinity of the investment project. Air quality data along two existing roads close to the project alignment show an increasing trend of particulate concentration due to the increasing number of vehicles and motorbikes using the ferries and idling vehicles whose engines are often running while the ferries are loading and unloading.

Involuntary Resettlement A total of 8,162 people (1,778 households) are affected by the project's land acquisition. Of this, about 1,206 households will lose productive land and 571 households will require relocation. The project will require a total land area of 218.6 hectares. The Income Restoration Programs (IRPs) which are part of the RPs will be funded under the TA through a variation order to the DDIS Consultant's contract. The IRPs will be implemented over two years, and are designed to be implemented in a flexible manner. A work plan for the first phase will be based on detailed needs assessment. The second phase work plan will be based on results of implementation evaluation workshop.

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design Public meetings, focus group discussions, workshops and separate meetings with women and vulnerable groups were undertaken during the project preparation technical assistance (TA 7045-VIE) implementation and the TA Project (TA 7822-VIE).

During Project Implementation Public meetings, awareness programs, consultations with local authorities and affected people, grievance redress, provincial committee meetings will be held during project implementation

Business Opportunities

Consulting Services Recruitment of all consultants under the associated TA (TA 7822-VIE) has been completed and the consulting services are on-going.

Procurement International competitive bidding procedures will be used for civil works contracts with prequalification following ADB's Procurement Guidelines (2010, as amended from time to time). Procurement has been completed, all civil works have been awarded and are on-going.

Responsible Staff

Responsible ADB Officer	Le Dinh Thang
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Viet Nam Resident Mission
Executing Agencies	<i>Ministry of Transport RU-PMU1@FPT.VN 80 Tran Hung Dao Hanoi, Viet Nam</i>

Timetable

Concept Clearance	11 Oct 2010
Fact Finding	14 Sep 2010 to 30 Sep 2010
MRM	12 Apr 2013
Approval	05 Aug 2013
Last Review Mission	-
Last PDS Update	31 Mar 2017

Grant 0353-VIE

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
05 Aug 2013	16 Oct 2013	27 Dec 2013	30 Jun 2020	-	-

Financing Plan		Grant Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage

Project Cost	450.00	Cumulative Contract Awards			
ADB	0.00	05 Aug 2013	0.00	133.46	100%
Counterpart	56.00	Cumulative Disbursements			
Cofinancing	394.00	05 Aug 2013	0.00	75.40	56%

Loan 3013-VIE

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
05 Aug 2013	16 Oct 2013	27 Dec 2013	30 Jun 2020	-	-

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	410.00	Cumulative Contract Awards			
ADB	410.00	05 Aug 2013	287.08	0.00	70%
Counterpart	0.00	Cumulative Disbursements			
Cofinancing	0.00	05 Aug 2013	215.52	0.00	53%

Project Page	https://www.adb.org/projects/40255-033/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=40255-033
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