Viet Nam: Ho Chi Minh City Third Ring Road Technical Assistance Project

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Ho Chi Minh City Third Ring Road Technical Assistance Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Number</td>
<td>43393-023</td>
</tr>
<tr>
<td>Country</td>
<td>Viet Nam</td>
</tr>
<tr>
<td>Project Status</td>
<td>Closed</td>
</tr>
<tr>
<td>Project Type / Modality of Assistance</td>
<td>Loan</td>
</tr>
<tr>
<td>Source of Funding / Amount</td>
<td>Loan 3248-VIE: Ho Chi Minh City Third Ring Road Technical Assistance Project, concessional ordinary capital resources lending / Asian Development Fund, US$ 12.58 million</td>
</tr>
</tbody>
</table>

| Strategic Agendas | Inclusive economic growth |
| Drivers of Change | Private sector development |
| Sector / Subsector | Transport - Road transport (non-urban) |
| Gender Equity and Mainstreaming | No gender elements |

**Description**
The Third Ring Road will be constructed at a radius of about 25 km from the HCMC center. The Tecn Luc-Nhon Trach section in the south of HCMC is financed by ADB under the GMS Ben Luc-Long Thanh Expressway Project. The Tan Van-Binh Chuan section in the north of HCMC is financed by a private sector under the build-transfer arrangement.

**Project Rationale and Linkage to Country/Regional Strategy**
Construction of Ho Chi Minh City (HCMC) ring roads to establish connectivity with neighboring cities is a high priority of the government. The proposed HCMC Third Ring Road (RR3) Project will facilitate diverting through-traffic and reducing traffic congestion in the center of HCMC. Through construction of RR3, the connectivity of cities and towns around HCMC will also be improved, transport costs and travel times for the movement of passengers and goods in and around HCMC will be reduced. Moreover, the Greater Mekong Subregion (GMS) Eastern Corridor and Southern Corridor intersect at HCMC. The RR3 will function to accommodate the national traffic running on the national north-south expressway and also the GMS traffic to and from Bangkok and Phnom Penh. This TA Loan will prepare the HCMC Third Ring Road Project.

**Impact**
Enhanced construction of the HCMC RR3, contributing to reduced traffic congestion in and improved connectivity of HCMC with surrounding cities and towns.

**Project Outcome**
**Description of Outcome**
The feasibility and social/safeguards study for the Ben Luc-NH22 and NH22-Binh Chuan sections of RR3 was prepared under the TA Loan. TA Loan closed on 28 June 2018. MOT decided not to prepare detailed designs under the loan since it may adopt PPP procurement for the sections.

**Implementation Progress**
**Description of Project Outputs**
Completed detailed feasibility and social safeguard studies for the Ben Luc - NH22 and NH22 - Binh Chuan sections. Updated due diligence, and completed detailed design, and project and safeguards documents required to finance construction of the Tan Van - Nhon Trach section and extension road to NH1.

**Status of Implementation Progress (Outputs, Activities, and Issues)**
The feasibility and social/safeguards study for the Ben Luc-NH22 and NH22-Binh Chuan sections of RR3 was prepared under the TA Loan. MOT decided not to prepare detailed designs under the loan since it may adopt PPP procurement for the sections.

**Geographical Location**

**Safeguard Categories**
- Environment: C
- Involuntary Resettlement: C
- Indigenous Peoples: C

**Summary of Environmental and Social Aspects**
The TA Project comprises preparatory work for the HCMC RR3 project, and will involve preparation of an EIA. The TA Project will include careful determination of the alignment, avoiding environmentally sensitive areas, and developing environmentally friendly highway designs. An EIA has been prepared for the Tan Van - Nhon Trach section of HCMC RR3 under a feasibility study financed by the Export-Import Bank of Korea in 2012. The feasibility study consultant, financed under the TA loan, consultant will prepare three EIAs: (a) an EIA covering all three sections of the RR3 project (i) Tan Van Nhon Trach section and an extension road to NH1, (ii) Ben Luc NH22 section, and (iii) NH22 Binh Chuan section) and (b) separate EIAs for the Binh Chuan-NH22 section and NH22-Ben Luc section. The detailed design consultant will ensure that relevant aspects of the environmental management plan included in the EIA (based on ADB's Safeguard Policy Statement) are also included in the bidding and contract documents for civil works.
Involuntary Resettlement

The TA Project will not cause any adverse involuntary resettlement impacts. However, construction of the RR3 will have significant involuntary resettlement impacts as a result of loss of agricultural and residential land. The detailed design consultant and feasibility study consultant will work with MOT, Cuu Long CIPM, affected households, local authorities, and other stakeholders in the preparation of the resettlement plans for the project sections, respectively, in accordance with ADB’s Safeguards Policy Statement.

Indigenous Peoples

It is anticipated that there will be no impacts on indigenous peoples or ethnic groups, but this will be confirmed during the detailed feasibility studies and detailed designs.

Stakeholder Communication, Participation, and Consultation

During Project Design

Consultation and disclosure plans will be part of the resettlement plans and social action plans for the RR3 project to ensure meaningful consultation and provision of clear and timely information to the affected households and various stakeholders. The consultation and disclosure plans will include consultation meetings, focus group discussions, separate meetings with women and vulnerable households, preparation of information booklets, and use of radio and TV to disseminate information about the project and associated social and resettlement-related issues.

Business Opportunities

Consulting Services

TA Project will include advance contracting for recruitment of detailed design and feasibility study consultants. All advance contracting will be undertaken in conformity with ADB’s Guidelines on the Use of Consultants (2013, as amended from time to time). The (i) Feasibility and Social/Safeguards Study Consultant for the Ben Luc-NH22 and NH22-Binh Chuan sections and the (ii) Independent Audit Consultant were recruited under the TA Loan.

Procurement

No anticipated civil works.

Responsible ADB Officer

Shim, Chaorin

Responsible ADB Department

Southeast Asia Department

Responsible ADB Division

Transport and Communications Division, SERD

Executing Agencies

Ministry of Transport

RU-PMU1@FPT.VN

80 Tran Hung Dao

Hanoi, Viet Nam

Timetable

Concept Clearance 18 Sep 2013
Fact Finding 04 Nov 2013 to 29 Nov 2013
MRM 25 Apr 2014
Approval 26 Feb 2015
Last Review Mission -
Last PDS Update 19 Sep 2018

Loan 3248-VIE

<table>
<thead>
<tr>
<th>Approval</th>
<th>Signing Date</th>
<th>Effectivity Date</th>
<th>Closing</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Financing Plan</th>
<th>Loan Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (Amount in US$ million)</td>
<td>Date</td>
</tr>
<tr>
<td>Project Cost</td>
<td>13.21</td>
</tr>
<tr>
<td>ADB</td>
<td>12.58</td>
</tr>
<tr>
<td>Counterpart</td>
<td>0.63</td>
</tr>
<tr>
<td>Cofinancing</td>
<td>0.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Status of Covenants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
</tr>
<tr>
<td>Rating</td>
</tr>
</tbody>
</table>

Project Page
https://www.adb.org/projects/43393-023/main

Request for Information
http://www.adb.org/forms/request-information-form?subject=43393-023

Date Generated 24 August 2020

ADB provides the information contained in this project data sheet (PDS) solely as a resource for its users without any form of assurance. Whilst ADB tries to provide high quality content, the information are provided "as is" without warranty of any kind, either express or implied, including without limitation warranties of merchantability, fitness for a particular purpose, and non-infringement.
ADB specifically does not make any warranties or representations as to the accuracy or completeness of any such information.