Viet Nam: Ho Chi Minh City Integrated Public Transport Investment Program (MFF)

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Ho Chi Minh City Integrated Public Transport Investment Program (MFF)</th>
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<tr>
<td>Project Number</td>
<td>48260-002</td>
</tr>
<tr>
<td>Country</td>
<td>Viet Nam</td>
</tr>
<tr>
<td>Project Status</td>
<td>Proposed</td>
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<tr>
<td>Project Type / Modality of Assistance</td>
<td>Loan</td>
</tr>
<tr>
<td>Source of Funding / Amount</td>
<td>MFF Facility Concept: Ho Chi Minh City Integrated Public Transport Investment Program (MFF)</td>
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<td></td>
<td>Ordinary capital resources</td>
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<td></td>
<td>concessional ordinary capital resources lending / Asian Development Fund</td>
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Strategic Agendas
- Environmentally sustainable growth
- Inclusive economic growth
- Regional integration

Drivers of Change
- Governance and capacity development
- Knowledge solutions
- Partnerships

Sector / Subsector
- Agriculture, natural resources and rural development - Agriculture research and application
- Transport - Urban public transport

Gender Equity and Mainstreaming
- Effective gender mainstreaming

Description
Project Rationale and Linkage to Country/Regional Strategy
Impact
An integrated sustainable public transport system in ten districts of HCMC.
Outcome
Efficient expansion of public transport services that are integrated with other transport modes.
Outputs
- Integrated MRT network expansion
- Public transport policy enhanced
- Public transport services improvement

Geographical Location

Summary of Environmental and Social Aspects

Environmental Aspects
Category A

Involuntary Resettlement
Category A

Indigenous Peoples
Category C

Stakeholder Communication, Participation, and Consultation

During Project Design
National, city, and commune government officials, metro implementing and operation authorities, development partners, small business owners, potential affected community representatives, and relevant civil society organizations will be closely involved in the project design preparation. During preparation of the project design including a resettlement plan and Environmental Management Plan, individual and group consultations will be fielded to consult with the potential affected people across a range of sites in urban areas. A participatory approach will be used to determine the location and design of project features, such as station entrance location, underpasses and footbridges for local communities. By December 2015, the Management Authority for Urban Railways (MAUR), Department of Transport (DOT) and ADB had agreed to the PPTA scope. Because the scope of BRT from Ben Thanh to An Suong had not been included in the Ho Chi Minh Urban Transport Master Plan, DOT decided to exclude the BRT from this investment. In addition, HCMC People’s Committee (HCMC PC) decided not to implement HCMC Traffic Control Center using ADB’s cofinance. Hence, only MRT Line 5 Stage 1 and MRT Line 5 Integration have been considered by ADB in the scope. During the Country Programming Mission in early 2016, as it had become clear that the MRT Line 5 Stage 1 Project would not complete within the 10-year availability period limit of the MFF modality based on lessons learned from the ongoing HCMC MRT Line 2 Project, HCMC PC, Ministry of Planning and Investment, and ADB agreed to change the modality from MFF to stand-alone projects. The current pipeline includes the MRT Line 5 Stage 1 Project in the 2020 longlist. The Line 5 Integration Project is expected to be processed after 2020 to align with the MRT Line 5 Stage 1 Project implementation schedule.

During Project Implementation
MAUR has been recruiting consulting service for front-end engineering design preparation and implementation support (FEED) to be funded by ADB TA Project since 2015. The FEED consulting service will produce designs to be used for (i) procurement of works and equipment packages and (ii) ADB’s project due diligence. It is expected that the FEED consultants will be mobilized in Q4 2018 and complete service in Q1 2020. During the service, the consultant will conduct necessary survey and consultation with stakeholders to assist MAUR in forming FEED and relevant documents, such as procurement plan, financing plan, and safeguard documents (resettlement plan and environment management plan).

During Project Implementation
Not yet due

Responsible ADB Officer
Mizusawa, Daisuke

Responsible ADB Department
Southeast Asia Department

Responsible ADB Division
Transport and Communications Division, SERD
### Executing Agencies

Ho Chi Minh City People's Committee  
86 Le Thanh Ton Street, Ben Nghe Ward,  
District 1, Ho Chi Minh City  
Viet Nam

### Timetable

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Concept Clearance</td>
<td>18 Dec 2014</td>
</tr>
<tr>
<td>Fact Finding</td>
<td>15 Feb 2017 to 03 Mar 2017</td>
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<tr>
<td>MRM</td>
<td>22 Aug 2017</td>
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<tr>
<td>Approval</td>
<td>-</td>
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<tr>
<td>Last Review Mission</td>
<td>-</td>
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<tr>
<td>Last PDS Update</td>
<td>23 Sep 2018</td>
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### Project Page


### Request for Information


### Date Generated

11 June 2019

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