

TECHNICAL ASSISTANCE COMPLETION REPORT

Division: SEID

TA No. and Name TA N0 4028-VIE: Transport Services Network for the Poor			Amount Approved: \$350,000	
			Revised Amount: \$350,000	
Executing Agency Ministry of Transport		Source of Funding: PRF		
		TA Amount Undisbursed \$95,191.18		TA Amount Utilized \$254,818.82
Date			Completion Date	
Approval 11 Dec 2002	Signing 23 Apr 2003	Fielding of Consultants 24 June 2003	Original 28 February 2004	Actual 31 March 2005
			Closing Date	
			Original 30 June 2004	Actual 28 August 2006
Description <p>The Government of the Socialist Republic of Viet Nam requested an advisory technical assistance (TA) from the Asian Development Bank (ADB) to help the Project Management Unit 1 (PMU1) under the executing agency (EA), the Ministry of Transport (MOT), to strengthen poverty reduction initiatives in the central region of Viet Nam. The fact-finding mission of September 2002 reached an understanding with the Government on the objectives, scope, financing plan, implementation and outline of the terms of reference (TOR) of the consulting services of the TA.</p> <p>The main objective of the TA was to examine ways to improve mobility for the rural poor in Viet Nam. The scope of the TA included: (i) developing a methodology for designing and selecting network subprojects for integrating poverty reduction impacts with economic growth priorities; and (ii) studying transport services for the poor to examine the conditions under which the poor can benefit directly from road networks improvements. The TA aimed to test the methodology on a pilot-basis in two of the poorest provinces selected under Loan 2195-VIE: Transport Networks Improvement Sector Project.</p> <p>Outcome and Outputs</p> <p>The study prepared under the TA included a methodology for prioritizing sub-project roads to ensure that the poor can benefit from road investments. The study made several recommendations including: (i) simple and flexible methods in assisting the provinces in presenting their prioritization of subprojects roads to the civil society, aid organizations and relevant ministries; (ii) opening-up of rural community networks into higher networks, as an important support to poverty reduction; (iii) taking the needs and requirements of the poor into account in planning for provision of roads and transport services; (vi) Geographic Information Systems (GIS) maps should be prepared, they can provide benefits to transport planning; and (v) collection of good quality socioeconomic and demographic data can be done at the provincial level with support from district and communes instead of hiring outside research organizations.</p> <p>Delivery of Inputs and Conduct of Activities</p> <p>The TOR was adequately designed to meet the TA objectives. The individual consultants were mobilized from June to July 2003 with an initial input of 13.0 person-months of consulting work.</p> <p>The delay in TA completion was initially due to the SARs outbreak in early 2003 but mainly caused by under performance of the two lead international individual consultants. The domestic consultant however performed satisfactorily in coordination with the replaced team leader. With a total input of 15 person-months from individual consultants, the TA carried out a Transport Demand Survey, a Transport Living Standard Survey, and a Transport Service Survey in the selected two central region provinces—Nghe An and Ninh Tuan. A prototype GIS was developed as part of the study. Maps showed that the data of indicators could be displayed on the maps on the specific surveyed roads and their impact zones. The study showed the correlation of collected attributes such as road network, road and traffic conditions, with income levels and social service facilities such as schools and hospitals.</p> <p>In addition, a user-friendly program was developed under the TA to assist provincial officials prioritize and select their rural roads subprojects from the annual, five-year, and provincial master plans. The tool was designed in coordination with provincial officials who requested that at least 8 indicators be used to lend flexibility in the selection of weights to be loaded by each province.</p> <p>The performance of the EA and ADB staff was satisfactory. The EA provided able and significant support to the consultants in securing the necessary roadmaps, provincial clearances and other logistics promptly. They also facilitated the workshops conducted in the provinces.</p> <p>Evaluation of Outputs and Achievement of Outcome</p> <p>The objectives of the TA have been achieved in developing a methodology for prioritizing transport investment from a network perspective and developing the requisite number of indicators. The study proposed a methodology of prioritizing transport investments from a network perspective to ensure that the poor benefit from rural road investments. The TA</p>				

recommended that GIS mapping and databases be implemented at provincial levels as tools for transport planning and prioritization.

Finally, the user-friendly program developed under the TA was tested in the two provinces where much interest was generated from provincial and district officials who found the developed program simple and relatively easy to use.

Overall Assessment and Rating

The TA is considered successful.

Major Lessons

Consultants engaged should have been from a firm instead of a group of individuals.

Recommendations and Follow-Up Actions

To integrate the outputs of this TA into other rural transport PPTAs.

Prepared by M. Sultana Designation Social Development /
Poverty Reduction Specialist, SEID