



Central Highlands Connectivity Improvement Project (P159238)

EAST ASIA AND PACIFIC | Vietnam | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2017 | Seq No: 9 | ARCHIVED on 26-Jan-2022 | ISR49699 |

Implementing Agencies: Socialist Republic of Vietnam, Projects Management Unit No. 2

Key Dates

Key Project Dates

Bank Approval Date: 22-Jun-2017

Effectiveness Date: 22-May-2018

Planned Mid Term Review Date: 06-Dec-2021

Actual Mid-Term Review Date: 29-Nov-2021

Original Closing Date: 30-Jun-2023

Revised Closing Date: 30-Jun-2023

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

To improve the connectivity, safety and climate-resilience of the National Highway 19.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components Table

Name

Road Improvements:(Cost \$145.00 M)
Implementation Support:(Cost \$8.70 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Moderately Unsatisfactory	<input type="checkbox"/> Moderately Unsatisfactory
Overall Implementation Progress (IP)	<input type="checkbox"/> Moderately Unsatisfactory	<input type="checkbox"/> Moderately Satisfactory
Overall Risk Rating	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial

Implementation Status and Key Decisions

The Project was approved by the Board on June 22, 2017. After initial delays due to the late allocation of funds, and the adverse impacts of the COVID19 pandemic, all the detailed design documents have been approved, procurement for all consulting services has been completed and for civil works has been advanced considerably. As of December 31, 2021, there has been good progress with six contracts signed, one contract to be signed in January 2022, and the last contract is expected to be signed in March 2022. Construction of the project road has successfully commenced since June 2021.



Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	Low	Low	Low
Macroeconomic	Low	Low	Low
Sector Strategies and Policies	Moderate	Moderate	Moderate
Technical Design of Project or Program	Moderate	Substantial	Substantial
Institutional Capacity for Implementation and Sustainability	Moderate	Substantial	Moderate
Fiduciary	Substantial	Substantial	Substantial
Environment and Social	Moderate	Substantial	Substantial
Stakeholders	Moderate	Moderate	Moderate
Other	Low	Low	Low
Overall	Moderate	Substantial	Substantial

Results

PDO Indicators by Objectives / Outcomes

To improve the connectivity, safety and climate-resilience of the National Highway 19				
▶ Annual average daily traffic (AADT) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	4,950.00	5,130.00	4,694.00	6,600.00
Date	31-Mar-2017	25-Feb-2021	29-Nov-2021	30-Jun-2023
Comments:	Target remains the same. Although actual traffic count is less than baseline due to covid-19 pandemic, inter-province and inter-district travel restrictions led to significant decrease of daily traffic			
▶ Average travel time on the NH19 Corridor (Hours, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6.00	6.00	6.00	5.00
Date	31-Mar-2017	25-Feb-2021	29-Nov-2021	30-Jun-2023
Comments:	Target remains the same. Travel time has not changed yet because the implementation of the project just commenced.			



▶ Number of kilometers of International Road Assessment Program (iRAP) 3-star rating or above for both cars and motorcycles on the NH19 Corridor (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	75.00	75.00	75.00	228.00
Date	31-Mar-2017	27-May-2021	29-Nov-2021	30-Jun-2023
Comments:	Target remains the same. The number of kilometer compliance with RAP is decreased because practically the project only implements 143 km more.			
▶ Kilometers of roads that are upgraded in compliance with climate/disaster resilient design standards (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	20.00
Date	31-Mar-2017	27-May-2021	29-Nov-2021	30-Jun-2023
Comments:	Target remains the same. The number of kilometers are upgraded in compliance with climate/disaster resilient design standards has not changed yet because the implementation of the project is just started.			

Intermediate Results Indicators by Components

Road Improvements				
▶ Roads rehabilitated, Non-rural (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	153.00
Date	31-Mar-2017	27-May-2021	29-Nov-2021	30-Jun-2023
Comments:	The number of Kilometers are upgraded has not changed yet. The target of the project is 143 km.			
▶ Share of citizens from affected communes who participated in consultations (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	74.00	74.00	70.00
Date	31-Mar-2017	27-May-2021	29-Nov-2021	30-Jun-2023
Comments:	Pursuant to Vietnamese Government's Policy, all residents who are affected by the project, will be surveyed and unified and accepted the approved method. Therefore, after the completion of land acquisition, all project – affected people will be consulted and be consensus.			
▶ Share of women from affected communes who participated in consultations (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	36.00	36.00	20.00
Date	31-Mar-2017	27-May-2021	29-Nov-2021	30-Jun-2023
Comments:	Because the project area passes through there are many matrilineal ethnic groups; Many families have men working away from home, so the consultations have a large number of women participating in the survey.			

Implementation Support				
► Manual for motorcycle lane design and specifications (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	31-Mar-2017	29-Oct-2019	29-Nov-2021	30-Jun-2023
Comments:	A draft handbook has been prepared. It is expected that after the completion of the project, it will base on the report on evaluation of the project implementation as a basis to propose the Ministry of Transport for approval and official release.			
► Guidelines for resilient road design and standards (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	Yes	Yes
Date	31-Mar-2017	29-Oct-2019	29-Nov-2021	30-Jun-2023
Comments:	A draft guide has been prepared. A draft handbook has been prepared. It is expected that after the completion of the project, it will base on the report on evaluation of the project implementation as a basis to propose the Ministry of Transport for approval and official release.			

Performance-Based Conditions

Data on Financial Performance

Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P159238	IDA-61080	Effective	USD	140.50	140.50	0.00	21.12	122.39	15%
P159238	IDA-61090	Effective	USD	9.50	9.50	0.00	0.00	9.59	0%

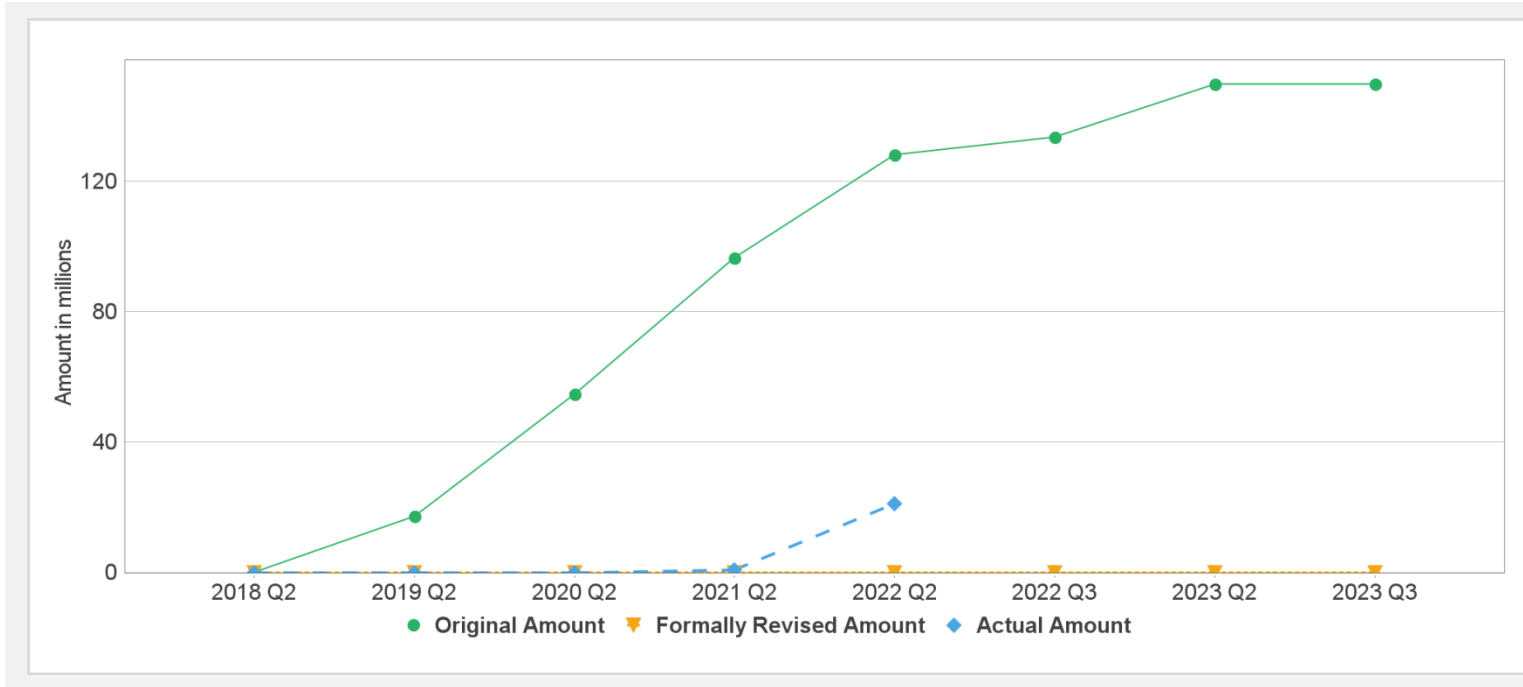
Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
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P159238	IDA-61080	Effective	22-Jun-2017	27-Dec-2017	22-May-2018	30-Jun-2023	30-Jun-2023
P159238	IDA-61090	Effective	22-Jun-2017	27-Dec-2017	22-May-2018	30-Jun-2023	30-Jun-2023

Cumulative Disbursements



PBC Disbursement

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC
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Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.