



Local Road Asset Management Program (P155086)

EAST ASIA AND PACIFIC | Vietnam | Transport Global Practice | Requesting Unit: EACVF | Responsible Unit: IEAT1  
IBRD/IDA | Program-for-Results Financing | FY 2016 | Team Leader(s): Phuong Thi Minh Tran, Chi Kien Nguyen

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**Program Development Objectives**

Program Development Objective (from Program Appraisal Document)

The Objective of the Operation is to improve road and bridge connectivity for the rural communities of the participating provinces in Vietnam.

**Overall Ratings**

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<span style="color: green;">■</span> Satisfactory	<span style="color: green;">■</span> Satisfactory
Overall Implementation Progress (IP)	<span style="color: green;">■</span> Satisfactory	<span style="color: green;">■</span> Highly Satisfactory

**Implementation Status and Key Decisions**

**The Operation became effective on December 31, 2016.** The Ministry of Transport and the Directorate for Roads of Vietnam have been working closely with 51 participating provinces to accelerate the implementation progress. Overall good progress continued to be observed in implementing all components of the operation, and the progress towards achieving the PDO was assessed as satisfactory. The mission concurred with MOT's confirmation that the operation's PDO remains highly relevant, and the Disbursement-linked Indicators (DLIs) remain appropriate with achievable targets. For all five DLIs, the achieved results exceeded the targeted values as verified by the Independent Verification Auditor (IVA). All components continue to progress satisfactorily, with the bridge component very likely to achieve the final target one year earlier than planned. All other five consultancies under the technical assistance component have been performing satisfactorily.

**Data on Financial Performance**

**Disbursements (by loan)**

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P155086	IDA-58100	Effective	USD	385.00	385.00	0.00	331.03	59.41	85%

**Key Dates (by loan)**

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P155086	IDA-58100	Effective	29-Apr-2016	04-Jul-2016	15-Dec-2016	30-Jun-2023	30-Jun-2023

**Program Action Plan**



<b>Action Description</b>	1. Governance: Enhance transparency by maintaining databases on public consultation/corruption/fiduciary/procurement/Program implementation complaints and responses to those complaints through grievance mechanisms and systems to be established.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Other		Client	Recurrent	Continuous	Completed
<b>Completion Measurement</b>	The actions on governance is implemented and monitored by MoT/DRVN/PMU/PPMU through an M&E system and GRM at the commune to central levels. Monthly reports and review meetings are chaired by the chairman of the DRVN. Reports submitted on time.				
<b>Comments</b>	The M&E system of the Operation is sufficiently functional to ensure good governance during the implementation. Implemented and maintained database. Periodic report submitted to WB				

<b>Action Description</b>	2.1 Procurement: All proposals for detailed designs/construction supervision and bids for civil works, whether below or above cost estimates, shall be evaluated; proposals/bids shall not be rejected solely on basis of minor, non-substantive deviation.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		Client	Recurrent	Continuous	Completed
<b>Completion Measurement</b>	All proposals/bids were duly evaluated and in compliance with regulations. Not any bid that was rejected because the bid was higher than cost estimates, or due to small deviations. Satisfactory.				
<b>Comments</b>	No bids and proposals were rejected because the bid/proposal price is higher than the estimate or due to minor, non-substantive deviations.				

<b>Action Description</b>	2.2.a. Procurement: Dependent SOEs of MoT will not be allowed to participate for the contracts under the Program.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		Client	Recurrent	Continuous	Completed
<b>Completion Measurement</b>	There are no SOEs under the Ministry of Transport participating in the contracts				
<b>Comments</b>	No SOEs of MoT, PPCs participate in the project				

<b>Action Description</b>	2.2.b. Procurement: Dependent SOEs of PPC under the Program Provinces will not be allowed to participate in the contracts in the provinces that they are dependent on, but can participate in the contracts in other provinces.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Other		Client	Recurrent	Continuous	Completed
<b>Completion Measurement</b>	There are no SOEs under the People's Committees of provinces participating in the operation				
<b>Comments</b>	All winning contractors are small and medium private firms.				



<b>Action Description</b>	2.3 Procurement: At least 80 percent of the total value of contracts for consulting services and 80 percent of the number of contracts for works awarded annually will be procured competitively.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		Client	Recurrent	Continuous	In Progress
<b>Completion Measurement</b>	Road component: 88% (value) consulting contracts and 99% (quantity) works contracts procured competitively Bridge component: 87% (value) consulting contracts and 100% (quantity) works contracts procured competitively				
<b>Comments</b>					

<b>Action Description</b>	2.4 Procurement: Firms on the local, national, or Bank debarment list will not be allowed to participate.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		Client	Recurrent	Continuous	Completed
<b>Completion Measurement</b>	Not any bidders on the local, national, or World Bank debarment list participated in the operation's contracts. Satisfactory.				
<b>Comments</b>	The IVA verified that so far, no firms on the local, national, or World Bank debarment list was allowed to participate.				

<b>Action Description</b>	3.1 FM:Prov. will prepare 1 overall 5-year financial plan to implement Prog. Each year an accurate budget proposal shall be produced by Prov. based on estimated work progress/cash flow for coming year to ensure no funding gap to achieve Progr results				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		Client	Recurrent	Continuous	In Progress
<b>Completion Measurement</b>	Medium-term investment plan 2016-2020 (MTIP for 5 years) for the project is to meet the progress (reached at 89%). Annual budget allocation plans were approved for implementation. The remaining funds of 11% will be included in the MTIP 2021-2025.				
<b>Comments</b>	From the start of implementation, IDA and counterpart funds have been sufficiently allocated to enhance smooth implementation. Complied with.				

<b>Action Description</b>	3.2 FM: MoF will ensure that a mechanism for results-based financing is included in the Government annual budget cycle of related provinces, and that the annual budget allocation is adequate to achieve each year's objectives				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		Client	Recurrent	Continuous	In Progress
<b>Completion Measurement</b>	Annually, the Ministry of Finance advises the Government on the allocated budget sufficient for the implementation to meet the operation progress and objectives.				
<b>Comments</b>	Allocated enough funds according to the Project progress.				



<b>Action Description</b>	3.3 FM: Provinces will prepare annual Program financial statements. Implementing Agency will establish an internal audit function for the Program. An external IVA with generally accepted audit scope and approach will audit the Operation.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		Client	Recurrent	Yearly	In Progress
<b>Completion Measurement</b>	Every year, provinces prepare their annual Program financial statements which were verified bi-annually by the IVA for compliance. The DRVN has established an internal financial audit team for internal financial management control too.				
<b>Comments</b>	Complied with				

<b>Action Description</b>	GRM is operational.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Other		Client	Recurrent	Continuous	In Progress
<b>Completion Measurement</b>	The operation's GRM stated in the RAP has been disclosed to local people and is available at the commune offices. All complaints have been well received, registered, monitored and addressed with compliance.				
<b>Comments</b>	DRVN has maintained the online GRM on its website at <a href="https://drvn.gov.vn">https://drvn.gov.vn</a> which is accessible to operation affected people and public.				

<b>Action Description</b>	4.1 Environment/Social: Provinces will ensure land acquisition & related adverse impacts are avoided/minimized, affected people will be compensated so that they are no worse off than before that loss, and if possible better off.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		Client	Recurrent	Continuous	In Progress
<b>Completion Measurement</b>	Compliance with requirements has been performed by DRVN/PMU/PPMU and verified by IVA.				
<b>Comments</b>	The operation is currently compliant with the World Bank's social and environment safeguards policies.				

<b>Action Description</b>	4.2 Environment/Social: An efficient & independently verifiable mechanism, acceptable to the Bank, will be developed to assess the market value of lost land, other assets and income streams to determine adequate means to restore livelihoods of PAHs.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		Client	Recurrent	Continuous	In Progress
<b>Completion Measurement</b>	Most of the affected households have great benefits from the operation, and improve their incomes and lives; no economic reduction is noted.				
<b>Comments</b>	The survey and evaluation was done in May 2020 has documented evident that the improved access and connectivity lead to better life for the population living along the operation areas and help eradicate poverty for the ethnic minority people.				



<b>Action Description</b>	4.3 Environment/Social:Provinces will implement common guidelines, developed with Bank's support, consistent with national legislation, acceptable to the Bank, to work with Ethnic Minorities, to support community engagement/gender, with consultations				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		Client	Recurrent	Continuous	In Progress
<b>Completion Measurement</b>	Compliant with the requirements from the government and the World Bank.				
<b>Comments</b>	The compliance was monitored by the Independent Social and Safeguards consultant and verified by the IVA semi-annually. Complied with.				

## Risks

### Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Macroeconomic	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Sector Strategies and Policies	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Technical Design of Project or Program	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Institutional Capacity for Implementation and Sustainability	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Fiduciary	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Environment and Social	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Stakeholders	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Other	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Overall	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low

## Results

### PDO Indicators by Objectives / Outcomes

To improve the road and bridge connectivity for rural communities of participating provinces in VN.				
▶ PDO Indicator 1: Number of beneficiaries with overall improved access (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	9,941,204.00	10,526,265.00	2,500,000.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022



Comments	The actual value is far higher than the original set target because the data on the number of beneficiaries is currently collected as the total population of those locations that benefited from the project-funded roads and bridges rather than recording those beneficiaries that have reduced travel times (as per PAD definition). The implementing agencies have tried to quantify the reduction in travel times or the accessibility to a road. However, it is very difficult and costly, especially for DoTs to collect the type of data. With the assumption that the improved road networks help all peoples in target communes to reduce the travel time so that DRVN decided to keep calculating the number of beneficiaries as the number of people in communes where the road passes through.			
<b>► PDO Indicator 2: Communes with new or rebuilt all season bridge connection (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	2,051.00	1,690.00	800.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	In the previous period report, this indicator's value was also calculated based on the number of communes that have both bridge and improved road networks, and that lead to the double-counting of the number of communes with more than 1 bridge. Therefore, the actual number of reconnected communes has increased. In fact, up to May 2021, the number of reconnected communes by bridges is 1,736. This result achieved so far is a lot higher than the end target of 800 communes and the reason for this can be explained as follows: at the design stage, it was assumed that 1 bridge would reconnect 1 commune. However, in reality, there are some cases where 1 bridge can connect more than 2 communes. This increase in the number of communes also contributes to the increase of the number of beneficiaries in PDO indicator 1.			
<b>► PDO Indicator 3: Local road network maintained at minimum level in accordance with MTEP (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	51.00	91.00	91.00	100.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	There is a mistake in the baseline indicator reported in ISR # 8. The baseline data is now corrected to 51% as per the setting in PAD.			
<b>► Provinces using road asset management systems. (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	14.00	14.00	14.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	The 14 provinces under the program have implemented their road asset management system.			
<b>► Roads rehabilitated (Kilometers, Corporate)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	746.00	743.00	676.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	646km of roads have already been verified (The correct number of Actual Previous should be 646km instead of 746km). So far, 743km of roads have already been completed and not yet verified. The final value will be based on the actual km of road verified and updated in Sep 2021.			



► Number of kilometers of roads that received routine maintenance at minimum level (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	46,035.00	460,604.00	48,578.00
Date	31-Dec-2015	12-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	The No of km of road that received routine maintenance of minimum level is 35,176, which has been verified. Up to date, this number is 40,604 and will be verified in June 2021. The previous value of 46,035 (ISR # 8) was mistakenly entered.			
► Increased amount in budget allocation for local road maintenance (Amount(USD), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	34,400,000.00	16,086,956.00	16,521,739.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	This indicator reported the increase in the amount of budget allocation for local road maintenance work. The indicator's value reported in the last ISR of VND793 bil (Dec 2020) (~USD34,400,000) was mistakenly calculated as it was based on the Government FS that set the baseline value of VND294 bil (~USD12,782,608) (Decision on project approval No 622/QĐ-BGTVT and No 1698/QĐ-BGTVT by MoT) instead of VND 0 bil as per the Bank's PAD. Therefore, the actual previous value should be VND499 billion instead (~USD21,695,652). The increase in budget allocation is VND370 billion (~USD16,086,956) for 2021.			
► Community-based routine maintenance activities implemented (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1,000.00	37,056.00	37,056.00	10,000.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	There is no change in the value of this indicator compared to the previous actual value reported in Dec 2020 because the performance-based contract (PBC) was signed for the 3-year period from 2020 – 2022. The actual achieved result was 3 times higher than the original end target because the community-based routine maintenance model has been replicated wider. There are some provinces have allocated budget for these activities.			
► Road safety audits for improved local roads and constructed bridges (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	All constructions are verified and appraised by consultants and well mentioned in economic and technical reports as well as have traffic safety according to the Government regulations.			
► Number of bridges built or rebuilt (Number, Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,857.00	2,226.00	2,174.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	As of today, 1,857 bridges were verified by IVA and disbursed. A total of 2,226 bridges were completed but not yet verified by IVA. The final value will be based on the actual number of bridges that are verified and will be updated in Jun 2021.			
<b>► Percentage of participating provinces managing a bridge database (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	40.00	80.00	100.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	In the previous report period, there are 20/50 provinces, equivalent to 40%, that have a bridge management database that was verified and approved as meeting the requirement. In fact, there are 20 additional provinces have started to input into the bridge management database to increase up to 40/50 provinces in the next verification in June 2021. The end target will reach 50/50 provinces.			

#### Intermediate Results Indicators by Results Areas

Result Area 1 – Improvement of local accessibility and associated service delivery (support the NSRTD)				
<b>► Number of kilometers of roads that received routine maintenance at minimum level (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	46,035.00	40,604.00	48,578.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	The No of km of road that received routine maintenance of minimum level is 35,176, which has been verified. Up to date, this number is 40,604 and will be verified in June 2021. The previous value of 46,035 (ISR # 8) was mistakenly entered.			
<b>► Increased amount in budget allocation for local road maintenance (million USD) (Amount(USD), Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	34,400,000.00	16,086,956.00	16,521,739.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	This indicator reported the increase in the amount of budget allocation for local road maintenance work. The indicator's value reported in the last ISR of VND793 bil (Dec 2020) (~ USD34,400,000) was mistakenly calculated as it was based on the Government FS that set the baseline value of VND294 bil (~ USD12,782,608) (Decision on project approval No 622/QĐ-BGTVT and No 1698/QĐ-BGTVT by MoT) instead of VND 0 bil as per the Bank's PAD. Therefore, the actual previous value should be VND499 billion instead (~USD21,695,652). The increase in budget allocation is VND370 billion (~USD16,086,956) for 2021			
<b>► Number of beneficiaries with overall improved access (Number, Custom)</b>				





	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	9,941.00	10,526,265.00	2,500,000.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	The actual value is far higher than the original set target because the data on the number of beneficiaries is currently collected as the total population of those locations that benefited from the project-funded roads and bridges rather than recording those beneficiaries that have reduced travel times (as per PAD definition). The implementing agencies have tried to quantify the reduction in travel times or the accessibility to a road. However, it is very difficult and costly, especially for DoTs to collect the type of data. With the assumption that the improved road networks help all peoples in target communes to reduce the travel time so that DRVN decided to keep calculating the number of beneficiaries as the number of people in communes where the road passes through.			
<b>► Roads rehabilitated, Rural (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	746.00	743.00	676.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	646km of roads have already been verified (The correct number for the last Actual Period should be 646km instead of 746km). So far, 743km of roads have already been completed and not yet verified. The final value will be based on the actual km of road verified and updated in Sep 2021.			
<b>► Provinces using road asset management systems (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	14.00	14.00	14.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	The 14 provinces under the program have implemented their road asset management system.			

**Result Area 2 – Improvement of local bridge connectivity to isolated communes (support the PLBC)**

<b>► Number of bridges built or rebuilt (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,857.00	2,226.00	2,174.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	As of today, 1,857 bridges were verified by IVA and disbursed. A total of 2,226 bridges were completed but not yet verified by IVA. The final value will be based on the actual number of bridges that are verified and will be updated in Jun 2021.			
<b>► Percentage of participating provinces managing a bridge database (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	40.00	80.00	100.00



Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	In the previous report period, there are 20/50 provinces, equivalent to 40%, that have a bridge management database that was verified and approved as meeting the requirement. In fact, there are 20 additional provinces have started to input into the bridge management database to increase up to 40/50 provinces in the next verification in June 2021. The end target will reach 50/50 provinces.			
<b>► Community-based routine maintenance activities implemented (Km of roads) (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1,000.00	37,056.00	37,056.00	10,000.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	There is no change in the value of this indicator compared to the previous actual value reported in Dec 2020 because the performance-based contract (PBC) was signed for the 3-year period from 2020 – 2022. The actual achieved result was 3 times higher than the original end target because the community-based routine maintenance model has been replicated wider. There are some provinces have allocated budget for these activities.			
<b>► Road safety audits for improved local roads and constructed bridges (% of subprojects carrying out safety audits) (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	All constructions are verified and appraised by consultants and well mentioned in economic and technical reports as well as have traffic safety according to the Government regulations.			
<b>► Citizens in communes involved in planning and/or evaluation of road and bridge works (% of subprojects carrying out community consultations) (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	31-Dec-2022
Comments	100 % of road and bridge works have carried out the community consultation as per requirement.			

#### Disbursement Linked Indicators

<b>► DLI 1 1.1</b>	Number of kilometers of roads that received improvements, rehabilitation (Output, 74,000,000.00, 2%)			
	Baseline	Actual (Previous)	Actual (Current)	December 2022
Value	0.00	507.00	676.00	676.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	--
<b>Comments</b>				



► DLI 2 1.2 Number of kilometers of roads that received routine maintenance at minimum level (Output, 40,000,000.00, 0%)				
	Baseline	Actual (Previous)	Actual (Current)	December 2022
Value	0.00	35,175.00	40,604.00	48,578.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	--
<b>Comments</b>				

► DLI 3 1.3 Increased amount in budget allocation for local road maintenance (Billion VND) (Intermediate Outcome, 380.00, 0%)				
	Baseline	Actual (Previous)	Actual (Current)	December 2022
Value	0.00	499.00	499.00	380.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	--
<b>Comments</b>				

► DLI 4 2.1 Number of bridges built or rebuilt (Output, 235.50, 77%)				
	Baseline	Actual (Previous)	Actual (Current)	December 2022
Value	0.00	1,857.00	2,226.00	2,174.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	--
<b>Comments</b> As of today, 1,857 bridges were verified by IVA and disbursed. A total of 2,226 bridges were completed but not yet verified by IVA. The final value will be based on the actual number of bridges that are verified and will be updated in Jun 2021.				

► DLI 5 2.2 Percentage of participating provinces managing a bridge database (Output, 10,000,000.00, 0%)				
	Baseline	Actual (Previous)	Actual (Current)	December 2022
Value	0.00	40.00	80.00	100.00
Date	31-Dec-2015	14-Dec-2020	13-Jul-2021	--
<b>Comments</b> In the previous report period, there are 20/50 provinces, equivalent to 40%, that have a bridge management database that was verified and approved as meeting the requirement. In fact, there are 20 additional provinces have started to input into the bridge management database to increase up to 40/50 provinces in the next verification in June 2021. The end target will reach 50/50 provinces.				