Evaluation Framework for Joint Program Evaluation

Evaluation Object: Red River Delta Transport Development Program		Period of the Object: Year of 1994-2004		
View Point of Evaluation	Evaluation Criteria	Evaluation Indicators	Required Information Source	Source of Information
I. Purposes	Relevance of Purpose	I-1. Consistency with Japanese prior policies		
		(1) Degree of consistency between the purpose of the Program and the previous and current Japan's ODA charter. (2) Degree of consistency between the purpose of the Program and the previous and current Japan's mid- term policy on ODA. (3) Degree of consistency between the purpose of the Program and the previous and current Japan's Country Assistance Policy / Program for Vietnam.	- Japan's ODA Charter (1992 and 2003 versions) - Japan's mid- term policy on ODA (1999 and 2005 versions) - Japan's Country Assistance Plan for Vietnam (1994-1999) - Japan's Country Assistance Program for Vietnam (2000 and 2004 version)	MOFA
		I-2. Consistency with needs of Vietnam.		
		(1) Degree of consistency between the purpose of the Program and the previous and current Ten-Year Socio- Economic Development Strategy. (2) Degree of consistency between the purpose of the Program and previous and current Five-Year Plan. (3) Degree of consistency between the purpose of the Program and Comprehensive Poverty Reduction and Growth Strategy (CPRGS). (4) Degree of consistency between the purpose of the Program and Vietnam National Transport Development Plan / Strategy.	- Ten-Year Socio- Economic Development Strategy (1991-2000, 2001-2010) - 5th Five-Year Plan (1991-1995) - 6th Five-Year Plan (1996-2000) - 7th Five-Year Plan (2001-2005) - CPRGS (2003) - Vietnam Transport Development Strategy (2004) - Master Plan of Transport Sub-sector - Five-Year Plan of MOT	MPI MOFA JICA
		I-3. Advantage in implementation of the Program by Japanese initiatives.		
		(1) Degree of advantage in adopting the Japanese technical skills and capacities ■ Have the technical skills and capacities necessary for the transport sector development in Vietnam been accumulated in Japan? (2) Degree of advantage in applying Japanese experience in transport sector development. ■ Has the Program applied the Japanese experience in transport sector development?	- Master Plan Study on the Transport Development in the Northern Part in Vietnam (1994) - Project documents - Interview to a person responsible for each project	JBIC JICA A person responsible for each project (Vietnamese and Japanese sides)
		I-4. Comparison of aid policy and program between major donors (bilateral donors and international organizations) and Japan.		Foreign donors and international organizations MPI
		(1) Analysis on consistency and differentiation between the Program and aid policy / program of major donors on the transport sector development in Vietnam. ■ Prepare an aid policy / program matrix of major donors in Vietnam.	- Country assistance policy / program and transport development plan / strategy for Vietnam by major donors - Interview to major donors	

(Part 2)

View Point of Evaluation	Evaluation Criteria	Evaluation Indicators	Required Information Source	Source of Information
II. Results	Effectiveness	II-1. Degree of achievement of the Program purpose.		
		(1) Analysis on the logical relationship between the Program purpose, the sub-sector objectives, and Japanese project purpose utilizing "Objective Framework". (2) Degree of achievement of the road sub-sector objective and the contribution by individual Japanese project. (3) Degree of achievement of the railway sub-sector objective and the contribution by individual Japanese project. (4) Degree of achievement of the port and sea transport sub-sector objective and the contribution by individual Japanese project. (5) Degree of overall achievement of the Program purpose based on the results of (2), (3), and (4).	- Existing research documents & statistic - Project Evaluation Report - JBIC, JICA documents	MOFA JBIC JICA Gov. of Vietnam.
		II-2. Degree of contribution towards the achievement of the Program purpose by the good coordination between the Program and (i) major donors' aid programs for Vietnamese transport sector and (ii) Vietnamese own-funding contributions.		
		(1) Analysis on the components and objectives of the manor donors' aid programs and individual project, and Vietnamese own-funding contributions linking with "Objective Framework" of the Program.	- Project Evaluation Report - Interview to major donors, JBIC and JICA	Major donors JBIC JICA
		II-3. Internal factors which cause any effect on the Program		
		(1) Analysis on the operation and maintenance (O&M) capacity of Vietnamese side including technical and financial capacities to sustain the effectiveness of the outputs of the Program.	- Program and project related documents - Interview to major donors, JBIC and JICA, MPI, MOT and related Vietnamese organizations	Major donors JBIC JICA Gov. of Vietnam.
		II-4. External factors which cause any effect on the Program		
		(1) Analysis on the external factor which had negative impact on the realization of effectiveness of the outputs, and/or future external risks.	- Program and project related documents - Interview to JBIC and JICA, MPI, MOT and related Vietnamese organizations	JBIC JICA Gov. of Vietnam.

(Part 3)

View Point of Evaluation	Evaluation Criteria	Evaluation Indicators	Required Information Source	Source of Information
II. Results	Impacts	II-5. Financial contribution of the Program on the transport sector investment plan in Vietnam.	- National budget and related documents - Project related documents of major donors	Gov. of Vietnam Major donors
		II-6. Impact on economic development		
		(1) Economic development in the northern part of Vietnam (2) Promotion of transition to market economy system and internationalization (including impact on development of trade and economic activities between Vietnam and China). (3) Mitigation of regional economic gap between the north and south in Vietnam.	- Existing research documents & statistics - Interview to concerned government organizations, economic organizations, and local governments in Vietnam.	Gov. of Vietnam. Chamber of Commerce & Ind. Peoples' committees
		II-7. Impact on capacity building of Vietnamese counterparts.	- Existing project documents - Interview to participants of the training, Japanese consulting firms & contractors, and Vietnamese sub- contractors.	Gov. of Vietnam. Japanese consulting firms & contractors Vietnamese sub-contractors.
		II-8. Social impact		
		(1) Impact on environment (2) Impact on gender (3) Impact on traffic safety	- Existing research documents & statistics - Interview to concerned government organizations, local governments in Vietnam, and beneficiaries.	Gov. of Vietnam. Peoples' committees Beneficiaries
III. Process	Appropriateness of planning and implementation process	III-1. Appropriateness of the organizations and persons involved in the planning process of the Program.		
		(1) Degree of involvement of the organizations and persons which have participated in the planning process of the Program. ■ Prepare a flow chart of the planning process.	- Documents of Vietnam and Japan's implementation agencies - Interview to JBIC, JICA, and implementation agencies of Vietnam.	JBIC JICA Gov. of Vietnam
		III-2. Appropriateness of needs assessment in the planning process of the Program.		
		(1) Was identification of Vietnamese development needs properly assessed during the planning process? (2) Were the identified development needs reflected on the Program?	- Documents of Vietnam and Japan's implementation agencies - Interview to JBIC, JICA, and implementation agencies of Vietnam.	JBIC JICA Gov. of Vietnam

(Part 4)

View Point of Evaluation	Evaluation Criteria	Evaluation Indicators	Required Information Source	Source of Information
III. Process	Appropriateness of planning and implementation process	III-3. Degree of coordination of ODA schemes between grant aid, Yen loan, and technical cooperation.		
		(1) Was the coordination of ODA schemes between grant aid, Yen loan, and technical cooperation done effectively in the planning process?	- Documents of Vietnam and Japan's implementation agencies - Interview to JBIC, JICA, and implementation agencies of Vietnam.	JBIC JICA Gov. of Vietnam
		III-4. Degree of collaboration between major donors' aid programs/ projects and the Program.		
		(1) Was the collaboration between major donors' aid programs/projects and the Program done effectively in the planning process?	- Documents of Vietnam and Japan's implementation agencies, and major donors - Interview to major donors, JBIC, JICA, and implementation agencies of Vietnam.	Major donors JBIC JICA Gov. of Vietnam

Appendix 2: Outline of Japanese ODA Projects under the Red River Delta Transport Development Program

JAPAN

No.01

1	Project Title	National High Way No.5 Improvement Project (I)(II)(III)
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Road transport
6	Project Budget* (*Yen loan portion only)	Total: ¥20,961 million. (U$191 million: $1=¥110) (I) ¥8,782 million (L/A in 1994) (II) ¥5,470 million (L/A in 1995) (III) ¥6,709 million (L/A in 1996)
7	Project Period	1996-2004
8	Project Purpose	To repair the deteriorated and aged major roads in Northern Vietnam and contribute to development of modern physical distribution system
9	Scope of Work	1. Rehabilitation of present roads for 91 Km of total 106 Km between Hanoi and Hai Phong 2. Widening of the road tracks from 2 to 4. 3. Construction of fly over and pedestrian bridge
10	Donor Coordination	1. ODA loan from Taiwan for the roads of 15 Km distance from 47 Km point to 62 Km point.

No.02 and No.03

1	Project Title	National High Way No.1 Bridge Rehabilitation Project [Phase I - (I)(II)(III)] & [Phase II – (I)(II)(III)]
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Road transport
6	Project Budget* (*Yen loan portion only)	[Phase I] ¥15,537 million. (U$141 million: $1=¥110) (I) ¥3,870 million (L/A in 1994) (II) ¥2,859 million (L/A in 1995) (III) ¥8,808 million (L/A in 1996) [Phase II] ¥20,316 million. (U$185 million: $1=¥110) (I) ¥4,907 million (L/A in 1996) (II) ¥2,239 million (L/A in 1997) (III) ¥13,170 million (L/A in 1999)
7	Project Period	[Phase I] :1996-2005, [Phase II]:1999-2004
8	Project Purpose	1. To repair or newly rebuild the deteriorated and aged major bridges of National High Way No.1 in Northern Vietnam & improve the physical distribution system between the Northern and Southern regions.
9	Scope of Work	To repair or newly rebuild the deteriorated and aged major bridges of National High Way No.1. [Phase I] : between Hanoi and Vinh (285 Km) [Phase II]: between Hanoi and Bac Giang (63 Km) & between Dong Ha and Nha Trang (689 Km)
10	Donor Coordination	World Bank was in charge of repair and rehabilitation of the roads. JBIC was in charge of the bridges on the High Way. In other parts of the National High Way No.1, ADB was in charge of the roads. As a whole, there is very good donor coordination

No.04

1	Project Title	National High Way No.10 Improvement Project (I)(II)
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Road transport
6	Project Budget* (*Yen loan portion only)	Total: ¥30,461 million. (U$277 million: $1=¥110) (I) ¥17,742 million (L/A in 1998) (II) ¥12,719 million (L/A in 2000)
7	Project Period	1998-2007
8	Project Purpose	To repair the deteriorated roads and newly rebuild bridges of National High Way No.10 in Northern Viet Nam and improve the physical distribution system between the Quang Ninh Province and Ninh Bihh Province in the Red River delta area
9	Scope of Work	1. Improvement of 2 tracks between Bi Cho and Ninh Binh (140 Km) 2. Rebuilding of bridges 3. Construction of a new by-pass road surrounding Hai Phong city
10	Donor Coordination	none

No.05

1	Project Title	National High Way No.18 Improvement Project I/II
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Road transport
6	Project Budget* (*Yen loan portion only)	¥23,449 million. (U$213 million: $1=¥110) (I) ¥11,863 million (L/A in 1998) (II) ¥11,586 million (L/A in 2000)
7	Project Period	1998-2008
8	Project Purpose	To repair the deteriorated roads and newly rebuild bridges in National High Way No.18 and provide the road network as the prerequisite for industry, agriculture and tourism development in the region.
9	Scope of Work	1. Improvement of 2 tracks of the roads between Hanoi & Chi Linh (70 Km) and then Bieu Ngh and Cua Ong (65 Km) 2. Repair and rebuilding of bridges (50 bridges)
10	Donor Coordination	Korean ODA had completed the road improvement project between Chi Linh and Bieu Ngh (55 Km) of National High Way No.18 in 1999.

No.06

1	Project Title	Bai Chay Bridge Construction Project
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Road transport
6	Project Budget* (*Yen loan portion only)	¥6,804 million. (U$62 million: $1=¥110)
7	Project Period	2001-2008
8	Project Purpose	To newly build a bridge across the Cua Luc strait which leads to Cai Lan new sea port and then it overcome the transport bottleneck in the National High Way No.18. This National High Way No.18 (320 Km) is an important road which connects Hanoi/Noi Bai, Hai Phong & Bac Luan through Ha Long bay area so that this bridge will contribute to improvement of efficiency in the physical distribution system in Northern Vietnam and its economic development.
9	Scope of Work	1. Construction of a new bridge (903m, 4 tracks) 2. Construction of the approach roads
10	Donor Coordination	none

No.07

1	Project Title	Binh Bridge Construction Project
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Hai Phong People's Committee
4	Type of Aid (scheme)	ODA loan (Special Yen loan scheme was applied)
5	Sub-Sector	Road transport
6	Project Budget* (*Yen loan portion only)	¥8,020 million. (U$73 million: $1=¥110)
7	Project Period	2000-2007
8	Project Purpose	To newly build a bridge in Hai Phong city across the Cam River, in order not only to improve the traffic efficiency in the city but also to increase in efficiency in the physical distribution system in the Northern regions, and to contribute to economic development.
9	Scope of Work	1. Construction of a new bridge (1,300m, 4 tracks) 2. Construction of the approach roads
10	Donor Coordination	none

No.08

1	Project Title	Red River (Thanh Tri) Bridge Construction Project I/II/III
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Road transport
6	Project Budget* (*Yen loan portion only)	¥27,278 million. (U$248 million: $1=¥110) (I) ¥10,000 million (L/A in 2000) (II) ¥14,863 million (L/A in 2002) (III) ¥2,415 million (L/A in 2004)
7	Project Period	2000-2008
8	Project Purpose	Construction of Red River (Thanh Tri) Bridge in order to solve traffic congestion in Hanoi and establishment of ring road net work around Hanoi which improve efficiency in physical distribution.
9	Scope of Work	1. Construction of Red River (Thanh Tri) Bridge 2. Construction of the by-pass road which connect National High Way No.1 and No.5 to the bridge
10	Donor Coordination	None

No.09

1	Project Title	Transport Infrastructure Development Project in Hanoi
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Hanoi People's Committee
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Road transport
6	Project Budget* (*Yen loan portion only)	¥12,510 million. (U$114 million: $1=¥110)
7	Project Period	1999-2006
8	Project Purpose	To newly redesign and build city roads and cross sections in Hanoi city, in order to eradicate the traffic congestion & shorten the travel time. As the result, decrease of traffic accidents & improvement in physical distribution is expected.
9	Scope of Work	1. Construction of a new city roads for by-pass purpose 2. Widening of the road width and increase of road tracks 3. Construction of new cross sections
10	Donor Coordination	none

No.10

1	Project Title	Project for Reconstruction of Bridges in the Northern District
2	Donor	Ministry of Foreign Affairs (MOFA) and Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Ministry of Transport (MOT), PMU18
4	Type of Aid (scheme)	grant aid
5	Sub-Sector	road
6	Project Budget	¥ 3,762million. (U$ 34.2 million: $1=¥110)
7	Project Period	1996-1998
8	Project Purpose	1.To construct medium and small size bridges for provincial and district roads in 16 provinces of Northern part of Viet Nam. 2. To stimulate the regional economy and to improve the quality of life in the communities.
9	Scope of Work	1. Construction of 21 new bridges in the 16 provinces in Northern part of Viet Nam 2. Provision of construction materials for 8 bridges in the same provinces
10	Donor Coordination	none

No.11

1	Project Title	The Project for Improvement of Transport Technical and Professional School No.1 in Vietnam
2	Donor	Ministry of Foreign Affairs (MOFA) Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Transport Technical and Professional School No.1, Ministry of Transport (MOT)
4	Type of Aid (scheme)	grant aid
5	Sub-Sector	road
6	Project Budget	Total: ¥ 820 million. (U$ 7.5 million: $1=¥110) Japanese portion: ¥815 million Vietnamese portion: ¥5.2 million
7	Project Period	2000
8	Project Purpose	To construct the training school and to provide the equipment and the machinery in order to train and educate engineers for construction of high ways and qualified paved roads
9	Scope of Work	1. Construction of the training school building 2. Provision of the equipments and machinery for professional training and education
10	Donor Coordination	none

No.12

1	Project Title	Project for Strengthening, Training Capabilities for Road Construction workers in Transport Technical and Professional School No.1 in Viet Nam
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Transport Technical and Professional School No.1, Ministry of Transport (MOT)
4	Type of Aid (scheme)	technical cooperation
5	Sub-Sector	road
6	Project Budget (from January 2001- January 2006)	Japanese Input: a) 6 long term experts b) equipment supply of 573 million yen c) acceptance of 13 trainees in Japan d) operational expenses of 0.34 million yen Vietnamese Input: a) 22 counterpart personnel b) use of the school facilities for project c) coverage of local cost portion
7	Project Period	2001-2006 (5 years)
8	Project Purpose	The training capabilities of Transport Technical and Professional School No.1, for road construction workers, are improved. (road construction workers are urgently needed for construction of high ways and qualified paved roads. The infrastructure development, especially expansion of major road network, is a priority issue in the Sixth 5 year plan of1996-2000)
9	Scope of Work (outputs of technical cooperation)	1. Equipments are modernized to meet the requirements of construction sites. 2. The quality of teachers is improved. 3. Retaining courses for road construction workers is established. 4. The quality of pre-service training courses for students is improved 5. The school is well managed in terms of organization, planning and training management
10	Donor Coordination	none

No.13

1	Project Title	The feasibility Study on the High Way No.18 Improvement in Vietnam
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	development survey
5	Sub-Sector	road
6	Project Budget	¥ 184 million (US$ 1.7 million: $1=¥110)
7	Project Period	1995-1996
8	Project Purpose	Preparation of the Feasibility Study for the improvement of National High Way No.18 between Noi Bai and Bac Luan, except the roads between Chi Linh and Bieu Ngih.
9	Scope of Work	Feasibility Study on: (1) construction of new road of 31 Km. (2) improvement of existing roads of 206 Km (3) construction of attached bridges, sewages, and other related facilities.
10	Donor Coordination	Korean ODA loan for the roads between Chi Linh and Bieu Ngih

No.14

1	Project Title	The Study on Urban Transportation for Hanoi City in Vietnam
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Hanoi People's Committee
4	Type of Aid (scheme)	development survey
5	Sub-Sector	road
6	Project Budget	¥ 287 million (US$ 2.6 million: $1=¥110)
7	Project Period	1995-1996
8	Project Purpose	Preparation of the Master Plan and the Feasibility Study for the improvement of city transportation in Hanoi Metropolitan area (923 Km^2)
9	Scope of Work	1. Mater Plan Study on: (1) construction and improvement of roads of 1,190 Km. (2) construction of new railway line of 17.4 Km 2. Feasibility Study on: (1) New city center development (592 ha)
10	Donor Coordination	none

No.15

1	Project Title	The Detailed Design of the Red River Bridge (Thanh Tri Bridge) Construction Project in the Socialist Republic of Vietnam
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	development survey
5	Sub-Sector	road
6	Project Budget	¥ 525 million (US$ 3.6 million: $1=¥110)
7	Project Period	1998-2000
8	Project Purpose	Preparation of the detailed design for construction the Red River Bridge (Thanh Tri Bridge) and related access roads.
9	Scope of Work	Detail Design on: (1) the Red River Bridge (Thanh Tri Bridge) 3.2 Km, 6 tracks (2) Gia Lam district access road 3.4 Km, 4 tracks (3) Thanh Tri district access road 6.6 Km, 4 tracks (4) infrastructure for new settlement area 120ha
10	Donor Coordination	none

No.16

1	Project Title	The Study on the National Transport Development Strategy in the Socialist Republic of Vietnam (VITRANSS)
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	development survey
5	Sub-Sector	road and all transport mode
6	Project Budget	¥ 667 million (US$ 6.1 million: $1=¥110)
7	Project Period	1998-2000
8	Project Purpose	Preparation of the Master Plan for establishment of grand national transport system on all transport mode, with the target year of 2020.
9	Scope of Work	1. Preparation of the long term transport development strategy [target year: 2020] 2. Preparation of the middle term transport development plan [target year: 2010] 3. Preparation of the short term investment programme [target year: 2005]
10	Donor Coordination	none

No.17

1	Project Title	Ha Noi-Ho Chi Minh City Railway Bridge Rehabilitation Project (I)(II)(III)
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Vietnam National Railway
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Railway
6	Project Budget* (*Yen loan portion only)	¥11,437 million. (U$104 million: $1=¥110)
7	Project Period	1994-2005
8	Project Purpose	To newly rebuild nine important but aged railway bridges in the Hanoi-Ho Chi Minh City railway line and secure the safety and efficiency for travel cost and time.
9	Scope of Work	Construction of nine new railway bridges in the Hanoi-Ho Chi Minh City railway line
10	Donor Coordination	none

No.18

1	Project Title	Upgrading the Hanoi-Ho Chi Minh Railway Line to Speed up the Passenger Express Trains to Average Speed of 70 Km/h in the year 2000
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Transport Economic Science Institute (TESI), Ministry of Transport (MOT)
4	Type of Aid (scheme)	development survey
5	Sub-Sector	railway
6	Project Budget	¥ 482 million (US$ 4.4 million: $1=¥110)
7	Project Period	1993-1995
8	Project Purpose	Preparation of the Master Plan and the Feasibility Study for the rehabilitation and modernization of the Hanoi-Ho Chi Minh Railway Line (1,726 Km) with the target year of 2010.
9	Scope of Work	1. The Hanoi-Ho Chi Minh Railway Line Master Plan 2. The Feasibility Study (F/S) for the rehabilitation and improvement of the Hanoi-Ho Chi Minh Railway Line 3. The Feasibility Study for the rehabilitation and improvement of the Lao Cai-Cai Lan Railway Line.
10	Donor Coordination	none

No.19

1	Project Title	Hai Phong Port Rehabilitation Project I/II
2	Donor	Japan Bank for International Cooperation/JBIC (Special Yen Loan scheme was applied)
3	Execution Agency in GOV	Viet Nam National Maritime Bureau (VINAMARINE) Ministry of Transport (MOT)
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Sea transport
6	Project Budget* (*Yen loan portion only)	¥17,262 million. (U$157 million: $1=¥110)
7	Project Period	1994-2007
8	Project Purpose	Because the limited capacity and slow handling process of the previous port facilities has been regarded as a very serious bottleneck & major threat for economic growth, it was very necessary to rehabilitate and renew the port facilities to improve the loading/unloading efficiency and to meet the demands from rapidly increasing quantity of container international cargo
9	Scope of Work	1. Rehabilitate the old berth and construct new berth 2. Construction of a new container terminal 3. Dredging with the supply of a relatively large dredger 4. Purchase of a tug boat and small supporting vessels
10	Donor Coordination	none

No.20

1	Project Title	Cai Lan Port Expansion Project
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Viet Nam National Maritime Bureau (VINAMARINE)
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Sea transport
6	Project Budget* (*Yen loan portion only)	¥10,273 million. (U$93 million: $1=¥110)
7	Project Period	1996-2005
8	Project Purpose	Because, due to successful economic development, it was very apparent that the limited landing capacity of the Hai Phong river port facilities can not absorb the explosively increasing international cargo especially containers. It was urgent to build a new sea port which can have large loading/ unloading capacity with efficient technical & administrative processing facilities, to avoid any further problems of physical distribution and consequently of economic growth.
9	Scope of Work	1. Construction of three new berth to be added to original one 2. Purchase and installation of loading/unloading equipments 3. Construction of other supporting civil engineering works 4. Purchase of a tug boat and small supporting vessels
10	Donor Coordination	none

No.21

1	Project Title	Coastal Communication System
2	Donor	Japan Bank for International Cooperation (JBIC)
3	Execution Agency in GOV	Viet Nam National Maritime Bureau (VINAMARINE)
4	Type of Aid (scheme)	ODA loan
5	Sub-Sector	Sea transport
6	Project Budget* (*Yen loan portion only)	¥1,997 million. (U$18 million: $1=¥110)
7	Project Period	1997-2002
8	Project Purpose	1. To minimize the increasing maritime accidents since the introduction of market economy and related increase of international trade through sea transport 2. To comply with the SOLAS (Safety of Life at Sea) treaty and SAR (Search and Rescue) treaty
9	Scope of Work	Provision of Radio Communication Equipments and Installation of the radio communication system (1) Two radio communication stations for GMDSS (2) Nine radio communication stations for small vassals (3) One earth station for INMARSAT-LES ＊GMDSS: Global Maritime Distress and Safety System
10	Donor Coordination	None

No.22

1	Project Title	Project on the Improvement of Higher Maritime Education in Vietnam
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Vietnam Maritime University (VIMARU)
4	Type of Aid (scheme)	technical cooperation
5	Sub-Sector	sea transport
6	Project Budget	Japanese Input: a) 3 long term experts b) 12 short term experts c) equipment supply of 310 million yen d) acceptance of 13 trainees in Japan d) operational expenses of 0.24 million yen Vietnamese Input: a) 36 counterpart personnel b) use of the university facilities for project c) coverage of local cost portion d) equipment supply
7	Project Period	2001-2004 (3 years)
8	Project Purpose	Vietnam Maritime University (VIMARU) produces educated and refreshed navigation officers and marine engineers who qualify international standards.
9	Scope of Work (outputs of technical cooperation)	1. Project operation unit is to be established 2. Education and training in Navigation Faculty meet the international standards. 3. Education and training in Marine Engineering Faculty meet the international standards. 4. Education and training in retaining courses meet the international standards. 5. Research capacity is to be enhanced 6. Communication with the foreign maritime institutions is to be increased
10	Donor Coordination	none

No.23

1	Project Title	The Feasibility Study for Cai Lan Port Construction Project
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Transport Engineering Design Institute (TEDI), Ministry of Transport (MOT)
4	Type of Aid (scheme)	development survey
5	Sub-Sector	sea port
6	Project Budget	¥ 241 million (US$ 2.2 million: $1=¥110)
7	Project Period	1993-1994
8	Project Purpose	Preparation of the Feasibility Study for construction of Cai Lan Port with the target year of 2000.
9	Scope of Work	1. Land scale and terrain survey, sea depth survey, sound wave survey at the possible project point 2. Water quality survey and soil survey at the sea bottom of Bai Chay bay area 3. Selection of most appropriate plan, preliminary design, cost estimate, selection of the construction methodology 4. Preliminary Environment Impact Assessment 5. Economic and financial Analysis and the evaluation
10	Donor Coordination	none

No.24

1	Project Title	The Mater Plan Study on Coastal Shipping Rehabilitation and Development Project
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Vietnam National Maritime Bureau (VINAMARINE)
4	Type of Aid (scheme)	development survey
5	Sub-Sector	sea transport
6	Project Budget	¥ 392 million (US$ 3.6 million: $1=¥110)
7	Project Period	1994-1996
8	Project Purpose	Preparation of the Master Plan for future establishment of comprehensive coastal shipping system in Viet Nam, with the target year of 2010.
9	Scope of Work	Mater Plan Study on: (1) coastal sea transport network. (2) expansion of coastal sea transport fleet (3) construction of ship building factories (4) construction or improvement of sea ports (5) development or improvement of routes (6) management of shipping business (7) inland transport connected to coastal shipping (8) human resource development (9) safety on the sea and environment
10	Donor Coordination	none

No.25

1	Project Title	The Study on Red River Inland Waterway Transport System in Vietnam
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Ministry of Transport
4	Type of Aid (scheme)	development survey
5	Sub-Sector	inland waterway transport
6	Project Budget	¥ 317 million (US$ 2.9 million: $1=¥110)
7	Project Period	2001-2003
8	Project Purpose	Preparation of the Master Plan and the feasibility study for strengthening of existing inland waterway system and reduction of excessive physical distribution by roads to Hanoi, with the target year of 2010.
9	Scope of Work	1. Improvement of existing river port facilities and identification of appropriate new river ports in Hanoi area 2. Improvement of present inland waterway routes in Hanoi area 3. Study on necessary liver port facilities for specific transport and load/unload purpose
10	Donor Coordination	none

(For reference)

1	Project Title	The Master Plan Study on the Transport Development in the Northern Part in the Socialist Republic of Vietnam
2	Donor	Japan International Cooperation Agency (JICA)
3	Execution Agency in GOV	Transport Economic Science Institute (TESI), Ministry of Transport (MOT)
4	Type of Aid (scheme)	development survey
5	Sub-Sector	all surface transport
6	Project Budget	¥ 348 million (US$ 3.2 million: $1=¥110)
7	Project Period	1993-1994
8	Project Purpose	Preparation of the Master Plan for the all surface transport system in the Northern Part with the target year of 2010.
9	Scope of Work	1. Analysis on the background and purpose of the survey 2. Identification of major issues on the surface transport in the Northern part 3. Preparation of sub-sector objectives for the surface transport development including road, railway, harbor and sea transport, and inland waterway transport. 4. Implementation plan and financial sources 5. Recommendation of urgent projects
10	Donor Coordination	none

Appendix 3: Outline of Major Donor's ODA Projects under the Red River Delta Transport Development Program

(1) WORLD BANK

No.26

1	Project Title	Urban Transport Improvement Project
2	Donor	World Bank
3	Executing Agency	1. Hanoi People's Committee 2. Ho Chi Minh City People's Committee
4	Type of Aid (scheme)	Loan (IDA)
5	Sub-Sector	Road transport
6	Project Cost/Budget	Total Cost Project Cost: 47.2 million USD IDA Loan: 42.7 million USD
7	Project Period	1998-2005
8	Project Purpose	To increase operational efficiency and safety of selected corridors and in the central areas of Hanoi and Ho Chi Minh City.
9	Scope of Work [only component 1 is subject of this evaluation study]	Component 1: Hanoi City To improve traffic system on four main radial corridors and in two inner city areas in Hanoi City To improve junctions and channelization and provide railway barriers at the junctions. Component 2: Ho Chi Minh City To improve the traffic system on four major corridors, at 14 isolated junctions and within the central area To implement a fully responsive area traffic control system covering about 150 intersections.
10	Donor Coordination	none

No.27

1	Project Title	Rural Transport Project
2	Donor	World Bank
3	Executing Agency	Ministry of Transport (MOT)
4	Type of Aid (scheme)	Loan (IDA)
5	Sub-Sector	Road transport
6	Project Cost/Budget	Total Cost Project Cost: 60.9 million USD IDA Loan: 55 million USD
7	Project Period	1997-2001
8	Project Purpose	1. To improve and upgrade access to rural communities and link them to the district and provincial road networks 2. To develop local capacity to improve the level of service of low-volume roads and to maintain them on sustainable basis 3. To encourage the development of local contractors
9	Scope of Work	1. Rural access road rehabilitation and maintenance using the spot improvement technique 2. Institutional strengthening and training 3. Study of issues relating to rural transport development
10	Donor Coordination	none

No.28

1	Project Title	Second Rural Transport Project
2	Donor	World Bank
3	Execution Agency	Ministry of Transport (MOT)
4	Type of Aid (scheme)	Loan (IDA)
5	Sub-Sector	Road transport
6	Project Cost/Budget	Total Cost Project Cost: 145.3 million USD IDA Loan: 103.9 million USD
7	Project Period	2000-2003
8	Project Purpose	1. To improve the access of rural communities in the project provinces to markets, off-farm economic opportunities, and social services 2. To develop central, provincial, and local capacity to improve and sustain the level of service of the rural transport network To foster the development of small-scale private contractors
9	Scope of Work	1. To provide institutional development support to PMU No.18 and Provincial Departments of Transport to implement the project 2. To strengthen Ministry of Transport's capacity to provide strategic leadership in the rural transport sub-sector 3. To include the rehabilitation of district, commune, and some provincial roads in the project provinces 4. To support the Rural Transport Unit in developing guidelines for maintenance planning and implementation 5. To provide training to the local construction industry
10	Donor Coordination	Co-financing with DfID (US$ million) Government of Vietnam: 15.2 IDA/WB: 103.9 DfID: 26.2

No.29

1	Project Title	Road Network Improvement Project
2	Donor	World Bank
3	Executing Agency	Ministry of Transport (MOT)
4	Type of Aid (scheme)	Loan (IDA)
5	Sub-Sector	Road transport
6	Project Cost/Budget	Total Cost Project Cost: 304.99 million USD IDA Loan: 225.26 million USD
7	Project Period	2003-2008
8	Project Purpose	To improve the national road network through increased preventive maintenance and selective upgrading, and an increase in the level of resources available for road maintenance and capacity for planning, budgeting, and monitoring of road assets.
9	Scope of Work	1. Network Preservation Program-Periodic Maintenance on National Roads (Component A) 2. Network Improvement Program-Improvements on National Roads (Component B) 3. The Road Sector Management and Institutional Building Program (Component C)
10	Donor Coordination	none

No.30

1	Project Title	National High Way No.1 Rehabilitation Project
2	Donor	World Bank
3	Executing Agency	Ministry of Transport (MOT)
4	Type of Aid (scheme)	Loan (IDA)
5	Sub-Sector	Road transport
6	Project Cost/Budget	Total Cost Project Cost: 176 million USD IDA Loan: 158.5 million USD
7	Project Period	1994-2002
8	Project Purpose	1. To reduce transport costs through improved national road infrastructure 2. To enhance efficiency by periodically maintaining the national road network 3. To reduce vehicle overloading and improve traffic safety 4. To enhance the Ministry of Transport and Communication's institutional capacity in environmental impact assessment and monitoring
9	Scope of Work	1. Road maintenance and rehabilitation 2. Periodic maintenance of existing roads and implementation of the new road maintenance management system 3. Improvement of hazardous road sections 4. Technical support to the PMU 1 5. Support to the Vietnam Road Administration (VRA) and the Regional Road Management Unions 6. Training trainers for the transport sector 7. Designing and preparing detailed bit and road engineering studies
10	Donor Coordination	ADB and JBIC

(2) ASIAN DEVELOPMENT BANK

No.31

1	Project Title	Second Road Improvement Project
2	Donor	Asian Development Bank (ADB)
3	Executing Agency	Ministry of Transport (MOT)
4	Implementing Agency	PMU 1
5	Type of Aid (scheme)	Loan (ADF)
6	Sub-Sector	Road Transport
7	Project Cost/Budget	Total Project Cost: 237 million USD ADB Loan: 120 million USD
8	Project Period	1997-2003
9	Project Purpose	1. Through improvement of National High Way No.l 2. Strengthen Viet Nam's road transport sector 3. Generate economic benefits by reducing transport costs 4. Improve rural accessibility and agricultural incomes 5. Improve road safety
10	Scope of Work	1. Rehabilitation of National High Way No.1. 161 Km from the border with the People's Republic of China south to Hanoi. 2. Improve about 600 Km of provincial and district roads 3. Strengthen institutions concerned with road management and administration
11	Donor Coordination	Co-finance by JBIC [National High Way No.1 Bridge Rehabilitation Project] (1) ADB: 120 (2) JBIC: 64 (3) Government of Viet Nam: 53

No.32

1	Project Title	Provincial Roads Improvement Project
2	Donor	Asian Development Bank (ADB)
3	Executing Agency in GOV	Ministry of Transport (MOT)
4	Implementing Agency	PMU 5
5	Type of Aid (scheme)	Loan (ADF)
6	Sub-Sector	Road transport
7	Project Cost/Budget	Total Cost Project Cost: 100 million USD ADB Loan: 70 million USD
8	Project Period	2000-2003
9	Project Purpose	To improve provincial roads in 19 provinces in northern Vietnam to allow better access for the rural poor and to connect districts and communes to the provincial cities and the national highway network, contributing to poverty reduction and development of an effective national road network and continued reforms in the road sector.
10	Scope of Work (only component 1 is subject of this evaluation study)	1. Investment plan and policy framework to improve 1,600 Km of provincial roads 2. Assistance to PMU-5 and the PDOTs to strengthen their capabilities 3. Agreement on an action plan to implement a road fund scheme 4. Assistance to introduction of new regulation and further strengthening of VRA 5. Assistance to implement and monitor resettlement and ethnic minority development plans 6. Supervision of civil works, preparation of additional subprojects, and capacity building of the PDOTs.
11	Donor Coordination	none

(3) GERMANY

No.33

1	Project Title	Feasibility Study on Urban Railway System of Hanoi
2	Donor	KfW (Germany)
3	Executing Agency	Ministry of Transport (MOT)
4	Implementing Agency	Vietnam Railways
5	Type of Aid (scheme)	Loan
6	Sub-Sector	railway
7	Project Cost/Budget	KfW Loan: 2.39 million USD
8	Project Period	1998-1999 (15 months)
9	Project Purpose	To identify the potential for urban transit system development with particular emphasis on identifying feasible priority public transport projects for future funding and implementation
10	Scope of Work	1. Review of the current situation with statistical data & on site survey 2. Identification of present constraints and bottlenecks 3. Presentation of alternatives 4. Technical and Financial study of alternatives (selection of modes, possible costs and benefits) 5. Conclusions and recommendations
11	Donor Coordination	none

No.34

1	Project Title	Assistance to VNR on organizational restructure
2	Donor	GTZ (Germany)
3	Execution Agency in GOV	Ministry of Transport (NOT) Vietnam Railways
4	Type of Aid (scheme)	Grant
5	Sub-Sector	railway
6	Project Budget/Cost	Budget/Cost of your intervention: 1.67 million USD
7	Project Period	2000-2004
8	Project Purpose	Support for Vietnamese Railways toward its preparation as a market-oriented enterprises
9	Scope of Work	1.Provision of training and other equipment 2.Execution of technical training on financial management, reorganization and marketing, etc
10	Donor Coordination	none

No.35

1	Project Title	Main-Line Locomotives
2	Donor	KfW (Germany)
3	Execution Agency in GOV	Ministry of Transport (MOT) Vietnam Railways
4	Type of Aid (scheme)	loan and grant
5	Sub-Sector	railway
6	Project Budget/Cost	Budget/Cost of your intervention: 50.71 million USD (loan), 0.53 million USD (grant)
7	Project Period	2002-2006
8	Project Purpose	Strengthening transport capacity of Viet Nam Railways through the purchase of 15-20 locomotives.
9	Scope of Work	Provision of 15-20 locomotives and related spare parts & repair tools with technical training on operation & maintenance
10	Donor Coordination	none

No.36

1	Project Title	Supply of modern railway cranes
2	Donor	KfW (Germany)
3	Executing Agency	Ministry of Transport (MOT)
4	Executing Agency	Vietnam Railways
5	Type of Aid (scheme)	loan
6	Sub-Sector	railway
7	Project Cost/Budget	KfW Loan: 3.77 million USD
8	Project Period	1999-2003
9	Project Purpose	Enhancing the rescue capability of VR
10	Scope of Work	1. Provision of large scale specially designed cranes, which can relieve the stopped trains & cars from railways efficiently & safely within a possible short time 2. Technical training of the effective use of the cranes 3. Technical training for development of preventive maintenance system and its implementation
11	Donor Coordination	none

No.37

1	Project Title	Rehabilitation of 15 main-Line Locomotives
2	Donor	KfW (Germany)
3	Executing Agency	Ministry of Transport (MOT)
4	Implementing Agency	Vietnam Railway Corporation
5	Type of Aid (scheme)	loan
6	Sub-Sector	railway
7	Project Cost/Budget	KfW Loan: 10.70 million USD
8	Project Period	1996-2000
9	Project Purpose	Rehabilitation of 15 locomotives to strengthening VR capacity
10	Scope of Work	1. Substantial repair and renewal work of existing locomotives, including the supply of new major parts. 2. Technical training of the effective use of renewed locomotives 3. Technical training for development of preventive maintenance system and its implementation
11	Donor Coordination	none

No.38

1	Project Title	Modernization of VR Traffic Control Center
2	Donor	KfW (Germany)
3	Executing Agency	Ministry of Transport (MOT)
4	Implementing Agency	Viet Nam Railway Corporation
5	Type of Aid (scheme)	loan
6	Sub-Sector	railway
7	Project Cost/Budget	KfW Loan: 13.86 million USD
8	Project Period	2004
9	Project Purpose	Modernization of Operation Control Center of Vietnam Railways
10	Scope of Work	1. Reform of the center facility 2. Provision of new and sophisticated equipments for operation control 3. Technical training for the use of the equipments and data processing
11	Donor Coordination	none

No.39

1	Project Title	Hopper Suction Dredger
2	Donor	KfW (Germany)
3	Execution Agency in GOV	Ministry of Transport (MOT), VINAMARINE
4	Type of Aid (scheme)	loan and grant
5	Sub-Sector	water transport
6	Project Budget/Cost	Budget/Cost of your intervention: 12.04 million USD (loan), 0.63 million USD (grant)
7	Project Period	2000-2004
8	Project Purpose	To make more depth of inland waterways and access to the international seaports to improve the safety of sea and river transport
9	Scope of Work	Provision of Hopper Suction Dredger and related spare parts & repair tools with technical training on operation & maintenance
10	Donor Coordination	none

(4) UNITED KINGDOM

No.40

1	Project Title	Second Rural Transport Project
2	Donor	DfID (United Kingdom)
3	Executing Agency	Ministry of Transport (MOT)
4	Type of Aid (scheme)	Loan
5	Sub-Sector	Road
6	Project Budget/Cost	Total Project Cost: 145.3 million USD DfID Loan: 26.2 million USD
7	Project Period	December 1999-June 2006
8	Project Purpose	1. To improve the access of rural communities in the project provinces to markets, off-farm economic opportunities, and social services 2. To develop central, provincial, and local capacity to improve and sustain the level of service of the rural transport network To foster the development of small-scale private contractors
9	Scope of Work	1. To provide institutional development support to PMU No.18 and Provincial Departments of Transport to implement the project. 2. To strengthen Ministry of Transport's capacity to provide strategic leadership in the rural transport sub-sector 3. To include the rehabilitation of district, commune, and some provincial roads in the project provinces 4. To support the Rural Transport Unit in developing guidelines for maintenance planning and implementation 5. To provide training to the local construction industry
10	Donor Coordination	Co-financing with World Bank (IDA) (US$ million) Government of Vietnam: 15.2 IDA/WB: 103.9 DfID 26.2

(5) CANADA

No.41

1	Project Title	Vietnam-Canada Rural Infrastructure-Inland Waterways Project
2	Donor	CIDA (Canada)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	Grant aid
5	Sub-Sector	Inland waterway transport
6	Project Budget/Cost	Budget/Cost of your intervention: 5 million Canadian Dollars
7	Project Period	1997-2000
8	Project Purpose	1.To contribute to improvement of transport services to poorer groups in rural/remote area 2.To strengthen the capacity of the Vietnam Inland Waterways Administration (VIWA)
9	Scope of Work	To develop the institutional capacity, systems and structures to manage Vietnam's inland waterways in a market-oriented economy
10	Donor Coordination	none

(6) FRANCE

No.42

1	Project Title	An Duong bridge repair
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Hai Phong People's Committee
4	Type of Aid (scheme)	Loan with tie condition
5	Sub-Sector	road
6	Project Budget/Cost	Budget/Cost of your intervention: 1.32 million USD (loan)
7	Project Period	1995-2001
8	Project Purpose	Rehabilitation and upgrading of the An Duong Bridge in Hai Phong
9	Scope of Work	Rehabilitation and upgrading of the An Duong Bridge in Hai Phong
10	Donor Coordination	none

No.43

1	Project Title	Study on Integrated Long-term Public Transport Development Plan in Hanoi
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Hanoi People's Committee
4	Type of Aid (scheme)	grant aid
5	Sub-Sector	Road transport
6	Project Budget/Cost	Budget/Cost of your intervention: 1.22 million USD (grant)
7	Project Period	2004
8	Project Purpose	Identify comprehensive and sustainable multi-modal public passenger transport for Hanoi up to 2040
9	Scope of Work	Study to identify comprehensive and sustainable multi-modal public passenger transport for Hanoi up to 2040
10	Donor Coordination	none

No.44

1	Project Title	Traffic Lights for Hanoi-Phase II
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Hanoi People's Committee
4	Type of Aid (scheme)	grant aid
5	Sub-Sector	Road transport
6	Project Budget/Cost	Budget/Cost of your intervention: 2.67 million USD (grant)
7	Project Period	1997-2000
8	Project Purpose	Building a traffic light system and a Traffic Light System Operation Centre in Hanoi
9	Scope of Work	Supply and installation of traffic lights. Supply equipment for operation activities and training.
10	Donor Coordination	none

No.45

1	Project Title	Study on Long Bien Bridge rehabilitation
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	grant aid
5	Sub-Sector	road
6	Project Budget/Cost	Budget/Cost of your intervention: 1.03 million USD (grant)
7	Project Period	2002-2004
8	Project Purpose	Rehabilitation and upgrade of Long Bien Bridge
9	Scope of Work	Prepare comprehensive Feasibility Study for rehabilitation and upgrade of Long Bien Bridge
10	Donor Coordination	none

No.46

1	Project Title	Signal system modernization for railway line Hanoi-Vinh Phase I
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	Loan with tie condition
5	Sub-Sector	railway
6	Project Budget/Cost	Budget/Cost of your intervention: 11.34 million USD (loan)
7	Project Period	1997-2005
8	Project Purpose	Modernize signal system of railway line Hanoi-Vinh
9	Scope of Work	Supply and installation of modernized rail way signal system for some stations of Hanoi-Vinh Section. Training on operation of the signal system.
10	Donor Coordination	none

No.47

1	Project Title	Signal system modernization for railway line Hanoi-Vinh Phase II
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Ministry of Transport, Viet Nam Railway Corporation
4	Type of Aid (scheme)	Loan with tie condition
5	Sub-Sector	railway
6	Project Budget/Cost	Budget/Cost of your intervention: 54.45 million USD (loan)
7	Project Period	2004-2007
8	Project Purpose	Complete the Phase I to modernize signal system of railway line Hanoi-Vinh Section for about 30 stations
9	Scope of Work	1. Supply and installation of modernized rail way signal system for some stations of Hanoi-Vinh Section. Training on operation of the signal system. 2. Installation of fiber cable for Hanoi-Vinh Section
10	Donor Coordination	none

No.48

1	Project Title	Services and facilities/equipments (service: instruction/guidelines for using the facilities/equipment purchased in the related contracts under this protocol) for Hanoi-Vinh railway maintenance
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Ministry of Transport (MOT)
4	Type of Aid (scheme)	Loan with tie condition
5	Sub-Sector	railway
6	Project Budget/Cost	Budget/Cost of your intervention: 12.16 million USD (loan)
7	Project Period	2004-2008
8	Project Purpose	Mechanization of rail maintenance works for section Hanoi-Vinh
9	Scope of Work	Supply of equipment and providing services for maintenance works at Hanoi-Vinh Section
10	Donor Coordination	none

No.49

1	Project Title	Repair tools and equipments for railroad cars
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Viet Nam Railway Corporation
4	Type of Aid (scheme)	Loan with tie condition
5	Sub-Sector	railway
6	Project Budget/Cost	Budget/Cost of your intervention: 5.90 million USD (loan)
7	Project Period	2001-2005
8	Project Purpose	Supply of equipments and machinery for maintenance and repair of locomotives and cabins
9	Scope of Work	Supplying equipments, training, technology transferring and equipment utilization
10	Donor Coordination	none

No.50

1	Project Title	Technical Assistance for Feasibility Study on pilot metro train route for Hanoi
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Hanoi People's Committee
4	Type of Aid (scheme)	grant aid
5	Sub-Sector	road
6	Project Budget/Cost	Budget/Cost of your intervention: 2.03 million USD (grant)
7	Project Period	2004 - 2005
8	Project Purpose	Build a pilot metro line in Hanoi
9	Scope of Work	Prepare Feasibility Study for building a pilot metro line in Hanoi
10	Donor Coordination	Coordinating with relevant other donors such as World Bank, Japan and China for the related issues (it is not co-financing)

No.51

1	Project Title	Technical Assistance in supplying fire boats
2	Donor	PEE/AFD (France)
3	Execution Agency in GOV	Fire Police Department, Ministry of Police
4	Type of Aid (scheme)	Grant aid
5	Sub-Sector	Maritime
6	Project Budget/Cost	Budget/Cost of your intervention: 1.22 million USD (grant)
7	Project Period	1995
8	Project Purpose	Improve safety of sea transport
9	Scope of Work	Supply of fire boats
10	Donor Coordination	none

No.52

1	Project Title	Lightning system to Hai Phong port
2	Donor (name of country)	PEE/AFD (France)
3	Execution Agency in GOV	Hai Phong People's Committee
4	Type of Aid (scheme)	Loan with tie condition
5	Sub-Sector	sea transport
6	Project Budget/Cost	Budget/Cost of your intervention: 0.62 million USD (grant)
7	Project Period	1996-1998
8	Project Purpose	Upgrading maritime marking buoy system of Hai Phong Port
9	Scope of Work	Providing Port with signal lights and installation of the signal light system
10	Donor Coordination	none

Appendix 4: Program of ODA Evaluation Seminar

Vietnam Japan Joint Program Evaluation Study
ODA Evaluation Seminar Program

1. Date: 10th, 11th August 2005
2. Place: Vietnam-Japan Human Resources Cooperation Center (VJCC)
3. Contents of Program:

	10th August 2005	11th August 2005
08h15	Registration of participants	
08h30	Opening Remarks Dr. Ho Quang Minh, Director General Foreign Economic Relations Dept., MPI Mr. Daisuke MATSUNAGA, Minister Embassy of Japan	*<Session 6: Group Work>* Small Group Exercise (continue) (a) Discussion on the impact of the infrastructure project (b) Presentation.
08h50	Guidance of the Seminar Program	Mr. Mai The Cuong National Economic University
09h00	*<Session 1: Lecture>* Development and Challenges of Transport Sector in Vietnam Dr. Doan Thi Phin, TDSI	
09h30	*<Session 2: Lecture>* Japanese ODA Program Evaluation Mr. Michimasa NUMATA, OPMAC	
10h30	*Tea break (15 minuets)*	*Tea break (15 minuets)*
10h45	*<Session 3: Lecture>* Japanese ODA Program Evaluation *(continue)*	*<Session 7: Mini-Presentation>* Mini-Presentation by Each Small Group (10 minuses per group)
12h00	*Lunch*	*Lunch*
13h30	*<Session 4: Lecture>* Joint Program Evaluation Study (Part 1)	Comments on Mini-Presentation by Lecturers
14h00	(1) Objective, Methodology & Framework Mr. Keishi MIYAZAKI, OPMAC	*<Session 8: Lecture>* Joint Program Evaluation Study (Part 2) (2) Gathering of information, Implementation Schedule and Assigned Task for Vietnamese and Japanese Evaluation Team Mr. Keishi MIYAZAKI OPMAC
15h00	*Tea break (15 minuets)*	*Tea break (15 minuets)*
15h15	*<Session 5: Lecture>* Joint Program Evaluation Study (Part 1) *(continue)*	*<Lecture 9: Lecture>* Joint Program Evaluation Study (Part 2) *(continue)*
15h45		Closing Remarks
16h00		Mr. Cao Manh Cuong, MPI Mr. Yasuhisa SUZUKI, MOFA

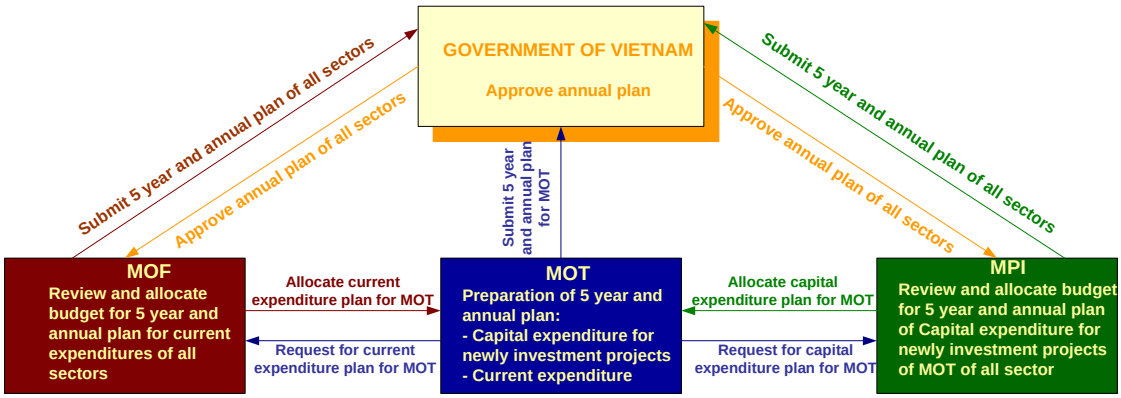
4. Outline of Each Session:

<*Session 1*> Development and Challenges of Transport Sector in Vietnam (Lecturer) Dr. Doan Thi Phin Transport Development and Strategy Institute (TDSI)	As an introduction of the seminar, a general view of transport sector development in Vietnam, particulate addressing on the transport sector development in Red River Delta area in the northern Vietnam from 1994. Secondly, the priority issues and bottlenecks of the transport sector in Red River Delta area are discussed, and the sector strategy will be presented base on Vietnam National Transport Study (VITRANSS).
<*Session 2,3*> Japanese ODA Program Evaluation (Lecturer) Mr. Michimasa NUMATA OPMAC	A basic framework of Japanese ODA evaluation system established by Ministry of Foreign Affairs, Japan (MOFA) is presented. It covers the evaluation objective, evaluation stage, evaluation type, and evaluation criteria.
<*Session 4,5*> Joint Program Evaluation Study (Part 1) (Lecturer) Mr. Keishi MIYAZAKI OPMAC	In order to understand “What is the Joint Program Evaluation?”, the objectives, area and scope, methodology and evaluation framework of the joint program evaluation study are explained. After the theoretical framework of the joint program evaluation is provided, some examples of the analysis are presented.
<*Session 6,7*> Group Work and Mini-Presentation (Facilitator) Mr. Mai The Cuong National Economic University	In order to promote the participants’ understanding for the program evaluation methodology, a group work is exercised. It includes an exercise for setting up effect indicators for assessing the achievement of program’s objective. The participants are divided into several small groups and work together on the provided subjects. At the end of the group work exercise, each small group is requested to make a mini-presentation about its output.
<*Session 8,9*> Joint Program Evaluation Study (Part 2) (Lecturer) Mr. Keishi MIYAZAKI OPMAC	In order to understand “How is the Joint Program Evaluation implemented?”, the way of gathering information, the implementation schedule of the study, and assigned tasks for Japanese and Vietnamese evaluation teams is explained.

Appendix 5: Budget System of Ministry of Transport

Every year MPI and MOF review proposed plan of all sectors including MOT plan then balance the budget sources for expenditure of all sectors taking into account the availability of the other financial sources to allocate the capital expenditure and current expenditure for each sector. This procedure is described in the Figure A-5-1

Figure A-5-1: Procedure for preparation and approval of 5 year and annual plan of MOT

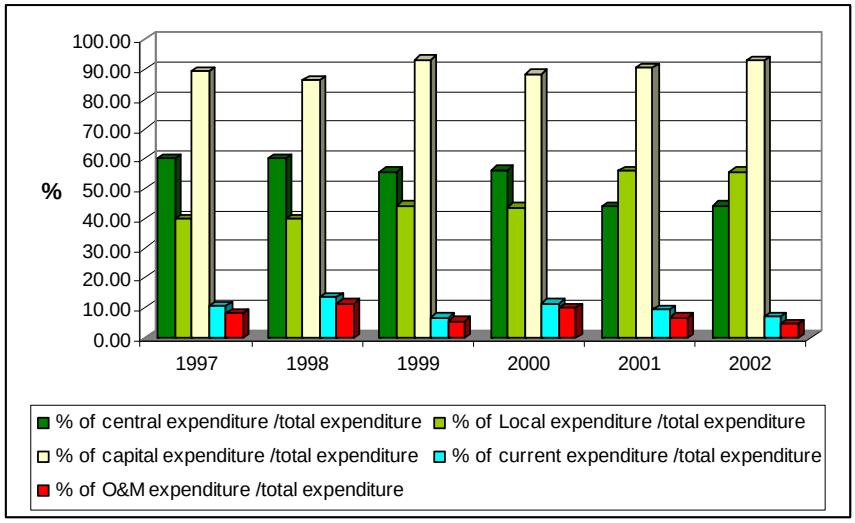


Source: Study team

Through a number of meetings with MOT and its affiliated organizations such as Vietnam Railway Corporation and Vietnam Road Administration, the study team acknowledged the big gap between proposed plan of MOT and allocated budgets by MPI and MOF for transport sector. In general the allocated budget for capital expenditure and current expenditure just meet less than 50% of the necessary budget for investment projects, maintenance and other expenditures due to lack of financial sources, despite the continuous growth of the approved budget for MOT during period 1997-2002 (see Table 3-2-4-1 on the structure of the actual budget allocation between the economic sectors for the period from 1997 to 2002).

In the Figure A-5-2 and Table A-5-1, the diagram and figures illustrate the decrease of the percentage of central sources versus the increase of the percentage of local source regarding budget expenditure for Transport, Post and Communication sector period 1997-2002. In the same period, while capital expenditure proportion is slightly increased but current expenditure and O & M expenditure proportion in comparison with the total expenditure is decreased. In practice the current expenditure just met about 30% of the maintenance needs. However it seems difficult to transfer some budgets of capital expenditure of the investment projects to current expenditure including maintenance expenditure since these budgets are reviewed and allocated by different Ministries.

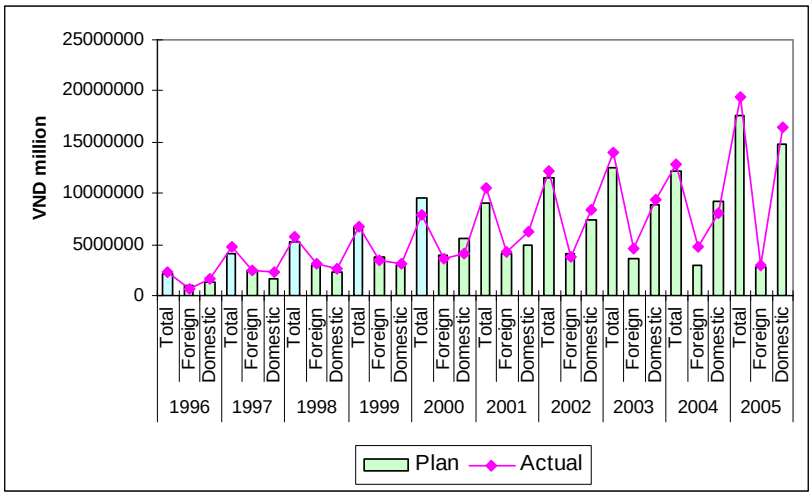
Figure A-5-2: Percentage of Central & Local Expenditure, Capital & Current Expenditure and O&M Expenditure in Total Expenditure



Source: MOF (Vietnam Managing Public Expenditure for Poverty Reduction and Growth), April 28, 2005, calculation by the study team

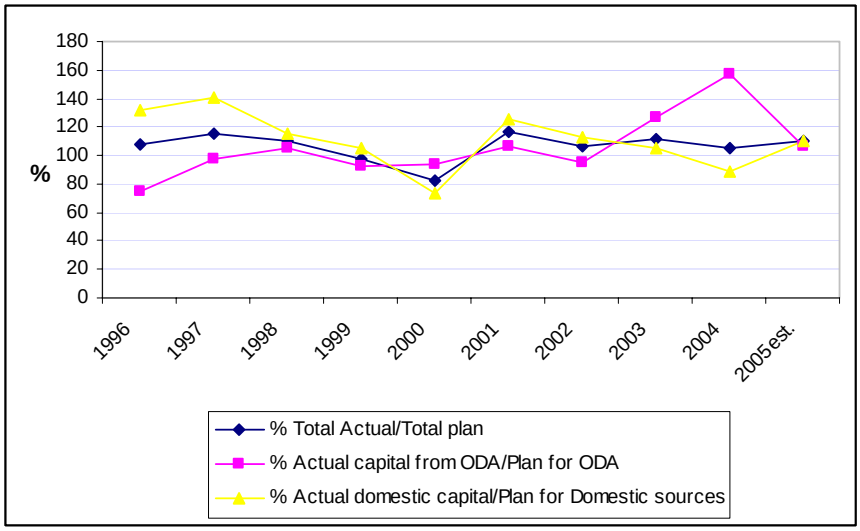
The MOT plan approved by the Government and its implementation during period from 1996 to 2005 is showed in the Figure A-5-3 and the Figure A-5-4. It is easy to recognize that the actual figures are almost catch the allocated budgets and the implemented figures would be much higher if the budget is allocated with higher amount since it met just less than 50% of the demand of capital expenditure and current expenditure including operation and maintenance due to lack of Government financial sources. Evidence around the world shows that the neglect of maintenance works is highly inefficient: roads, railways or bridge will eventually have to be rehabilitated at a cost many times higher than routine operation and maintenance. The implementation of relevant policies and measures to attract other sectors including private sector investment in transport should be accelerated to overcome these issues.

Figure A-5-3: MOT approved plan and actual implementation period 1996-2005est.



Source: MOT and calculation by study team

Figure A-5-4: Percentage of Investment Implementation of MOT from Different Sources for Period 1996-2005est.



Source: MOT and calculation by study team

Table A-5-1: Budget Expenditure for Transport, Storage and Communications 1997 - 2002

	Total expenditure	in which				State Budget expenditure		% of Central expenditure /total expenditure	% of Local expenditure /total expenditure	% of Capital expenditure /total expenditure	% of Current expenditure /total expenditure	% of O&M expenditure /total expenditure
		Capital expenditure	Current expenditure			Central	Local					
			Total	Salaries and wages	O&M							
1997	6890	6150	740	112	578	4136	2754	60.03	39.97	89.26	10.74	8.39
1998	8065	6969	1106	113	927	4852	3214	60.16	39.85	86.41	13.71	11.49
1999	10615	9892	723	29	605	5900	4715	55.58	44.42	93.19	6.81	5.70
2000	11375	10055	1320	37	1156	6391	4984	56.18	43.82	88.40	11.60	10.16
2001	14991	13588	1403	41	1037	6589	8402	43.95	56.05	90.64	9.36	6.92
2002	18720	17389	1331	42	907	8305	10415	44.36	55.64	92.89	7.11	4.85

Source: Source: MOF (Vietnam Managing Public Expenditure for Poverty Reduction and Growth), April 28, 2005 and calculation by study team

Appendix 6: Supplemental Data for Economic Impact Survey

Appendix 6-1: Description of Survey Audience

Provincial code * Type of interview Crosstabulation

Count

		Type of interview		
		in depth	questionnaire	Total
Provincial code	Lang Son	4		4
	Vinh Phuc	4	2	6
	Bac Ninh	7	2	9
	Quang Ninh	1	3	4
	Hanoi	3	3	6
	Hai Phong	7	4	11
	Hung Yen	1	3	4
	Hai Duong	4	8	12
	Ha Tay	6		6
	Thai Binh	4	11	15
	Ha Nam	3		3
	Nam Dinh	4	4	8
	Ninh Binh	5	5	10
Total		53	45	98

Provincial code * Position Crosstabulation

Count

		Position			
		Top manager	Middle manager	expert/employee	Total
Provincial code	Lang Son	2	2		4
	Vinh Phuc	4	2		6
	Bac Ninh	4	3	2	9
	Quang Ninh	3		1	4
	Hanoi	1	3	2	6
	Hai Phong	5	6		11
	Hung Yen	2	2		4
	Hai Duong	8	4		12
	Ha Tay	2	3	1	6
	Thai Binh	7	4	4	15
	Ha Nam	3			3
	Nam Dinh	1	6	1	8
	Ninh Binh	7	3		10
Total		49	38	11	98

Questionnaire code * Position Crosstabulation

Count

		Position			
		Top manager	Middle manager	expert/employee	Total
Questionnaire code	local authorities	12	23	6	41
	enterprises	37	15	5	57
Total		49	38	11	98

Questionnaire code * Type of enterprises Crosstabulation

Count

		Type of enterprises					
		SOE	Chinese FIE	Japanese FIE	Other FIEs	Vietnamese private	Total
Questionnaire code	enterprises	10	2	3	11	31	57
Total		10	2	3	11	31	57

Questionnaire code * Main lines of business Crosstabulation

Count

		Main lines of business				
		Manufacture	Trade	Service	multiple	Total
Questionnaire code	enterprises	35	9	7	6	57
Total		35	9	7	6	57

Appendix 6-2. Direct Export of Provinces in the Red river Delta

(Unit: Thous. USD)

	2000	2001	2002	2003
Ha Noi	406716	451939	514959	740330
Vinh Phuc	8831.4	9474	7146.6	15230.5
Bac Ninh	31342	18815	14586	13919
Ha Tay	17394	23392	9795	10052
Hai Duong	30020	40665	31944	47571
Hai Phong	189658	258633	311129	379316
Hung Yen	11567.6	21818.4	15688.6	26220
Thai Binh	30753	38338	38649	47018
Ha Nam	16164	19983	20792	26631
Nam Dinh	26754	30967	37691	50673
Ninh Binh	3535.4	5653.3	6789.9	10252.9
Red River Delta	772735.4	919677.7	1009170	1367213
Vietnam	14482700	15029000	16706100	20176000

Source: GSO (2005b)

Appendix 6-3. Industrial Parks in Red River Delta[1]

Province	Number of industrial parks	Year of approval
Ha Noi	6	1994: Noi Bai 1995: Dai Tu 1996: Sai Dong B; Daewoo – Hanel; 1997: Thang Long 2001: South Thang Long
Vinh Phuc	2	1998: Kim Hoa 2004: Quang Minh
Bac Ninh	2	1998: Tien Son 2002: Que Vo
Hai Duong	4	2003: Nam Sach; Dai An; Phuc Dien; Tan Truong
Hai Phong	3	1994: Nomura 1996: Dinh Vu; Hai Phong 96
Hung Yen	2	2003: Pho Noi B 2004: Pho Noi A
Thai Binh	1	2002: Phuc Khanh
Ha Nam	1	2003: Dong Van
Nam Dinh	1	2003: Hoa Xa
Red River Delta	22	

Source: MPI (2005b)

[1] Figure shows only industrial parks approved by national authorities. Since provinces can approve local industrial parks and industrial cluster parks, the actual number is much bigger.

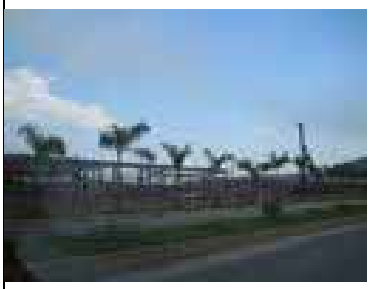
Appendix 6-4. Investment in industrial parks of successful provinces and unsuccessful provinces in attracting FDI in the Red River Delta

Nam Dinh and Ninh Binh: not directly link to the Program

Nam Dinh has only 1 industrial park.

Ninh Binh has 2 industrial parks which are approved by local authority and 32 industrial clusters. FDI attraction to Ninh Binh is slow and low. 12/14 FDI projects terminated or transformed to Vietnamese counterpart. Policies to assist business are not very clear.

Hai Duong and Bac Ninh: emerging favorable FDI destinations which directly link to the Program



Canon factory is building up in Que Vo industrial park of Bac Ninh province

Hai Duong directly has two Japan's projects in the ODA Program. The two projects are highway No.5 and highway No.18. The two roads play crucial role as inter-provincial roads between Hanoi – Hai Phong – Quang Ninh – Bac Ninh. They help create a more favorable investment environment and better transportation network. They create economic corridors and favor industrial parks and industrial clusters. Hai Duong plans to have a chain of 10 industrial parks and 23 industrial clusters in 2010. Currently, it has 6 industrial parks and 16 industrial clusters. Hai Duong authority even spends its budget to help investors in land clearance. The chairwoman of the People's Committee directly meets with potential investors. The province has attracted 78 FDI projects up to September 2005. FDI enterprises contribute around 40% of provincial budget. 14 of 78 projects are in industrial parks. Almost 100% of FDI projects are near highway No.5 and highway No.18.

Bac Ninh has 7 industrial parks and 21 industrial clusters. Its advantage is to have highway No.1 which links Hanoi – Bac Ninh – Lang son; highway No.18 which links Noi Bai international airport – Bac Ninh – Ha Long; road 38 which links Bac Ninh – Hai Duong – Hai Phong; railways which connects to China. All industrials parks are next to highway No.1, highway No.18 and road No.38.

Appendix 6-5. Japanese Assistance for Vietnam in Transitioning to Market Economy System and Internationalization

In the Ishikawa project (1995-2001), Japan concentrated to help Vietnam on "design and implementation of long term development strategy" (GRIPS Development Forum 2002, p5). Macroeconomic stabilization and systematic transition to market economy were not priority since they were assisted by other donors like WB, IMF. However, the outcome of Ishikawa project has contributed substantially to the process of transforming to market economy of Vietnam with its support on drafting process and implementing of the Sixth and the Seventh 5 Year Plans 1996-2000 and 2000 - 2005; overcoming challenges in economic integration like AFTA deadline, WTO negotiation, Asian financial crisis;

In the New Miyazawa Initiative, Japan assisted Vietnam to promote the development of private sector; to audit large-scale SOEs and to transform non-tariff barriers to tariffs.

Appendix 6-6. Chinese FDI to Vietnam (From 1988 January 1 to 2005 August 31)

No	Province	No of projects	Total investment (USD)	Implemented investment
1	Ha Noi	55	78,558,692	21,696,492
2	Ho Chi Minh city	33	97,461, 505	28,418,002
3	Hai Phong	27	73,651,316	19,229,111
4	Quang Ninh	25	70,4466,918	11,583,621
5	Lao Cai	23	26,822,733	9,408,715
6	Hung Yen	15	31,687,000	17,351,000
7	Lang Son	15	18,937,900	1,700,000
8	Bac Giang	14	10,972,000	2,751,726
9	Vinh Phuc	13	32,920,700	11,716,500
10	Bac Ninh	12	23,146,774	4,146,750
11	Binh Duong	12	17,548,015	7,260,000
12	Hai Duong	9	13,846048	2,282,578
13	Thai Nguyen	9	7,634,472	2,004,352
14	Others	.....	.....	.....
	Vietnam	346	710,477,762	181,146,480

Source: MPI (2005a)

Appendix 6-7. Chinese FDI to Red River Delta[2] (From 1/1/1988 to 31/8/2005)

No	Province	No of projects	% of total projects to province	Total investment	% of total investment to province	Implemented investment	% of total implemented capital investment in province
1	Ha Noi	55	9.23	78,558,692	0.89	21,696,492	0.69
2	Hai Phong	27	15.34	73,651,316	3.79	19,229,111	1.58
3	Hung Yen	15	30.61	31,687,000	15.91	17,351,000	14.54
4	Vinh Phuc	13	15.85	32,920,700	4.64	11,716,500	2.83
5	Bac Ninh	12	35.29	23,146,774	10.91	4,146,750	2.63
6	Hai Duong	9	12.50	13,846048	2.21	2,282,578	0.61
7	Ha Tay	5	12.50	3,845,725	0.91	2,609,795	1.18
8	Nam Dinh	4	36.36	14,087,573	20.24	4,550,000	69.49
9	Ninh Binh	2	28.57	642,807	0.98	457,143	1.64
10	Thai Binh	2	14.29	448,000	1.27	.....	.....
	Red River Delta	144		272,834,635		97,834,839	
	Vietnam	346		710,477,762		181,146,480	

Source: Author's calculation based on MPI (2005a)

[2] Chinese FDI accounted for a large share of total FDI to province in Bac Ninh, Nam Dinh, Hung Yen and Ninh Binh. While Nam Dinh and Ninh Binh have not succeful in attracting FDI, a few number of Chinese FDI to province does not express the trend. Chinese FDI to Hung Yen seems run well with moderate percentage of implemented capital. The situation is different in Bac Ninh where implemented Chinese FDI is very low.

Appendix 6-8. Vietnam's Export Value by Destination

(Unit: Mill. USD)

	1995	2000	Prel. 2004
USA	169.7	732.8	4992.3
EU	664.2	2845.1	4791.5
ASEAN	996.9	2619.0	3784.6
Japan	1461.0	2575.2	3502.4
China	361.9	1536.4	2735.5
Other	.....	.....	.....
Vietnam	5448.9	14482.7	26504.2

Source: GSO (2005a) and GSO (2005b)

Appendix 9. Vietnam's Import Value by Departure

(Unit: Mill. USD)

	1995	2000	Prel. 2004
ASEAN	2270.0	4449.0	7762.2
China	329.7	1401.1	4456.5
Taiwan	901.3	1879.9	3698.0
Japan	915.7	2300.9	3552.6
EU	710.4	1317.4	2581.5
USA	130.4	363.4	1127.4
Other	.....	.....	.....
Vietnam	8155.4	15636.5	31953.9

Source: GSO (2005a) and GSO (2005b)

Appendix 10. Main Export-Import Commodities of Vietnam with China

Main exports	Main imports
Fishery products, vegetables and fruit, crude oil, rubber, coal, shelled peanut, coffee, rice, pepper, tea	auxiliary materials for garment, medicaments, insecticides, materials for footwear, chemical, unassembled motorcycle, petroleum oils, refined, fertilizer, iron and steel, silk, flax tow, fibres, plastics, fabrics, glass for construction purposes, trucks, cars

Source: GSO (2004)

Appendix 7: Matrix of the Evaluation on HRD

Summary Matrix of the response on Human Resource Development in the Red River Delta Area Transport projects from 1994 to 2004

[S: consultant, C: contractor or supplier]

No.	Name of the Project	S/C	Advantage of Japan			Contents of technology transfer		Impact resulted from the technology transfer	
			Japan as a country	Company in charge	Each Engineer/ Professional	Subjects of Technology Transfer	To whom & How many	Major problem/ issues to be solved	What can be done by Vietnamese counterparts after technology transfer
01	National High Way No.5 Improvement Project (1)(2)(3)	S	1. Japan has a know how for the system change from direct undertaking to contact basis 2. Japan is familiar to very soft soil & ground conditions	Expertise on the soft soil & ground conditions of red river delta area, due to experience of similar conditions in Japan & the world	1. Advanced technology 2. Abundant international working experience 3. Friendly manner and flexibility to local customs & conditions	1. Design and implementation of; (1) Large scale civil engineering work (2) Long distance bridge (3) Improvement of soil conditions (4) New road pavement methods (5) Embankment 2. Procedures for international bidding	1. Ministry of Transport 2. Engineers from PMU 3.Sub-contractors 4. local consultants / total 500	1. The Vietnamese company did not know the contract procedure of construction 2. The Vietnamese company could not prepare for international bidding 3. Limited capacity for long-term planning & overall management	1. The Vietnamese company learnt the construction procedure by contract 2. The Vietnamese company can apply for international bidding by themselves 3.The Vietnamese company improved the overall planning and management capability
		C1	Respect to Japanese products & services		abundant international working experience	GPS survey system	Sub contractors & employees / total 20	To improve accuracy in land survey	1. Learnt to use sophisticate equipments for land survey 2. Can execute accurate land survey better than before
		C2	1. Very direct response to the local needs 2. Trust to Japanese bridge construction technology	1. Long term commitments to Vietnamese people and organizations 2. Advanced technology	Existence of awarded engineer for his personal contribution to Viet Nam	1. Quality control of road pavement 2. PC box girder bridge 3. Specialcivil engineering method for reinforcement of embankment	1. local consultants 2. PMU engineers 3. workers / total 860	1. Lack of understanding on quality control 2. Limited knowledge on PC box girder bridge 3. Lack of knowledge on civil engineering method for reinforcement	1. The Vietnamese company recognize the importance of quality control 2. The Vietnamese company can construct PC box girder bridges by themselves 3. The Vietnamese company can apply new civil engineering method for reinforcement of embankment

No.	Name of the Project	SC	Advantage of Japan			Contents of technology transfer		Impact resulted from the technology transfer	
			Japan as a country	Company in charge	Each Engineer/ Professional	Subjects of Technology Transfer	To whom & How many	Major problem/ issues to be solved	What can be done by Vietnamese counterparts after technology transfer
02	[PHASE I] National High Way No.1 Bridge Rehabilitation Project (1)(2)(3)	C1 A	1. Very direct response to the local needs 2. Trust to Japanese bridge construction technology	1. Long term commitments to Vietnamese people and organizations 2.Advanced technology	Existence of awarded engineer for his personal contribution to Viet Nam	1.Preparation of necessary documents for international bidding 2.Quality control & process management in whole construction process	Sub-contractors / total 340	1. The Vietnamese company did not know how to prepare and apply to international bidding 2. Limited knowledge on quality control and process management	1. The Vietnamese company can prepare necessary documents and apply for international bidding 2. The Vietnamese company can construct with better quality and efficient schedule, which result in on schedule completion and overall cost saving
		C1 B	1. Very direct response to the local needs 2. Expectation to technology transfer	1. Long term commitments to Vietnamese people and organizations 2. Advanced technology	Existence of awarded engineer for his personal contribution to Viet Nam	1. Special technology to satisfy the local condition for construction of bridges	Sub-contractors / 230	The Vietnamese company needed to learn more about general construction technology from basics to advanced level	After deliberate and systematic on the job training and through actual construction process, the general construction technology and management level of the Vietnamese company substantially improved.
03	[PHASE II] National High Way No.1 Bridge Rehabilitation Project (1)(2)(3)	S	Only Japan can provide big fund with favorable conditions, advanced technology and technology transfer to directly meet the needs	Advanced technology & experience	1.Advanced technology 2.Abundant international working experience	Introduction of advanced bridge technology (1) Unified cross section of PPC continuous I girder bridges (2) Unified structure (PPC 5 span continuous rigid frame), span arrangement and cross section of box girder for cantilever erection bridges (3) PPC structure for cantilever beam T-shape piers (4) Unified round column for piers	1. Engineers from PMU 2. Local consultants 3. Sub-contractors / total 106 or more	Limited capability to realize design concepts into actual construction	1. Progress of detail understanding on advanced technology for bridge construction 2. Improvement on capability to realize design concepts into actual construction 3. Progress on project implementation, according to JBIC guidelines

No.	Name of the Project	S/C	Advantage of Japan			Contents of technology transfer		Impact resulted from the technology transfer	
			Japan as a country	Company in charge	Each Engineer/ Professional	Subjects of Technology Transfer	To whom & How many	Major problem/ issues to be solved	What can be done by Vietnamese counterparts after technology transfer
04	National High Way No.10 Improvement Project (1)(2)	S	Quick and direct response to the needs	1. Confidence to satisfy the required overall standards 2. advanced technology & experience	Most of the engineers are well qualified but few are not	Design, supervision & management, construction & maintenance for stay cable bridge, spanning with fabricate concrete girder segments	1.Engineers from PMU 2.Sub-contractors 3.Road maintenance organization 4. Local consultant / total 150	1. Language (English) barrier 2. Less professional capability of each Vietnamese engineers due to limited knowledge and experience	1. Vietnamese engineers improved their ability through on-site training programs and on the job training. 2. English learning remained necessary at least on technical terminology and communication
		C	Very direct response to the local needs	1. Long term commitments to Vietnamese people and organizations 2. Advanced technology	Existence of awarded engineer for his personal contribution to Viet Nam	Details related to stay cable bridge and fabricate concrete girder segments	1. workers / 500 & more 2. Other engineers / 110	Limited capacity for long-term planning & overall management among senior management and engineering staff	After continuous and direct on the job training, they can plan in longer term and manage comprehensively better than before
05	National High Way No.18 Improvement Project (1)(2)	S	1. In friendly relationship with Viet Nam 2. Substitute for partially failed another foreign project	1. Advanced technology & experience both in Viet Nam and the world	Each engineer is well qualified professionally& knows detail of the soil and water conditions of the red river	1. Pre beam girder 2. PC-I connected girder 3. PC BOX consecutive ramen structure bridge 4. new concrete pavement method 5. special sand pile without vibration 6. observation system against collapse of embankment	1. Engineers from Ministry of Transport 2. Engineers from PMU-18 3. Sub-contractors / total 200	1. Lack of knowledge on new construction technology	1. The Vietnamese companies can use new construction technology (pre beam girder, PC-I connected girder, new concrete pavement method, embankment observation system, etc)

No.	Name of the Project	S/C	Advantage of Japan			Contents of technology transfer		Impact resulted from the technology transfer	
			Japan as a country	Company in charge	Each Engineer/ Professional	Subjects of Technology Transfer	To whom & How many	Major problem/ issues to be solved	What can be done by Vietnamese counterparts after technology transfer
06	Bai Chay Bridge Construction Project	S	Japan has technical and financial ability to construct a world longest span PC stayed cable bridge through the ODA scheme	Technical capability to design a world longest span PC stayed cable bridge to meet the difficult local conditions	1. know-how on new advanced technology for construction of bridges 2. abundant international working experience	1. Pneumatic caisson foundation 2. Cable stayed bridge of grand scale	1. Sub-contractors 2. Engineers from PMU 3. local consultants 4. workers / total 300	1. Limited capability to construct a sophisticated bridge with grand scale 2. Limited knowledge on advanced technology for bridge construction	1. Learnt the advanced technology for bridge construction in general 2. Improved management and technical capability for construction of a sophisticated bridge with grand scale
		C1	Timely aid for the national development& local transportation needs	advanced technology & experience both in Viet Nam and the world	1. abundant international working experience 2. eager to teach	1. Pneumatic caisson method 2. Sin-so pile method 3. One stayed cable bridge 4. The climbing forms method	1. Sub contractors 2. Workers / total 500	The concept that new technology cost more in short term but cost less in longer term than present technology was not understood by Vietnamese companies	After long discussion and through actual implementation of new technology, Vietnamese engineers came to agree to the Japanese idea.
		C2	1. Very direct response to the national development and local transportation needs 2. Trust to Japanese bridge construction technology	1. Long term commitments to Vietnamese people and organizations 2. Advanced technology	Existence of awarded engineer for his personal contribution to Viet Nam	1. Pneumatic caisson method 2. Sin-so pile method 3. One stayed cable bridge of grand scale	1. Engineers from PMU 2. Local consultants 3. Sub contractors / total 300	1. Limited capacity for long-term planning & overall management 2. Limited technical capability to construct a sophisticated bridge with grand scale	1. Improved management and technical capability for construction of a sophisticated bridge with grand scale 2. Learnt the advanced & new technology for bridge construction in general

No.	Name of the Project	S/C	Advantage of Japan			Contents of technology transfer		Impact resulted from the technology transfer	
			Japan as a country	Company in charge	Each Engineer/ Professional	Subjects of Technology Transfer	To whom & How many	Major problem/ issues to be solved	What can be done by Vietnamese counterparts after technology transfer
07	Binh Bridge Construction Project	S	Japan has most advanced technical experiences on cable stayed bridge construction	most advanced technology and experiences on cable stayed bridge construction	Well experienced on large bridge construction with advanced technology	Design and construction supervision on cable stayed bridge of steel-concrete composite girder	Engineers from Sub-contractors / total 7	Limited knowledge on advanced technology and application in practice of bridge construction	They increased the knowledge and expertise on advanced technology and practical skill of bridge construction. Some of them got better jobs in other cable stayed bridge construction projects.
		C1	Timely aid for the national development and local transportation needs	advanced technology & experience	1. abundant international working experience 2. eager to teach	1. Pneumatic caisson method 2. Sin-so pile method 3. One stayed cable bridge 4. The climbing forms method	1.Sub-contractors 2. workers / total 500	The concept that new technology cost more in short term but cost less in longer term than present technology	After long discussion and through actual implementation of new technology, Vietnamese engineers came to agree to the Japanese idea.
		C2	1. Very direct response to the local needs 2. Trust to Japanese bridge construction technology	1. Long term commitments to Vietnamese people and organizations 2. Advanced technology	Existence of awarded engineer for his personal contribution to Viet Nam	1. Use of large size steel pile 2. Quality control on temperature of concrete 3. Construction management of concrete girder segment	1.Sub- ontractors 2. PMU engineers 3. workers / total 450	Importance of quality control in overall construction process could not be well recognized by Vietnamese side	Though the on the job training and experience of actual cases, the idea on importance of quality control became well recognized and mastered by Vietnamese engineers and workers at their own construction site

No.	Name of the Project	S/C	Advantage of Japan			Contents of technology transfer		Impact resulted from the technology transfer	
			Japan as a country	Company in charge	Each Engineer/ Professional	Subjects of Technology Transfer	To whom & How many	Major problem/ issues to be solved	What can be done by Vietnamese counterparts after technology transfer
08	Red River (Thanh Tri) Bridge Construction Project (1)(2)(3)	S	1. Japanese ODA system has good support & follow up system for implementation 2.Team work among stake holders on Japanese sides are also good	1. Abundant experience in Viet Nam & the world 2. Advanced technology for construction of large bridges	1.Each engineer is well qualified professionally & has sufficient experiences as a consultant in Viet Nam & world	1. Construction of pre-stressed concrete box girders using Mobile Scaffolding System & Balanced Cantilever 2. Construction of large scale of cofferdams using steel pipe sheet piles	1.Sub-contractors 2. Engineers from PMU / total 130	1. Defects of cast-in-place concrete piles 2. Slippage of pre-stressing strands 3. Limited capability on comprehensive planning and management 4. Settlement & stability of embankment on soft soil	1. The Vietnamese company overcame the initial technical & management deficiencies and can execute construction works on schedule and solve problems by themselves
		C1	1. Very direct response to the local needs 2. Trust to Japanese bridge construction technology	1. Long term commitments to Vietnamese people and organizations 2. Advanced technology	Existence of awarded engineer for his personal contribution to Viet Nam	1. Construction of sophisticated & large scale foundation 2. Mobile bridging support methods	1.Sub-contactors 2. PMU engineers 3. local consultants / total 1,000	Limited capacity for long-term planning & overall management among senior management & engineering staff	After continuous and direct on the job training, the Vietnamese company can plan in longer term and manage comprehensively better than before
		C2	Only Japan can provide big fund with favorable conditions, advanced technology and technology transfer to directly meet the needs	1. Abundant experience in Viet Nam & the world 2. Advanced technology for construction of large bridges	1. Each engineer is well qualified professionally& has sufficient experiences in both Viet Nam & world 2. Eager to teach	MSS (Movable Scaffolding System)	1.Sub-contractors 2.Ministry of Transport engineers / total 250	Limited capability for processing & quality control of cast-in-place concrete PC box girder	The Vietnamese companies mastered MSS and improved the technology related to processing & quality control of cast-in-place concrete PC box girder. They will lead to improve the quality standard of cast-in-place PC box girder construction in this country

No.	Name of the Project	SIC	Advantage of Japan			Contents of technology transfer		Impact resulted from the technology transfer	
			Japan as a country	Company in charge	Each Engineer/ Professional	Subjects of Technology Transfer	To whom & How many	Major problem/ issues to be solved	What can be done by Vietnamese counterparts after technology transfer
09	Transport Infrastructure Development Project in Hanoi	S	Only Japan can provide big fund with favorable conditions, advanced technology and technology transfer to directly meet the needs	The company is very familiar with JBIC rules, regulations & guidelines with many similar construction experience in the world	1. very qualified engineers with experience in both Viet Nam & the world 2. teaching experience for technology transfer	1. How to take risk and responsibility on technical & management problems 2. How to control & rearrange the design while under construction simultaneously	1. Local consultants 2. Engineers from Hanoi People's committee / total 49	1. Limited technical capability for design change during the construction process 2. Limited management capability on overall construction process	1.After completion of the detail design stage, the Vietnamese company can carry out modification & revision of design works 2. Some Vietnamese qualified local consultants can function as substitute of the Japanese resident engineers.
10	Hai Phong Port Rehabilitation Project (1)(2)	S	Japan execute evaluation on whole process of a ODA project so that feed back system to future improvement is being implemented	advanced technology & abundant consultant experience in Japanese ODA projects in Viet Nam	1. very qualified engineers in the fields of planning, survey and designing 2. Special attention & care to quality	1. advanced design standard of a sea port 2. scientific monitoring system for construction 3. quality control on concrete and other materials 4. CTMS (container terminal management system)	1. local consultants 2. container operators 3. local construction workers 4. PMU engineers / total 80	1. Limited design capacity for a sea port of international standard 2. lack of comprehensive & scientific monitoring system 3. Limited knowledge on quality control	1. The Vietnamese company can design based on international standard 2. The Vietnamese company improved the management of sea port including the efficient use of the container terminal, through introduction and mastery of CTMS 3. There is a possibility that the advanced management system extend to other major sea port in Viet Nam, because they have similar problems.
		C1	Japan is a world leading country on civil engineering technology & holds a good will for technology transfer	As a specialist our company has a most advanced technology and has vast experience both in Viet Nam & the world	Each engineer is an expert on pile placing in the sea, soil survey and concrete pre casting who also have many experiences	1. Concrete pre casting 2. Different survey methods on soil conditions 3. Overall management of construction process 4. Safety measures	1.Sub-contractors 2. workers / total 86	1. Limited knowledge on soil and ground survey methods 2. Limited capability on concrete pre casting and quality control 3. Limited understanding on safety measures	1. The Vietnamese company can get accurate data and information on soil and ground conditions by the use of different scientific survey methods 2. The Vietnamese company can produce good concrete products with international standards 3. The Vietnamese company come to recognize the importance of safety measures and implement them
		C2	Respect to Japanese products & services	Brought large & hi-powered dredgers and hopper barges which did not exist in Viet Nam before	Operators and engineers are very good at dredging and maintenance of the machines and ships	1. Demonstration of use of hi-powered dredgers and their effects	1. Viet Nam Marine Bureau 2. Ministry of Transport 3. Vinawaco 4. PMU / total 200	Lack of understanding about grand effectiveness and efficiency of large and hi-powered dredgers and hopper barge operation	The Vietnamese authorities concerned are convinced the overall and long term advantages of large & high powered dredgers and hopper barges, compared with existing their own dredgers

No.	Name of the Project	SIC	Advantage of Japan			Contents of technology transfer		Impact resulted from the technology transfer	
			Japan as a country	Company in charge	Each Engineer/ Professional	Subjects of Technology Transfer	To whom & How many	Major problem/ issues to be solved	What can be done by Vietnamese counterparts after technology transfer
11	Cai Lan Port Expansion Project	C	Japan has executed many port development projects both in Japan and world	1. Many supply records of port cargo handling equipments in Japan and overseas. 2. Have special know-how on container crane technology and management system	1. Many experience of operation & maintenance training for port handling equipment in overseas 2. Can use special technology for software of container management system	1. container crane (QGC, RTG) operation 2. container terminal management system 3. operation of other cargo handling equipments (forklift, truck crane, yard tractor, etc)	Operator and engineers of Quang Ninh Port as the port operators of Cai Lan Port / total 70	Operators and engineers are not familiar with advanced equipments and new management system	Operators and engineers can use advanced equipments fully and can coup with the new management system for smooth operation of cargo handling in new sea port
12	Costal Communication System Project	S	Only Japan can provide big fund with favorable conditions, advanced technology and technology transfer to directly meet the needs	Our company has many consultancy service experiences of same equipments in the world	Consultant / engineer in charge is very familiar with JBIC loan system so that he could provide appropriate technical and administrative service	1. Operation & maintenance of; (1) the Global Maritime Distress Safety System (GMDSS) (2) Satellite Communication equipments (3) Coastal earth stations	PMU-GMDSS / total 15	1. Limited capacity to support safety in the sea 2. Limited capability for systematic operation and maintenance of GMDSS	1. The PMU-GMDSS improved substantially the capacity to support safety in the sea 2. Staff of the PMU-GMDSS can maintain and operate sophisticated equipments with establishment of comprehensive operation and good preventive maintenance system
		C	Only Japan can provide big fund with favorable conditions, advanced technology and technology transfer to directly meet the needs	Our company has many supply & implementation experiences of same equipments in the world	Each engineer is familiar with the equipments & professionals know detail of the JBIC rules, regulations & guidelines with world experiences	1. Operation & maintenance of; (1) the Global Maritime Distress Safety System (GMDSS) (2) Satellite Communication equipments (3) Coastal earth stations	PMU-GMDSS / total 15	1. Limited capacity to support safety in the sea 2. Limited capability for systematic operation and maintenance of GMDSS	1. The PMU-GMDSS improved substantially the capacity to support safety in the sea 2. Staff of the PMU-GMDSS can maintain and operate sophisticated equipments with establishment of comprehensive operation and good preventive maintenance system