

ADB GEF PROJECT IMPLEMENTATION REPORT (PIR)

(This report covers implementation period from July 1, 2022 to June 30, 2023 including recently closed projects covering the reporting period)

ADB Official Project Title: Vientiane Sustainable Urban Transport Project
ADB Project Number: 45041-002

I. GEF PROJECT SUMMARY**Project Ratings:**Development Objective Rating (DO):

Satisfactory (S) – The project is expected to achieve most of its major global environmental objectives with more than 3 years delay.

Implementation Progress Rating (IP):

Moderately Satisfactory (MS) – Due to the lowered Project Implementation Consultant (PIC's) performance and late onboarding of the urban transport advisor, overall progress was low. The Department of Transport (DOT) of the Ministry of Public Works and Transport and the government consider the project completion by the end of 2024 feasible but with a very tight schedule. During the ADB review mission 14 (from 3-14 July 2023), the ADB project team's assessment is that another loan extension may be required and this will be confirmed again with the EA during the next loan review mission, tentatively during November/December 2023.

Risk Rating:

Low Risk (L) – The target is to complete the project by end-2024. Among the causes of delay in project implementation is low PIC's performance caused by the partial demobilization of international experts because of the coronavirus disease (COVID-19) pandemic. In addition, the persistent payment issue between the PIC's JV partner and subconsultants, the progress with the detailed engineering design (DED) and the preparation of bidding documents of four civil works contracts were delayed. In addition, the application of the government taxes exemption conditions for the consultants, contractors, and suppliers under the VSUT project has affected the performance of PIC and Urban Transport Advisor (UTA) consultants, as there was misinterpretation between PIC and the Tax Department of Ministry of Finance.

However, the Asian Development Bank (ADB) review mission in August 2022 agreed follow up actions to strengthen the implementation. PIC consultant teams, mainly international experts were remobilized in April 2022. As of August 2023, all project procurement of goods, works have been started, and progressing well. All packages amounting to \$59.9 million (as per procurement plan) will be awarded by end of 2023, with some of the civil works commencing in quarter 4 2023.

Information on Progress, challenges and outcomes on project implementation activities:

ADB approved the Vientiane Sustainable Urban Transport Project (the project) on 10 March 2015, a concessional loan (Loan 3250-LAO: SDR23.474 million equivalent to \$35.0 million at loan approval). The project is also co-financed by a \$20 million credit from the EIB; a 5 million Euro (\$6.9 million equivalent) grant from the European Union's Asia Investment Facility (EU-AIF); a \$15.0 million loan from OPEC Fund for International Development (OPEC Fund, L8303); a \$1.84

million grant from the Global Environment Facility (GEF, G0471); and \$6.4 million from the private sector¹, and \$14.55 million from the Government of Lao PDR. For ADB administered –the ADB loan was signed on 12 March 2015, with original loan closing date was 31 December 2020; the OPEC Fund loan was signed on 9 October 2015 with original loan closing date of 31 January 2020; and the GEF grant was signed on 3 March 2016, with original grant closing date was 31 December 2020. The EIB loan was signed on 30 November 2015 with original closing date on 30 November 2020. The EU-AIF grant was signed on 21 June 2016 with original closing date on 28 June 2022. The closing dates of ADB loan 3250, GEF grant and EIB loan were extended to 31 December 2024. The OPEC Fund loan 8330 was extended to 30 April 2025. But the EU-AIF grant was fully disbursed and closed within original closing date. ADB administered loan 3250-LAO, OPEC Fund loan 8330-LAO and GEF grant 0471-LAO.

As of 30 June 2023, the cumulative physical progress is estimated at 51.70% compared to 81.94% elapsed time, from the effectiveness date to the extended project closing date of 31 December 2024. The project progress has been improved significantly since August 2022. Achievement of the project targeted DMF outcome and outputs indicators progressing well since the last review mission in August 2022, but none of them were delivered to date. However, the Project team is confident that all of them will be delivered at completion.

The procurement of the Bus-Rapid-Transit (BRT) buses and associated equipment (financed by EIB) is progressing well –contract to be awarded within Q3 2023. Likewise, procurement of civil works for bus lanes, stations, and depots (financed by ADB and OPEC Fund) is also progressing as planned –with target to award within quarter 4 2023. Engagement of service providers for BRT, e-pedicabs, and Intelligent Transport System (ITS) are scheduled to be also awarded by end of 2023.

Information on Progress, challenges and outcomes on Environment and Social Safeguards.

The updated Initial Environmental Examination (IEE) and Environmental Management Plan (EMP) were disclosed on ADB website in October 2021. The first Semi-annual Environmental Safeguards Monitoring Report (SEMR) covering July-December 2023 will be submitted by end of January 2024, following the commencement of the civil works on sites.

Three Resettlement Plans (RP) for civil works packages were approved and disclosed in April 2023. The first Semi-annual Social Safeguards Monitoring Report (SSMR) will cover July-December 2023 and be submitted by end of January 2024, following the compensation payment to affected people, and commencement of the civil works.

Compensation to affected people (amounting \$61,511) is scheduled to be completed by early quarter 4 2023.

Information on Progress, challenges and outcomes on stakeholder engagement.

The DED of the bus lanes, depot, control and maintenance centers, BRT stations and traffic signaling were completed and approved in quarter 4 2022 and quarter 1 2023 respectively. As a

¹ The private sector funding had been reduced, due to delays in starting the VSUT and the “electronic vehicle registration (EVR) system” that planned to be implemented by the private sector, was executed by the government. This was recorded and endorsed at ADB MTR in November 2019.

result, all 3 project’s RPs were updated following the approved DED, and URPs were accepted in April 2023.

The establishment of Urban Transport Management Section (UTMS) was completed, and nomination of staff to work with UTMS will be completed within 2023 as well.

The PCU, with support from the Mayor Office of Vientiane Capital, and the Ministry of Public Works and Transport work closely with the Ministry of Planning and Investment, and Ministry of Finance to secure counterpart funding to finance (i) LAR costs, (ii) land and project operation, and (iii) taxes and duties. Although the government is facing fiscal difficulties, stakeholders will prioritize the budget allocation to maintain good project implementation momentum.

Information on Progress on gender-responsive measures.

Gender action plan (GAP) implementation is ongoing. As of 30 June 2023: (i) out of 28 activities, 3 were delivered, 17 are ongoing, and 8 are not yet due; and (ii) out of 11 targets, 1 has been delivered, 5 are ongoing, and 5 are not yet due.

Knowledge activities/ Products

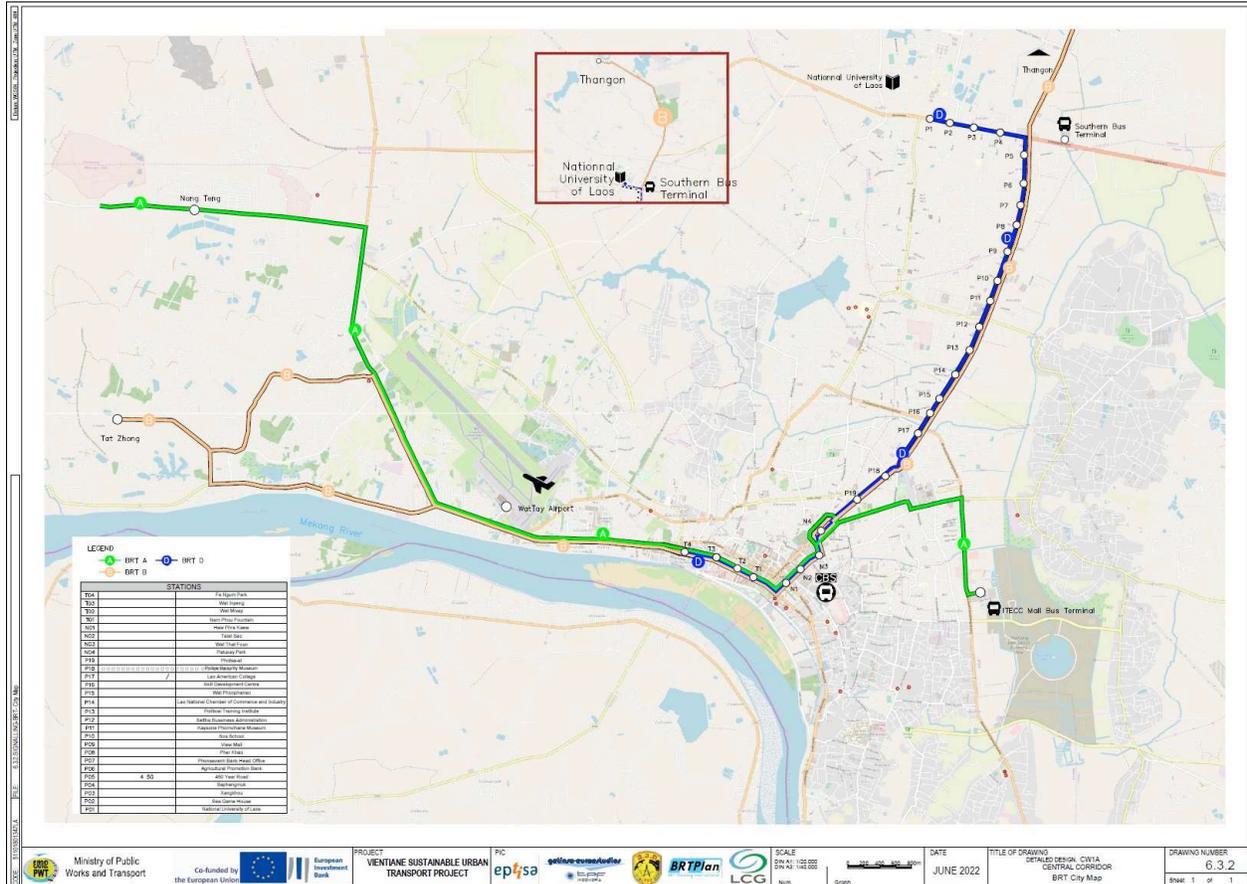
The project intends to share and improve knowledge of the relevant government agencies, mainly (i) common understanding for setting up new urban transport management entity among the government authorities (e.g., setting up of a new UTMS); (ii) knowledge of decision makers in the government to enable them to assess, evaluate and determine the plans and designs prepared by the consultant; and (iii) capacity development of the newly established entity to promote efficient and effective operation of the new entity, including the BRT.

GEO LOCATION INFORMATION

Location Name	Latitude (WGS84 Format)	Longitude (WGS84 Format)	GEO Name ID	Location Description	Activity Description
Vientiane, Laos	N 17° 58' 0"	E 102° 36' 0"	Vientiane	BRT corridor	Establishing a BRT corridor

Project map and coordinates

The BRT corridor is in blue line.



Source: MPWT 2023, final detailed engineering design of BRT lanes.

PROJECT MINOR CHANGE IN SCOPE/MINOR AMMENDMENTS

- Results framework
- Components and cost
- Institutional and implementation arrangements
- Financial management
- Implementation schedule
- Executing Entity
- Executing Entity Category
- Minor project objective change
- Safeguards
- Risk analysis
- Increase of GEF project financing up to 5%
- Co-financing
- Location of project activity
- Other

- **Extension of Loan Closing Date.** Upon the request of the government, Loan 3250 and Grant 0471 closing dates have been extended by 24 months from 31 December 2022 to 31 December 2024, while Loan 8303 closing date has been extended by 34 months from 30 June 2022 to 30 April 2025. The EIB loan has also been extended for 24 months, from 31 December 2022 to 31 December 2024. The EU-grant was closed as planned without extension. The loans and grant closing dates may need to be extended to complete all planned activities and this will be further discussed during the next ADB review mission in November/December 2023 after all major civil works packages have been awarded.
- **Change in Consultant Selection Method.** Through a letter dated 30 November 2021, DOT submitted a request to ADB to change the recruitment method for C4 (Quality Control Company) from a firm to individual consultants. Considering the small intermittent inputs from C4 due to the limited budget, and the needs for PCU's and the UTMS's direct management of C4, the PCU decided to recruit three individual consultants (i) an international Urban Transport Operation Expert, (ii) a national Marketing Expert, and (iii) an international Urban Transport Planner, instead of recruiting an experienced firm.

FOR SCCF/LDCF INDICATORS: (Provide information if applicable)

Total Number of Beneficiaries	Not yet available – will be provided from 2023's report
Ha of land better managed to withstand the effects of climate change	-
No. of risk and vulnerability assessments, and other relevant scientific and technical assessments carried out and updated	-
No. of people trained to identify, prioritize, implement, monitor and/or evaluate adaptation strategies and measures	<p>The project provided various training workshops. Namely workshop for: (i) traffic management and EVR, (ii) parking management and PPP, (iii) UTMS, traffic and parking management, (iv) on-street parking management, (v) UTMS staffing and job description; (vi) gender workshop. In total, 82 people attended, and they were staff from DOT and relevant government departments and involved staff from various transport operators and service providers in the Vientiane Capital area.</p> <p>In addition, the project organized 2 study tours: (i) first one in Sweden (8 officials attended), and (ii) second one in China (14 officials attended)</p>
No. of regional, national and sub-national institutions with strengthened capacities to identify, prioritize, implement, monitor and/or evaluate adaptation strategies and measures	-
Contribute towards public awareness of climate change impacts, vulnerability and adaption (Tick if relevant)	The project will provide 55 electric buses, together with associate depot, control, maintenance and charging stations. In addition, 155 e-pedicabs will also be provided.
Expand access to improved climate information services (Tick if relevant)	-
Expand access to improved climate related early-warning information (Tick if relevant)	-
No. of regional, national and sector-wide policies, plans and processes developed or strengthened to identify, prioritize and integrate adaptation strategies and measures	Two sector-wide policies have been developed namely: (i) parking regulations, and (ii) traffic management plan
No. of sub-national plans and processes developed or strengthened to identify, prioritize and integrate adaptation strategies and measures	-

II. Project Profile

1. General Information	1	GEF ID	9146
	2	Focal Area(s)	Climate Change
	3	Region	Southeast Asia
	4	Country	Lao People's Democratic Republic
	5	GEF Project Title	Vientiane Sustainable Urban Transport Project
	6	Project Size (FSP; MSP)	MSP
	7	Trust Fund (GEFTF; SCCF; LDCF)	GEFTF
2. Milestone Dates	8	GEF CEO Endorsement Date (mm/dd/yy)	12/08/15
	9	ADB Approval Date if the GEF Fund (mm/dd/yy)	03/10/15
	10	GEF Grant Signing of the GEF Fund (mm/dd/yy)	03/03/16
	11	Implementation Start Date of the Project and of the GEF Component (mm/dd/yy)	04/30/21
	12	Date of 1st GEF Grant Disbursement (mm/dd/yy) (Definition: First disbursement date is the date when GEF funds are actually disbursed to the executing agency in the country or when funds are disbursed directly to the suppliers of goods for the project; could include initial date of cash advance to Imprest accounts)	(please provide expected disbursement date if no disbursements were made)
	13	Final date of GEF Grant Disbursement (mm/dd/yy)	12/31/24
	14	Proposed/Revised Implementation End (mm/dd/yy)	12/31/24
	15	Actual Implementation End (mm/dd/yy)	-
	16	Expected Financial Closure Date (mm/dd/yy)	04/30/25
	17	Actual Financial Closure Date (mm/dd/yy)	-
3. Funding	18	PPG/PDF Funding (USD)	-
	19	GEF Grant (USD)	\$1.84 million
	20	Total GEF Fund Disbursement as of 30 June 2021(USD)	\$0 million
	21	Confirmed Co-Finance at CEO Endorsement (USD)	-
	21	Materialized Co-Finance at project mid-term (USD)	\$0.73 million under Loan 3250-LAO
	22	Materialized Co-Finance at project completion (USD)	
4. Evaluations	23	Proposed Mid-term date (mm/dd/yy)	-
	24	Actual Mid-Term date - if applicable (mm/dd/yy)	11/04/19 – 11/08/19
	25	Proposed Terminal Evaluation date (mm/dd/yy)	11/31/24
	26	Actual Terminal Evaluation Date (mm/dd/yy)	-
	27	Tracking Tools Required (Yes/No/ Focal Area TT)	No
	28	Tracking Tools Date - if applicable (mm/dd/yy) Midterm Tracking Tool Terminal Evaluation Tracking Tool	-

III. Project Implementation

A. Project Description:

Project Scope. The project outputs includes (i) output 1: establish sustainable urban transport management agency for Vientiane Capital (UTMS); (ii) output 2: establish and operate high-quality bus services and bus rapid transit in Vientiane Capital; (iii) output 3: improve traffic management in the core area of Vientiane; (iv) output 4: establish paid parking system; (v) output 5: improve accessibility for pedestrians and other nonmotorized transport in the core area of Vientiane Capital, and (vi) output 6: strengthen institutional capacity of the Ministry of Public Works and Transport (MPWT), Vientiane Capital's Department of Public Works and Transport (DPWT), and UTMS in establishment and operation of the new urban transport system.

Financing Plan. The project is financed through a Special Drawing Rights 23.474 million (\$35 million equivalent) ADB concessional loan (L3250), a \$20 million credit from the European Investment Bank (EIB); a 5 million Euro (\$6.9 million equivalent) grant from the European Union's Asia Investment Facility (EU-AIF); a \$15 million loan from OPEC Fund for International Development (OFID; L8303); a \$1.84 million grant from the Global Environment Facility (GEF; G0471); and \$6.4 million from the private sector. The government contribution is \$14.55 million. The total project cost is \$99.70 million. ADB has been administrating L8303 and G0471.

Financing Agreements. The ADB loan was signed on 12 March 2015, and the original loan closing date was 31 December 2020. The loan agreement for the OFID loan was signed on 9 October 2015 and the loan was declared effective on 4 February 2016. The original loan closing date was 31 January 2020. The grant agreement for the GEF grant was signed on 3 March 2016, and the original grant closing date was 31 December 2020. In 2020, the closing dates of ADB loan/GEF grant and OFID loan were extended to 31 December 2022 and 30 June 2022, respectively. The EU grant and EIB loan were approved in October 2014. The EIB loan agreement was signed on 30 November 2015, and its original availability date was extended from 30 November 2020 to 31 December 2022. The EU-AIF grant agreement was signed on 21 June 2016, and services financed was completed as planned on 28 June 2022. The ADB loan and GEF grant were declared effective on 29 August 2016, due to the cross-effectiveness condition, which required that the cofinancing loans and grants must have met their own effectiveness conditions before the ADB loan can be declared effective.

On 6 January 2022, ADB approved the second extension of Loan 3250 and Grant 0471 closing dates by 24 months, from 31 December 2022 to 31 December 2024, and that of Loan 8303 closing date by 34 months, from 30 June 2022 to 30 April 2025, given the government's formal request on 30 December 2021. On 10 January 2022, the OPEC Fund approved the second extension of Loan 8303 as well. The EIB approved its loan closing date from 31 December 2022 to 31 December 2024 on 11 October 2024.

Implementation Arrangements. The Ministry of Public Works and Transport (MPWT) is the executing agency (EA). The Project Steering Committee (PSC) provides overall guidance on implementation of the Project. The PSC is chaired by the Vice Minister of MPWT, with the Vice Mayor of Vientiane Capital serving as Vice Chairman. The PSC reports to a high-level committee to address traffic congestion in Vientiane, which is chaired by the Mayor of Vientiane Capital, and the Vice Chairman is the Minister of MPWT. The implementing agency (IA) is the Project Coordination Unit (PCU) integrated into DOT of MPWT, comprising staff from DOT and the

Department of Public Works and Transport (DPWT) of Vientiane Capital, to oversee project implementation and execute day-to-day operations.

B. Implementation Progress (IP) Rating:

Implementation Progress. The project implementation has been delayed by more than three years over the original schedule due to: (i) the delay of the ADB loan and GEF grant effectiveness declared effective on 29 August 2016, about 1.5 years after ADB loan agreement signing, due to the cross-effectiveness condition, which required the effectiveness of the cofinancing loans and grants; (ii) the delay of the mobilization of Project Implementation Consultant (PIC) under the EIB and EU-AIF finance in July 2018, about 2 years after ADB loan effectiveness; and (iii) weak PIC performance caused by the partial demobilization of international experts because of the pandemic of the coronavirus disease (COVID-19) and the government's delayed payments to the PIC.

As of 30 June 2023, the project physical progress was 51.70% against an elapsed time of 81.94% for ADB loan and GEF grant, and 78.84% for OPEC Fund loan considering elapsed period between the effectiveness dates and revised closing dates of 31 December 2024, and 30 April 2025, respectively.

To adjust the implementation period due to the delays, on 19 May 2020, ADB approved the first extension of Loan 3250 and Grant 0471 closing dates by 24 months, from 31 December 2020 to 31 December 2022. On 10 September 2020, ADB approved the first extension of Loan 8303 closing date by 29 months, from 31 January 2020 to 30 June 2022 to reflect the fact that the OPEC Fund approved the extension on 13 November 2019. Furthermore, on 6 January 2022, ADB approved the second extension of Loan 3250 and Grant 0471 closing dates by 24 months, from 31 December 2022 to 31 December 2024, and Loan 8303 closing date by 34 months, from 30 June 2022 to 30 April 2025. Likewise, EIB approved the extension of EIB loan from 31 December 2022 to 31 December 2024, on 11 October 2022.

Impact of COVID-19. Due to the pandemic of COVID-19 and actions taken by governments worldwide, all international consultants of the PIC and Transaction Technical Assistance (TRTA)² returned home. Work in Lao PDR was conducted from home since April 2020 by both government officers and project staff. The project and government offices were again operational from 4 May 2020 with some limitations. Work was conducted from home office in respective home country by PIC and TRTA international experts where possible, but tasks like to the detailed engineering design (DED), finalization of BRT operations agreement and training for the UTMS required presence of the international experts in Lao PDR.³ The PCU tried to mitigate the difficulties through video conference meetings and use of national experts.

The movement restrictions caused by COVID-19 were relaxed in quarter 1 2022, resulting in the PIC consultant teams and project staff were onboard physically since May 2022. Consequently, the project implementation has been progressing well since then.

(i) GEF Grant Disbursement

² ADB. 2018. *Technical Assistance to the Lao People's Democratic Republic for Capacity Building for Vientiane Sustainable Urban Transport Project (TA 9499)*. Manila.

³ UTMS had been established under Vientiane Capital's Department of Public Works and Transport to manage the operation of BRT, parking, and pedicab.

There is no disbursement from GEF grant, which will finance CW-1D (non-motorized transport and pedestrianization) and EQ3 (e-pedicabs). The delay has been caused by (i) the delay of the ADB loan and GEF grant effectiveness declared effective on 29 August 2016, about 1.5 years after ADB loan agreement signing, due to the cross-effectiveness condition, which required the effectiveness of the cofinancing loans and grants; (ii) the delay of the mobilization of PIC under EIB and EU-AIF finance in July 2018, about 2 years after ADB loan effectiveness; (iii) PIC's poor past performance; and (iv) prolonged DED finalization process due to lowered PIC's performance caused by the partial demobilization of international experts because of the COVID-19 pandemic and the government's delayed payments to the PIC. The disbursement of GEF grant (\$1.84 million – for construction of the pedestrianization around the BRT stations and supply of e-pedicabs) will incur from the 1st quarter of 2024 onwards, as the procurement for contractor and supplier will complete by end of 2023.

(ii) Stakeholders Engagement

Due to the COVID-19 impact on the PIC consultant teams, and whole PCU staff, the consultation for land acquisition and resettlement has been suspended until restrictions were lifted in early 2022. However, the team was able to complete the necessary consultations, quickly after movement restrictions relaxed, and the updated resettlement plans were accepted by ADB in April 2023, before commencement of the procurement works of the civil works subprojects.

The Ministry of Public Works and Transport, as the executing agency of the project, actively involves in the implementation, jointly with the Vientiane Mayor office -e.g., securing the approval of the detailed engineering design, the BRT stations architectural design, and the traffic management plan, and the parking regulations.

(iii) Gender Action Plan Implementation Status

The Project is categorized as Effective Gender Mainstreaming (EGM). Gender action plan (GAP) implementation is ongoing. The project GAP consists of 28 activities and 11 targets. As of 30 June 2023, three activities were achieved, 17 activities were on-track, and another 8 activities were not yet due. One target was achieved, five were on-track, and 5 were not yet due. One challenge identified –on activity 5 “separate toilets for women and men in bus stations, with regular cleaning”, as most of the proposed BRT stations have limited spaces and impossible to build the toilets. As a results, ADB gender expert advised PCU to ensure the following stations shall include the toilet improvement/construction in the civil works contracts namely: (i) station T4 Fa Ngum Park, (ii) station T1 Nam Phou, (iii) station T2 Talat Sao, and (iv) station N4 Patuxay.

(iv) Social and Environmental Safeguard Plan Implementation Status

Environmental safeguard. The Project is category B for environment under ADB Safeguard Policy Statement (SPS, 2009). The Initial Environmental Examination (IEE) and Environmental Management Plan (EMP) based on concept design were prepared and disclosed in August 2014. Physical construction works have not started, and the Project does not have any outstanding issues.

While majority of the technical concerns have been addressed by the PIC with the submission of 5th version of the IEE report, minor data gaps remained unattended as the national

consultant's movements were restricted due to the COVID-19 pandemic. These gaps include historical and projected climate change, land uses along the BRT corridors, and inventory of sensitive receptor at least near the bus depot and terminals particularly physical cultural resources, number and locations of affected trees. The national consultants exerted further efforts to fill these gaps and addressed all these in the 6th version of the IEE report which was approved and publicly disclosed in October 2021 by ADB.

Social safeguard. The project is category B for Involuntary Resettlement (IR) and category C for Indigenous Peoples (IP). Three resettlement plans (RP) were approved and disclosed on ADB website in April 2023, including (i) resettlement plan for civil works package CW1A, (ii) resettlement plan for civil works package CW1B, CW1C, and CW1E, and (iii) resettlement plan for civil works package CW1D. An updated impact assessment survey for the RPs under CW1A and CW1D found some changes in business ownership that would require adaptation for the allowances for roadside businesses disturbance. With reference to the official cut-off-date (COD) which originally was on 24 July 2019 by the Vientiane Capital Administration, as Chair of the Project Resettlement Committee – the COD was further updated to 15 November 2022, with census of affected persons and inventory of loss. All these changes were reflected in the URPs.

C. Global Environmental Benefits (GEB) Objective/ Development Objective (DO) Rating:

The development objective rating is Moderately Satisfactory (MS) because the project's performance targets and indicators in the project DMF related to GEB have been deferred from 2025 to 2027 as shown below:

Impact level: by 2027 [2025]

- Increase in modal share of public transport to 6.0 % (2013 baseline: 0.6%) – not yet due
- Reduction in emissions of greenhouse gases (carbon dioxide, methane, nitrous oxide, and certain halocarbons) of 25,000 metric tons per year from 2022 [2020] onwards – not yet due

Note: [] – original target year.

D. Risk Rating:

The risk rating is Modest Risk (M) as there is a risk of further implementation delay caused by mainly (i) start up delays, and (ii) the implementation inefficiency due to COVID-19. ADB will closely monitor the progress through periodical meetings/missions.

E. Overall Rating of the Project: Moderately Satisfactory (MS)

F. Additional Comments – Good Practices and Lessons Learned:

During project processing, it is necessary to confirm co-financiers' activities and schedule and assess potential risks in the activities. This process allows the government and ADB to optimize implementation schedule while considering delay risks.

The 1.5-year start-up delay was caused by the cross-effectiveness condition, which required the effectiveness of the co-financing loans and grants. In addition, the 2-year gap between ADB loan

effectiveness and the mobilization of PIC financed by EIB and EU-AIF affects the project progress. There are significant delay risks under co-financing project elements due to dependencies among activities financed by different co-financiers.

G. Knowledge activities / products:

(i) To develop PCU’s capacity, the transaction technical assistance (TRTA) was provided to DOT and has developed learning materials for decision makers regarding the up-to-date technologies/ideas of (i) traffic management system, (ii) BRT, (iii) urban parking system, (iv) electronic vehicle registration system, (v) non-motorized vehicles, (vi) PPP scheme, (vii) gender mainstreaming, and (viii) communication measures in urban transport. The documents are owned by the PCU in the form of digital data.

(ii) The TRTA also provided the UTMS staff with knowledge sharing program, including: (i) urban traffic management, (ii) BRT operation, (iii) parking management, (iv) communication, and (v) urban transport institution. The knowledge sharing program was originally planned to be implemented in 2019, but postponed to September 2022 due to COVID-19 and the delay of the establishment of UTMS. The TRTA was closed in September 2022 as scheduled.

H. Location Data:

The project area is in Vientiane Capital. The bus lanes are reserved (exclusive) for the buses serving to the BRT system in the core area and North corridor. The only exceptions in Central Corridor are: (i) the street between Nongbone and Lane Xang avenue in Patuxay, over which the buses will drive mixed with the general traffic, and (ii) intersections, including Patuxay Area, before they join to drive into Ave. Kaysone Phomvihane Lanes width designed is 3.50m, decreasing to 3.25m in most of the stations, due to the usual problems of space in transversal cross section. In curves, an additional width has been foreseen, to consider the necessities of turning for buses of 12m length.

Signature:

Name of Project Officer: Vanthong Inthavong
Position: Project Officer (Infrastructure)
Date: 15 August 2023



Endorsed by: Amr J. Qari
Unit Head, Project Administration, SETC



Sonomi Tanaka
Country Director, LRM



21 August 2023

ANNEX A. Project Contacts

<p>ADB Project Officer Division and Department Email</p>	<p>Vanthong Inthavong ADB Lao PDR Resident Mission vinthavong@adb.org</p>
<p>EA Project Officer Name and Agency Email</p>	<p>Dr. Bounta Onnavong Director General, Ministry of Public Works and Transport/Department of Transport bounta_ov@yahoo.com</p>
<p>Co-Implementing Partner Name and Agency Email</p>	<p>Mr. Driss Belamine Country Manager, Public Sector Operations, OPEC Fund for International Development D.Belamine@opecfund.org</p>
<p>Co-Implementing Partner Name and Agency Email</p>	<p>Mr. Meryn Martens Principal Transport Advisor, European Investment Bank m.martens@eib.org</p>
<p>Project Coordinator/Manager Name and Agency Email</p>	<p>Mr. Khamphanh Vanthana Project Manager, Ministry of Public Works and Transport/Department of Transport k_vanthana@yahoo.com</p>

ANNEX B: DEFINITION OF RATINGS

Implementation Progress Ratings

Highly Satisfactory (HS): Implementation of **all** components is in substantial compliance with the original/formally revised implementation plan for the project. The project can be presented as “good practice”.

Satisfactory (S): Implementation of **most** components is in substantial compliance with the original/formally revised plan except for only a few that is subject to remedial action.

Moderately Satisfactory (MS): Implementation of **some** components is in substantial compliance with the original/formally revised plan with **some** components requiring remedial action.

Moderately Unsatisfactory (MU): Implementation of **some** components is not in substantial compliance with the original/formally revised plan with **most** components requiring remedial action.

Unsatisfactory (U): Implementation of **most** components is not in substantial compliance with the original/formally revised plan.

Highly Unsatisfactory (HU): Implementation of **none** of the components is in substantial compliance with the original/formally revised plan.

Global Environment Objective/Development Objective Ratings

Highly Satisfactory (HS): Project is expected to achieve or exceed **all** its major global environmental objectives, and yield substantial global environmental benefits, without major shortcomings. The project can be presented as “good practice”.

Satisfactory (S): Project is expected to achieve **most** of its major global environmental objectives, and yield satisfactory global environmental benefits, with only minor shortcomings.

Moderately Satisfactory (MS): Project is expected to achieve **most** of its major relevant objectives but with either significant shortcomings or modest overall relevance. Project is expected not to achieve **some** of its major global environmental objectives or yield some of the expected global environment benefits.

Moderately Unsatisfactory (MU): Project is expected to achieve of its major global environmental objectives with major shortcomings or is expected to achieve only **some** of its major global environmental objectives.

Unsatisfactory (U): Project is expected **not** to achieve **most** of its major global environment objectives or to yield any satisfactory global environmental benefits.

Highly Unsatisfactory (HU): The project has failed to achieve, and is not expected to achieve, **any** of its major global environment objectives with no worthwhile benefits.

Risk Rating

Risk ratings will assess the overall risk of factors internal or external to the project which may affect implementation or prospects for achieving project objectives. Risks of projects should be rated on the following scale:

High Risk (H): There is a probability of greater than 75% that assumptions may fail to hold or materialize, and/or the project may face high risks.

Substantial Risk (S): There is a probability of between 51% and 75% that assumptions may fail to hold and/or the project may face substantial risks.

Modest Risk (M): There is a probability of between 26% and 50% that assumptions may fail to hold or materialize, and/ or the project may face only modest risks.

Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/ or the project may face only modest risks.