

付 属 資 料

1. 要請書
2. 詳細計画策定調査合意文書
3. 質問票と回答
4. TOR for GC
5. ベトナム ポケット タックス ブック 2010
6. 収集資料リスト

for the management scheme establishment of the Company.

8. Outline of the Project

(1) Overall goal

To provide a safe and sustainable operation for urban mass rapid transit systems in Ho Chi Minh City

(2) Project purposes

- a. To set up the management system of the O&M Company for urban railways in HCMC.
- b. To strengthen management capacity for staffs to carry out management of urban railways.

(3) Outputs

- a. Establishment of management system of O&M Company
 - Establishment of procedures of management
 - Preparation of internal rules of O&M Company
 - Preparation of manuals at work sites
 - Completion of tender document for procurement of office IT system indispensable for modern management works.
- b. Preparation of the establishment for drivers' license system for urban railways
- c. Setup of non fare box revenue business system
- d. Strengthening the management capability of the O&M Company staffs through above mentioned works
- e. Enhancement of capability of the O&M Company on area development along the line, through lectures, manual, guideline etc.

(4) Project Activities

This project will be divided into two stages.

At the first stage, major activity at this stage is the setup of management system of Preparation unit (PU) of the O&M Company (hereinafter called as PU at later stage this unit will be transformed to the O&M Company). Especially preparation of the establishment for drivers' license system for urban railways shall be done at first.

At the second stage, main target is the settlement works of the management system at work sites. Basic study for office IT system and setup of non fare box revenue business plan will also be carried out in this stage.

Major activities are as follows:

- a. Establishment of management procedures and preparation of internal management rules

The staffs of PU will carry out these works with support from foreign experts and strengthen their management capability through these works.

IT engineer of the O&M Company will prepare the tender document for office IT system with support from foreign experts.

- b. Settlement of internal management systems at the sites

At the second stage, the management staffs of PU has to carry out the following works with support of local management experts and foreign experts.

- Instruction of management system for the staffs at the works sites.
- Drafting manuals on management system at work sites
- Modification of management system after its induction to the work sites

- c. Preparation of the establishment for drivers' license system for urban railways

This will be one of the urgent issues to be tackled at first. For this work, management staffs of PU will prepare the basic plan with support from foreign experts and management staffs will explain the plan to MOT.

- d. Establishment of non fare box revenue system

The O&M Company staffs will find the partner for the targeted business and instruct them the particular technology in each field with support from foreign experts.

- e. Capability building on the area development along the line

Through case studies provided by foreign experts, training courses and preparation of guide lines, the PU staffs can be able to acquire the capability of area development along the lines.

(5) Input from the Recipient Government

HCMC-PC will prepare the following inputs:

- a. Basic management scheme of the O&M Company:

Based on the proposal of SAPI study team, HCMC-PC will get the conclusion on the basic management scheme prior to JICA Technical Cooperation.

- b. Personnel from the preparation unit of O&M Company:

Prior to the JICA Technical Cooperation, HCMC-PC will set up the preparation unit of O&M Company under MAUR and employ the personnel for the set-up works.

c. Office space

Office space for JICA Technical Cooperation team will be provided inside the preparation unit of O&M Company.

d. Others

(6) Input from the Japanese Government

Japanese government will input the foreign experts and local management experts for this project.

Man Months and qualification of foreign experts are shown below:

Expert and Areas of management works		MM of foreign experts		Qualification
		1 st . stage	2 nd stage	
Team leader				Railway management expert
Management / Following up		24MM	36MM	Railway management expert
Audit	Audit system	0	0	Local management expert will conduct this area
Safety	Safety management Incident statistics Incident investigation Operation rules	7MM	0	Railway management expert
Planning	Implementation planning Article of incorporation Environment	7MM	0	Railway management expert
General administration	Organization and segregation of duties General administration Publicity Legal works IT	7MM	0	Management expert

Financial institution	Budget Accounts Materials Fund management Monetary handling	7MM	0	Management expert
Human resources	Recruitment (Criteria of employment) Staff allocation and segregation of duties Working system Rule of employment Wages Reward and punishment Labor union	7MM	0	Railway management expert
Training	Training/drivers license Setup of training center	9MM	0	Railway management expert
Operation	General contractual conditions on service Revision rule of tariff and tariff table Lost and found Propagation	7MM	0	Management expert
Maintenance		0	0	Contractor will conduct this area
IC Card	Card handling Setup of clearance centre	7MM	0	Management expert
Non fare box revenue	Advertisement Space rental for retail stores Parking lot Cleaning and security	0	7MM	Management expert
	Regional Development along the line	7MM	0	Urban development engineer

Office IT System	Provision of tender document for office management system and intranet system	0	4MM	IT expert
------------------	---	---	-----	-----------

9. Basis for Proposing the Donor

(1) The consistency between the goals and objectives of the Project with the policies and priorities of the Donor.

As JICA is financing the Ho Chi Minh City Urban Railway Construction Project, Ben Thanh – Suoi Tien section and JICA expressed the interest in technical assistance for this technical cooperation project in order to promote the efficiency of the Ho Chi Minh City Urban Railway Construction Project, Ben Thanh – Suoi Tien section.

(2) Analysis of reasons to select and advantages of donors in terms of technology, management experiences, policy advice in the fields financed.

The Project will be successfully finished since Japan has much experience in setting up the management system of the O&M Company for urban railways and strengthening the management capacity for Vietnamese staffs to carry out management of urban railways.

(3) Conditions in the policies or regulations of the Donor (if any) and the possibility of satisfying these conditions from Vietnamese side: N/A.

10. Recommendations for Domestic Financial Mechanism of the Project

(1) With regard to ODA fund: Granted from the Central State budget: 100%. As this technical cooperation to be implemented through JICA's granted fund, Japan will be able to dispatch an expert team based on their man-months for supporting the setting up of the management system of the O&M Company for urban railways in HCMC and strengthening the management capacity for Vietnamese staffs to carry out management of urban railways, therefore, so far the total ODA fund of this project has not been defined.

(2) With regard to counterpart fund: N/A.

11. Organization for Management and Implementation of the Project

(1) Method of organizing the management and implementation of the Project

The Project Owner will coordinate with JICA in organizing the management and implementation of the technical cooperation.

(2) Brief introduction about the working mechanism and relationship among the concerned parties: Line agency, Project Owner, PMU, Contractors, Donor and other parties involved in the management and implementation of the Project.

See the APPENDIX.

(3) Capacity of organizing the management and implementation of the agency expected to be the Project Owner

The agency expected to be the Project Owner is Preparation Unit of the O&M Company under MAUR. This unit has capacity in coordinating with JICA's experts to implement the technical cooperation project. The Preparation Unit is required to be established prior to JICA Technical Cooperation.

12. Preliminary Analysis of the Feasibility of the Project

After the Ho Chi Minh City Urban Railway Construction Project, Ben Thanh – Suoi Tien section has put into service, this technical cooperation project will contribute to the promotion of the efficiency of commercial operation for Ho Chi Minh City Urban Railway Construction Project, Ben Thanh – Suoi Tien section.

13. Preliminary Analysis of the Efficiency of the Project

(1) Assessment of direct efficiency for Implementing Units

O&M Company for urban railways in HCMC will be successfully established.

(2) Assessment of economic, environmental and social impacts to the sector, field and locality

Establishment of the urban railway Line 1 will bring about the enormous economic efficiency to HCMC such as increase of commuting area to the city center of HCMC and establishment of sub city center along the line, reduction of commuting time, reduction of traffic jam and saving of energy. Regarding the environmental impacts reduction of carbon-dioxide emission can be nominated.

O&M Company established by this project will manage the urban railways in HCMC.

Railway is a consolidation of various facilities and various kinds of staff. To manage them well is quite important for sound operation.

(3) Assessment of sustainability of the Project after completion

The main purpose of the project will be to establish the sustainable management scheme for urban railways. This project will be conducted based on the SAPI study. In which basic scheme of sustainable management has been discussed among Task Team of HCMC-PC and JICA Study Team. Hence, the O&M Company established by this project will manage the urban railways in HCMC.

14. Implementation Schedule

The first stage will start from April, 2010 to March, 2012.

The second stage will start from April, 2012 to at December, 2013.

15. Implementation Agency

a. Executing Agency:

Ho Chi Minh City People's Committee (HCMC-PC)

b. Implementation Agency:

- The Preparation unit of O&M Company under Management Authority for Urban Railways (MAUR) will be established within this year.
- The Preparation unit of O&M Company will be transformed to O&M

Company in January, 2012.

16. Related Activities

The UMRT Line 1 is constructed with assistance of Japanese ODA Loan.

17. Gender Consideration

Applicants for staffs of O&M Company will be selected solely by their experiences and abilities. Thus, there will be no gender inequality.

18. Environmental and Social Considerations

Environmental and Social Considerations will not be required on this project.

19. Beneficiaries

- a. Ho Chi Minh City People's Committee, MAUR.
- b. More than six million people in HCMC.

20. Security Conditions

N/A.

21. Others

N/A.

Ho Chi Minh City, July 31, 2009

MANAGEMENT AUTHORITY FOR URBAN RAILWAYS

CHAIRMAN *hac*



Nguyen Do Luong

Screening Format

Question 1: Address of a project site

Question 2: Outline of the project

2-1 Does the project come under following sectors?

Yes No

If yes, please mark corresponding items.

- Mining development
- Industrial development
- Thermal power (including geothermal power)
- Hydropower, dams and reservoirs
- River/erosion control
- Power transmission and distribution lines
- Roads, railways and bridges
- Airports
- Ports and harbors
- Water supply, sewage and waste treatment
- Waste management and disposal
- Agriculture involving large-scale land-clearing or irrigation
- Forestry
- Fishery
- Tourism

2-2 Does the project include the following items?

Yes No

If yes, please mark following items.

- Involuntary resettlement (scale: households, persons)
- Groundwater pumping (scale: m³/year)
- Land reclamation, land development and land-clearing (scale: hectares)
- Logging (scale: hectares)

2-3 Did the proponent consider alternatives before request?

Yes: Please describe outline of the alternatives

(Alternatives were proposed by SAPI and discussed by HCMC-PC)

No

2-4 Did the proponent have meetings with related stakeholders before request?

Yes No

If yes, please mark the corresponding stakeholders.

Administrative body

Local residents

NGO

Others (JICA SAPI team and General Consultant Team for
HCMC-Line-1)

Question 3

Is the project a new one or an on-going one? In case of an on-going one, have you received strong complaints etc. from local residents?

New On-going (there are complaints) On-going (there are no complaints)

Others { }

Question 4: Name of laws or guidelines:

Is Environmental Impact Assessment (EIA) including Initial Environmental Examination (IEE) required for the project according to laws or guidelines in the host country?

Yes No

If yes, please mark corresponding items.

Required only IEE (Implemented, on-going, planning)

Required both IEE and EIA (Implemented, on-going, planning)

Required only EIA (Implemented, on-going, planning)

Others: { }

Question 5

In case of that EIA was taken steps, was EIA approved by relevant laws in the host country? If yes, please mark date of approval and the competent authority.

<input type="checkbox"/> Approved: without a supplementary condition	<input type="checkbox"/> Approved: with a supplementary condition	<input type="checkbox"/> Under appraisal
--	---	--

(Date of approval: Competent authority:)

Not yet started an appraisal process

Others: ()

Question 6

If a certificate regarding the environment and society other than EIA, is required, please indicate the title of certificate.

Already certified Required a certificate but not yet done

Title of the certificate :()

Not required

Others []

Question 7

Are following areas located inside or around the project site?

Yes No Not identified

If yes, please mark the corresponding items.

- National parks, protected areas designated by the government (coast line, wetlands, reserved area for ethnic or indigenous people, cultural heritage) and areas being considered for national parks or protected areas
- Virgin forests, tropical forests
- Ecological important habitat areas (coral reef, mangrove wetlands, tidal flats)
- Habitat of valuable species protected by domestic laws or international treaties
- Likely salts cumulus or soil erosion areas on a massive scale
- Remarkable desertification trend areas
- Archaeological, historical or cultural valuable areas
- Living areas of ethnic, indigenous people or nomads who have a traditional lifestyle, or special socially valuable area

Question 8

Does the project have adverse impacts on the environment and local communities?

Yes No Not identified

Reason: []

Question 9

Please mark related environmental and social impacts, and describe their outlines.

- Air pollution
- Water pollution
- Soil pollution
- Waste
- Noise and vibration
- Ground subsidence
- Offensive odors
- Geographical features
- Bottom sediment
- Biota and ecosystem
- Water usage
- Accidents
- Global warming
- Involuntary resettlement
- Local economy such as employment and livelihood, etc...
- Land use and utilization of local resources

Outline of related impacts:

Social institutions such as social infrastructure and local decision-making institutions

Existing social infrastructures and services

The poor, indigenous of ethnic people

Mal distribution of benefit and damage

Local conflict of interests

Gender

Children's rights

Cultural heritage

Infectious diseases such as HIV/AIDS, etc...

Others

()

Question 10

Information disclosure and meetings with stakeholders

10-1 If the environmental and social considerations are required, does the proponent agree on information disclosure and meetings with stakeholders in accordance with JICA Guidelines for Environmental and Social Considerations?

Yes No

10-2 If no, please describe reasons below.

[]

APPENDIX

