



MINISTRY OF TRANSPORT
CUU LONG CORPORATION FOR INVESTMENT,
DEVELOPMENT AND PROJECT MANAGEMENT
OF INFRASTRUCTURE (CUU LONG CIPM)



SEPTEMBER-2017

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**MINISTRY OF TRANSPORT
CUU LONG CORPORATION FOR INVESTMENT, DEVELOPMENT
AND PROJECT MANAGEMENT OF INFRASTRUCTURE
(CUU LONG CIPM)**

1. INTRODUCTION OF CUU LONG CIPM



Cuu Long Corporation for Investment, Development and Project Management of Infrastructure
Head Office: 127B Dinh Tien Hoang Street, Ward 3, Binh Thanh District, Ho Chi Minh City, Vietnam.
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1.1

Introduction of Cuu Long CIPM



- The State-owned enterprise with 100% of the State's funds under the Ministry of Transport, was established in 1994 as project management unit, changed to enterprise in 2011.
- One of two SOEs under Ministry of Transport play role of calling for investment on infrastructure project (Cuu Long CIPM and VEC). At present, being re-structuring for more effective operation in the future.



Project management



Project Development & Investment



Project Concession



Project operation and maintenance



1.4

Successful projects



My Thuan Bridge Project
Financed by Government of
Australia (GOA)
Total investment: 114.38 million
USD.
Operation: In year 2000

Can Tho Bridge Project
Financed by JICA
Total investment: 342.65 million
USD.
Operation: In year 2010



1.4

Successful projects



Trans-Asian Highway Project
Ho Chi Minh City to Phnom Penh
Highway
Improvement Project – Viet Nam
Component
Financed by ADB
Total investment: 145 million USD.
Operation: In year 2005

Ho Chi Minh - Trung Luong Expressway
Project
Financed by the Government of Viet
Nam
Total investment: 533 million USD.
Operation: In year 2010



And other projects financed by the Government of Viet Nam

No.	Project	Total cost (mil. USD)	Fund
1	Central Mekong Delta Region Connectivity Project, include:	928	Co-financed by ADB, GOA, EDCF and Viet Nam Government.
	- Cao Lanh Bridge		ADB & the Government of Australia
	- Cao Lanh – Vam Cong Connector		
	- Vam Cong Bridge		EDCF (Korean)
2	Southern Coastal Corridor Project Stage 1 (SCCP 1)	450	Co-financed by ADB, GOA, EDCF and Viet Nam Government
3	Lo Te – Rach Soi highway construction project	321	Financed by EDCF and Viet Nam Government
4	Trung Luong – My Thuan Expressway (Stage 1A)	700	BOT investors' fund

No.	Project	Total investment cost (mil. USD)	Fund for F/S preparation
1	Southern Coastal Corridor Project Stage 2 (SCCP2, ~82km); 2 lanes	326.15	ADB's Grant.
2	Ho Chi Minh City Ring road No. 3 (consists of 2 sections: Binh Chuan – NH22 and NH22 – Ben Luc, ~ 46.7km); 4 motorized lanes + 2 frontage lanes.	754	ADB's Loan
3	Interconnecting Road to NH91 and Long Xuyen City Bypass	92.7	ADB, GOA, and Viet Nam Government.

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2. Southern Regional Transport Master Plans



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Mekong Delta Master Plan (2020)

MEKONG DELTA MASTER PLAN (2020)

RESULT OF EXECUTING DECISION NO. 344/2005/QN-TTg, 11/2012/QĐ-TTg
OF PRIME MINISTER ABOUT DEVELOPING TRANSPORTATION
IN MEKONG DELTA AREA UNTIL 2010, VISION UNTIL 2020

Legend



LIST OF MAIN PROJECT

Class	Project Name	Length (km)	Type	Design Speed
1	Hố Chí Minh - Trung Lương Expressway	36.86	Expressway "A"	120km/hr
2	Trung Lương - Mỹ Tho Expressway	52.87	Expressway "A"	120km/hr
3	Mỹ Tho - Cần Thơ Expressway	35.1	Expressway "A"	120km/hr
4	Thị xã - Vũng Tàu	Main Road: 37.5 Connecting Road: 9.2	Expressway "A"	120km/hr
5	Tân Vạn - Tân Trach	31.3	Urban Road Class "I"	80km/hr
6	Thị xã - Mỹ Tho	30.5	Urban Road Class "I"	80km/hr
7	Southern Hồ Chí Minh Expressway	64.4	Highway "I"	80-100km/hr
8	Vien Cong BRIDGE	Total: 25.4 Main Bridge: 3.37	Expressway "A"	80km/hr
9	Lưu Trữ - Bình Hải	31.4	Expressway "A"	100km/hr
10	New Long Bình BRIDGE		2 Lanes	80km/hr
11	Đèo Ngang - Cầu Lộ - Tân Bình	106.2	Highway "IV"	80km/hr
12	Horizontal Expressway (Kien Giang - Bac Lieu)	220	4 Lanes	80km/hr
13	QL.67 Extension (Sông Cũ - Tân - Gò Quao)	44.3	Highway "IV"	80km/hr
14	Cần Thơ - Cà Mau Expressway	130	Expressway "A"	120km/hr
15	QL.62 Extension (Sông Cà Mau - Kien Giang)	114.9	Highway "IV"	80km/hr
16	Southern Coastal Corridor	220	Highway "IV"	80km/hr
17	New Nam Can BRIDGE			



KEY MAP



- Pursuant to Decision No.11/2012/QĐĐ-TTg dated February 10th, 2012 of Prime Minister on approval on transport development planning of the Southern Focal Economic Area (SFEA) in the Mekong Delta till 2020 and orientation to 2030;
- Pursuant to Decision No.638/QĐ-TTg dated April 28th, 2011 of the Prime Minister on direction, tasks and plan on development of transport infrastructure works in the Mekong River delta region through 2015, with orientations toward 2020; and Decision No.548/QĐ-TTg dated April 4th, 2013 of Prime Minister adjusting.
- Pursuant to Decision No. 568/QĐ-TTg dated April 08, 2013 of the Prime Minister approving the adjustment for the transportation development planning of Ho Chi Minh in 2020 and the vision to 2030
- Pursuant to Decision No. 326/QĐ-TTg dated March 1st, 2016, approving the master plan on development of Vietnam's expressway network through 2020 and orientation to 2030

Category of projects in Southwestern region in 2016-2020



No.	Project	Description	Total investment cost
A. Route along North-South axis: 04 projects			
1	My Thuan – Can Tho Expressway Project	<ul style="list-style-type: none"> - Location: Dong Thap & Vinh Long Provinces. - Length: 24.5km. 4-lane scale. Method: Combination of ODA and BOT	366 million USD
2	My Thuan 2 Bridge Project	<ul style="list-style-type: none"> - Location: Tien Giang and Vinh Long Provinces. - Total length: 6.5km - Scale: cable-stayed bridge of ≈ 1.22km, 6 lanes. Method: ODA.	245 million USD
3	Trung Luong - My Thuan Section (full 4-lane expressway)	<ul style="list-style-type: none"> - Location: Tien Giang Province. - Length: 51.5km. - Scale: 02 lanes (support ongoing BOT project). Method: ODA.	250 million USD
4	ITS for Trung Luong - My Thuan - Can Tho Expressway	Location: Tien Giang, Vinh Long and Dong Thap Provinces. <ul style="list-style-type: none"> - Length: 75km. Method: ODA	22 million USD

Category of projects in Southwestern region in 2016-2020



No.	Project	Description	Total investment cost
B. Route along East-West axis: 04 projects			
1	Project Component 4 – Interconnecting road to NH91 and Long Xuyen city Bypass under CMDRCP	<ul style="list-style-type: none"> - Location: Can Tho City - Length: 6.8km - Grade III road of delta area, 2-lane Wm/Wn=12m/11m. Method: using redundant capital of Lo Te – Rach Soi Project, Agreement VNM-40	59.3 million USD
2	Vi Thanh - Bac Lieu Road Project	<ul style="list-style-type: none"> - Location: Hau Giang and Bac Lieu Provinces. - Length: 60km. - 1st stage scale: Grade III road of delta area, Wn/Wm = 12m/11m. Method:ODA	162 million USD
3	Improvement of NH30 from Cao Lanh City Bypass to Dinh Ba Border gate	<ul style="list-style-type: none"> - Location: Dong Thap Province. - Length: 28km. - 1st stage scale: Wn/Wm =12m/11m, grade III road of delta area. Method: Combination of ODA and BOT	84 million USD
4	Improvement of NH91 from Long Xuyen City Bypass to Khanh Binh Border Gate	<ul style="list-style-type: none"> - Location: An Giang Province. - Length: 80km. - 1st stage scale: Wn/Wm =12m/11m, grade III road of delta area. Method: Combination of ODA and BOT	240

Category of projects in Southwestern region in 2016-2020



No.	Project	Description	Total investment cost
C. Ho Chi Minh City Ring Road: 01 project (Southeast region)			
1	NH22 – Ben Luc under Ho Chi Minh City Ring Road No. 3 Project	<ul style="list-style-type: none"> - Location: HCMC, Binh Duong and Long An Provinces. - Length: ~ 22km. - 1st stage scale: urban road with 04 motor lanes and 02 mixture lanes. Method: Combination of ODA and BOT	342 million USD

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3. PROJECTS CALLING FOR INVESTMENT



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No.	Project	Total cost (mil. USD)	Scale of investment
1	Ho Chi Minh City Ring Road No.3 (Section3: Binh Chuan – NH22 and Section 4: NH22 - Ben Luc)	704.6	4 lane of urban road + 2 mixing road. V=80 km/h. Total length: 46.7 km.
2	Southern Coastal Corridor Project Stage 2	326.15	2 lanes. Grade III road of delta area. V= 80 km/h. Total length: 104.45km.
3	Ben Luc – Hiep Phuoc Road Project under Ring Road 4 HCMC	299.58 (1 st phase)	1 st Phase: Urban road (4 motorized lanes + 2 service road lanes), 35.8 km, V= 100km/h on expressway.
4	My An – Cao Lanh Road Project under the Central Mekong Delta Region Connectivity Project	158	Grade III road of delta area. V= 80 km/h. Total length: 25.164 km.
5	HCMC – Moc Bai Expressway	587.16	4-lane expressway. V=120 km/h. Total length: 51.5km.
6	HCMC Viaduct Highway No.5	784.14	1 st Phase: 4 lane of urban road. V = 80 km/h. Total length: 30.5 km
7	My Thuan 2 Bridge Project	244.93	6 highway lanes. V = 80km/h. Total length of bridge: 7.15m

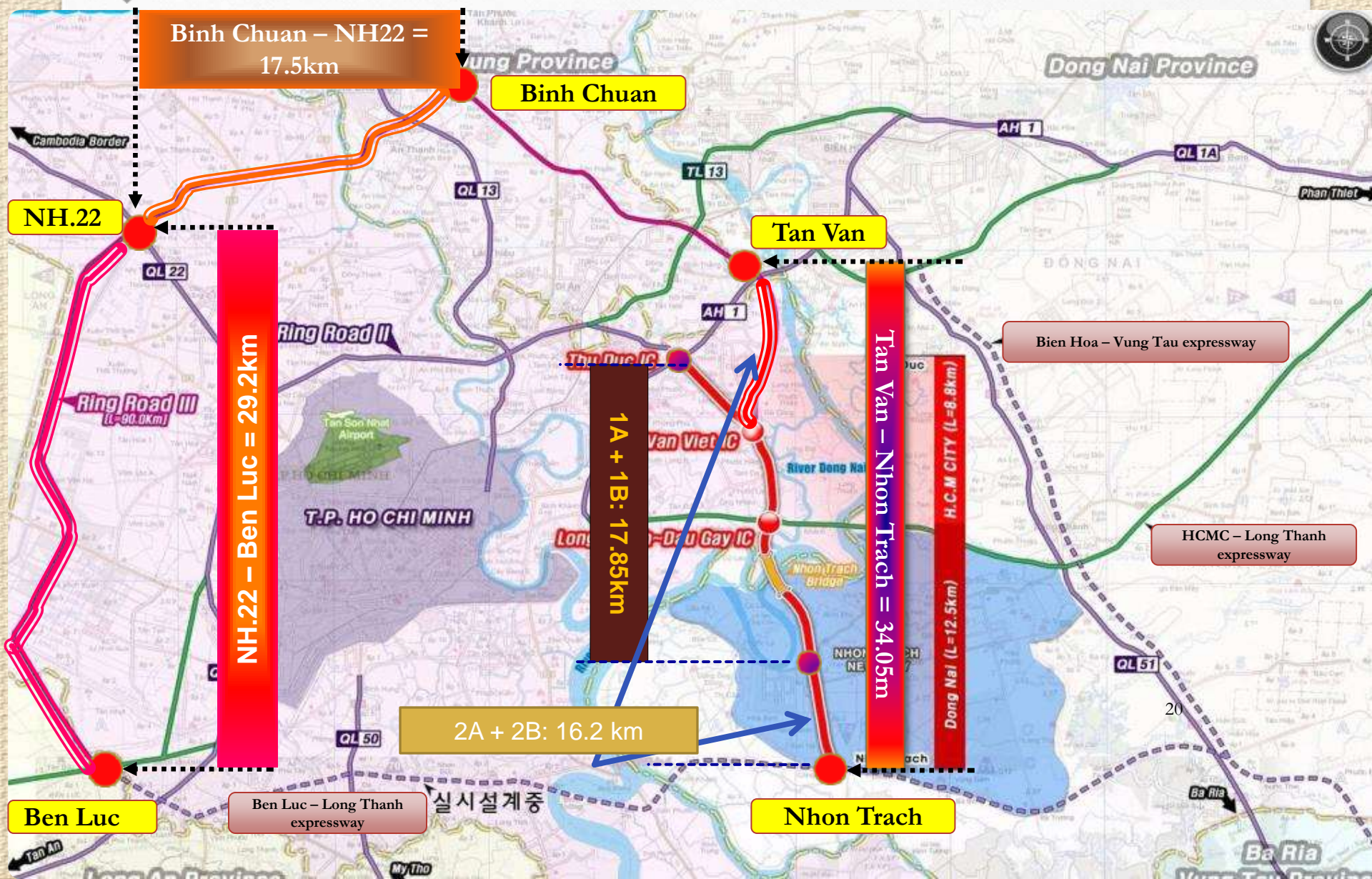
HO CHI MINH CITY RING ROAD NO.3

**(Section 3: Binh Chuan – NH22 &
Section 4: NH22 – Ben Luc)**

Ho Chi Minh City Ring Road No.3 (Section 3: Binh Chuan – NH22 & Section 4: NH22 – Ben Luc)



Ho Chi Minh City Ring Road No.3 (Section 3: Binh Chuan – NH22 & Section 4: NH22 – Ben Luc)



- Detailed master plan of RR3 was approved by Prime Minister in 2011

Roles of RR3:

- Complete the road network surrounding HCMC area closely related to road network in the region
- Linking road of urban areas and industrial areas surrounding HCMC.
- Control the traffic from afar to reduce traffic congestion in the central of HCMC.

Scope of project (final stage):

- Total length: 81 km
- Technical standard: Urban Expressway with 6-8 lanes + service lanes
- Designed $V = 100$ km/h

Ho Chi Minh City Ring Road No.3 (Section 3: Binh Chuan – NH22 & Section 4: NH22 – Ben Luc)



No.	Section	Estimated investment cost (mil USD)	Status	Proposed investment option
1	Section 3: Binh Chuan – NH22 (~17.5 km)	361.7	In period of FS preparation by ADB loan and calling for investment	Combination between BOT and ODA
2	Section 4: NH22 – Ben Luc (~29.2km)	342.9		

Investment proposal for sections NH22- Ben Luc and Binh Chuan – NH22:

Section 3: NH22 – Ben Luc

- **Source of fund:** ODA and BOT investors' fund
- **Investment scope:** 17.5 km
- **Investment cost:** ~ USD 361.7 million.
- **Expected construction period:** 2020-2022
- **Expected operation year:** 2023

Section 4: Binh Chuan – NH22

- **Source of fund:** ODA and BOT investors' fund (ADB will finance this section ~ 287 mil.USD (standby 2019 and firm 2020))
- **Investment scope:** 29.2 km
- **Investment cost:** ~USD 342.9 million.
- **Expected construction period:** 2020-2022
- **Expected operation year:** 2023

Proposed payback method for investors:

- BOT investors shall implement O&M on entire of length of each section;
- Revenue from toll collection of each section in 25 years (IRR~ 14%)

SOUTHERN COASTAL CORRIDOR PROJECT **- STAGE 2**

3.2

Southern Coastal Corridor Project - Stage 2



Southern Coastal Corridor Project - Stage 2



SCCP 2

SCCP 1

3.2

Southern Coastal Corridor Project - Stage 2



No.	Item	The Section 1: Ha Tien–Rach Gia alignment	The Section 2: Ha Tien International Border Facility (Ha Tien CBF)	The Section 3: Ha Tien Bridge and approaches
1	Position	Kien Giang Province	My Duc Ward, Ha Tien Town, Kien Giang Province	Ha Tien Town, Kien Giang Province
2	Starting Point	Km7+800 of SCCP	Border landmark No.313 (Km0+079.950 of SCCP)	Km 4+360 of SCCP
3	Ending point	Km116+973 of SCCP	Km1+025.70 of SCCP	Km 8+714 of SCCP
4	Total	Length 100.26 km	Area: 16.11ha	Length: 4.19km (includes Ha Tien Bridge with length of 322m)
5	Project scale:	Class III with 2 lanes and V= 80km/h. W=12m.	Total area of 16.11 ha, includes function areas: National gate, central building, facility areas	Class III with 2 lanes and V= 60km/h. W=12m.
6	Total investment	\$328.70 million	\$21.77 million	\$18.52million
7	FS Implementation status:	FS has been done and already appraised by MOT	FS was done and have been appraising by the Kien Giang Province People Committee	The FS has been done and already appraised by the Kien Giang Department of Transport

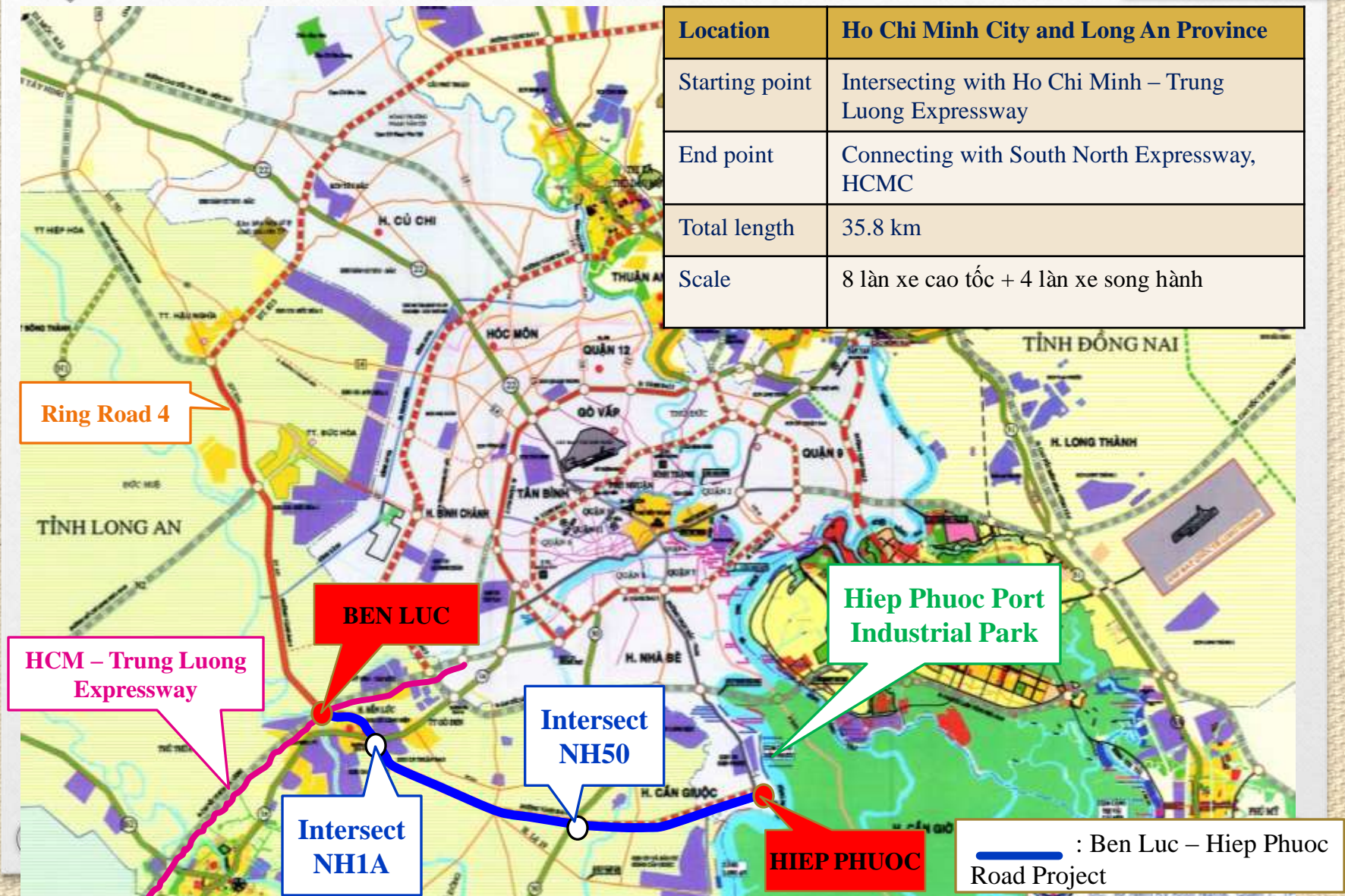
BEN LUC – HIEP PHUOC ROAD PROJECT
under the Ring Road 4 HCMC

3.3

Ben Luc – Hiep Phuoc Road Project



Location	Ho Chi Minh City and Long An Province
Starting point	Intersecting with Ho Chi Minh – Trung Luong Expressway
End point	Connecting with South North Expressway, HCMC
Total length	35.8 km
Scale	8 làn xe cao tốc + 4 làn xe song hành



- 1. Estimated investment cost:** ~ 439.91 million USD
- 2. Investment scheme:** Combination of BOT and BT, in which form of State support is the right to use existing local land funds.
- 3. Implementation Status**
 - MOT had assigned Cuu Long CIPM as Employer.
 - Interim report was completed by Consultant and approved by MOT.
 - In July 2017, Consultant had submitted Final Report to Cuu Long CIPM.
 - Currently, Cuu Long CIPM submitted Final Report to Ministry of Transport for evaluating and approving.

MY AN – CAO LANH ROAD PROJECT
under Central Mekong Delta Region
Connectivity Project

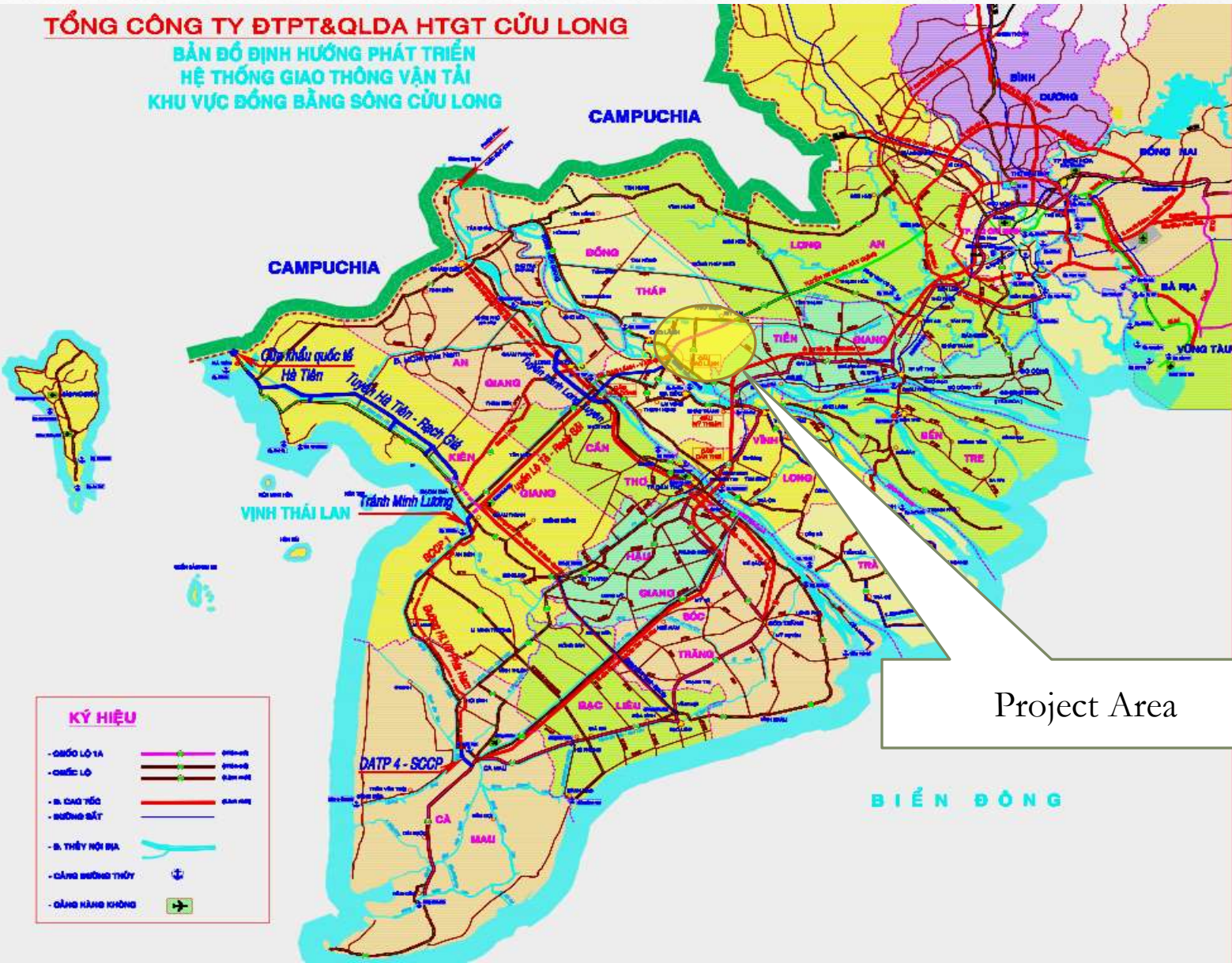
3.4

My An – Cao Lanh Road Project



TỔNG CÔNG TY ĐTPT&QLDA HTGT CỬU LONG

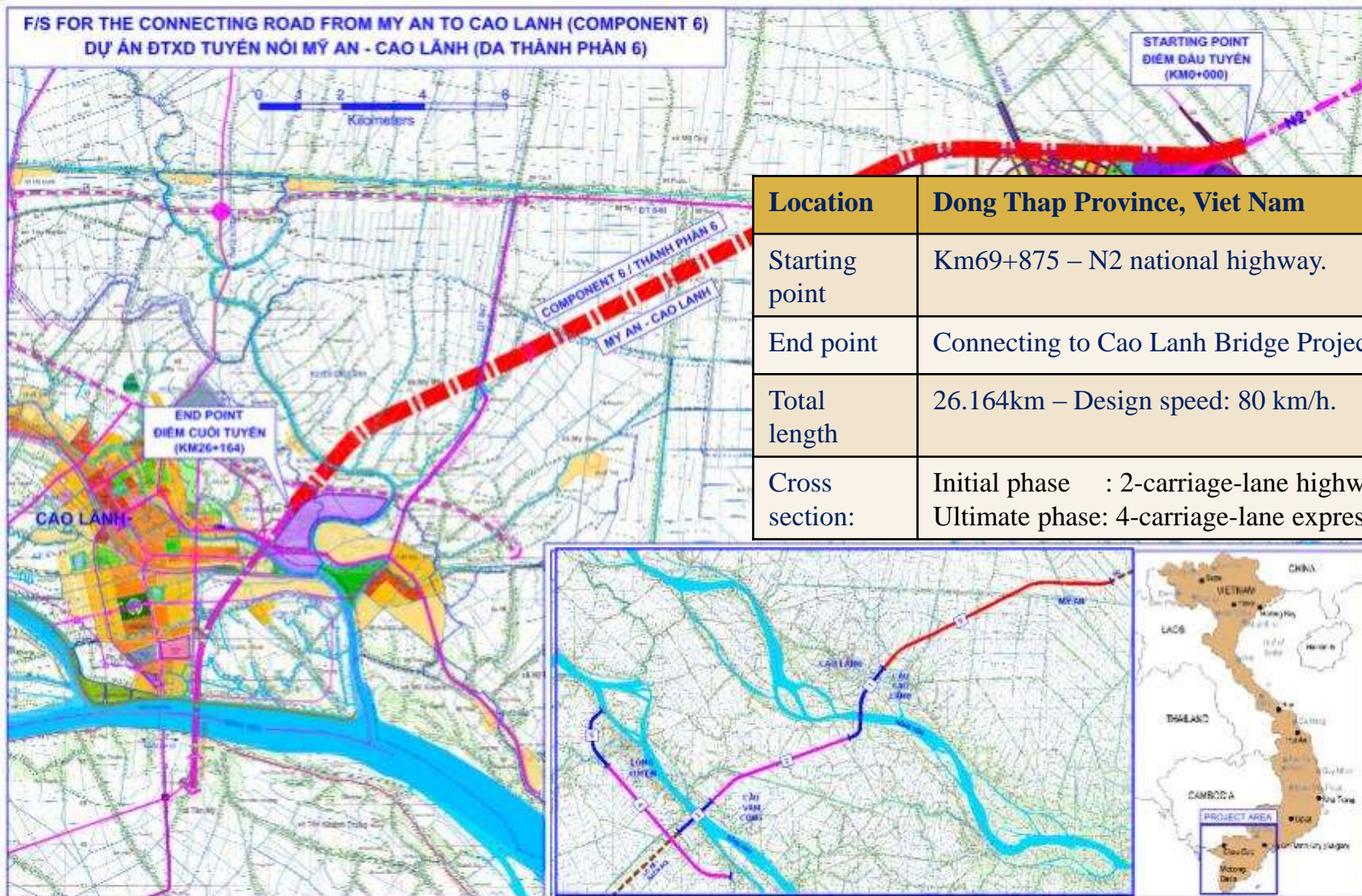
**BẢN ĐỒ ĐỊNH HƯỚNG PHÁT TRIỂN
HỆ THỐNG GIAO THÔNG VẬN TẢI
KHU VỰC ĐỒNG BẰNG SÔNG CỬU LONG**



Project Area

3.4

My An – Cao Lanh Road Project



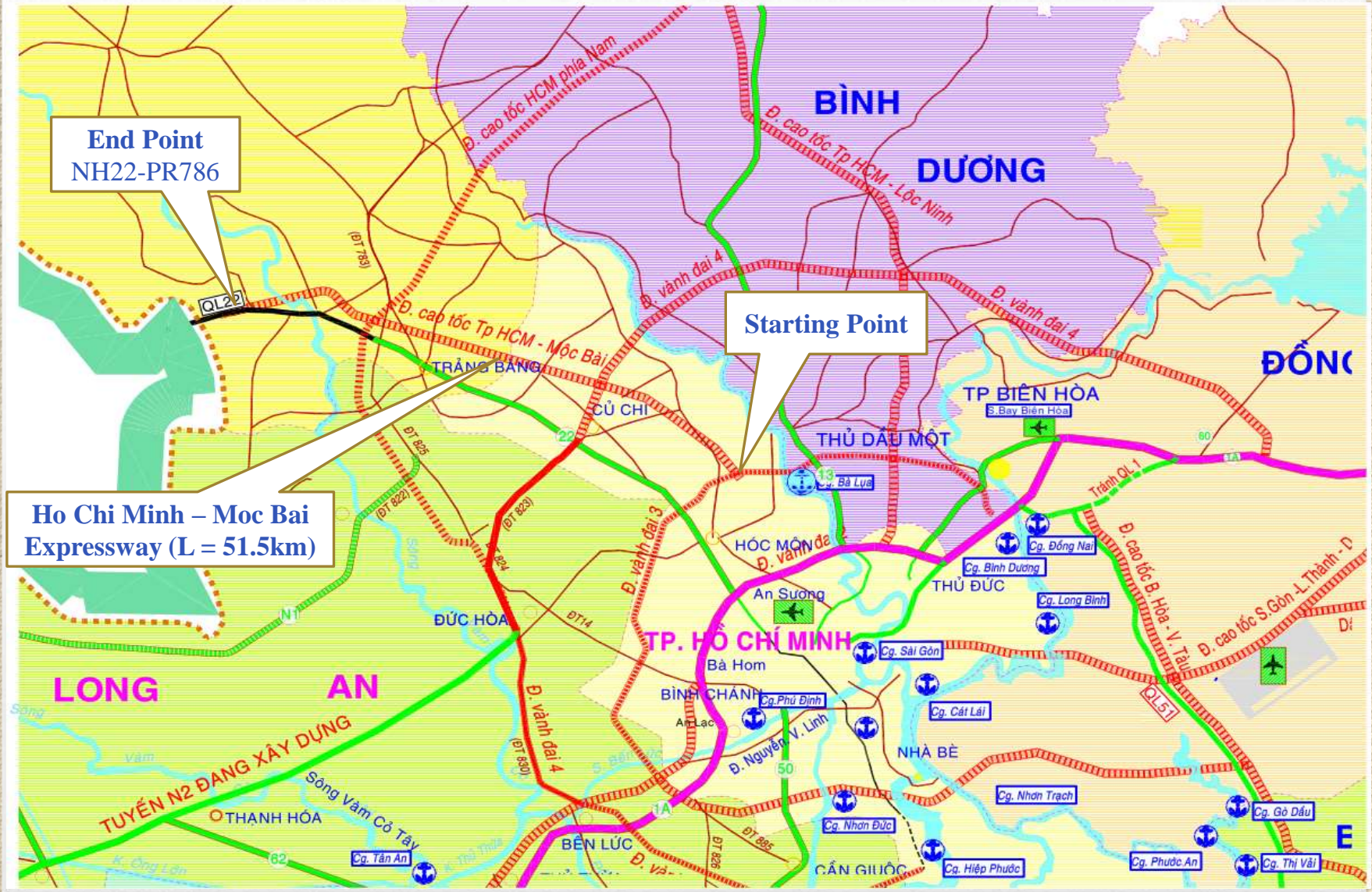
1. Total investment cost: ~158 million USD

2. Implementation status

- FS report has been appraised by MOT but not approved yet due to the investment fund has not been determined yet
- The Promoting Gender Equality and Women's Empowerment – Strengthening Capacity of Women Along the Central Mekong Delta Connectivity Project has been completed by ADB fund.
- Cuu Long CIPM is mobilizing fund from different sources (ODA, BOT,...) to invest the project.

HO CHI MINH CITY – MOC BAI EXPRESSWAY PROJECT

Ho Chi Minh City – Moc Bai Expressway



1. Roles of Project:

- According to preliminary forecast transport demand on QL22 will exceed designed traffic volume in 2016.
- The early investment to build a new transport route with high quality will link the City to Moc Bai border gate, helping QL22 reduce load, and travel time to & from City HCM will be significantly reduced.

2. Implementation status

- Master Plan: Prime Minister's Decision No. 586/QĐ-TTg dated April 08th 2013.
- Pre-Feasibility Study: Yet to be prepared.

3. Proposed Construction scale:

- 6-lane expressway (total embankment width: 17m, except section 3: 24.5m)
- Design speed: 120 km/h.
- Total length: 55km.

4. Proposed investment option: PPP scheme

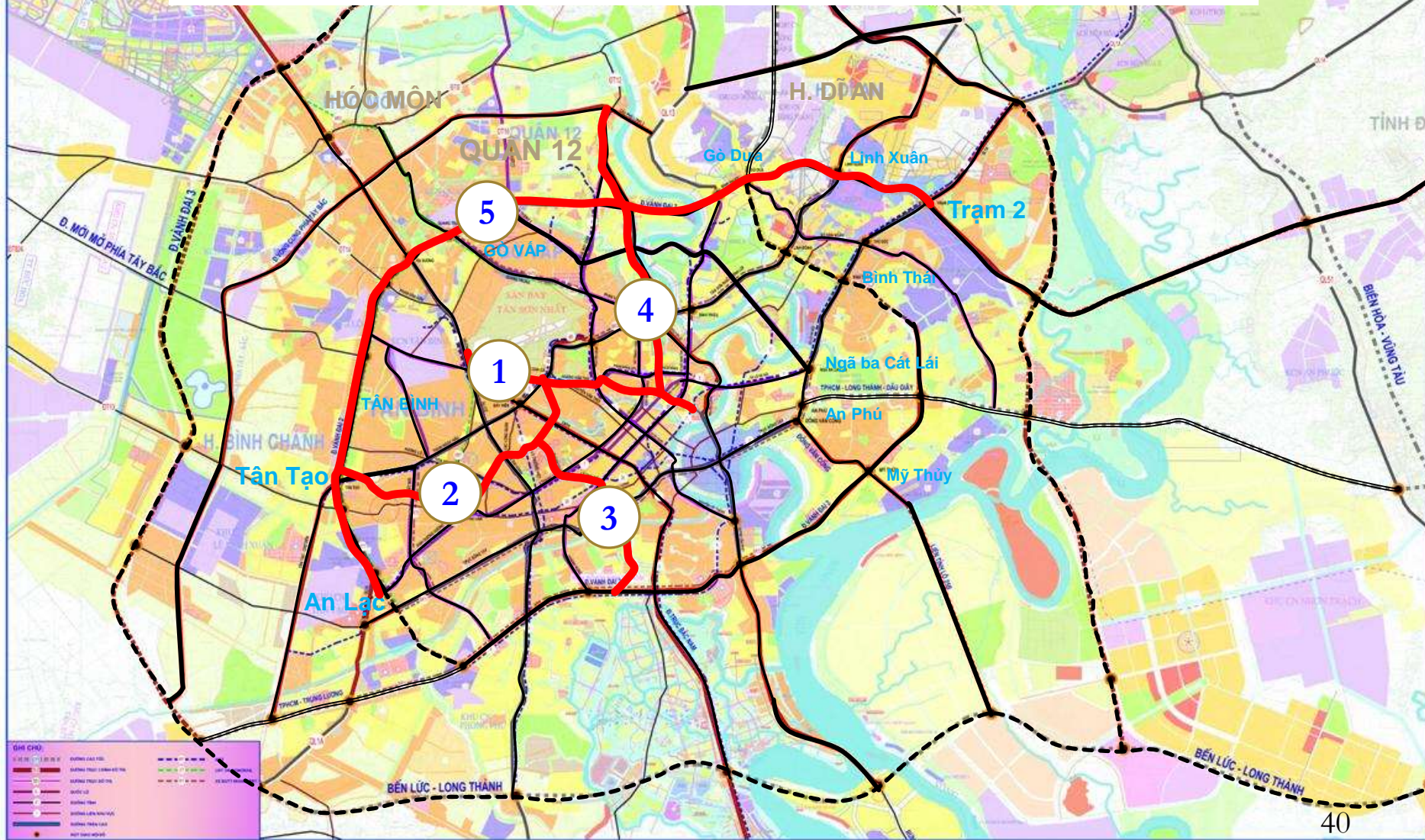
→ **Ho Chi Minh City – Moc Bai Expressway**

Total Investment for construction		Currency unit: Million USD
Cost Items	Amount	
	(55 km)	
Total Civil Work	341.84	
Consulting, project management, others	34.18	
Land acquisition	79.53	
Contingencies	131.61	
Total	587.16	
Expected year of operation	2020	

HO CHI MINH CITY VIADUCT HIGHWAY NO.5

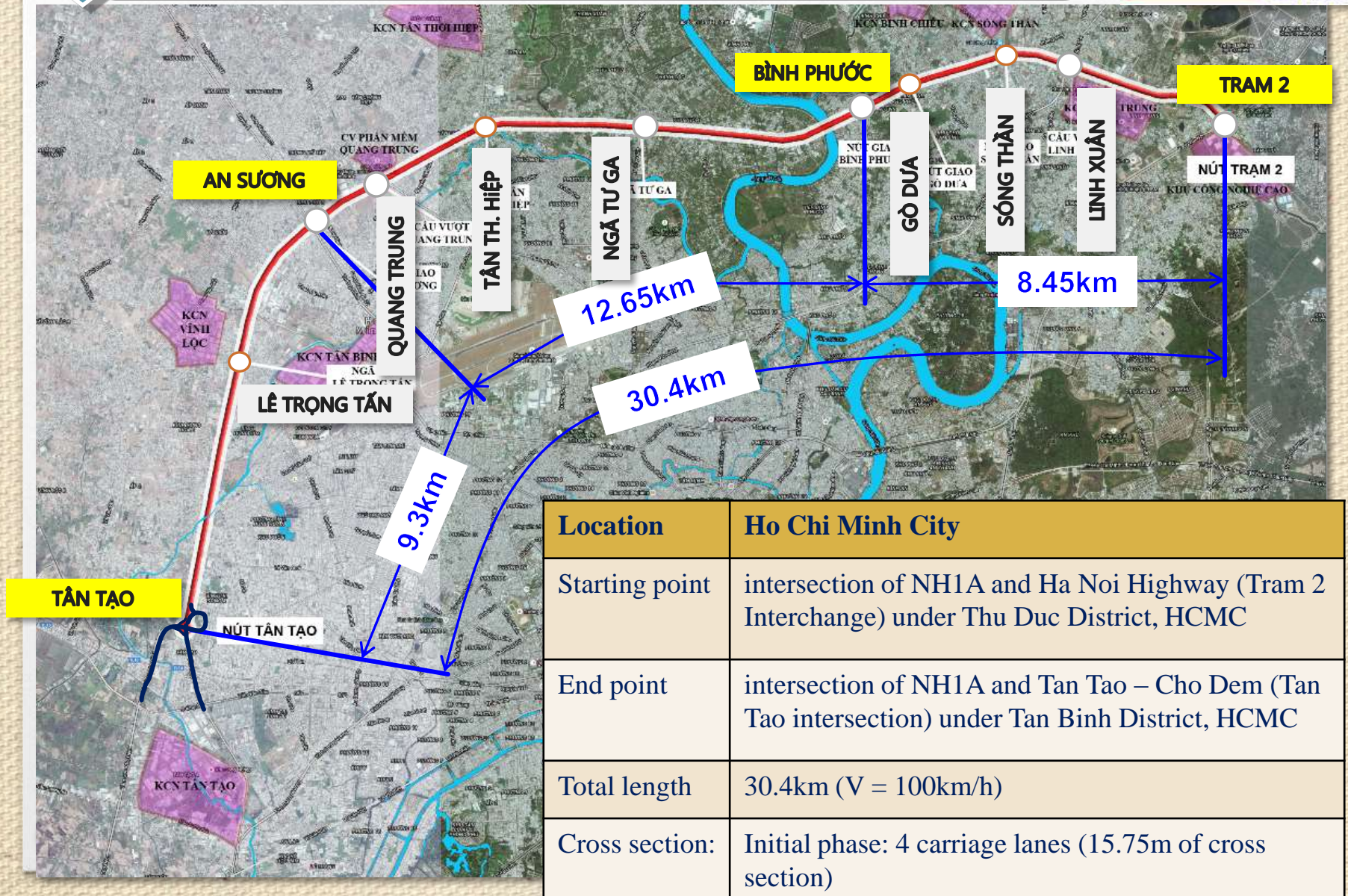
(Tram 2 – Tan Tao Section)

Planning of Viaduct Highway in HCMC



3.6

Ho Chi Minh City Viaduct Highway No.5



Implementation status

- Viaduct Highway No.5 is planned at Prime Minister's Decision No.568/QD-TTg dated April 8th 2013 on approving the adjustment of transportation development planning of Ho Chi Minh City by 2020 with a vision after 2020.
- Currently, Feasibility Study has not been prepared yet.
- In December 2016, Cuu Long CIPM has prepared and submitted project proposal with appropriate investment scheme following opinions of Department of Transport, HCMC.

- **Investment scheme:** In the form of combination between BOT and BT contract.
- **Investment fund:** The investors will mobilize equity and loan for implementing the investment projects and recover capital through toll collection fund
- **The payback period:** is about 25 years since the end of the investment to ensure the ability of capital mobilization
- **Implementing schedule:** Expected to implement from 2018, finish in 2023 (stage 1: 2018 – 2020; stage 2: 2021-2023)
- **Operation period:** Expected in 25.1 years, from 2021

MY THUAN 2 BRIDGE PROJECT

3.6

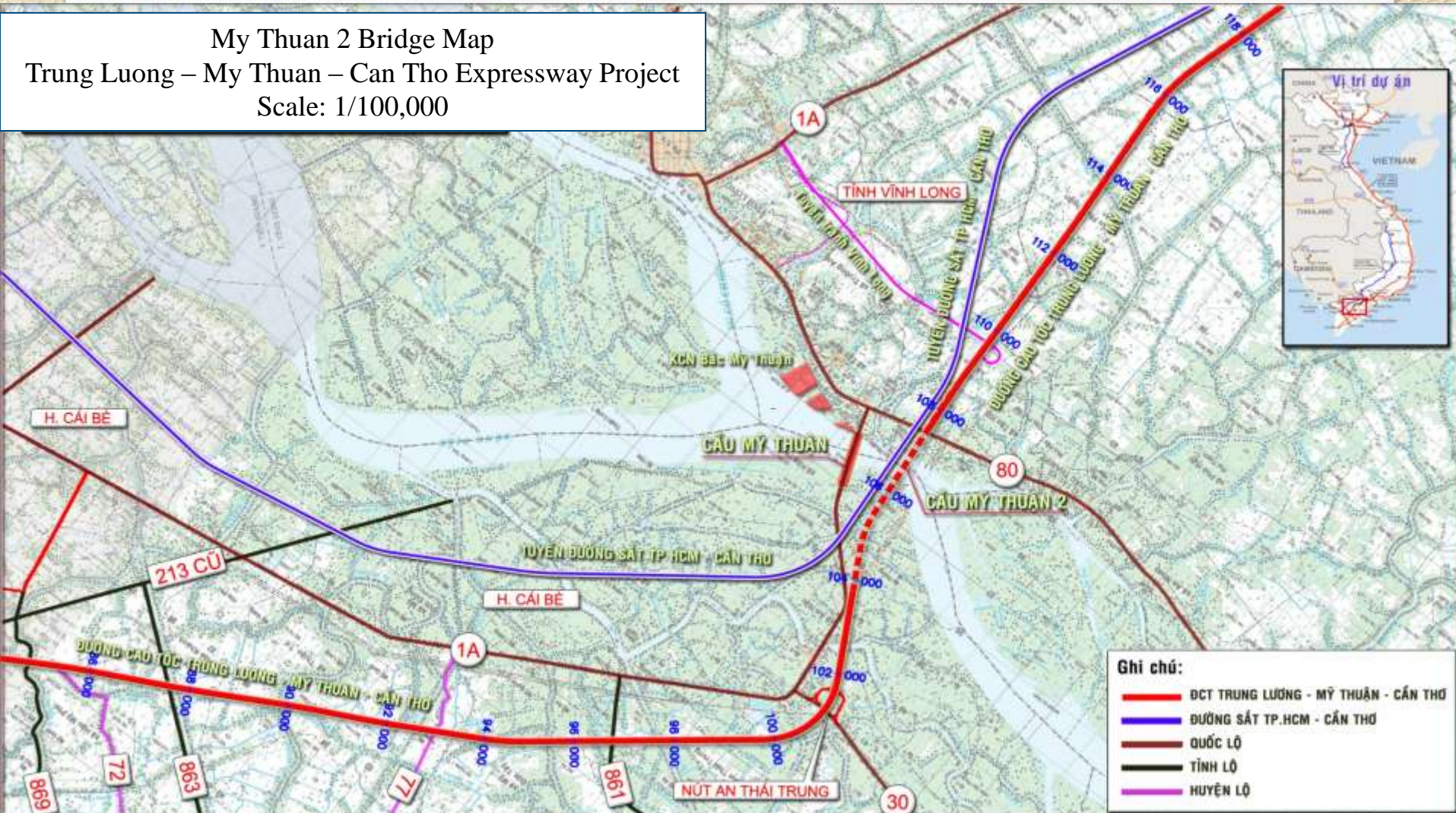
My Thuan 2 Bridge Project



My Thuan 2 Bridge Map

Trung Luong – My Thuan – Can Tho Expressway Project

Scale: 1/100,000



Location:	Tien Giang and Vinh Long Provinces
Starting point:	Km100+750 (intersecting between Trung Luong – My Thuan – Can Tho Expressway with NH30)
Ending point:	Km107+900 (intersecting between My Thuan – Can Tho Expressway with NH80)
Length:	about 7.15km
Design speed:	<ul style="list-style-type: none">• Design speed of Approach: 100km/h• Design speed of Bridge: 80km/h
Cross-section:	$W_b = 25.00\text{m}$

Total investment cost: ~ **244.93mil USD**, in which:

No.	Item	Total cost	
		VND	USD
A	Civil work and equipment	3,459,813	151.75
I	Civil work	3,409,813	149.55
II	Equipment cost	50,000	2.19
B	Project management, consulting services and other costs	340,981	14.96
C	Land acquisition	283,305	12.43
D	Contingencies	1,500,317	65.80
	TOTAL	5,584,416	244.93

**MINISTRY OF TRANSPORT
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4. SUMMARY OF PLANNED PROJECTS



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Cuu Long CIPM's would like to recommend these feasible projects to potential investors, as follows:

No	Project	Total cost (mil. USD)	Current status
1	Ho Chi Minh City Ring Road No.3	704.6	<ul style="list-style-type: none"> - Section 3 &4: Alignment of project was approved by MOT. - Interim report has been reviewing by MOT and ADB.
2	Southern Coastal Corridor Project Stage 2	326.15	<ul style="list-style-type: none"> - Section 1: FS has been done and already appraised by MOT. - Section 2: FS was done and have been appraising by the Kien Giang PPC - Section 3: The FS has been done and already appraised by the Kien Giang Department of Transport
3	Ben Luc – Hiep Phuoc Road Project under Ring Road 4 HCMC	299.58 (1 st phase)	<ul style="list-style-type: none"> - Consultant had submitted Final Report of FS to Cuu Long CIPM. - Cuu Long CIPM submitted Final Report to Ministry of Transport for evaluating and approving

No	Project	Total cost (mil. USD)	Current status
4	My An – Cao Lanh Road Project under the Central Mekong Delta Region Connectivity Project	158	<ul style="list-style-type: none"> - FS report has been appraised by MOT but not approved yet. - The Promoting Gender Equality and Women's Empowerment – Strengthening Capacity of Women along the Project has been completed.
5	HCMC – Moc Bai Expressway	587.16	<ul style="list-style-type: none"> - Pre-Feasibility Study has not been prepared yet.
6	HCMC Viaduct Highway No.5	784.14	<ul style="list-style-type: none"> - Cuu Long CIPM submitted project proposal to HCMC Department of Transport.
7	My Thuan 2 Bridge Project	244.93	<ul style="list-style-type: none"> - In 2015, implementing the requirement of MOT, TEDI had research on the options for bridge position and types of main bridge structure. MOT basically agreed on the current bridge position

**THANK
YOU**

VERY MUCH