

*International Seminar
Transforming Urban Transportation
in ASEAN Big Cities*

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**TRANSPORT POLICY AND DEVELOPMENT
IN VIET NAM**

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MAIN POINTS

I. INFORMATION ABOUT VIET NAM/MOT

II. TRANSPORT DEVELOPMENT PLANNING

1. Road
2. Railway
3. Maritime
4. Inland waterway
5. Aviation
6. Achievements
7. Constraints

III. DEVELOPMENT PLAN/ORIENTATION

IV. URBAN TRANSPORT

1. Present situation
2. Future plan



I. INFORMATION ABOUT VIET NAM



- Viet Nam is located on the eastern Indochinese Peninsula
- Total area: 331,212 km² (65th)
- Coastline is 3,260 km long
- Population: 97 million (15th)
- GDP: 241 billion USD (47th)
- Growth rate: 6,7% in 2018
- Per capita: 2,726 USD (129th)
- Capital: Hanoi
- Largest city: Ho Chi Minh



II. TRANSPORT DEVELOPMENT PLANNING

1. Road



□ Current status

- ✓ Total length: 252,669 km (24.203km of the highway, 969km of expressway);
- ✓ Another 654km of expressway: under construction under PPP.
- ✓ Transport share: cargo: 77%, passenger: 94,5%

□ Future plan

- ✓ Expressway: 21 routes of total 6411 km by 2030;
- ✓ Continue to maintain important national routes;
- ✓ Upgrade routes connecting with Laos, Cambodia, China and GMS, ASEAN.

2. Rail

❑ Current status

- ✓ Total of 3.143km, of which 2,531km is the main way and the other 612km is branch. Mainly 1.000 mm gauge
- ✓ Transport share: cargo: 0,35%, passenger: 0,19%

❑ Future plan

- ✓ Upgrading the existing North - South line (passenger: 80-90km/h, cargo: 50-60km/h).
- ✓ Construction of urban railways in Hanoi and Ho Chi Minh City cities.
- ✓ Construction of North-South high-speed railway with a length of 1570 km, 1435mm gauge (200-300km/h).



3. Inland waterway



❑ Current status

- ✓ More than 2360 rivers and canals with a total length of 42,000km, of which 19,000 km are being exploited; 255 inland ports; ICD
- ✓ Transport share: cargo: 17,6%, passenger: 4,2%

❑ Future plan

- ✓ Priority to upgrading important rivers (Red River, Thai Binh River in the North and Tien River and Hau River in the South) to serve ships operating 24/24.
- ✓ To upgrade main ports, and build a number of cargo and passenger wharves in the North, Central and South regions to raise the capacity of waterway transport.

4. Maritime

Current status

- ✓ Coastline of 3260 km, 45 seaports, 272 berths, design capacity of 550-580 million tons/year. Sea transport accounts for 80% of import and export volume.
- ✓ Transport domestic share: cargo: 4,7%, passenger 0%

Future plan

- ✓ In the North: Develop Lach Huyen deep-water port, for ships up to 100,000 DWT.
- ✓ Central: Upgrade existing ports. Building new int'l passenger ports in Hue, Da Nang and Nha Trang provinces.
- ✓ South: Develop Cai Mep - Thi Vai port area, for ships up to 200,000 DWT.
- ✓ Develop dry ports to support logistics.



5. Aviation



❑ Current status

- There are 22 airports: 9 international and 13 domestic.
- Transport share: cargo: 0,02%, passenger: 1,06%

❑ Future plan

- Upgrade airport infrastructure to reach the total capacity of 144 million pax/year, of which:
 - ✓ 9 int'l airports with capacity of 121.5 million pax/year.
 - ✓ 13 domestic airports with capacity of 22.5 million pax/year.
- Invest a new Long Thanh int'l airport with a total design capacity of 100 million pax/ per year and 5 million tons of cargo/year.

6. Past 10 years achievements

❑ Infrastructure

- Expressway: Now 969 km (2011: 89 km)
- Seaport Capacity: 550-570 Mil. Ton/year (2011: 240-260 Mi. ton)
- Airport Capacity: 90 Mil pax/year (2011: 40 Mil pax)

❑ Transportation

- Average growth rate for 2011-2018 period: for cargo: 9,3%/year, highest for road: 10,04%; for passenger: 9,06%/year, highest for air:16,7%.
- Transport quality is improved
- Capacity and infratrusture quality ranking in 2011: 95/144 → 79/138 in 2017.
- Logistics Performance Index: 39/160 widely and 3/10 in ASEAN

7. Constraints

❑ Infrastructure

- Yet an integrated and modern infrastructure system
- Expressway: not many and not integrated yet
- Railway: less developed, no high-speed rail
- Airport and seaport: not so modern, not a hub or transshipment one
- Inland waterway: under exploited for modern transport modes

❑ Transportation

- Transport quality: not high, unreasonable transport structure
- Traffic accident: high, unpredictable

❑ Causes

- Funding mobilization and budget allocation: limited compared with high demand
- Investment policy: not consistent, complicated procedures → affect implementation schedule/progress



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DEVELOPMENT PLAN/ORIENTATION

DEVELOPMENT PLANS 2021-2025

- Key construction projects

- ✓ Long Thanh International Airport, Phase 1; Eastern North-South expressway and important highways; North – South High Speed Railway

- Upgrading projects

- ✓ Existing large airports; key national road segments; existing railways system and important waterway corridors; rail link to gateway ports → capacity raising
- ✓ Expanding capacity of seaports with large transport demand; developing ICD system.

DEVELOPMENT PLANS 2021-2025

- **Restructuring transport modes**

- ✓ Reduce road transport share, increase inland waterway and railway transport capacity;
- ✓ Focus on developing multimodal transport and logistics services by applying IT → Reduce logistics cost

- **Urban transport**

- ✓ Develop the metro systems in Hanoi and Ho Chi Minh Cities (target: 20 ÷ 25% of demand);
- ✓ Expand bus and MRT systems.

- **Transport safety**

- ✓ Improve traffic safety (reducing annual accidents rate at least 5% of the deaths, the injuries and the number of accidents).

DEVELOPMENT ORIENTATIONS TO 2030

- ✓ Solve traffic congestion; improve the efficiency of whole system;
- ✓ Attain reasonable cost; safe, fast, comfortable and environment friendly transport;
- ✓ Enhance quality of transport services and logistics services;
- ✓ Improve the capacity and quality of public passenger transport services in urban and inter-regional areas
- ✓ Simplify administrative formalities



URBAN TRANSPORT

1. Present situation
2. Future plan

III. URBAN TRANSPORT

1. Present situation

- ✓ Population: 97 million people, with
 - **3.4 million cars**
 - **45 million motorbikes**
- ✓ Transport means: Private vehicles ~ 90%
- ✓ Private transport vehicles increase 12-15%/year

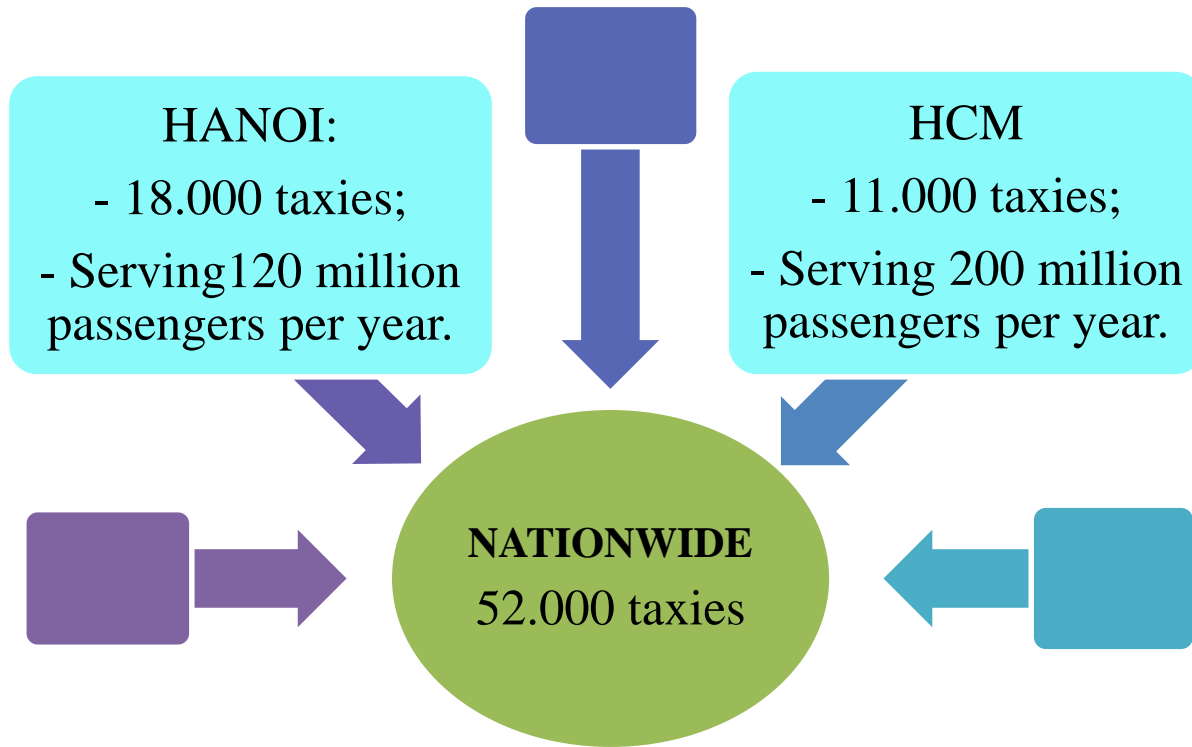


Public transport: account for ~ 10% of demand

- ✓ Hanoi: 91 bus lines, 1.500 buses and 1 BRT line, 11.500 trips/day
- ✓ Ho Chi Minh: 138 bus lines, 2.800 buses, 17.000 trips/day



TAXI



BRT: 01 line in service in Hanoi



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Metro: a 13 km line of MRT in Hanoi under construction (expecting soon)



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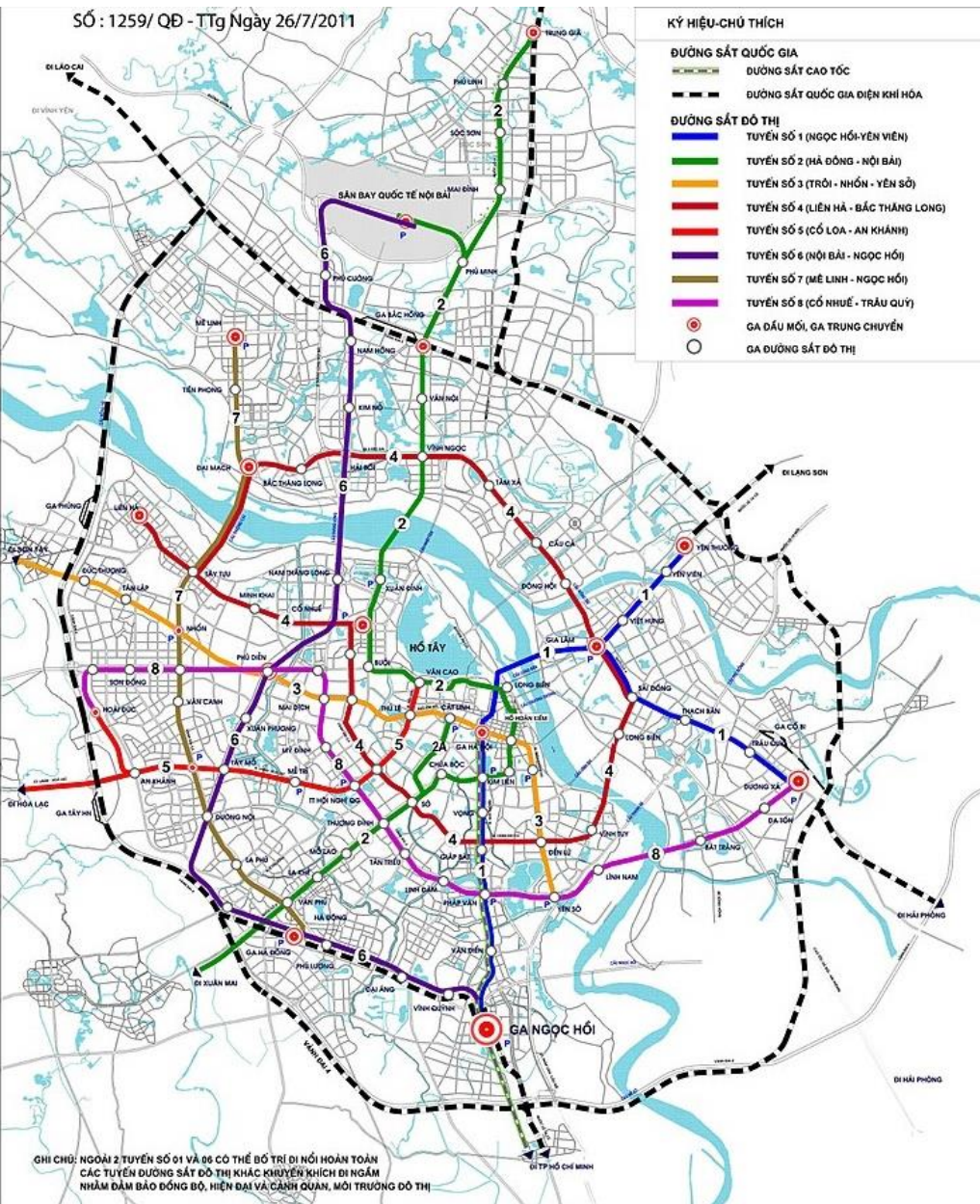


Negative Impact:

- All day traffic congestion
- Fuel consumption/Economic loss
- Environment pollution
- High potential for traffic accidents
- Time loss/delays
- Additional stress
- Slow/inefficient emergency response and delivery services
- Etc.



2. Future plan



In Hanoi City: \approx 8 Mil.

- ✓ Develop MRT lines: 9 lines (460 km, of which 75,6 km is underground). Total investment: 40 Bil. USD
- ✓ 03 lines are underconstructed

In Ho Chi Minh City: Population \approx 10 Mil.

- ✓ Develop MRT lines: 8 lines (174 km). Total investment: 18 Bil. USD
- ✓ 03 lines are underconstructed



In Hanoi and HCM cities till 2030: Expanding capacity of BRT upto 07 lines, more bus lines, more MRT lines, more bridges, more parking sites



3. Recommended Solutions – Short term and Long term



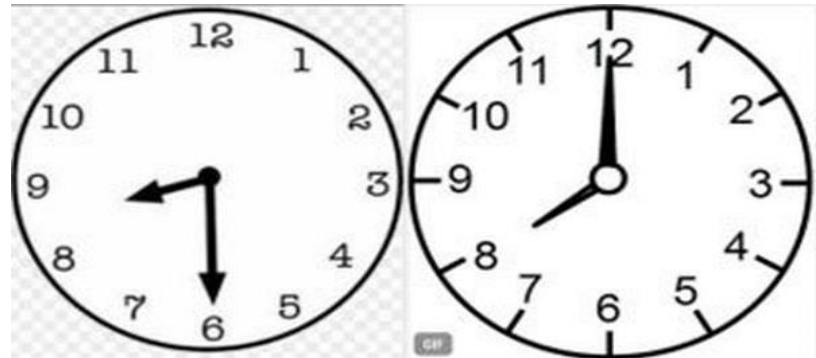
Cấm xe máy
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6:00 - 8:00

Cấm ô tô
hoạt động theo giờ

- ✓ Adjusting work hour; school hour
- ✓ Relocate headquarters of government offices, hospitals, universities
- ✓ Build new ring roads/ more bridges
- ✓ Build a light rail network
- ✓ Add bus lanes/ Remove bus lanes
- ✓ Limit private vehicles
- ✓ Apply IT/Smart city



- ✓ Reserve land for urban public transportation: 16-26%
- ✓ Restrain the growth of private motorized vehicles, esp. in Hanoi and HCMC.
- ✓ Improve the quality of the PPT services with reasonable fee.
- ✓ Develop public transport vehicles with small capacity for narrow roads and small-size residential areas
- ✓ Complete a multi-modal PPT system/network
- ✓ Improve people's awareness/compliance of the traffic rules
- ✓ Improve serving rate of public passenger transport (PPT) up to 25-30%, with the urban railways serving 2-3%.



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Thank You!

