PhD. Phạm Hoài Chung
Transport Development & Strategy Institute - TDSI
Ministry of Transport

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Overview on the Urban Transport in Vietnam
Overview on the Urban Transport in Vietnam

- There are 833 urban areas in the whole Vietnam, including 02 special urban areas (i.e. Ha Noi, HCMC):
  - Urban population: 33.7 million persons;
  - Vietnam population 96.2 million persons;
  - Urbanization rate: 35%;
  - Urban contributions: 70÷75% of the GDP

- The competitive index of Vietnam transport infrastructures ranked the 67th of the 138 countries in 2015-2016 period.

- The urbanization process growths very fast (3.4% per year) resulting in higher and higher traffic demands, and a boom of individual vehicles (i.e. cars, motorbikes) in large urban areas, and severe status of traffic congestion.
Overview on the Urban Transport in Vietnam

Several figures:

- 3.27 million of automobiles
- 58.17 million of motorbikes
- 604 motorbikes/1,000 population (a very high rate)

- Individual cars are expected to be strongly increased once the incomes reach to more than US$ 2,200 per year, in concurrence with the execution of the policy on reduction of automobile import tax when Vietnam implement conditions of the ASEAN Trade in Goods Agreement (ATIGA).

- The air pollution (Hà Nội and HCMC is measured at different time showing an alarming on air quality with PM2.5 index of more than 28 µg/m³ or even more than 50 µg/m³, especially dust pollution and noise pollution caused by transport activities.
Existing Conditions of the Urban Transport in Hanoi and Ho Chi Minh City
Existing Conditions of the Urban Transport in Hanoi City

Overview:

- **Land Area:** 3,348 square kilometers
- **Population:** 7.9 million (2018)
- **Highest population density:** 42,000 person per sq.km in the central area;
- **Urbanization rate:** 49.2%
- **Transport network:** 1,147 roads with 2,052 km in length
- **Transportation land use:** 9.38%
Existing Conditions of the Urban Transport in Hanoi City

**Bus Network:**

- Number of routes: **123** routes, 02 city tour
- Route Length: **4.156,17** km
- Transport volume: **453,6** million passengers per year
- Bus fleet: **1.599** buses (different capacity of 30, 60, 80 and 90 pax)
- Price subsidy: over USD **42** million in 2018.
Existing Conditions of the Urban Transport in Hanoi City

**Bus Rapid Transit:**

- 01 route with **14,7**km in length (opened from December 2016)
- Transport volume: **30,000** passengers per month.

**The Urban Railway:**

- Route No. 2A: expected to be trial running in 2020
- Route No.3: completed about **55%** of the construction volume.

**Traffic jam**

- **27** spots of congestion and risk to be congestion.
- Loss caused: USD 1 billion per year
## Compilation Results of 10 SUTI Indicators in Hà Nội

<table>
<thead>
<tr>
<th>#</th>
<th>Indicators</th>
<th>Units</th>
<th>Weights</th>
<th>Range</th>
<th>Normalization</th>
<th>Year: 2016</th>
<th>Year: 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Extent to which transport plans cover public transport, intermodal facilities and infrastructure for active modes</td>
<td>0 - 16 scale</td>
<td>0.1</td>
<td>MIN: 0</td>
<td>MAX: 16</td>
<td>43.75</td>
<td>43.75</td>
</tr>
<tr>
<td>2</td>
<td>Modal share of active and public transport in commuting</td>
<td>% of trips</td>
<td>0.1</td>
<td>MIN: 10</td>
<td>MAX: 90</td>
<td>4.61</td>
<td>10.40</td>
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<tr>
<td>3</td>
<td>Convenient access to public transport service</td>
<td>% of population</td>
<td>0.1</td>
<td>MIN: 20</td>
<td>MAX: 100</td>
<td>50</td>
<td>75</td>
</tr>
<tr>
<td>4</td>
<td>Public transport quality and reliability</td>
<td>% satisfied</td>
<td>0.1</td>
<td>MIN: 30</td>
<td>MAX: 95</td>
<td>76.87</td>
<td>78.95</td>
</tr>
<tr>
<td>5</td>
<td>Traffic fatalities per 100.000 inhabitants</td>
<td># fatalities</td>
<td>0.1</td>
<td>MIN: 35</td>
<td>MAX: 0</td>
<td>77.87</td>
<td>80.42</td>
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<tr>
<td>6</td>
<td>Affordability - travel costs as share of income</td>
<td>% of income</td>
<td>0.1</td>
<td>MIN: 35</td>
<td>MAX: 3.5</td>
<td>100</td>
<td>100</td>
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<tr>
<td>7</td>
<td>Operational costs of the public transport system</td>
<td>Cost recovery ratio</td>
<td>0.1</td>
<td>MIN: 22</td>
<td>MAX: 175</td>
<td>19.57</td>
<td>38.46</td>
</tr>
<tr>
<td>8</td>
<td>Investment in public transportation systems</td>
<td>% of total investment</td>
<td>0.1</td>
<td>MIN: 0</td>
<td>MAX: 50</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>9</td>
<td>Air quality (pm2.5)</td>
<td>μg/m3</td>
<td>0.1</td>
<td>MIN: 75</td>
<td>MAX: 10</td>
<td>28.24</td>
<td>27.13</td>
</tr>
<tr>
<td>10</td>
<td>Greenhouse gas emissions from transport</td>
<td>Tons/cap</td>
<td>0.1</td>
<td>MIN: 2.75</td>
<td>MAX: 0</td>
<td>87.84</td>
<td>8.86</td>
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<tr>
<td></td>
<td>Geometric mean</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>32.19</strong></td>
<td><strong>39.2</strong></td>
</tr>
</tbody>
</table>
1. Extent to which transport plans cover public transport, intermodal facilities and infrastructure for active modes

2. Modal share of active and public transport in commuting

3. Convenient access to public transport service

4. Public transport quality and reliability

5. Traffic fatalities per 100,000 inhabitants

6. Affordability - travel costs as part of income

7. Operational costs of the public transport system

8. Investment in public transportation systems

9. Air quality (pm2.5)

10. Greenhouse gas emissions from transport
The current situation of Hanoi city is:
- Lack of some detail transport plans
- Poor management and organization of transport activities
- Insufficient coordination between transport plans and other relevant plans.
Existing Conditions of the Urban Transport in Ho Chi Minh City

**Ho Chi Minh city**

- **Land Area:** 2,095 square kilometers
- **Population:** 8.9 million persons (the most populous city of Vietnam).
- **Highest population density:** 45,000 person per sq.km in the central area
- **Urbanization rate:** 82.13%.

- **Transport network:** 4,202 kilometers in length;
- **Share of public passenger transport** (mainly by bus and taxi): about 7.95% of the total travel demands; and
- **Absence of mass transit means of transportation** such as BRT, urban railway in this City.
Existing Conditions of the Urban Transport in Ho Chi Minh City

**Bus network:**

- Number of routes: **139** routes
- Length in operation: **3,363** kilometers
- Bus fleet: **2,322** buses in different capacity of 20, 40, 60 and 80 pax.
- Price subsidy: **USD 36 million** in 2018.
Existing Conditions of the Urban Transport in Ho Chi Minh City

**Bus Rapid Transit : 01 route**

- The BRT route **No.1**: with the length of **23** kilometers; expected to be completion and put into operation from 2021.

**The Urban Railway: 01 line**

- Line **No.1** (Bến Thành-Suối Tiên): **19.7** km long; pressingly being constructed and expected to be completion in 2019; put into operation in 2022.

**Traffic jam: 36 spots**

- **36** congested and risk to be congested spots, of which **7** ones are being addressed and **19** others are being studied for the way-out.

- Estimated loss from traffic congestion: about USD **1.2** billion per year
Transport Master Plan in HCM City by 2020, vision beyond 2020

Urban Railway: 8 lines
Monorail: 3 lines
BRT: 6 routes
Existing Conditions of the Urban Transport in Ha Noi and Ho Chi Minh City

• In 2018, the **Air Quality Index (AQI)** in Hanoi and Ho Chi Minh City is at medium level, the air quality is acceptable. However, some pollution matters can influence to the health of some groups sensitized to the air pollution.

• In 2018, the average level of PM 2.5 in Ho Chi Minh city is **28µg/m3**, which is higher than the national standard level of **25µg/m3**.

• This level is **50,5µg/m3** in Hanoi, which is twice higher than the national standard level and **5 times** higher than the annually average level recommended by the World Health Organization (WHO).
At National Level:

The Strategy on Sustainable Development of Vietnam in the period from 2011 to 2020

Revised Strategy on Vietnam Transport Development by the year of 2020, vision by the year of 2030

Strategy on Transport Services Development by the year of 2020, orientation to the year of 2030
Urban Transport Development Policies

At City Level:

• Revised Master Plan on the Urban System Development of Vietnam Orientation by the year of 2025 and Vision by the year of 2050.

• Transport Master Plan for Hanoi Capital by the year of 2030, vision by the year of 2050.

• Increase public transport with and restrict using personal vehicles

• Revised Transport Master Plan for Ho Chi Minh City by the year of 2020, vision beyond the year of 2020.
Main Solutions on Sustainable Urban Transport Development in Hanoi and Ho Chi Minh City
Main Solutions on Sustainable Urban Transport Development in Hanoi and Hochiminh City

1. The solutions on the Development of Transport Infrastructures

2. The solutions on the priority given to the development of public transport, focused on the mass transit public transport

3. The solutions on the management and control of individual vehicles usage

4. The solutions on applications of intelligent transport in the management and operation of urban transport
Main Solutions on Sustainable Urban Transport Development in Hanoi and Hochiminh City

5. The policies reduce congestion

Restrict taxi on rush hour and limit quantity of taxi in centre of HN, HCMC

Revoking and abolishment of obsolete motorbikes with more than 15 years old (over 1.8 mil in HN, HCMC)
Main Solutions on Sustainable Urban Transport Development in Hanoi and Hochiminh City

Enhance sanctions

Recover pavement for pedestrian
THANK YOU FOR YOUR ATTENTION