



Viet Nam: Ha Noi Metro Rail Extension Project (Line No.3: Ha Noi Railway Station - Hoang Mai Section)

Project Name	Ha Noi Metro Rail Extension Project (Line No.3: Ha Noi Railway Station - Hoang Mai Section)		
Project Number	40080-026		
Country / Economy	Viet Nam		
Project Status	Closed		
Project Type / Modality of Assistance	Technical Assistance		
Source of Funding / Amount	TA 8588-VIE: Ha Noi Metro Rail Extension Project (Line No.3: Ha Noi Railway Station - Hoang Mai Section)		
	Technical Assistance Special Fund	US\$ 1.50 million	
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth		
Drivers of Change	Gender Equity and Mainstreaming		
Sector / Subsector	Transport / Urban public transport		
Gender	Effective gender mainstreaming		
Description	<p>The Ha Noi Urban Line 3 Extension the second phase of the priority urban rail lines in Ha Noi proposed in the urban transport masterplan, which was approved by the Prime Minister in July 2008. The initial stage, comprising 12.5 km of line 3 with 12 stations (eight elevated and four underground) is presently under construction. The second phase, the extension is expected to commence from the current underground end of the first stage of Line 3 at Ha Noi railway station to Hoang Mai. Section, which is located to the south of the city centre. The estimated length is 8km, and alignment would follow an easterly direction for about 1.5km and then a south/southeast direction for the remaining 6.5km. The consultant preparing the feasibility studies has initially considered 18 alignment options, of which 3 are being finalized for government's consideration for choosing the most suitable final alignment. The studied options have considered combinations of elevated and underground sections. The consultant is expected to submit its final alignment options and stations location report, as well as a pre-Feasibility Study for government consideration in August 2017. Once the preferred alignment has been chosen, the studies, jointly financed by ADB and Ha Noi People's Committee, will continue with technical, economic, financial, social and environmental assessments, and project preparation, with completion of the studies expected in end 2019.</p>		
Project Rationale and Linkage to Country/Regional Strategy	<p>The Government of Viet Nam recognizes that inadequate transport infrastructure is a significant barrier to continued economic growth, especially in the primary urban centers of Ha Noi and Ho Chi Minh City. Without investment in urban public transport to support a major modal shift from private transport, economic growth in cities will be constrained and degradation of the urban environment will accelerate. The Viet Nam Socio-Economic Development Plan supports investment in public transport as a means to promote economic growth and protect the environment through a low carbon growth path. ADB's Viet Nam country partnership and strategy supports the government's investment program to improve urban transport infrastructure and reduce transportation costs.</p> <p>Urban transport in Ha Noi is rapidly evolving, having shifted from bicycles to motorcycles in the last 10 years, and now increasingly to cars. Private vehicles dominate urban transportation, with motorcycles accounting for about an 80% share, directly contributed to worsening congestion and poor road safety. Traffic planning and management is weak, resulting in ineffective traffic control. If the number of private vehicles in Ha Noi continues to increase at a rate of 9% per year, and motorbike owners continue to convert to cars, more frequent traffic gridlock will occur and increase in the project area.</p> <p>Ha Noi's public transport system consists of an inefficient bus network that cannot compete with private transport modes, especially motorcycles. However, new policy, institutional and regulatory measures are being implemented to encourage greater use of public transport and the public transport system is expected to be improved within the next 5 years. City authorities have recognized that investment in metro infrastructure combined with major reforms are essential for an integrated public transport system.</p> <p>Ha Noi's Urban Transport Master Plan (HUTMP) proposes an extensive six line metro network, with phase 1 of four lines under implementation and expected to be operational by the end of 2021. Phase 1 is expected to support an increase in public transport ridership to 15% from a current level of less than 5%. The extension of Line 3 under the Project will directly increase ridership on Metro Line 3, plus ridership on other connected lines and increase public transport usage along the corridor by over 10%. The city has established an operations and maintenance (O&M) company for all metro line operations in 2015. Additionally a public transport authority is planned to be established and be responsible for regulating, integrating and planning the future development of all modes of public transport, including metro lines, buses and taxis. ADB will support public transport integration, accessibility and coordination improvements, including implementation of necessary policy, regulatory and institutional measures to encourage transport users to shift from private transport modes, including measures to ensure the necessary shift of motorcycle users to public transport.</p>		
Impact			
Project Outcome			
Description of Outcome			
Progress Toward Outcome			
Implementation Progress			
Description of Project Outputs			
Status of Implementation Progress (Outputs, Activities, and Issues)			
Geographical Location	Hanoi, Hoan Kiem, Quan Hoang Mai		
Summary of Environmental and Social Aspects			
Environmental Aspects			
Involuntary Resettlement			
Indigenous Peoples			
Stakeholder Communication, Participation, and Consultation			

During Project Design	National, city, and commune government officials, development partners, Steering Committee for poverty reduction, small business owners, affected community representatives, and relevant mass organizations (CSOs) such as Vietnam Women's Union and Youth Union. City Authorities and metro implementation authority will be closely involved in the project design preparation. During preparation of the feasibility studies and implementation of the resettlement plan and Environmental Management Plan, individual and group consultations will be undertaken with affected people across a range of sites in urban areas. A participatory approach will be used to determine the location and design of some project features, such as station entrance location, underpasses and footbridges for local communities. The ensuing project will empower poor people through provision of affordable transport service. For those with mobility impairments, the project design features will provide them with enhanced mobility compared to other forms of transport. The project design during the PPTA stage will incorporate the results of consultations with transport users from a variety of profiles, including poor and other marginalized groups, especially on issues of station and ancillary infrastructure design and fare regimes.
During Project Implementation	In 2017, initial survey works on buildings, residential areas and technical utilities along Metro line 3 were completed, as well as the survey for station accessibility and integration improvements. Initial examination was done on the environmental, social, gender, and land impacts/ resettlement aspects. Initial consultation process with project stakeholders is ongoing and partially completed. In 2018, route alignment was finalized by Hanoi People's Committee (HPC) and Hanoi Metropolitan Railway Management Board (MRB). In 2019, the TA assisted HPC/MRB with in finalizing a pre-feasibility study (pre-FS) to be submitted to the government and the National Assembly in 2020.

Business Opportunities	
Consulting Services	International and local consulting services under a firm contract to undertake planning and feasibility study
Procurement	None
Responsible ADB Officer	Mizusawa, Daisuke
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Transport and Communications Division, SERD
Executing Agencies	Ha Noi Metropolitan Railway Management Board Luong Xuan Binh, Vice General Director Luongxuanbinh_bqldsdt@hanoi.gov.vn 8 Ho Xuan Huong, Hoam Kiem, Ha Noi Vietnam
Timetable	
Concept Clearance	-
Fact Finding	-
MRM	-
Approval	16 Dec 2013
Last Review Mission	-
Last PDS Update	02 Apr 2020

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Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
16 Dec 2013	17 Oct 2014	17 Oct 2014	30 Sep 2016	30 Jun 2020	29 Sep 2020

Financing Plan/TA Utilization							Cumulative Disbursements	
ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			
1,500,000.00	0.00	2,000,000.00	0.00	0.00	0.00	3,500,000.00	17 Jun 2022	1,482,518.04

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