



Viet Nam: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3 Project

Project Name	Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3 Project		
Project Number	40080-023		
Country / Economy	Viet Nam		
Project Status	Closed		
Project Type / Modality of Assistance	Technical Assistance		
Source of Funding / Amount	TA 7894-VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3 Project		
	Clean Technology Fund	US\$ 1.00 million	
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth		
Drivers of Change	Governance and capacity development Knowledge solutions		
Sector / Subsector	Transport / Urban public transport		
Gender			
Description	<p>The Project will develop an integrated public transport system in five districts of Ha Noi that will support effective utilization of Ha Noi metro Line 3 . Improved public transport will facilitate public transport connectivity and greatly enhance access in five districts of Ha Noi, as well as support the Ha Noi Urban Transport Master Plan (HUTMP) objective of increasing ridership on public transport to over 40% of demand and reducing dependency on vehicle ownership. The Project will support Ha Noi's climate change mitigation efforts in adopting a low carbon transport growth path, which is more energy efficient and lowers GHG emissions.</p>		
Project Rationale and Linkage to Country/Regional Strategy	<p>The Government of Viet Nam is implementing or planning major urban transport infrastructure investments intended to induce a substantive modal shift from private vehicles to public transport modes. Currently four metro lines are being prepared in Ha Noi and three lines are being prepared in Ho Chi Minh City, with all expected to be operating by 2020.</p> <p>Ha Noi is at an early stage of transport urbanization, having moved from heavy usage of bicycles to motorcycles in the last 10 years and now increasingly cars. Private vehicles dominate urban transportation, with motorcycles being the most prevalent means at about 80% share. Continued increasing car ownership, together with significant increase in number of motorcycles, has resulted in severe congestion during peak hours with poor urban environment and road safety. The situation is expected to worsen if current transport growth trend of 9% continues and more motorbike owners convert to cars. The existing public transport system consists of a poor and badly integrated bus network that is not really competitive with private transport modes, although under an ongoing World Bank loan is expected to improve the bus system by 2016. Traffic planning and parking management is weak and inadequate to effectively control traffic and demand. Importantly, there is no policy and regulatory measures to discourage private transport modes and the inadequate public transport system cannot attract people using private vehicles.</p> <p>The Project will provide infrastructure for improving accessibility to Metro Line 3 stations, implement feeder bus links, a public transport management system, integrated multi-modal stations with "park and ride" facilities, as well as a comprehensive parking plan for the city. The project components, public transport services and other facilities will be designed to incorporate gender sensitive features that will complement similar measures under the Metro Line 3 project. In addition, any policy and regulatory measures developed will be fully inclusive. The proposed project management and institutional capacity building measures for Metro line 3, together with expected policy and regulatory reforms, will also help achieve an improved public transport system and reduce GHG emissions.</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			
Summary of Environmental and Social Aspects			
Environmental Aspects			
Involuntary Resettlement			
Indigenous Peoples			
Stakeholder Communication, Participation, and Consultation			
During Project Design	City Authorities and metro implementation authority were closely involved in the project design preparation.		
During Project Implementation	Individual and group consultations were undertaken with affected people across a range of sites in urban areas. A participatory approach was used to determine the location and design of some project features, such as station facilities location, underpasses and footbridges for local communities.		
Business Opportunities			

Responsible ADB Officer	Valkovic, Robert
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Transport and Communications Division, SERD
Executing Agencies	Ha Noi City People's Committee 79 Dinh Tien Hoang Street, Ha NoiCity

Timetable

Concept Clearance	-
Fact Finding	-
MRM	-
Approval	18 Oct 2011
Last Review Mission	-
Last PDS Update	30 Sep 2014

TA 7894-VIE

Milestones

Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
18 Oct 2011	29 Jun 2012	29 Jun 2012	30 Nov 2012	30 Sep 2014	31 Jan 2015

Financing Plan/TA Utilization

ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			
0.00	1,000,000.00	100,000.00	0.00	0.00	0.00	1,100,000.00	17 Jun 2022	964,964.55

Project Page	https://www.adb.org/projects/40080-023/main
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