



# Viet Nam: Sustainable Urban Transport for Ho Chi Minh City MRT Line 2 Project

Project Name	Sustainable Urban Transport for Ho Chi Minh City MRT Line 2 Project		
Project Number	45200-001		
Country / Economy	Viet Nam		
Project Status	Closed		
Project Type / Modality of Assistance	Technical Assistance		
Source of Funding / Amount			
	TA 7892-VIE: Sustainable Urban Transport for Ho Chi Minh City MRT Line 2 Project		
	Clean Technology Fund		US\$ 1.00 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	The Project will develop an integrated public transport system in six districts of Ho Chi Minh City (HCMC) that will support effective utilization of HCMC Urban Mass Rapid Transit (MRT) Line 2 . Improved public transport will facilitate connectivity and greatly enhance access to transport services in five districts of HCMC, as well as support the HCMC Urban Transport Master Plan (HUTMP) objective of increasing public transport usage to over 40% of demand and reducing dependency on private vehicles. The Project will support HCMC's climate change mitigation efforts in adopting a low carbon transport growth path, which is more energy efficient and lowers GHG emissions.		
Project Rationale and Linkage to Country/Regional Strategy	The Government of Viet Nam is planning major public transport infrastructure investments intended to induce a substantive modal shift from private transport to public transport modes. Currently three MRT lines are being prepared in HCMC and four lines are being prepared in Ha Noi, with all expecting to be operating by 2020. HCMC is moving into the higher growth period of transport urbanization, shifting increasingly from heavy usage of motorcycles to cars. Private vehicles dominate urban transportation, with motorcycles being the most prevalent means at about 85% share. High private vehicle usage has resulted in severe congestion; with many major routes have travel speeds below 10 kilometers per hour and poor road safety. The situation is worsening, with transport growth around 10% and more motorbike owners convert to cars. The existing public transport system consists of a badly integrated bus network that cannot compete with private transport modes, which is expected to be improved to some extent by 2017 under a proposed World Bank loan. Traffic planning and management is weak and inadequate to effectively control traffic and discourages public transport. Importantly, there are no policy and regulatory measures to reduce private transport modes nor is there an attractive public transport system that can attract people using private vehicles. The Project will provide infrastructure for improving accessibility to MRT2 stations, implement feeder bus links, integrated multi-modal stations with "park and ride" facilities where appropriate, infrastructure for improving accessibility to MRT2 stations as well as a parking plan for the city. Project management and institutional capacity building measures, together with expected policy and regulatory reforms, will also help achieve an improved public transport system and reduce GHG emissions. The project components, public transport services and other facilities will be designed to incorporate gender sensitive features that will compliment similar measures under the MRT2 project. In addition, any policy and regulatory measures developed will be fully inclusive.		
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 the MRT implementation authority were closely involved in the project design preparation.		
During Project Implementation	During implementation of the resettlement 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.		
Business Opportunities			
Consulting Services	23 person months of international and 61 person months of domestic consultants will be engaged		

Responsible ADB Officer	Valkovic, Robert
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Transport and Communications Division, SERD
Executing Agencies	Ho Chi Minh City People's Committee 86 Le Thanh Ton Street, Ben Nghe Ward, District 1, Ho Chi Minh City Viet Nam

Timetable	
Concept Clearance	-
Fact Finding	-
MRM	-
Approval	18 Oct 2011
Last Review Mission	-
Last PDS Update	30 Sep 2013

## TA 7892-VIE

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
18 Oct 2011	28 Jun 2012	28 Jun 2012	30 Nov 2012	31 Oct 2014	20 Mar 2015

Financing Plan/TA Utilization							Cumulative Disbursements	
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	974,183.92

Project Page	<a href="https://www.adb.org/projects/45200-001/main">https://www.adb.org/projects/45200-001/main</a>
Request for Information	<a href="http://www.adb.org/forms/request-information-form?subject=45200-001">http://www.adb.org/forms/request-information-form?subject=45200-001</a>
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