Viet Nam: Ho Chi Minh City Metro Rail System Project

Project Name: Ho Chi Minh City Metro Rail System Project

Project Number: 39500-012

Country: Viet Nam

Project Status: Closed

Project Type / Modality of Assistance: Technical Assistance

Source of Funding / Amount:
- TA 4862-VIE: Ho Chi Minh City Metro Rail System (Supplementary)
  - Japan Special Fund: US$ 1.70 million
  - Public-Private Infrastructure Advisory Facility: US$ 200,000.00

- TA 4862-VIE: Ho Chi Minh City Metro Rail System Project (Second Supplementary)
  - Technical Assistance Special Fund: US$ 200,000.00

- TA 4862-VIE: Ho Chi Minh City Metro Rail System Project (3rd Supplementary)
  - Technical Assistance Special Fund: US$ 300,000.00

Strategic Agendas: Environmentally sustainable growth

Drivers of Change: Governance and capacity development

Partnerships: Private sector development

Sector / Subsector: Transport - Urban public transport

Gender Equity and Mainstreaming: No gender elements

Description: The Project Preparatory Technical Assistance will advise Ho Chi Minh City (HCMC) People’s Committee on the integrated development of the first two mass rapid transit (MRT) lines in HCMC. The goal of the MRT is to provide convenient, comfortable, safe, affordable, and clean urban travel that improves the quality of urban living and reduces reliance on private modes of travel.

Project Rationale and Linkage to Country/Regional Strategy: Viet Nam’s economy is growing rapidly. This is especially the case in large cities, most notably Hanoi and Ho Chi Minh City (HCMC), which are the primary centers of economic growth and will remain so for the foreseeable future. The large cities have grown rapidly over the last 15 years and are expected to continue to grow relative to the rest of the country, both in terms of population and economy. HCMC is the largest city in Viet Nam with an area of about 2,100 sq. km. and a population that has grown at an average of 2.4% over the last 15 years, to about 5.5 million in 2003, or approximately 6% of Viet Nam’s total population. On current trends, the city’s population is forecast to reach 7.2 million by 2020.

Although cars are becoming more common, motorcycles dominate transport in HCMC, and serve the population well, providing the poor with mobility than experienced by many non-motorized citizens in richer countries. Inspite of explosive growth in motorcycle ownership, congestion has remained tolerable. Traffic accidents, however, have become a serious concern. Increasing vehicle numbers have also led to air quality degradation that will intensify with increasing congestion.

The People’s Committee in HCMC is aware of these challenges and has developed plans for the orderly development of the city based on designated satellite growth areas and rapid development of public transport to cater for a much larger share of passenger traffic, from about 2% today to 60% in 2020.

The CSP for Viet Nam includes sustainable growth as one of the strategic priorities. If the economy is to continue growing then the major engines of this growth must not be starved of adequate transport infrastructure.

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

Safeguard Categories
- Environment: A
- Involuntary Resettlement: A
- Indigenous Peoples: C

Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples
Stakeholder Communication, Participation, and Consultation

During Project Design

During Project Implementation

Business Opportunities

Consulting Services
The TA will be implemented by a consulting firm requiring about 60 international person-months and 100 national person-months of consulting time during calendar year 2007. It is expected that consulting services will be allocated as follows: part I (30%), part II (60%), and part III (10%). The international consulting firm will have expertise in transport and urban planning; demand forecasting; civil, structural, geotechnical, tunnel, mechanical and electrical engineering; rolling stock; rail operations; financial and economic analysis; environmental assessment; resettlement; social assessment; and institutional planning and capacity building. The international consulting firm will be supported by domestic consultants in transport and urban planning; demand forecasting; engineering; institutional arrangements; law; financial and economic analyses; resettlement, environmental and social planning; and translation. The consultants will be engaged by ADB in accordance with its Guidelines on the Use of Consultants.

The TA will use fixed budget selection, taking into account the importance of the project, the need for a high-profile consultant project team, and the fact that the work will take place in a relatively new sector for ADB. The consulting firm will be asked to produce a simplified technical proposal as (i) the short-listing process will have already established that the firm has outstanding competence in the urban transport sector and in the region; and (ii) the detailed terms of reference mean that only limited input is expected on the methodology and technical approach.

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Timetable

Concept Clearance
05 Aug 2005

Fact Finding
27 Mar 2006 to 31 Mar 2006

MRM
-

Approval
12 Oct 2007

Last Review Mission
-

PDS Creation Date
21 May 2009

Last PDS Update
31 Jul 2010

TA 4862-VIE

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Project Page
https://www.adb.org/projects/39500-012/main

Request for Information
http://www.adb.org/forms/request-information-form?subject=39500-012

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