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

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<thead>
<tr>
<th>Project Name</th>
<th>Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3 Project</th>
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<tr>
<td>Project Number</td>
<td>40080-023</td>
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<tr>
<td>Country</td>
<td>Viet Nam</td>
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<td>Project Status</td>
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<td>Project Type / Modality of Assistance</td>
<td>Technical Assistance</td>
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| 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 Equity and Mainstreaming**

**Description**
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.

**Project Rationale and Linkage to Country/Regional Strategy**
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. 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.

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.

**Impact**

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<th>Project Outcome</th>
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<td>Description of Outcome</td>
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<td>Implementation Progress</td>
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<td>Description of Project Outputs</td>
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<td>Status of Implementation Progress (Outputs, Activities, and Issues)</td>
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**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.
Consulting Services

22 person months of international and 55 person months of domestic consultants will be engaged.

Responsible ADB Officer
Robert Valkovic

Responsible ADB Department
Southeast Asia Department

Responsible ADB Division
Transport and Communications Division, SERD

Executing Agencies
Ha Noi People's Committee
79 Dinh Tien Hoang Street, Hoam Kiem,
Ha Noi, Vietnam

Timetable

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

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

Request for Information http://www.adb.org/forms/request-information-form?subject=40080-023

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