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

**Project Name**: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3  
**Project Number**: 40080-024  
**Country**: Viet Nam  
**Project Status**: Active  
**Project Type / Modality of Assistance**: Loan  
**Source of Funding / Amount**  
| Loan 3235-VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3 | US$ 48.95 million  
| Loan 8291-VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3 | US$ 4.20 million  

### Strategic Agendas
- Environmentally sustainable growth
- Inclusive economic growth
- Effective gender mainstreaming

### Drivers of Change
- Governance and capacity development
- Partnerships

### Sector / Subsector
- Transport - Urban public transport

### Gender Equity and Mainstreaming
- Effective gender 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. 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. ADB proposes concurrent assistance to develop sustainable urban transport in Ho Chi Minh City for mass rapid transit line 2, and both projects' preparation and implementation will be closely coordinated, including between respective city governments.

The Project outputs will be: (i) improved accessibility features in and around metro stations; (ii) integrated and innovative public transport services and measures connecting to metro stations; and (iii) support for transformational policies and regulatory measures to encourage modal shift to public transport modes. Measures related to the bus system will be closely coordinated with ongoing institutional reform and system improvements.

### Project Rationale and Linkage to Country/Regional Strategy
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. Continuing 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.

Ha Noi People's Committee (HPC) has plans to invest in mass transit system, with four metro lines under phase 1 development. Construction of phase 1 for Metro Line 3 is financed by ADB, Agence Francaise de Developpement (AFD), European Investment Bank and Direction Generale du Tresor, with works commenced in October 2010 and the expecting to be operating in 2016. The three other metro lines are expected to be completed by 2020. However there is a need to carefully design complementary measures to ensure the emergence of an integrated public transport system that is attractive, accessible and affordable and build upon other small scale technical assistance provided by AFD and French city-to-city cooperation program to improve public transport. The Project will directly support integration of Metro Line 3 as part of a multimodal, environmentally friendly transport system to attract passengers to urban public transport services to promote inclusive low carbon transport thus reducing greenhouse gas (GHG) emissions and environmental pollution.

### Impact
Enhanced public transport system serving six districts of Ha Noi.

### Project Outcome

| Description of Outcome | Improved integration of metro line 3 stations with other modes of public transport  
| Progress Toward Outcome | The project continues to face delay caused by delay of the parent Ha Noi Metro Line 3 project and on-going due diligence of the proposed bus depot. At present, only a CS package has been signed with expected consultant mobilization in September 2018, while bidding of civil works packages is expected to start from Q2 2019.  
| Implementation Progress | Metro Line 3 station access improved  
| Description of Project Outputs | Public transport system improved  
| | Public transport policy developed |
Geographical Location

Safeguard Categories

- Environment: B
- Involuntary Resettlement: C
- Indigenous Peoples: C

Summary of Environmental and Social Aspects

Environmental Aspects: The project is assessed as category B for environment. The draft initial environmental examination, which has been prepared based on ADB’s Safeguard Policy Statement, has been reviewed by ADB and is being revised. The approved initial environmental examination will be disclosed on the ADB website upon receipt from Hanoi People’s Committee. No natural ecosystems exist in the project area, which is heavily populated. Land use is predominantly commercial or residential. The project will not involve major civil works and is not likely to result to significant adverse environmental impacts during construction and operation. Public consultations with affected people were conducted during preparation of the initial environmental examination, in compliance with ADB’s information disclosure and consultation requirements. Department of Transport will ensure that the environmental management plan is included in all bid documents.

Involuntary Resettlement: The project is assessed as category C for involuntary resettlement. With respect to involuntary resettlement, land will be provided unencumbered to the project adjoining Ngoc Khanh station in 2018. This land is to be acquired under the ADB financed Metro Line 3 project in full compliance with ADB Safeguard Policy Statement (2009) to be used as a construction work area by a contractor under the aforementioned project. Resettlement due diligence of the proposed project sites has indicated there will be no other involuntary resettlement impacts.

Indigenous Peoples: The project is assessed as Category C for indigenous peoples safeguards.

Stakeholder Communication, Participation, and Consultation

During Project Design: During the PPTA at each district extensive consultations were conducted with stakeholders, including key informant interviews and focus group discussions with disability groups and student. There were several stakeholder consultations with members of the Disabled Community who strongly endorsed the Metro Project for its members. A round table was held with the disabled community and the engineers from the PPTA team noted all the engineering concerns raised. A communication and participation plan will be prepared for the project to ensure that stakeholders’ views will be taken in to consideration in the project detailed design to promote universal access features and usability.

During Project Implementation: ADB has mobilized a communication expert for the Metro Line 3 Project since 2015 to (i) ensure that people affected by resettlement, environmental impacts, and so on are timely receive reliable information, (ii) ensure that interested partners and public are aware of and receive project information, and (iii) raise public awareness and foster demand of metro use in future. The expert conducted consultation with government officials and stakeholders and focus group meetings with various groups (e.g., students, senior citizens) to improve project’s communication strategy. The strategy will be used for communication with stakeholders before/during/after civil works. HPC, Hanoi Transport Investment and Construction PMU, relevant agencies of HPC, and ADB have periodically discussed project scope, implementation schedule and arrangements to identify optimal project implementation while looking at ongoing and future activities.

Business Opportunities

Consulting Services: International and local consulting services to support design, supervision and project management, as well as to undertake bus management and urban transport policy studies.

Procurement: civil works and equipment related to public transport facilities and services.

Responsible ADB Officer: Daisuke Mizusawa
Responsible ADB Department: Southeast Asia Department
Responsible ADB Division: Viet Nam Resident Mission
Executing Agencies: Ha Noi People’s Committee

79 Dinh Tien Hoang Street, Hoan Kiem, Ha Noi, Vietnam

Timetable

- Concept Clearance: 18 Oct 2011
- Fact Finding: 22 Apr 2014 to 05 May 2014
- MRM: 15 Aug 2014
- Approval: 12 Dec 2014
- Last Review Mission: -
- Last PDS Update: 20 Sep 2018

Loan 3235-VIE

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Financing Plan

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### Loan 8291-VIE

#### Milestones

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**Project Page**

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