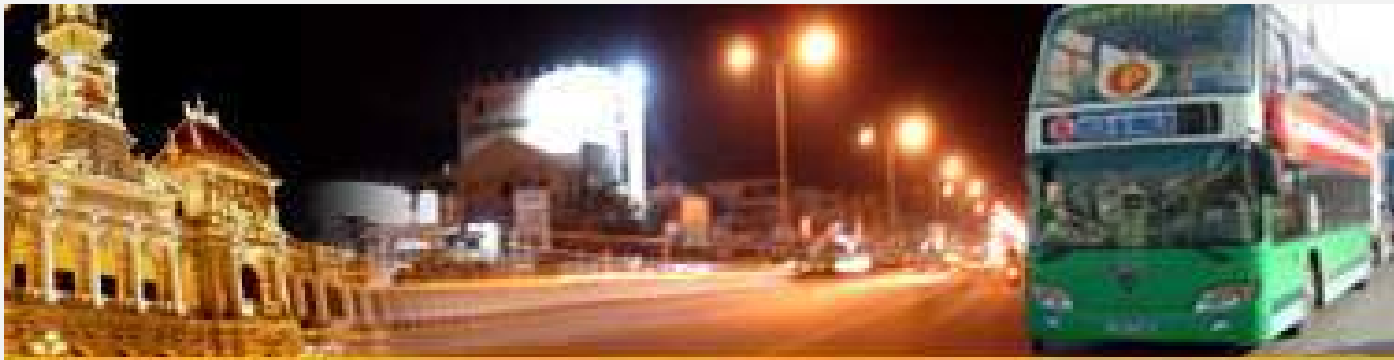




PEOPLE'S COMMITTEE OF HO CHI MINH CITY
DEPARTMENT OF TRANSPORTATION

TRANSPORT SYSTEM DEVELOPMENT UP TO 2020 FOR HO CHI MINH CITY



HCMC, September 2009



OVERVIEW

- ◆ **Position:** Located in the center of southern Vietnam
- ◆ **Area:** 2.095km².
- ◆ **Population:** The population of HCMC has increased twice since 1989 (excluding 2 million infrequent inhabitants)

- ◆ **Statistics of road based transport until 2008**

4.058.000 vehicles =

371.000 cars +

3.687.000 motorcycles

Year	Population
1985	3.706.784
2005	6.239.938
2009	7.200.000



CURRENT SITUATION

- ◆ Uncontrolled urban sprawl (Residential areas spontaneously developed near industrial areas and transport routes)
- ◆ Infrastructure of the city is overloaded
 - Road based transport system is insufficient and simple.
 - Most of the seaports are located in the central area.
- ◆ Rapid population growth. Net-migration rate is still high due to Law of Residence which was issued with many favorable conditions for immigrants.
- ◆ Socio-cultural infrastructure mainly concentrated in the city center. Economic and cultural infrastructure such as schools, hospitals, etc. for residential areas in the outer city has not been comprehensively developed, so people tend to prefer living in the city center.



CURRENT SITUATION



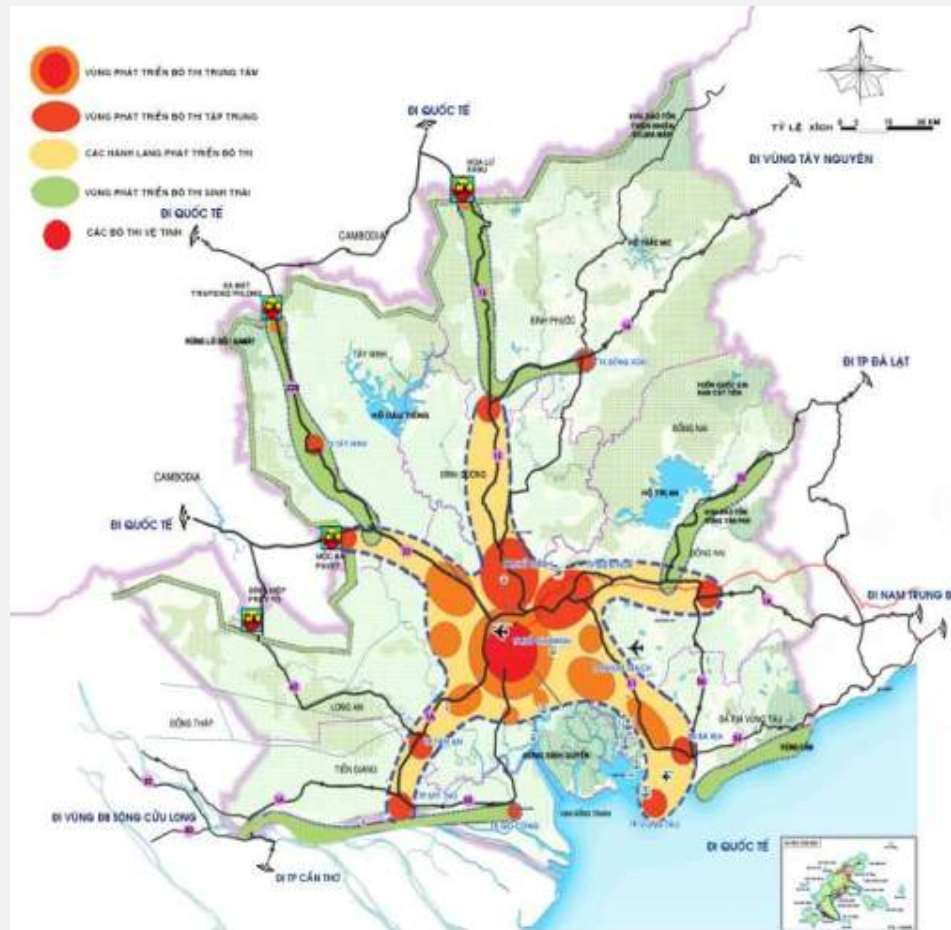
TRANSPORT SYSTEM

- ◆ The ring road systems are incomplete.
- ◆ Road density and parking space are extremely low.
- ◆ There are still not any urban expressways.
- ◆ Seaports are still located in downtown areas.
- ◆ Links among different modes of transport are still weak.
- ◆ There is not any mass-transit public transport.





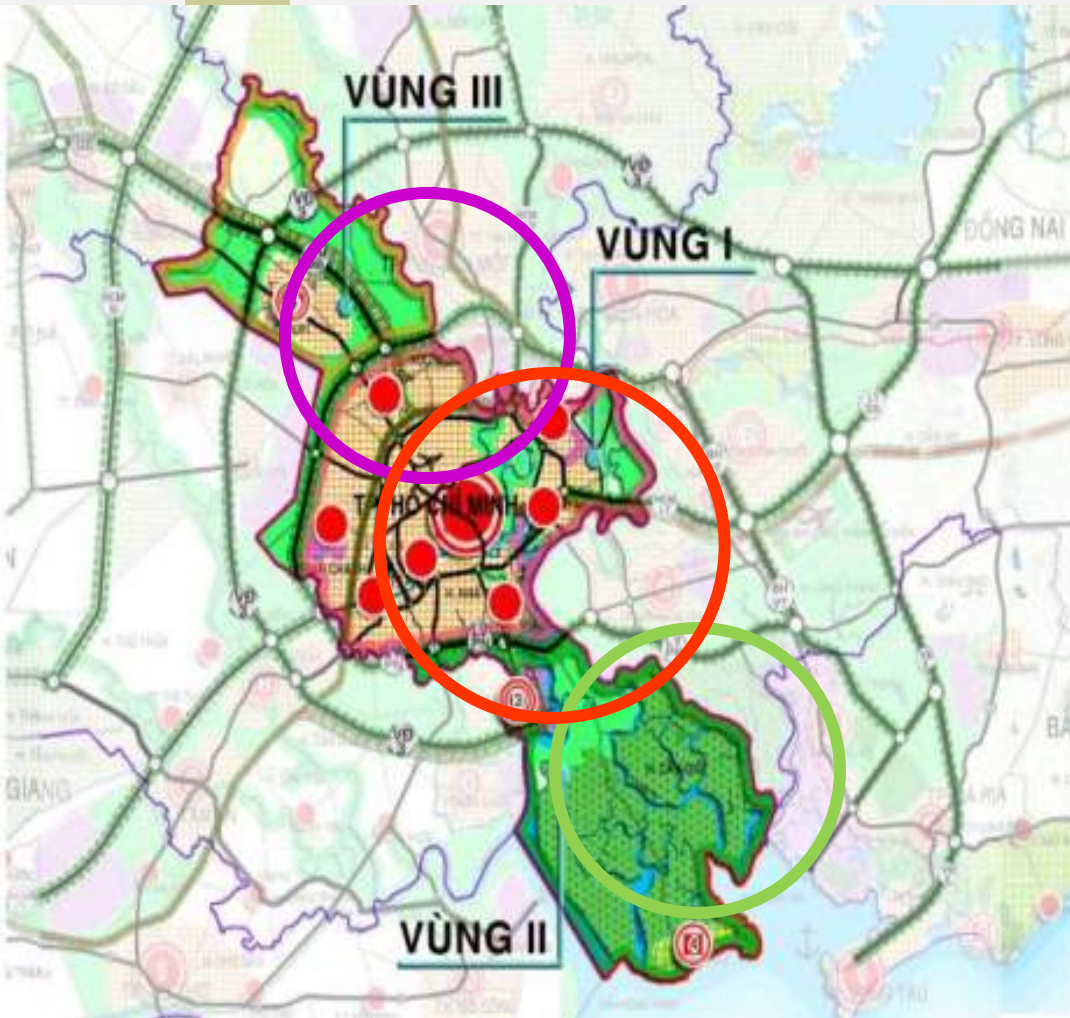
ORIENTED DEVELOPMENT MODEL



- ◆ The central core has a radius of 30 km and there are 5 satellite poles around the core.
- ◆ Better planning control.
- ◆ Industrial and service centers more reasonably distributed and balanced.
- ◆ Transport network more efficiently connected.



ORIENTED DEVELOPMENT



- ◆ Area: 2095.2 km²
- ◆ Population: 7.12 million (87,8% urbanized)
- ◆ Vision: a center of economy, culture, science, technology; a hub of international exchanges; industrial and service centre of the region.
- ◆ Space structure: divided into 3 zone:
 - Zone I** – Centre area: multi-centre urban area.
 - Zone II** – CanGio biosphere area.
 - Zone III**: CuChi North-West satellite urban area.



ORIENTED DEVELOPMENT

URBAN EXPRESSWAY SYSTEM

**Building four
elevated
expressways
No1, No2, No3
and No4**

Axis 1: 10,8 Km

Axis 2: 10,0 Km

Axis 3: 7,3 Km

Axis 4: 9,6 Km

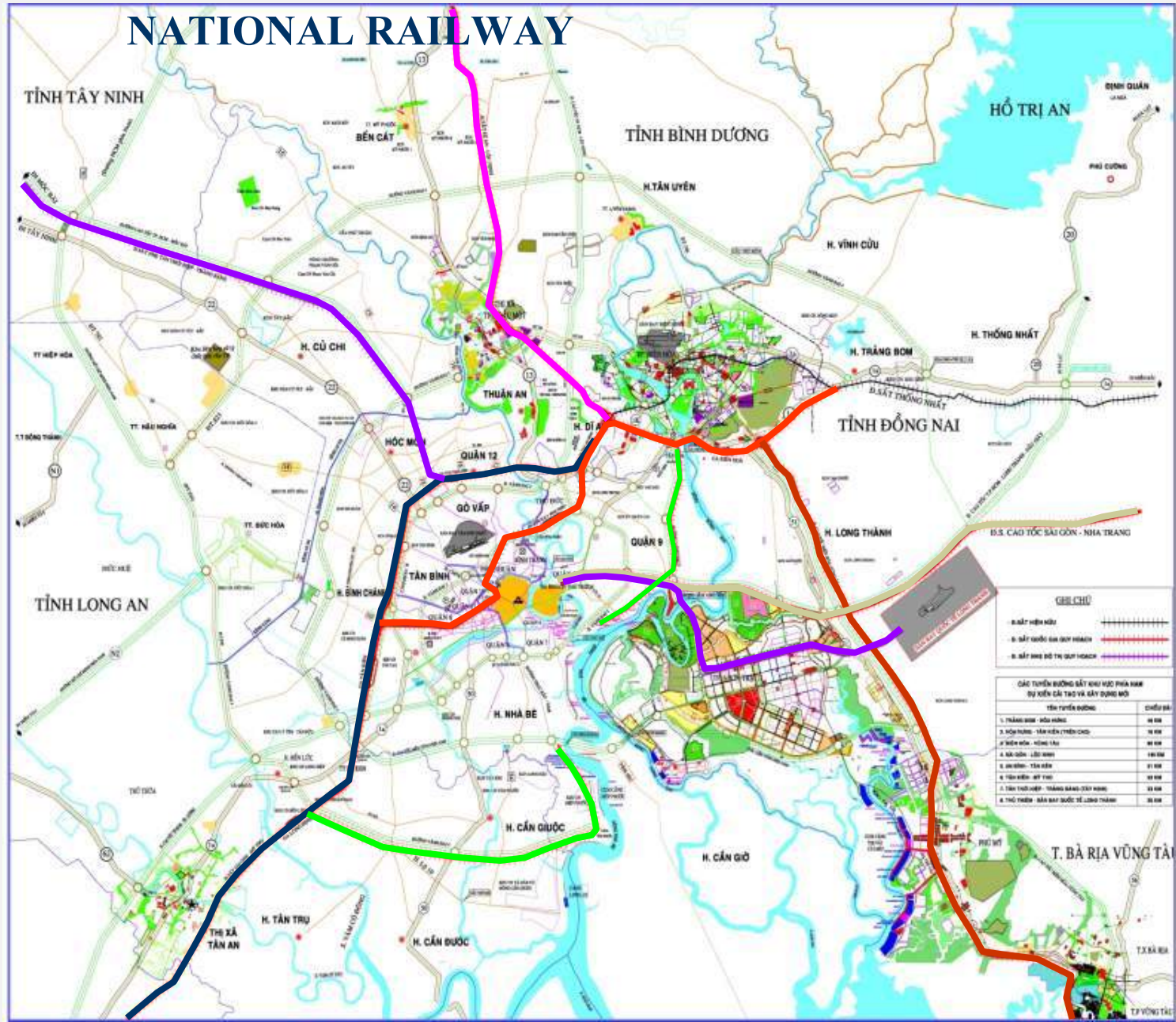


ORIENTED DEVELOPMENT

THÀNH PHỐ HỒ CHÍ MINH



National railway between regions;
Dedicated railway linking seaports;
National radial railway combined with light railway.



(Nguồn: DOT)



ORIENTED DEVELOPMENT

URBAN RAILWAY



Urban Railway covers the central area, including:

- 6 metro lines
- 3 monorail lines + tramway



ORIENTED DEVELOPMENT

SEAPORTS



Making efforts to move SaiGon port to Hiep Phuoc; developing Cat Lai port and Hiep Phuoc port system, aiming to reach the throughput capacity of 200 million tons of goods per year by 2020.

Tân Sơn Nhất Airport (capacity of 25 million passengers per year)

Long Thành Airport (Expected capacity of 120 million passengers per year)





LONG TERM SOLUTIONS

Planning – Regional level

1. *Developing townships and connectors.* Concentrating efforts to complete new urban townships: Thủ Thiêm, Hiệp Phước port town, Northwest Cu Chi, Bình Quới - Thanh Đa, Hi-tech town.
2. *Moving ports along Saigon river on schedule*
3. *Refraining from expanding and gradually moving universities, colleges, vocational schools, and large hospitals in the inner city to the outer city*
4. *Focus on expediting construction process of major transport projects of the city*

Funding resources:

- ◆ Capital budget;
- ◆ ODA loans;
- ◆ Capital from domestic and foreign investors;
- ◆ Exploiting the potential value of land for development.



LONG TERM SOLUTIONS

Transport – Transportation modes

5. Restricting private transport and promoting public transport

- ♦ Strategy to develop public transport is considered the main task to achieve the rate of public passenger trips of 22-26% by 2015 and 47-53% by 2020.
- ♦ In the short term (2008 - 2010), the bus system will still be the main form of public transport. In the medium and long term (2011 - 2015 - 2020) when urban railways come into being, the role of buses will be shifted from "main transport" to "passenger collectors" .
- ♦ Therefore, by 2014, HCMC must have public transport including urban railways and buses in order to accommodate 12-14% of travel demand.
- ♦ Policies to reduce private transport usage: increase entry fees, charge fees for road usage for all kinds of private transport modes. The money used for road development and maintenance.



LONG TERM SOLUTIONS

Transport – Management

6. Modernizing the management of transport infrastructure, applying the Intelligent Traffic System (ITS) in traffic control and management.

7. Enhancing the capacity of organizations and individuals in transport construction (project management, design consultancy, supervision, construction); good coordination in compensation and site clearance, moving technical infrastructure, ensuring projects are implemented on schedule.



For a better future of Vietnam
And Ho Chi Minh city

THANK YOU.

