THE CURRENT SITUATION AND DEVELOPMENT PLANNING FOR TRANSPORTATION OF HO CHI MINH CITY TOWARDS 2020

HCMC, Sept 2010

For reference only
PART 1
THE CURRENT SITUATION OF HO CHI MINH CITY’S TRANSPORT SYSTEM

PART 2
DEVELOPMENT PLANNING FOR HO CHI MINH CITY’S TRANSPORT INFRASTRUCTURE TOWARDS 2020
PART 1
THE CURRENT SITUATION OF HO CHI MINH CITY’S TRANSPORT SYSTEM
LOCATION

- Location: Center of South Vietnam
- Area: 2.095 km²
CURRENT SITUATION

For reference only

<table>
<thead>
<tr>
<th>Year</th>
<th>Population (people)</th>
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<tbody>
<tr>
<td>1985</td>
<td>3,706,784</td>
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<tr>
<td>2005</td>
<td>6,239,938</td>
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<tr>
<td>2009</td>
<td>7,200,000</td>
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</table>
CURRENT SITUATION

• Statistical on road based transport until 2009

4,480,255 vehicles
  =
  408,688 cars
  +
  4,071,567 motorcycles
CURRENT SITUATION

• Transport Infrastructure
  – 3,800 roads with the total length of 3,670 km.
  – Parking area accounts for only 0.1% of urban area compared to the required number of 10%.
  – Road transport is almost the only mode to resolve the need of urban transportation.
CURRENT SITUATION

Thomas K. Wright, the managing director of the American Planning Association, said that it is amazing that people can get about in a 8-million-inhabitant-city like HCMC at all.

• Traffic condition
  – Motorbikes or 2-wheel vehicles travel at the speed of 10 km/h during afternoon rush hour.
  – Cars on major roads travel at the speed of 8 km/h.
  – Traffic Congestion is increasing significantly.
CURRENT SITUATION

TRANSPORT SYSTEM

- Road density and parking area are extremely low.
- The ring road systems are incomplete.
- There are not any urban express way.
- Seaports are still located inner city.
- There are not any mass-transit modes of public transport.
- Links among different transport modes of transport are still weak.
CURRENT SITUATION

URBAN DEVELOPMENT

- Uncontrolled urban sprawl.
- Rapid population growth.
- Cultural infrastructure mainly concentrated in central city area.
- Overloaded city infrastructure.
CURRENT SITUATION

URBAN STRUCTURE

- Development have low accuracy.
- Industrial zones are located in residential area or concentrated in areas adjacent to city boundary.
- Residential areas developed spontaneously around industrial areas and transport corridors.
- Core urban and satellite development of have not been implemented well.
CURRENT SITUATION

TRANSPORT NETWORK

• Sea port systems are mostly concentrated in central city.
• Road based transport system is simple and insufficient.
• Connections between international airport with other transport centre, industrial zone, … are weak.
• City infrastructure growth does not keep up with the growth in number of vehicles.
CURRENT SITUATION

POPULATION GROWTH

• Net-migration rate is high due to Law of Residence which was issued with many favorable conditions for immigrants.
• Economic and cultural infrastructure such as schools, clinics, etc. for residential areas in outer city are not sufficient; this there is a strong preference to live around the inner city.
PART 2
DEVELOPMENT PLANNING OF TRANSPORT INFRASTRUCTURE
OF HO CHI MINH CITY TO THE YEAR OF 2020
On 22 Jan 2007, the Prime Minister approves the project of development planning of Ho Chi Minh City’s Transport system towards 2020 and with a vision to after 2020 (Decision No. 101/QD-TTg). with planning radius of 30-50km, including Ho Chi Minh City and surrounding urban provinces:

- Binh Duong
- Dong Nai
- Tien Giang
- Tay Ninh
- Binh Phuoc
- Ba Ria Vung Tau
- Long An
Upgrading and improving 6 radial National highways.

Constructing and widening 2 radial roads.

Constructing 7 highways.

Constructing 3 ring roads No. 2, 3 and 4.
Upgrading and widening urban radial roads.
Constructing 4 urban consecutive elevated expressways..
Urban railway system covers the core of urban centre:

- 6 metros
- 01 tramways and monorails
National railway system plays the role of linking between zones and connecting with urban railway system.
Inter-provincial bus parking place.

Inland custom clearance depot.
Improving and constructing 80 different level intersections; and upgrading and widening 33 same level intersections.
DIRECTION FOR DEVELOPMENT

SEAPORT

Focus on moving SaiGon port to Hiep Phuoc; developing Cat Lai port and Hiep Phuoc port system, aiming at reaching the circulation capacity of 200 millions ton of goods per year in 2020.
DIRECTION FOR DEVELOPMENT

WATERWAY

- National waterway
  - New canal
  - Dredging river
- Inner waterway.
- Urban waterway.
RIVER PORT, SEA PORT SYSTEM
THANK YOU FOR YOUR ATTENTION!

For more detail information, please contact:

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