

**International Seminar on
Sustainable Urban Transport & Land Use Planning
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**Policies on Promotion and
Development of Attractive Public
Transport in Hochiminh city
- Testing Policies and Barriers to
Implementation**

Nguyen Phuong Hien, TDSI, Vietnam
Dr. IWATA Shizuo, Managing Director, ALMEC Corporation

Topics

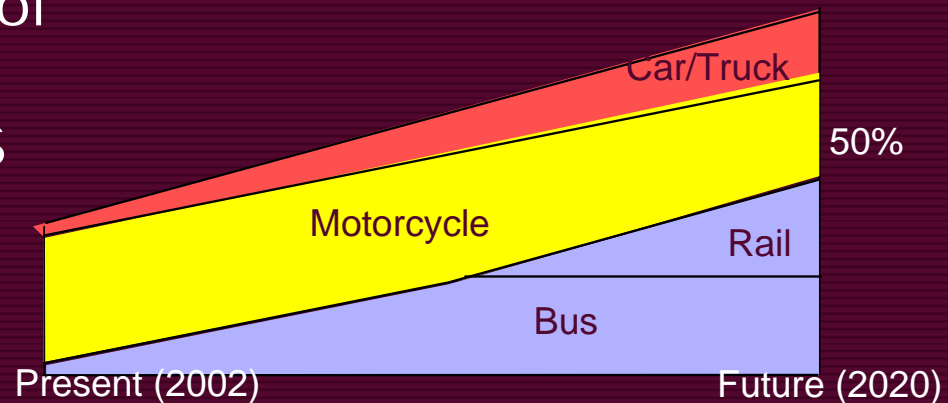
- Public transport development policies and barriers to implementation
 - Public transport development
 - Bus transport role and improvement measures
- Policy Test Project
 - Tested integrated scheme
 - Findings
 - Lessons learned

Policies and Barriers (1):

- Development of mass transit system (MTS)
 - Formulation of long-term MTS
 - Establishment of modal policy
 - Establishment of development method of MTS

BUT

- Huge Investment Costs
 - \$ 1.2 Bil.
- Resettlement
- Bike Preferences
- Technology and Management



Policies and Barriers (2):

- Development of bus transport system
 - Establishment of bus operating business system
 - Development of bus corridors
 - Strengthening of bus operation and management capacity

BUT

- Insufficient Legal Framework
- Narrow Streets

Policies and Barriers (3):

- Exploitation of para-transit & non-motorized vehicles
 - Establishment of management system
 - Improvement of supporting infrastructure/facilities
 - Supporting system for small-scale operators/drivers

BUT

- Numerous service Providers
- Unregistered services
- Safety Issues

Policies and Barriers (4):

□ Exploitation of water transport system

- Actual condition survey and database development
- Improvement of water transport infrastructures and river environment
- Promotion of water transport for local and tourism transport

BUT

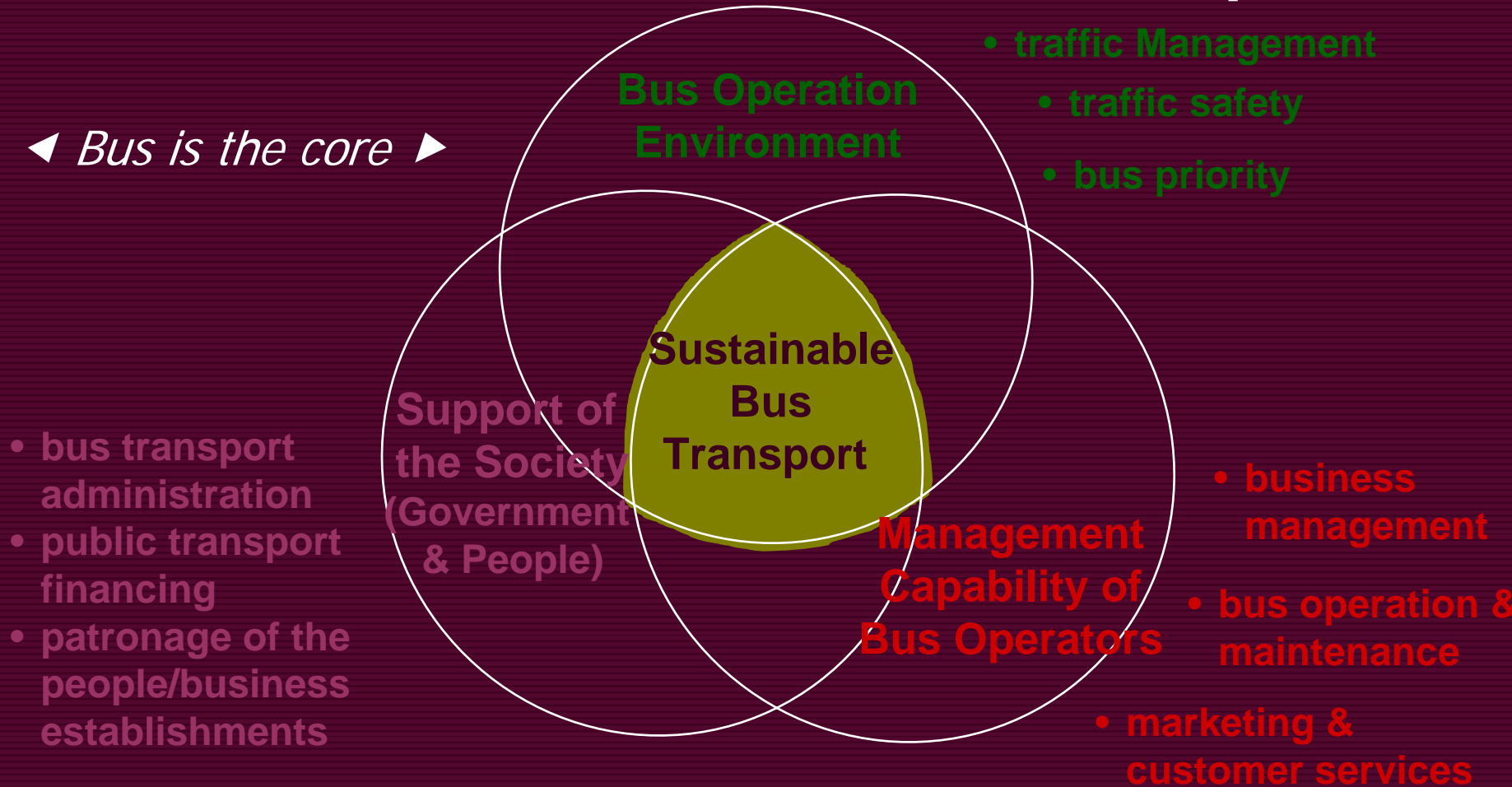
- Unclear Institutional Arrangement
- Costly Resettlement
- Safety Issues
- Environment Impacts

Policies and Barriers (5):

- Promotion of public transport use and expansion of services
 - Formulation subsidiary policy for public transport users
 - Expansion of bus services for students and workers
 - Introduction of new services
- Budget Constraints
- Mobility, Accessibility and Flexibility of Bikes

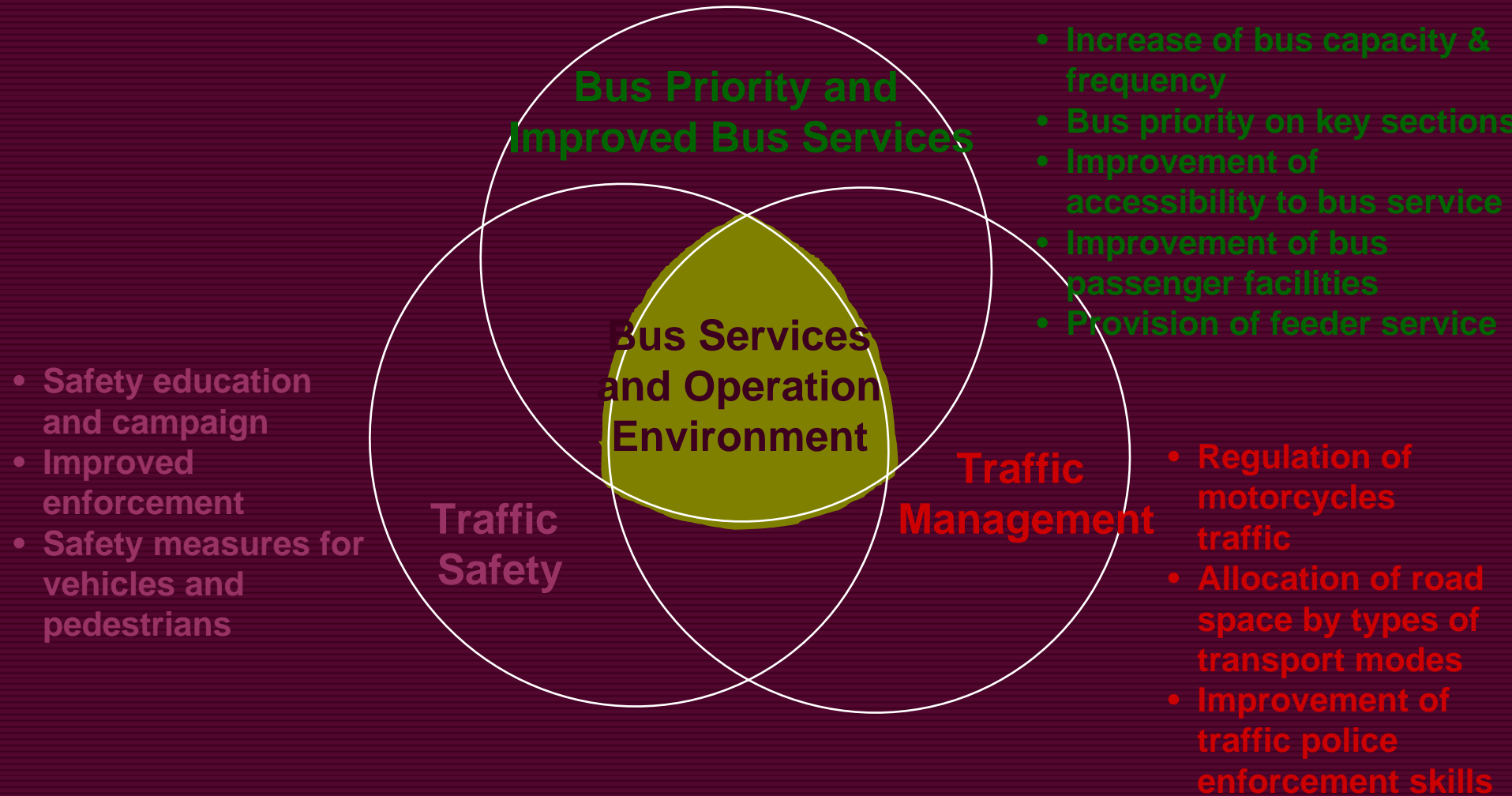
BUT

Towards a Sustainable Public Transport



◀ *Urban rail takes over heavy public transport corridors but it is limited* ▶

Policies on Bus Services & Operation Environment Improvement



Testing Policies (1):

HÀNH KHÁCH

**ĐỀ ÁN THỬ NGHIỆM
TUYẾN XE BUÝT ƯU TIÊN
TRÊN HÀNH LANG
TRẦN HƯNG ĐẠO**

Buýt
Đi làm
Buýt
Mua sắm
Buýt
Đến trường
Buýt
Đạo chơi

Buýt
An toàn
Buýt
Tiết kiệm
Buýt
Lịch sự
Buýt
Tiện lợi

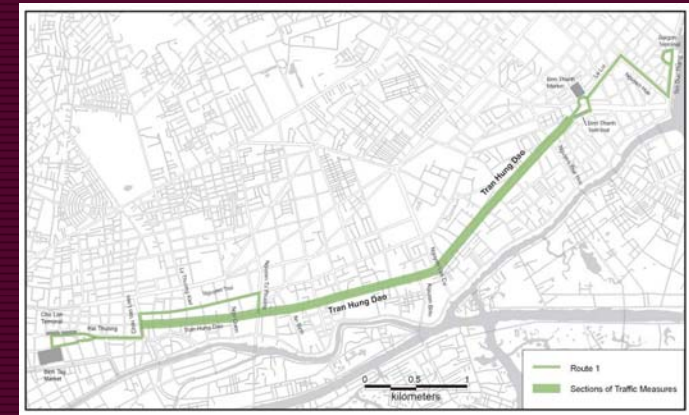


Xe buýt là một phương tiện lưu thông an toàn, tiện lợi và kính tế. Khi đi xe buýt hành khách hãy:
Xếp hàng trong khi chờ xe.
Không băng qua đường phía sau xe
Sử dụng phần đường cho người đi bộ khi băng qua đường
Ưu tiên cho khách xuống xe
Không xả rác trên xe
Không nhào người ra cửa xe

NÀO TA CÙNG BUÝT
AN TOÀN — TIỆN LỢI — TIẾT KIỆM



Tran Hung Dao Corridor



Public Propaganda

Testing Policies (2):

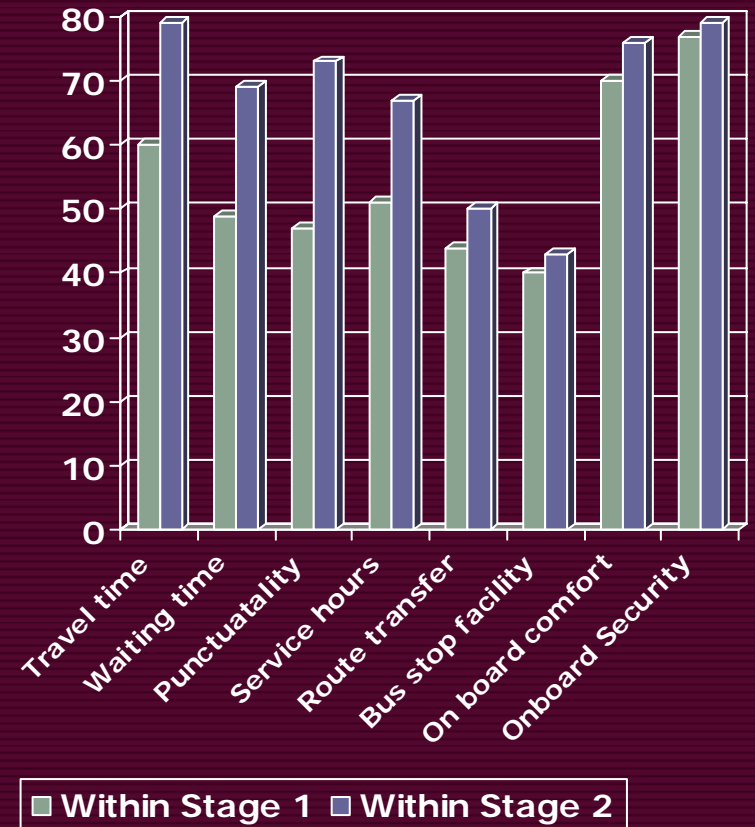
	Stage 1	Stage 2
Bus Operation	<ul style="list-style-type: none">-Increase of frequency-Expansion of operating hours-Fixed departure time	<ul style="list-style-type: none">-Continuation of measures in Stage 1-Introduction of air-con buses-Bus exclusive/priority lanes-Park and bus ride at terminal-Circular bus service in city centre

Testing Policies (3):

	Stage 1	Stage 2
Traffic Management & Enforcement	<ul style="list-style-type: none">-Traffic management at major intersections-Prohibition of on-street parking-Enforcement of traffic rules & driving behaviors	<ul style="list-style-type: none">-Continuation of measures in Stage 1-Prohibition of 4-wheeled vehicles from narrow road sections
Traffic Safety & PR Activities	<ul style="list-style-type: none">-On-site traffic safety campaign-PR on site and through mass media	

Findings (1)

- All stakeholders accept and appreciate tested policies
 - Bus operators
 - Passengers
 - Road Users
 - Roadside Residents



Service Condition Assessment by Passengers

Findings (2)

- Potentials for Development of Bus priority



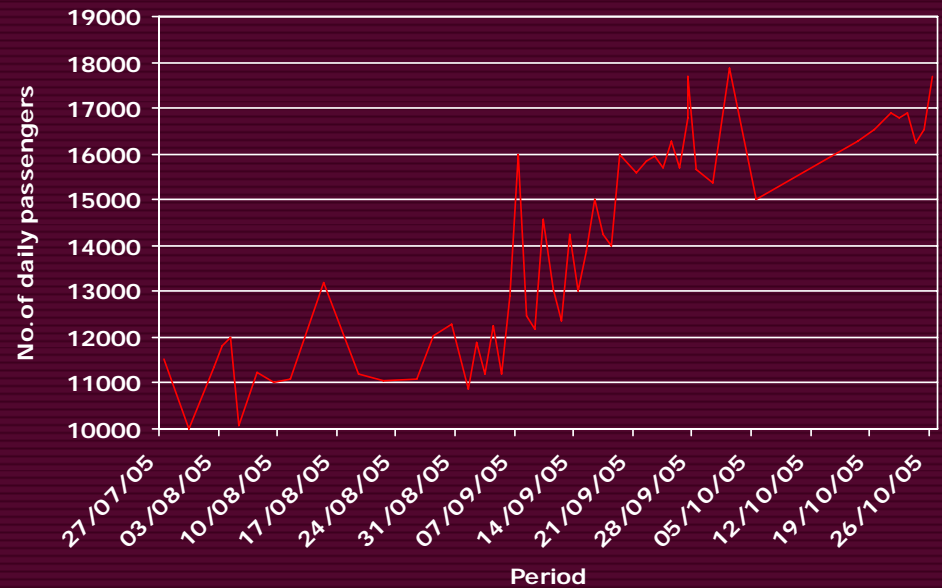
Bus Exclusive Lane

Nguyen Tri Phuong - Chau Van Liem Corridor

Findings (3)

- Successful Bus Service Enhancement
- Increase in Bus Patronage

Trend of Rider ship Growth



Findings (4)



Illegal On-Street Park

- Prohibition of on-street parking effectively supports bus priority

Findings (5)



Well-regulated at 2-Stop Line

- Positive changes with various minor intersection traffic policies

Findings (6)

- Benefitable Park and Bus-ride Facilities for Commuters



Park & Busride Parking at Ben Thanh Market

Implications for the Future (1)

- Bus lane: Workable Buslane (priority & exclusive lane), but required support from traffic management and service operation
- Bus Service Enhancement: is a key element (frequency, long operation hours and user-friendly bus route system map)

Implications for the Future (2)

- ❑ Traffic Management: Minor intersection measures and improved behaviors of motorists bring in limited impacts.
- ❑ Enforcement and Education: are central towards good driving behaviours and desirable outcome of bus priority scheme.

Conclusions

- ❑ Attractive bus transport within the immediate timeframe.
- ❑ Huge potentials in long-term public transport development in the metropolitan area if favorable bus service and operation environment