

Hanoi Transport & Urban Public Works Service

Centre for Urban Transportation Management and Operation

PUBLIC PASSENGER TRANSPORT SYSTEM SERVING FOR SUSTAINABLE URBAN DEVELOPMENT STRATEGY IN HA NOI CITY

Presented by: Trần Hùng Tuấn
Director : Centre for Urban Transportation
Management and Operation

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SUMMARY OF HISTORY OF THE PUBLIC PASSENGER TRANSPORT SYSTEM OF HA NOI CITY

- Tram system had been operated within nearly 100 years.
 - 5 routes; total length of 32km;
 - No longer operated since 1990.
- Bus system has been developed and operated since 1960
 - 28 inner-city bus routes;
 - 10 commuter routes serving for officials

- The bus system was ineffectively operated in the duration of 1985-2000:
 - Transition period
 - Operation of only 13 inner-city routes
- Public passenger transport system by bus has been focally invested and developed since the period of 2001-2005.
 - Extension of service area – operation of 54 routes
 - Improvement of service quality; restoration of public confidence and attraction of passengers
 - Development of reasonable mechanisms and policies – rates – loss compensation – investment in the infrastructure – transformation of involving economic sectors.

IMPROVEMENT OF THE MANAGEMENT AND OPERATION BY THE IMPLEMENTATION OF LOCAL AND INTERNATIONAL PROJECTS

- In 2006-2010 period
 - Supplement of several public passenger transport modes – through projects of Ha Noi city.
 - Bus Rapid Transit (BRT) - 2 routes (expected). Investor: Urban Transport Project Management Unit - TUPWS.
 - Tram – 01 route (expected). Investor: Management Unit of Public Passenger Transport Development
 - A unified unit responsible for public passenger transport management and operation (Bus- BRT – Tram)

OBJECTIVES

- Satisfaction of 30-35 % of traffic demands by the year 2010
 - Of which:
 - + Bus, BRT and taxi : 22-25 %
 - + Urban railway, tram : 8-10 %

- Satisfaction of 50-60 % of traffic demands by the year 2020
 - Of which:
 - + Bus, BRT and taxi : 25-30 %
 - + Urban railway, tram : 30 %

(Transport Master Plan for Ha Noi Capital)

VIEWPOINT ON THE SUSTAINABLE DEVELOPMENT OF HANOI PUBLIC PASSENGER TRANSPORT SYSTEM

1. Development of the bus network by a strict and synchronous measure system; establishment of a basic renovation for the mobility of Ha Noi citizens
2. Remaining of bus as a major means of transport in the city and provision of a high quality transport service for the people.

3. Assurance of a pivotal role of state enterprises;
facilitation for and promotion of economic sectors
involving in the public passenger transport

4. Development of the public passenger transport in a
high systematic and synchronous manner

- Planned transport network system;
 - Infrastructure system, route network
 - Synchronous policy and institution system;
- enhancement of the State management efficiency.

SOLUTIONS FOR THE DEVELOPMENT OF A POLICY AND INSTITUTION SYSTEM

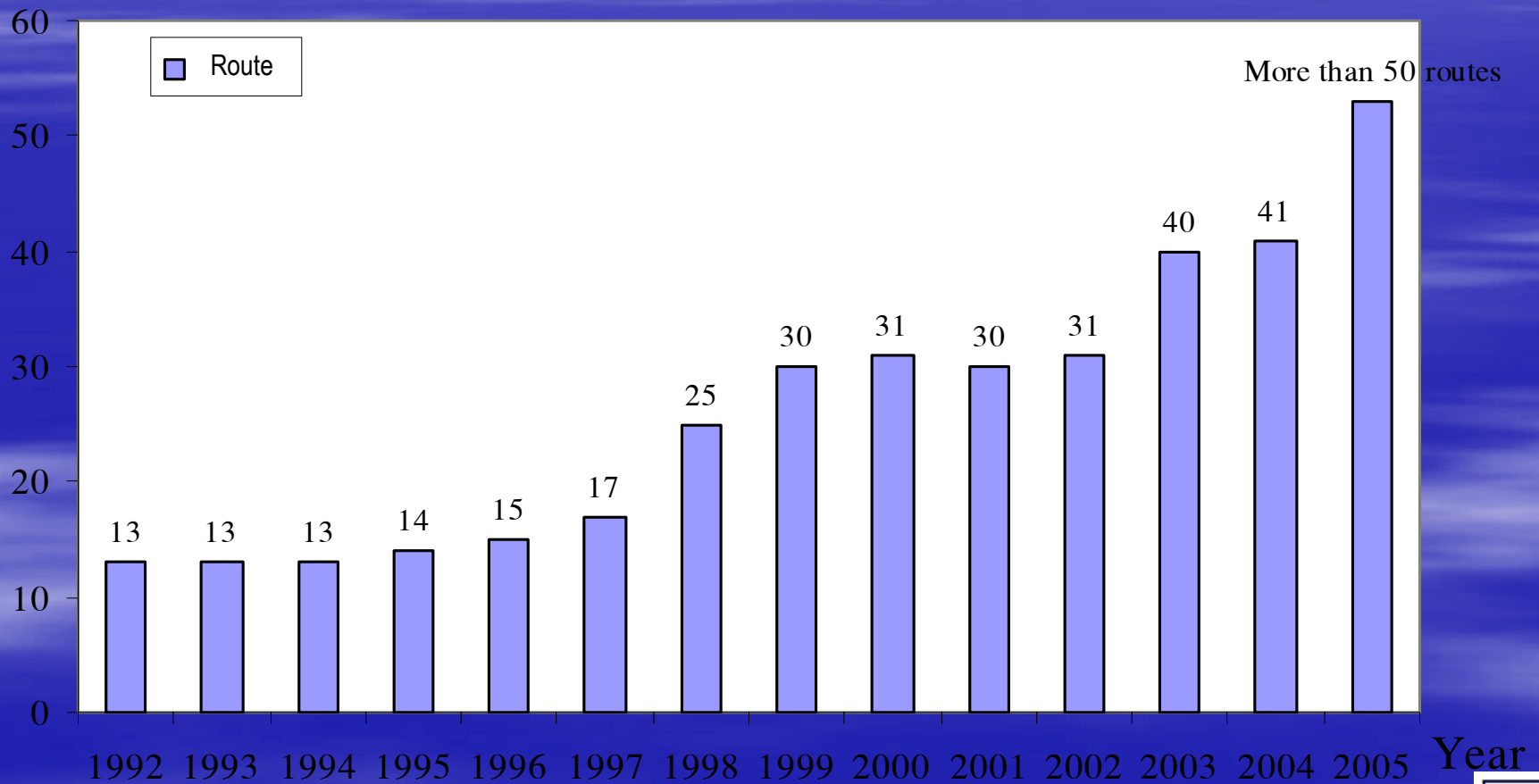
- Setting of expense norms for the operation of public transport by bus in Ha Noi.
- Development of regulations for the involvement of economic sectors in the operation of public passenger transport.
- Regulations for the check before acceptance of payments and balance.
- Development of provisions for the inspection and treatment of violations in the operation of public transport by bus.
- Promulgation of regulations on ticket printing, issuance and management.

INSTITUTIONAL ARRANGEMENT

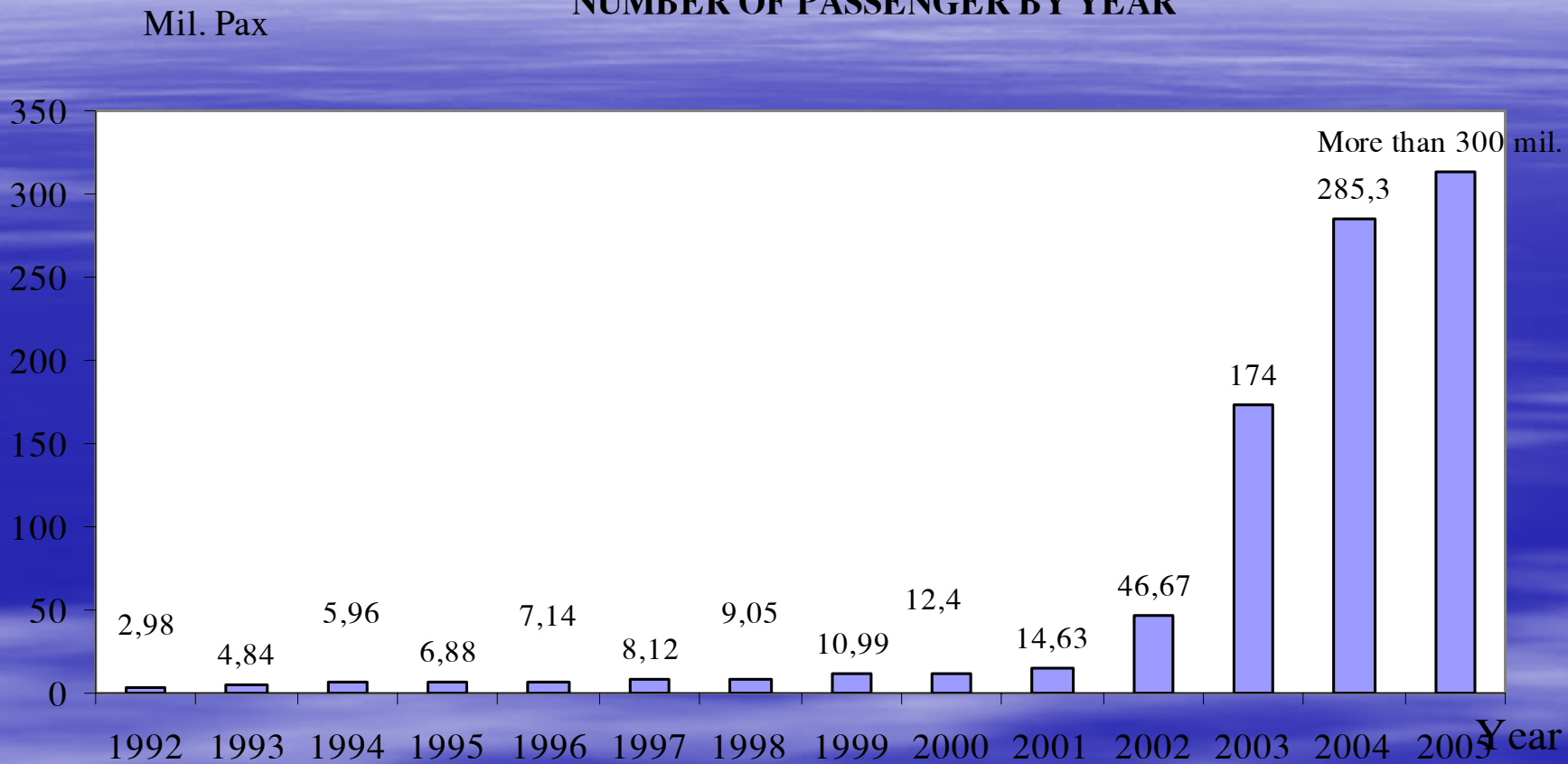
- Restructure of the bus network system
- Investment in renewal of means of transport
- Improvement of management and operation
- Improvement of fare system
- Enhancement of bus service quality
- Organization of the socialization of bus routes in Ha Noi city

PERFORMANCE

DEVELOPMENT OF BUS ROUTES BY YEAR



NUMBER OF PASSENGER BY YEAR



COMMENCEMENT OF THE PROJECT ON PUBLIC PASSENGER TRANSPORT DEVELOPMENT

- Public Passenger Transport Infrastructure (Cầu Giấy Bus Interchange)



- Bus Maintenance and Repairing Workshop (69 B Thụy Khuê)



THANK YOU FOR YOUR ATTENTION.