An Efficient Solution to Promote Public Transportation toward Sustainable Development: A Case Study in Haiphong city

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2. Main issues of Public Transport in urban area
3. Case study – Haiphong city, Vietnam
4. Issues and Solutions of Public Transport in Haiphong
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Overview

Why a Public Transport Authority is needed?

- Overall generalship of economic and social development
- Construction planning in urban
- Transportation planning

- Urban Traffic Management
- Financial and Economic Transportation
- Public Transport Development

Existing and challenges

Generalship and Planning

Management and Operation

Public Transport Authority (PTA)
Main issues of Public Transport in urban area

1. Planning and Development Policy
2. Management and Operation
3. Finance of Transportation
4. Communication and Marketing
5. Environment Protection
6. Integrative and Developing Urban

Need A Public Transport Authority (PTA)
Case study – Haiphong city, Vietnam

Overview:
• Hai Phong is the second largest city and the largest port city in the North of Vietnam. The City’s population is 1.9 million as stated in 2011. The urban population is 879,452 equivalent to 46.1% of the total. It is expected to grow by 6.6% per year to reach approximately 2.2 million in 2025.
• Economic growth is expected to be approximately 10% per year.

Public Transport Policy:
• Decision No. 1118/QD-UBND dated June 25, 2007 on planning of Hai Phong Public Transport about Buses that Hai Phong city required that there should have been a total of 18 bus lines by the year of 2010, which should have met 10-15% of travelling demand. Further it stated that there should be 33 bus lines in total by the year of 2020, reaching 20-25% of travelling demand.
• In fact, the bus system serves not more than 1.0% of the transport demand.

Source: Hai Phong road transportation master plan up to 2020 and vision to 2030
# Current situation of Public Transport in Haiphong

## Vehicle in Hai Phong in 2013

<table>
<thead>
<tr>
<th>Vehicle type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automobiles</td>
<td>70,367</td>
</tr>
<tr>
<td>Tractor</td>
<td>7,325</td>
</tr>
<tr>
<td>Container</td>
<td>7,704</td>
</tr>
<tr>
<td>Passenger car</td>
<td>6,193</td>
</tr>
<tr>
<td>Coach (fixed route under transportation companies)</td>
<td>474</td>
</tr>
<tr>
<td>Coach (under transportation contract)</td>
<td>543</td>
</tr>
<tr>
<td>Taxi</td>
<td>1,999</td>
</tr>
<tr>
<td>Bus</td>
<td>85</td>
</tr>
<tr>
<td>Private passenger car, light trucks and other vehicle types</td>
<td>46,044</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>896,665</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>967,032</strong></td>
</tr>
</tbody>
</table>

## Bus company & Bus route in Hai Phong

<table>
<thead>
<tr>
<th>No</th>
<th>Name of operator</th>
<th>Operated bus line</th>
<th>Other business service</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Haiphong Road Management Company</td>
<td>No.1: Rao bridge - Du Nghia, No.2: Ben Binh - Tien Lang - Vinh Bao</td>
<td>Construction, upgrade, repair, maintenance of civil &amp; transport construction, Inland waterway transport by ferry and braw.</td>
</tr>
<tr>
<td>2</td>
<td>Thinh Hung limited company</td>
<td>No.3A: Haiphong post office - Do Son, No.3B: Petro hotel - Do Son, No.07: Cong Trang - Le Hong Phong - Uong Bi</td>
<td>Inter province transport services, BigC bus lines transport services</td>
</tr>
<tr>
<td>3</td>
<td>Tan Viet Travel and Trading joint stock company</td>
<td>No.04: Post office - Minh Duc, No.12: LaiXuan Ferry - Metro Supermarket</td>
<td>Inter province transport services, Travel transport service</td>
</tr>
<tr>
<td>4</td>
<td>Quoc Hung limited company</td>
<td>No.13: Cat Ba town - Gia Luan Ferry, No.14: Cat Ba town - Cai Vieng</td>
<td>Travel transport, Tourism services, Entertainment, Frozen factory, Frozen seafood, Flower</td>
</tr>
<tr>
<td>5</td>
<td>Quang Dong travel and transport Company</td>
<td>Dinh Vu – Kien Thuy – Dai Ha</td>
<td>Transport service, Warehouse, Garage</td>
</tr>
</tbody>
</table>
Current bus network in Hai Phong

Current bus network of Hai Phong

Bus stop in Hai Phong city

Share of Bus stop’s equipment

- Bus stop with painted lines: 2%
- Bus stop with shelter and sign board: 20%
- Bus stop with sign board: 78%
Activity results and Operating subsidy

Passengers and Bus trips 2004 – 2011

Subsidy value by years

Share of vehicle by seat

Share of vehicle by year
## Bus fare in Hai Phong city

<table>
<thead>
<tr>
<th>Bus line number</th>
<th>Single ticket (thous. VND)</th>
<th>Monthly ticket (thous. VND)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
<td>2015</td>
</tr>
<tr>
<td>1</td>
<td>7-10</td>
<td>10</td>
</tr>
<tr>
<td>2</td>
<td>12-20</td>
<td>12-20</td>
</tr>
<tr>
<td>3A</td>
<td>10-17</td>
<td>10-17</td>
</tr>
<tr>
<td>3B</td>
<td>10-17</td>
<td>10-17</td>
</tr>
<tr>
<td>4</td>
<td>10-20</td>
<td>10-18</td>
</tr>
<tr>
<td>5</td>
<td>10-15</td>
<td>8-15</td>
</tr>
<tr>
<td>7</td>
<td>10-30</td>
<td>10-28</td>
</tr>
<tr>
<td>12</td>
<td>10-20</td>
<td>10-18</td>
</tr>
<tr>
<td>13</td>
<td>7-15</td>
<td>7-15</td>
</tr>
<tr>
<td>14</td>
<td>7-15</td>
<td>7-15</td>
</tr>
</tbody>
</table>
Bus demand forecasts

A strong forecast is necessary to observe the number of passenger in the future and to draft a roadmap for the development of public transport management agency.
Institutional framework at present

Haiphong People’s Committee (HPPC):
- Invest in infrastructure of transportation
- Support investment capital into vehicles of preferential loans for business
- Enterprise subsidy (if any)

Department of Transport (DOT):
- Licensing transport operation
- Transport management and operations
- Supervision and sanctions

Department of Finance (DOF):
- Subsidy management and distribution

Activity of Public Transport in city

Control ➔ Rapport ➔ Supervision
Comparison with the present frameworks in Hanoi and Ho Chi Minh city

Hanoi Transport Management and Operation Center (TRAMOC)

- PPC
  - DOT
    - Urban Rail PMU
    - Hanoi Carrying Co.
    - Carrying & industry
    - Transport Management
    - Urban Trans
    - Other Divisions
    - TRAMOC
      - Transerco Bus
      - Dong Anh Bus
      - Bao Yen Bus
      - Bac Ha Bus
      - Other Bus Operators

Ho Chi Minh city Management and Operation Center for Public Transport (MOCPT)

- HCMC PPC
  - DOT
    - HCMC Urban Rail PMU
    - Saigon Mech Co. SAMCO
    - Carrying & industry
    - Transport Management
    - Urban Trans
    - Other Divisions
    - MOCPT
      - Saigon Passenger Ltd.
      - HCMC Trans Ltd.
      - Saigon Star JVC
      - 2 Trans Coop. Alliances
      - Bus Coops

Administration / Organization
State Management
A Proposed Management Model of PTA
Issues (1)

PTA will push more pressure on the state budget:

- Establishing of PTA should go together with a more serious challenge to promote public transport and attract more passengers.
- A roadmap for a step-wise development of the Public Transport Authority is needed to be proposed as below:
  - **Phases 1-3**: Management of Public Transport.
  - **Phase 4**: Management of other transport modes (optional).
The establishing of PTA in Haiphong currently meets some issues as follows:

- Quantity of public servants is very limited.
- Resource of revenue for PTA is very few and cannot ensure for itself.
- In Haiphong, “an Urban depends on motorcycles”, the fight between motorcycle and bus has been always happening over this decade and the dominant is now staying with motorcycle.
Solutions (1)

Establishing a Public Transport Authority in Haiphong city!!

Organization of the PTA

**MANAGEMENT**

**PLANNING**
- Transport planning
- Financial Planning

**CONTRACTING**
- Procurement
- Monitoring

**PROJECTS**
- Communication
- Bus Rapid Transit
- Smart card
- Passenger information

Roles and tasks of the PTA

<table>
<thead>
<tr>
<th>Level</th>
<th>Actor</th>
<th>Responsible for</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STRATEGIC</strong></td>
<td>Hai Phong People’s Committee</td>
<td>Transport policy, Budget, Fare Policy, Local regulations</td>
</tr>
<tr>
<td>Long term</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TACTICAL</strong></td>
<td>Department of Transport</td>
<td>Public transport network, Service levels, Contracting operators, Fare structure and ticketing, Information and marketing, Investments in infrastructure</td>
</tr>
<tr>
<td>Medium term</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OPERATIONAL</strong></td>
<td>Public Transport Authority</td>
<td>Transport operation, Investments in rolling stock, Customer services</td>
</tr>
<tr>
<td>Short term</td>
<td>Operator</td>
<td></td>
</tr>
</tbody>
</table>
Solutions (2)

Phase 1: Start PTA (about 10 public servants) with the main tasks:

1. Transport Planning and Financial Planning
2. Management of Bus Services and financial support
3. Promotion of public transport
4. Introduction of a Transport Service Contract
5. Tendering of new lines
6. Introduction of GPS system
Conclusions

Seriously need A Public Transport Authority (PTA) !!!

- A Public Transport Authority (PTA) is to provide Haiphong city with the organization, competences and tools to manage and improve its entire urban public transport, executed by public and private operators.

- Development of an effective PTA is a process that takes many years. Experience elsewhere indicates that a PTA should be developed step-by-step, starting with contract management, performance monitoring and network design and gradually assuming more tasks. Therefore development of PTA needs a clear roadmap.

- Development of a management model is to manage urban traffic as PTA mentioned above is not only current solution but also a durable solution towards sustainable transportation. It can be applied for other urban areas of Vietnam and similar cities in the world.
Thank you for your attention !!!