

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

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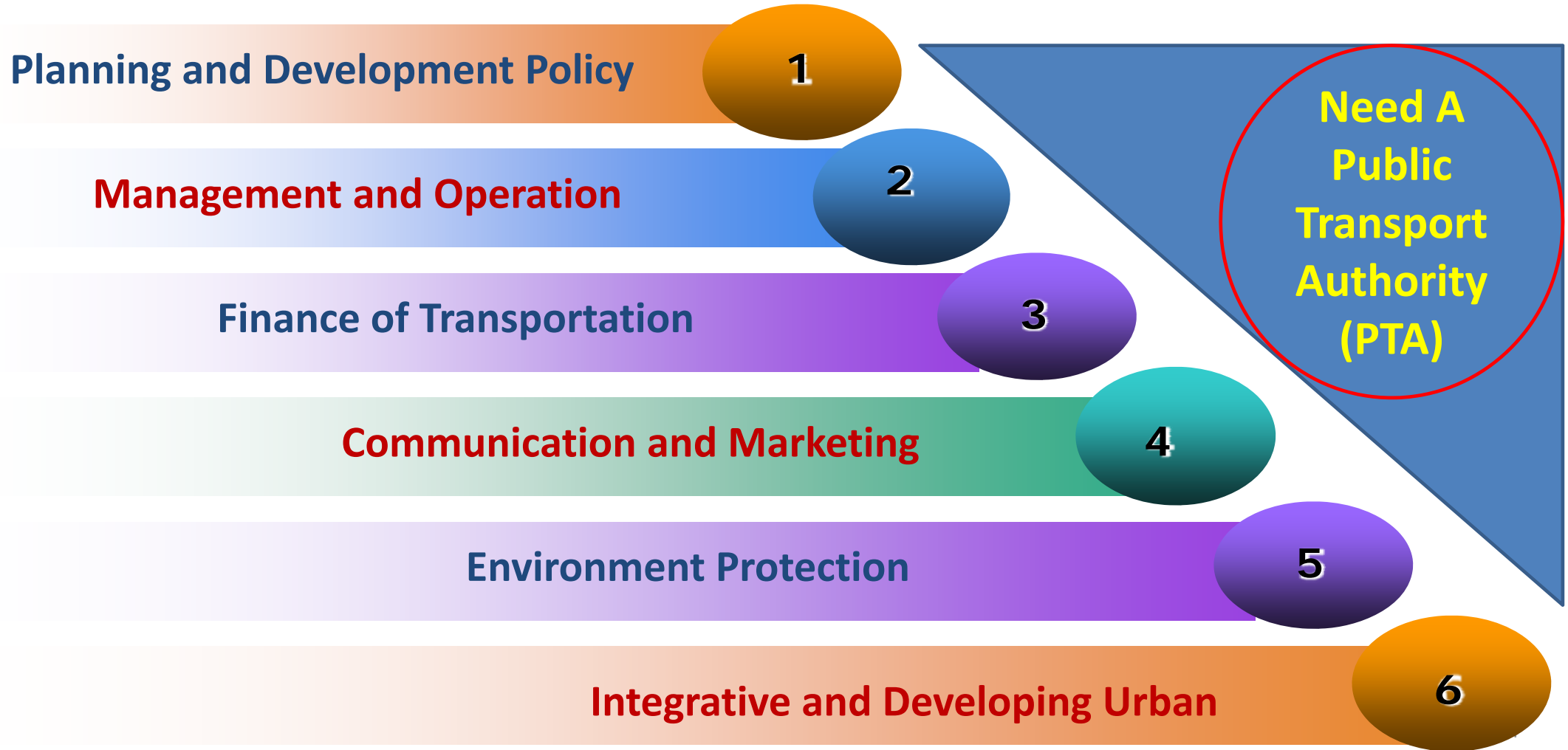


Overview

Why a Public Transport Authority is needed?



Main issues of Public Transport in urban area



Case study – Haiphong city, Vietnam

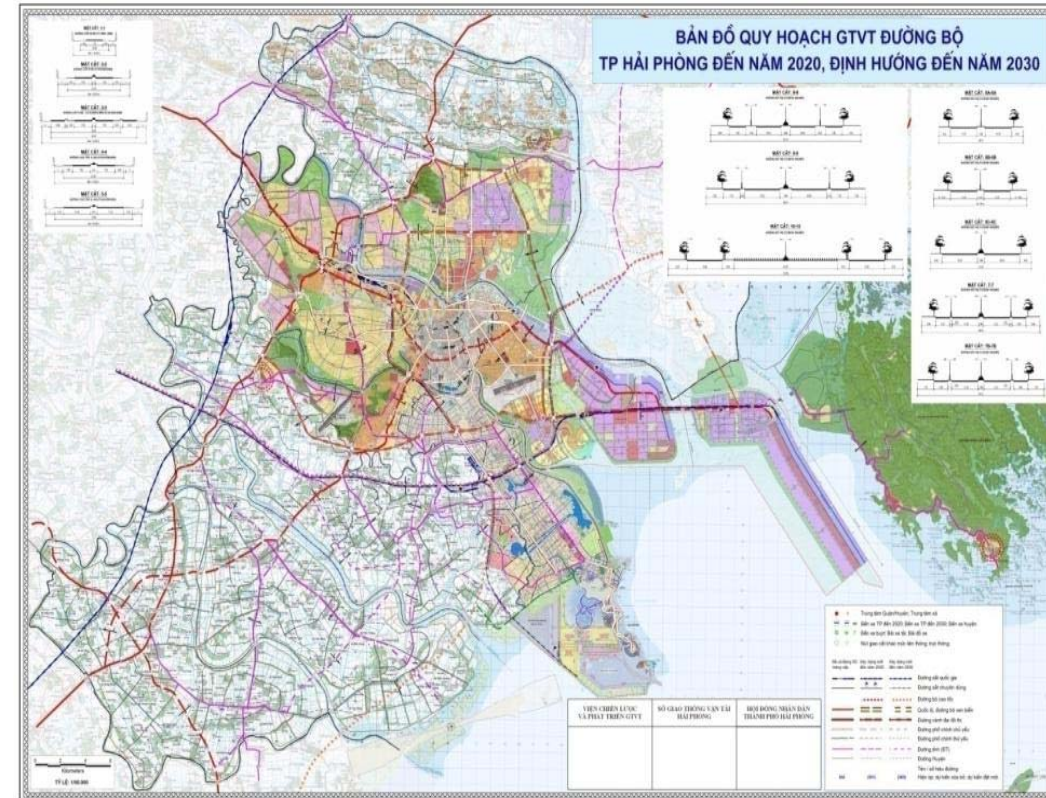
Overview:

- 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/QĐ-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.

Hai Phong master planning road transport map



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

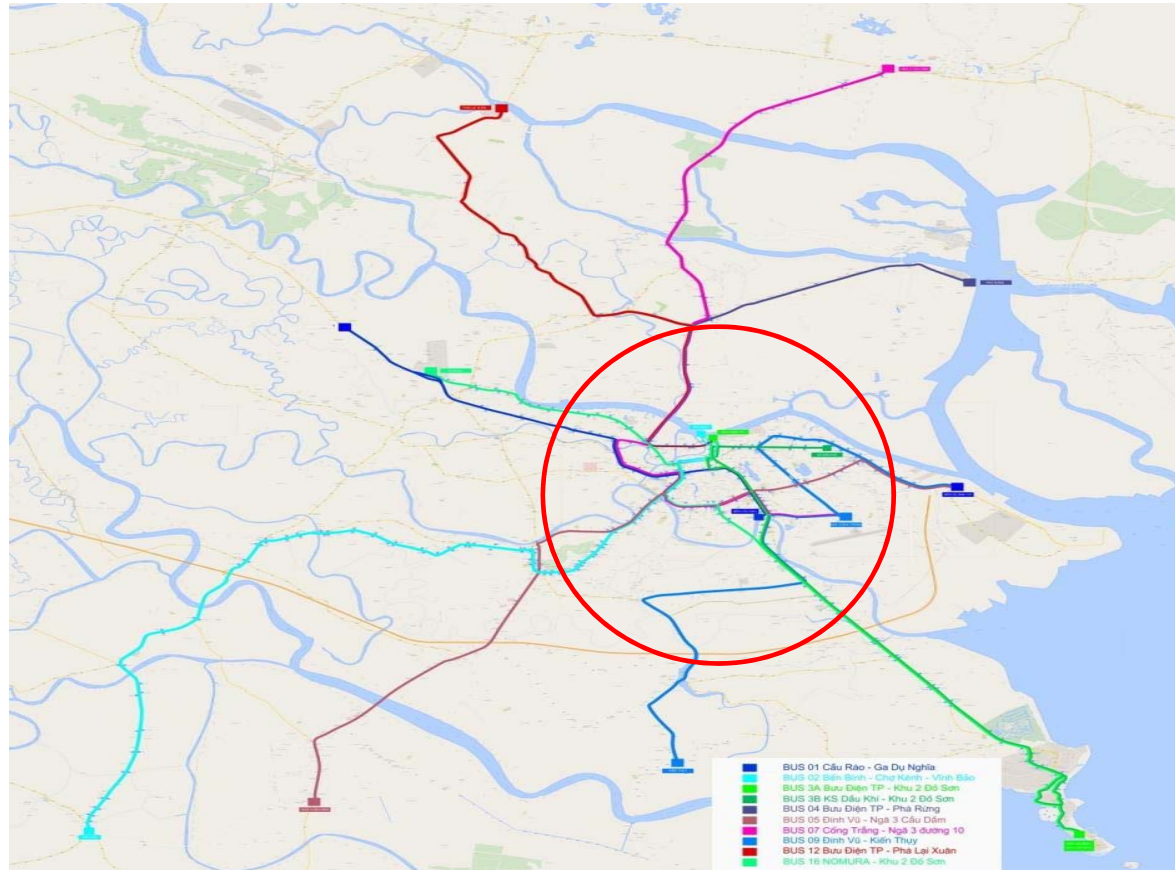
Vehicle type	Number
Automobiles	70,367
Tractor	7,325
Container	7,704
Passenger car	6,193
Coach (fixed route under transportation companies)	474
Coach (under transportation contract)	543
Taxi	1,999
Bus	85
Private passenger car, light trucks and other vehicle types	46,044
Motorcycles	896,665
Total	967,032

Bus company & Bus route in Hai Phong

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

Current bus network in Hai Phong

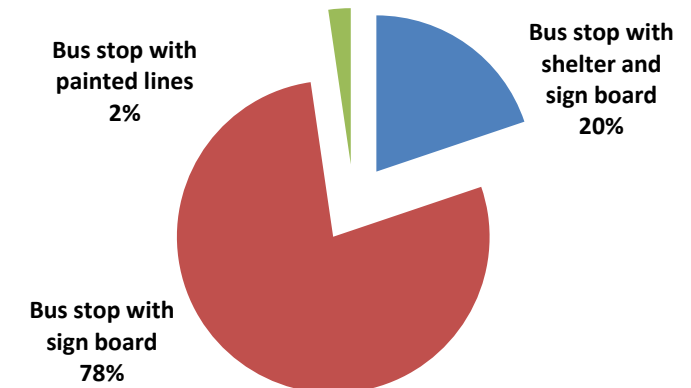
Current bus network of Hai Phong



Bus stop in Hai Phong city

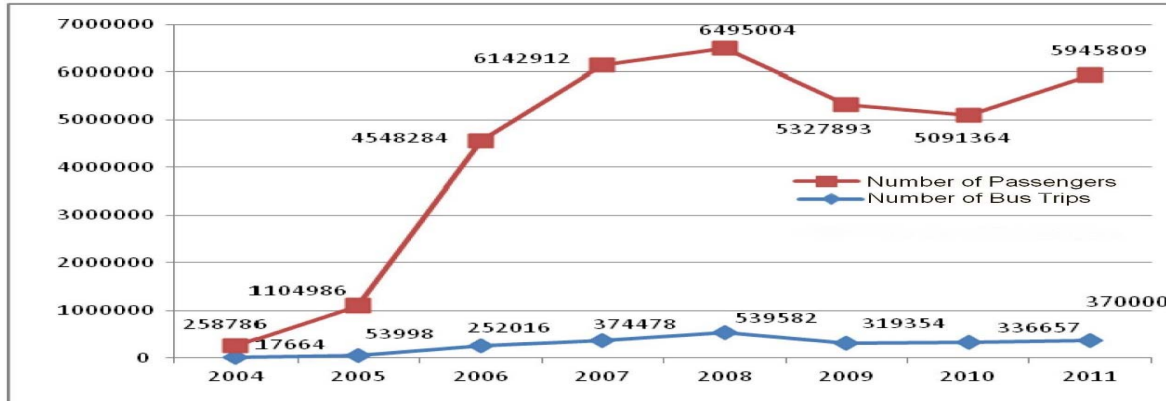


Share of Bus stop's equipment

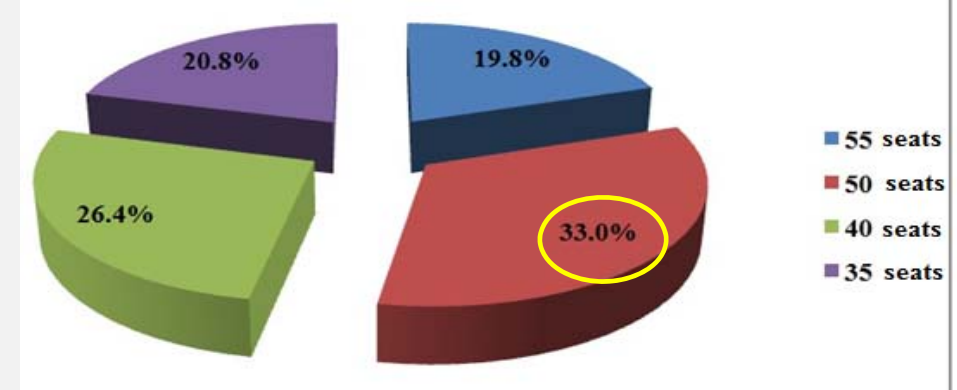


Activity results and Operating subsidy

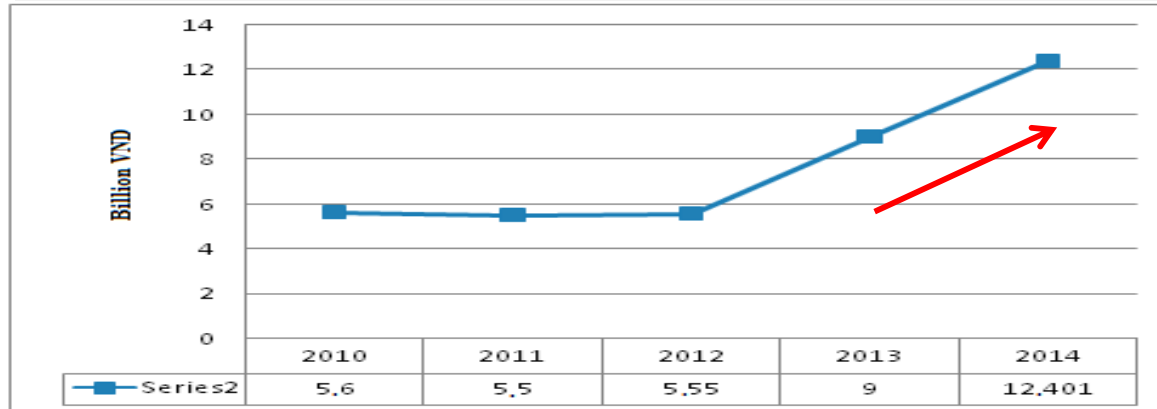
Passengers and Bus trips 2004 – 2011



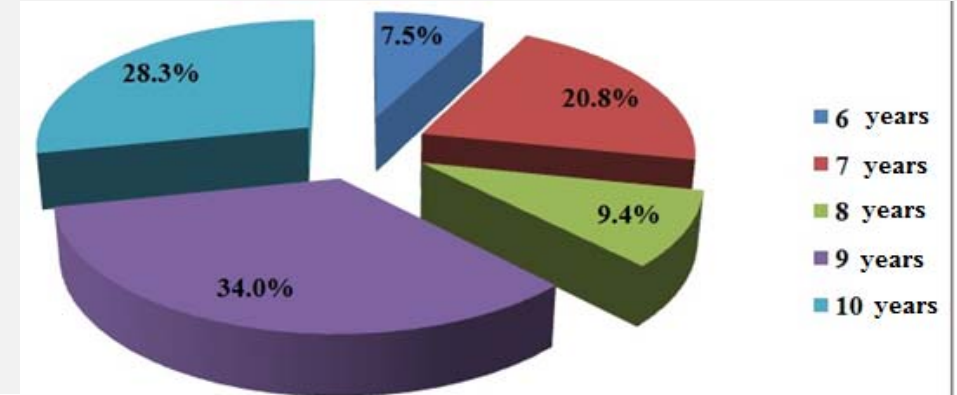
Share of vehicle by seat



Subsidy value by years

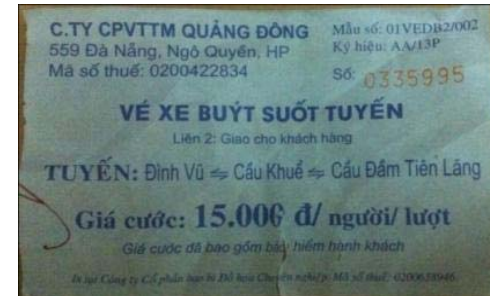


Share of vehicle by year



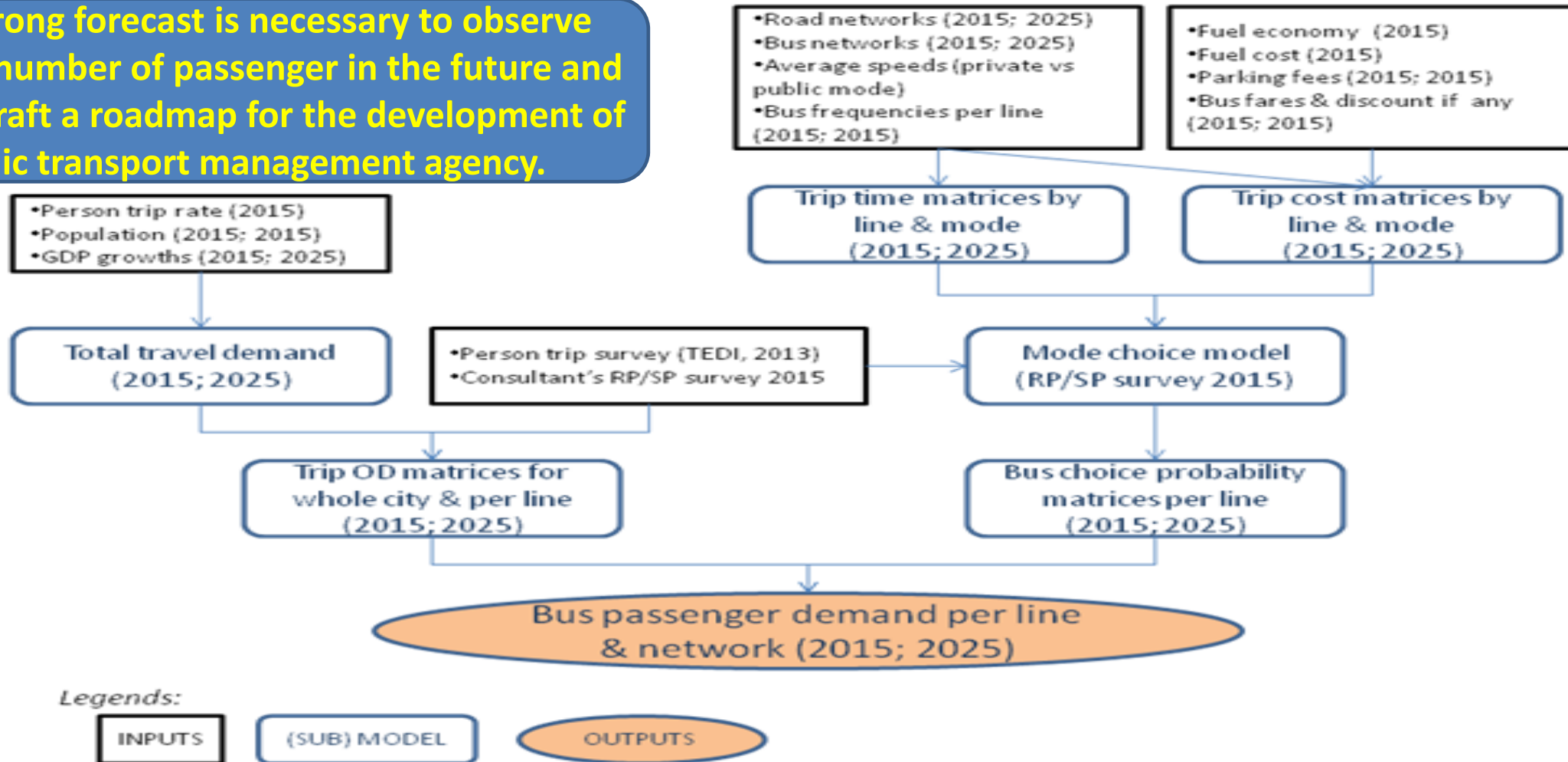
Bus fare in Hai Phong city

Bus line number	Single ticket (thous. VND)		Monthly ticket (thous. VND)	
	2014	2015	2014	2015
1	7-10	10	150-200	220
2	12-20	12-20	250	250
3A	10-17	10-17	450	450
3B	10-17	10-17	450	450
4	10-20	10-18	400	400
5	10-15	8-15	400	400
7	10-30	10-28	450	450
12	10-20	10-18	400	380
13	7-15	7-15	200-400	200-400
14	7-15	7-15	200-400	200-400



Bus demand forecasts

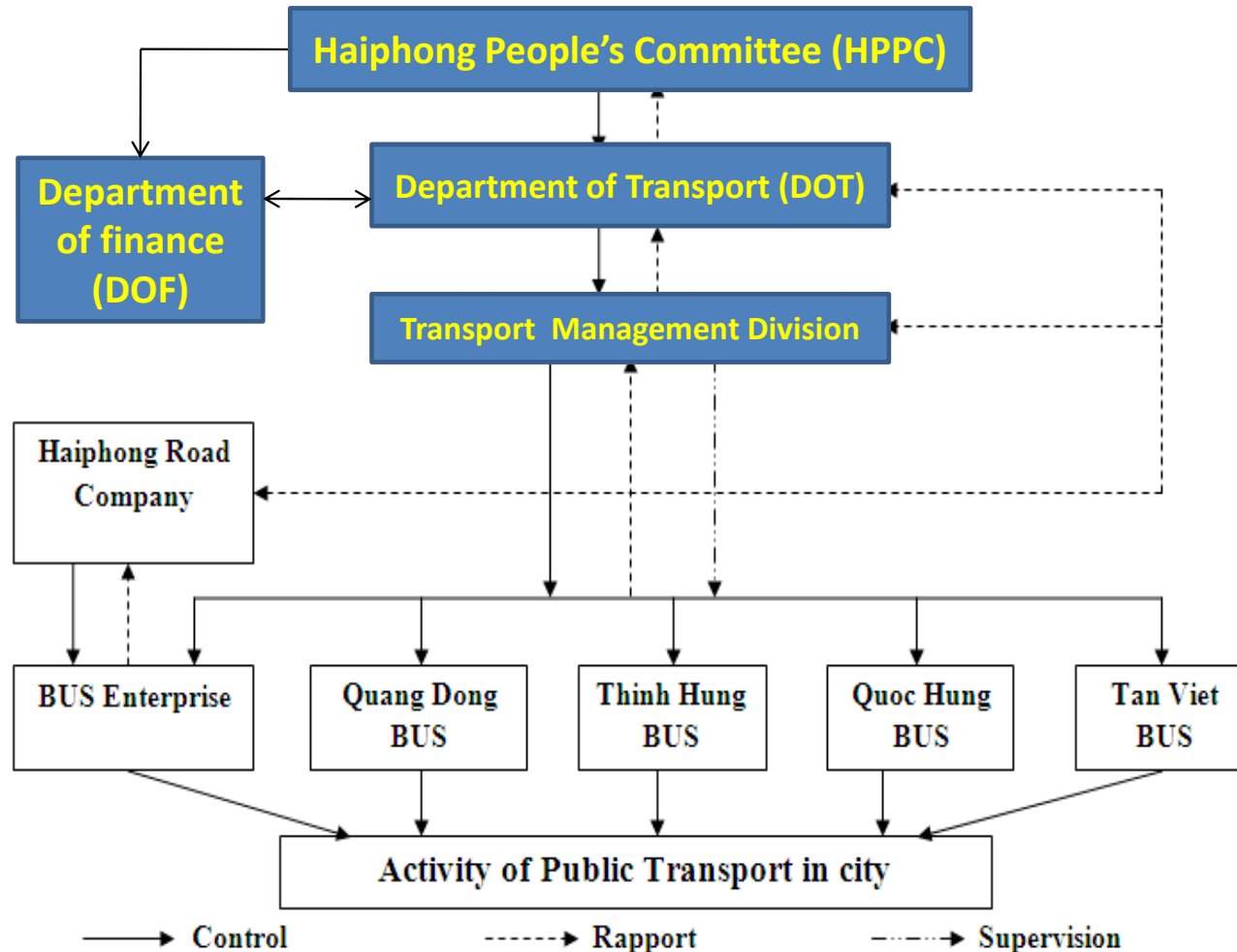
A strong forecast is necessary to observe the number of passenger in the future and to draft a roadmap for the development of public transport management agency.



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):

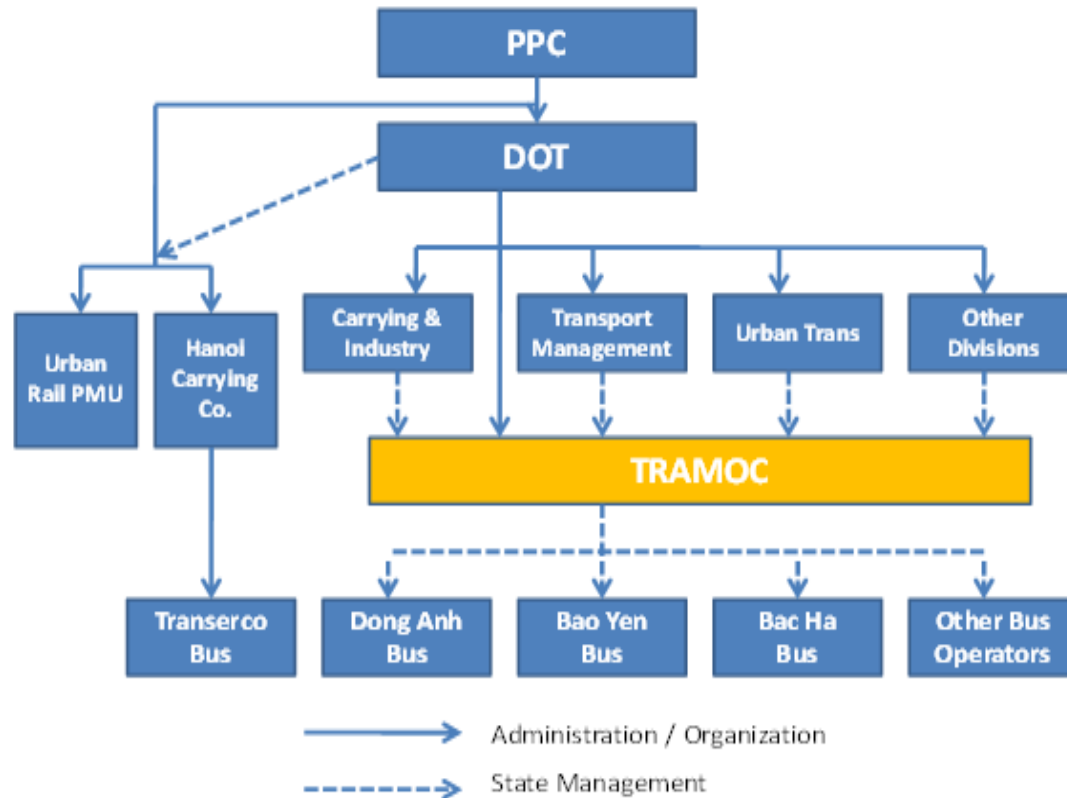
- Licensing transport operation
- Transport management and operations
- Supervision and sanctions

Department of finance (DOF):

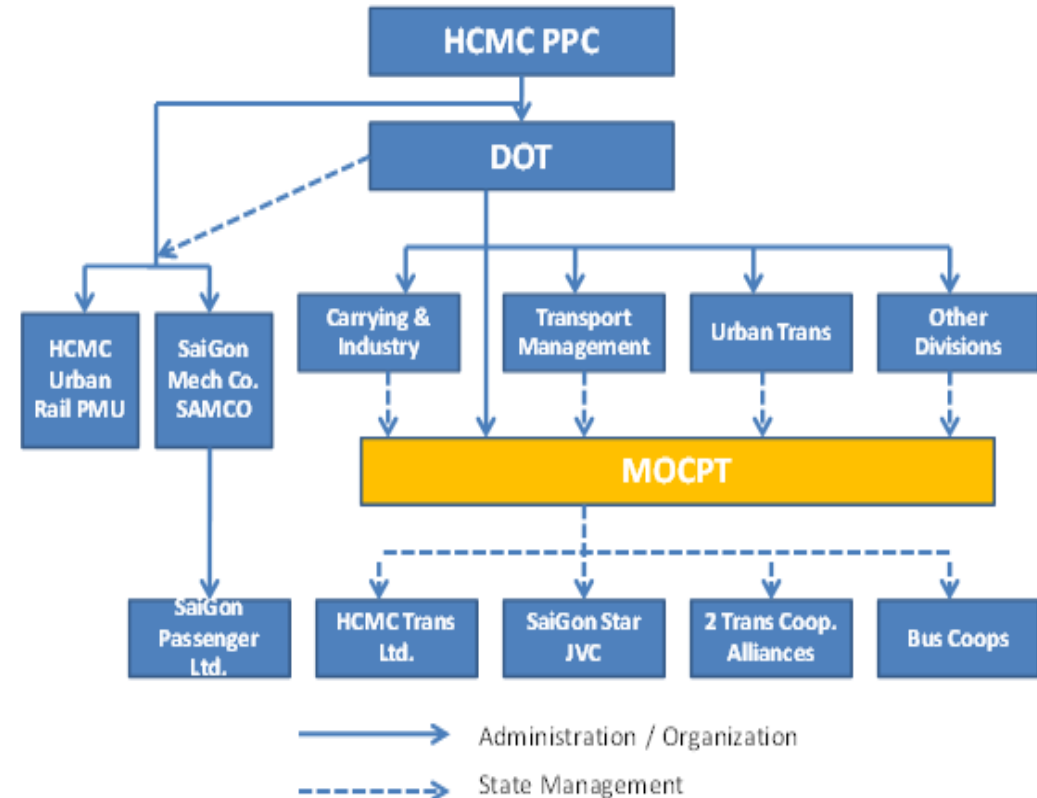
- Subsidy management and distribution

Comparison with the present frameworks in Hanoi and Ho Chi Minh city

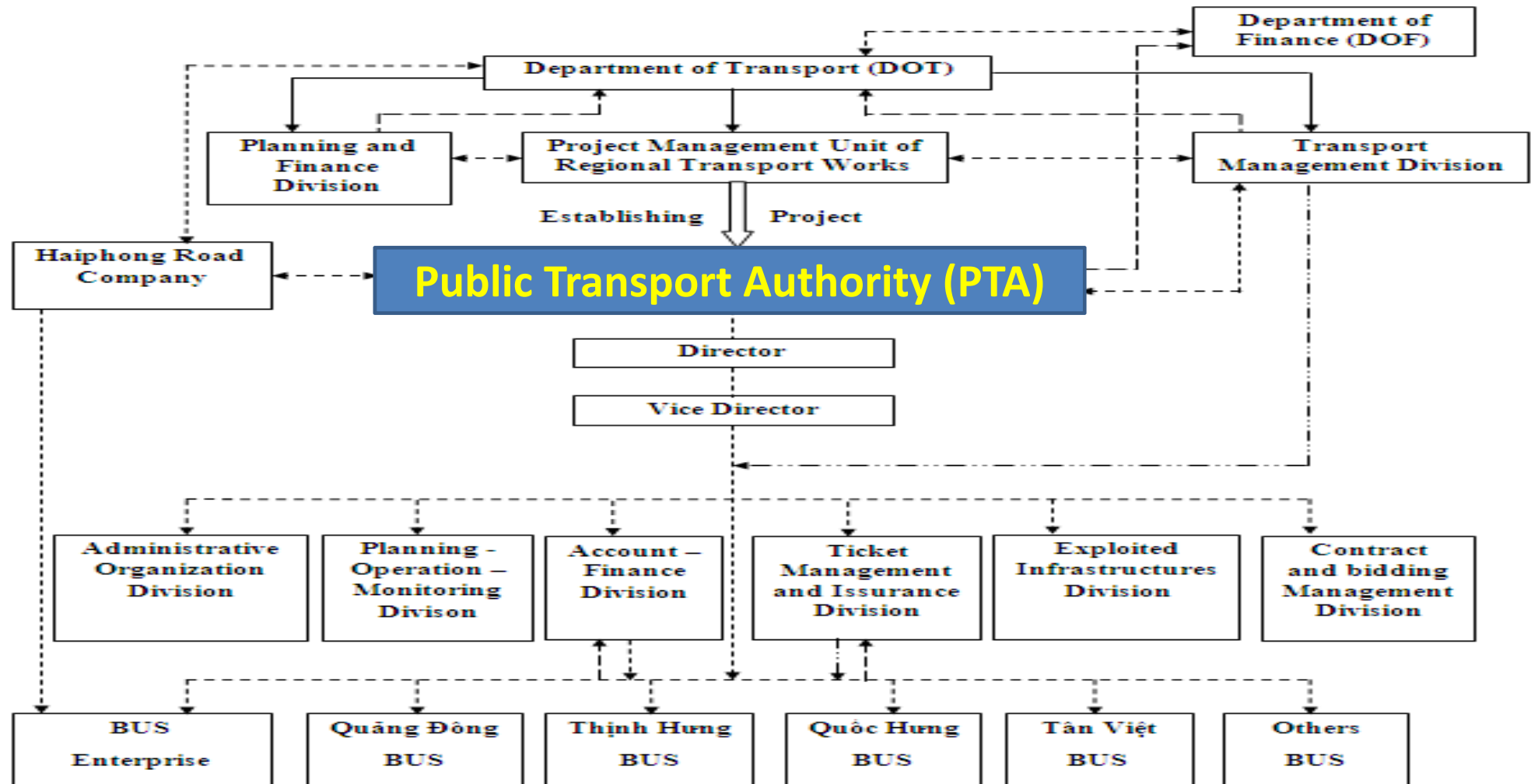
Hanoi Transport Management and Operation Center (TRAMOC)



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



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).



Issues (2)

The establishing of PTA in Haiphong currently meets some issues as follows:

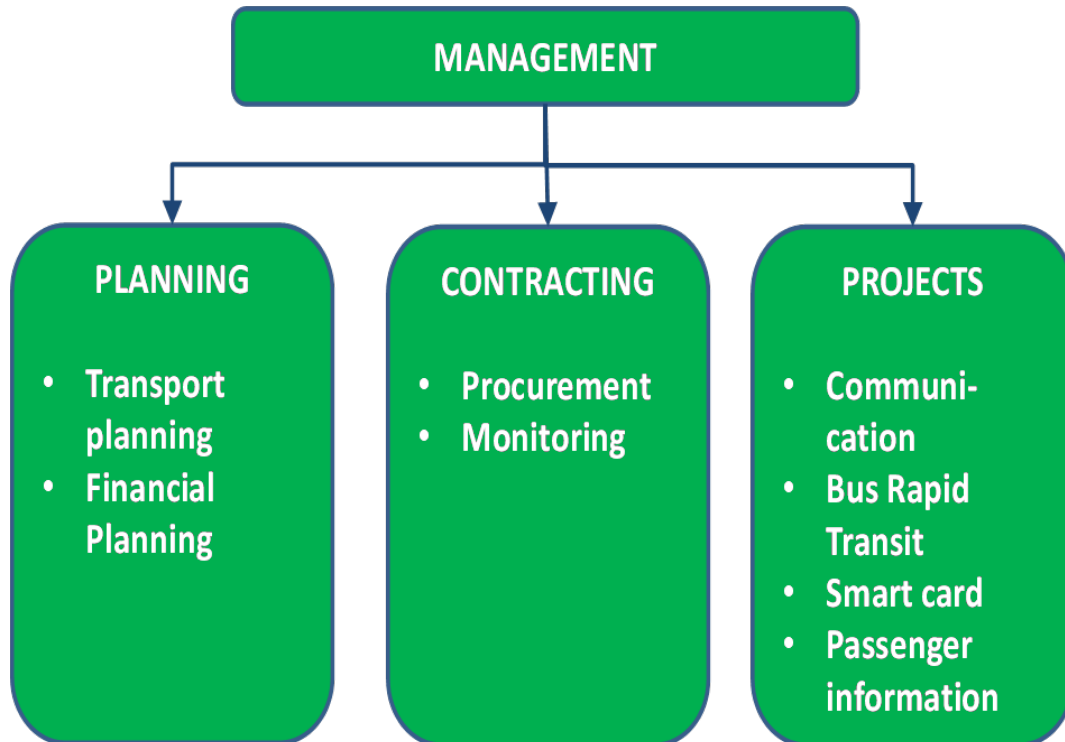
- Quantity of public servants is very limited.
- Resource of revenue for PTA is very few and cannot ensure for itself.
- In Haiphong, *“an Urban depends on motorcycles”*, the fight between motorcycle and bus has been always happening over this decade and the dominant is now staying with motorcycle.



Solutions (1)

Establishing a Public Transport Authority in Haiphong city !!!

Organization of the PTA



Roles and tasks of the PTA

Level	Actor	Responsible for
STRATEGIC Long term 	Hai Phong People's Committee	<ul style="list-style-type: none"> Transport policy Budget Fare Policy Local regulations
	Department of Transport	<ul style="list-style-type: none"> Public transport network Service levels Contracting operators Fare structure and ticketing Information and marketing Investments in infrastructure
TACTICAL Medium term 	Public Transport Authority	
OPERATIONAL Short term 	Operator	<ul style="list-style-type: none"> Transport operation Investments in rolling stock Customer services

Solutions (2)

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

**Main
tasks
of PTA
in the 1st
phase**

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 !!!

