

**MINISTRY OF TRANSPORT
VIETNAM RAILWAY AUTHORITY**

**PLANNING AND FINANCING FOR VIET NAM RAILWAY
INFRASTRUCTURE AND THE CONNECTION IN GMS**

**Presented by: M.S. Nguyen Tien Thinh
Head of Planning – Finance Division**

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I. THE OVERVIEW OF VIETNAM RAILWAY NETWORK

I.1. Current status of national railway transport infrastructure

- The Railway system of Viet Nam has been built and exploited for over a century, suffering from the heavy destruction of two wars. Including 7 main lines.

- The Vietnam railway network has total length of 2,600km.

- The national railway network uses mainly meter gauge with 85% of 1000mm gauge, 6% of 1435mm gauge and 9% of dual gauge.

- There is no railway line identified to meet in Technical grading for national railway. The railway technical infrastructure systems is old and under standard.



I.2. Urban Railway

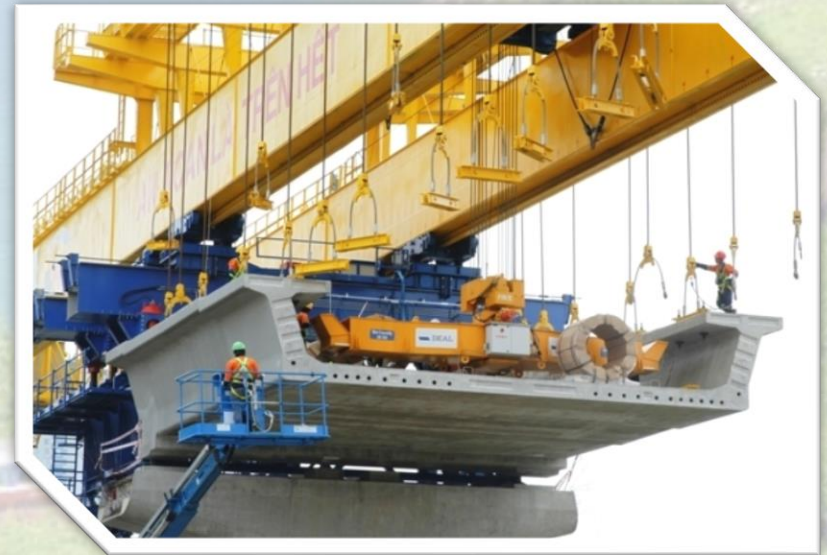
Hanoi city

Line	Length	Investment Decisions	Donor countries	Status
Line 1	15,4 km (Phase 1)	Ministry of Transport	Japan	Technical design
Line 2	11,5 km (Phase 1)	Hanoi People's committee	Japan	Technical design
Line 2A	14,0 km	Ministry of Transport	China	Trial operation
Line 3	12,5 km	Hanoi People's committee	France, AFD, EIB, ADB	Under construction



Ho Chi Minh city

Line	Length	Investment Decisions	Donor countries	Status
Line 1	19,7 km	Ho Chi Minh City People's Committee	Japan	Under construction
Line 2	11,3 km (Phase 1)	Ho Chi Minh City People's Committee	Germany	Basic Design



II. VIET NAM NATIONAL RAILWAY DEVELOPMENT PLAN

The period from 2020 to 2030 will focus on developing the railway infrastructure and investment in new important routes as a basic development for the vision to 2050. We will complete to upgrade the current railway lines and soon begin a strategy to develop a new high-speed railway on the North-South and East-West corridor.

Period to 2020	Period 2020 - 2030	Period to 2050
1. Railway transport		
Passenger transport: from 1-2% (2.00-3.89% Passenger/km). Freight transport: from 1-3% (2.30-6.84% Ton/km) Urban passenger transport: from 4% - 5%	Passenger transport: from 3-4% (9.28%-12.38% P/km). Freight transport: from 4-5% (7.04-8.80% T/km) Urban passenger transport: from 15% - 20%	Passenger transport: from 5% - 8%; Freight transport: from 5% - 6%; Urban passenger transport: over 30%
2. Railway infrastructure		
+ For the existing railway network: To prioritize the upgrading and modernization of the North - South line, Yen Vien - Lao Cai railway... + For the new railway projects: prepare to invest in new projects	+ For the existing railway: Completed upgrading existing railway lines following the technical grading; + For the new railway projects: investment in the construction of the new railway line connect with deep sea port, the new high-speed railway...	+ Completed the national railway network. + Strive to complete the 1435mm high-speed double-track railway on the North-South. After 2050, try to operate a high-speed railway of 350 km/h,
3. Railway industrial development		
+ Locomotive + Wagon + Spare parts, materials, components	To develop the industry of production of railway spare parts and materials, meeting the demands of building new domestic and export railway lines.	To develop modern locomotives, car-wagons, rails, accessories and spare parts production.

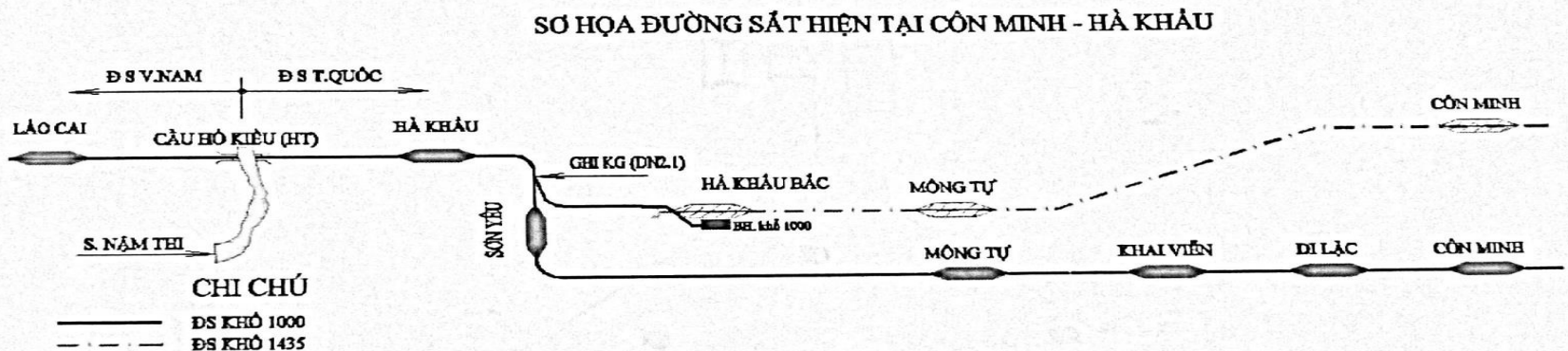
III. RESEARCH AND INVESTMENT IN VIET NAM RAILWAY INFRASTRUCTURE SYSTEM AND THE CONNECTION IN GMS

III.1. Connecting railway Lao Cai (Viet Nam) - North Hekou (China)

Completed the Lao Cai (Viet Nam) – North HeKou (China) railway connection point option and sent it to the China National Railway Administration to agree and negotiate.

Currently, Viet Nam and China are preparing to unify procedures for new rail link between Lao Cai (Viet Nam) – North HeKou (China) stations. Viet Nam proposed China jointly promote early implementation of this work as a basis for the construction the new railway section connection between Lao Cai station (Viet Nam) and North Hekou station (China).

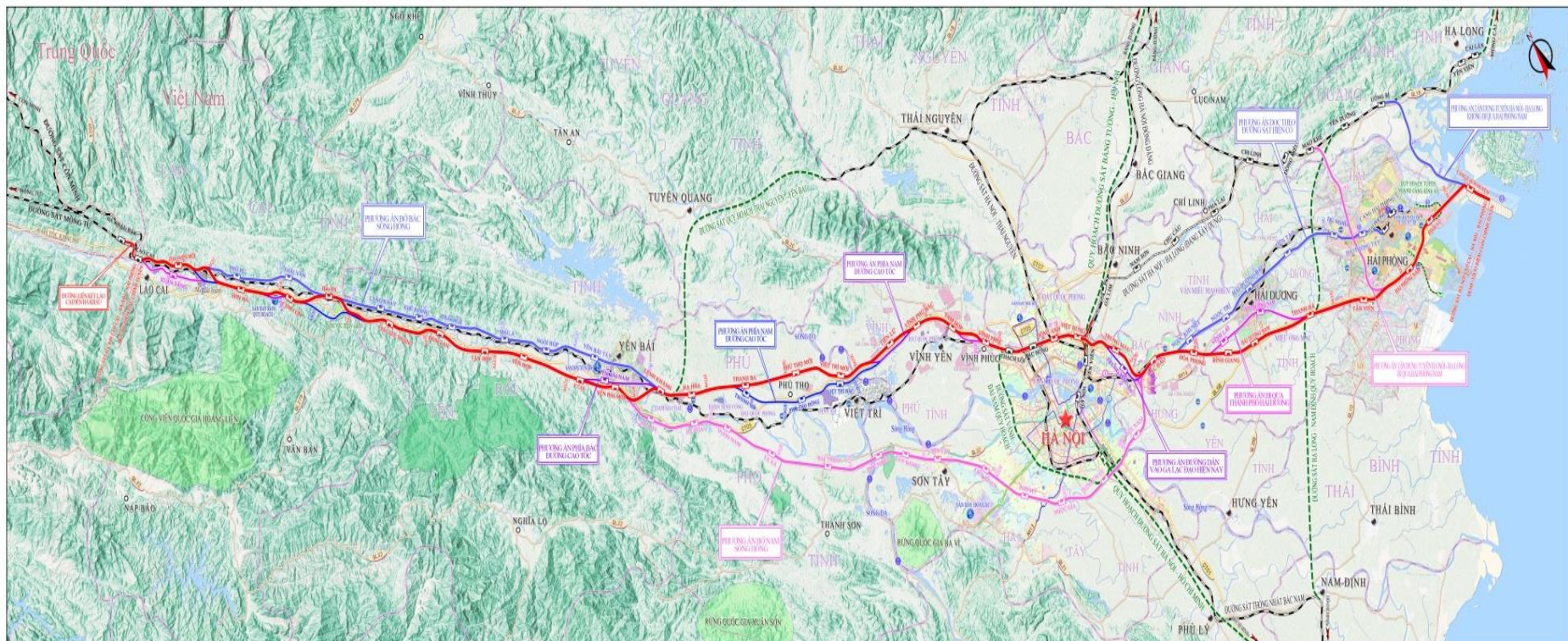
- 建成山腰与河口之间道岔连接老“昆明—河口”米轨铁路的火车站



III.2. Lao Cai - Hanoi - Hai Phong railway route has length of 380 km. The section North HeKou - Lao Cai is about 6.29 km; connecting to Hanoi focal area about 30km and other railway construction.

Chinese Government is now supporting for Viet Nam to plan and study this railway line.

SƠ ĐỒ MẶT BẰNG PHƯƠNG ÁN TUYẾN ĐƯỜNG ĐƯỜNG SẮT KHỔ TIÊU CHUẨN LÃO CAI - HÀ NỘI - HẢI PHÒNG



III.3. Hanoi – Dong Dang route:

This is a railway line connecting with China through the pair of Dong Dang - Bang Tuong stations in dual gauge of 1000 mm & 1435 mm and is being operated regularly.



III.4. Vung Ang (Viet Nam) – Vientiane (Laos PDR) route

- Total length of the whole route is 554.73Km, in which the scope of Vietnamese territory from Mu Gia pass to Vung Ang port is 102.74km.
- In February 2019, on behalf of the Governments of the two countries Viet Nam – Laos PDR; The Ministry of Transport of Viet Nam, the Ministry of Public Works and Transport of Laos PDR signed an Agreement on the construction and operation of the Vung Ang - Vientiane railway route.
- Completed the feasibility study on the railway connecting Vientiane (Laos) to Vung Ang (Viet Nam).
- Currently seeking for construction investment.



III.5. My Thuy port - Dong Ha - Lao Bao railway:

It is currently being planned in the master plan for railway development in Viet Nam (no specific agreement has yet been made between Viet Nam and Laos PDR). Viet Nam is looking for sponsors to provide a Technical Assistance for conducting feasibility study on the Project of My Thuy Port – Dong Ha – Lao Bao railway line.



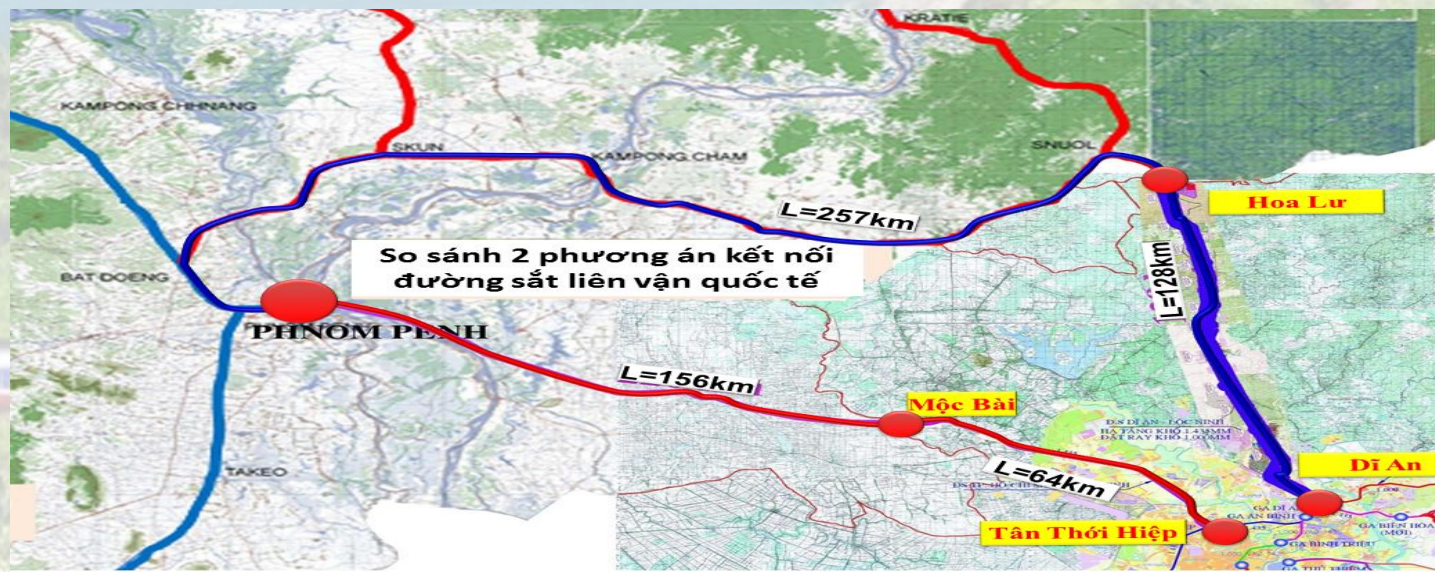
III.6. Ho Chi Minh city - Loc Ninh railway route

New railway project to connect Ho Chi Minh city - Loc Ninh with the starting point at Di An station (route Km1707 + 010 according to the route of the North-South railway, in Di An, Binh Duong province), the end point: The railway junction of Vietnam - Cambodia border (Hoa Lu border gate). The total length of the main route is 128.20 Km. In 2008 Viet Nam Government and the Royal Government of Cambodia signed an agreement on railway connection points. The F/S of this project has been finalized in 2012 and Viet Nam has been seeking investors/funding, calling foreign partners to construct this missing link section.



III.7. According to the Viet Nam railway network planning for the 2021 - 2030 period, with a vision to 2050 (in progress of draft final report) including the railway line to connect Ho Chi Minh City - Moc Bai.

In December 2019, the Ministry of Transport of Viet Nam and the Ministry of Public works and Transport of the Kingdom of Cambodia discussed and raised the issue of studying the railway connection at the Moc Bai - Ba Vet border gate area to meet the increasing demand of passenger and goods transportation. At present Viet Nam would consider to connect Viet Nam/Cambodia through Ho Chi Minh City – Moc Bai/Bavet - Phnom Penh City in the “Planning the Railway network for the period 2021-2030, vision to 2050” and will agree specifically with the Cambodia side during implementation.



THANK YOU FOR ATTENTION!