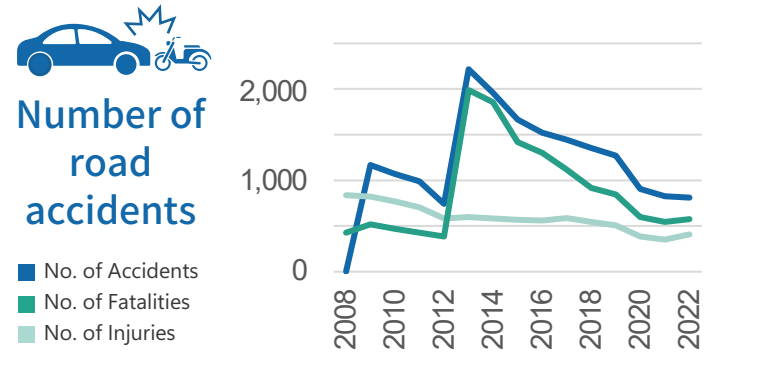
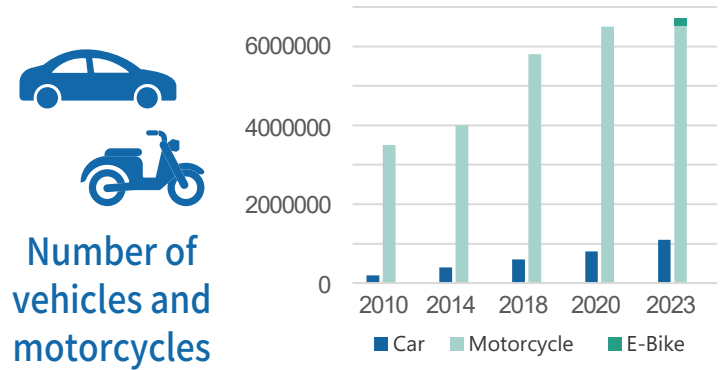
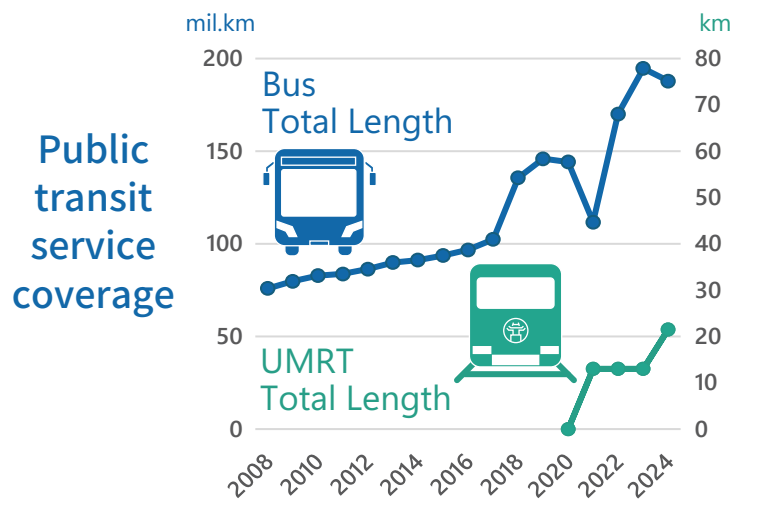
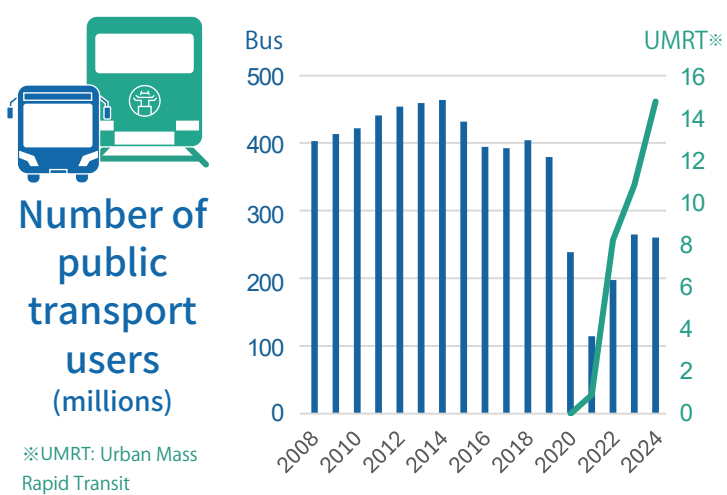
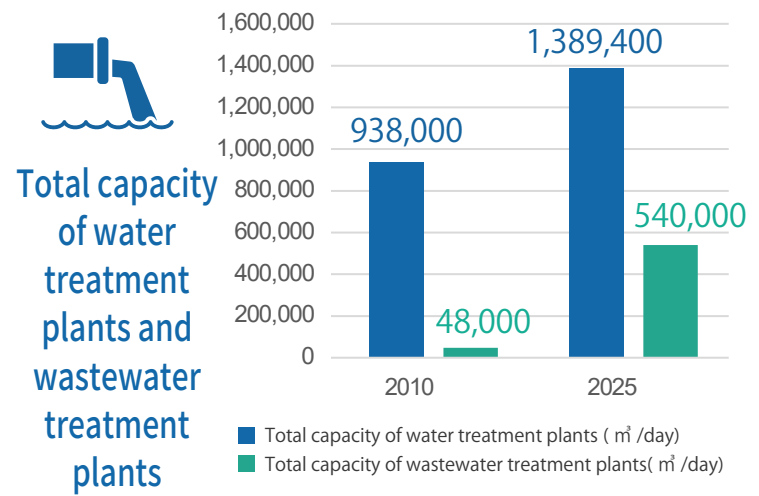
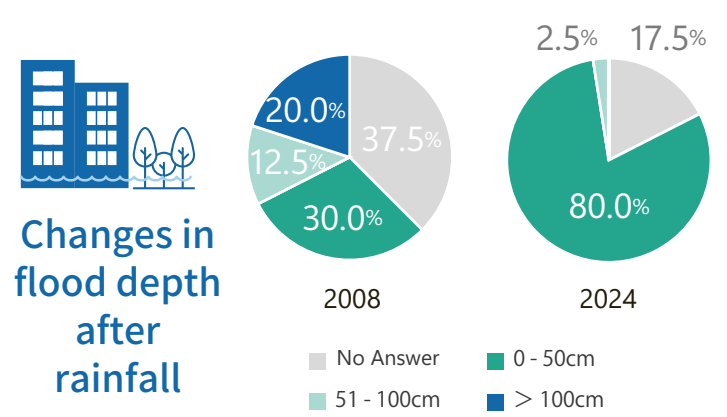
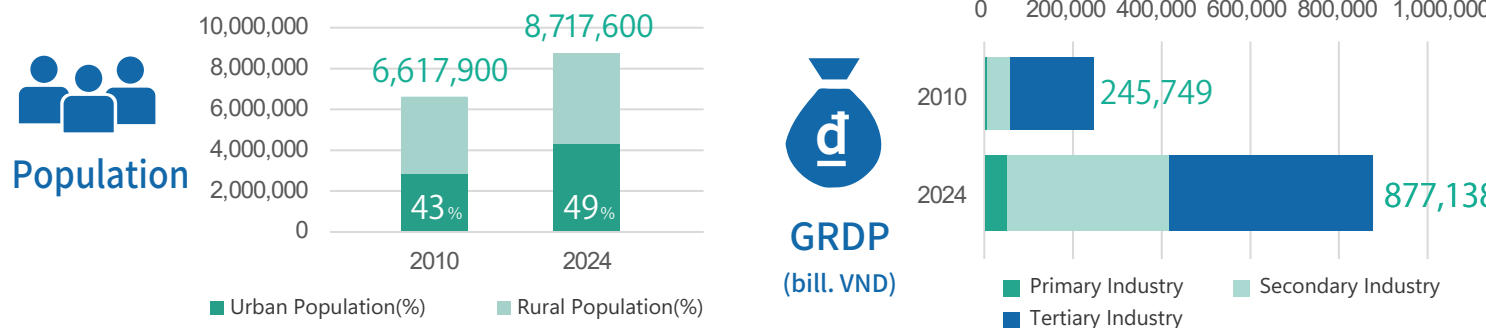
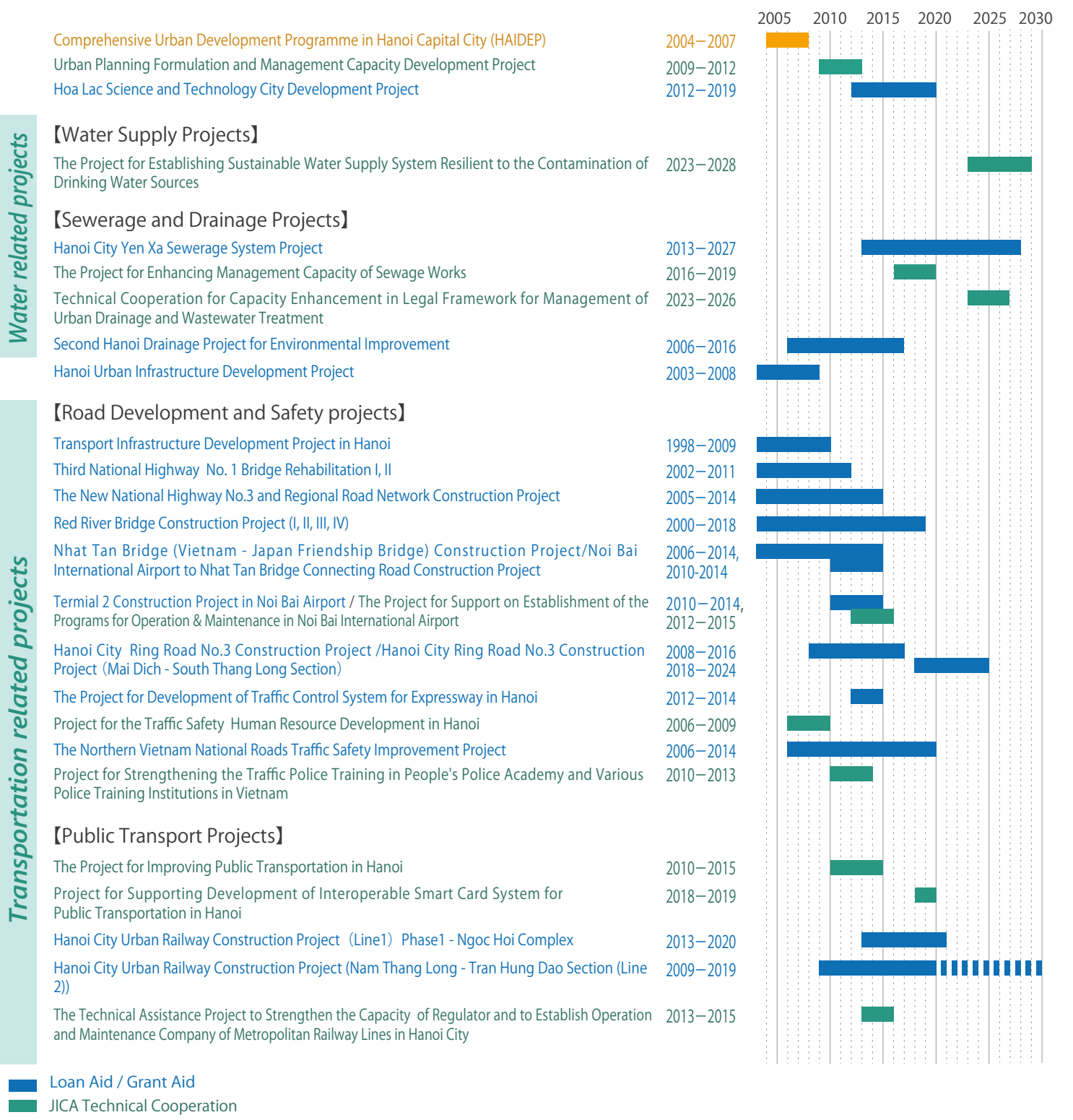


Changes in Hanoi after HAIDEP



Japan's ODA Projects

Guided by the proposals of HAIDEP, various initiatives have taken shape. Among them, urban transport and water infrastructure have made notable progress through collaborative efforts under JICA's cooperation framework.



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2007

Building a Better Hanoi

From HAIDEP to Today

20 Years of Development

Comprehensive Urban Development Programme in Hanoi Capital City (HAIDEP)



2025

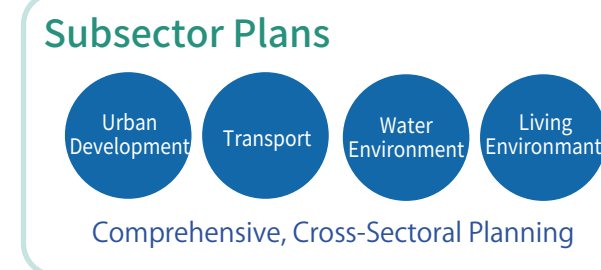
INTRODUCTION

In the early 2000s, Hanoi faced rapid urbanization, bringing challenges such as traffic congestion, rising accidents, and pressure on living conditions. To support the city's sustainable growth, the Japan International Cooperation Agency (JICA) launched the Comprehensive Urban Development Programme in Hanoi Capital City (HAIDEP).

Published in 2007, HAIDEP introduced a new approach to urban planning - grounded in data analysis, citizen participation, and open dialogue with local stakeholders. The plan outlined a long-term vision for Hanoi's development across key sectors, including transport, water, the economy, and the living environment.

HAIDEP Proposals

Vision & Goals
An attractive city of water, greenery, and culture



Programs for Plan Implementation, Operation, and Management

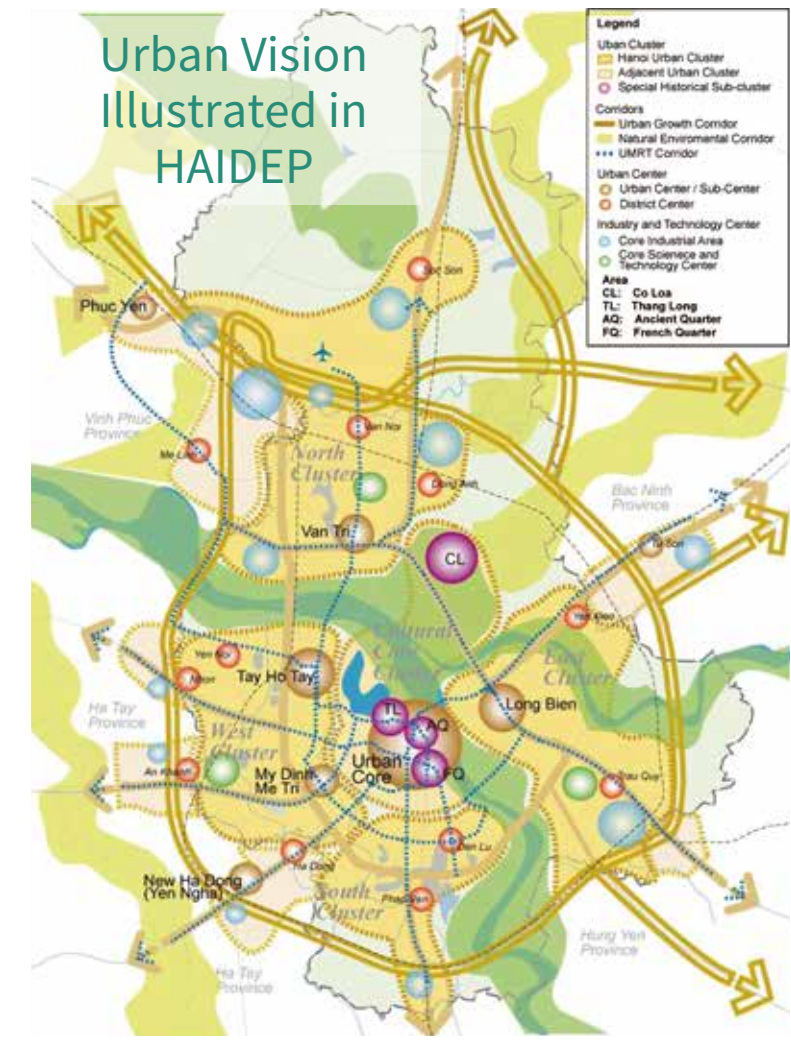
- Evidence-Based Planning**: Geographic Information Systems (GIS), household surveys, etc.
- Project Operation**: Human resource development, securing financial resources, project methods, etc.
- Participatory Development**: Seminars and workshops, stakeholder meetings, monitoring indicators, etc.

Strategic Programs

Presentation of programs that Hanoi should undertake



Incorporation into various laws and plans



Voices of government officials

- HAIDEP introduced the sustainable urban vision of "Water, Green, and Culture," which became a key concept in Hanoi's urban planning, and has been consistently reflected in subsequent policies.
- HAIDEP was the first comprehensive plan integrating urban development, transport, and environment, and its methods have influenced Vietnam's urban planning system.
- Road and urban rail network plans, though modified over time, continue to be utilized today.
- The integrated approach to water supply, sewerage, drainage, flood control, and lake management provided the foundation for subsequent master plans.

Evolution of Development

The Beginning of Urban Expansion

In the 2000s, when the HAIDEP study was conducted, urban problems caused by overcrowding had already emerged. The city center had reached a saturation point, and new population growth drove urban expansion toward the outskirts, particularly in areas such as Cau Giay and Tay Ho, located between Ring Roads No. 2 and No. 3.

HAIDEP's Urban Concept

HAIDEP anticipated future population growth accompanying Hanoi's economic expansion and proposed appropriate urban growth management to prevent disorderly sprawl and worsening traffic congestion. Specifically, it recommended the formation of sub centers around the city core, the development of satellite cities at the metropolitan level, and the establishment of an urban rail network and improvements to the water environment to support them. The projects required to realize these proposals were presented as a master plan.

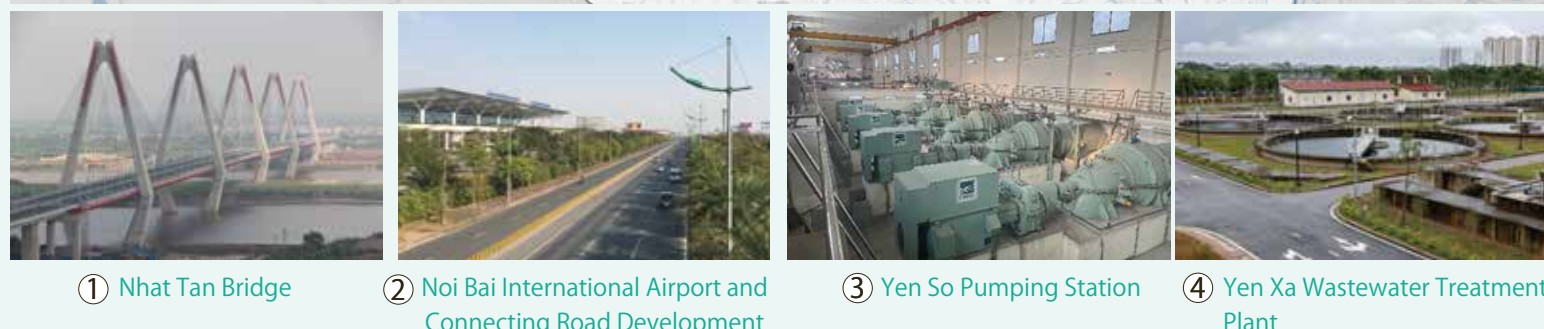
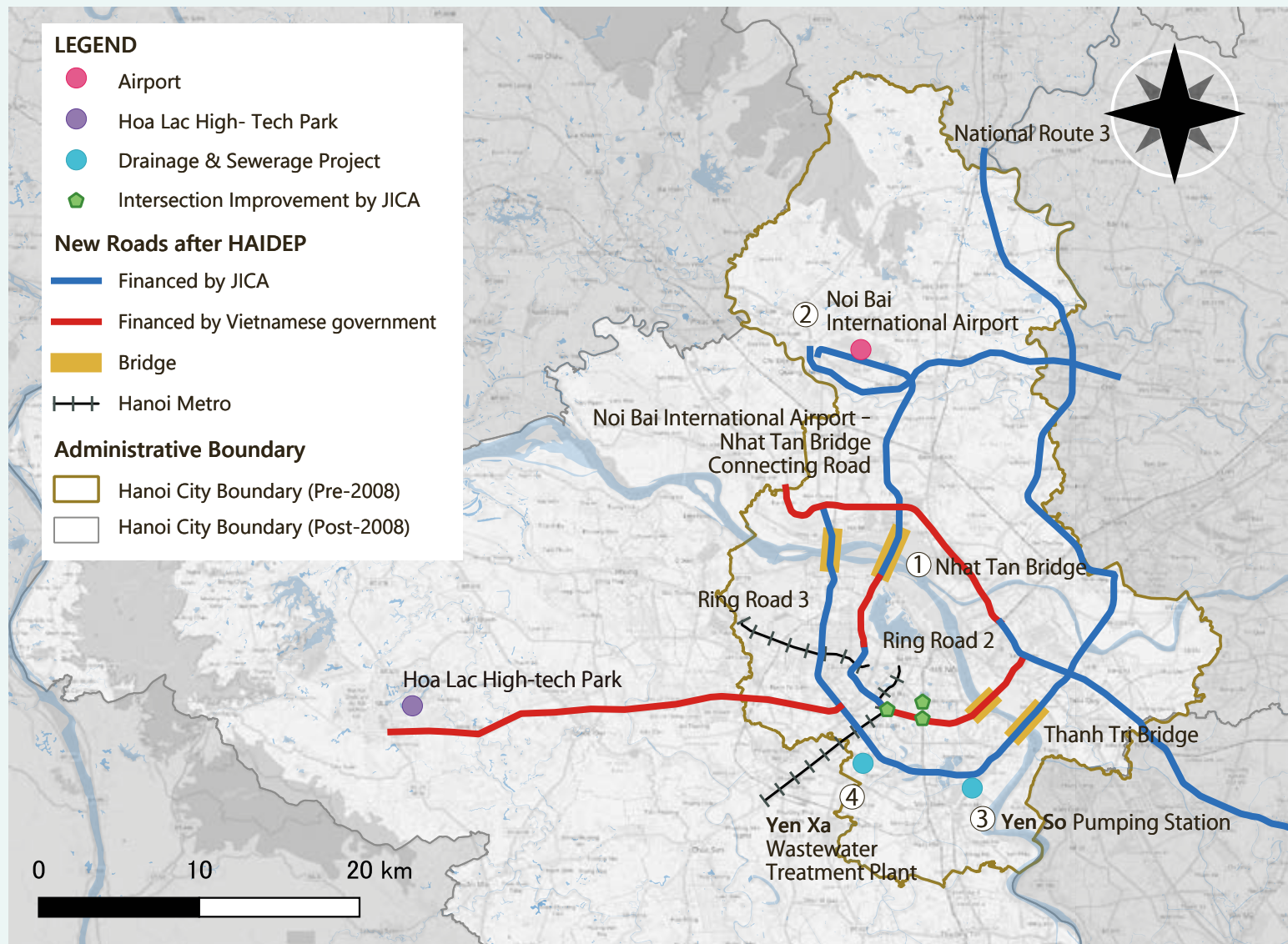
Expansion of Hanoi's Administrative Boundaries

In 2008, Hanoi's municipal area was expanded southwestward, and with the development of Ring Road No. 3, new urban development accelerated outside the ring, particularly in Tu Liem, Hoang Mai, and Ha Dong. In recent years, development has further expanded westward. Across the Red River, the completion of Thanh Tri, Nhat Tan, and Vinh Tuy bridges has facilitated urban development along the main arterial roads.

Challenges in Redistributing Urban Functions

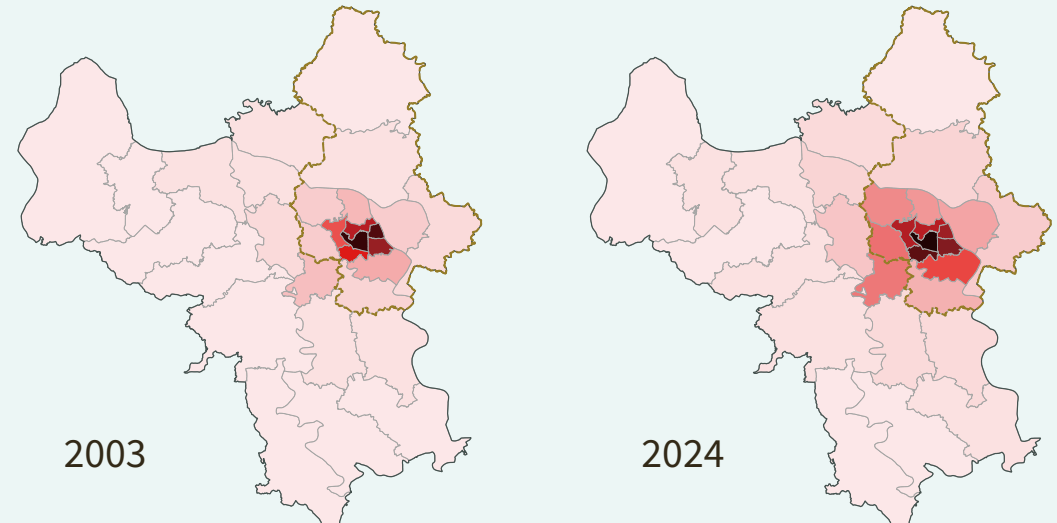
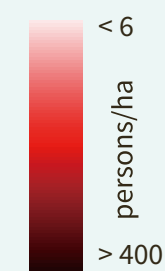
Hanoi's urban area has continued to expand, but much of the new development has been primarily residential, while business and commercial functions remain concentrated in the city center. This monocentric urban structure has resulted in severe peak-hour traffic congestion and the accompanying problem of air pollution. To realize the balanced urban structure envisioned by HAIDEP, it is now essential to promote the development of urban rail and advance integrated urban planning.

Infrastructure Development after HAIDEP



Changes in population density

Population Density



Development of Transport Networks



Road Network



Public Transport



Traffic Safety

Based on the strategic proposals of HAIDEP, the airport access roads, the Nhat Tan Bridge, and Ring Road No. 3 were developed with support from JICA. These projects helped close critical gaps in Hanoi's Road network, enhancing traffic flow and improving connectivity across the city.

Following HAIDEP's proposals, the development of the UMRT has been progressing in stages with international support, including from Japan. JICA has also helped improve bus services through technical cooperation in operations and management.

Since HAIDEP, JICA has taken a comprehensive approach to traffic safety, combining improvements to safety infrastructure, enhanced enforcement capacity, and educational support. As a result, public awareness has grown, and the number of traffic accidents has dropped by half over the past decade.

Water Environment Improvements



Water Supply



Drainage and Lake Management



Sewerage Systems

By 2024, the coverage rate of piped water in the city center had reached nearly 100%, and the water source shifted from groundwater to river water substantially. This transition has also contributed to groundwater conservation.

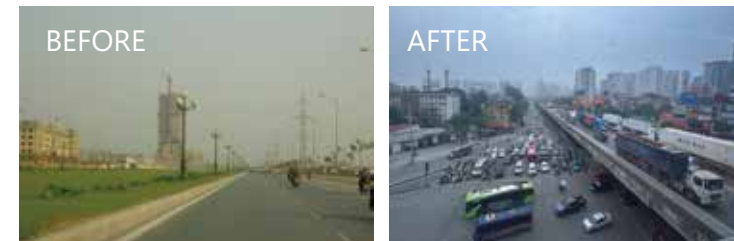
Under the HAIDEP framework, several wastewater treatment facilities were constructed, and lake purification and river rehabilitation projects were implemented. With support from JICA, the construction of the Yen So Pumping Station significantly enhanced drainage capacity - from 15 m³/s via natural gravity flow to 90 m³/s through mechanical pumping - contributing substantially to the reduction of frequent flooding in central Hanoi.

With JICA's support, the Yen Xa Wastewater Treatment Plant was also developed. As a result, the city's overall wastewater treatment capacity has nearly doubled, creating a more hygienic and safer urban environment in the city center.

What Hanoi's Development Has Brought

Formation of a City and Society Centered on Public Transport

HAIDEP set the vision of a public transport-oriented city. Since then, Hanoi's rail and bus networks have steadily expanded. Promoting Transit-Oriented Development (TOD) remains a key challenge, with integrated urban development around rail corridors expected to advance further.



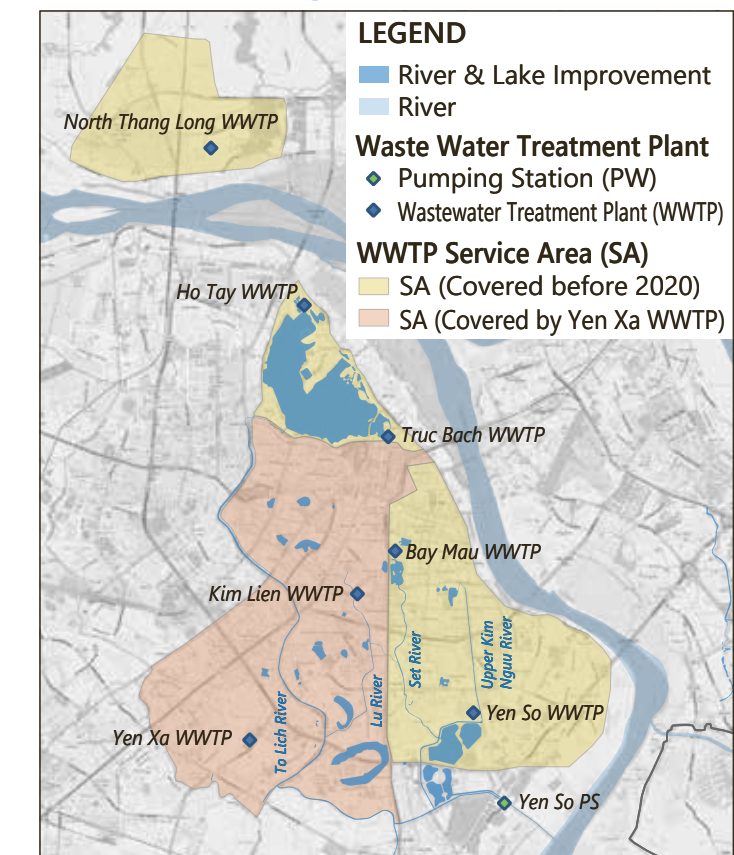
Ring Road 3

Voices of Road and Public Transport Users

- Previously, people were forced to take long detours or drive on narrow residential streets and poorly paved roads. With road improvements, travel time reliability, comfort, and safety have improved.
- The introduction of the UMRT (urban rail) has reduced travel times and made travel more comfortable.
- The introduction of buses and the UMRT has enhanced travel safety. Transfers from the BRT (Bus Rapid Transit) to other modes take time.
- Improving the convenience of transfers between existing public transport modes remains an issue.



Improvements in Water and Living Environments



Wastewater Treatment Plants, Pump Stations, and Project Implementation Areas

Based on HAIDEP's proposals, master plans for water supply, wastewater, and drainage were developed, leading to steady progress in facility construction. Improvements to the water environment around lakes have also helped enhance living conditions.

Voices of Residents Near Lakes

- Former waterways were covered and converted into roads, improving access and reducing unpleasant odors.
- Flooding from heavy rain, once a common issue, has become less frequent and less severe thanks to infrastructure projects. Improved safety around lakes has supported new housing development nearby, contributing to more vibrant urban communities.



Lake surroundings transformed into parks through lake management

Towards the Future of Hanoi



Since HAIDEP, Hanoi has achieved strong economic growth. Yet challenges remain—such as urban centralization, limited public transport, air pollution, and flood risks. To build a livable and globally competitive city while preserving water, greenery, and culture, it is essential for government, the private sector, and citizens to work together to implement plans steadily and without delay.

Hanoi in Harmony with the Environment, Where Everyone Can Live Comfortably

Reorganization of Urban Structure

- Development of satellite cities
- Formulation of new urban plans
- Formation of regional transport networks

Transport Improvements

- Development of urban rail
- Expansion of bus routes
- Promotion of integrated urban development with urban rail

Environmental and Water Improvements

- Expansion of drainage facilities
- Improvement of sewer connection rates
- Conservation of green spaces and waterfronts

Strengthening Governance

- Establishment of data-sharing systems
- Strengthening public-private partnerships
- Clarification of roles in light of government organizational restructuring

