Background and Necessity

The population of Ho Chi Minh City, Vietnam’s largest city, increased from 6.24 million in 2005 to 7.98 million in 2014, and is predicted to increase at an accelerated rate. With that population increase, the number of registered motorcycles and automobiles has increased from 1.21 million and 0.25 million in 1990 to 41.19 million and 2.32 million in 2014 respectively. These numbers are forecasted to increase as the income standard rises in Vietnam.

As a result of these population and vehicle increases, Ho Chi Minh City faces several problems such as serious traffic congestion, a growing number of traffic accidents, and severe air pollution.

Although Ho Chi Minh City has been expanding its road network and the transportation capacity of the existing public transportation (such as buses) in response, the underlying issues remain unresolved.

As such, there is a substantial need to develop a new urban mass rapid transit system in Ho Chi Minh City.

Objective and Summary

This project aims to address the increasing transportation demand in Ho Chi Minh City by constructing a mass rapid transit system, thereby contributing to regional economic development and mitigating traffic congestion and air pollution.

This project comprises multiple funding rounds. For the first loan, 20.887 billion JPY was allocated in March 2007, and for the second loan, 44.302 billion JPY was allocated in March 2012.

The funds from the current loan will be to public works, the procurement of equipment and materials, and consulting services, all of which are required for railway construction.

Special Term for Economic Partnership (STEP) apply to this project, and Japanese technology will be utilized.

Executing Agency
Management Authority for Urban Railways, the People’s Committee of Ho Chi Minh City
Address: 29 Le Quy Don Street, Ward 7, District 3, Ho Chi Minh City, Vietnam
Planned Implementation Schedule

(i) Completion of project: November 2020 – when the facilities are put into service

(ii) Consulting services (including construction supervision): Already hired.

(iii) Main construction: Already contracted except for an underground construction package (Ben Thanh Station – Opera House Station (excluding the station) and an IT system for the operation and maintenance company.

JICA Contact Information

The contact information for inquiries on the procurement schedule is as follows:
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