



Transportation mode choice

in Vietnam intercity trips

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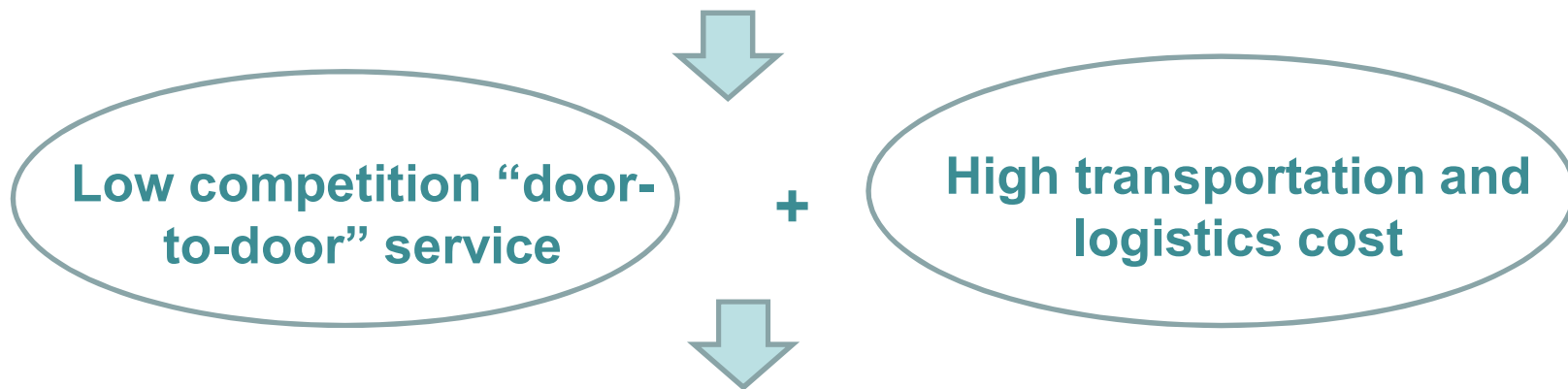
Hanoi, March 18th, 2020



VN Railway: General Introduction

➤ **Current low - performance components:**

- Infrastructure
- Vehicles (locomotives/coaches/wagons)
- Human resource
- Capacity of operation control and management



➤ **Needed for modernizing transport operation and control:**

- Increasing the railway capacity
- Improving the operating train speed
- Ensuring the train operation safety
- Reducing transport cost

North-South High-speed train



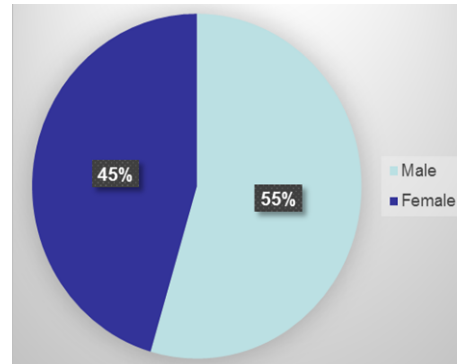
Mode choice survey

OBJECTIVES

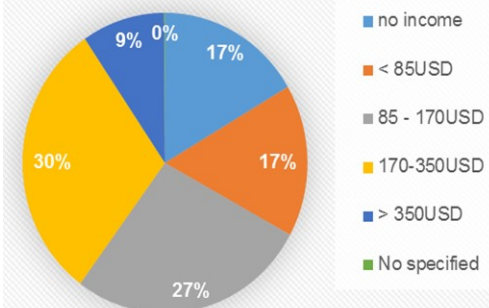
- Provide a better understanding of competitiveness of HSR over other modes of transport
- Identify the factors that drive modal shift to and from current transportation modes in intercity trips.
- Provide information that can help government to develop HSR system

ACTIVITIES

- Focus group interview
- RP and SP interview



Income distribution



SCOPE OF WORK

- Focus group: 50 experts
- RP & SP:
 - Time: November 2018
 - Places: bus stations, railway stations and airports in 04 cities, which are Hanoi, Vinh, Danang and Hochiminh city
 - Sample size: 3000 launched, and 2.713 collected

Study Findings

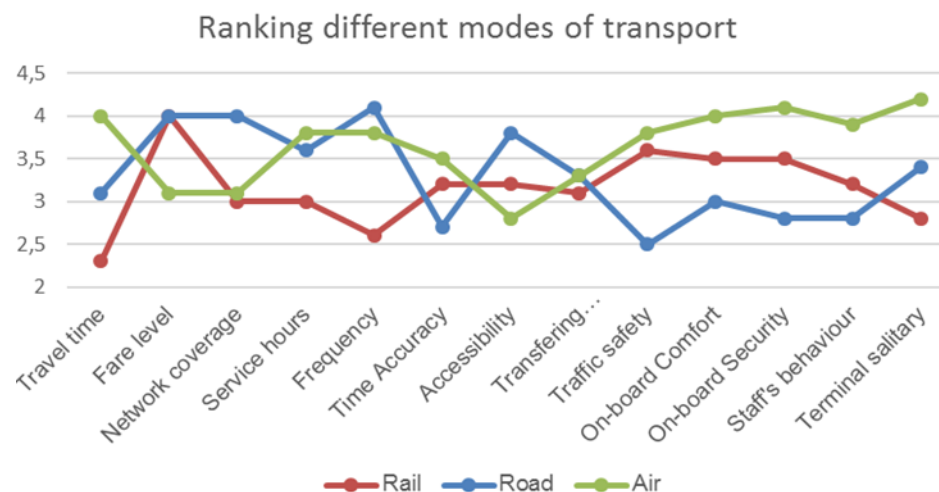
Railway has the high competitiveness in Vietnam, though it is not developed so far



Value of time and trip fares/cost are the most concerned factors in intercity trip

HSR have attributes that make them attractive to users and provide the mobility advantage for intercity trips in proper distance

Customers indicate a high willingness to change their habits of intercity mobility





Conclusion and recommendations

❑ Current context

- Road transport is rather dominated in the medium inter-city trips
- Vietnam's topographic is rather suitable to develop HSR trains
- Connecting two economic centers may be the highest focus of HSR
- Some market segments are more willing to transfer to HSR than others
- The HSR planning, design and operation service needs to be conducted in a broad framework to be successful
- Changing behaviours is rather promising with proper options of fare and service

❑ Further researches

- Need a long-term strategy that is comprehensive, integrated, sustained and consistent
- Need an integrated approach: integrated public transport services, integrated fares and ticketing, integrated information
- Next steps of databases, policy framework, incl. strategy and implementing initiatives