

Original Research Article

Urban Railway Development in Ho Chi Minh City: Current Status and Development Strategy to 2045

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Abstract: The purpose of this study is to correctly assess the current status of railway development and forecast the development trend, assess the advantages, limitations and make recommendations to perfect the railway development strategy to 2045. To have arguments to assess the current status and make accurate forecasts correctly, this study studies the State and Ho Chi Minh City documents on the current status of railway construction and development in the past and the railway development plan to 2045. The results show that, in the past, urban railways have received great attention and investment, but the results have not been high, only 01 railway line has been put into operation. The implementation of other railway lines still faces many difficulties. Based on the assessment of the current situation and the railway development strategy of the government and Ho Chi Minh City, this study identifies the limitations and causes of these limitations, thereby proposing solutions to improve the railway development strategy in the future.

Keywords: Development, urban railway, current development status, strategy to 2045, Ho Chi Minh City.

INTRODUCTION

Conclusion No. 49-KL/TW, dated February 28, 2023 of the Politburo on the orientation for the development of Vietnam's railway transport to 2030, with a vision to 2045, clearly stated: Developing modern and synchronous railway transport to promote rapid and sustainable socio-economic development, meeting the goal of our country becoming a developed country with high income by 2045 (Central Executive Committee of the Party, 2023). The conclusion clearly stated the unified perception of the entire political system on the position, role, importance, and necessity of railway transport. Strengthening the leadership of Party committees, Party organizations and authorities at all levels in investing and building national railway infrastructure, urban railways, especially the North-South high-speed railway, creating an important driving force for the country's socio-economic development, promoting advantages on strategic economic corridors, associated with ensuring national defense, security and integration.

Resolution 178/NQ-CP in 2023 promulgating the Government's Action Program to implement Conclusion 49-KL/TW in 2023 of the Politburo on the orientation for the development of Vietnam's railway transport to 2030, with a vision to 2045, also identified: (i) Target by 2030: Striving to build and put into operation about 50% of the total length of urban railways planned in Hanoi and Ho Chi Minh City. Implementing the planning, depending on the transportation needs, research will be conducted to mobilize investment capital for several urban railway lines in large cities with a population of over 1 million people; (ii) Target by 2045: Completing the railway line in the Hanoi city hub area, the Ho Chi Minh City hub area; railway lines connecting with transport hubs with large traffic (seaports, industrial parks, economic zones), the Central Highlands provinces; coastal railway lines, trans-Asian railways. Completing the urban railway network in Hanoi city (with connectivity to the Capital region) and Ho Chi Minh City by 2035; striving to complete some urban railway lines in cities with a population of over 1 million people (Government, 2023).

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Resolution No. 188/2025/QH15 of the National Assembly on Piloting several specific and special mechanisms and policies to develop the urban railway network system in Hanoi and Ho Chi Minh City clearly stated: The City People's Committee is allowed to decide to allocate capital from the local budget in the medium-term public investment plan and the annual public investment plan before making an investment decision to implement many activities serving the urban railway project, urban railway project according to the TOD model (Transport-oriented urban development) (National Assembly, 2025).

Resolution No. 188/2025/QH15 of the National Assembly has a great impact, creating opportunities for Ho Chi Minh City to develop synchronous transport infrastructure. According to the Ho Chi Minh City People's Committee, this decision aims to fully, seriously and effectively implement the Conclusions of the Politburo, Resolution No. 188/2025/QH15 of the National Assembly and Resolution No. 24-NQ/TU of the Standing Committee of the City Party Committee implementing Conclusion No. 49-KL/TW of the Politburo on the orientation of developing Vietnam's railway transport to 2030, with a vision to 2045 in Ho Chi Minh City. Thereby, creating conditions for completing the urban railway network in Ho Chi Minh City according to Resolution No. 188/2025/QH15.

Identifying this as an important political task, it is necessary to focus time, intelligence, and arrange human resources to actively and proactively participate with a high sense of responsibility for the common task, contributing to the development of Ho Chi Minh City. On that basis, it is necessary to mobilize the combined strength of the entire political system of the Ho Chi Minh City; maximize collective intelligence; have unity and synchronous coordination among the subjects participating in project implementation to accelerate progress, promptly resolve problems, ensure quality, successfully implement the project, and meet investment goals. A correct assessment of the current status of Ho Chi Minh City's urban railway will contribute to providing necessary solutions to develop Ho Chi Minh City's urban railway by 2045.

LITERATURE REVIEW

According to the assessment of many leading domestic and foreign experts in the field of railway development, in recent years, with the speed of socio-economic development of Ho Chi Minh City, developing urban railway investment projects is necessary and urgent. In the current period, this development aims to realize the Party's guidelines and policies, the Resolution, conclusions of the Politburo and plans related to the Ho Chi Minh City urban railway system; in line with the strategy and planning for the development of transport infrastructure in the Southeast region and the planning of Ho Chi Minh City, promoting the development of the public transport system to meet the increasing traffic demand in the City.

In early 2006, the Prime Minister approved the investment policy for the Ben Thanh - Cho Nho urban railway project. In October 2006, the Prime Minister approved the adjustment of the railway line from Cho Nho to Suoi Tien into the metro line No. 1 project (Ben Thanh - Suoi Tien). The project was researched by Japan and funded by ODA capital through the Japan International Cooperation Agency (JICA). In 2007, the project was first approved with a total estimated investment of 17,387 billion VND based on the design appraisal results of the Ministry of Transport. In 2009, the Japanese consortium NJPT (the project's general consultant) updated and recalculated, raising the total investment to about 47,325 billion VND. The reason was partly due to the extension of the route to the new Eastern bus station (Thu Duc city) and the update of construction and site clearance unit prices (Ho Chi Minh City People's Committee Office, 2023).

The adjustment of investment capital has caused the project's progress to be delayed. It was not until August 2012 that the project officially started construction, expected to be completed in 2017 and put into operation in 2018. In 2019, the Ho Chi Minh City People's Committee approved the project adjustment, increasing the total investment to more than 43,700 billion VND and delaying the completion and commercial operation to the fourth quarter of 2021 (Ho Chi Minh City People's Committee Office, 2023). However, due to the impact of the COVID-19 pandemic, the delay in signing the appendix to the consulting contract has caused the project to be delayed. By early 2021, metro line No. 1 was still not completed and continued to postpone the completion time to the fourth quarter of 2022. In October 2022, metro line No. 1's completion schedule was again postponed to the end of the fourth quarter of 2023. In June 2024, Ho Chi Minh City Metro Line 1 was approved to adjust the construction completion time to put the project into commercial operation in the fourth quarter of 2024. Thus, it took 17 years from the date the project was first approved and 12 years of construction for Ho Chi Minh City Metro line 1 to officially come into operation (Ho Chi Minh City People's Committee Office, 2023).

Regarding the orientation of urban railway development, the City's leadership levels have determined that Ho Chi Minh City considers the role of urban railways as the "central" axis of the City's transport infrastructure system. Developing the urban railway system is an objective necessity, an important driving force for the City's rapid and sustainable socio-economic development strategy in the coming years, etc. Therefore, Ho Chi Minh City mobilizes maximum appropriate resources to focus on investment, soon completing a modern, synchronous and sustainable urban railway network; strengthens the leadership of Party committees, Party organizations, authorities and inspection and supervision activities in the development of urban railway transport; closely follows the orientation of Vietnam's railway transport development

to 2030, with a vision to 2045 in Conclusion No. 49-KL/TW of the Politburo, strategies, plans and action programs of the Government on urban railway development.

In response to the urgent requirements of the socio-economic situation, the City has focused on investing in developing the urban railway system with a focus, key points, a roadmap, and specific steps, by the conditions, plans, and strategies for socio-economic development of the City; promoting socialization, encouraging domestic enterprises to participate in developing the railway industry, gradually narrowing the gap, moving towards autonomy in production technology, manufacturing vehicles, equipment, and human resources for the operation and maintenance of urban railways. In addition, Ho Chi Minh City has mobilized all state resources to the maximum, diversifying investment methods for the urban railway system. In particular, the State Budget plays a leading and decisive role in investing in the entire urban railway system until 2035; building and synchronously implementing mechanisms and policies to accelerate the investment progress in building the urban railway system of Ho Chi Minh City.

RESEARCH METHOD

Research of legal documents: (i) Conclusion No. 49-KL/TW of the Politburo on the orientation of Vietnam's railway transport development to 2030, with a vision to 2045; (ii) Resolution 178/NQ-CP of 2023 promulgating the Government's Action Program to implement Conclusion 49-KL/TW of 2023 of the Politburo on the orientation of Vietnam's railway transport development to 2030, with a vision to 2045; Resolution No. 188/2025/QH15 of the National Assembly: Piloting some specific and special mechanisms and policies to develop the urban railway network system in Hanoi and Ho Chi Minh City; Resolution No. 24-NQ/TU of the Standing Committee of the City Party Committee implementing Conclusion No. 49-KL/TW of the Politburo on the orientation of developing Vietnam's railway transport to 2030, with a vision to 2045 in Ho Chi Minh City, etc.

Sectoral and interdisciplinary research methods: To correctly assess the current situation, find out the limitations and causes of the limitations, this study uses several sectoral and interdisciplinary methods, in which the analysis and comparison methods are the main methods. The use of these research methods allows the collection, comparison, and analysis of legal documents; previous assessments of urban railway development in general and urban railways in Ho Chi Minh City in particular. The results of the analysis and comparison will help to make objective assessments.

RESEARCH RESULTS AND DISCUSSION

Current status of urban railway development in Ho Chi Minh City

In 2013, based on Document No. 1279/TTr-BGTVT dated February 8, 2013 on Adjusting the planning for transport development in Ho Chi Minh City to 2020 and vision after 2020 of the Ministry of Transport; The Prime Minister issued Decision No. 568/QĐ-TTg approving the adjustment of the planning for transport development in Ho Chi Minh City to 2020 and vision after 2020. The specific contents are as follows:

- I. Developing transport in Ho Chi Minh City following the socio-economic development planning of Ho Chi Minh City as well as the national transport development strategy and planning of relevant localities.
- II. The development of Ho Chi Minh City's transportation must be closely linked to the region's geography to ensure convenient transportation between Ho Chi Minh City and satellite cities in the region, the country and internationally.
- III. Developing a synchronous, sustainable and modern transportation infrastructure network to meet people's convenient travel needs, proactively responding to climate change and rising sea levels. Focusing on maintenance to fully exploit the capacity of existing transportation infrastructure, investing in key, urgent and breakthrough projects that play a driving role in socio-economic development.
- IV. Improving the quality of transportation, focusing on mass public passenger transportation, limiting environmental pollution, using energy efficiently, promoting the application of advanced transportation technology, especially multimodal transportation and logistics.
- V. Ensuring scientific, rational and feasible nature, meeting immediate requirements and long-term orientations. Mobilize all domestic and foreign resources, encourage all economic sectors to participate in investing in transport development in various forms, attract foreign investment and international integration, strengthen national security and defense and promote sustainable development.
- VI. Prioritize reasonable land fund for developing transport infrastructure, strengthen the management of traffic safety corridors, limit and gradually reduce traffic congestion and accidents. Train and develop human resources, apply advanced science and technology and strengthen international cooperation in developing transport in Ho Chi Minh City.

After nearly 13 years of implementing Conclusion No. 27-KL/TW of the 10th Politburo on continuing to implement Resolution No. 53-NQ/TW, dated August 29, 2005 of the 9th Politburo on promoting socio-economic development and ensuring national defense and security in the Southeast region and the Southern key economic region by

2020 (2012) and 12 years after Decision No. 568/QĐ-TTg of the Prime Minister (2013), awareness of the position and role of railway transport has been raised; achieving certain results. Ho Chi Minh City has approved strategies and plans; formed a system of legal documents, creating an important legal framework for the management, investment, exploitation of infrastructure and railway transport business; train speed and railway safety have been improved; State management of the railway sector has been gradually improved; The urban railway management and exploitation model has been initially formed in Ho Chi Minh City.

Ho Chi Minh City transport development planning for the period 2021-2030, with a vision to 2045, is built to meet the needs of socio-economic development, while minimizing traffic congestion in the inner city. Assessing the development situation as well as important projects in the transport system of Ho Chi Minh City in the period 2021-2030 is a necessary and important issue. According to the City People's Committee, by 2045, Ho Chi Minh City will become a regional trading center, with a modern, synchronous, environmentally friendly transport infrastructure system, contributing to the construction of a smart and sustainable city. In which railways play an important role.

The railway traffic situation in Ho Chi Minh City is in the process of development and modernization. Currently, the city has a North-South railway system, but it often experiences congestion at intersections with roads, especially during rush hour, with 24 intersections causing many difficulties in traveling. In the future, Ho Chi Minh City has identified urban railway development as one of the top priorities, with a plan to complete 6 urban railway lines with a length of about 183km by 2035. The synchronous development of the urban railway system will not only reduce traffic congestion but also promote the city's socio-economic development (Figure 1).

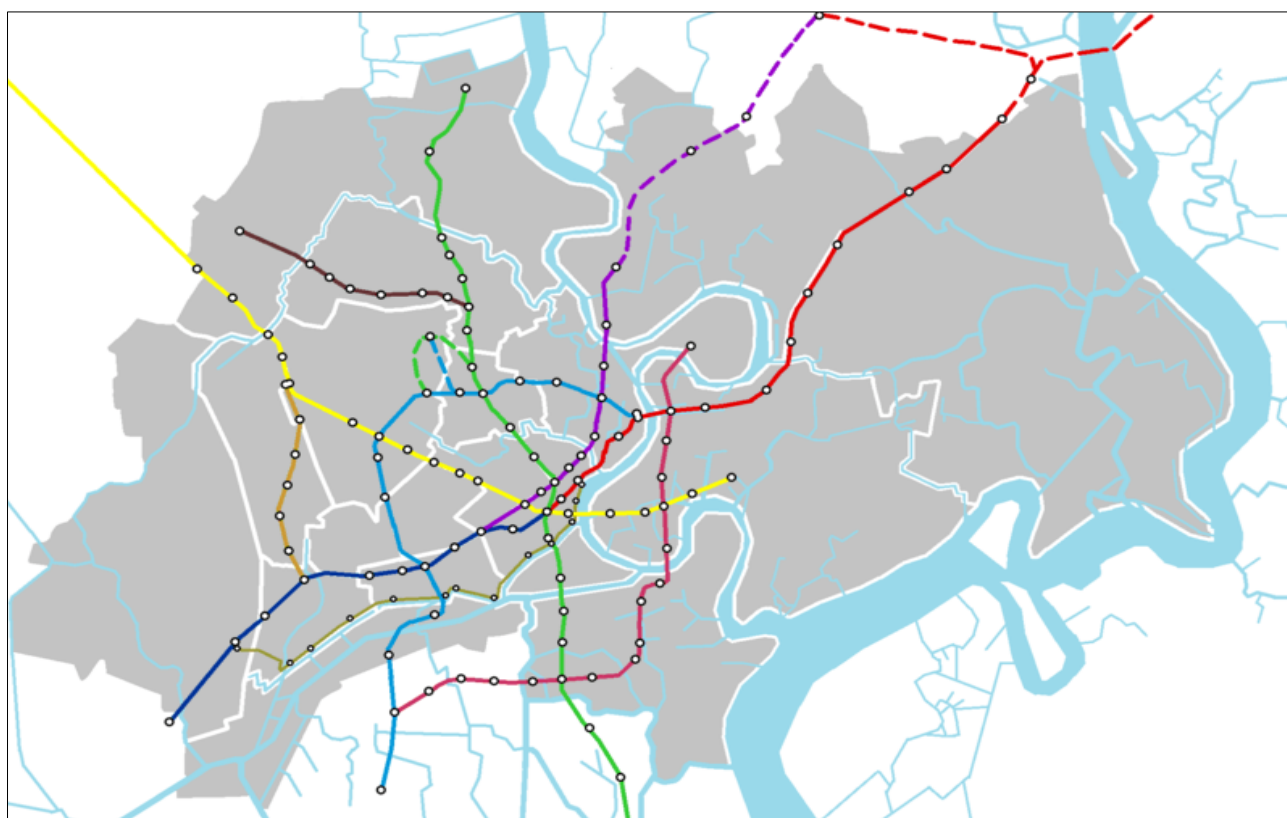


Figure 1: Map of Ho Chi Minh City railway system
Source: Ho Chi Minh City People's Committee

Map color notes: (i) Line 1 is red, line 2 is yellow, line 3A is blue, line 3B is purple. (ii) Lines 4 and 4B are green, line 5 is blue, and line 6 is earth yellow. (iii) Tramway line 1 is green-yellow. (iv) Monorail lines 2 and 3 are pink and brown, respectively.

Currently completed and put into operation line 1 (Ben Thanh - Suoi Tien): The line is 19.7 km long, intended to extend to Bien Hoa (Dong Nai province). The starting point of the line is Ben Thanh market (District 1, Ho Chi Minh City), going underground for 2.6 km from Ben Thanh station to Ba Son station. Then it goes 17.1 km above the Van Thanh canal, then crosses the Saigon river and runs along the Hanoi highway, and ends at the new Eastern Bus Station (Thu Duc city, Ho Chi Minh City) (Figure 2).

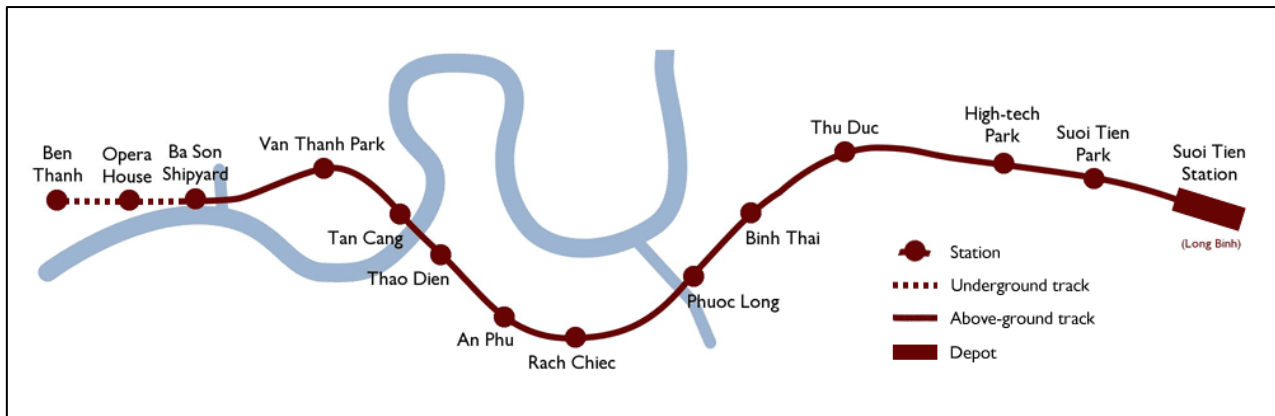


Figure 2: Route of Line 1 (Ben Thanh - Suoi Tien)

Source: Ho Chi Minh City People's Committee

The entire line 1 has 14 stations and 1 depot, Long Binh Depot. Of which, there are 3 underground stations: Ben Thanh, City Theater and Ba Son. The line 1 project was put into operation at 10:00 on December 22, 2024. Thus, after 17 years of approval, 12 years of construction with 5 missed deadlines, the Ho Chi Minh City urban railway project No. 1 (line 1: Ben Thanh - Suoi Tien) has finally been officially put into operation. The event marks a major turning point when the metro "dream" of Ho Chi Minh City begins to be realized.

According to the Dong Nai Province Electronic Information Portal, the Bien Hoa – Vung Tau railway is one of the railway routes approved by the Prime Minister in the railway network planning for the period 2021 – 2030, with a vision to 2050. The Bien Hoa – Vung Tau railway is an important infrastructure project. This route has a total length of about 122.7 km, to directly connect key economic areas in the South, especially from Bien Hoa to Cai Mep – Thi Vai port, one of the largest seaports in Vietnam (Table 1).

Table 1: Ho Chi Minh City Railway Planning to 2045

Line Name	Length (km)	Type	Characteristics	Route
MRT Line 1	19.7	MRT (Metro)	Metro Line 1 connects Ben Thanh to Suoi Tien, passing through central districts and eastern areas. Including both underground and elevated sections.	Ben Thanh – Suoi Tien
MRT Line 2	48	MRT (Metro)	Radial, mostly underground, serving connections from the center to densely populated areas.	Ben Thanh – Tham Luong
MRT Line 3	19.2	MRT (Metro)	Passing through central districts, mostly underground, serving public transport connections between the center and the suburbs.	Tan Binh Station – Binh Quoi
MRT Line 4	36.2	MRT (Metro)	The route plays a role in connecting from District 12 through the center to the southern areas.	Thanh Xuan – Hiep Phuoc Urban Area
MRT Line 5	24.5	MRT (Metro)	Running through many inner-city districts, with the goal of reducing traffic for the inner-city area.	Bay Hien Intersection – Saigon Bridge
MRT Line 6	6.8	MRT (Metro)	Acting as a short route connecting crowded inner-city areas.	Ba Queo – Phu Lam
MRT Line 7	12	MRT (Metro)	Connecting the South Saigon area with the central area, supporting traffic for the southern area.	Phu My Hung – Hiep Phuoc Urban Area
MRT Line 8	15.9	MRT (Metro)	Radial, passing through suburban districts and supporting connections between industrial and residential areas.	Hiep Phuoc Urban Area – Bay Hien Intersection
MRT Line 9	10	MRT (Metro)	Connecting the new urban area with the western area and the city center.	Thu Thiem – Tan Phu Urban Area

Line Name	Length (km)	Type	Characteristics	Route
MRT Line 10	16.2	MRT (Metro)	Connecting densely populated residential areas in the west of the city with the center.	Cat Lai – Thu Thiem
Line 2S	17	MRT (Metro)	The special line serves the industrial development area, passing through many industrial parks in the West.	Thu Duc – Binh Duong
Tramway Line 11	12.8	Tramway/LRT	The tram line along Saigon River, mostly above ground, serves inner-city traffic and tourism.	Along the Saigon River
Monorail Line 12	15.8	Monorail	The inner-city monorail line, running along the main traffic axes, helps reduce the load on the roads.	Nguyen Van Linh – Hiep Phuoc Urban Area
Monorail Line 13	22.3	Monorail	The monorail line passes through the districts on the outskirts of the city, connecting the suburban areas with the center.	Cat Lai – Thu Thiem
Note: <ul style="list-style-type: none"> • MRT Lines: Lines 1 to 10 are mainly metro (MRT), underground and partly elevated. • Monorail Lines: Lines 12 and 13 are monorails, usually elevated, serving suburban and densely populated areas. • Tramway/LRT Lines: Line 11 is a tramway running along the river, mainly serving tourism and inner-city traffic. 				

Source: Ho Chi Minh City People's Committee

According to the Office of Ho Chi Minh City People's Committee (2023): Regarding the specific goal, by 2035, the City will complete the construction of about 183km of urban railway (high-volume, high-frequency passenger transport), specifically: Urban railway line No. 1 with 40.8km/40.8km; Urban railway line No. 2 with 20.22km/62.8km; Urban railway line No. 3 with 29.53km/62.17km; Urban railway line No. 4 with 36.82km/43.4km; Urban railway line No. 5 with 32.5km/53.87km; Urban railway line No. 6 with 22.85km/53.8km.

Also according to the Office of the Ho Chi Minh City People's Committee (2023): By 2045, the City will build an additional 168.36km to complete 7 urban railway lines according to the Project to adjust the General Construction Planning of Ho Chi Minh City to 2040, with a vision to 2060, increasing the total length of urban railways to about 351.08km, specifically: Urban railway line No. 2, with 42.58km; Urban railway line No. 3, with 32.64km; Urban railway line No. 4, with 6.58km; Urban railway line No. 5, with 21.37km; Urban railway line No. 6, with 30.95km; Urban railway line No. 7, with 51.23km/51.23km. By 2060, the Ho Chi Minh City will complete the construction of urban railway lines No. 8, No. 9, No. 10 according to the draft of the Project to adjust the General Construction Plan of Ho Chi Minh City to 2040, with a vision to 2060, increasing the total length of urban railways to about 510.02km, etc.

Limitations and Causes

Although certain results have been achieved, the construction and development of the Ho Chi Minh City railway system still has many limitations, specifically: Not achieving the set goals; the development of national railway infrastructure and urban railways has not received due attention; national railway infrastructure is outdated and degraded; investment resources for railway development have not met the requirements. Market share and output of railway transport are increasingly decreasing seriously. Planning related to railway development lacks connectivity and synchronization. Incentive policies for railway development have not been implemented. The progress of investment in urban railway projects is slow, capital is over budget, and total investment is high. The railway industry is slow to develop, there is no long-term orientation; the application of science and technology is limited; the system of standards, regulations, and norms is still lacking; the management, operation, and operation models are not stable. The management, exploitation, and business of railway transport are slow to innovate; the restructuring and equitization of enterprises in the railway industry are not drastic and effective.

The causes of the above limitations and shortcomings are mainly due to: Inadequate awareness of the position, role, and importance of railway transport; lack of determination and determination in organizing implementation; no priority is given to allocating the state budget for railway development, and mobilization of non-budgetary resources is very limited. Legal regulations on railway transport are slow to innovate, not synchronous, and lack breakthrough mechanisms and policies. Lack of proper attention to training, human resource development and scientific and technological research in, railway industry. Lack of coordination between ministries, branches and localities in implementing strategies, planning and projects; prolonged site clearance, especially for urban railways; lack of mechanisms for inspection, supervision and handling of responsibilities of ministries, branches and localities in organizing implementation.

Recommended Solutions

Assessing the initial successes of the Ben Thanh - Suoi Tien line, according to Ho Chi Minh City managers, "This project marks an important milestone in realizing the planning of the public transport system, meeting the needs of people for fast and efficient travel; contributing to reducing traffic pressure and environmental pollution. This journey is not only evidence of the persistent efforts of the city government, but also demonstrates the effective cooperation and companionship between the Vietnamese Government and the Japanese Government" (Duyen, 2025). However, there are still many shortcomings and limitations that need to be overcome. To achieve the set goals, Ho Chi Minh City needs to focus on the following key tasks and solutions:

First, innovative thinking in leadership and direction promotes propaganda and education to raise awareness of Party committees, Party organizations, authorities, businesses and people of Ho Chi Minh City about the role, position and advantages of railway transport, creating unity and high determination in developing railway transport. Specify viewpoints, goals, tasks and solutions for railway development in sync with the development of the transport sector. Complete the levels of railway transport planning in the overall National and regional planning to orient resource allocation in the process of industrialization and modernization of the country and the city.

Second, the State needs to complete the legal system, mechanisms and preferential policies, create a favorable environment, and encourage economic sectors to participate in investing in the development of railway transport in Ho Chi Minh City. Issue mechanisms and legal policies on land use for railway infrastructure construction and railway infrastructure leasing. Research and issue appropriate mechanisms, policies and solutions to remove obstacles and accelerate the investment process of national and urban railways. Complete the system of standards, regulations and norms for the railway sector.

Third, Ho Chi Minh City needs to prioritize the allocation of resources in the medium-term public investment plan, sources of increased revenue, annual expenditure savings, effectively exploiting resources from land funds and non-budgetary resources for railway transport development; diversify capital sources, forms and methods of investment in railway projects, promote investment under the public-private partnership method. Research, develop and issue policies on the concession of exploitation of part of the railway infrastructure to recover capital for projects invested from loans, including ODA capital and government bonds. Focus on planning urban areas and industrial zones in association with railway routes and stations to create new development space, improve competitiveness, and promote efficiency in capital mobilization, exploitation, and railway transport. Strengthen and improve the capacity of railway transport enterprises, associated with promoting socialization, equitization, and divestment in transport business and railway transport support services; attract economic sectors to invest in vehicles and supporting works for railway transport activities.

Fourth, Ho Chi Minh City needs to improve the model of organization and management of the exploitation of the city's railway infrastructure in association with the existing national railway system. Continue to improve the capacity and role of state management agencies on railways; separate infrastructure business from transport business, creating a healthy, transparent, and equal business environment. Strengthening coordination between domestic and foreign enterprises located in Ho Chi Minh City in investment, industrial development, human resource development, and ensuring order and safety of railway traffic.

Fifth, Ho Chi Minh City has promulgated and implemented policies to prioritize the development of the railway industry and the training and development of railway human resources. Promote research and application of scientific and technological advances; strengthen and diversify international linkages and cooperation in technology transfer in the field of railway transport, especially urban railway and high-speed railway technology.

Sixth, Ho Chi Minh City needs research, analyze, evaluate thoroughly, closely, comprehensively, and refer to international experience to select investment options, technology, techniques, capital, etc., to build a modern, synchronous, feasible, effective national high-speed railway and urban railway with a long-term strategic vision, promoting the country's advantages and potentials, in line with the world's development trends.

Seventh, the National Assembly should delegate authority to Ho Chi Minh City to determine the localization rate for each component of the project following the capacity of domestic contractors/enterprises, which increases gradually over time at each point in time. Allow Ho Chi Minh City to choose a model and decide to establish a corporation for investment management, construction, development and operation of the metro/TOD system with multi-industry business functions to be financially autonomous and ensure sufficient budget for investment, operation, exploitation and maintenance of the Metro system. Allow the Metro/TOD Corporation of each city to receive a portion of the budget support to implement the mechanism of ordering training for engineers and skilled workers in the professions in the personnel plan for the construction, operation and maintenance of the Metro system.

CONCLUSION

Based on the provisions of the Law, Resolution, Decree and other current regulations on planning, construction investment, land acquisition, compensation, support, resettlement, bidding, contracts, settlement of completed projects, etc., based on the legal framework in Resolution No. 98/2023/QH15 dated June 24, 2023 of the National Assembly on piloting several specific policy mechanisms for the development of Ho Chi Minh City. To speed up investment preparation procedures and implement investment in developing the urban railway network of Ho Chi Minh City to realize Conclusion No. 49-KL/TW dated February 28, 2023 of the Politburo, it is necessary to develop and submit to competent authorities for permission to apply many specific, outstanding and breakthrough mechanisms and policies in the future. The National Assembly's approval of the pilot Resolution, removing barriers in procedures, capital and mechanisms, will create opportunities for the strong development of the urban railway system, contributing to improving the quality of life and promoting socio-economic development. This can be considered an important step in removing the long-standing obstacles to Ho Chi Minh City's urban railway projects in the future.

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