

## RESETTLEMENT DUE DILIGENCE REPORT

### STRENGTHENING SUSTAINABLE URBAN TRANSPORT FOR HANOI METRO LINE 3 PROJECT

During the preparation of the project the writer undertook two review missions (28 January - 1 February 2013 and 28-31 July 2014) during which resettlement due diligence was conducted. The methodology of the due diligence reviews included project document reviews, interviews with Urban Transport Project Management Unit Staff, interviews with project consultants, interviews with the People's Committee of Ngoc Khanh Ward and site inspections. During the site inspections unstructured interviews were conducted with various local people to gain a better understanding on existing uses of public space along with constraints on uses of public space. The following presents relevant design features of the project and findings from the review missions.

**Project overview:** The Objective of the Project is to ensure integration of public transport occurs in five districts along Metro Line 3 through the implementation of a series of urban transport solutions and transformational policies in the Metro Line 3 Corridor. The construction schedule of the works under the Project will be tied in with the main Metro Construction Project as construction will be coordinated with the MRT3 construction works. The Project will be implemented over a five-year period commencing in year 2015. The overall Project consists of three components: (i) Station Accessibility Measures - Improved accessibility in and around Metro Line 3 stations; (ii) Public Transport Measures Integrated and innovative public transport services and measures connecting to Metro Line 3 stations; and (iii) Transformational Policies and Regulatory Measures - Support for transformational policies and regulatory measures to encourage modal shift to public transportation modes.

**Project areas:** The Line 3 Corridor extends from Ga Hanoi in the centre of Hanoi, generally along NH32 to Nhon in Tu Liem District, a distance of about 12 kilometers. The project catchment area extends beyond the approved Right of Way for Metro Line 3 to included three distinct areas for planning, design and implementation of sustainable transport measures:

- (i) Areas within 100 metres of the limits of the station, which are referred to as the "Station Realm";
- (ii) Areas within 500 metres of the station – which was considered to be the limit of the catchment area from which people would walk to the station;
- (iii) The Line 3 Corridor beyond the 500 metre catchment area, from which people would reach the stations by bus or other motorized means of transport (motor cycle, taxi, xe-om and car)

#### **Civil Works:**

The location and site of the proposed works is generally within a 100 m radius from the metro station, so-called "station realm". The station accessibility measures consist of the following civil works sub-components with associated equipment:

1. Transport Interchanges: Major works encompassing the Station Realm of two stations as described above:

- Station 8 Cau Giay – Transport Interchange.
- Station 9 Ngoc Khanh - Underground Transit Area

2. Extension of underground passageways: Works generally within the Station Realm to link with other proposed metro lines across adjacent intersections and/or into adjacent development at Station 10 Cat Linh with Line 2A and BRT Line 1: 4.0 m Subway from underground Metro station to Elevated Line 2A metro Station grounds; Entrance Front of Line 2A Elevated Metro line and Extension of 4.0 m pedestrian subway branching out to the NW corner of junction

- Station 12 - Ga Hanoi with Line 1 and the VNR Station: 7.5 m Subway from underground Metro station to in Front of Railway station

3. Extension of pedestrian walkways: Works within the Station Realm for the extension of elevated walkways across adjacent intersections or into adjacent development at Station 7 - Chua Ha: Elevated gangway underneath metro structure from Metro across Pho Tran Danh Ninh with T-Junction and two single stairway units; connecting Gangway structure (3.75 m) to Discovery Towers.

4. Accessibility Improvement Measures within 100 meters of the Stations – known as the Station Realm, with associated equipment. The works are mainly small scale civil works including the following:

- (i) Curbs and sidewalk renovation with higher quality pavement and distinctive design tiles.
- (ii) Tiling for the visually impaired
- (iii) Horizontal marking for motorbike and bicycle parking areas
- (iv) Pedestrian crossing at street level /drop curbs
- (v) guard rails
- (vi) pedestrian signs, taxi, xe-om signs
- (vii) all new bus shelters
- (viii) traffic management (signal control)
- (ix) police booths
- (x) landscaping
- (xi) lighting along elevated walkways and subways
- (xii) enhancement of street lighting under elevated metro station and at road crossings.

(xiii) CCTV cameras for pedestrian traffic monitoring at entrances/exits to the metro station, bus stops, taxi and xe-om stands.

(xiv) passenger information displays

5. Accessibility Improvements within 500 metres of the Stations. These are mainly small scale civil works on level 1 alleys including:

(i) Resurfacing or rehabilitation of the alley pavement and footpath

(ii) Installation or upgrading of lighting

(iii) Improvement of drainage

(iv) Signs and markings for pedestrian crossings and road safety

(vi) Traffic calming measures

(vii) Amenity improvements including landscaping

## ASSESSMENT OF RESETTLEMENT IMPACTS

*Land acquisition.* The project will not involve involuntary land acquisition. The Project is to be developed in coordination with the construction of 12 stations of Metro line 3 including eight elevated stations and 4 underground stations. All of the land requirements for the proposed project works are provided for either from land acquisition undertaken for Hanoi Metro Line 3 Project (land acquired for construction of stations and construction yard) or from existing public easements (roads and sidewalks).

Project facilities associated with Kim Ma Station will utilize state land (1.42ha) currently used as a car park. However, this site will be transferred for the use of the Metro Line 3 project as a works yard during its construction phase prior to the installation of the Hanoi SUT facilities. Accordingly, the associated involuntary resettlement impacts associated with the change of land use will be included in the resettlement plan for the Hanoi Line 3 Project. The involuntary resettlement impacts associated with the changed land use of this site consist of the displacement of three businesses (Guia Khanh Vehicle Wash and Motorcycle Repair Shop; Ba Duy Café; and Phuong Dong-Michelin Ngoc Khanh), including loss of non-land assets, loss of income and loss of employment. Resettlement due diligence will need to be conducted on this site prior to handing over for Hanoi SUT Project works to ensure that all associated requirements under the Hanoi Line 3 RP have been satisfactorily implemented.

*Non-land assets.* There are no affected privately owned structures on the land to be utilized. (Non-land assets and businesses to be displaced from Kim Ma Station site are described above). There were no private structures observed on the sidewalks inspected along the streets and alleyways to be prioritized for enhanced pedestrian accessibility.

*Restricted land use.* The project will have the effect of reinforcing existing restrictions on use of sidewalks for commercial activities. However, the project is not expected to create new restrictions in this regard. It will also cause some additional restrictions on motorbike parking in public spaces. The proposed project activity to promote usability of alleyways and sidewalks for pedestrians in the “stations realms” would promote enforcement of restrictions on the use of footpaths for parking and commercial activities to allow sufficient remaining space for pedestrians to pass. Targeted thoroughfares are categorized in the project design as “main roads”, “level 1 alleys”, and “level 2 alleys”. The targeted main roads have wide sidewalks to implement the proposed activities. The level 1 alleys inspected vary in terms of existing or potentially useable sidewalks. A large number of the level 1 alleys in fact have no sidewalks or have pavement areas along the sides which would be too narrow to be utilized as sidewalks, while a number of other alleys do in fact have wide sidewalks useable for pedestrian use. The PMU and project consultants both confirmed that no new sidewalks will be constructed or widened under this project and that works with respect to sidewalks would be limited to resurfacing. The main impacts of the project activity to promote enforcement of restrictions on use of sidewalks would be limitations of parking areas for motorbikes in public spaces within the catchment areas of the stations as well as reinforce existing restrictions on commercial activities on sidewalks. It was observed during the site inspections that some eateries had extended their activities from their private premises out on to the sidewalks by placing tables and chairs across the width of some sidewalk areas. However, for these it appeared that there would be sufficient remaining space on the sidewalk for them to continue such activities albeit in narrower space.

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SETC/SERD

ATTACHMENT - SITE VISIT PHOTOS

PHOTOS OF SAMPLE MAIN ROADS IN IMMEDIATE STATION VICINITY



Main road - Station 1



station 2



Station 3



Station 4



Station 8 (Showing bus ticketing office owned SOE under Ministry of Transport)



Station 10

PHOTOS OF SAMPLE LEVEL 1 ALLEYS AT VARIOUS STATION CATCHMENT AREAS



Station 1



Station 3



Station 4



Station 4



Station 5



Station 6





Station 7 (Showing restaurant tables on sidewalk - restaurant is located to the left of the photo)



Station 8 (Showing retail activities extending to sidewalk from shops)



Station 9