

THE PRIME MINISTER

**Decision No. 1698/QĐ-TTg of September 28, 2011,
approving the detailed master plan on belt road 4 of
Ho Chi Minh City**

THE PRIME MINISTER

*Pursuant to the December 25, 2001 Law on Organization of the
Government;*

*Pursuant to the master plan on construction of Ho Chi Minh City region
through 2020, with a vision toward 2050;*

*At the proposal of the Minister of Transport in Report No. 2120/TTr-
BGTVT of April 13, 2011, approving the detailed master plan on belt road
4 of Ho Chi Minh City, and Document No. 4203/BGTVT-KHDT of July 14,
2011, amending and supplementing Report No. 2120/TTr-BGTVT,*

DECIDES:

Article 1. To approve the detailed master plan on belt road 4 of Ho Chi Minh City, with the following principal contents:

1. Objectives of the master plan:

- To concretize the master plan on transport development of Ho Chi Minh City through 2020, approved by the Prime Minister in Decision No. 101/QĐ-TTg of January 22, 2007, and permit the adjustment of the master plan on belt roads 3 and 4 in Document No. 1384/TTg-KTN of August 12, 2011, identifying the direction and size of the whole road and determining sections prioritized for investment under sub-projects in different provinces so as to develop transport infrastructure in localities in the region.
- To serve as a basis for determining boundary landmarks for localities to implement their socio-economic development, construction and land use master plans and other master plans concerning the belt road.
- To link radial expressways and national highways already put into operation or being under construction so as to bring into full play their effectiveness, contribute to mitigating traffic congestion in the inner city and facilitate the development of inter-provincial transport services for regional economic development.

2. Contents of the master plan:

a/ Planning scope:

The belt road will run through 12 districts of 5 provinces and cities:

- Ba Ria - Vung Tau province (1 rural district): Tan Thanh;
- Dong Nai province (3 rural districts): Long Thanh, Trang Bom and Vinh Cuu;
- Binh Duong province (2 rural districts): Tan Uyen and Ben Cat;
- Ho Chi Minh City (2 rural districts): Cu Chi and Nha Be;
- Long An (4 rural districts): Duc Hoa, Ben Luc, Can Duoc and Can Giuoc.

b/ Route direction:

- Starting point: Km 40+000 (Bien Hoa - Vung Tau expressway) in Phu My area, Tan Thanh district, Ba Ria - Vung Tau province;
- Ending point: The inter-section with the North-South axis in Hiep Phuoc port area, Ho Chi Minh City;
- The total length of belt road 4 is around 197.6 km.
- The route direction is specified as follows:

+ From the starting point at inter-section with Bien Hoa - Vung Tau expressway at Km 40+000 (in Phu My area), the belt road 4 of Ho Chi Minh City will head to Long Thanh international airport, cross Ho Chi Minh City - Long Thanh - Dau Giay expressway (Km 39+150). The road will head north and cross national highway 1A in Trang Bom town (Km 1834+700), span over Dong Nai river via Thu Bien bridge and cross national highway 13 (Km 30+700) in Ben Cat. It will span over Sai Son via Phu Thuan bridge, cross national highway 22 (Km 23+500) in Cu Chi, run parallel with provincial road 823 heading to Hau Nghia township, run parallel with provincial roads 824 and 830 through Ben Luc township, cross Ho Chi Minh City - Trung Luong expressway and national highway 1A in Long Hiep industrial park, cross national highway 50 (Km 19+900) and run to its ending point at the inter-section with the North-South axis in Hiep Phuoc port urban center, Ho Chi Minh City.

c/ Facilities to be built on the road:

- 12 interchanges and some overpasses and tunnels for convenient traffic link between the two roadsides.
- Intelligent traffic administration systems.

d/ Sizes and technical standards:

- The belt expressway:
 - + Size: To have 6-8 express lanes with collector roads and corridors along both sides reserved for planting trees, building technical infrastructure

facilities and future expansion. The maximum total width will be 121.5 m. The reserve land strip at some special positions may be narrowed (as indicated in Appendix I to this Decision - *not printed herein*);

- Technical standard: Grade-A expressway, with a design speed of 100 km/h according to expressway design standard TCVN 5729-97.

- Collector roads: To have at least 2 lanes according to Vietnam's standard TCVN 4054-05 or Vietnam's construction standard 104-2007. Investment in collector roads shall be phased out depending on transport demands and development of roadside urban centers and calculated and specified in investment projects.

e/ Land areas:

The land area used for construction of the road under the master plan is approximately 2,061 ha, including around 184 ha of Ba Ria - Vung Tau province, some 273 ha of Dong Nai province, around 452 ha of Ho Chi Minh City, about 441 ha of Binh Duong province, and about 711 ha of Long An province.

f/ Construction schedules:

- Based on transport demands and fund raising capacity, the project to build belt road 4 shall be divided into independent sub-projects identified based on the administrative boundaries of the related provinces or existing roads so as to increase investment effectiveness. Construction schedules of these sub-projects are specified in Appendix II to this Decision.

- The construction schedule of each sub-project may be adjusted to suit the specific socio-economic development situation in each period.

g/ Investment capital sources:

- The total investment capital demand for construction of belt road 4 of Ho Chi Minh City is estimated at around VND 98,537 billion (exclusive of funds for construction of overpasses on roads being planned which will be built under investment projects on building such roads).

- State budget funds, government bonds and ODA capital.

- Capital raised from land funds of the localities through which the belt road will run.

- Capital raised from the private sector.

Article 2. Organization of implementation

1. The Ministry of Transport shall:

- Manage and implement the master plan according to its functions.

- Formulate and approve investment projects (sub-projects listed in Appendix II) and transfer them to local administrations for the latter to take the initiative in calling for and raising funds for construction investment, giving priority to the mode of fund raising through exploitation of the land fund.
- Perform the state management of the belt road when it is put into operation.
- Assume the prime responsibility for appraising the intelligent transport system (ITS) so as to ensure synchronism along the whole road.
- Coordinate with the Ministry of Planning and Investment, the Ministry of Finance and localities in allocating annual budget capital and calling for ODA and other sources for investment.

2. Related ministries and sectors shall, according to their respective functions, tasks and powers, coordinate with the Ministry of Transport and provincial-level People's Committees in the process of implementing the master plan, ensuring its consistency and synchronism with relevant strategies, master plans and plans.

3. Provincial-level People's Committees shall:

- Manage land funds and implement sub-projects when conditions permit.
- On the basis of this master plan, take the initiative in calling and raising funds for construction investment, giving priority to the mode of fund raising through exploitation of the land fund.
- Coordinate with the Ministry of Transport in the management and operation of belt road 4's sections in their respective localities.
- Publicize the master plan on the belt road 4 in their localities and work out a plan to reverse and manage the land fund for the road; review and adjust local master plans and projects in line with this master plan and reserve an appropriate land fund for fund raising purposes.

Article 3. This Decision takes effect on the date of its signing.

Article 4. Ministers, heads of ministerial-level agencies, heads of government-attached agencies, and chairpersons of provincial-level People's Committees shall implement this Decision.-

For the Prime Minister
Deputy Minister
HOANG TRUNG HAI

Appendix II

Total investment and construction schedules of belt road 4 of Ho Chi Minh City

(To the Prime Minister's Decision No. 1698/QĐ-TTg of September 28, 2011)

No.	Sub-projects/Section	Length (Km)	Total investment (VND billion)	Phase 1-Construction schedules
1	The section from Phu My, Ba Ria-Vung Tau province (the cross-section with Bien Hoa - Vung Tau expressway) to Trang Bom, Dong Nai province	45.5	21,103	To be completed before 2020
2	The section from national highway 1A (Trang Bom, Dong Nai province) to national highway 13 (Tan Uyen, Binh Duong province)	51.9	24,071	To be completed before 2025
3	The section from national highway 13 (Tan Uyen, Binh Duong province) to national highway 22 (Cu Chi, Ho Chi Minh City)	22.8	10,575	To be completed before 2024
4	The section from national highway 22 (Cu Chi, Ho Chi Minh City) to Ho Chi Minh City - Trung Luong expressway (Ben Luc, Long An province)	41.6	23,329	To be completed before 2023
5	The section from Ben Luc, Long An province (the intersection with Ho Chi Minh City - Trung Luong expressway) to the end of the Ho Chi Minh City's North-South axis (Hiep	35.8	19,460	To be completed before 2017

	Phuoc port, Ho Chi Minh City)			
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