



RURAL TRANSPORT IN VIET NAM

Kathmandu, Sep 2009



1. General situation

Vietnam comprises 64 provinces and cities, dividing into 8 economic regions

- Red River Delta (11 provinces)
- North East (11 provinces)
- North West (4 provinces)
- North Central Coast (6 provinces)
- South Central Coastal (6 provinces)
- Central Highland (5 provinces)
- North East South (8 provinces)
- Mekong River Delta (13 provinces).

In 2008, Vietnam population is about 86 million people, 60% in 3 regions: Red River Delta, Mekong Delta and North East South. Minority people accounts for 14% of the nationwide population, living mostly in 4 regions: North East, North West, South Central Coast and Central Highland.



**The map of
Viet Nam by
8 Social
economic -
regions**





2. Current Situation of Vietnam Rural Transport

Total road length of 256,434 kilometers.

Road Type	Length (km)	Rate (%)
National Roads	16,978	6.62
Province Roads	23,520	9.17
District Roads	49,823	19.43
Commune Roads	151,187	58.96
Urban Roads	8,492	3.31
Specialized Roads	6,344	2.51
Total	256,434	100

Village roads are not fully totaled up from localities as about 61,187 km.



Definition: Rural roads comprise **district roads** and **lower class roads**, including district roads, commune roads and village roads.

District and commune roads are classified under the Governmental Decree, village roads (inter village/hamlet roads, inner village/hamlet roads, connectors from village center to higher class roads) and roads from home to field and uphill roads have not been classified.

In 2008, the district and commune roads: 201,010 km (78.39% total length of the road network), district roads: 49,823 km (19.43%); commune roads 151,187 km (58.96%).

Rural Road density: 0.54km/km²; the highest 1.42km/km² (Red River Delta), the lowest 0.23 km/km² (the North West).

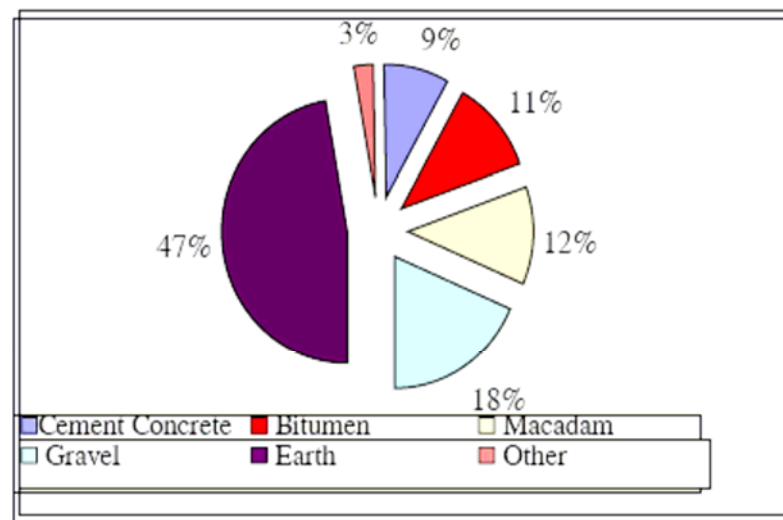
Rural road density is 2.15 km per 1000 persons; the highest in the North West (3.38 km per 1000 people); the lowest in the Red River Delta (1.18 km per 1000 people).

From localities reported, village roads: 61,187 km, mainly distributed for residential groups, and serving for daily life of local people.

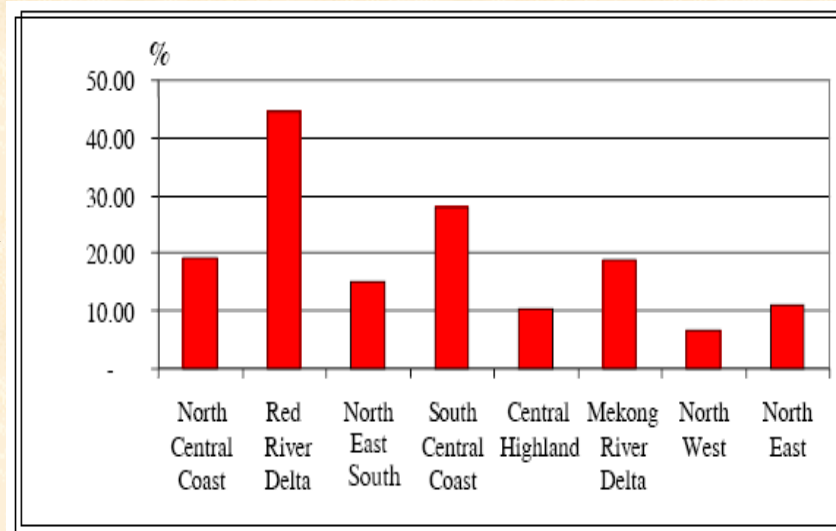


Rural Road Surface Structures

The roads with bitumen and cement concrete surfaces: 20%. The remaining includes macadam, gravel and earth roads, of which earth roads account for a highest percentage 78,468 km (47%).



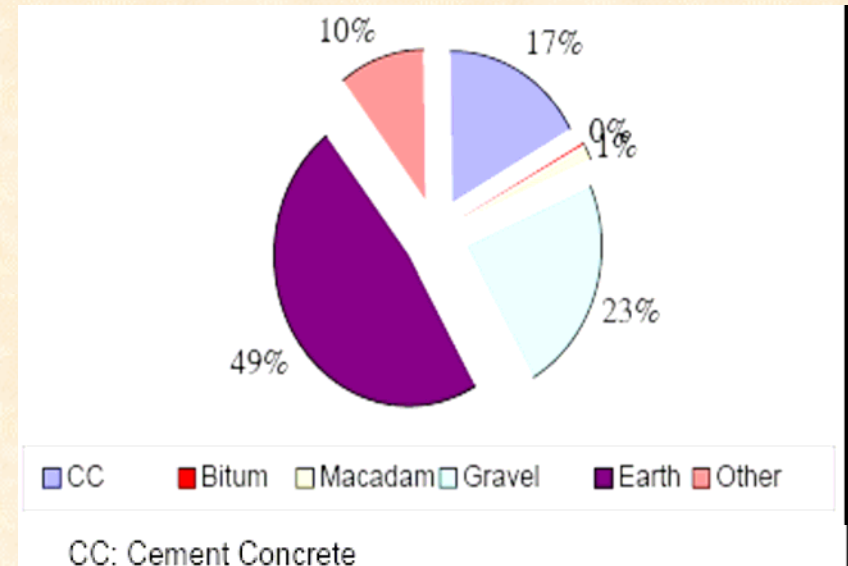
In the 8 regions, the percentage of paved roads is highest in the Red River Delta (44.52%), followed by South Central Coast (28.05%), North Central Coast (19.11%); North East (11.02%), Central Highland (10.48%); and lowest in the North West (6.61%).





Rural Road Surface Structures

For village roads, the percentage of paved road:17.61%, the remaining are macadam, gravel and earth surfaces with extremely high percentage of earth roads (49%).





Technical Standards in Rural Transport

Existing standards applicable for rural roads as the following:

- The highway designing standards TCVN 4054 - 2005, roads class VI would be applied for rural roads.
- The rural road design standard, 22TCN 210-92, applied for commune roads and lower levels, including Type A, B. Type A is used for roads carrying motorized vehicles, Type B is used for roads carrying non-motorized vehicles.
- MOT's interim guidance: technical standards for roads from district to commune centers including 2 types AH (flat), AH_{MN} (mountainous terrains), which are higher than standards in Type A, B.



Management Organization and Decentralization

At Central Level

MOT administers the rural transport sector, including formulation of rural transport development strategy and policy, development of rural transport standards and legal documents. Some agencies support MOT for above duties: Local Transport Section, Transport Development and Strategy Institute, Research Institution for Science and Technology, Department of Science and Technology, Department of Personnel and Organization, Vietnam Road Administration.

MPI and MoF: setting up investment plans in the development of rural infrastructures (including rural transport); allocating funds for localities.

Ministry of Construction: setting up policies and mechanisms for the management of rural transport investment and construction; issuing norms and unit costs; stipulating operation regulations for rural transport construction management units at locals; and providing guidance on investment, construction and tendering regulations for authorities of all levels, sectors and localities.



Management Organization and Decentralization

At Provincial Level

Provincial Department of Transport (PDOT): transport management within the provincial area (national roads authorized by MOT and PR).

At District Level

Management of district roads and major inter-commune roads. There is a Transport–Industry–Construction–Land–Environment Division in each district, the division are in charge of the management in various sectors: transport, industry, construction, irrigation, commerce, science and technology, natural resources and environment, and there is an especial case of a division managing 7 different aspects. In regards to rural transport in districts, one or two staff from the abovementioned divisions are assigned to manage rural transport field.

At Commune Level

Management, maintenance and operation of commune road network, and some district roads (in commune boundary) delegated by districts. There is usually one staff in each commune to be in charge of transport, land, and other works.



3. The situation on rural transport works in 2008/2009

Rural development by internal resource

In 2008, from Central and local budget, people: VND7245 billion (~US\$ 407 million) built 4120 km new rural road, improving 11,462 km, built 466 rural bridges/13,985m, 1,247 culverts/203,853 m. (especially VND1,330 billion (~ US\$75 million) from people).

At the end of the year 2008, there was 271 communes have no road access, however, 65 projects have been deploying by Government bond resource.

In 2009, supplementing VND4500 billion (~US\$ 253 million) by Government bond resource for no road access communes, in which:

- VND2500 billion (~US\$ 140.5 million) for existing communes (about 300 projects)
- VND2000 billion (~US\$ 112.5 million) for new communes (dividing communes) (about 63 projects).

As the plan, 258 projects rural road access commune center at the end of the year 2009.



Projects fund by WB, DFID

RTP2: WB and DFID co-funded for RT 2 project, with a total budget of US\$ 145.3 million to upgrade and improve 13,000 km of roads in 41 provinces in the nationwide.

The Project was implemented within 6 years from 2000 to 2006. It focuses on main objectives as follows

- (i) Improve institutional capacity for MoT and provincial authorities on rural road management;
- (ii) Establish rural road maintenance culture;
- (iii) Support for small scale contractors.



RTP3: Sponsor: WB

Period of Project 2007-2012; Total cost: 130.75 million USD, consists 3 components:

- (1) Component A: Rehabilitation of the core rural roads network (US\$ 107.25 million): Improving about 3150 km rural road, maintenance of 32,700 km district road
- (2) Component B: Maintenance of the district roads network (US\$ 13.0 million).
- (3) Component C: Institutional and capacity building program for MOT, PDoT's and Private Sector (US\$ 10.5 million).



RTP3: Sponsor WB

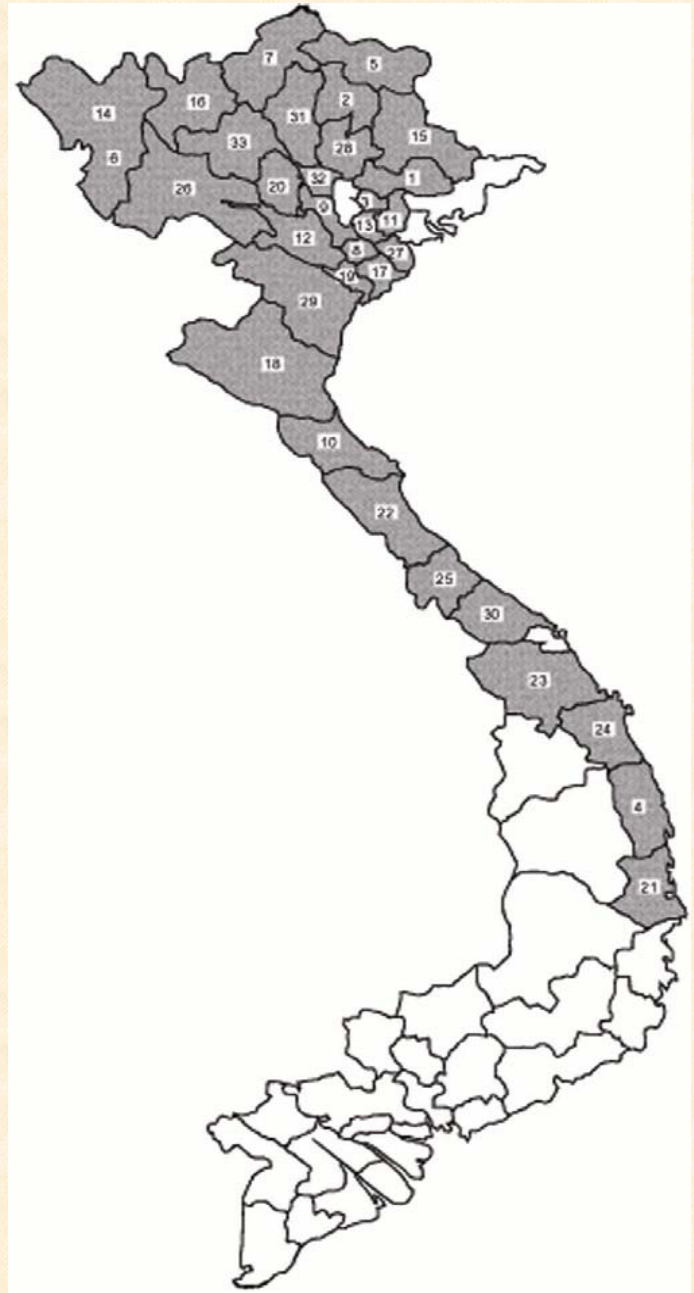
Project Development Objective: reduce travel costs and improve access to markets, off-farm economic opportunities, and social services for poor rural communities in the 33 provinces in Northern and Central Vietnam.

In 2008 - 2009:

Have been improving about 1,777 km rural road in 22 provinces with total cost worth about US\$ 18.5 million. Setting up and maintenance plan for 33 provinces and implementing maintenance works 10,900km district road in 2009.



**Provinces project in
RTP3**





Existing Problems in the Rural Road Network

- Rural transport network is relatively dense in the nationwide. There are about 200 communes without access roads to commune centers and many communes can be accessed only in dry season (especially people in remote and isolated areas).
- Technical standards are inappropriate, loading capacity of bridges is still low, and unsatisfying increased demands of large vehicle types as well as people's movements.
- The percentage of rural roads paved with bitumen and cement concrete is still low, Earth roads still occupy a high percentage.
- Quality of roads is low, most of roads are narrow with insufficient technical standard.
- On the existing rural road system, bridges and culverts are inadequate, the number of weak and temporary bridges is still high, which cannot accommodate medium and heavy vehicles.



4. The master plan on Rural Transport

By 2010: basic access roads will be provided to commune centers and commune clusters. 30% of roads will be paved with concrete, 70% of rural road will be year-round passable, 80% of monkey bridges will be replaced in the Mekong River Delta. In difficult terrain areas, there is a need to construct roads for horse-pulled carts at first, and then widen them for accommodation of 4-wheel vehicles in order to provide opportunities for poor communes and poor people to access public services.

Maintenance should be gradually done under the sustainable development plan for rural transport. Efforts should be made so that 65-70% of rural road will be maintainable by 2010.

By 2020: Sustainable development of rural transport will be continued. The rural transport system will be upgraded and constructed synchronously. 50-60% of rural roads (district and commune roads) will be paved with bitumen or concrete, 100% of rural roads will be year-round accessible, monkey bridges replaced in the Mekong River Delta. 90-100% of rural roads will be maintainable.



The rural transport structure systems need to meet following criteria:

District roads: Continue to upgrade district road systems in the pavement quality; 100% of district roads meet standards of Class VI, V; bridges and culverts are completed to satisfy loading capacity of H13-X60 or higher; continue to upgrade side ditches completely and synchronously.

Commune roads: 100% of roads are paved with bitumen or cement concrete; 50% of commune roads are gradually improved to meet Class VI or higher; continue to upgrade and complete bridges, culverts and side ditches.

Village roads: Step by step upgrade village roads to meet standards of Class A or higher (about 50%); improve the quality of drainage facilities (bridges, culverts and ditches) to ensure good drainage and satisfaction of local people's needs.



Rural Transport Vehicle: The development of rural transport must conform to technical conditions of the road and reasonable use of vehicles in order to increase transport effectiveness and improve transport quality for the public. In addition, due to differences in natural conditions, transport infrastructures, socio-economic development and in each region, transport vehicles need to meet corresponding requirements. The selection of vehicle structures appropriate for each economic region mainly depends on the following criteria:

- Appropriateness between vehicle technical specifications and infrastructure conditions.
- Appropriateness between the transport capacity of vehicles and transport demands.
- Appropriateness between vehicle types and characteristics of freights, transport routes.
- Natural conditions; economic, social and environmental efficiency.
- The development growth of the transport sector and regional economy.



*Thank you for
your attention*

