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END USER REQUIREMENTS

RURAL TRANSPORT IN VIETNAM

Prepared

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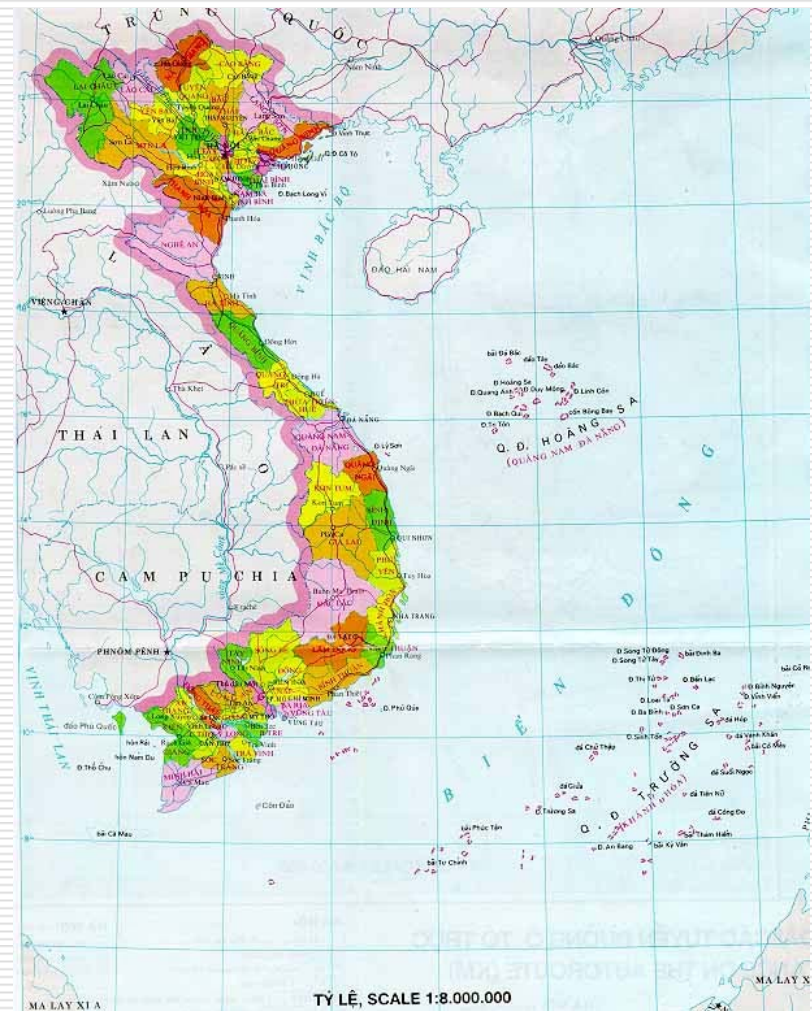
Contents



- Socio-Economic context & rural road development
- Rural transport's impact
 - socio – economic development and
 - poverty reduction
- Rural peoples' awareness of transport's importance
- User requirements.

1. Socio-Economic Context & Rural Road Development

- ❑ Rapid recent economic Growth
- ❑ Significant Reduction in Poverty
- ❑ Still “pockets” of poverty
- ❑ Improvements in RT = poverty reduction



1. Socio-Economic Context & Rural Road Development

- Rural roads key to Vietnam's development.
- Account for 238,203km (81.04% of total roads)
- Standards are low

1. Socio-Economic Context & Rural Road Development

- Much remains to be done:
 - 290 communes unconnected
 - All-weather roads 50% of total
 - Paved roads 19%
 - Insufficient bridges
 - Inadequate maintenance investment



1. Socio-Economic Context & Rural Road Development

RT Development Strategy:

■ By 2010:

- All communes - basic access
- 70% of rural roads all season passable

■ By 2020

- 50-60 % core roads paved with bitumen or concrete
- “Monkey” bridges in Mekong River Delta replaced
- All rural roads maintained

2. RT's impact on Socio-Economic Development & Poverty Reduction

□ Economic Impact:

- Alternative industries;
- Subsistence to cash crop farming;
- Creates access to the markets;
- Easier, cheaper and time-saving transport of goods and people;
- Increases availability and choice of goods and services and
- The better off benefit first.

2. RT's impact on Socio-Economic Development & Poverty Reduction

- **Socio-cultural Impact by Access to:**
 - School;
 - Health care;
 - Modern agricultural techniques;
 - Quality of life improved:
 - Ex. - more family visits and attend more meetings or social events

2. RT's impact on Socio-Economic Development & Poverty Reduction

□ Specific Benefits of RT improvements:

- 20% to 50% of investment expenditures recycled and multiplied within the local community;
- Local Employment ~ 63% of workforce and
- Local Materials exploited and processed.

2. RT's impact on Socio-Economic Development & Poverty Reduction

- **Benefits for the poor:**
 - Indirectly benefit;
 - Rural road connectivity does not always reduce poverty;
 - Often have no vehicles & travel mainly by foot.

2. RT's impact on Socio-Economic Development & Poverty Reduction

- **Community participation in RT development:**
 - In preparation and planning stage of projects;
 - Community contributions:
 - 5%-70% total construction cost;
 - Labour, cash and material;
 - May include maintenance and management

3. Rural Peoples' Awareness of RT's Importance

- Rural people see positive impacts as:**
 - Increased living stability;**
 - Convenient traveling and economic development;**
 - Raised awareness of women and their roles in the family and community and**
 - More jobs are created, especially for the poor.**

3. Rural Peoples' Awareness of RT Importance

- Rural people see negative impacts as:**
 - Land, crops and assets may be affected by road construction;**
 - Traffic accidents;**
 - “Social evils”;**
 - Disease spread and**
 - Increase in price of land**

4. The Requirements of Rural Road Users

Project Preparation:

- Information - widely and easily accessed;
- Technology - 100% prefer cement concrete or bitumen roads.

Construction Phase:

- Employment

4. The Requirements of Rural Road Users

Employment:

- Maximizing local labour;
- Prioritizing women and ethnic people;
- Equal payment for equal work;
- Public information explaining these issues and
- Strictly supervising adherence.

4. The Requirements of Rural Road Users

- Desired Government Support for RT:**
 - Projects use appropriate techniques;
 - Regionally:
 - Remote and very poor regions - 100%;
 - Delta & Midlands - construction equipment and materials;
 - Mountainous - explosives, stone crushing stations, road rollers and asphalt;
 - Mekong Delta - bridges.

4. The Requirements of Rural Road Users

Other Requirements:

- Traffic Safety;
- Reduction of Adverse Environmental Effects and
- Maintenance Funds

Conclusions

- **Rural People think that:**
 - **RT is important for rural socio-economic development;**
 - **Government should provide appropriate mechanisms and policies to provide investments;**
 - **They should be involved in decision making and participate in RT development.**

Thank you!