Country report of Viet Nam

Key Logistics and Transport System and Facilities along the AH and TAR

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Introduction of Viet Nam

- Viet Nam is located in South East Asia
- Population: 88 Million
- Area: 332,000 Km²
- The country is bordered by China to the north, Laos to the northwest, Cambodia to the southwest, and the East Sea to the east.
ASIAN HIGHWAY ROUTES IN VIETNAM

• **AH 1**: the section in Viet Nam includes NH 22 and NH 1 running from Moc Bai border with Cambodia via Ho chi Minh city, Ha Noi capital and connecting to China at Huu Nghi border.

• **NH 22**: from Moc Bai border to Ho Chi Minh (Thu Duc) city is 82 km long, class II and III.

• **NH1**: from Huu Nghi Border (China) to Hoc Chi Minh city is class III (12 m wide) 1786 km long.

• The Government has a plan upto 2020 to upgrade NH 1 and NH 22 to class I road (four lanes).
**ASIAN HIGHWAY ROUTES IN VIETNAM**

- **AH 14**: including NH 70 + NH2 + NH 1 + NH 5 = 428 Km
  - NH 5 from Hai Phong to Ha Noi is 105 km long at class I (4 lanes road); New expressway with 4 lanes is under construction. The road will be completed in 2014.
  - NH 70 class IV road, new expressway with 4-lanes, 264 km long is under construction, the road will be completed in 2014
- **AH 15**: from Hong Linh (NH 1) connects to Cau Treo border gate (Lao PRD) 83 km long is under improvement to class III road.
- **AH 16**: section in Viet Nam is NH9 with 82 km long, class III connecting NH 1 in Viet Nam with NH9 in Lao.
Da Nang – Quang Ngai Expressway

- 130 Km 4-6 lane expressway
- 2013- 2016
- Construction work will be started by 2013.
Ho Chi Minh – Long Thanh – Dau Giay Expressway

- 55km/4-6 lanes expressway.
- 2009 -2013
- Co-financing by JICA, ADB and counterpart funding from the Government of Viet Nam
- The construction work commenced in October 2009 and will be completed by the end of 2013.
Background information on Existing railway

- Railway operates over 2,600 route-km, comprising seven main lines and several branch lines.
- Network is all of single track with 1,000mm gauge (85.5%), 1,435 mm gauge and dual-gauge sections.

Until 2020: Completing the improvement of existing railway network; completing the linkage of railways with international ports such as Cai Lan, Lach Huyen, Cai Mep - Thi Vai, and with industrial zones, and tourism areas; completion of Lao Cai - Hanoi - Hai Phong and Hanoi - Dong Dang routes; connecting with Singapore – Kunming Rail Link.

For new construction railways with the standardized gauge 1,435mm should be prioritized. The Hanoi - Lao Cai, Hanoi - Hai Phong, and Hanoi - Dong Dang route are to be constructed with the standardized gauge 1.435 mm.
Ha Noi – Lao Cai Railway Upgrading

Total length: 296 km, Rehabilitation and upgrading of the section as follows:

Replacement of super structure, rehabilitation of weak bridges, realignment of some sections, set up some new stations...

Financing: Co-financing from ADB, the Government of France and Vietnamese Government.

Implementation period: 2010-2014.
Yen Vien – Cai Lan Railway Project

- 130 km long, dual-gauge track (1000 & 1435mm) is under construction.
- The project is expected to be complete in 2014.
Di An – Loc Ninh Project

Length: 129 km including 12 stations, from Hoa Lu to Di An, its P.F/S has been completed. Double track, standard gauge, electrification.

- Railway connecting point with Cambodia at Hoa Lu Border Gate.
- First Phase: construction of single track with 1.000mm gauge (embankment standard gauge) to connect with North – South Railway line.
Vietnam river system is rich with:
- 2360 rivers and canals
- Total length: 41,000 km
- Density 0.127 Km/Km²; 0.59 Km/1,000/person
- In which 15,900 Km (38%) is navigable

There are three systems of river:
- The system of the North
- The system of the Central and Highland
- The system of the South
In the North: 10 main routes, including the Hong, Thai Binh river
RIVER MANAGEMENT

In the South: 8 main routes in the Mekong river system
Key logistics areas are: Hai Phong and Quang Ninh in the North, Da Nang and QUy Nhon in the Center, Ba Ria- Vung Tau in the South.

- ICD Lao Cai, Lao Cai Province;
- ICD Tien Son, Bac Ninh Province;
- ICD Vinh Phuc, Vinh Phuc Province
- ICD Lang Son [Lang Son] 
- ICD Gia Lai, Gia Lai Province
- ICD Song Than, Binh Duong Province
- ICD Tan Cang-Long Binh, Dong Nai Province
BILATERAL ROAD TRANSPORT AGREEMENT BETWEEN VIET NAM AND LAO PDR

- Two countries signed BRTA in 1994; Revised Agreement was signed in 2009
- BRTA allows vehicles of the two countries crossing 15 border checkpoints;
- No limitation of the number of vehicles as well as the scope of operation
- Issued license for transport operators, who meet the requirement for cross-border transport operation.
- Issued cross-border permit to commercial vehicles and public-serviced vehicles.
BILATERAL ROAD TRANSPORT AGREEMENT BETWEEN VIET NAM AND CAMBODIA

- Two countries signed BRTA in 1994;
- Implementation took place in Sep. 2006;
- BRTA allows vehicles of the two countries crossing 7 border checkpoints;
- Issued license for transport operators, who meet the requirement for cross-border transport operation.
- Issued cross-border permit to commercial vehicles and public-serviced vehicles.
BILATERAL ROAD TRANSPORT AGREEMENT BETWEEN VIET NAM AND CHINA

- Two countries revised BRTA in 2011;
- The implementation took place in August 2012;
- Vehicles of the two countries allow to cross 7 border checkpoints;
- Vietnamese vehicles can operate up to Kunming, Nanning and Shensen of China; Chinese vehicles can operate up to Ha Noi and Hai Phong in Viet Nam.
GREAT MEKONG SUB-REGION CROSS-BORDER TRANSPORT AGREEMENT

- Transport operation (transport permit, traffic rights)
- Infrastructure (technical condition)
- Custom (temporary import, export): simplification of custom procedures
Exchange of Traffic Right

- 3 countries signed MOU for Initial Implementation of CBTA on EWEC in August 2007.
- Under CBTA each country has a right to issue 500 permits for their own vehicles.
- In EWEC Viet Nam- Lao- Thailand opened for goods transport in June 2009.
- Prepare to extend the routes from EWEC to Ha Noi and Hai Phong (Viet Nam) Bangkok and Leamchabang in (Thailand).
- Discussion on border guarantee procedure simplification.
Joint Customs and Quarantine Inspection in CCA and Clearance/Processing of Customs, Quarantine, and Immigration Documents at Country of Entry (Lao Bao – Dansavanh)

**Lao PDR**

- **C-L, C-V**
- **Q-L, Q-V**

**Physical Inspection**

- **CCA**

**Viet Nam**

- "No-Man’s Zone"

- **C – Customs**
- **I – Immigration**
- **Q - Quarantine**
- **L – Lao**
- **V – Viet Nam**

**Export/Transit Cargo**

- **I-(V,L)**
- **Q-(V,L)**
- **C-(V,L)**

**As required**

Notes: (i) transit traffic I exempt from physical inspection, except for irregularities, in which case inspection is performed in the country of entry, (ii) people/passengers shall go through exit and entry immigration formalities, (iii) live animals will be inspected in the Country of Exit, and (iv) customs and quarantine officers of both countries shall jointly process/clear documents at the country of entry.
Recommedations

1. Countries need to amend their national laws and regulations to comply with CBTA.
2. It is necessary to extend traffic rights both bilateral and multilateral.
3. Strengthening the coordination's between agencies as well as countries.
4. Strengthening NTFC.
5. Training officials from concerned agencies.
6. Planning logistics along economic corridors.
Development plan for Logistics

- Implementation of Master Plan for Port Development up to 2020;
- Improvement of transport infrastructure such as road, railway and inland-waterway connecting to major ports;
- Implementation of Master Plan for Dry Port Development;
- Implementation of Master Plan for Logistics Development
Thank you for your attention

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