

# Enhancing Rural Transport Connectivity to Regional and International Transport Networks



## Country Report: Viet Nam

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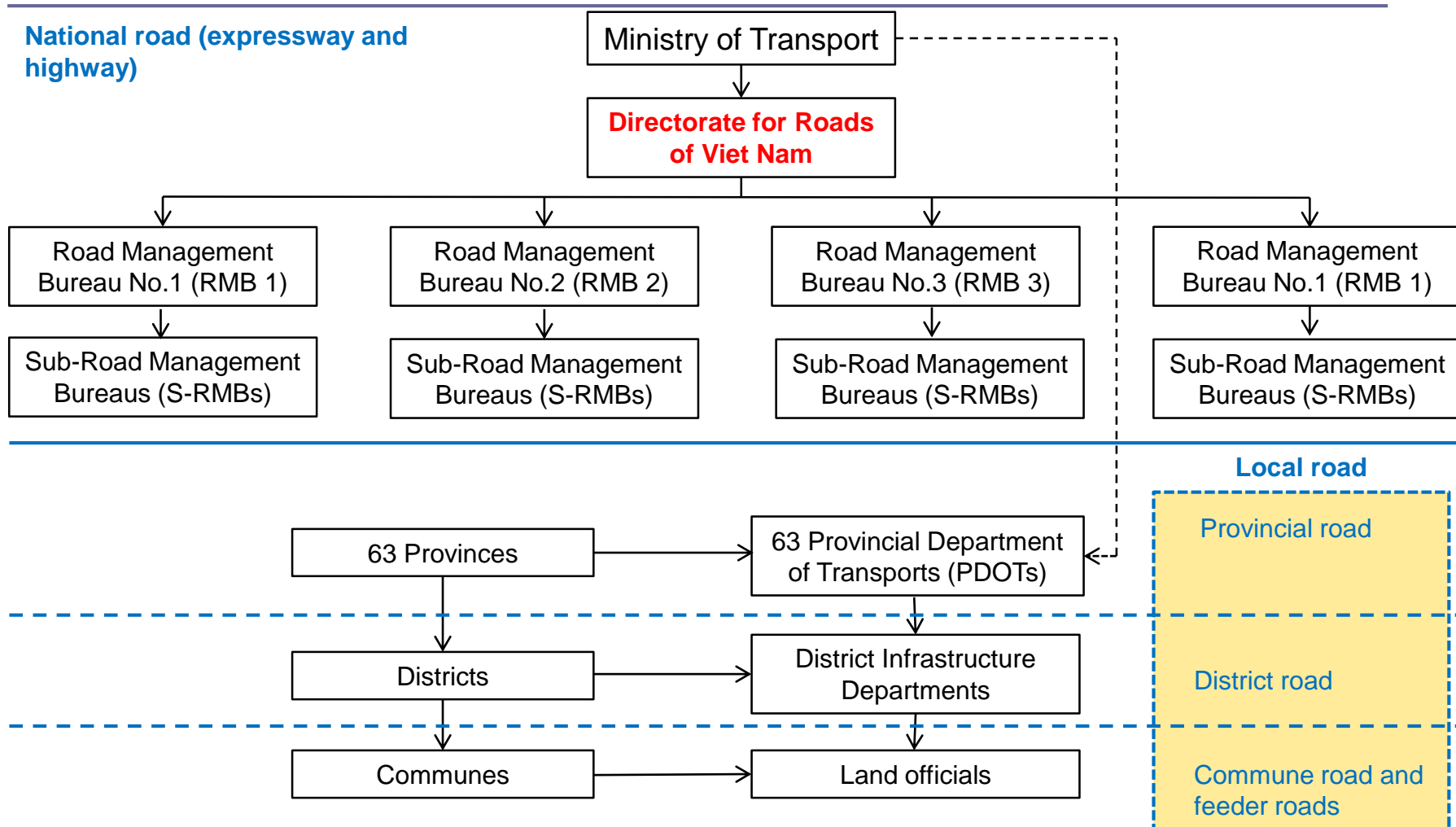
## Directorate for Roads of Viet Nam (DRVN)

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### Main Tasks:

- ❑ DRVN is under Ministry of Transport (MOT)
- ❑ Maintain national road system (including expressway and highway) and manage national road infrastructure assets
- ❑ Draft law and legal documents, prepare technical standards and norms related to road maintenance to submit MOT for their appraisal
- ❑ Supervise and monitor road transport activities on national road system

# The Mechanism Related to Road Administration in Viet Nam



# National Rural Transport Development Master Plan & Strategy

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In 2013, aiming to develop national transport system, Vietnamese government released master plan and strategy on national transport development until 2020, vision towards 2030 in which put key indicators in rural road development that expected to reach as follows:

- Maintain, improve and upgrade the existing rural road network in accordance with rural road technical standard
- Put priority on constructing “car road” connecting to the center of all communes
- Ratio of paved district road reaches at least 100 %, 70 % of paved commune road and 50 % of paved village road and 45 % of paved farm road
- Provide budget to meet the required demand to maintain 100 % of district road, at least 45 % of commune road

# Definitions of Rural Road in Viet Nam

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According to national standard on rural road design, rural road includes:

- ❑ Roads connect directly from highway or provincial road to village, farm, field and production base to serve the local people's travel demand for activities related to fishing, forestry and agriculture
- ❑ Roads connect directly from district road, commune road or village to farm, field and production base or the adjacent village
- ❑ Roads connect directly from commune road, village road or residential cluster to farm, field and production base or the adjacent residential cluster, household
- ❑ Roads connect directly from highway, provincial road or the district center to areas of production and processing of fishing, forestry and agriculture in scope of district

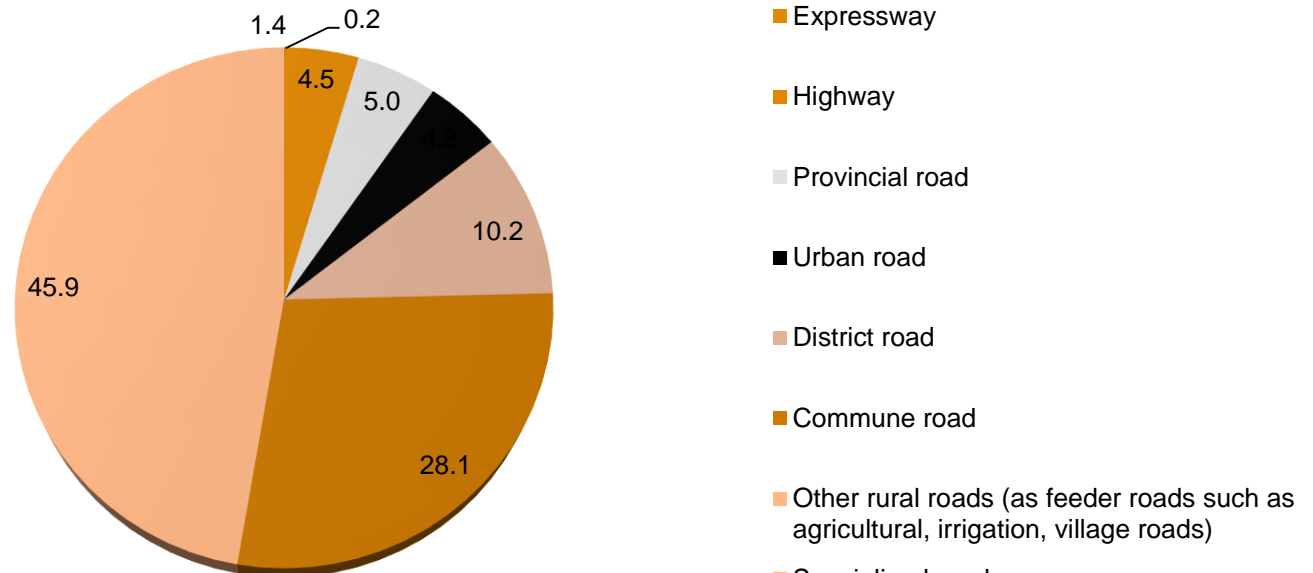
According to circular of Ministry of Transport

- ❑ Rural roads include district road, commune road, village road, hamlet road and farm road

# Existing Road Networks in Viet Nam

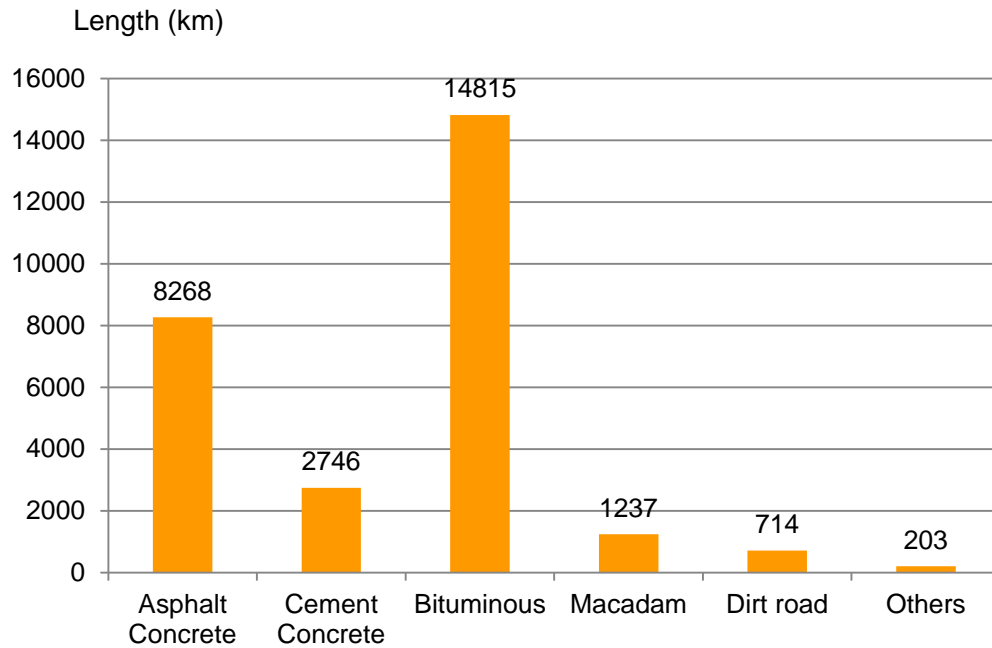


ID	Road Classification	Length (km)	Administrated by
1	Expressway	931	Ministry of Transport
	Highway	24,833	
2	Provincial road	27,982	Provincial Department of Transport (under provincial)
3	Urban road	26,611	Provincial Department of Transport, District level, Commune
4	District road	56,877	District
5	Commune road	156,492	Commune
	Other rural roads (as feeder roads such as agricultural, irrigation, village roads)	255,744	
6	Specialized road	8,045	Private organizations
<b>Total (km)</b>		<b>557,515</b>	

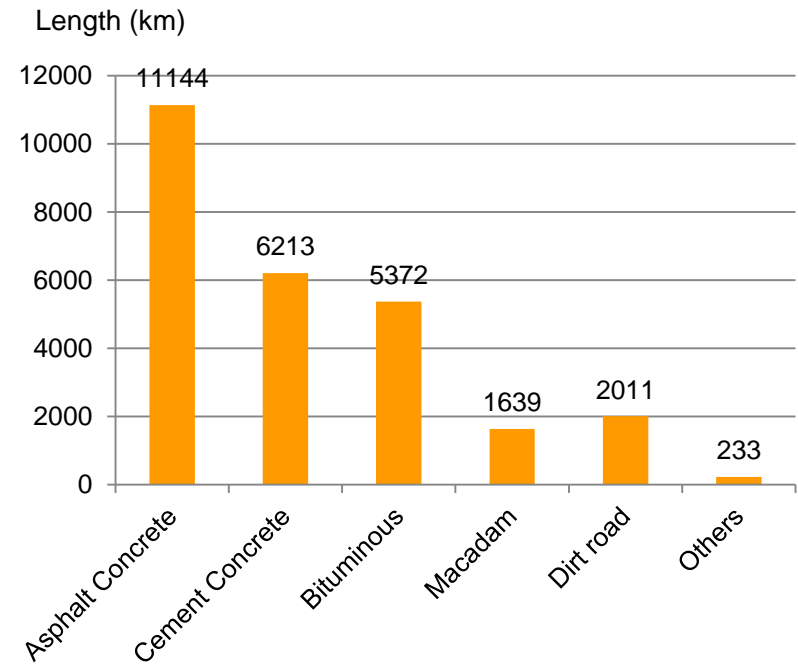


Road classification (by percentage)

# Road Classification by Pavement Type



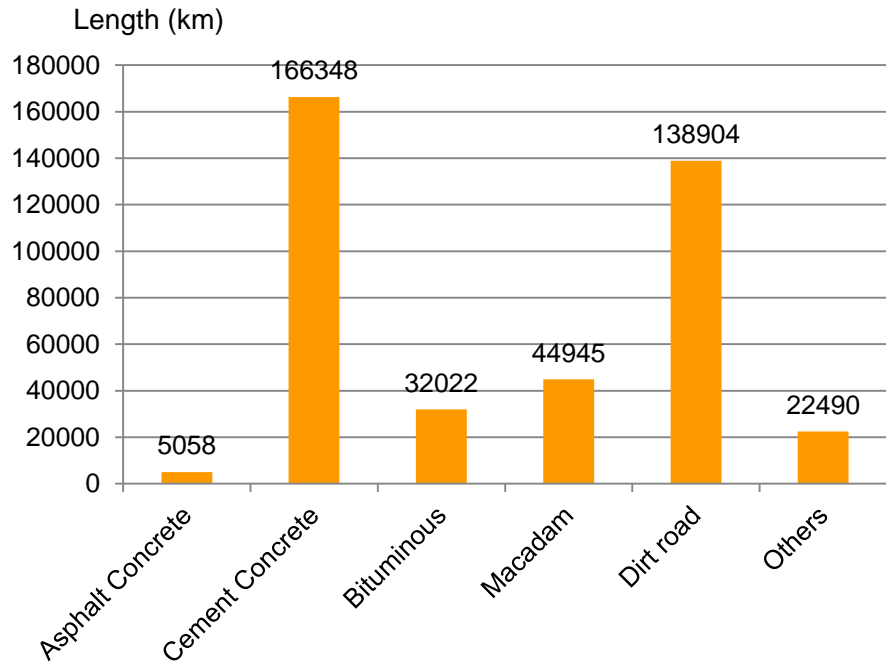
Provincial road



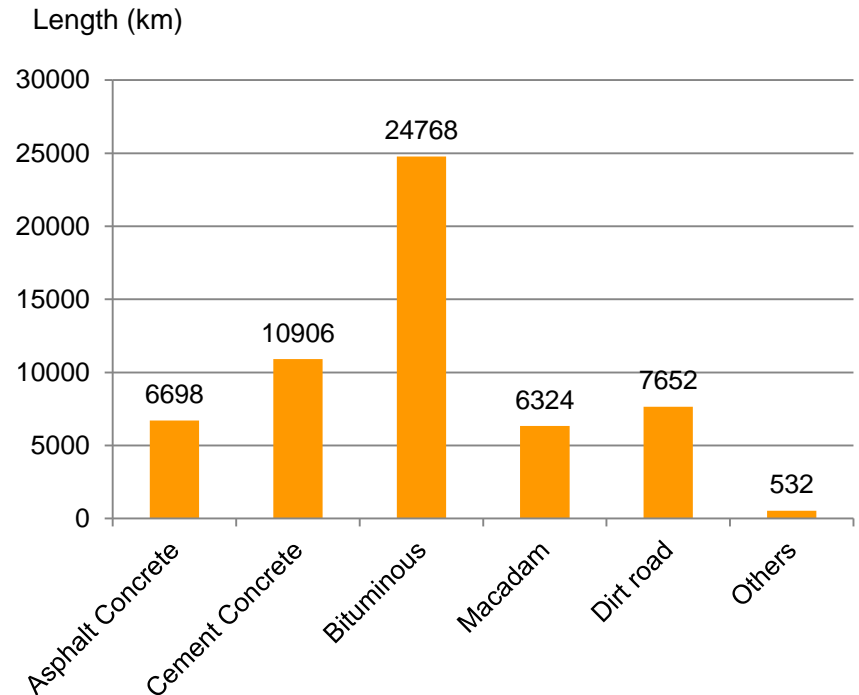
Urban road



# Road Classification by Pavement Type



Commune and feeder road



District road

# Local and Rural Road Maintenance

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- Local governments are responsible for local and rural road maintenance
  - Annually, local governments make a maintenance planning for local and rural road
  - Maintenance budgets originated from local government budget and the road fund (aprx. 35% of the road fund)
  - As lack of budget, maintenance budget does not meet the required demand in practice, thus, maintenance works only focus on provincial, district and commune road. This means maintenance cost doesn't cover expenditure for feeder roads.
  - Budget spends on rural road maintenance is different between local governments. However, based on the statistical data, the average maintenance expenditure of one kilometer per year is as follows:
    - provincial road: 1000 USD – 1500 USD/1 km/year
    - district road: 350 – 600 USD/1 km/year
    - commune road: 100 – 300 USD/1 km/year
  - Local maintenance works include only routine maintenance such as patching pothole, cleaning of pavement, culvert and drainage, clearance of grass and tree on the road side. These do not cover big repairs.

# Local Community and Women Participate in Rural Road Maintenance

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- Local people participate in road maintenance activities, however, they tend to be involved in maintenance of feeder roads as unpaid labor:
  - They contribute unpaid labor to do maintenance works such as cleaning of pavement, culvert and drainage, clearance of grass and tree
  - For example, local people in Say San Phin village (Lao Cai province) made a regulation that every household at their village need to send a person to make cleaning their village road one time per week
  
- In “Third Rural Transport Project” (funded by the World Bank in 2007 - 2014), local women participated in routine maintenance activities with paid labor
  - In this project, women groups carried out routine maintenance on 3,148 km rural roads in Lao Cai, Thanh Hoa and Quang Binh provinces.
  - They were paid about 100,000 VND per day
  - They were also trained in simply technical skills as maintenance workers
  
- At the component of performance-based road maintenance for local road network under Local Road Asset Management Program Project (WB, 2015 - 2023), local women groups at 14 provinces signed a contract with local government to do routine maintenance as a paid work

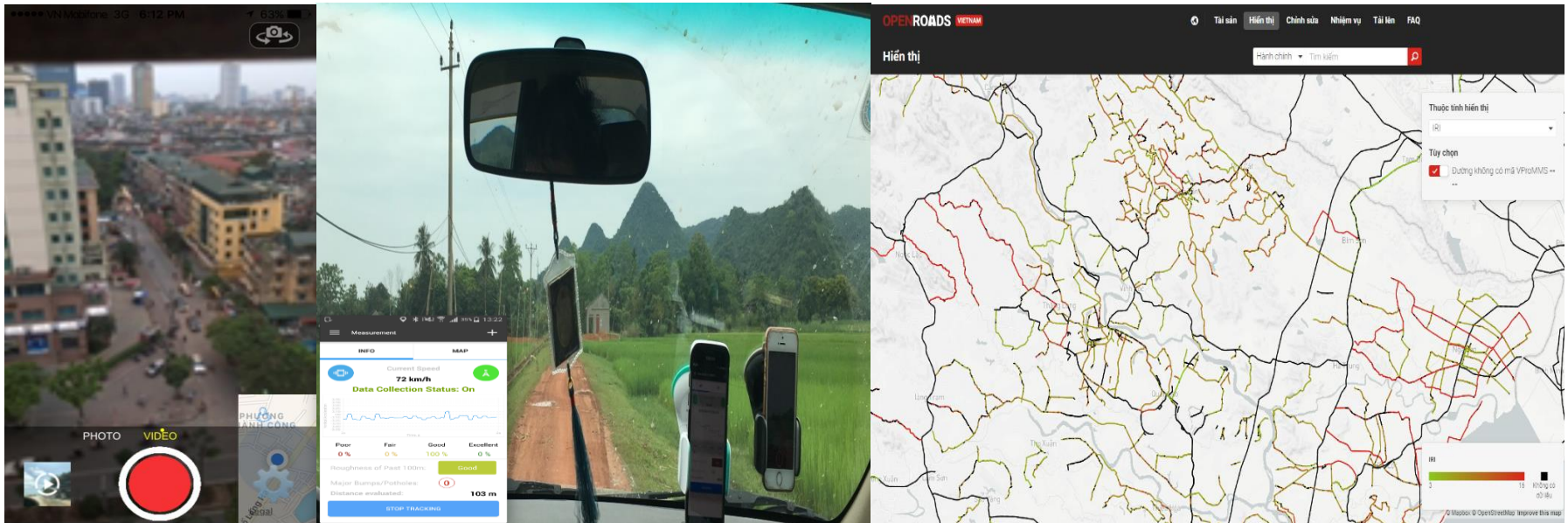
# New Construction of Rural Road

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- ❑ Every year, government allocates budget to provinces that includes partly expenditures of rural road development. However, new construction budget is always lower than its required demand.
  - Local government has to balance their allocated budget and make plan to decide which new road need to be constructed and how it implemented
  - For example: Gia Lai province supports 115 tons of cement and 100 million VND (~ 4400 USD) to construct each kilometer of road (3 meters in width) with cement concrete pavement, 12 tons of asphalt and 100 million VND with asphalt pavement. The inadequate expenditure added by other sources such as local people's contribution.
- ❑ Government also distribute budget to new construction of rural road through national devepment projects and programes such as “The national target program on building new rural areas” and “The national target program on sustainable poverty reduction”
- ❑ Local people spend their volunteer labor, contribute money or donate their own land to build new road or expand existing road
  - For example: local people at village No.6 in Thanh Phu Dong commune (Ben Tre province) contributed 56 million VND and 215 working days, they also donated 2800 m2 to construct 1400 m of a new section of village road. After this new construction finished, the new road improved travel conditions for more than 300 households living in the village.
- ❑ Local people supervise and monitor at all steps of construction work. This makes better road quality and reduces construction cost

# Data collection

- ❑ In fact, data collection of rural road is conducted one time per year, however, only basic indicators are gathered such as length, width of road, pavement type and road condition
- ❑ Recently, a new approach in rural road data collection is applied in a pilot project in which mobile phone is used to collect GPS coordinates, surface roughness, pavement condition as well as taking picture and recording video
  - The collected data later used for computer and mapped on the web to serve road condition monitoring, maintenance planning and other purposes



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**Thank you very much!**