

The role of Surface Trials in developing rural transport in Vietnam

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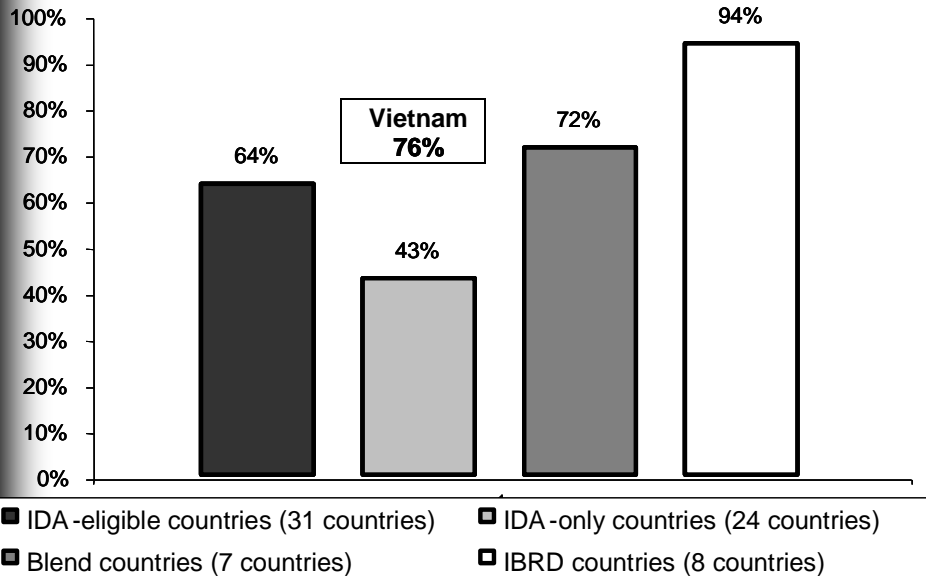
Today's agenda

- Importance of rural roads
- Three problems for rural roads in Vietnam
- Why are road standards important?
- What can donors do better?
- Conclusion

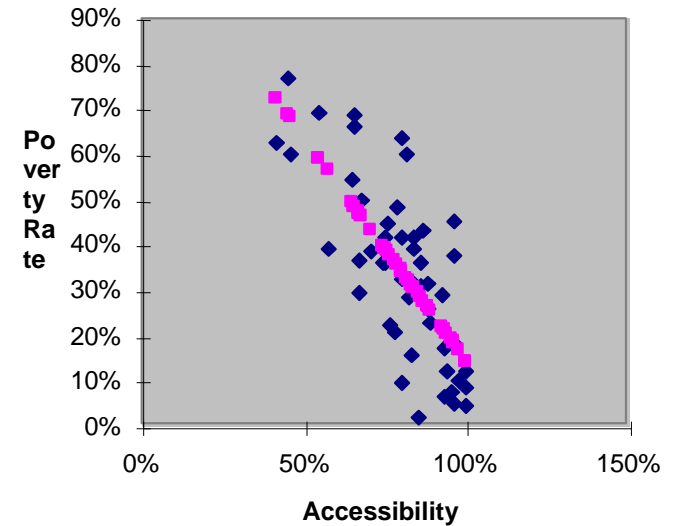


Importance of rural transport

Access to Rural Transport: aggregate average



Poverty and Accessibility excluding Mekong delta Provinces



Vietnam - better rural access than most comparable countries

Clear links between improved access and poverty reduction



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Problem 1 – Reaching the last 5%

- 290 communes left unconnected – RTSS 2005
- Most remote and costly – 4-6 times per person
- Need cost effective solutions to enable poor provinces to provide access
- The more remote the more they must rely on local materials and labor based techniques
- Using the most appropriate specifications critical



Problem 2 – Coping with growth

- Traffic in richer areas, more, heavier, faster – RTSS 2005
- Need higher standards and better surfaces
- Need cost effective solutions to minimize whole life costs
- Need a range of options tailored the local environment and conditions
- Using the most appropriate specifications critical



Problem 3 – Sustaining Access

- 290 communes still!
- Maintenance under funded - poor paying most RTSS 2005
- Need appropriate options that are **maintainable**
- Need options that can be maintained at the local level
- Not a substitute for planned maintenance but....
- Using the most appropriate specifications critical



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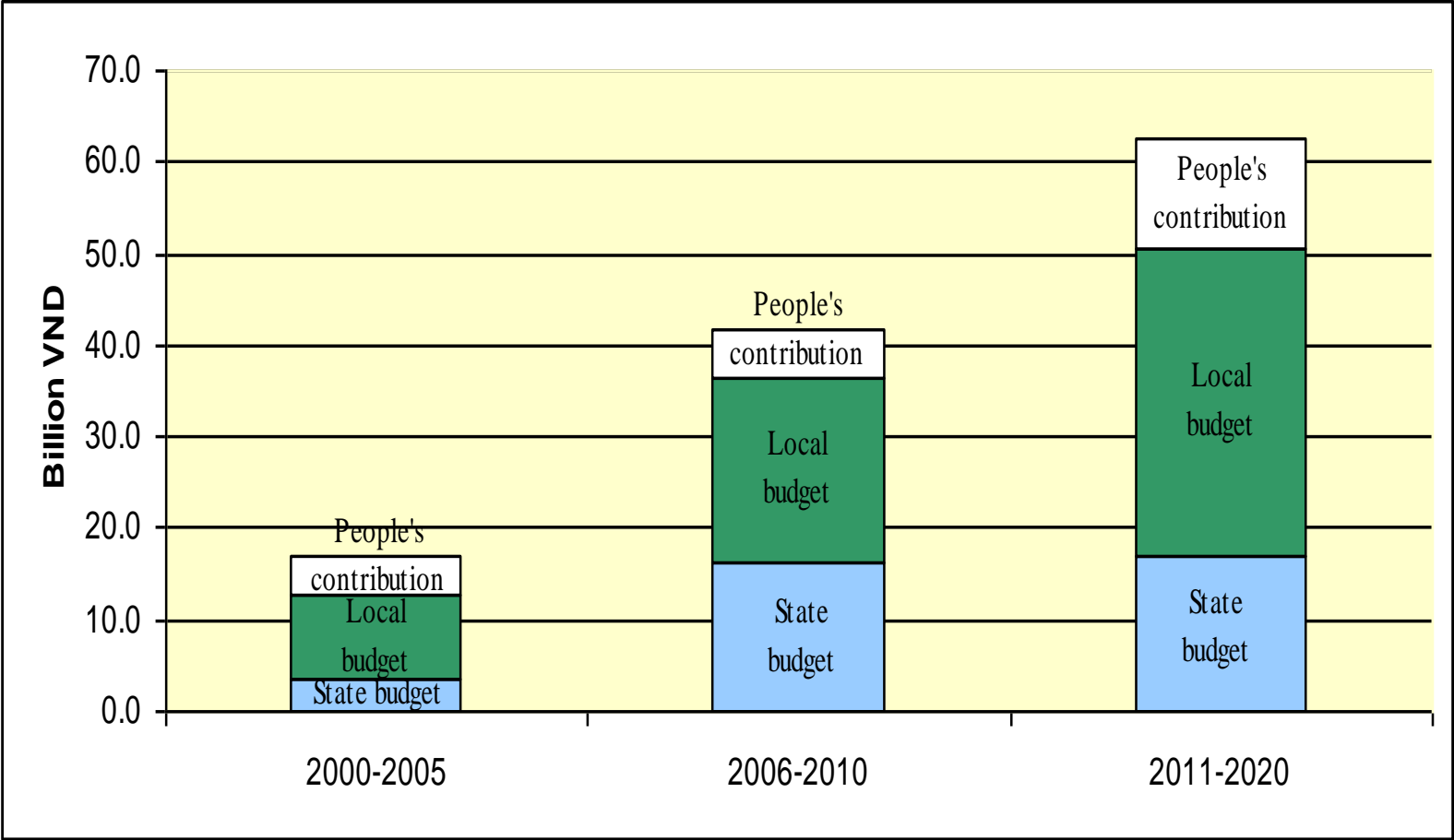


Why are road standards important?

- Invested VnD 29,241 (\$1.8bn) 2000-04
- Substantial Increase for next 15 years
- Key component of new SEDP to ensure the rural areas are not left behind in Vietnam's rapid economic growth
- But transport needs more complex and costly



Why are road standards important?



Why are road standards important?

- Efficiency of investment not maximized
- Some roads over invested – some under
- Critically all under-maintained
- Need scientific basis for decision making
- Using the most appropriate specifications critical



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What can donors do better?

- Support Provinces to make better choices
- Provide resources to fund decisions
- Support improved monitoring and share experience
- Help develop maintenance systems and fund them
- Using the most appropriate specifications critical



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Conclusion

- Trials producing real evidence of whole-life cost
- Need to share information on what works where
- Need to be adopted as MoT standards
- Need to be linked to MoT Rural Transport strategy
- Need to ensure that they are used to maximize investment efficiency
- Surface options need to be linked to maintenance guidelines & funding – Inter-ministerial circular
- Using the most appropriate specifications critical



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Thank You

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