

Percentage Incremental Business Passengers	R	6 .4	47%	47%	74	e vice		4/%	47%	47%	27%	47%]	27%) 62100	2 2		8 2			2	e	47%			47% 620,000	÷					47% 620,000	47% 620,000		47% 620,000	foreigner is	the present 70% to 60%	i⊅	experienced in other	e in Aeia	ul Asia. Trus late Sinad after the ves	ווושווושווופט שוובו תוב אפטו			្ត្រូក	85 8	passenge i internatio i at 47% bi	e of business passengers bassengers on international med to remain at 47% based burrey conducted at Noi Bai
Percentage F		80	88	80%	2002	888	95.20 02.20	6/%	67%	899	Serve a	8.5	E C UL	2 2 2	24	835	83	83	870	83	61%	61%	808	809	80%	88	60%	809	1909 1909	60%	*09	60%	60%	he percentage of	to decrease from th		development as exp		g 1	Bassumed to be ma		2015. The nerrentarie of		2015. The percentage of busined within foreign passengers worke is assumed to remo		
Year	8	88	1887	1008			2000	2001	200 200	2003	ž						88	0107	112	2012	2013	ž	2915	2016	201	2018	2010	2020	2021	2022	88	2004	2025	Note 1: 1	*				Đi	λΰ.	•	\$	Note iy Note iy	<u>ا</u>	<u>ب</u>	Ň

Appendix 16.2.5 Time Saving Benefits to Foreign Business Passengers on International Routes

Table B. Time Saving Benefit to Foreign Business Passengers on International Routes

Value Part Part Part Part Part Part Part Part	- # 821 9 9	Air ravei Coet	Irain i ravel	Arport		Ime before	a	Airport	Total	Š	2	KUCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC	Benefit
200 200 200 200 200 200 200 200	Sac E	Š											
10 10 10 10 10 10 10 10 10 10	82F		Š	Charge and		Boarding	Cost before	Charge and	Cost before	Passenger	Vietnamese		
2888 20 20 20 20 20 20 20 20 20 20 20 20 20		Kinh - HONG	Hano: Vinh	Access Cost	Boarding	at Noi Bai	Boarding	Access Cost	Boarding		Economy		
e 88888887477 8888887477 88888887477	$\frac{(2)\times(1)-(2)}{(2)\times(1)-(2)}$	<u>8</u>	(ssn)	(ISSI)	(ssn)	(hour)	60	ദ്രാ	3	(SS)	(SSN)		(SSN 000)
888888 888888 8888888 888888 888888 8888	7751 74500	(1)		(9)	(1)=(3)+-+(6)	(8)	$(3) \times (1) = (6)$	(ar)	(01)-(5)-(11)	(12)-(2)-(2)	(61)	1 (51)	151-(13)×(12
888888 888888 888888 88888 88888 88888 8888				9.61	14.042	6,00	120.021	6.91	126.91	2:3:56	96.17		
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	2 25 247 45	78.59	7.27	9.6	342.92	89	121.20	69	128.11	214.81	24.48		
8889 888 888 888 888 888 888 888 888 88	240.00		16.1	96	145 40	5	122 41	5	00.001	216.08	2.5	· ·	•
85523 85523 85523 85523 85523 8552 8552	1¥	:	10.1	4	247.00		24	.0.4	120.04	12			
88 4 8 888 888 888 888 888 888 888 888 888	•					3							
59 3 8	-		17.1	202	400	8	124.67	0.91	131./5	716.04	89.12		
222			7.27	9.61	352.97	6.0	126.12	6.91	133.03	219,94	21.99		
18 18			1 52'1	5.61	1 Z1 ZCC	83	BC.721	6.91	67.761	27.8.Z	21.84		
31.68			7.32	9,61	352.44	8.9	128.66	6.91	136.57	216.88	21.69		
			7.5	9.6	352 13	89	20.04	6.91	136.85	215.28	21.53		
	.:	•••	7.36	96	251.79	89	31 74	591	138.15	213.64	21.36		
38	11.58 255.83	78.50	1 38	196	351.41	8	132.55	6.9	130.46	812	21.19		
17.31			141	9.61	181.012	6.00	133.83	69	6/071	208.30	20.84	64,000	
		78.59	7.44	96	246.88	6.00	135.22	6.91	101	704 75	20.48	133,000	272
22.76			7.47	9.6	344.50	00.9	136.57	69	143.48	201.02	20.10	208.000	4.18
2.8	. :	· · ·	7.50	96	342.06	0.9	37.92	69	44.85	197.21	19.72	280,000	5,719
23.22	10.50 243.80		2.8	9.6	239.55	89	139.32	6.9	146.23	190.31	52.6	379,000	7 32
23.42			1537	19.5	1 22. 14	609		6.01	147.67		12.15	257 000	8,85
20	247 52	78.50	7.54	9.61	363.56	6.00	142 12	6.9	149.03	194 27	(2.6)	41 000	10.508
23.92	•	78.56	7.54	96	10.00	89	202	6.91	150.45	194,69	19.47	630,000	12 26
24.16			252	96	347.03	009	144.97	6.9	151.88	195.15	1991	625,000	12.19
24.40	10.36 253.19	78.50	18	9.61	268.95	89	146.42	69	153.33	195.61	1956	620,000	11
			187	196	350.86	500	147 83	6.5.9	154.80	196.06	19,61		
24.69			7.56	196	352.79	8.8	49.37	6.9	156.27	196.51	19.62		12.18
			7.56	9.61	248	89	150,86	6.91	157.77	196.97	102.61		12.21
. د د . تحب		•	7.56	9.61	36.88	89	152.37	6.91	159.28	197.42	19,74		12.24
:	0.25 262.90		7.57	9.61	358.67	6.0	153.89	6.91	160.80	197,86	19.79		12,268
1 25,91			1011	3.61	361.25	6.00	155.43	6.91	162.34	198.95	06.6		12,33
	10,25 268,18	: 	1.57	9.61	30.8	89	156.39	6.91	183.89	200.05	20.01		12,40
22	;		7,57	9.61	366.63	8.9	158.55	6.91	165.45	201.17	20.12		12.47
88		78.59	7:57	9.61	360.34	89	160.14	6.91	167.05	202.29	222		5
		78.59	1.57	9.61	372.08	8.8	161 74	6.91	168.65	203.42	20.20	620,000	12.61

The brack down of the required time before boarding is as follows: The shortening of rail travel time up to the year 2010 is based on the JICA Study on the Rehabilitation and Improvement of the Railway in Vietnam, interm Report (1), May 1995. The Jurther shortening up to the year 2025 is projected by the JICA Study Team. Note O:

							•				
	Year	Waiting at	FLat. I Favel	I ransler in	AIT TRIVEL	l ransfer at	Total before	Airport Acc.	I otal before		
1		Train Station	Hanoi -Vinh	Vinh.	Vinh - HCMC	Tan Son Nhat	Boarding	and Waiting	Boarding		
;	5651	050	8.00	8'Z	\$/'L	202	5Z'ZI	3.00	3.00		
	88	92:0	89	5	1.75	2.00	12.25	8	86		
	8	0.50	80	8	1.75	8	11.58	80	3.0		
•	ž	80	2	28	1.75	88	10.50	8.0	80		
- - 	g	020	8	8	1.75	8	202	8	80	:	
۰,	202	0.50	4.8	5 5	1,75	58	t0.25	8.5	8.0		
4	The economic	cost of rail traw	el la estimated	as the same a	s the present ra	ultare based on	The TOT'S COS.	recovery rale	OF VINK at prese	Ĕ	
	This cost is as	sumed to be inc	heased at 2.01	2% for each on	e hour of travel	time shortening	Desed on the second	above-mention	ed JICA Study.	۰ ب	

The economic cost of domestic air transport is estimated as 133% of the present airbare for Vietnamese in consideration of ViA's cost recovery rate of 75% with current airbare for Vietnamese. The economic cost of pessenger service charge at the airport is estimated as USS12 for international departing passengers and USS2.7 for domestic departing passengers. The economic cost of airport access is estimated as VND10,000 in the both WOP and WP cases. 10% of the benefits attributing to foreign business passengers are assumed to contribute to Vietnamese economy through reduced costs of joint ventures.

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Appendix 16.2.6 Time Saving Benefit to Vietnamese Business Passengers on Domestic Routes

Table A Incremental Vietnamese Business Passengers on Domestic Routes

Year	Vietnamese	Business	HCMC	Danang	Hue	Nha Trang	Others	
1985	28%	61%						
1996	59%	61%						
1997	80%	61%	· · ·		· · · ·			
1996	61%	61%						
1999	62%	61%			e e			
2000	54%	61%						
201	83	\$19						
202	66%	6:%					. `	
2000	67%	61%						
2004	88%	61%						A STATE AND A STATE
2005	¥-83	-						
2006	10%02	%L9	000 16	31,000	3,000	1,000	1,000	127,000
2002	71%	61%	191.000	67,000	6,000	80.0	800	270,000
2008	4		302,000	110,000	0006	4,000	4 8 8	80,82
	2		425.000	159,000	13,000	5000	5,000	607,000
2010	75%	8.9	560.000	216,000	16.000	8,000	2,000	805.00
2011	1 76%	61%	681,000	267,000	19,000	9,000 8,000	8,000	962,000
2012	101-1	61%	812,000	324,000	2000	000 6	000.6	1,176,000
ş	78%	-	965,000	386,000	25,000	10,000	11.000	1,388,000
100	70%		965.000	397,000	25,000	10,000		1,407,000
2015	80%		975,000	407,000	24.000	10,000		1,427,000
2016	808		975,000	407,000	24,000	10,000		1,427,00
2017	*08 *08		975,000	407,000	24,000	10,000		1 427 00
2018	808		975,000	407,000	24,000	10,000	•	1,427,000
2019	*08 *08		975,000	407,000	24,000	10,000		1,427,000
800	80%		975,000	407,000	24,000	10,000		1,427,000
1.02	80%		975,000	407,000	24,000	10,000	11,000	1,427,000
8	80%	61%	975,000	407,000	24,000	10,00	100	1,427,000
100	80%		975,000	407.000	24,000	10,000	11 00	1,427,000
2004	808	61%	975,000	407,000	24,000	10,000	11,000	1,427,000
200	BOOK		975 000	407,000	24.000	10.000	11.00	1.427.000

the year 2015 in the course of economic development as experienced in other developing countries in Asia. This rate is assumed to be maintained after the year 2015.

The percentage of business passengers within Vietnamese passengers on domestic routes is assumed to remain at 61 % based on the traffic survey conducted at Noi Bai Airport in May

Note 2:

1995 by the JICA Study Team.

Appendix 16.2.6 Time Saving Benefit to Vietnamese Business Passengers on Domestic Routes

_	Bieners Sener		000011000		I TIGEL CON				-	· ·	_						~ ~	200			000 1 0,041		14,080			//1.61 000				000 22,370		4	<u>R</u> :	R	2000
Increments	Sectorer		-										• •				000'16	191,000	ğ	8	200	681,(512,000	8	000'990	975,0	626		000'926	975,000	075,	075,	0.22,000	875,000	000'526
Benefit	ž	Passenger		(420)	21-02-52	0-0 0-0	60.0	10.33	11.01	11,74	12.53	13.02	13,52	1.8	14,54	15.06	15.30	15.52	15.71	15.85	15,07	10.64	17,25	8	18,85	10.07	20.44	12.12	2108	8	23.65	34.88	28.14	27.37	28.00
		Tievel I		(tsn)	2)=(5)(5)-(2)	97.25	07.92	28,65	8.8	100.26	101.17	01 201	103.00	104,16	106.31	106.54	697.01	108.91	102	111.8	113.07	114.41	15.8	117.32	118.80	120.5%	122.15	23	88	127.50	129.40	131.52	12.8	136.8	3.8
in the WP Case	Amport	Charge and	ACCORTS CONT	(SP)) A	3.61	3.01	10.0	197	3.01	3.61	3.61	3.01	10.0	10.0	3.61	1915	100	50	500	3.61	3.61	3.61	5	5	3.61	3.61	50	10.5	3.01	3.61	191	3.65	3.61	5
ž	₹	, Linvel	Š	(SS)	(10)	34.64	22	BA OL	2012	84.64	84,64	10.12	34.04	2	2	84.64	84.64	84.64	34.04	20.25	DA.CA	94.64	84.04	SL.CL	2	24.64	1913	2	22	1010	24.04	84.0A	10 10 I	22	2.2
S S	- Ithe	Cost of	Travel	(ISSU)	$(0)=(1)\times(5)$	1 00'3	0.00	10.40	11.15	12.02	12.02	13,85	14.85	15.92	17.08	16.20	10.44	29.92	20.12	88	24.83	26,17	27.56	29,07	30.05	32.20	1955	88	37.38	20.00	41.22	92.54	4.54	17.74	7.57 3.61 167.00 5.60 50.10 50.10 10 10 10 10 10 10 10 10 10 10 10 10 1
	Time by	tie O	Air Travel	(JOC)	(8)	6:00	8.0	80	8.0	88	89	90.9	8	8.0	8.0	8.0	6.00	8.9	8.0	8.0	8.9	9.00	8.9	8.0	8	6.00	90'9	8	8	8.0	8.8	9.00	89	8.0	8
	Lotai	Travel	3	5	(7)=(3)++(6)_[106.35	ы 101 от	108.07	110.44	112.01	113.70	115.12	116.61	118.19	119.60	121.56	35721	124.43	125.92	34-121	128.04	131.06	133,18	135.41	137.75	140.21	105 201	82	523	150.44	150.31	156.40	150,82	12.22	107.00
Case	VIDOUN	Charge and	Access Cost	(JSS)	(9)	3.61	196	39	50	361	3.91	3.81	3.01	507	3.01	60	3.61	3.01	3.9	1010	3.01	3.61	3.01	3.01	5	3.61	3.61	573	57	2.01	10.0	3.61	3.01	3.91	39
will in the WOP Case	URU	Trevel	ğ	(USSI)	(2)		11	121	121	121	E.A.		32	2.4	8.1	4.8		744	7.47	2.50	7.8	1.52	7.52	7.5	3.2	7.55	2572	1.58	3.2	8°.2 °.2	7.57	7.57	15.1	7.57	7.57
Economic Cost of Tra	Air	Travel	š	(USS)	(7)	78.50	70.50	7850	78.56	78.50	78.50	78.50	78.50	78.50	7459	28.56	78.50	78.50	78.50	70.50	78.50	19297	78.50	78.56	78.56	78.50	76.50	78.50	76.50	78.50	70.50	76.50	29.52	95.82	78.50
ECONOM	- We	Cost of	Travet	(JSSI)	$(3)=(1)\times(2)$	16.98	14.4	000	20.96	8	22	25.62	27.10	28,05	80.00	32.01	97: 17	23	20.25	37.76	10.95	41.32	43.44	45.00	8.9	50.46	52.64	8.8	8.6	80.08	23	99.72	89	8 P	7.24
	Turne via	4u)>	· · Airport	(mort)	- C	1221	8	Ŧ			÷		0.05	080	10.65	0.50		010	000	0.70	09.0	0.40	9.45	0.43	9	9.0	0.35	0.33	0.0	9.28	200	0.25	0.25	22	2
emi.				(INSSMOUT)	£	1.50	6	R	8	8	12	ŀ	247	200	284	8		4	366	3.60	414	2.7	8	4.85	511	5.8	5.65	5.8	20	45.0	G.87	127	1.57	2.82	0.35
	_	Year				2001	88	1007	1001	000	800	2001	202	88	2005	8	8	2007	2008	888	2010	201	2012	ŝ	2 <u>3</u>	2015	2016	2017	2018	2010	2020	2021	8 8	8	2024

6,4% per annum 5,0% per annum g of rail travel time up to the 2005-2010 2010-2026 5: The shorts 7.5% perannum 1965-2000

yeer 2010 is beeed on the JICA Study on the Rehabilitation and Improvement of the Raitway in Vietnam, Ę The break down of the travel time is as follows: Note

WP Case (hours)

May 1905 Interim Report

Vinh 200 200 178 178 180 200 178 178 180 200 178 178 180 200 178 178 180 200 178 178 180 200		ž.	Waiting at		Ē	Au Trave			Arrbort Acc	ALL FRIMEN		
0.55 0.50 2.00 1.75 1.00 11.25 3.00 2.00 1.00 0.550 6.00 2.00 1.76 11.00 11.25 3.00 2.00 1.00 0.550 6.00 2.00 11.75 1.00 11.25 3.00 2.00 1.00 0.550 6.00 2.00 1.75 1.00 1.05 3.00 2.00 1.00 0.550 4.25 2.00 1.75 1.00 9.55 3.00 2.00 1.00 0.550 4.00 2.00 1.75 1.00 9.55 3.00 2.00 1.00 0.550 4.00 2.00 1.75 9.50 2.00 1.00 1.00 0.550 4.00 2.00 1.76 9.55 3.00 2.00 1.00 0.550 4.00 2.00 1.16 9.55 3.00 2.00 1.00	i,		Train Station				Egnea		ond Walking		Egrees	
0.55 6.00 2.00 1.75 1.00 11.25 3.00 2.00 1.00 0.55 6.53 2.00 1.75 1.00 10.56 3.00 2.00 1.00 0.55 4.23 2.00 1.75 1.00 10.56 3.00 2.00 1.00 0.55 4.00 2.00 1.75 1.00 9.25 1.00 1.00 0.55 4.00 2.00 1.75 1.00 9.25 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 <td>•.</td> <td>1565</td> <td>0.50</td> <td></td> <td></td> <td>1.75</td> <td>1.00</td> <td>5211</td> <td>305</td> <td>200</td> <td>1:00</td> <td></td>	•.	1565	0.50			1.75	1.00	5211	305	200	1:00	
0.55 5.33 2.26 1.75 1.06 10.56 3.00 2.00 1.00 0.55 4.23 2.26 1.75 1.00 9.55 3.00 2.00 1.00 0.55 4.00 2.00 1.75 1.00 9.55 3.00 2.00 1.00 0.55 4.00 2.00 1.75 1.00 9.25 3.00 2.00 1.00 0.55 4.00 2.00 1.75 1.00 9.25 3.00 2.00 1.00 0.55 4.00 2.00 1.75 1.00 9.25 3.00 2.00 1.00	•	800	80		÷.	21	8.	N F	8.0	8	8	0.0
0.56 4.23 2.00 1.75 1.00 9.56 3.00 2.00 1.00 0.56 0.50 0.50 1.00 0.55 0.50 2.00 1.00 0.55 0.55 0.50 1.00 0.55 0.55 0		2002	80			1.75	1.00	10.58	8	28	8	6.00
1 100 100 100 100 100 100 100 100 100 1		2010	80			1.75	1.00	80	8.0	58	8	0.0
050 1 4 00 1 2 00 1 1 75 1 1 4 00 1 9 25 1 3 00 1 2 00 1 1 00 1	•	2020	050			1.75	1.00	80	8	28	8.	00/9 ·····
		ŝ	80			1.75	9	8	9.25 3.00		8	6.00
		The second secon	Ability of the second second restriction of the second second second second second second second second second	and the procession of the second seco	and down and Marine	the second se	Mana short and		these second and	THE ACE AN		

ring partou on the epote-mentioned vice bury. The for Vietnemede in consideration of VNA's cost recovery rate of 75%. This cost is secured to be indreaded at Jucks for each one power of the event with a revolution of a wear of the The economic cost of domestic afforts in estimated as 1304 of the present affare for Visithemes in The economic cost of domestic agenerate service charge of the anipolitie estimated as USS2.7 The economic cost of airport access/egrees is estimated as VND10,000 in the both WOP and WP cases.

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Table C. Time Saving Benefit to Vietnamese Businesa Passengers on Manol - Danang Routs

	•W•		ECONC	THE COST OF THE	a in the WOP	Cane			Economic Co	Cost of Travel in	n the WP Case		Generit	Incremental	
	Value	ITTE VE	ettine Tuttio			- Youny	946	1 time by	- Hune	Ž	Arport	lote	ž	Passengers	Deneit
~			2	-	Travel	Charter and	1	D.	Cost of		Chama and	Trivel	Passenger		
		Ainer] ,	ţ		Access Cont	1	Air Travel	Tave I	te C	Access Cost	Š			
	USSMouth	inot i	CISS O	18	(§	(SSN)	5	ŝ	C(SS)	(ST)	(SSN)	(ISSI)	(tsn)		(1000 USS)
	e E	e	$(2) \times (1) \rightarrow (2)$	(e)	T	6	(1)=(3)++(6)	(1)	(a)(1)(a)	(10)	(1)	(12)=(0)+(11)	1 (13)=(1)-(12)	[(t+) [(15)=(13)×(14)
					ĺ		62 / B				19.5	27-72	10.31		
8	E	10	0.50	36.27	727	102	60.09	5.17	ş	41.11	3.01	88	10.00		•
1007	1	0.01	8	16 ¥	7.27	5	823	5.17	9.6	41.11	3.61	83	2.1		
1	-				13	5	15.12	44	8	1.14	100	8	12.22		
1	38				į				ç	11 17	E	50	13.85		•
23	31				1						Į	1			
B	C1.2		4	17:00		6	n n	2	2		10.0				
2001	2.31		23.75	36.27	22.1	3.61	70.02	212	2	41.11	3.01	8.8			
ģ	147 C		22-12	20.27	1 K	2.01	22	11.0	12.75	11.14	3.01	57,51	•		•
8	2.85		88.82	36.27	3	50	200	5.17	5.7 7	41,14	29	59 F2			•.
ð	284		28.11	128	8	55	75.35	517	14.70	11.11	50	93 	15.80		
8	8		83	12 8	7.36	361	76.90	517	15,76	41,11	3.61	69-F2	10.51		
800	ACE		30.00	36.27	A.	3.6	78.19	5.17	(6.75	41.11	3.61	61.47	16.72	31.000	121
6	1	8	101	28	44	195	2	5.17	17.81	11.11	3.01	323	16.60	90,00	2,754
8		· .	22	28	7.47	3.05	50.05	24.5	16.93	1111	100	80.05	17.03	110,000	20.4
2000	9		2	59	150	50	81.97	212	20.12	41.11	50	04.84	17.13	150,000	6,506
ę	4.44		82 SS	22.8	2.8	5	82.28	512	85	41,11	3.61	90 .11	17.18		8,800
Ļ	4.36	99.9	37.70	36.27	1.53	3.61	86.12	5.17	22.55	41.11	3.61	67.27	17.85		10,078
22	8		89	36.27	1.02	3.61	87.08	5.17	84	41.11	500	65.4B	<u></u>		13,319
			19.14	2.2	1	5	20.02	\$17	88	41.11	3.01	12.98	10.30		15,808
2014			5.75	36.37	124	3.01	01-10	512	26.40	11.11	3.01	71.12			16,320
12		/	855	20.50	8.	3.0	29.52	5.17	37.8	41.14	3.61	18		407,000	5.0
200	5.65		46.15	12.82	22	3.6	85.80	5.17	22.22	11.11	191	73.64		00,000	16, 31
247	8		50.41	23	2.5	100	97.65	512	88	11.14	5	94.92		407,000	10,731
•	23		22.77	36.27	81		8		22	11,11	60	76.02	22.22	407,000	16.731
0	42.0	-	8	827	8	10.0	102.60		29.55	11,14	50	78.54		407 000	16,731
8	6.87	:	57.84	26.27	7.57	10.5	105.20		36.52	11.14	50	80.23		000,000	0.73
	121	342	80,73	36.27	1.51	3.01	96. 80	5.17	37.20		3.61	82.01	26.17	000 /07	16,731
8	7.57	8	84	28.27	7.57	5	11.2	5.17	8.16	E.4	5.0	63.67		000 104	5 5
8	28	:	86.90	8.3	7.57	200	114.41	5.17	41.11	11.11	10.0	8.83		1000'201	10,731
े. हु	30.5	30	10.01	36.27	1.81	3.61	117.75	5.17	11.0	41.14	50	87.50	5	407,000	į 2 2
G	8.7	:	73.82	36.27	1.51	500	12.121	5.17	45.33	41.11	3.61	8.8		407,000	16,731
Note 1	Average time	Average time value of Viethamese business passengen in	HOSE DULINGS	passengers in	VOS are estim.	Ated to be USY	1.5 per hour, wh		ch corresponds to US\$300 p	per month.					
신 8	Average time	Avenge time value of Viethamere busines		lin metreved a	increase et th	increase at the same rate as	GOP/capits g	GDP/capita growth rate as follows							
	1005-2000	7,5%	per annum	2005-2010	0.4%	per annum									•
• •	2000-2005	λi.	per annum	2010-2025	6	per shnum			•	:					
Note O	The break do	The break down of the travel time is as follows: The short listen to an an an arrente the summary to be	ime is as follor		ing of rail trave		21	thesed on the Li	ICA Study on th	e Rehabilitet	rear 2010 is based on the JICA Study on the Rehabilitation and Improvement 		rt of the Railway In Vietnam,		
:			D 40M	WOPCH	e (hours)				WP Case (hours)	a (hours)					
	Year	Warbho at	Rail Travel	Transfer In - 1	Air Travel	Arbort	Total	Amon Age.	AIT TRIVEL	Arbort	Total				
	!		And have	A PA	-		!	And Manual			1			•.	

n of VNA's cost recovery rate of 75%. 888888 11111 88888 amese in consid 92690 3888888 ***** 888888 8888888 88888888 88888888

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Appendix 16.2.6 Time Saving Benefit to Vietnamese Business Passengers on Domestic Routes

Table D. Time Saving Bonefft to Vietnameae Business Passongent on Handi - Hue Route

Vision Times Market Market </th <th>Vite Vite Time <thtim< th=""> Time Time T</thtim<></th> <th></th> <th>Ê</th> <th></th> <th>10000</th> <th>Economic Cost of 1/81</th> <th></th> <th>689</th> <th></th> <th></th> <th></th> <th></th> <th>STO VY LANG</th> <th></th> <th></th> <th></th> <th>5</th>	Vite Vite Time Time <thtim< th=""> Time Time T</thtim<>		Ê		10000	Economic Cost of 1/81		689					STO VY LANG				5
Victor Team Change and biol Change and biol Team Team Change and biol Team <	Victor Constr Three <		Value	SIN GULL	1 IUIO	Ar	Train	Anport	Total	Time by	emi	ž	Airport		8	Secondary 1	Neueri
(1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050) (1050)<	Instruction Cost	į	1	fe >	Contor	I I I	Trivel	Charge and	Travel	Oint			Charge and	Travel	Passanger		:*
		1		Airport	Idive	të Së		Accents Cost	N S	AirTravel	Travel		Access Cost				Ser uuu
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4.66 4.203 31.44 7.54 3.01 6.67 5.06 2.461 3.61 6.44 2.012 2.500 5.51 6.60 6.47 31.44 7.54 3.61 6.02 2.544 3.61 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500 2.500	4 (4) 6 (4) 4 (2) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (4) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 7 (5) 3 (6) 6 (5) 3 (6) 6 (5) 3 (6) 6 (5) 3 (6) 6 (5) 3 (6) 6 (5) 3 (6) 6 (5) 3 (6) 6 (5) <th< td=""><td>25</td><td></td><td>02.45</td><td>;</td><td>31,44</td><td>1.54</td><td>0.0</td><td>82.57</td><td>5.08</td><td>8.8</td><td>12.96.27</td><td>3.61</td><td>52,23</td><td></td><td></td><td>ð.</td></th<>	25		02.45	;	31,44	1.54	0.0	82.57	5.08	8.8	12.96.27	3.61	52,23			ð.
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Average time value of Vietnamose businose passengers in 1965 are estimated to be US41.	Average time value of Vietnamose businose passengers in 1965 are estimized to be US Average time value of Vietnamese businoss passengers vill increase at the same size 1555-2000 - 2456, ber annum - 2005-2010	ŝ	6.7	0.5		31.44	1.57	0.01	117.13	5.08	44.54	36.27	3.61	24/42		24	87
	Average time value of Vietnameae business passengers will increase at the same rate : 1005-2000 7.5% becannum 2005-2010 6.4% becannum	8	Average brieve	alue of Vietna	THOSE DUSINGES	Descongors in	965 are estima	the to be US	1.5 per hour, w	hich correspond	4 100 3SU 9 32	er month.					
			1905-2000	7.0.8	Der annum	2005-2010	44.0	Der annum							1	•	

5.0% per ennum sil travel time up to the year 2010 is besed on the JICA Study on the Rehabilitation and Improvement of the Railway in Vietnam, er shortening up to the year 2025 is projected by the The shortening of rail tra 2010-2025 Interim Report (1), May 1995. The furth 100 101 Ą The break down of the travel 2000-2005

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-				WOP Cas	(Shours)				WP Case (hour	e (hours)		
	· Year	Warting at	Rail Travel	Transfer in	Air Tavel	Airport	100-	Auport Acc.	Air ravel	Airport	lotal	
•		Their Station	Hanot - Vinh	Vinh		Egradu		and Waiting		Egrens		
•	8	0.50	6.00	287	8	1.00.1	10,50	3.8	80'	100.1	5.08	
	800	80		58	8	8	10.50	8	8.1	8	5.08	
	2002	0.50		8	8	8	52.9	8.6	8	8	8 2 2 8 2 2	
:	240	0.50	8	287	8	8	8.75	8	8.	8	5.08	-
	8	80		58	8	8	8.5	8	8	8	5.8	
		020		38	8	8	8.50	38	1.06	8,1	5.08	
Note 4:	The economic	CORL OF PAN TEN	el la ostimated	as the same as	the present re	lifare based on	the 100% cost	recovery rate o	I VNR at press	ant.		
	This cost is assum	sumed to be ink	creased at 2.02	the for each one h	hour of travel t	prine shortening	beed on the t	pove-mentions	A JICA Study.			÷

nt airfare for Vietnamese in consideration of VNA's cost recovery rate of 75%.

The economic cost of domestic air transport is estimated as 133% of the present airlare for Viebramees in The economic cost of domestic, passenger service charge at the airport is estimated as US\$2.7 The economic cost of airport access/egrees is estimated as VND10,000 in the both WOP and WP cases. Note 5: Note 5: Note 7:

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•••	- -		Econor	Economic Cost of Trav	et in the WOP Case	Cene	-		Economic Cot	at of Travel ID	the WP Case		Linenen (increments:	
	Value	THE VE	L Ma	Air	UBI	Airport	otal	I No own	emit	Air	Airport	total	2	Passengers	Benefit
Year		eris	Cost of	Travel	Trawei	Charge and	Trawei	Direct	Cotto	Travel	Charge and	Travel	Paseenger		
		Airport		ð	3	Access Cost	ti se	Air Travel	Travel		Access Cost		(USS)		r000 USS)
1	(USSMOU)	(incl								101		(12)+(-+(-)+(-)+(-)+(-)+(-)+(-)+(-)+(-)+(-)	(13)=(7)-(12)	(34)	$(15) = (13) \times (1)$
		10. N. N.	1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-			3.61	122.02	5.50	8.25	64.08	3.61	75.94			
88	3		1721	18	121		87.40	5.50	6.87	8.8	3.61	76.56	10.00		
	į			¥9	i F.		86.76	9	0.53	64.03	50	12	11.5		
	2/1		35	12	1	5	9		10.25	8	3.01	7.6	12.22	:	
8 8	88		31	38	£. 1		5	999	18	64.05	195	73.71	282		
	34	24.0	3 ¥		121	100	00.26	222	11.84	8	3.01	29.62	13.74		
		0.0	2151	50.05	8	3.61	99,14		12.70	84.08	3.61	80,30	14.27		
: 8	1	970	đ	12.02	287	50	8	8.9	13.01	88	10,0	8.19	14.81		*
[E	i c	0.0	27.45	8	7.24	50	07.05	3.5	14.50	8	3.61	82.28			
22	32	3	8	8	2.5	10	8.3	800	15.64	04.00	3.61	83.33			•
58	5.8	100	22.9	50.05	2.18	100	100.97	02.5	10.77	64.08	3.61	84.40			
	THC E	98.0		50.25	14	3.61	102.23	5.50	17.82	64.08	3.61	85.51		610	8
	1	8	33.24	50.25	744	3.01	100.50	5.50	18.66	83	3.61	8		22.	5
5	8	50	X	50.25	7.47	3.61	104.86	5.50	20.14	80.29	3.61	87.63	17.03	2,440	5
8	98.6	20	36.87	8.8	7.50	100	106.23	8.9	21.41	8.8	3.61	80.10		2000	₽
ģ	4.14	8	37.24	20.55	7.53	3.01	107.62	5.60	22.76	64.08	3.61	90.45		3,660	8
		88.8	11.02	20.26	22	3.61	100,53	550	23.90	64.06	3.61	99'16	12:02	4,690	16
5	8	8	41.14	50.25	7.54	301	111,53	5.00	25.28	6 .0	9.9	92.97	16.55	5.480	8
2013	185	6.93	43.24	888	7.54	3.61	113.04	0.00	38.82	8,09	0.01	2	0.0	8	8
214	15	8.60	45.45	59.25	7.54	19.0	115.05	5,50	88	8.8	3.61	2.28	20'02	8	8
2	10	20	47.74	20.32	7.55	3.61	116.17	6.60	29.60	64.08	3.61	97.29	20.66	6,100	8
2016	2881	8.65	50.02	50.25	7.65	3.61	120.21	5.50	31.06	65°F9	3,61	98.77	21.65	6,100	8
1	28.9	3.5	52.37	8	7.56	19.0	122.76	5.50	32.64	8 8	3.91	100.33	ន	6 <mark>.</mark> 8	8
2018	23	8.80	3.2	8.8	2.2	100	125.24	5,50	5	83	19.5	6.101	23.28	8	8
0	10	8.78	57.4	50.25	\$ 1	2.01	127.83	88	8.8	88	555	103,67	24.15		8.
. 8	6.87	8.75 8.75	6011	8	7.57	361	130.53	5.5	37.78	8.20	10.5	105.47	25.08	6,100	30
2021		8.75	83.111	50.25	7.57	3.61	133.53	5,50	20.02	87.78 84.08	3.61	107.36	26.17	6,100	DE I
ŝ	1.57	8.75	66.27	50.22	7.57	66	136.60	5.50	4.8	8	3.01	109.35	7. A		8
8	8.4	8.75	90.56	50.25	7.57	500	140.00	8.9	2.4	64.08	10.0	111.43	28.58	8	50
ă	8.35	8.75	2.8	8.8	7.57	10 %	87.54 L	5.50	45.92	8.8	3.61	113.02	29,87	9 <mark>1</mark> 9	8
2025	6.7	8.75	70.71	50°52	7.57	5	147.14	6.50	83	8.8	3.01	115.91	31.22	6,100	8

Appendix 16.2.6 Time Saving Benefit to Vietnamese Businese Passengers on Domestic Routes

per annum per annum ing of rail travel time up to 2006-2010 2010-2025 7.5% perannum 7.2% perannum 1905-2000

yeer 2010 is based on the JICA Study on the Rehabilitation and Improvement of the Railway in Vietnam, TeeT R 2025 is proje nterim Report (1), May 1995. The further shortening up to The break down of the travel time is as follows: The short Note 3

Worlds at Trans Station World Case (hours) Arrport Case (hours) Year Valing at Trans Station Rain (rave) Arrport Arrport Acc. Air (rave) Airport 1986 C.SS 6.00 Vinh Fansie 1.25 1.00 10.75 3.00 1.50 1.00 2000 0.50 6.00 2.00 1.25 1.00 10.75 3.00 1.50 1.00 2000 0.50 6.00 2.00 1.25 1.00 10.75 3.00 1.50 1.00 5.50 2000 0.50 0.50 1.25 1.00 10.75 3.00 1.50 1.00 5.50 2000 0.50 1.25 1.00 9.00 3.00 1.00 5.50 5.50 2000 0.50 4.20 2.00 1.25 1.00 5.50 5.50 5.50 2000 0.50 1.00 8.75 3.00 1.50 1.00 5.50 5.50	Ę						man former units and to manufaid a				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Walling at Rail Tarrel Transferin Air Tarvel Transferin Air Park Vinh Air Port Acc. Air Travel Air Provel Vinh Air Port Acc. Air	L				WOP Cas	ve (hours)				WP Case	(hours)	
Train Station Hano: Vinity Vinity Vinity Vinity Egress	_	Year	Valung et	Rail Irave	Transfer in	Air Travel	Airport	4	Airport Acc.	Air Travel	Arport	Total
0.55 6.00 2.00 1.25 1.00 1.075 3.00 1.00 0.55 5.53 1.00 10.75 3.00 1.55 1.00 0.55 5.53 1.22 1.00 10.75 3.00 1.55 0.55 5.53 1.00 10.75 3.00 1.55 0.55 5.53 1.00 10.75 3.00 1.55 0.55 5.53 1.23 1.100 9.00 3.00 1.55 0.55 5.53 1.00 9.00 3.00 1.55 1.00 0.55 5.53 1.100 8.75 3.00 1.55 1.00 0.55 5.53 1.100 8.75 3.00 1.55 1.00 0.55 5.53 1.100 8.75 3.00 1.55 1.00 0.55 5.53 1.100 8.75 3.00 1.55 1.00			Train Station	Hanoi -Vinh	es S		Egness		and Walting]		Egrece	
050 600 1.28 1.28 1.00 10.75 3.00 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1	L	270	30	6.00	200	8		10.75 [3	8	5.50
0.50 5.33 2.00 1.35 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 <th< td=""><th></th><th>2000</th><td>020</td><td>8</td><td>28</td><td>1.25</td><td>-</td><td>10.75</td><td></td><td>225</td><td>8</td><td>02.2</td></th<>		2000	020	8	28	1.25	-	10.75		225	8	02.2
0.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000		e e	8	533	28	2		10.08		8	8	5.5
0.56 4.00 2.00 1.25 1.00 8.75 3.00 1.50 1.00 8.75 3.00 1.50 1.00 1.00	•.	0000	050	2	200	8		8		8.5	8	5.50
0401 4001 4251 5001 4251 3001 4501 1.001		8	80	8	8	8		8.75		1.5	8	5.5
		a constant	5	8	2.00	8		8.75		8	8	5.50

The economic cost of domestic air transport is estimated as 133% of the present airfare for Vietnamese in consideration of VINA's cost recovery rate of 76%. The economic cost of domestic passenger service charge at the airport is estimated as USS2.7 The economic cost of airport accessingress is estimated as VND10,000 in the both WOP and WP cases.

rate of VNR at present

travel time shortening based on the above-memboned JICA Study. I on the 100% cost recovery

Port of

for each

ed to be increased at 2.02%

Note 5: Note 6: Note 6:

Note A

Appendix 16.2.6 Time Saving Benefit to Vietnamese Business Passengers on Domestic Routes

Table F Summary: Time Saving Benefit to Vietnamese Business Passenders on Domestic Routes

Year	Hano -	Hanol -	- IOURH	Hanol -	Total
	HCMC	Danang	HUG	Nha Trang	
1995					
1996					
1997	-				
1998					
1999					
2000			-		
201					
2003				•	
2003				-	
200					
2005			-		
2006	1.392	1.274	1001	8	
2007	2,964	2754	218	117	
2008	4,744	4,522	326	156	2
2009	6,739	6,536		195	
2010	8.94	8,880		235	1
2011	11,334	10,976		313	
2012	14,089	13,319		352	· · · ·
2013	17,276	15,868		391	•
2014	18,202	16,320	206	391	35,820
2015	19.177	16,731		ເຊັ ເ	1
2016	19,928	16,731		58	
2017	20,710	16.731	. :	58	
808	21,524	16,731		58 S	
2019	22,370	16.731		19 19	
2020	23,251	16,731	: - 	Ъ.	
2021	24,339	16,731		198	
222	25,482	16,731		108	۰. ا
2023	26,682	16,731	•••	8	
2024	27,942	16,731		20	45,935
2025	29.265	16.731		58	

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Appendix 16.2.7 Time Saving Benefit to Foreign Business Passengers on Domestic Routes

Table A Incremental Foreign Business Passengers on Domestic Routes

	Foreigners	Business	HCMC	Danang	SI	Nha Trang	Others	
<u> </u>	42%	%6S	Ļ			-		
8	41%	ື້	9					
58 7	40%	803	<u>e</u>					
88	30%	%9S				•		
88	38%	20%	6					
88	37%	363 1	9			e entre entre entre entre		
Į.	35%	20%	6					
2002	348	*83 80	<u>e</u>					
88	32%	20%	9					
2007	32%	*65	6					
2005	31%	365 264						
2006	30%	803 1	6 37,000	13,000	1,000	1,000	1,000	53,000
2007	***	*83		26.000	2000	1.000	1.000	106,000
2008	28%	59%		41,000	3,000	1.000	1.00	159,000
2009	27%	865		26,000	4,000	2,000	, 2000 2000	213,000
2010	26%	\$65		72,000	5,000	2,000	2,000	267,000
2011	24%	ŝ		83,000	6,000	2,000	<u>300</u> 2	300,705
2012	23%	ŝ		86 ,000	6.00	3,000	3,000	346,000
2013	នឹ	ŝ		107,000	2,000	3,000	3.000	383,000
2014	78	55		103,000	6,000	3,000	3,000	364,000
2015	20%	29%	ŝ	36,000	6,000	2,000	3,000	345,000
20:6	20%	33		36,000	6,000	2,000	3,000	345,000
2017	20%	30% 20%		8,000	6,000	500	3.00	345,000
2018	20%	%6 9		000'86	6,000	2,00	300	345,000
2019	20%	29%	x 236,000	88	6,000	500	300	345,000
80	20%	%6S		38,000	0009	8	3000	345,000
2021	20%	%6 <u>5</u>	8 236,000	38,000	6,000	2,000	3,000	345,000
202	20%	\$3 5		86,000	6,000	2,000	3,00	345,000
202	20%	%6S		900 86 000 86	6,000	2,000	3.00	345,000
2024	20%	%6S		38,000	6,000	2,000	3,000	345,000
500	20%	59%		000.96	9,00	2,000	3,000	345,000

Note N

ure year zo io in ure course or economic development as expensioned in our or evenoping countries in Asia. This rate is assumed to be maintained after the year 2015. The percentage of business passengers within foreign passengers on domestic routes is assumed to remain at 50% based on the traffic survey conducted at Noi Bai Airport in May 1995 by the JICA Study Team.

Appendix 16.2.7 Time Saving Benefit to Foreign Business Passengers on Domestic Routes

Route
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Table B

Water Trension Trension <t< th=""><th></th><th></th><th></th><th>Former</th><th>mic Cost of Th</th><th>Well in the WOP</th><th>1</th><th></th><th></th><th>Economic Co</th><th>AUT OF THEMON IN</th><th>In the WP Case</th><th></th><th>Deneric</th><th>ucondumon (</th><th>increments.</th><th></th></t<>				Former	mic Cost of Th	Well in the WOP	1			Economic Co	AUT OF THEMON IN	In the WP Case		Deneric	ucondumon (increments.	
Note Three Control Control <t< th=""><th></th><th>Valia</th><th>ame vie</th><th>ewe</th><th>×</th><th>Ling</th><th></th><th>1 Otal</th><th>the by</th><th>Time</th><th>٨r</th><th>Arport</th><th>Totak</th><th>ē</th><th>ŝ</th><th>Passenger</th><th>Benefit</th></t<>		Valia	ame vie	ewe	×	Ling		1 Otal	the by	Time	٨r	Arport	Totak	ē	ŝ	Passenger	Benefit
Motor Term Case Acces Case Acces <t< th=""><th>Year</th><th>}</th><th>Any.</th><th>Cost of</th><th>Travel</th><th></th><th>Charge and</th><th>- Travel</th><th>Direct</th><th>to Cost of Cost of</th><th>Travel</th><th>Charge and</th><th>Travel</th><th>Passanger</th><th>Vietnamese</th><th></th><th></th></t<>	Year	}	Any.	Cost of	Travel		Charge and	- Travel	Direct	to Cost of Cost of	Travel	Charge and	Travel	Passanger	Vietnamese		
	ł		Amor	Trawet	ğ		Access Cost	ð	AirTravel	Travel	ð	Access Cost	ð		Economy		
10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10<		(USS/hour)	Circle C	SS	30		(ssn)	(tsn)	(nou)	വട്	(USS)		(USD)	ദ്രാ	(ssn)		
	÷		6	$(3) = (1) \times (2)$	L	Γ	(9)	(g)+ +(c)=(d)	(8)	(0)=(1)x(8)	(01)	(11)	(12)=(9)++(11))=(c r.)	(14)	(c.)	(C1)X(F1)=(D1)
	100			25.00			3.61	314.47	§.00	120.00	24.94	-	208.25		10.67		
	8	88	1	× 444	1. 10	7.27	3.61	316.72	8.9	121.20	84.64		200.45	-	5.0		
						1.1	3.61	319.00	89	12.41	64.64		210.66		10.83		
NOT 1112 NOT 1124 NOT <		35	} X 			1.27	100	8.5	80	123,64	2.2		211,85		10.01		
7000 1110 7110 7010 1710 7010 1710 7010 1710 7010 1710 7010 1710 7010 1710 7010 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 1710 <th< td=""><td>2</td><td></td><td>} ¥</td><td></td><td></td><td>7.27</td><td>500</td><td>377.01</td><td>0.00</td><td>124.67</td><td>84.04</td><td></td><td>213.12</td><td></td><td>1.8</td><td>· ·</td><td></td></th<>	2		} ¥			7.27	500	377.01	0.00	124.67	84.04		213.12		1.8	· ·	
	<u></u>	3 3 7 7				1.1	10	325.95	80	126.12	84.04		214.37		11.16		
71.4 10.6 72.6 30.4 10.6 72.6 30.4 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 <th< td=""><td></td><td>2 2 2</td><td></td><td>ALCONT OF</td><td></td><td>100</td><td>3.61</td><td>325.15</td><td>6.00 8</td><td>127.36</td><td>54.64</td><td>3.61</td><td>215.63</td><td></td><td>93:01</td><td></td><td></td></th<>		2 2 2		ALCONT OF		100	3.61	325.15	6.00 8	127.36	54.64	3.61	215.63		93:01		
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71.6 7.8 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 <td>200</td> <td></td> <td>2</td> <td></td> <td></td> <td>;;</td> <td></td> <td></td> <td>38</td> <td>200</td> <td>24.04</td> <td>5</td> <td>218.19</td> <td></td> <td>10.52</td> <td></td> <td></td>	200		2			;;			38	200	24.04	5	218.19		10.52		
Zind Tool Tool <th< td=""><td>8</td><td>81</td><td>200</td><td></td><td></td><td></td><td></td><td>2</td><td>5</td><td>AC 121 2</td><td>A4: A4</td><td>10</td><td>219.49</td><td>1</td><td>10.30</td><td></td><td></td></th<>	8	81	200					2	5	AC 121 2	A4: A4	10	219.49	1	10.30		
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Average time value of foreign business passengers in 1995 is estimated as US\$20	X 2 2 2	2.8		240.35	78.50	7.57	3.61	330.12	8.0	161.74	84.64	3.61	249.30	80.13	8.91	236.000	2,103
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Average time The break do N N 8 8 2 2 2 2

var 2020 is based on the JRCA Study on the Rehabilitation and Improvement of the Railway in Vietnam, The shortening of rail 1), May 1995. The furth Interim Re

			WOP Case	(hours)				WP Case (hours)	(hours)	
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		8	8	1.75		52.0	38	300	8	8

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as in consideration of VNA's cost recovery rate of 75%. ar US Ę NG 86.137 ł 8 Note of the second seco

in the both WOP and WP cases. ONV as The econ

sconomy through reduced costs of joint ventures. yoers are assumed to contribute to Vietnamese 9 12 12 12 The economic 10% of the ben

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			FCCCC	Fornomic Cost of Travel in the	O LONGE C							Į		1	Casaanan	Renefit
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Keer		Vinh Arrort	Cont of	i s	E S	Charge and Access Cost	Š	<u>م</u>	Invert	ð.	Access Cost	S S	8	Economy	•	(1000 USS)
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2	8			15	8	5	588	5.17	128.70	41,11		17.42				
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				1	5	192	261.90	5.17	131.20	41.11		176.01	85.80			•
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2004	3.8	2.5	2.2	8.1	1.57	301						184 00	:			
2002	88	8.42	226.98	36.27	1.51	3.61	274.43	0.1	10.40							
Note 1:	Average time value of foreign busine	alue of foreign	12	L passengers in 1005 is	re estimated as U	CSS20 per Port	÷			• •						

Appendix 16.2.7 Time Saving Benefit to Foreign Bueiness Passengers on Domestic Routes

Average time value of foreign business pasengers is assumed to increase at 1.1% por amount. The break down of the travel time is as tokinaning up to the year 2000 is based on the JICA Study on the Rahabilitation and improvement of the Rahway in Vietnam, Interim Report (1), May 1905. The further abortaning up to the year 2005 is projected by the JICA Study Team. WOP date (hours)

tioned JICA Study one hour of travel time shortsning based on the sbove-m ant relitate based on the 100% cost ne es the presed to be increased at 2,02% for each ated as the sa coat of rail travel is esti Š

Note A

sent airfans for Vietnamese in consideration of VNA's cost recovery rate of 75%. as 133% of the prestic air transport is estimated economic cost of dor nie cost is a

COLOR in the both WOP and WP. Telecone a Color Service Chi th cost of do

why through reduced costs of joint ventures. ned to contribute to Vietnamese ecor encers are as uting to foreign but 10% of the benefits attrib cost of air Note of the Note o

Appendix 16.2.7 Time Saving Benefit to Foneign Business Passengers on Domestic Routes

Table D. Time Saving Benefit to Foreign Business Passengers on Hanol - Hue Route

Value Time value </th <th>West Times All mark Times All mark All m</th> <th></th> <th></th> <th>Datased in the</th> <th>Benefit</th>	West Times All mark Times All mark All m			Datased in the	Benefit
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26.00 8.50 220.87 3.14.4 7.57 3.61 230.42.6 3.62.7 3.61 175.47 94.01 9.40 X-Nerge fine vilue of forces building and managements in 1960 in estimated as VSX 0.00 km/dt 5.00 136.44 7.57 9.40 9.40	2		8.11		
26.96 6.450 220.13 31.44 7.57 3.61 271.75 5.08 1.96.04 36.27 3.61 176.62 6.49 4			50.03		
Average time value of foreign business passengers in 1966 is estimated as US	26.26 220,13 31.44 7.57 3.61 271,75 5.08 136.24	3.61 176.62	Sel. 92	9.40	:
	vote 1; Avenge bine velue of foreign businees persengers in 1965 is estimated as US\$20 per hour.				

year 2020 is based on the JICA Study on the Rehabilitation and improvement of the Railway in Vietnam, vei time up to the time is as follows: The shortening of rail 89 The further shortening Mary 1005. 0,00 merim Repo

			WOP Cas	(Enou) er				WP Ces	P Case (hours)	
Year	Waiting at	Rail Trevel	I minister in	Air Travel	Anport	8	Airport Acc.	Aur Leaved	Arport	Total
	Train Station	Hanoi Vinh	EI>		Egnete		and Walting		Egrees	
1005	0.50	6.00 1	2.00]	8			305	1.08	E.	
8	8.0	8.0	58	8.		-	8	8		
88	020	5.3	8.0	8			8	8		
2020	80	×,	8	8			8	8	1.5	
88	0.00	8	8	8	8	8.8	8	8	1.00	899
202	80	84	28	8			80	8		

king based on the above-mentioned JICA Study. ated as the same as the present raifine based on the 100% cost recovery rate of VNR vel time about and, one hour of th #### # 100% for Trivel 15. celur 28 HIC DONT OF THIL

adic air transport is estimated as 133% of the present airlinis for Vietnamese in consideration of VNA's cost recovery rate of 75%. cost of dom

THE PROPERTY I sender service charge at the singert is estima cost of domi Pie acono

lated as VND10,000 in the both WOP and WP cases. cet of airport accet The economic

10% of the benefits attributing to toreign business passengers are sasumed to contribute to Vietnameae economy through reduced costs of joint vertures.

	1 time		Econor	nic Cost of	Travel in the WOP	5			Economic CC	ALL OF LIGHTAN ID	THE WY CARE		Lieven	uoanoumon		5
	Value	I an emil	eni-	٦	-une L	Auport		Time by	1me	AII.	Auport	8	ž	8	Linguage and	Thereit
Year		Vinh	Contot	Travel	Travei	Charge and		15 e 20		- Taval	Charge and	Travel	Passenger	Vistnemete		
		Arport	TITING	Š	3	Access Cost	3	Air Travel	Trevel	ð	Access Cost	ð		Economy		
	(INSTANOUT)	Gou	(ISU)	(SSU)	(ISS)	(SSI)	(1551)	Cond	പ്പം	(USS)	(ISSI)	(<u>8</u> 2)	(JSC)	(rss)		800
	Ê	Ĉ	$(3)=(1)\chi(2)$	(T	(2)	(9)	(0)(0)(0)	(8)	(0)=(1)×(8)	(10)	(11)	12)=(0)=+(11)	(13)=(7)-(12)	(11)	61) (1)	(10)=(1-1)×(1-2)
8	20.00	10.75	215.00	27.95		3.61	265.13	5.50	110.00	64.08	3.61	17.80	107.44	10.74	•	
2 8	88	10.75	217.15	23	171	50	267.26	80	111.10	80.48	3.61	178.79	108.40	10.85		
9	8	10.75	210 22	8	13	3.01	289.45	5.5	112.21	64.0B	391	170.00	100.55	10.05		
8	12.00	10.75	200	50.02	7.2	3.01	20.12	8.9	113.33	64.08	3.61	161.02	110,62	11,00		
8		¥ ¢	8	2.92	121	101	293.80	85	154.47	64.08	3.01	182.16	111.70	11.17		• •
8	8	10.75	225.07	8	121	100	200.00	8.9	115.01	8.8	3.01	163.30	112.70	11.28		
	No. 14	10.82	2.55.26	50 SS	8	3.61	28.55	5.50	118.77	64.08	3.61	184.46	20,111	44.44		
1	2	10.44	374.76	83	2.7	100	29.482	99.5	117.85	8.3	3.91	185,63	100.31	10.93		
ŝ	8	10.35	224.11	8	7.24	6	284.30	89	119.11	8.8	502	156.81	107.50	10.75		
	5	10.01	28.0	8	7.36	101	203.63	8.5	120.31	8.0	3.01	188.00	105.64	10.56		
į	3	NO OF	8	8	7.36		202.03	5.50	121.51	04.08	100	139.20	5.85	10.37		
		1480	01.024	20.22	44	18		225	122.72	84.06	3.61	150.41	8.00	10.00	1093	
	31		2 5 5 5	2.9		E	202 73	999	21.00	64.06	361	191,64	8.9	9.01	8	
ž	24		04.470	8	7.7	5	285.00	89	125.10	8.8	3.01	192.00	92.13	0.24	8	
8	8	620	711.67	8	2.50	3.01	282 23	89	126.44	94.06	301	194,13	58.00	6.01	1,180 [•
ġ	22	8	206.97	52.95	31	3.61	270.36	5.50	127.71	9.40	3.61	195.40	83.96	8.40	1,160	
	2.6	8.98	210.48	57.02	1.53	3.61	280.87	5:50	126.00	64 ,08	3.61	196.67	84.19	8.42	1091'1	
25	8	28.0	31.8	8.8	7.54	5.6	202.34	5.50	136.27	8.2	3.91	197.96	54.42	54	1.770	-
10	82	80	213.51	88	152	500	263,91	5.50	131.56	8,08	3.01	100.27	40.40	345	1.770	
45	24.10	8.9	25.0	8.8	704	100	285.44	5.5	132.66	8.8	100	200.58	84.86	9	1.70	•
2015	24.40	0.85	216.58	8.85	2.8	10.0	286.90	5.50	21.12	8.8	3.61	201.01	85.07	8.51	1,180	
le le	24.65	8.85	218.13	8.98	7.58	3.61	206.54	2.50	135,56	8.18	3.61	208.25	66.20	8.63	1,180	
24	24,80	883	249.60	88	7.56	56	200.10	8.5	136.82	2	5.0	204.01	85.40	3.5	8	
2013	26.14	88	221.26	88	7.66	3.01	201.07	5.50	138.35	8.8	200	205.98	85.70	8.57	1,180	
010	8.8	6.78	222.04	50.25	7.50	3.61	283.26	8.5	130.67	8.98	500	207.36	85,89	8.8	8	
8	88	23	224.63	8	7.57	10.5	204.85	85	141.07	64.08	3.61	208.76	86.00	3.61	1 180	
	14XX	8.75	226.67	50.35	7.57	3.61	207.02	5.50	142.46	8.8	3.01	210.17	86.62	8.60	8	
8	26.16	8,75	228.94	80.95	7,57	3.61	200.36	5.50	15.8	8.18	50	31.58	87.76	5.78	1180	
Ş	8	0.75	2 23	50°25	7.57	3.61	301.85	5.50	145,24	8.2	60	2338	56,01	6.66	1,180	
ŝ	8.8	8.75	10000	88	7.57	500	8.88	5.50	146,80	8.18	0.0	9 Y F	80.47	8.8	8	
YUL	Sa K	Y. a	74.47	50.35	757	6	306.00	98.5	148.26	64.08	3.01	215.85	8	83	8	

ers on Domestic Routes

Appendix 16.2.7 Time Saving Benefit to Foreign Busin

Note 3: The break down of the travel time is as follows: The shortening of tail travel time up to the year 2020 is based on the JICA Study on the Rehabilitation and improvement of the Railw Interim Report (1), May 1996. The further shortening up to the year 2025 is projected by the JICA Study Team.

Note 4:

ted on the abo 8 8 d Duine at 2.02% for each one hour of travel time abor as the same as the pre-15 000 to be increased ti de la contra de

It airfare for Vietnamese in consideration of VNA's cost recovery rate of 75% ioned JICA Stu yestic air transport is estimated as 133% of the pres OFFORODO

etimated as UST 7 ngerservice charge at the airbor 200

WOP and WP case

eae economy through reduced coats of joint ventures. dibute to Vietnem ting to toreig The economic of the ben

Appendix 16.2.7 Time Saving Benefit to Foreign Business Passengers on Domestic Routes

Table F Summary. Time Saving Benefit to Foreign Business Passengers on Domestic Routes

Year	Hanol -	Hanol -	Hanoi -	Hanol -	Total
	JWDH	Canang	enc D		
1995					
1986			-		-
1997		•.			
1998		- - 			
1999		· · ·			
2000					
2001					
2002					
2000		••••			
200					
2005		, <u>, , , , , , , , , , , , , , , , , , </u>			
2006	360		10	9	8
2007	28		8	9	26
2008	1,010	- 2-5- - - - -	8	5	4
2000	1,289		37	2	1,830
2010	1.531		44	10	2.18
2011	1.768		S	10	2,52
2012	1,989	-	8	5	2,85
2013	2,203	:	8	15	3,18
8.4	2,091		8	15	3,03
2015	626.1	-	2	10	2,877
2016 2016	1,984		25	10	2,88
2017	1,980		2	9	2,89
2018	1,994		2	5	2,80
2019	996		2	ç	2,90
2020	2 003		8	P	2,91
2021.	2,023		55	10	2,94
202	2,043		55	9	2,968
2023	2.083	88	8	9	2,997
2024	2,083	877	8	÷	3,027
3006	5.0	885	5		Sec.



Appendix 16.2.8 Increased Surplus to Vietnamese Tourist Passengers on International Routes

Table A Incremental Vietnamese Tourist Passangers on International Routes

Ī

2005 LOS

1995 1995

8

Table B Increased Surplus to Vietnamese Tourist Passengers on International Routes

<u> </u>	Percentage	Percentage		Incremental		;	Weighted	Denetit	Incremental	
-	Vietnamese	Touriets	~-	Passengers		Year	Average	2	Passengers	penetit
	30%		P				Airlane	Passenger		
	31%		828		2	· .	(SSD)	(sso)		(2000 USS)
_	31%		52%				(I)	2	(2)	$(4)=(2)\times(3)$
	30%		\$2%	-		1995	269.04	134.52		:
	3.25		828			1986	269.04	134.52		
	33%		52%			1997	269.04	: 4		
╋	33%		303			1998	269.04	134.52		
	24%		52%			1999	269.04			
	**		22%			2000	269.04			
	88		52%			2001	269,04	Ĺ		
	35%		52%		•.	2002	269,04			
╋	36%		12	20 000		2003	269,04	134.52		
	36%	2	808	80,000		2007	269.04	134.52		
	37%		8	132,000		2005	269.04			
	3796		5.%	189,000		2006	269.04	134.52	30,000	5.246
	1990			262.000		2007	269.04		83,000	11.165
╉	<u>2940</u>		2 2 2	10000		2006	269.04		132,000	17.757
			2 2	000 74 0			1090		180.000	75.425
	2 AN			200,4/2		5				
	*8 *		28 28	446,000		2010	269.04		000'Zez	33,853
	\$9	•	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	451,000		2011	269,04		310,000	41,702
	40%	•	3%	457,000		2012	269.04	134.52	374 000	50,311
t	707		2	457 000		2013	269.04	-	446.000	59,997
	ACK.		ź	457 000		2014	269.04	-	461,000	60,669
	201		ş	457 000		2015	269.04		457,000	61.476
•••	Per la		2	457,000		2016	269.04		457,000	61.476
	404		104.2	457 000		2017	269.04	:	457,000	61.476
╋	202		2 2	N.V.Y	•	RICC C	40.090	:	457 000	61.478
			R 2						167 CM	51 275
			2	3	-					
	2 5		2	nn' / /		0707	17.207			
	* 0 *	;	22%	457,000		2021	5,787		N	014.0
-	¥4	-	52%	457,000		22 22 23	500.04		457,000	61.476
ſ	The percentage of Vietnamese is forecasted	to of Vietnan		is forecasted		2023	269,04		467,000	61 476
	to increase from the present 30% to 40%	m the prose	8	\$ 10 40%		2024	269.04	134.52	457,000	61,476
_	by the year 2015 in the course of economic	15 in the cou		of economic		2025	269.04	134.52	467,000	61,476
	development as experienced in other	ts experience	л Х	other		Note 1:	Average airie	Average airfere is estimated based on the present airfare	based on the pr	esent airtare
	developing countries in Asia. This rate is	untries in As	ч ц	'his rate is			on each route	on each route weighted by the number of passengers in	e number of par	ssengers in
	assumed to be maintained after the year	e maintained		r the year			1994. Passe	1994. Passenger service charge at the airport of US\$6 and	Inge at the airpo	Art of US\$6 and
	2015.			-			access/egree	access/egrees cost of VND10,000 are added to the	0,000 are edded	I to the
	The nerventane of tourist passengers	to of tourist t	DOREST	anders.			averade einlere.			
				an jatamatiana			These renter	These removements minimum utilitonness to new thus have	willingness to pe	w this have
ſ	MILTIN VIGUNAN		6.60	Minin Vieinamese passengers on international	-		וואסאט ובושי מש			ay, urue imre

Note 2:

straight domand curve with a price axis intercept (demand=0) being the twice the current airfare. Therefore, benefit por passenger is 50% of the weighted airfare.

to be evaluated at financial prices, but not at aconomic The consumer surplus is calculated by assuming a

Note 2:

on the traffic survey conducted at Noi Bai ... Airport in May 1996 by the JiCA Study Team. nuties is assumed to remain at 52% based

202

2014

2013

2013 2013 2013

Appendix 16.2.9 Increased Receipts from Foreign Tourist Passengers on International Routes

Table A Incremental Foreign Tourist Passengers on International Routes

Table 8 Increased Receipts from Foreign Tourist Passengers on International Routes

Percenta Tourist	<u>8</u>	70%				1	67% 53%	67%	66% 53%		_		53%	53%			2	2 2	R 25		835	2 2 2	2000 000 12 12 12 12 12 12 12 12 12 12 12 12 12	2346	2 222	22		3	e of foreigner is forecasted	E L	- Cod	countries in Asia, 7	be maintained aft	2015	The percentage of tourists passengers	incentage of t	The percentage of tourists passengers within foreign passengers on international routes is assumed to remain at 53% based	The percentage of buritsts passengers within foreign passengers on international routes is assumed to remain at 53% base on the traffic survey conducted at Noi Bai
Year	1895	1006	1007	255	6661	2000	2001	2002	2002	2002	2002	2006	2002	2008	20102	2015 2015			222	2007				2024			255	202	Note :	: - - 	. 1		•		Note V	Note 2:	Note N	Note Note

	pt per provide to the term provide to the term p	Per Parsenger (USS) (USS) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250) (250	of Airport (USS) (3) (3) (3) (3) (3) (3) (3) (3) (3) (3	Passengers	Genefit
	e 88888888888	Passenger (USS) 22350 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23250 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 23500 235000 235000 235000 235000 2350000000000	Airport (USS) (3) 14.00 14.55 15.65 15.65		
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	<u> </u>	33.55 34.55 37.35 37.35 37.35 37.35	>1>		
	888	8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5	16.75		
	88	35.70 36.80 37.80	06:/1		
	8	36.80	17.85		
		37.90	18.40		
	5.81		18.35		•
	8	88	19.50		
	8	40.10	20.05	72,000	1,444
	206.00	41.20	20.60	150.000	080 0
-	91150	42.30	21.15	235,000	4.970
	212.00	43.40	24.20	327,000	7,096
	3	44.50	3.35	427 000	9501
226	28.00	45.60	22.80	516.000	11.765
	02 550	46.70	23.35	610,000	14244
	00 62.4	47.80	23.90	710.000	16.960
	8.45	46.90	24.45	704 000	17213
	808	20.02	25.00	000,069	17,475
	808	50.05	25.00	000'669	17,475
	8.02	8.8	25.00	669,000	17,475
	8.00	50.00	25.00	000'000	17,475
	20.00	8.8	8:92 52:00	000 000	17,475
	250.00	50.00	25.00	699,000	17,47
	250.00 [20:05	25.00	000'669	17,475
	250.00	50.05	88	000 669	17,475
	8.00	8.8	25.08	000'669	17,475
2024 250	220.00	20.02	8.8	000'669	17,475
2025 250	250.00	50.00	25.00	609,000	-
	PCeID(ourism receipt per visitor of \$280	at Onitrocota (06)	D VINA Tourism) 15
peumes:	b incr	Nase to US\$50	0 in 2015, simil	assumed to increase to US\$500 in 2015, similar levels of Thailand and	land and
Indonesia	i at pre	sent. It is then	assumed to rer	indonesia at present. It is then assumed to remain at the same lovel after	e level after
the year 2015.	015. 1	ourism receipt	t per passenger	Tourism receipt per passenger is 50% of that per visitor	Ar visitor,
		istics count bo	th departing and	whice airport statistics count both departing and arming passengers	ngers.
Note 2: The benef	E Peri	xassenger is 20	2% of the increa	The benefit per passenger is 20% of the incremental receipts based on	
the rate of		the subtrue of	the tourism indi	he rate of operating surplus of the tourism industries in Southeast Asia	east Asia.

expansion.

Appendix 16.2.10 Increased Surplus to Vietnamese Tourist Passengers on Domestic Routes

Table A Incremental Vietnamese Tourist Passengers on Domestic Routes

	1 Vanamere							
				200	- MG			
1995	885	30%	- - -					
1996	20%	30%						
1997	808	39%						
1998	61%	808						
1999	878 878	Š						
2000	64%	39%						
2001	65%	*98				::		
2002	66%	30%						
2003	67%	39%					-	
2005	88%							
2005	60%	30%	and the second					
2006	20%	808	58,000	20,000	2,000	1,000	1,000	81,000
2007	71%		12,00	80.64	4,000	2.00	2.00	172,000
2008	%Z2		193,000	20,000	6,000	2,000	3,000	274,000
2009	23%	308	272000	102,000	8,000	3,000	300	-
2010	75%	a da manana a da	358,000	136,000	10,000	4,000	4,000	515,000
2013	26%	30%	435,000	171,000	12,000	5,000	5,000	
2012	77%		519,000	207,000	14,000	6,000	600	:
2013	78%		611,000	247,000	16,000	2,000	2,000	
2014	¥62		617,000	254,000	16,000	6,000		
2015	80%		623,000	260,000	16,000	6,000	7,000	
2016	808	3955	623,000	260,000	16,000	6,000		
2017	808	-	623,000	260,000	16,000	6.000		
2018	808		623,000	260,000	16,000	6000		
2019	80%		623,000	260,000	16,000	6.000		912,000
2020	80%	· · · · ·	623,000	260,000	16.000	. 6,000		
2021	¥08		623,000	260,000	16,000	6,000	2,000	_
202	% 08	30%	623,000	260,000	16,000	6,000	2,000	912,000
88	808	*58°	623,000	260,000	16,000	6,000	2,00	• .
2024	808	30%	623,000	260,000	16,000	6,000	2,00	
2025	808		823.00	260,000	16,000	6,000	2,000	

countries in Asia. This rate is assumed to be maintained after the year 2015. The percentage of tourist passengers within Vietnamese passengers on domestic routes is assumed to remain at 39% based on the traffic survey conducted at Noi Bai Airport in May Note 2:

1995 by the JICA Study Team.

Appendix 16.2.10 Increased Surplus to Vietnamese Tourist Passengers on Domestic Routes

Table B Benefit to Vietnamese Tourist Passengers on

Hanoi - Ho Chi Minh Route

(000 US\$)

(4)=(2)x(3

Benefit

Passengers

per Passenger (USS)

Air Travel Cost

Year

88.99

Incrementa

Benefit

8

Table C Benefit to Vietnamese Tourist Passengers on Hanoi - Danang Route

Year Travel Per Passenger Passenger Benefit (1) (1) (2) (3) (4)=(2)×(3) (13) (1) (2) (3) (4)=(2)×(3) (1997 33.18 16.55 (3) (4)=(2)×(3) (1997 33.18 16.55 (3) (4)=(2)×(3) (1997 33.18 16.55 (3) (4)=(2)×(3) 2001 33.18 16.55 (3) (4)=(2)×(3) 2002 33.18 16.55 (3) (4)=(2)×(3) 2003 33.18 16.55 (3) (4)=(2)×(3) 2004 33.18 16.55 (3) (4)=(2)×(3) 2002 33.18 16.55 (3) (4)=(2)×(3) 2003 3.18 16.55 (3) (4)=(2)×(3) 2004 23.18 16.55 (3) (3) (4) 2003 3.18 16.55 2 (3) (4) (4) 2014 33.18	Travel Der Cost Passenger (USS) (USS) (USS)<		e ji
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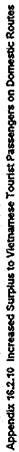


Table D Benefit to Vietnamese Tourist Passengers on Hanoi - Hue Route

Benefit		(000 US\$)	(4)=(2)x(3)		2 	· · ·								-	8	8	3	118	148	<i>L</i> ;	207	236	82	23	236	923	38	33	236	236	236	236	236	236
Passengers			(2)												2,000	4,000	6,000	8,000	10,000	12,000	14,000	16,000	16,000	16,000	16,000 1	16,000	16,000	16,000	16.000	16,000	16,000	16,000	16,000	16,000
	Passenger	(USS)	(2)	14.77	14.77	14.77	14.77	14.7	14.77	14.77	147	14.7	14.7	14.77	14.77	147	14.77	14.77	14.77	14.77	14.77	14.77	14.7	14.77	14:21	14.77	14.7	14.77	14.77	14.77 {	14.77	14.77	14.77	14.77
Travel	Š	(USS)	(1)	29.62	29.52	20.55	23.55	23.55	29.55	29.55	29.55	29.55	25.52	23.62	29.62	38	20.55	29.55	23.55	29.55	28.55	29.55	29.55	29.55	28:52	23.62	29.52	23.55	29.55	55'62	8.8	23.55	29.55	23.55
Year		2		1996	1996	1997	1998	1369	300	2001	2002	2083	800	2000	2006	2007	2008	2009	2010	2011	2012	2013	244	2015	2016	2017	2018	2019	88	2021	202	2023	2024	2025

prices.

Table E Benefit to Vietnamese Tourist Passengers on Hanoi - Nha Trang, Route

Total Benefit (000 USS)	(4)=(2)x(3)												8					-	••		-	**	:	-	•••	151	- 151	151	151	151	•), airport PSC
Incremental Passengers	(3)					•						1,000	2,000	2,80	800	4	2,000	000	2,000	6,000	6,000	000'9	6,000		6,000	6,000	6,000	6,000	6,000	6,000	6,000	SONV)
Benefit per Passenger (USS)	(2)	25.23	25.23	25.23	25.23	25.23	25.23	25.23	25.23	25,23	25.23	25.23	25.23	25.23	25.23	25.23		22.23	8.8	8.8	25.23	22:32	22.23	25.23	25.23	25.23	25.23	25.23	25.23	25.23	25.23	includes airfare
Air Travel Cost (USS)	(1)	50.45 50.45	2.2	3	3.8	50.45	50.45	50.45	50 A5	50.45	50.45	50 45	\$9.85	5 5 5	\$.8	8 8	50.45	8 8	8 .8	8	50.45	50.45	34.02	50.45	8 .8	50.45	50.45	50.45	50.45	\$9.85		
Year		1995	1997	1998	1999	2000	2001	2002	2003	28 28 28	2005	2006	2001	2008	88	2010	2011	813 813	2013	24	2015	2016	2 44	2018	2019	2020	2021	22	2023	2024	2025	Note:
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Appendix 16.2.10 Increased Surplus to Vietnamese Tourist Passengers on Domestic Routes

Table F Summary: Benefit to Increased Vietnamese Tourist Passengers on Domestic Routes

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20,531	4,314		
20,531	- - - -		
20,531			
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20,531			
20,531	:		
20,531			
20,531		36 151	25,232
20,531			25,232
20,531			25,232

Appendix 16.2.11 Increased Receipts from Foreign Tourist Passengers on Domestic Routes

Table A Incremental Foreign Tourist Passengers on Domestic Routes

Passengers

25

488 488

Incrementa

Percentage ounst

Percentage Foreign

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Table B Increased Receipts from Foreign Tourist Passengers on on Domestic Routes

Year Recenter Demetric Contribution Incremental Coal Year Recomption Passenger Africon Recomption Recontine Recontin Recontin								'																												. •	in 2015.	•
	Total Benefit	(toto USS)	(5)=(3)x(4)											185	376	587	ទី	1,029			9	1,500	1,500	- 8	83	88	1500	1,500	1,500	1,500	٦	alland and	me level after	t per visitor.	av of the	herefore.	1995 to \$62.51	besed on
	Incremontal Passongons		(4)											37,000	20,00	111,000	148,000	185,000	210.00	266,000	253.000	240,000	240,000	240,000	240,000	240,000	240,000	240,000	240,000	240,000	240,000	i to ViNA Tourie llar levels of Th	emain at the sa	w is 50% of that of ambino new	ace length of st	sent 4 days. 7	from \$US36 in	mental receipt
	Contribution	Arpon (SUS)	(3)	3.50	3	3.78	50	4	4.19	4	4.46	81	4.4	5.01	5.15	523	9 9	8.5	2.0	58	6.1	6.25	6.25	8.9			5.9	6.25	6.25	6.25	6.25	280 (according X0 in 2015, sim	n assumed to r	it per passenge whichering a	d that the even	iys from the pr	s will increase	0% of the incre
	Benefit	(SUS)	_	00.7	728	7.55	7.83	8.10	8.38	39.8	8.83	9.20		10.03	10.30	10.58	10.85	11.13		88	12.23	12.50	12.50	12.50	12.50	22.5	12.50	12.50	12.50	12.50	12.50	t per visitor of 5 rease to US\$50	esent. It is the	Tourism receip distins over h	ioance count o ie. It is assume	ortened to 3 di	per pessengen	DREECTOR IS 2
A set of the set of th	Receipt per	(SUS)	(1)	35.00	36.38	37.75	36.13	92.94	41.88	57.54	18	8	47.38	50.13	51.50	52.86	54.25	88	88	8.8	61.13	8:39	62.50	8.5	8.8	88	05.09	8.50	8.8	62.50	52.50	Touriam necerp assumed to inc	indonesia at pr	the year 2015. Since almost st	In the WOP car	visitor will be st	tourism moeipt	The benefit per
	Year			1996	1996	1997	1998	1999	2000	2001	88 88	2003	1 100 000	2006	2007	2008	500 500	2010		2012	2014	2015	2016	2017	2018	610Z	2021	2023	2023	2024	2025	Note 1:		· · · · · · · · · · · · · · · · · · ·	Note 2:		•	iii eoz

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ntage of foreigner is forecasted o decrease from the present 42% to 20% sy the year 2015 in the course of econor

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expansion.

Airport in May 1995 by the JICA Study Team.

outes is assumed to remain at 41% based on the traffic survey conducted at Noi Bei

isongers on domestic

within foreign pe

The percentage of tourists passengers

Note 12

reloping countries in Asia. This rate sumed to be maintained after the y

elopment as experienced in oth

37,000 73,000 111,000 148,000

22 2% % ţ ÷ % 41% 1.6 % 5

800000

2%

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213,000 240,000 266,000 253,000

1888 8 8 1888 8 8

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ŝ 24

Appendix 16.2.12 Benefit from Increased International Cargo

Year	Caro	Cargo	Der	2	Beneft
		Airtare	Ton	VN Economy	
	(ton)	(USS/kg)	(USS/kg)	(USS/kg)	(000 US\$)
	Ê	(2)	(C)	(4)	(p)×(c)=(c)
1996		2,84	1.42	0.71	
1996		2.34	1.42	0.71	
1997		2.84	् 1.42	0.71	
1998		2.84	1.42	0.71	
1989		2.84	1.42	0.71	
<u>300</u>		2.84	1.42	0.71	
2001		2:84	1.42	1.2.0	
2002		2.84	1.42	0.71	
882		2.84	1.42	0.71	
200		2.84	1.42	0.71	
\$02 2002		2.84	1.42	0.7	
2002 2002	6,400	2.84	1.42	0.71	4,545
2007	13,700	2.84	4.1	0.71	9.729
2008	21,900	2.84	1.42	0.71	15,551
2009	31,300	2.84	1.42	0.71	22,226
2010	42,200	2.84	1.42	0.71	29,967
2011	52,500	2.84	1.42	1.2.0	37,261
2012	8.30	2.84	5 1.42	.7.0	45,376
2013	76,800	2.34	1.42	0.71	1 St.SS
2014	76,800	2.84	1.42	0.71	52,536
2015	76,800	2.84	1.42	0.71	54,536
2016	76,800	2.84	1.42	0.71	969'95
2017	76,800	2.04	1.42	0.71	54,536
2018	76,800	2.84	1.42	<u>7</u> .0	54,536
2019	76,800	2.84	1.42	0.71	54,536
2020	76,800	2.84	1.42	0.71	54,536
2021	76,800	2.84	1.42	0.71	905'15
222	76,800	2.84	4	0.71	54,536
2023	76,800	2.34	1.42	0.71	25.25
2024	76,800	2.84	1.42	0.71	25,53
2024	76,800	2.84	1.40	22	54.536

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weighted by the volume of cargo in 1994. The cargo airfate can be approximated as 0.5% of one-way economy

bassenger airtare per ton of cargo.

consumer's surplus, by assuming a straight demand curve with a price The benefit is calculated, in the similar manner to the estimation of Note N

exis intercept (demand=0) being the twice the current airfare. Theref senefit per ton of cargo is 50% of the weighted airfare.

Note 3:

The benefit of international trade is assumed to be equally shared with the trade partner. The contribution of generated benefits to Vietnamese

R

economy is therefore 50%

C ^{arg} C ^{arg} 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2	Cargo Airtare (Stusky) (Stusky) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Benefit (000 \$US) (4)=(2)x(3) (4)=(2)x(3) (4)=(2)x(3) (3)523 (2)2307 (2)223
(j) (j) (j) (j) (j) (j) (j) (j) (j) (j)	Airfare (Stuswe) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	To (\$15% (\$) (\$) (\$) (\$) (\$) (\$) (\$) (\$) (\$) (\$)	(000 \$US) (4)=(2)x(3) 1,092 2,307 2,307
(10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10) (10)	(3) (3) (3) (3) (3) (3) (3) (3) (3) (3)	() () () () () () () () () () () () () ((4)=(2)×(3) (4)=(2)×(3) 1,092 1,092 2,307 3,629
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	031	0.15	
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	0.31	0.15	8,135
	0.31	0.15	9.704
	0.31	0.15	11,380
	10.31	0.15	11,380
	0.31	0.15	11.380
	0.31	0.15	11,380
2017 74,000	0.31	0.15	11,380
	0.31	0.15	11,380
2019 74,000	0.31	0,15	11,380
	0.31	0.15	:1,380
2021 74,000	0.31	0.15	11,360
-	0.31	0.15	11,360
2023 74,000	0.31	0.15	11,380
	0.31	0.15	11,380
2025 74,000		H T C	

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economy passenger airfare per ton of cargo.

The benefit is calculated, in the similar manner to the

Note 2:

estimation of consumer's surplus, by assuming a straight demand curve with a price axis intercept (demand≖0) being the twice the current airfare. Therefore, benefit per ton of carpo is 50% of the weighted airfare.

						-						Denetits						
_	1 T	Increased 1	Increased Decreased		Environ-		Time Savings	Time Savings T	ne Savings Time Savings Time Savings	Time Savings	Increased Sumlise to	Increased	Increased Sumise to	Increased Deceints	Benefits from	Benefits	Total	ž
			-		Mitigation		Business		Business	Business	_	from Foreign	Vietnamese	from Foreign	5	Increased	Benefits	Benefits
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5	13,278		0			13,278												-13,278
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8	5.474		ō			5,474											:	-5,474
200	15.245		Ö		1	15.345												-15,345
. 8	75.008		0			75,008												-75,008
ł-	111 777		-			11777												-111,777
350	20 EBB	:	-2			32 589												-132,568
			ò c			3		 - 	-									52,831
38	3	× 7.65	3	1	2	5 284	3566	1 124	3,285	3	4.977	1.369	2.710	201	4,048	1,200	22,953	16,668
, o	5		1	1	33	6.096	6.930	2.068	6.329	795	9,551	2.622	5,165	367	7,953		44,112	38,016
	-	5255	33	3	8	6239	10,147	2,965	9,325	1,064	13,990	3,922	7.432	519	11,646	3,276		58,046
		5.255	206	8	8	6.395	13.729	3,904	12,603	1,352	18,698	5,300	345,9		15,764	4,368	86,419	80,024
22		5,255	875	8	8	859	17,686	4,906	16,559	1,632	23,945	6,788	12,649	819		5,552		104,423
2014		5.255	÷ 058	8	• •••• •	6.746	22.029	5,972	20,853	1,894	672,62	8,435	15,307	9 8	25,493	6,813	137,790	131,044
	· · ·	5,256	122	Ŗ		6,945	26,877	2,100	25,660	2,134		10,225	18,813	1,113	31,103	8,182		160,179
	-	5,256	1,469	<u>8</u>		7.158	31,454	8,274	30,251	2,486		11,875	21,764		36,074	9,612		187,762
~		5,255	1 689	8		7,367	36,436	9,511	36.205	2,857		13,650	24,937	1,481	41,470	11,150	<u>.</u>	217,334
8	1.	5,235	1.86	8		7,560	40,941	10,536	30.741	3,183	ъ.	15,225	27,697	790	46,512			244,088
6		5,255	1,947	8		7,835	41.263	10,660	40,427	3,190	55,55 640	15,225	27,697	49.	46,512		· .:	245,042
0		5,255	2 036	433		7 724	41,598	10,685	41 136	3,196		15,225 [27,697	1. 644	46,512			246,028
2021		5,255	2,128	-8 3		7,817	41,998	10,744	42,026	3,229		15,225	27,697	1,644	46,512	12,518		247,316
g		5,255	2.224	8		7,913	42,417	10,803	42,955	3,260	55.55	15,226	27,697	1,644	46,512	12,518		248,659
8		5,236	2,324	8		8,012	42,854	10,963	43,927	3,292	50,540	15,225	27,697	1,644	46,512	12,518		250,060
2024		5,255	2,427	8		8,116	43,311	10,924	196,25	3,325	53,540	15,225	27,697	1,644	46,512	12,518		251,521
2025		5,256	2 538	8		8,226	43,788	10,985	46,002	3,357			27,697	1,644				253,043
- 2		2225	2,652	433		8,340.	44,287	11,047	47,111	3,360	53,540		27,697	1.644				28°78
1		5,255	513	8		8,461	44,809	11,100	48,269	3,393	94,83 94,83	15,225	27,697	1.044	:			256,255
2028	84 171	5.255	2,897	8		-75 566	45,354	11,172	49,480	3,426	53,540	15,225	27,697	1,644	46,512	12,518	266,568	342,154
														•	-	ERR R		17.09
								-						•		NPV (at 12%	NPV (at 12% discount rate)	74.663

Appendix 16.2.14 Comparison of Economic Costs and Benefits - Medium-term Development Plan - Low Forecast of Air Traffic

Increased Increased ruction Increased mance Const. Increased Mainte- and Other Cost Cost and Other (1) (1) 0 1,711 (2) 0 1,711 (2) 0 1,711 (2) 0 1,711 (2) 0 1,711 (2) 0 1,712 (3) 0 1,713 (2) (3) 1,714 (2) 0 13,413 (3) 0 13,414 0 0 13,414 0 0 13,413 (3) 0 13,414 0 0 13,414 0 0 13,414 0 0 75,157 5,255 3,33 5,255 5,255 1,546 5,255 5,255 1,546 5,255 2,165 2,164 5,255 2,165 2,164	Lincreased Cash 433 A 433	Environ- mental Cost 233 233 233		Time Savings (Time Saving by VNamese by Foreign Business Business Passengers Passenger (international) (non-mational (non-mational)	Time Savings IT by Foreign by Business Passengers	Is Time Savings Time Savings by Vhamese by Foreign Businese Dusinese	Time Savings by Foreign		Increased Receipts	Increased	increased.	Renefits	Benefits		
Mainte-Pers Mainte-Pers Annoe Cost and Cost 3 5,255 5,255 5,255 5,255 5,255 5,255 5,255 5,255 5,255 5,555 5,255 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,555 5,5555 5,5555 5,5555 5,5555 5,5555 5,5555 5,5555 5,55555 5,5555 5,5555 5,55555 5,55555 5,555555	Lincreased Likity Cost t 433 433		10 2 2 4 2 4 2 0 0 0 1 2 2 2 2 0 0 0 1 2 2 2 2 2 2 2			y Wamese Aveneee	by Foreign		Receipts						
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			7.636	45.321	12.266	24.41	3, 60	59,997	16,969		1,589	54,536	11,360	264,332	256,694
			7,743	46,414	12, 197	35,820	3,034	639.03	17,213	24,935	3 45.1.54 6	54,536	11,380	267.744	260,001
			7,852	47,427	12, 128	37,170	2,877	61 476	17,475	25,232	1,500	54,536	11,380	271,201	283,349
	3 433		1,961	47,866	12, 156	37,921	2,884	61,476	17,475	25.232	1,500	54,536	11,360	272,427	264.466
			8,074	48,324	12,184	36,703	2,891	61 476	17,475	25,232	1,500	54,536	11,360	273,702	265,627
			8, 196	48,801	12,212	39,516	2,898	61,476	17,475	25,232	1 500	54,536	11,380	275,028	266,832
			8,321	49,299	12,240	40,363	2,905	61,476	17,475	25,232	1,500	54,536	11,380	276.407	268,085
			8,455	49,818	12.268	41,244	2.911	61 476	17,475	25,232	1,500	54,536	11,380	277 841	269,386
			8,592	50,434	12,335	42,332	2,940	61,476	17,475		1,500		11,380	199'641	271,049
			8,738	51,081	12,403	43,475	2,968	61,476	17,475	25,232	1,500	54,536		281,528	272,790
	~		8,891	51,760	12,472	44,675		61,476	17,475	25,232	1,500	54,536	11,380	283,505	274,614
	5 433		9,053	52,473	12,542	45,935	3,027	61 476	17,475	25,232	1,50	54,536			276,524
· .	5 433		-91,793	53,222	12,612	47,258	3,056	61 476	17,475	25,232	1,500	54,536	11 380	287 749	379,541

