



3rd Steering Committee Meeting on Integrated Development Strategy for Danang City and Its Neighboring Area (DaCRISS)

June 16th 2009
Danang City
JICA Study Team

▣ Purpose of the Meeting

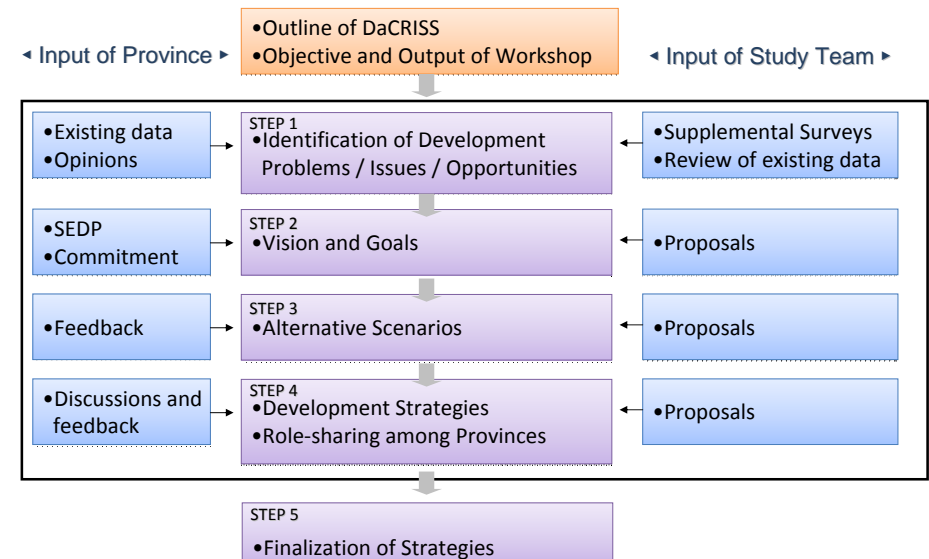
- to present a brief progress of the Study
- to identify main problems and issues facing the CFEZ
- to discuss vision and long-term growth and development strategies of the CFEZ
- to discuss role-sharing among provinces in the CFEZ on identified strategic development agenda
- to explain the next steps

▣ DaCRISS and Its Overall Progress

- Supplemental surveys (Household Interview Survey, Commune Survey, Establishment Survey, Tourist Interview Survey, Traffic / Transport Survey)
- Field Visits
- Meetings/Interviews
- Technical Working Group Meetings
- Counterpart Team Meetings
- Situational Analysis
- Discussions on Long-term Development Strategies
- Provincial Workshops
- Preparation of Progress Report

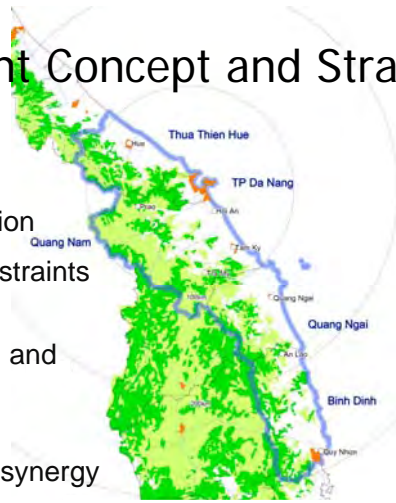
Year/ Month	TASK / WORK ITEMS	SC. Report Seminars
2008/6	Task1: Preparatory Work	Inception Report
7	Task2: Collection of Necessary Data and Analysis of Existing Conditions	1 st S/C
8		
9	Task 3: Vision and Strategies	2 nd S/C
10		
11	Task 4: Urban Development Master Plan (2025)	Seminar (1)
12	Task 7: Sustainable Urban Environmental Program	Progress Report
2009/1-2	Task 5: Urban Transport Program	2 nd S/C
3,4	Task 6: Sustainable Urban Environmental Program	Seminar (2)
5	Task 8: Implementation Plan (2015)	Interim Report
6		
7	Strategic Environmental Assessment	4 th S/C
8		
9	Task 9: Capacity Development	Seminar (3)
10		
11		Draft Final Report
		2 nd S/C
		Seminar (4)
		Final Report

▣ Framework of Provincial Workshops Conducted



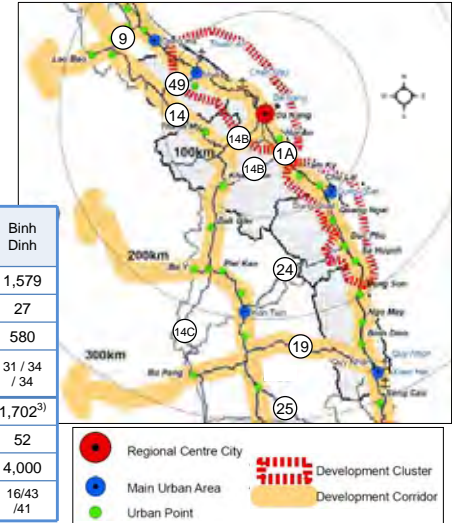
Regional Development Concept and Strategy

- Current development orientation
- Analysis on development constraints and opportunities
- Proposed development vision and strategies
- Possible role-sharing among provinces for development in synergy



Development Orientation in the Current SEDPs

- Developing the comparative advantages of the Central Region (infrastructure, inter and intra regional cooperation)
- Pursue economically, socially, and environmentally sustainable development
- Urbanization and industrialization



	Indicator	Da nang City	T.T. Hue	Quang Nam	Quang Ngai	Binh Dinh
'07	Population (000)	807	1,145	1,490	1,311	1,579
	Urban Population (%)	87	35	19	15	27
	GDP/capita (US\$)	1,170	563	530	471	580
'20	Population (000)	1,369	1,357	1,783 ³⁾	1,506 ³⁾	1,702 ³⁾
	Urban Population (%)	100	70	35-38 ¹⁾	18 ²⁾	52
	GDP/capita (US\$)	4,965	4,000	1,500 ¹⁾	859 ²⁾	4,000
	Employment (1/2/3) (%)	44 / 4 / 52	37 / 20 / 43	38 / 26 / 36	37 / 30 / 34	31 / 34 / 34
	Employment (1/2/3) (%)	2/43 /56	5/47 /47	15/44 /41 ¹⁾	17/50/ 33 ²⁾	16/43 /41

1) 2015 figures based on SEDP up to 2015
 2) 2010 figures Based on SEDP up to 2010
 3) Estimated

Current Situation of CFEZ Provinces

- High economic growth
- FDI (US\$ 7 bil. = VND 13,000 bil.)
- Trade and tourism

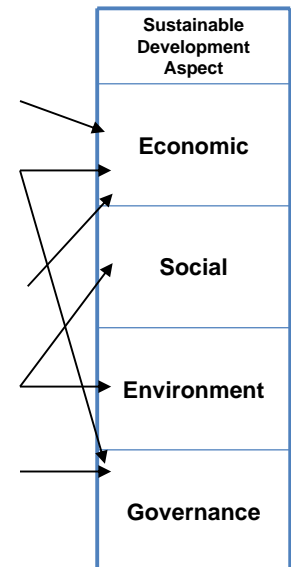
	Da Nang City	T.T. Hue	Quang Nam	Quang Ngai	Binh Dinh	CFEZ		
Area (km ²)	1,283	5,065	10,409	5,153	6,039	27,949		
Population (000)	807	1,145	1,490	1,311	1,579	6,332		
% of Urban Population	87	35	19	15	27	31		
Population Growth 02-07 (%/year)	Urban	3.58	3.91	5.75	3.33	2.15	3.60	
	Rural	-7.07	-0.42	-0.09	0.55	0.11	-0.15	
	Total	1.71	0.96	0.89	0.93	0.63	0.95	
GRDP	VND billion	15,107	10,314	12,630	9,885	14,649	62,585	
	Growth (% per year)	12.3	10.7	11.4	10.7	9.9	11.5	
	VND thousand / capita	18,726	9,006	8,479	7,538	9,278	9,884	
FDI 00-07 1)	Number of Projects	536	44	66	13	31	690	
	US\$ mil	4,751	443	558	863	363	6,979	
Trade	Import (US\$ mil)	522	55	212	20	142	951	
	Export (US\$ mil)	470	81	176	58	327	1,112	
Tourism	No of Tourists (000)	Foreign	50	636	892	17	35	1,629
		Domestic	20	667	698	244	352	1,981
	Receipt (US\$ mil) 2)	32	39	28	4	4	108	

Source: Most is 2007 data from Statistical Yearbooks, except the following data listed below.
 1) 2003-2007 data for Quang Ngai, 2002-2007 data for Binh Dinh
 2) 2006 data for Binh Dinh

Main Issues Identified in Provincial SEDPs

◀ Danang City ▶

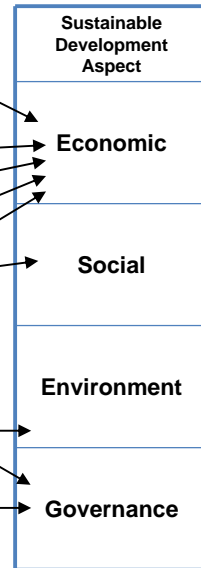
- low economic growth due to failure in tapping potential and advantages
- slow implementation of infrastructure and FDI projects
- low technology level, resulting in small production scale and low competitiveness of products
- environmental pollution
- heavy reliance of city revenue from land development
- others



■ Main Issues Identified in Provincial SEDPs

◀ Thua Thien Hue Province ▶

- low competitiveness of provincial products
- low level of GRDP (81% of national average)
- low level of FDI
- poor rural infrastructure
- insufficient financial savings
- rapid degradation of natural resources due to intensive agricultural development
- unclear division and insufficient reform of administration
- others

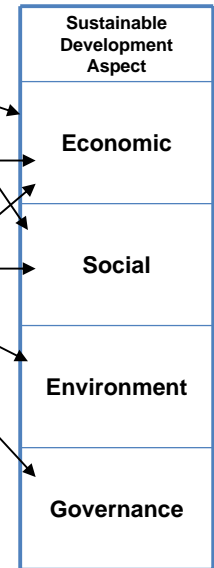


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■ Main Issues Identified in Provincial SEDPs

◀ Quang Nam Province ▶

- poor infrastructure
- difficulties in transporting of goods / commodities internally and externally due to mountainous topography
- low level of human resource capacity
- vulnerability against natural disasters
- lack of adequate institutions and clear policy for regional cooperation
- others

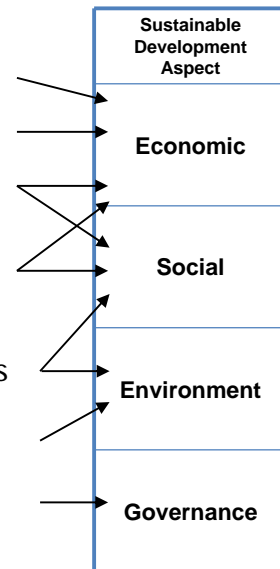


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■ Main Issues Identified in Provincial SEDPs

◀ Quang Ngai Province ▶

- weak local economy
- low productivity of agriculture sector
- high poverty rate in households
- lack of competent technical / scientific human resource and skilled labour (10.7%)
- vulnerability to flood due to heavy rains
- mountainous topography
- heavy dependence on subsidy from state budget (70%)
- others

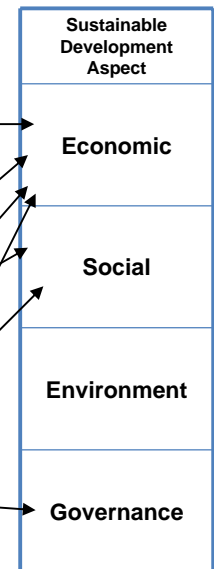


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■ Main Issues Identified in Provincial SEDPs

◀ Binh Dinh Province ▶

- underutilization of resources and potentials, resulting in slow economic growth
- slow change in labour structure (70% in agriculture)
- remoteness from economic centres (Hanoi and HCMC)
- lack of skilled labour and high quality human resource
- limited resource for investment and development
- others



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■ Current Situation Identified by Commune Survey in CFEZ

- Basic services are relatively well provided, except for piped drinking water, drainage, telephone
- Transportation within provinces need improvements

Province		Danang City	TT. Hue	Quang Nam	Quang Ngai	Binh Dinh	CFEZ	
Coverage of Services (%)	Primary Health Care	97	94	97	84	100	94	
	Education	Primary	98	92	95	93	100	95
		Secondary	98	84	91	89	96	90
	Piped Drinking Water	72	62	65	41	51	58	
	Electricity	100	85	89	90	97	91	
	Telephone	73	48	32	20	53	40	
	Drainage	75	51	46	19	81	59	
Road Conditions	From Commune Center to District Center	Average Distance (km)	5	15	17	12	12	12
		Seasonal Disruption (%)	16	36	33	87	47	48
		Vehicle Travel Time (min)	12	27	33	35	22	26
	From Commune Center to Provincial Center	Average Distance (km)	8	40	75	48	67	47
		Seasonal Disruption (%)	11	39	25	79	36	41
		Vehicle Travel Time (min)	22	58	116	89	78	72

Source: DaCRISS Commune Survey, 2008

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■ Priority Infrastructure Services Identified by Communes in CFEZ¹⁾

- Roads, vocational training services, water supply and education are priority concerns of communes in the CFEZ

Service		Danang City	Thua Thien Hue	Quang Nam	Quang Ngai	Binh Dinh	CFEZ
Infrastructure	Roads	18	24	20	32	13	22
	Power supply	2	5	8	13	1	7
	Water supply	5	11	3	3	38	12
	Drainage	6	7	0	0	1	2
Human Development	Education services	18	12	17	14	2	12
	Health services	6	4	18	3	5	8
	Vocational training services	10	13	9	7	26	13
Urban Land	Land for enterprises	4	4	3	7	1	4
	Land for housing	4	2	1	0	9	3
Environment	Pollution control	7	3	2	1	1	2
	Environmental protection	10	10	5	3	1	5
Policy	Provincial policy	8	3	10	14	1	8
	National policy	2	2	5	3	1	3
Total		100%	100%	100%	100%	100%	100%

Source: DaCRISS Commune Survey, 2008

1) Calculated based on scores given proportionate to the order of priority

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■ Environmental Problems Perceived by Communes in CFEZ

(% who replied "Significant problem" or "Very severe problem")

- Flooding, deforestation, landslide are main environmental concerns in the CFEZ, though the concerns vary by province

Province		Danang City	Thua Thien Hue	Quang Nam	Quang Ngai	Binh Dinh	CFEZ
Groundwater Pollution		20	7	0	0	0	3
Surface Water Pollution		18	8	0	0	0	3
Saline Intrusion		2	4	0	0	1	1
Soil Pollution		2	3	0	0	0	1
Solid Waste		7	2	0	1	0	1
Air Pollution		18	9	0	4	0	4
Deforestation		5	20	5	9	9	10
Soil Erosion		5	22	4	8	3	8
Landslide		11	34	3	6	2	10
Flooding	Gradual Inundation	5	34	2	35	36	23
	Flash Floods	13	25	12	19	5	15
	Storm Surges	7	5	0	1	0	2

Source: DaCRISS Commune Survey, 2008

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■ Development Constraints Perceived by Communes in CFEZ

(% who replied "Major obstacle" or "Severe obstacle")

- Water supply and roads are main concerns on infrastructure services identified by communes in the CFEZ
- Skilled labor, knowledge and capacity of people, access to credit are main inputs required for development identified by communes in CFEZ

Province		Danang City	Thua Thien Hue	Quang Nam	Quang Ngai	Binh Dinh	CFEZ
Infrastructure and Service Factors (%)	Road Access	20	24	50	43	20	35
	Power Supply	2	13	45	36	1	25
	Water Supply	14	60	10	55	87	46
	Drainage	41	19	4	46	0	18
	Education Services	4	16	46	14	4	22
	Health Services	9	16	48	18	4	23
	Required Inputs to Facilitate Development (%)	Land for Agricultural Production	29	8	11	11	60
Land for Housing		16	3	15	1	20	11
Land for Enterprises		30	7	25	13	8	16
Skilled Labor		50	68	66	91	91	76
Knowledge and Capacity of People		38	70	67	97	53	69
Access to Credit		21	39	55	98	15	51
Price of Physical Inputs		50	20	44	92	6	43

Source: DaCRISS Commune Survey, 2008

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Development Opportunities Identified by Communes in CFEZ (% who replied "High potential" or "Very high potential")

- Agriculture, services, tourism (eco-tourism), craft industry are considered as high potential sectors by communes in the CFEZ
- A need for farther study on agricultural sector development strategy

Province		Danang City	Thua Thien Hue	Quang Nam	Quang Ngai	Binh Dinh	CFEZ
Agricultural Products	Crops	13	16	36	10	1	18
	Livestock	9	7	28	13	22	18
	Aquacultural	13	28	9	16	15	16
	Forestry	11	28	43	37	36	35
Processing Agricultural, Aquacultural, and Forestry Products		13	17	8	28	15	16
Mining and Other Extractive Industry		4	13	4	15	0	7
Household Craft Industry		16	11	15	14	20	15
Tourism	Mass	9	16	6	2	1	6
	Eco	23	28	13	3	35	19
Manufacturing Industries		7	3	5	13	2	6
Construction		4	3	3	16	13	8
Shops / Commercial		38	34	13	28	25	25
Other Services		25	26	8	4	25	15
Other Industrial		23	1	3	2	0	3

Source: DaCRISS Commune Survey, 2008

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Assessment of the Region (Summary)

◀ Weakness and Threats ▶ ▶ Strength and Opportunities ▶

- Small local market (small population & low income)
- Distance from competitive growth centres (NFEZ, SFEZ)¹⁾
- Poor integration between provinces²⁾
- Inadequate infrastructure
- Unknown to the world
- Vulnerability to natural disasters
- Degrading environment
- Lack of qualified human resource
- Rich natural / cultural resources
- Strategic location in the country and GMS region
- High potential for tourism
- Strong policy commitment of the Government for growth and poverty reduction
- Potential quality human resource
- Agriculture (to be farther studied)

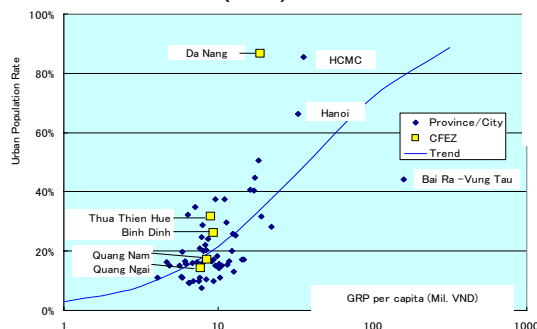
1) CFEZ is still insignificant in real term

2) Inter-provincial connectivity within CFEZ in terms of transportation, industrial linkages and movement of the people and goods is still insignificant compared to those in NFEZ and SFEZ

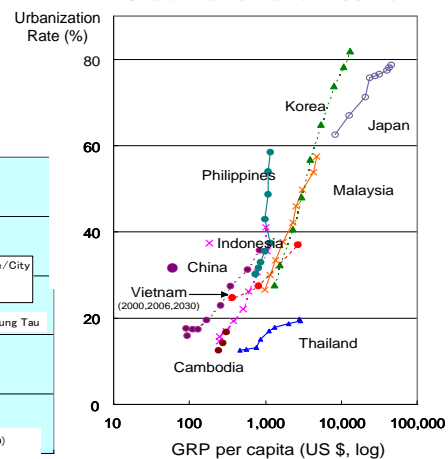
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Impacts on the Development of CFEZ

- Urbanization
- Industrialization
- Economic growth
- Motorization
- Globalization (WTO)



Urbanization and Income



➔ Vietnam is on the path of other industrialized/industrializing countries in Asia. CFEZ provinces are on the path of NFEZ/SFEZ provinces

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Impact of Urbanization: Movement of the People in CFEZ

Increasing: 162,000 or 27,000/year (1999-2005) and 163,000 or 54,000/year (2005-2008)

- About 20% (Binh Dinh) to 40% (Da Nang) of the movement of the people are to SFEZ and other areas in Vietnam than CFEZ. Not many people move to NFEZ
- Main movements of the people are within province and CFEZ.

Province		From									
		Danang City		T.T. Hue		Quang Nam		Quang Ngai		Binh Dinh	
		99-05	05-08	99-05	05-08	99-05	05-08	99-05	05-08	99-05	05-08
Other FEZ	SFEZ	20.9	16.3	21.2	24.4	22.2	13.0	19.6	19.4	20.3	13.1
	NFEZ	3.8	3.4	9.2	10.3	1.1	0.6	1.8	1.8	0.1	0
CFEZ	Danang City	53.4	44.5	21.8	17.3	12.5	11.9	17.6	16.8	6.9	5.3
	Hue City	1.3	1.1	18.6	15.2	0.6	0.2	2.1	1.9	0.1	0
	Dung Quat	1.6	2.7	1.8	1.6	2.6	6.7	19.8	22.7	1.7	4.1
	Elsewhere in CFEZ	5.3	9.0	8.2	12.3	40.7	51.8	26.8	26.1	60.6	72.1
Elsewhere in Vietnam		13.7	23.2	20.3	18.0	20.4	15.8	12.1	11.5	10.3	5.4
Total	%	100	100	100	100	100	100	100	100	100	100
	No (000)	23	20	17	23	35	31	26	25	61	64

Source: DaCRISS Commune Survey, 2008

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Basic Development Strategies for CFEZ

Critical Issues

- The CFEZ is handicapped compared to NFEZ and SFEZ in many ways
- Widening gap among NFEZ, SFEZ and CFEZ
- CFEZ is the key to North - South integration
- Strength (3 world heritage sites, beaches and mountain) and potentials (marine, forestry, human resources) are not fully tapped

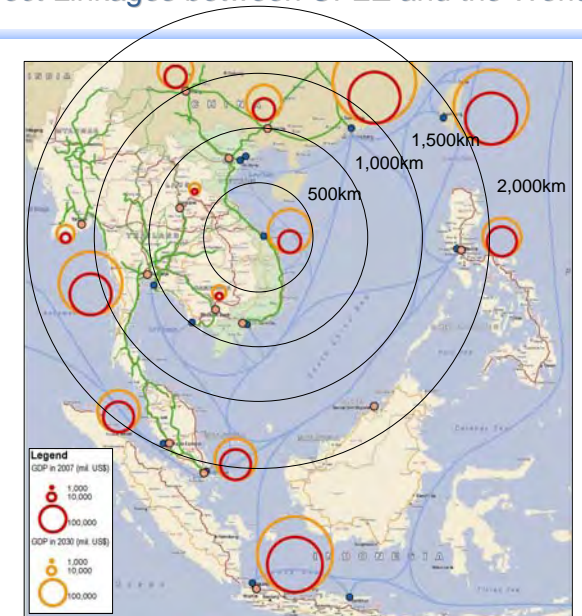
Key Strategies

- Direct connection with international market** (especially via air through competitive airport and air transport services)
- Establish competitive coastal growth (transport) corridor** to strengthen connectivity and integration of provinces in CFEZ
- Accelerating urban development** and networking of Danang City and other main urban centres in CFEZ to establish competitive base for the growth of the region
- Strengthen urban – rural linkages to promote rural development
- Establish coordinated strategies** among provinces in CFEZ on economic development and regional management
- Expand central government interventions on infrastructure development to **establish competitive base for development** and policy to stimulate private sector investments

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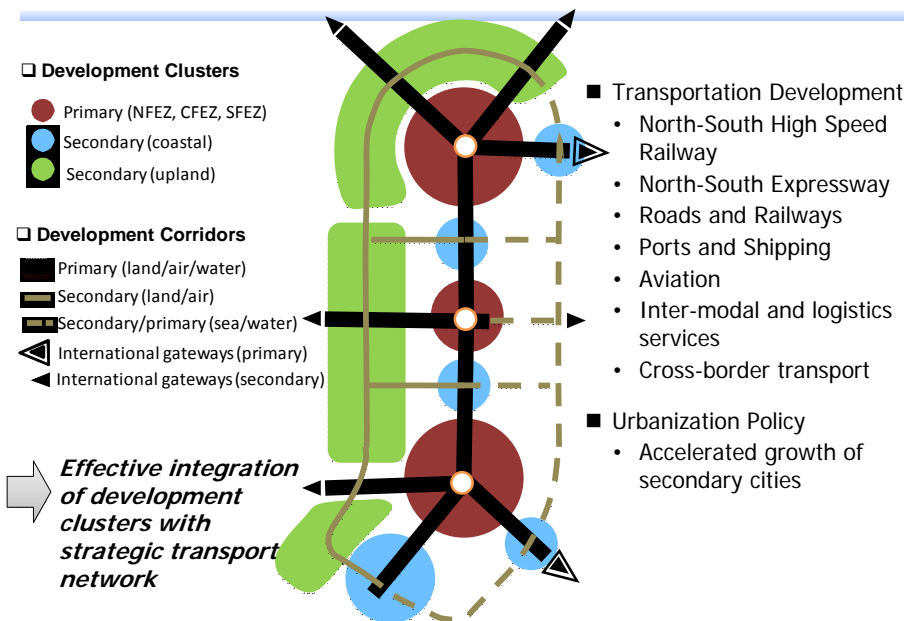
Strengthening Direct Linkages between CFEZ and the World

- Geographically, CFEZ is located at strategic center in ASEAN and GMS, including southern provinces of China
- Many growth centers within 1000 – 1500km radius are larger than NFEZ and SFEZ.



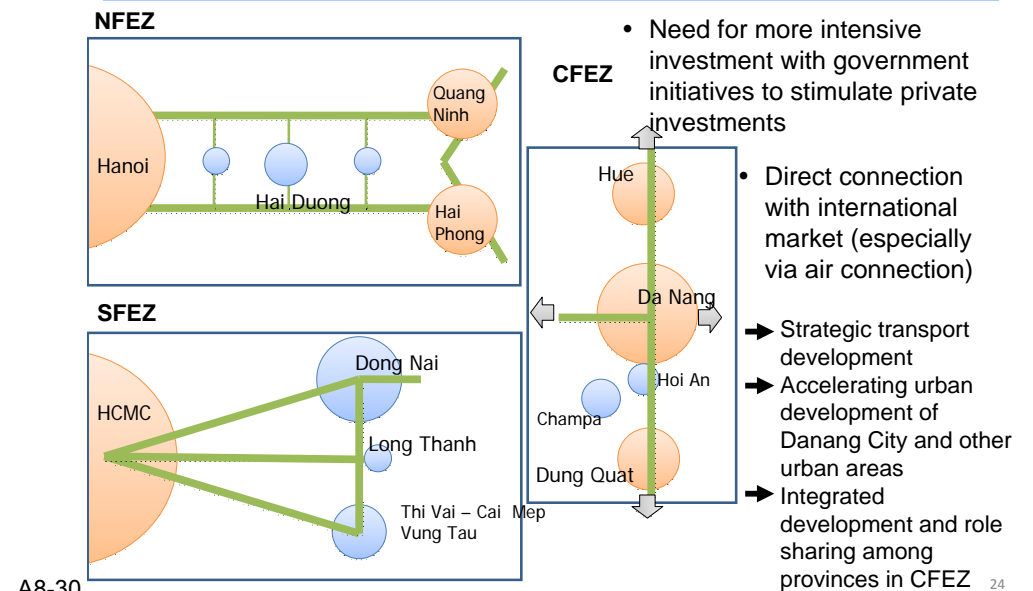
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Core National Transportation Network Development Concept



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Strategic Integrated Transportation- Regional Development Concepts for FEZs



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Alternative Scenario for Development

Spatial Structure of the CFEZ Region

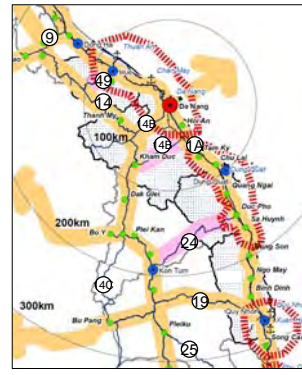
Existing Plan



- Basic spatial structure in existing plan is fine but needs clearer focus
- 2 clusters to 3 growth clusters integrated with high quality transport infrastructure
- Upland and north-south corridor to integrate mountain areas in CFEZ
- Strengthen east-west corridors (international/domestic) to connect upland with coastal growth centers



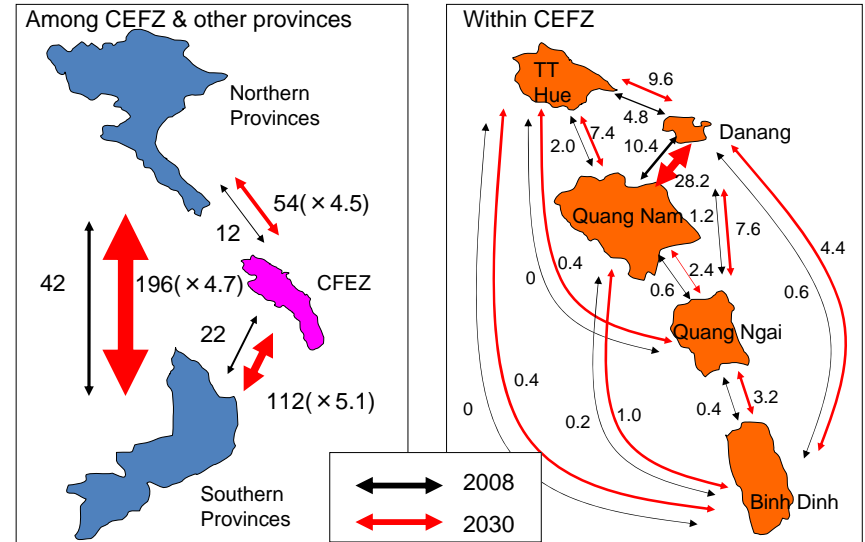
Proposed Spatial Structure



- Development Clusters
 - ✓ Hue – Danang – Hoi An
 - ✓ Chu Lai – Dung Quat
 - ✓ Quy Nhon
- Development Corridors
 - ✓ NS (Coastal)
 - ✓ NS (Upland)
 - ✓ East – West (International)
 - ✓ East – West (local)
- Urban Centers

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Inter-provincial Transport Demand related to CFEZ (2008; 2030) : Passenger (000)

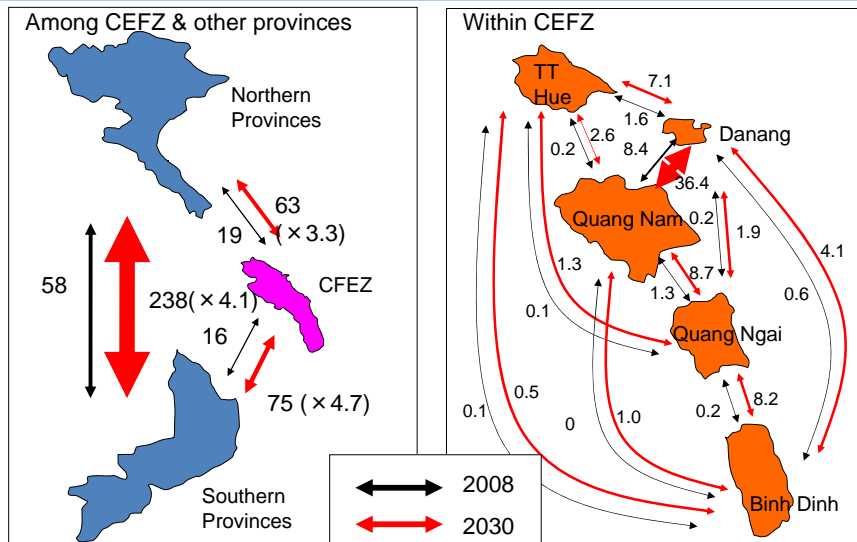


→ Inter-regional passenger movement will increase significantly

→ Inter-provincial passenger movement within CFEZ will also increase significantly

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Inter-provincial Transport Demand related to CFEZ (2008; 2030) : Freight (000 ton)



→ Similar changes in freight movement as that of passenger movement, more significantly within CFEZ

→ Increase of Quang Ngai is the most significant

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Danang – Quang Ngai Expressway Project



- Length: 130km
- Estimated cost: VND 25,090 billion
- Estimated opening year: 2011 - 2020

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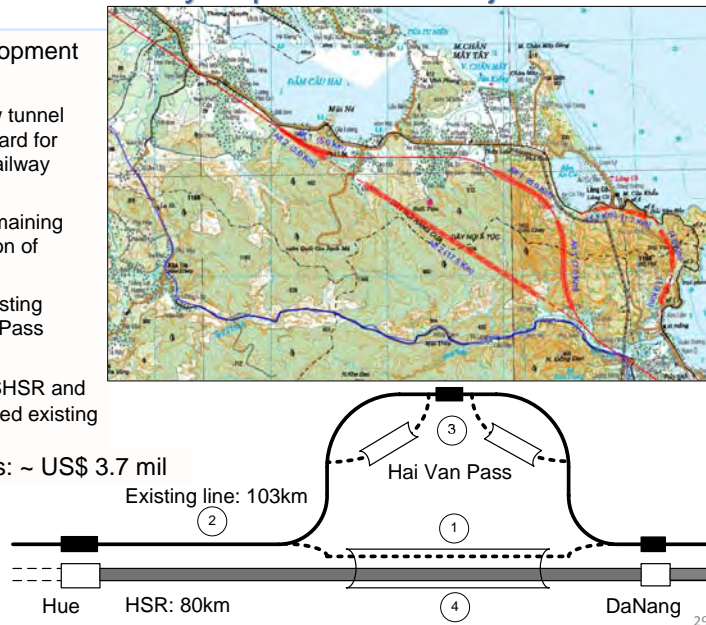
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Danang–Hue Railway Improvement Project

Stepwise Development Strategy

- ① construction of new tunnel with NSHSR standard for rerouted existing railway service
- ② improvement of remaining Hue-Danang section of existing railway
- ③ improvement of existing railway in Hai Van Pass section
- ④ development of NSHSR and relocation of rerouted existing railway to ③

- Estimated Costs: ~ US\$ 3.7 mil



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Air Transport

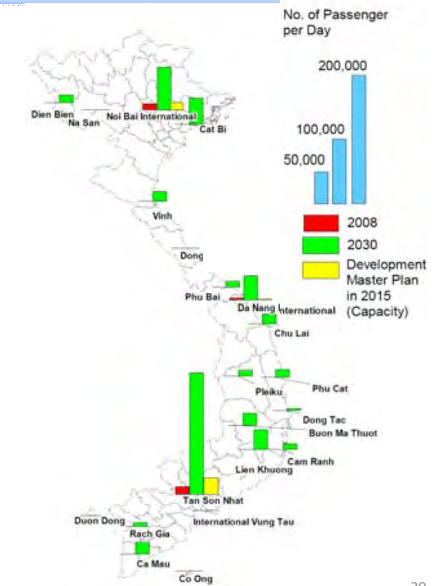
Air Traffic Demand

Danang:

- Third Gateway Airport of the country
- Direct connections with main cities in Asia

Phu Bai, Chu Lai, Phu Cat:

- Secondary airports
- International connections with neighboring countries
- Domestic connections

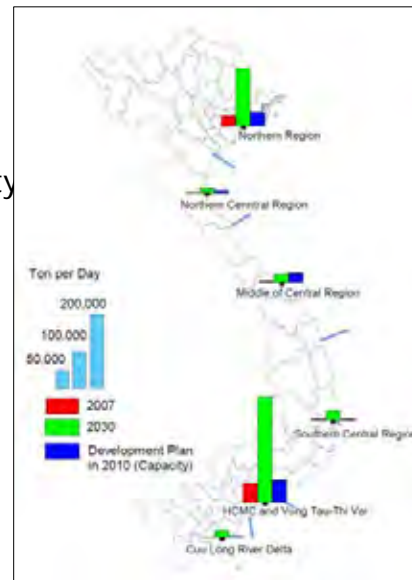


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Port and Shipping

Port Group Traffic Demand

- Port traffic demand in the Central Region will be insignificant
- Coastal shipping must respond to more high quality services



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Alternative Development Scenarios

- Scenario 1: Development takes place without inter-provincial coordination
- Scenario 2: Development orientation based on the existing construction plan
- Scenario 3: Development orientation based on enhanced strategy and integration at CFEZ level

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■ Rapid Assessment of Development Scenario

Sustainability Index		Scenario 1 : Baseline (Do Nothing)	Scenario 2 : Existing Plan	Scenario 3 : Enhanced Integration
Economic	<ul style="list-style-type: none"> Global competitiveness Complimentality in Vietnam CFEZ integration 	1	2	3
Social	<ul style="list-style-type: none"> Poverty free Reduction in inequality Access to services 	1	2 - 3	3
Environment	<ul style="list-style-type: none"> Ecology protected Pollution free Disaster preparedness 	1	2	2 - 3
Governance	<ul style="list-style-type: none"> Good management Financial sustainability Community involvement 	1	2	2 - 3

Note: 3: Significant, 2: Moderate, 1: Insignificant

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■ Proposed Vision

- Need to establish **an appealing image to the world** which represents the development concept of Vietnam in the future
- CFEZ must be **different from SFEZ and NFEZ** of which sustainability is being threatened.

- Economic Development
- Ecological balance
- Ethnological harmonization

through

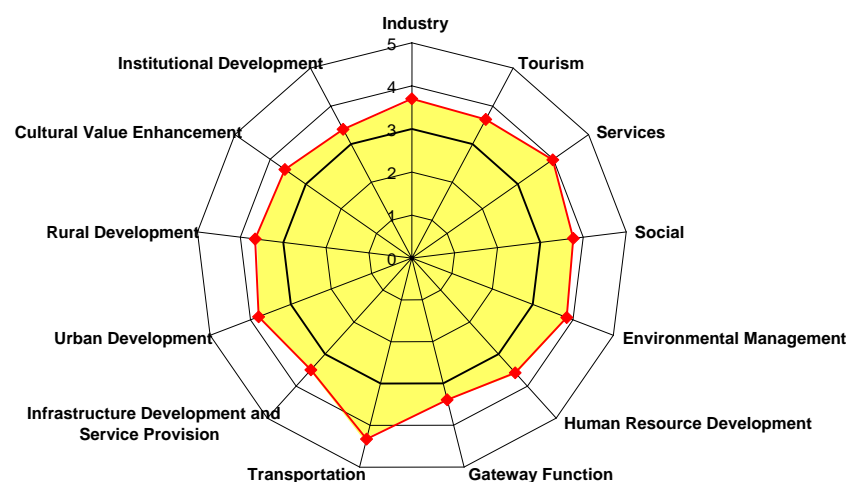
- Technology oriented solutions
- Enhanced environmental management
- Cultural value preserved
- Human resource developed
- Strategic infrastructure provided

“Eco-Techs Region”

- To develop **economically competitive, socially harmonized and environmentally sustainable region** through much enhanced inter-provincial coordination

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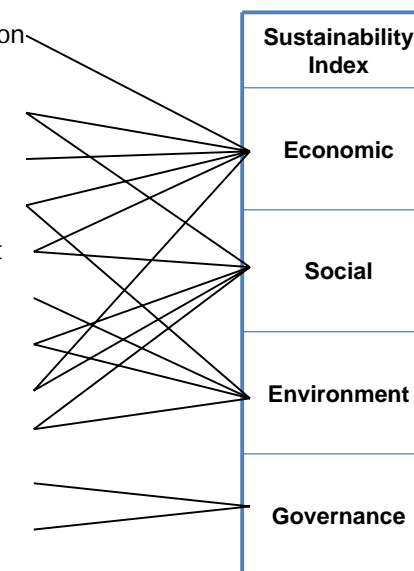
■ Main Development Agenda Identified by Provinces



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■ Main Development Agenda of CFZEZ

- Strengthening gateway function and intra-CFEZ connectivity
- Tourism development
- Industrial development
- New business development
- Human resource development
- Environmental management
- Cultural value enhancement
- Urban development
- Rural development
- Investment promotion
- Inter-provincial coordination



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Tourism Development Strategy

- Coordinated promotion as CFEZ
- Strengthening direct connectivity to/from CFEZ
- Improved mobility within CFEZ
- Distinction among destinations and tourism products in CFEZ
- Provision of high quality services for visitors

Type	Market		Province				
	Int'l	Dom'tic	Hue	Danang	Quang Nam	Quang Ngai	Binh Dinh
MICE ¹⁾	A	A	○	⊙	○	△	△
Eco-Tourism	B	A	○	○	⊙	○	○
Beach Resort	A	A	○	○	○	○	○
Culture Tourism	A	A	⊙	△	○	○	○
Industrial Tourism	B	A	△	○	△	⊙	△

1) Meeting/Incentives/Convention/Exhibition

37

Economic Development Strategies

- Limited or moderate opportunities to attract conventional industries of foreign and domestic investments in CFEZ except Quang Ngai
- Seek for strengthening agriculture sector (need farther study)
- Seek for development opportunities by new types of industries and business:
 - a) Environmental business (anti-pollution measures, clean energy, monitoring system, R&D,...)
 - b) Healthcare services
 - c) Human resource development (tourism, services, business support)
 - d) ICT (information and communication technology) business
- Danang needs to become a world class growth center with large urban concentration for high quality services and business activities



Need for further elaboration of specific types of industries/business and allocations in CFEZ

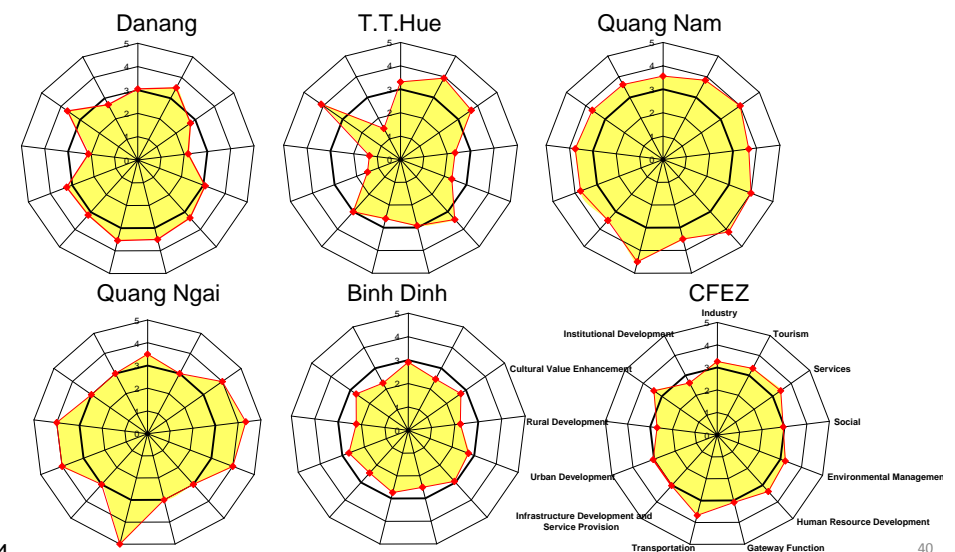
38

Human Resource Development Strategies

- To make CFEZ a national center for human resource development for services and knowledge industries through:
 - a) strengthening capacity of existing academic and vocational training institutions, interchange of information and people among them and integration with overseas institutions
 - b) establishment of high quality training institutions with focus on practical skills and knowledge on tourism, services, business support, ICT, environmental management, etc.
 - c) accommodation of students/trainees from all over the country as well as neighboring regions
- To provide high-quality manpower for strategic sectors of CFEZ (tourism, new industries, environmental management, etc.)

39

Need for Interprovincial Coordination Identified by Provinces



A8-34

40

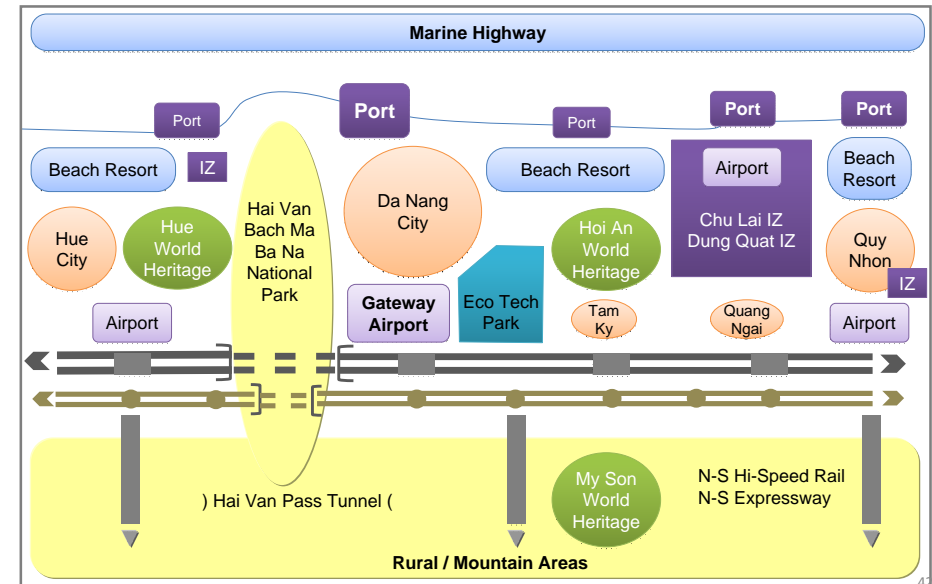
Possible Role-sharing among CFEZ Provinces for an Integrated CFEZ Development

Main Agenda	T.T. Hue	Danang City	Quang Nam	Quang Ngai	Binh Dinh	
Gateway Function	B	(A)	B	(A)	B	
Strategic Development Themes	Tourism	(A)	(A)	(A)	A	A
	Conventional Industry	B	B	B	(A)	B
	Services	A	(A)	B	A	A
	New Business (health, education, environment)	B	(A)	A	B	B
	Human Resource Development	(A)	(A)	A	A	A
	Environmental management	A	A	A	A	A
	Cultural Value Enhancement	(A)	B	(A)	B	B
Urban Development	A	(A)	A	A	(A)	
Rural Development	A	B	A	A	A	

(A) : Regional role, A: Main role, B: Secondary role

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Main Components for Integrated Spatial Development of CFEZ



Summary of Basic Development Strategies for CFEZ and Key Players

- Respond to existing demand and needs** of communes (provinces)
 - Formulate step-wise comprehensive infrastructure development program for the region for external funding (CFEZ, CG)
- Attend to common issues among provinces** in the region such as human resource development, capacity building, access to credit, etc. (CFEZ)
 - Leverage major national transport projects such as NSHSR, Expressway, etc. (CFEZ)
 - Expand direct international air connection with main cities in Asia as well as international shipping services (CG, Danang)
- Strengthen international access to market**, information, technology and investment through expanded air and maritime transport and information system (CFEZ)
 - Exploit east-west corridor demand (CG, Hue, QN, BD)
 - Strengthen telecommunication services (CFEZ, CG)
 - Strengthen intra-regional connectivity through network development (Provinces)
 - Promote industries (CFEZ, QN, 'QN)
- Establish complementary role of the CFEZ** lead by Danang in growth strategy rather than competing with NFEZ and SFEZ through new types of economic development opportunities (CG, CFEZ)
 - Expand tourism in coordination with provinces especially eco and culture tourism (CG, CFEZ, Provinces)
 - Promote agricultural production matching potential of provinces (Provinces)
 - Promote handicraft industry (CFEZ, Provinces)
 - Promote private sector SMEs in commercial and service sector (CFEZ, Provinces)
 - Exploit new types of industries such as human resource development, R&D, environmental business... (CG, CFEZ)
- Strengthen interprovincial coordination** for strategic sector such as tourism, environment, transport, coastal management... (CFEZ, Provinces)

Note: CG=Central Government, QN=Quang Nam, 'QN=Quang Ngai, BD: Binh Dinh

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Conclusion: Integration and Role-sharing

- Spatial Integration** : international, national, provincial and local levels
- Sectoral Integration** : economic, social, environmental, urban-rural, infrastructure-service, ...
- Institutional Integration** : Central-local government, inter-provincial, inter-department, public-private, ...

- Maximize potentials through **"integration"** to enlarge and strengthen capacity of and as the region
- "Appeal to the world"** to promote investment (capital, technology, visitors)
- Provide more **"active Central Government intervention"** for take-off before establishing sustainable growth

A8-35

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▣ NEXT STEP

- Finalization of CFEZ development framework and strategies
- Formulation of Danang City Development Strategies and Master Plan
- Formulation of investment program for urban transportation and environment sectors of Danang City

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End

... thank you for your attention.

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4th Steering Committee Meeting on Integrated Development Strategy for Danang City and Its Neighboring Area (DaCRISS)

October 9th 2009
Danang City
JICA Study Team

■ Main Points of Discussion

- Overall study progress
 - Conclusion and recommendations on CFEZ development strategies
 - Main issues facing Danang City
 - Review of existing plans
- Vision, Urban development framework and strategies
 - Spatial development plan
 - Transportation development plan
 - Urban utilities development plan
 - Master plan 2025
 - Economic development
 - Environmental management
- GIS in urban planning process
 - Strategic environmental assessment (SEA)
 - Next steps

▣ Overall Progress of the Study

- Supplemental surveys
- Field Visits
- Meetings / Interviews
- Working Group Meetings
- Counterpart Team Meetings
- Situational Analysis
- Discussions on Long-term Development Strategies
- Development of Future Scenarios
- Project List
- Preparation of Interim Report

Year / Month	TASK / WORK ITEMS	SL. Report Summary
2006/9	Task 1: Preparatory Work	1/1/06
7	Task 2: Analysis of Existing Conditions	4 th 5/06
8	2.A Evaluation of Socio-Economic Conditions 2.B Evaluation of Existing Urban Structure 2.C Evaluation of Existing Urban Services 2.D Evaluation of Socio-Economic Conditions 2.E Topographical Condition	
	2.F Identification of Planning Issues and Agenda	
4	Task 3: Formulation of Vision and Strategies	
10	3.A Development Strategy for Central Urban District 3.B Strategic Development Strategy for Suburban District	
11	Task 4: Urban Development Master Plan (2025)	2 nd 5/06
22		
2008/12	Task 5: Urban Transport Program	10 th 1/08
3	Task 6: Sustainable Urban Environmental Program	10 th 1/08
4		
5		
6		
7		
8	Task 7: Implementation Plan (2015)	4 th 3/08
9	Task 8: Development of an Urban Database System and Institutional Capacity	10 th 3/08
10		
11	Task 9: Assessment of Environmental and Social Impacts	10 th 3/08

▣ Supplemental Surveys

- **Preparation of updated information:**
On socio-economic activities and assessment of the people on existing conditions, problems, and future needs
- **Household Interview Survey:**
5,000 households and their members residing in Danang City
- **Commune Survey:**
A total of 792 communes located in Danang City and Thua Thien Hue, Quang Nam, Quang Ngai and Binh Dinh provinces
- **Tourist Interview Survey:**
A total of 400 tourists interviewed at Danang Airport
- **Establishment Survey:**
A total of 300 companies in Danang City
- **Traffic/Transport Surveys**
Interview surveys and traffic count

◀ Output ▶

- Socio – economic Databook
- GIS database
- Urban Karte
- Traffic / Transport database
- Others



Preliminary Conclusion on CFEZ Development Strategies

Summary of Basic Development Strategies for CFEZ and Key Players

- ① **Respond to existing demand and needs** of communes (provinces)
 - Formulate step-wise comprehensive infrastructure development program for the region for external funding (CFEZ, CG)
- ② **Attend to common issues among provinces** in the region such as human resource development, capacity building, access to credit, etc. (CFEZ)
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 - Promote handicraft industry (CFEZ, Provinces)
 - Promote private sector SMEs in commercial and service sector (CFEZ, Provinces)
- ⑤ **Strengthen interprovincial coordination** for strategic sector such as tourism, environment, transport, coastal management... (CFEZ, Provinces)
 - Exploit new types of industries such as human resource development, R&D, environmental business... (CG, CFEZ)

Note: CG=Central Government, QN=Quang Nam, 'QN=Quang Ngai, BD: Binh Dinh

6

Possible Role-sharing among CFEZ Provinces for an Integrated CFEZ Development

Main Agenda	T.T. Hue	Danang City	Quang Nam	Quang Ngai	Binh Dinh
Gateway Function	B	(A)	B	(A)	B
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	Conventional Industry	B	B	B	(A)
	Services	A	(A)	B	A
	New Business (health, education, environment)	B	(A)	A	B
	Human Resource Development	(A)	(A)	A	A
	Environmental management	A	A	A	A
	Cultural Value Enhancement	(A)	B	(A)	B
Urban Development	A	(A)	A	A	(A)
Rural Development	A	B	A	A	A

(A) : Regional role, A: Main role, B: Secondary role

7

Regional Role of Danang

- Danang to function as a strong socio – economic and physical binder for north and south integration of the country
- Danang to play much bigger role to facilitate development and growth of CFEZ
- Danang to contribute to the development and growth of GMS through East – West Corridor

A8-38

8



■ Main Issues and Challenges facing Danang City

□ Management of the Growth

- Issue: Potentials threat for urban sprawl
- ✓ How to respond to constant increase in urban population
- ✓ How to expand its role in the CFEZ and Vietnam
- ✓ How to use available lands and space effectively without spoiling environmental value

□ Economic Development

- Issues: still too weak to play as a growth engine for CFEZ
- ✓ Need to identify economic development strategies from those of NFEZ and SFEZ
- ✓ Need to establish competitive investment environment (hardware, software and humanware) for all

10

■ Social Development

- Issue: foundation for social development is not strong enough
- ✓ need to attend improvement of living conditions and urban services comprehensively
- ✓ need to establish a sustainable mechanism to supply adequate shelters/housing for low income group
- ✓ need to farther enhance public awareness on urban development and management

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■ Environment Management

- Issue: management of rich environment which can be both strength and threat is not effectively provided
- ✓ need to accelerate removing pollutions based on the existing Environment Plan
- ✓ need to strengthen preparedness and countermeasures against natural disasters
- ✓ need to integrate available environmental resources (natural and manmade, land and marine, water and green, landscape, etc.) to establish a foundation for urban development and activities.

A8-39

12

■ Urban Transportation

- Issue: no serious problems today but future is uncertain
- ✓need to establish a firm policy on the development of efficient public transportation in integration with growth management strategies
- ✓need to provide effective interface with interprovincial transport
- ✓need to enhance public awareness on safety, traffic rules, and NMV (non-motorized vehicles) and pedestrians.

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■ Urban Utilities

- Issue: situation has been constantly improving though it varies by area
- ✓need to continue improvement of facilities and services for power-supply, water supply, waste water treatment, solid waste management
- ✓particular needs are voiced by the people to improve water quality, provide more public toilets in parks and areas near water bodies and along main roads, as well as to improve drainage conditions.

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■ River Management

- Issue: efforts at fully implementing integrated water resource management (IWRM) has been dulled
- ✓need to satisfy water demand of Danang and Quang Nam using supply of raw water from Vu Gia – Thu Bon river basin
- ✓impact of extensive hydropower development upstream on downstream water users
- ✓management of impacts of natural disasters
- ✓sharing of responsibilities for ground water protection
- ✓others

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■ Coastal Management

- Issue: integrated coastal zone management (ICZM) must be strengthened
- ✓Need to maintain rich marine ecosystem
- ✓Rapid urbanization and industrialization
- ✓Pollution of river basins

A8-40

16

■ Tourism

- Issue: large potentials which can only be tapped through regional coordination, especially with Hue and Quang Nam
- ✓ Need to establish competitive strategies at regional levels in synergy of related provinces with specific role-sharing
- ✓ Need to integrate tourism strategically with overall urban planning and development
- ✓ Need to enhance human resource development for tourism sector

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■ Municipal Finance

- Issue: the city raises a lot of fund from landuse conversion. Will it be sustainable?
- ✓ need to manage lands more effectively
- ✓ need to expand city revenue sources
- ✓ need to encourage private sector involvement

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■ Review of Existing Plans

- Socio-economic Development Plan 2006 – 2010
 - Socio-economic Development Master Plan upto 2020
 - Danang City Master Plan (Construction Plan)
 - Danang City Land Use Plan 2006 – 2010
 - Danang Environment City Development Plan
- ➡ **DaCRISS intends to consolidate main points of above plans into one integrated strategy.**

A8-41

20

Vision and Goals

Danang to be an Internationally Competitive Environmental City
Beyond being Pollution-free

◀ Images of Future Danang City ▶

- No pollution (air, water, soil)
- Prepared for natural and man – made disasters
- Ecosystems and culture are preserved
- Socio – economic activities involve small load on environment
- People's awareness on environment is high
- Green business takes a lead of economic growth

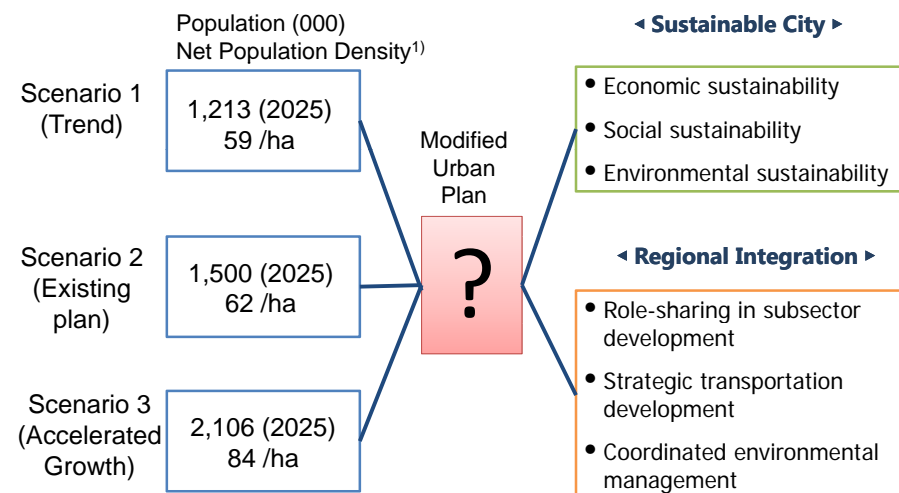
◀ Outcome of Environmental City ▶

- ① Safety & Security ensured
- ② Ecological stability ensured
- ③ Amenity in urban area provided
- ④ Reduced poverty and powerful economy promoted
- ⑤ Cultural valued preserved
- ⑥ Hospitable people in place

- **Creating strong identity and appealing image**
- **Satisfying regional roles of CFEZ, National and GMS levels**

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Urban Growth Scenario to be Considered in DaCRISS



¹⁾ Net area refers to urban areas and other areas suitable for various types of development. It is calculated based on a development suitability analysis which excludes areas vulnerable to erosion, rivers and lakes, forest land, transportation land, cemeteries, military land, and areas that need special protection such as natural habitats, coral reefs, etc.

22

Comparison of Alternative Scenarios

		Scenario 1 : Trend Growth	Scenario 2 : Current Plan	Scenario 3: Accelerated Growth
Profile	Population (000)	1,213 (2025)	1,500 (2025)	2,100 (2025)
	Land Suitable for Development (ha) ¹⁾	approximately 25,000 ha		
	Population Density (persons/ha) ²⁾	59	62	84
Sustainability	Economic: • Industry mix level • Investment attractiveness • Impact on the region	Low: • Ineffective land use • Investment attractiveness decreased • Little positive impact on the region	Moderate:	High: • Modern compact CBD and subcenters • Strategic locations for new industries • Strengthened integration with adjoining provinces
	Social: • Inequality • Employment • Access to services	Low: • Employment opportunity limited • Living conditions may deteriorate	Moderate:	Moderate to High: • Expanded human resource development • Improved accessibility to services • Neighborhood community strengthened
	Environment • Pollution level • Preserved ecosystem • Disaster preparedness	Low: • Pollution spread • Ecosystem negatively affected • Vulnerability worsen	Moderate to High:	Moderate to High: • Pollution free • Ecosystem preserved • Amenity improved

¹⁾ Net area is defined based on a development suitability analysis.

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Socio-economic Development Framework 2025

		2007	2025	Growth (07-25)	
				Ratio	% / yr
Population: 000	Total	807	2,100 ²⁾	2.6	5.5
	Productive ¹⁾	528	1,160	2.2	4.5
Households	Total No.: 000	204	656 ~ 840	3.2 ~ 4.1	6.7 ~ 8.2
	Ave. Size	4.0	2.5 ~ 3.2	0.6 ~ 0.8	-2.6 ~ -1.2
Employment: 000(%)	Primary	40 (11)	18 (2)	0.5	-4.3
	Secondary	98 (26)	198 (24)	2.0	4.0
	Tertiary	238 (63)	611 (74)	2.6	5.4
	Total	374 (100)	826 (100)	2.2	4.5
Student: 000(%)	Primary	50 (24)	144 (32)	2.9	6.1
	Secondary	116 (56)	224 (50)	2.1	3.7
	Tertiary	42 (20)	78 (18)	1.9	3.5
	Total	209 (100)	486 (100)	2.3	4.8
GRDP: VND Billion (%)	Primary	597 (4)	922 (1)	1.5	2.4
	Secondary	6713 (44)	28,876 (17)	4.3	8.4
	Tertiary	7797 (52)	138,201 (82)	17.7	17.3
	Total	15,107 (100)	168,000 (100)	11.1	14.3
GRDP / capita: VND million (USD)		18.7 (1,100)	80.0 (4,705)	4.3	8.4
Vehicle Ownership (% of household)	Car	1.5	69.9	46.6	23.8
	Motorcycle	90.1	23.2	0.3	-7.3

Source: 2007 figures from GSO, 2007 and DaCRISS HIS, 2008

¹⁾ assumed age group for productive population is 15 – 59 years old for male and 15 – 54 years old for female

²⁾ the total population for 2025 will be explained further in Chapter 6

24

■ Key Elements for Spatial Plan

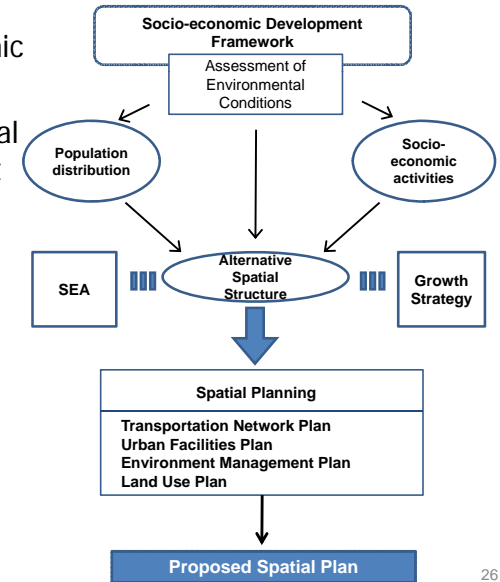
- Preparedness for farther growth of the city
- Preserved natural environment and preparedness for natural disasters
- Compact city through transit oriented development
- Competitive CBD and urban centers
- Green network (green and water)
- Livable communities with medium to high population density



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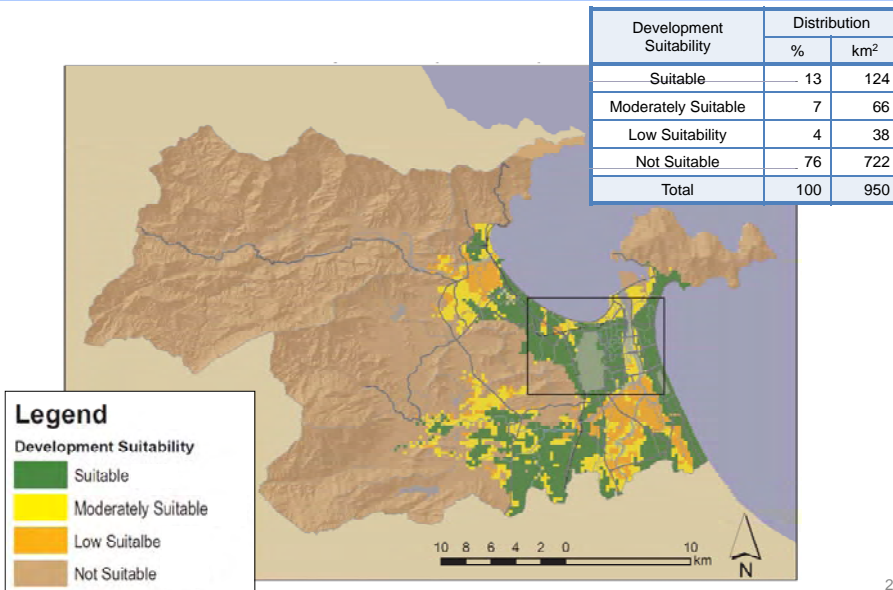
■ Spatial Development

- Integration of socio-economic development framework
- Critical assessment of natural conditions and development orientation
- Assessment of alternative spatial structure
- Conditions of national/regional transport projects and activities



26

■ Critical Assessment of Natural Conditions



27

■ A Restriction to Urban Developments due to Airport



A8-43

28

Alternative Sites for Danang Airports (Tentative)



29

Danang – Quang Ngai Expressway Project



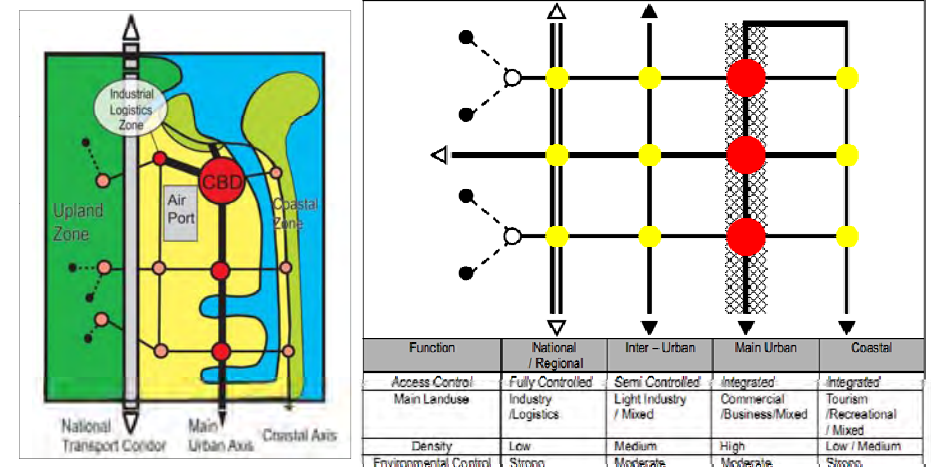
30

Danang – Hue Section of the North – South High – Speed Railway



31

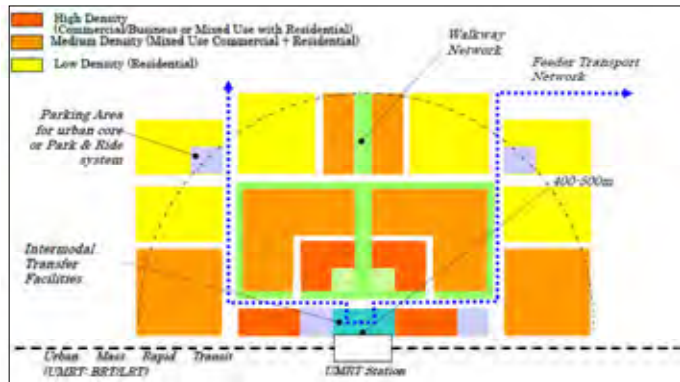
Proposed Basic Urban Structure



A8-44

32

■ Concept of Transit Oriented Development (TOD)



Curitiba

Nagoya

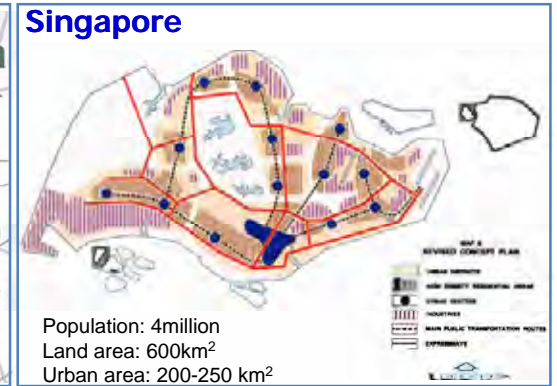
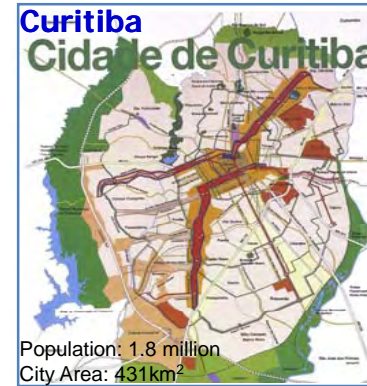
33

■ Examples of Good Practices

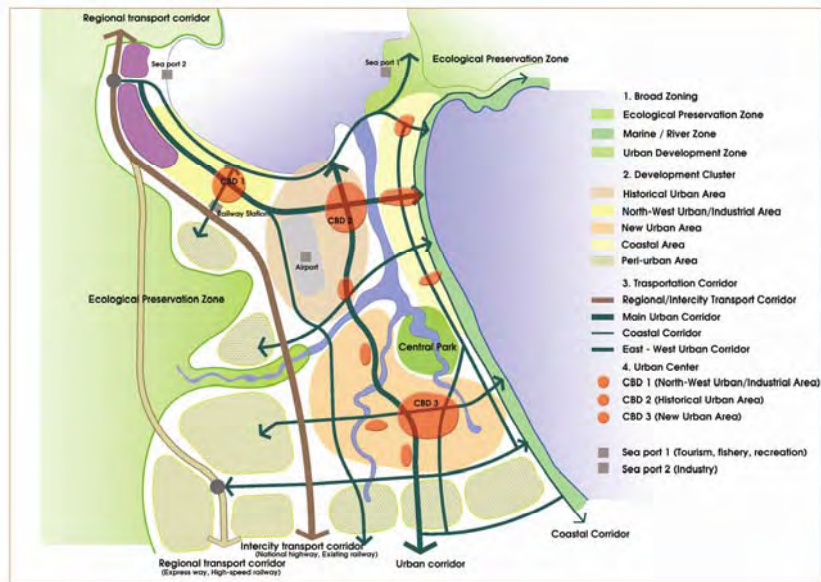
Sustainable Urban Development

= Public Transport-based Urban Structure

= Compact Urban Area integrated with Public Transport



■ Concept of the Spatial Structure of Danang City



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■ Draft General Plan



A8-45

36

Land Use Classification

	Subzone
Class I: Rural	1-1 Agricultural Land
	1-2 Rural Residential
	1-3 Rural Service Center
Class II: Residential	2-1 Low - Rise Residential
	2-2 Medium - Rise Residential
	2-3 High - Rise Residential
	2-4 Urban Village
	2-5 Mixed use Residential
Class III: Commercial and Business	3-1 Commercial and Business Center
	3-2 Corridor Commercial
	3-3 District Commercial
	3-4 Existing Center
Class IV: Public Use	4-1 Institution and Special Public Use
Class V: Industrial	5-1 Industrial Park
	5-2 Light Industrial Area
	5-3 Quasi Industrial Area
Class VI: Green and Open Space	6-1 Park and green space
	6-2 Tourism and Recreation



Worked out based on HAIDEP

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City Development Strategies

Overall Growth Strategy

- Responsibility of Danang to take a lead of sustainable growth of CFEZ and Vietnam as well as GMS
- Need for different growth strategy from those of NFEZ and SFEZ based on strength (rich natural and cultural resources, Danang University) and by overcoming weakness (small market, poor infrastructure) and threats (natural disasters)
- Maximize opportunities by strengthening connectivity with the world through air transport and information system

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Economic Development

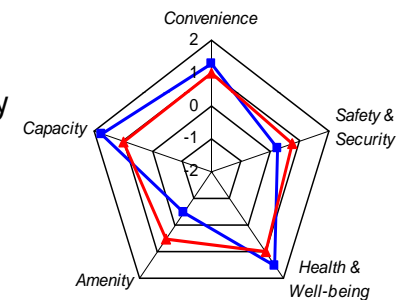
- Basic Orientation: Shift to knowledge – based and environment business/industry
- ✓ develop cutting-edge strategic industries (environmental business, higher education, health care industries, services)
- ✓ expand tourism development in coordination with adjoining provinces
- ✓ promote locations of conventional types of manufacturing industries in coordinatin with adjoining provinces
- ✓ promote local SMEs and informal industries

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Social Development

- Basic Orientation: Ensuring adequate living conditions for all
- ✓ provide improved basic services and safety net to the citizens
- ✓ empower community initiatives to attend local issues effectively
- ✓ prepare for accelerating immigration of the people

Example of Assessment of Living Conditions by Urban Karte (Binh Hien Commune)



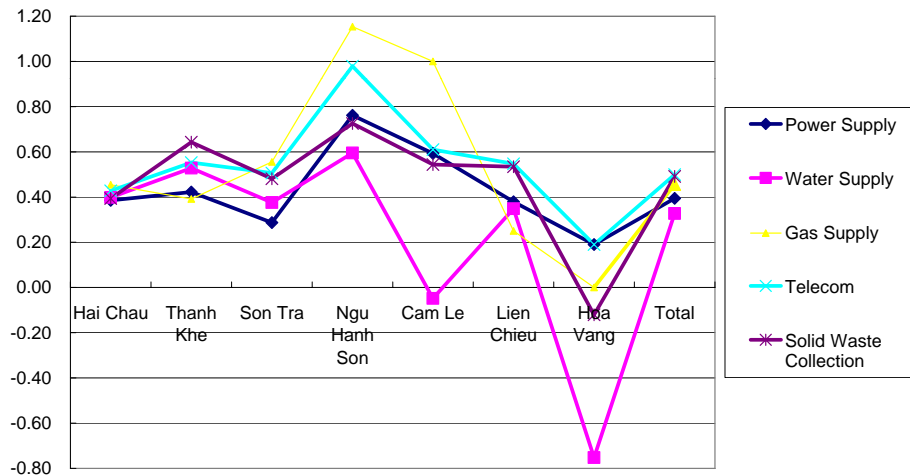
— Objective Assessment Score — Subjective Assessment Score

A8-46

40

Living Conditions (assessment based on HIS)

● People's Assessment of Utilities in Danang City by District, 2008



DaCRISS HIS, 2008

41

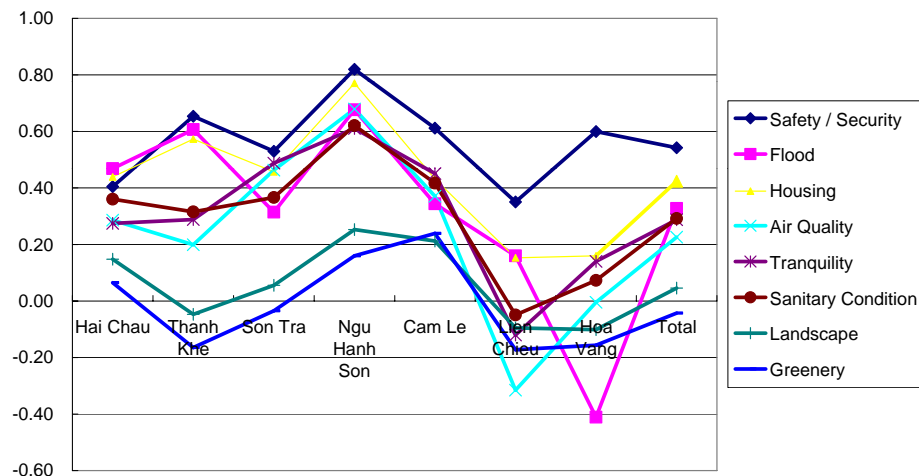
● People's Assessment of Access to Urban Services in Danang City by District, 2008



DaCRISS HIS, 2008

42

● People's Assessment of the Living Conditions in Danang City by District, 2008



DaCRISS HIS, 2008

43

Human Resource Development

- Basic Orientation: Danang to become a national centre for human resource development for services, environmental business and knowledge industries
- ✓ expand and upgrade higher education;
- ✓ strengthen vocational training in compliance with sector development strategies; and
- ✓ expand interchange of human resources at national and international levels.

A8-47

44

■ Municipal Finance Capacity Development

- Basic Orientation: Need for expanding funding sources
- ✓ expand own funding sources
- ✓ expand users-pay principle for urban services
- ✓ introduce PPP schemes
- ✓ expand Central Government transfer and ODA
- ✓ issue municipal bond

45

■ Transportation Development

- Basic Orientation: Urban transportation is the core component of promoting compact and sustainable urban development
- ✓ establish effective interface between urban and regional transport
- ✓ develop attractive public transport system integrated with urban development
- ✓ develop effective roads system in integration with land use
- ✓ strengthen traffic management system for efficient and safe movement of passenger and freight
- ✓ develop water transport services

46

■ Urban Utilities

- Basic Orientation: To contribute to establishing a safe, healthy and convenient living conditions for all
- ✓ develop efficient and effective supply network and facilities including water supply, power, telecommunications, drainage and sewerage, solid waste management, etc.
- ✓ improve operation and management mechanism
- ✓ promote user-paying principle / awareness for saving consumption

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■ Environmental Management

- Basic Orientation: Place “environment” as a core component in each subsector

◀ Examples of Environmental Components in Subsector ▶

Sector	Environmental Implication
Spatial development	• Compact City
Landuse	• Environmental Zoning • Development Suitability
Economic	• Green business • R&D on environment technologies
Social	• Awareness campaign • Community education
Transportation	• Public transport development • Greening of vehicles
Utilities	• 3R • Renewable energy
Human resource dev.	• Environmental education
Tourism	• Eco – tourism
Finance	• CDM • Carbon tax
Environment	• Decontamination • Disaster prevention • Preservation

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■ Administration Capacity Development

- Basic Orientation: Strengthen administrative capacity for effective urban management at all levels
- ✓ Strengthen planning capacity and institutional framework for urban development and management; and
- ✓ Establish effective public participation mechanism in urban planning, development and monitoring process.

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Formulation of Investment Program



■ Summary of Candidate Projects by Subsector

Sector	No. of Projects by Source ¹⁾			No. of Projects by Implementing Body ²⁾			Total
	Danang City	DaCRISS	Others	Govern-ment	PFI	Private	
Economic Development	19	5	0	4	2	18	24
Social Development	40	2	0	20	18	4	42
Environmental Management	32	34 (14)	0	61	5	0	66
Spatial Development	10	14	0	18	6	0	24
Housing and Living Conditions Environment	0	3	0	3	0	0	3
Transportation Development	27	26 (1)	0	51	2	0	53
Urban Infrastructure and Utilities Development	23	24 (1)	3	49	1	0	50
Human Resource Development	7	1	0	5	3	0	8
Municipal Finance Capacity Development and Management		3	0	3	0	0	3
Administrative Capacity Development	1	10	0	11	0	0	11
Tourism Development	32	8 (4)	0	3	7	30	40
Total	195	131	3	228	44	52	324

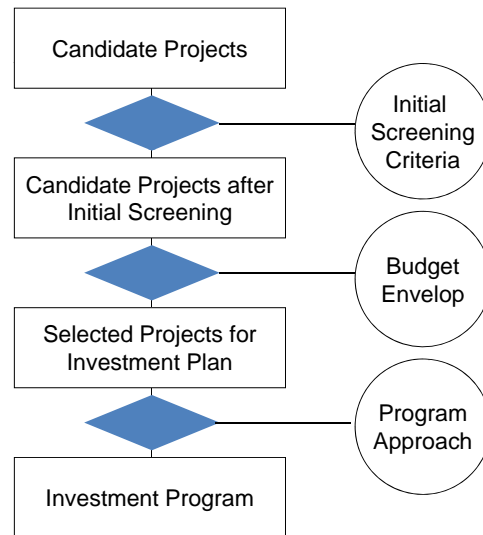
1) The numbers in brackets show the projects which are originally projects proposed by Danang City but elaborated further in DaCRISS.
2) The projects are categorized by the type of implementing agency (PFI is private finance initiative).

■ Criteria for Project Evaluation

Scope	Main Criteria	Scoring			
		Affirmative Impact		Neutral	Negative Impact
		Highly Significant (5)	Insignificant (1)	(0)	(-1) ↔ (-5)
A. Overall Policy	<ul style="list-style-type: none"> • Compliance to overall city development policy • Enhancement of city image and identity • Contribution to climate change 				
B. Economic	<ul style="list-style-type: none"> • Contribution to city's economic growth • Cost-effectiveness • Increase in employment opportunities 				
C. Social	<ul style="list-style-type: none"> • Reduction in poverty • Impact on resettlement • Improvement of living environment 				
D. Environmental	<ul style="list-style-type: none"> • Removal / reduction in pollutions • Preservation of natural environment • Prevention of natural disasters 				
E. Implementation and Management	<ul style="list-style-type: none"> • Maturity of projects including funding • Availability of implementing mechanism • Urgency of projects / actions 				

■ Formulation of Investment Program

- Investment program will be prepared in the next step
- For key projects / programs profiles will be prepared to more toward next step



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Planning Tools developed in DaCRISS

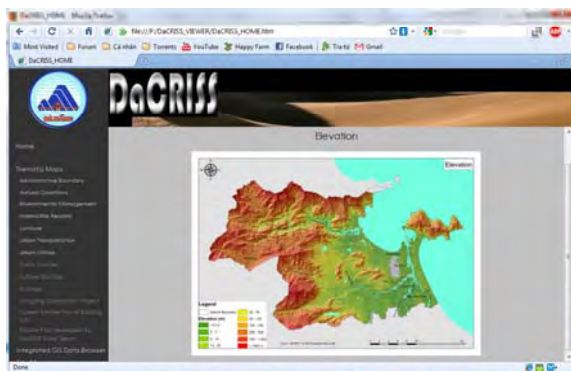
- GIS (initial)
- Urban Karte for comprehensive assessment of living conditions at commune level
- Assessment of natural conditions to define suitable areas for development and critical areas for environmental preservation
- STRADA based urban transportation demand and network analysis
- Others

■ Key Issues in Developing GIS

- Objective and coverage of GIS and users
- Development and update of database
- Sharing of database
- Utilization of GIS for planning work
- Required skill and qualification of users
- Management of GIS

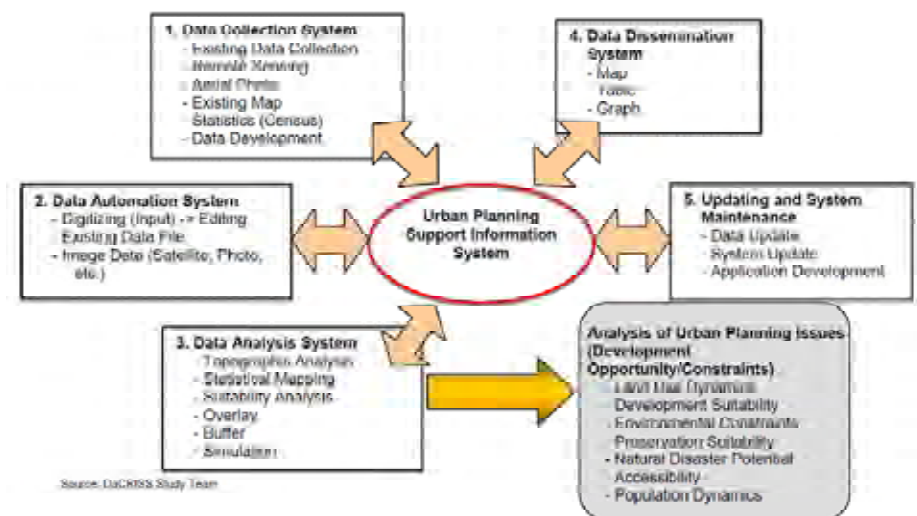


DaCRISS prepared initial GIS for urban planning which can provide a basis for farther discussion on developing appropriate GIS for Danang City



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■ GIS Database developed in DaCRISS



Source: DaCRISS Study Team

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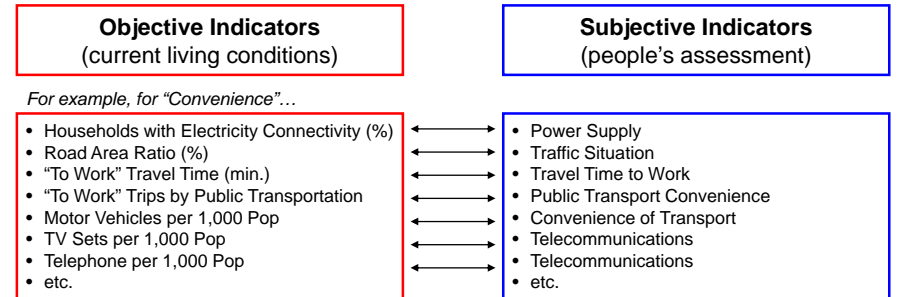
Utilization of DaCRISS GIS Database

Category	Contents of Data	Utilization	Responsible Agency for Data Update
Base Map	Outline of the city boundary and basic items which consists the topographic condition of the city	This data can be utilized to see the jurisdictional area and topographical condition of the target area.	DONRE, DOT, DARD, DOC
Urban Planning Tools	Socio-economic condition, assessment of natural environmental condition, transportation system, land use, development suitability analysis	This data can be utilized to know the spatial distribution of socio-economic conditions and natural environmental conditions, and it will assist the decision making of urban planning issues.	DPI, DONRE, DOT, DARD, DOC
Urban Utilities	Water supply network, drainage and sewerage network, electricity network, dumping site	This data can be utilized to know the spatial distribution of the urban facilities.	DOT, DOC, DOIT, DONRE
Public Facilities	Various public facilities (administrative, educational, medical, recreational, religious)	This data can be utilized to know the spatial distribution of the public facilities and to manage the current condition of the facilities.	DOC, DOIC, DOCST, DOH, DOET, DOIT
Master Plan	DOC Maser Plan, on-going construction projects	This data shows the current master plan prepared by DOC and on-going construction projects by the Departments of Danang City or Government.	DOC, all Departments

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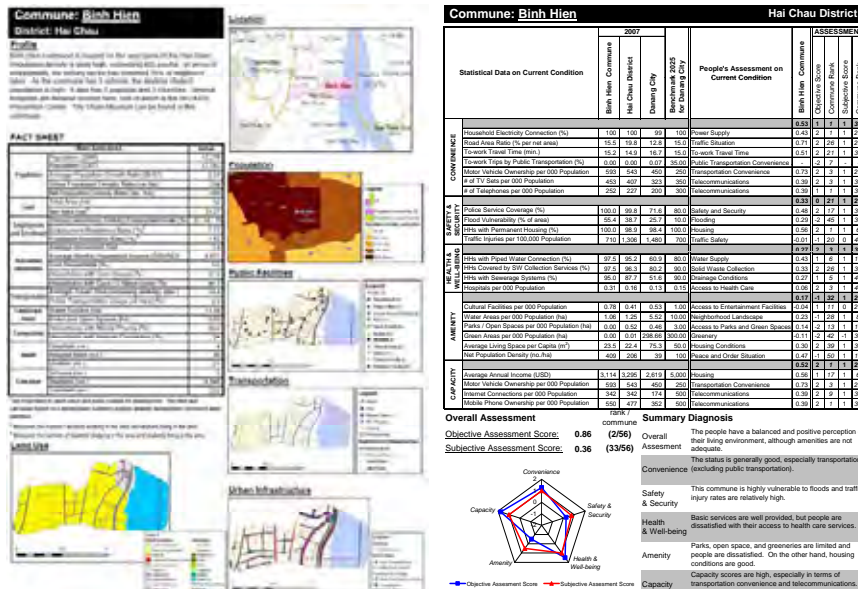
Urban Karte

- A set of indicators were selected based on 5 living condition evaluation factors (Convenience, Safety / Security, Health / Wellbeing, Amenity, Capability)
- For each set of indicators, objective indicators and subjective indicators (mainly the people's assessment based on the results from the Household Interview Survey done in August to October 2008).



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Example of Urban Karte



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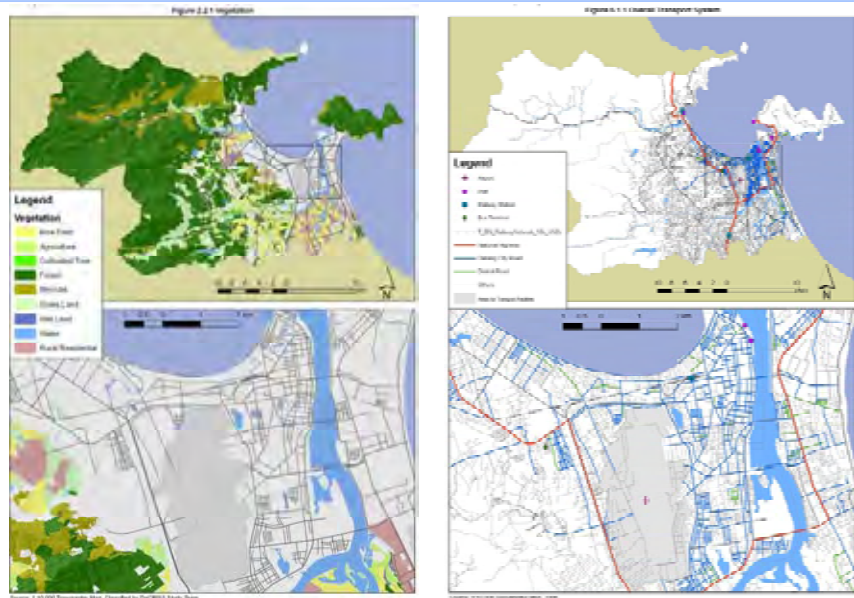
DaCRISS Atlas

- Objective**
 - Thematic maps prepared in DaCRISS Study has been organized in to DaCRISS Atlas, an A3 size booklet, to see the output map by hands.
- Outline**
 - DaCRISS Atlas has been classified into five categories;
 - Base Map:** to see the administrative area and topographical condition of the City
 - Urban Planning Tools:** to know the spatial distribution of urban planning issues, such as socio-economic conditions, natural conditions, environmental management, hazard/risk records, existing urban land use, urban transportation, and development suitability
 - Urban Utilities:** to know the spatial distribution and manage the utilities
 - Public Facilities:** to know the spatial distribution and manage the facilities
 - Master Plan:** to know the spatial distribution of the current master plan and construction projects

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Example of DaCRISS Atlas



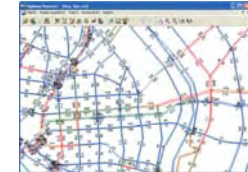
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STRADA

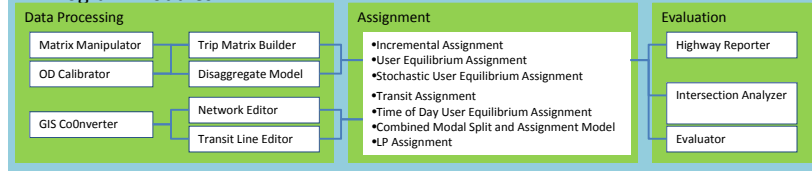
- STRADA is a package of a number of programs for transport demand forecast that are operated on the Windows.
- First version of STRADA was developed in 1997 by JICA to provide a common tool of transport planning and to build up common database thereof, for its technical assistance program in the transport sector for developing countries.

Features

- Multi-lingual operation
- Enhanced ease of editing by commercial applications
- Improved convertibility of GIS data
- Increased availability of models for demand forecast
- Increased model for evaluation



17 Program Modules



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Strategic Environmental Assessment (SEA)

Definition

“SEA is the analysis and prediction of potential environmental impacts of development strategy and project planning prior to approval, in order to ensure the achievement of sustainable development”

Implementing Body of SEA: Environment Technology Centre (ENTEC)

Process

- First SEA meeting in April 2009 with participation of government officials, professors and experts of related fields, as well as those of Fatherland Front Union, Science and Technology Association, Association of Conservation of Nature and Environment.
- Stakeholder meetings were held in August 2009 with the participation of the above as well as representatives of Districts and private enterprises.

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Assessment of Alternative Scenarios

	Items	Scenario 1 (Trend Growth)	Scenario 2 (Current Plan)	Scenario 3 (Accelerated Growth)
Pollution	Air Quality	B	B	E
	Noise and Vibration	D	D	D
	Water Quality (groundwater and surface water)	B	E	E
	Soil	-	-	-
	Wastewater	B	E	E
	Solid Waste	B	E	E
Natural Environment	Coastal Area	C	C	C
	Forest Conservation & Management	C	C	C
	Flora and Fauna (Biodiversity)	C	C	C
	Ecosystem	B	C	C
Social Environment	Global Warming	B	B	E
	Involuntary Resettlement	B	B	A
	Regional Severance & Community Dividend	-	-	-
	Socially Vulnerable Group (poverty, indigenous & ethnic)	B	E	E
	Cultural & Historical Heritage (cultural & historical assets)	-	E	E
	Landscape	A	A	E
	Greenery, Park & Open Space	A	E	E
	Healthcare & Public Health (Hygiene)	C	C	C
	Living Environment	B	C	E
	Safe & Security (crime, disaster management, etc)	C	E	E
	Local Economy (commercial business)	C	+	+
	Existing Social Infrastructure & Social Services	C	+	+
	Uneven Distribution of Benefit & Damage	-	-	-
	Offensive Odor	-	-	-
	Accidents	B	B	+
	Other Social Issues (social stability, inequality, etc)	-	-	-
Overall Evaluation		V	VV	VV

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A: Most significant impact - - - > E: Small impact, +: Positive impact, -: No impact
V: Negative impact, VV: Negative impact to some extent, VVV: No negative impact

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■ Identified Main Concerns

- Involuntary resettlement due to land acquisition
- Water pollution due to untreated wastewater discharge
- Ambient air pollution due to increase of vehicles
- Ill effects to forestry and biodiversity

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■ NEXT STEP

- Finalize the draft Master Plan based on the discussion held and comments made in the Steering Committee on the Interim Report.
- Finalize draft program for urban transport, environmental sectors, as well as implementation plan.
- Consolidate the results of the Study in Draft Final Report for discussions in the next Steering Committee.
- Conduct a short – training course on main planning tools.
- Conduct a supplemental study on tourism development for CFEZ.

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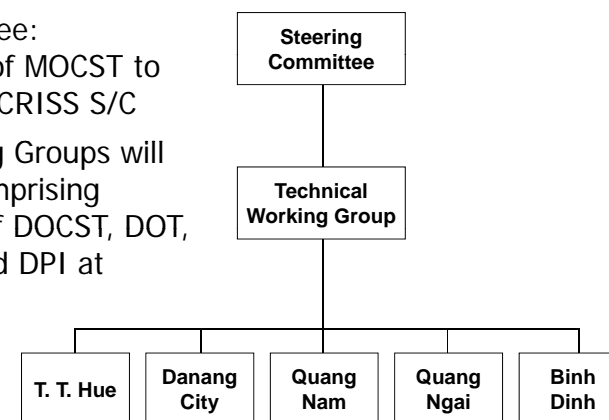
■ Suggested Approach to Additional Study on Tourism Sector Development in CFEZ

- **Objective:** to formulate an integrated strategy and program for tourism development in CFEZ
- **Scope:**
 - review of JICA Study on Tourism Development in the Central Region of Vietnam (2002)
 - review of existing tourism sector plans and projects at central and provincial levels
 - consolidate projects/actions into an integrated/coordinated project packages
- **Study Area:** Danang City and adjoining provinces including T. T. Hue, Quang Nam, Quang Ngai and Binh Dinh
- **Study Period:** Till June 2010 (Submission of Final Report)

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■ Study Organization

- Steering Committee: a representative of MOCST to be included in DaCRISS S/C
- Technical Working Groups will be organized, comprising representatives of DOCST, DOT, DOC, DONRE, and DPI at provincial level



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