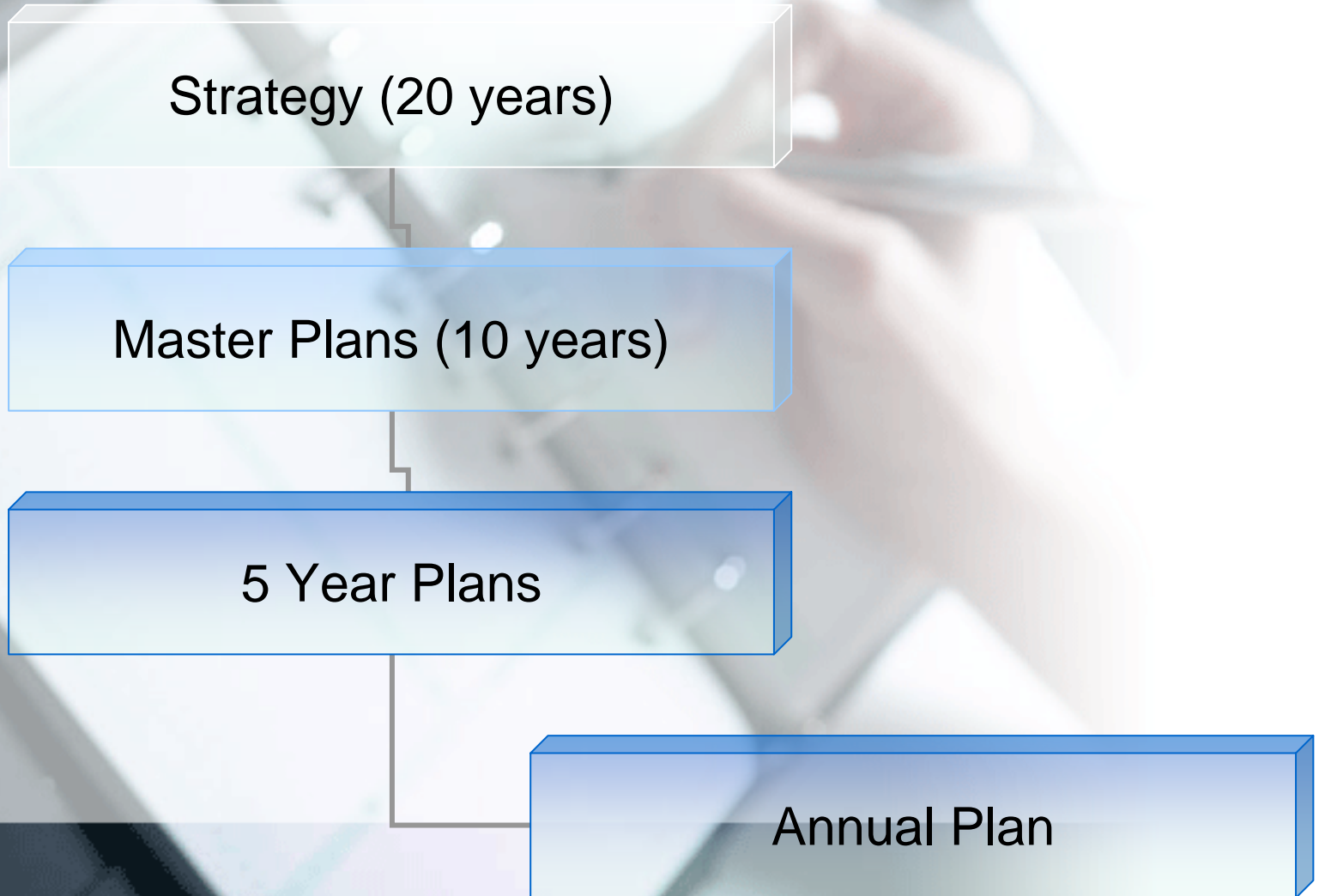


**International Seminar on
Sustainable Urban Transport & Land Use Planning
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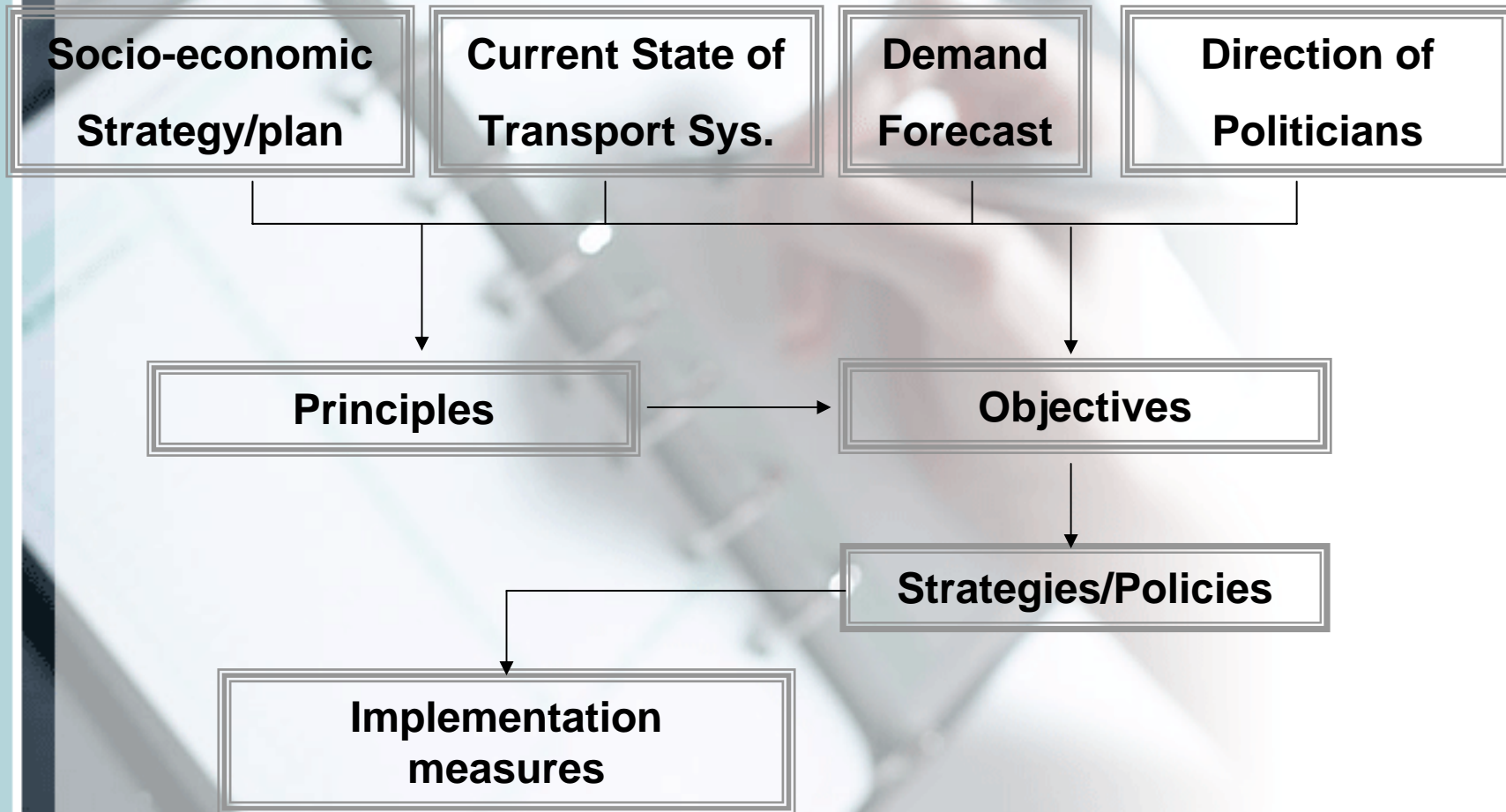
Procedures for Urban Transport Planning in Vietnam

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Time Horizon



Mixed Approach



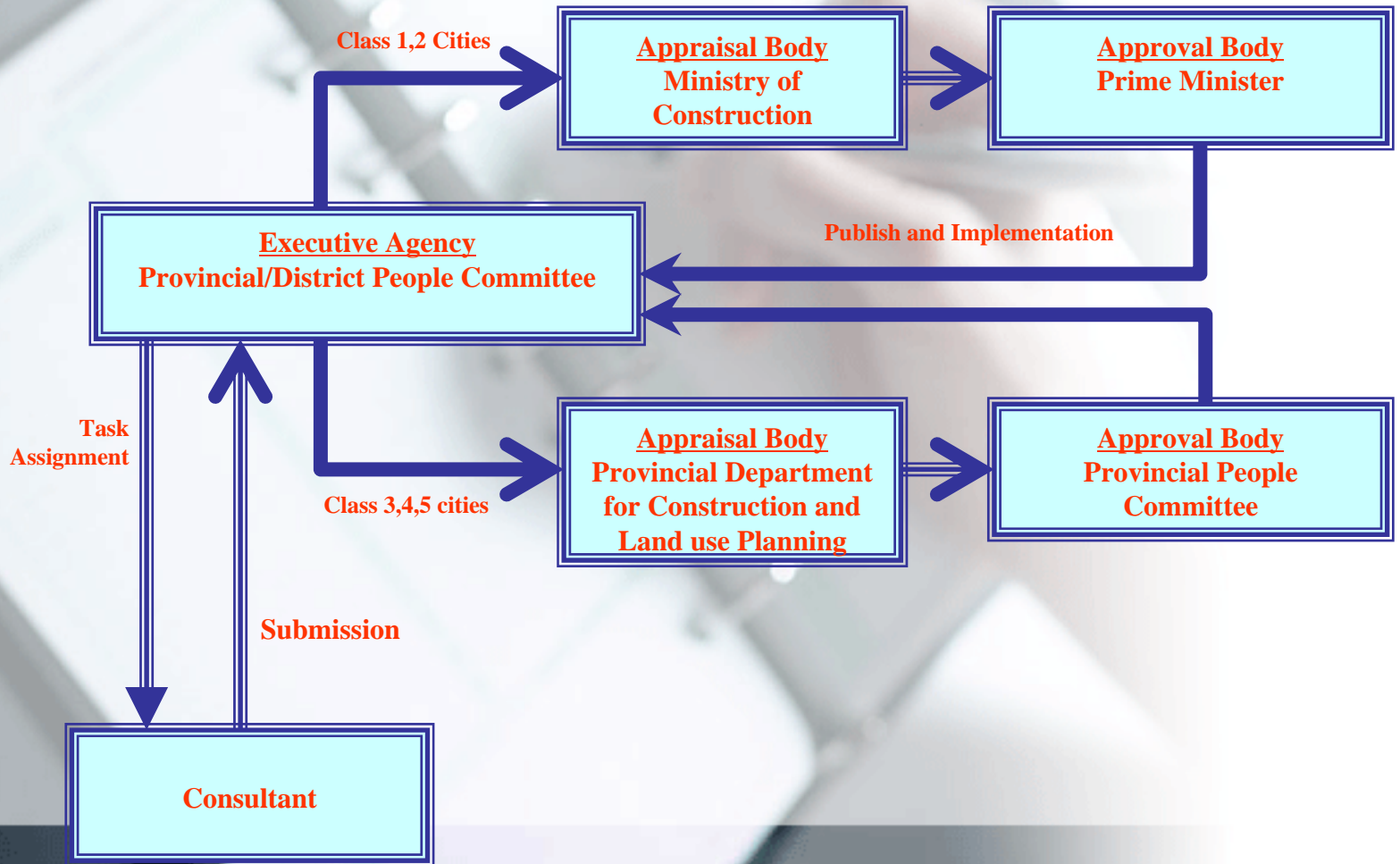
Decision-Making Context (1)

- Various Classes of Cities with Different Levels of Powers and Capacities
 - Cities under the Central Government: Hanoi and HCMC
 - Medium sized cities under Provincial Government: Danang, Hue, Haiphong, Cantho, etc.
 - Smaller sized cities/towns, which are normally headquarters of provinces
 - Other towns/sub-towns: most of them are headquarters of districts, developing / urbanizing areas

Decision-Making Context (2)

- City Gov. is responsible for urban roads, traffic management
- National roads, railways are under management of Ministry of Transport.
- Land use planning is decided by Ministry of Construction.
- Land use management is under control of Ministry of Land Administration and Environment

Planning Procedures



Constraints in Transport Planning Management

- Lack of systematic legal documents on transport planning management
- Unclear classification of planning level with appropriate procedures for appraisals and approvals
- Weak co-ordination amongst authorized bodies
- Inadequate Human Resources/Capacities for Formation and Management
- No plan in smaller sized cities or/and developing/urbanizing areas

Constraints in Transport Planning Management

- Planning is biased to infrastructures, lack of appropriate concerns to services
- Irrational optimisation/prioritisation
- Severe Shortage of Fund/Resources causes Big Delay in Planning Implementation
- Poor Disclosure of Plans
- No evaluation/monitoring