

Abstract

Strategic Plan for Developing Da Nang Metropolitan Region

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The Seoul Institute engaged in a joint research, as a part of the megacity knowledge sharing program, with the Da Nang Institute for Socio-economic Development (DISED) to form a Da Nang Metropolitan Region by suggesting a transportation system improvement plan and setting up a metropolitan governance system.

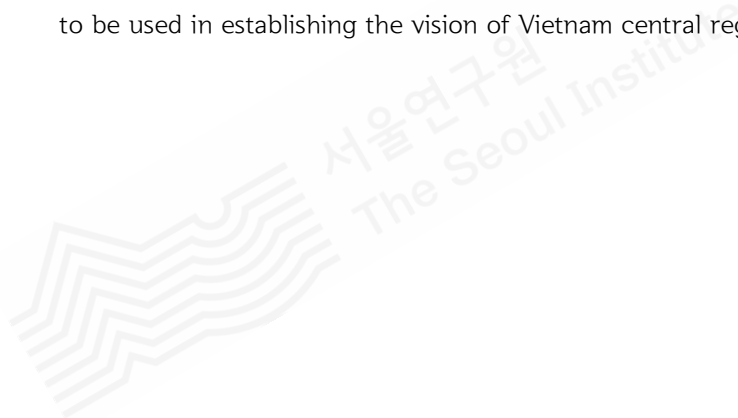
Da Nang is one of the five major cities centrally governed by Vietnam. Da Nang has a higher-than-average population growth rate and high percentage of retail sales of goods and services, which is 53% of its overall industry. This percentage is even higher than other major cities in Vietnam. However, the total revenue of retail sales of goods and services is only 7.4~16.7% of Ho Chi Minh City and Hanoi, which explains the necessity to enlarge the scale of the economy by forming a Da Nang metropolitan region with the surrounding areas.

Currently, the volume of trips between Da Nang and its surrounding area is very low. The ratio of the inter-regional trips is only 7.5% of the total number of trips generated in Da Nang. In addition, the mode share of the motorcycle takes up 72% of the total trips, which is extremely high, meaning that the use of car or public transportation is extremely low. Therefore it is necessary to change the mode share by increasing the percentage of public transportation, preparing for the rapid increase of inter-regional traffic in the future.

To do this, first the regional network such as roads and railways must be expanded within the metropolitan region. If the regional transportation network is efficient, it could reduce the travel time within

the metropolitan region in half. Secondly, to change the main transportation mode from motorcycle to public transportation, Bus Rapid Transit (BRT) system needs to be implemented and current operation hours and service frequency should be increased within the city center. If this restructuring is successful the analysis shows that the current level of traffic flow can be maintained even if the total volume of trips is doubled.

In order to implement the plan, we suggest Da Nang to form a 'Metropolitan Da Nang Transportation Association (a provisional name)' in cooperation with neighboring cities. Also it is crucial to receive financial support from the central government for expanding the infrastructure by constructing national highways and freeways. This research was conducted based on the experience of Korea's regional transportation infrastructure development and the outcome is expected to be used in establishing the vision of Vietnam central region.



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