Tourism and Development Issues of Highways (DCT) in Vietnam

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ABSTRACT

Domestic and foreign research projects have introduced investment in development and exploitation of highways, and the socio-economic benefits of highways (DCT); Developing and exploiting DCT has a great impact on the economic, social, defense, security, and sustainable development benefits of regions and regions in each country, including Vietnam. However, there are very few complete and systematic studies on the socio-economic benefits of exploiting DCT.

Therefore this paper will not only analyze but it also presents benefits for tourism activities in the country from using and exploiting highways.

Keywords: Tourism; Highways (DCT); Benefits; Solutions; Development Issues.

1. Introduction

In 1994, "Economic analysis of projects" can be considered one of the first documents on the issue of economic project analysis by the author group Lyn Squire & Herman G. Van Der Tak of Harvard Institute.

The need to manage investment projects is becoming higher, which is reflected in the need to translate documents from foreign languages into Vietnamese. The book "Guidebook for Cost and Benefit Analysis for Investment Decisions" by Glenn P. Jenkins & Arnold C. Harberger in 1995 was introduced by the Science and Technology Publishing House, Hanoi as an important reference. The translated document "Economic analysis of investment activities - Analytical tools and practical applications" by authors Pedro Belli, Jock R. Anderson, etc. (2002) translated by Vu Cuong provides general knowledge. About economic analysis in general, in which the authors spend 31 pages (from 163 to 194) talking about the economic valuation of transportation projects. This is a meaningful document in reference to economic analysis from a foreign perspective.


Foreign author, Pearce Anthony, in 2006 published a notable article titled "Issues raised in the international integration process of Vietnam's road industry" in Transport Magazine No. 1 and (pp. 86–95), in which he analyzed quite appropriately the issues that Vietnamese traffic needs to raise in order to develop the road system, including the role of highways.

Regarding research on transportation projects, in addition to many individual studies on a certain transportation project, there are some notable studies as follows:

Pham Van Vang's research (1998) on organizing and operating the construction of traffic projects has provided essential information that is very important in traffic construction in general.
Pham Huu Duc in 2002 with the article "Road traffic with the process of urban formation and development" published in Construction Magazine, No. 8, 2002 (pp. 11–13) further reinforced the role of traffic in urban development.

The issue of urban traffic planning was mentioned by Luu Duc Hai in 2003 in the article "Urban traffic planning and management in the capital Hanoi" of Construction Magazine No. 8 (pp. 14–16).

2. Methodology

Authors mainly use qualitative analysis, combined with inductive and synthesis method.

3. Main findings

3.1. Background

By 2007, one of the projects of The Asian Development Bank, abbreviated as ADB (Asian Development Bank) directly related to highways in Vietnam was implemented by Finnroad & Hadecon, named "Viet Nam: Expressway Network Development Plan" (Vietnam: Expressway system development plan). In it, the authors raised the importance of the DCT system in general and the need to develop DCT in particular in Vietnam.

Dan Andersen in 2008 analyzed the economic and environmental benefits of effective highway management, through the work titled "The Environmental and Economic Benefits of Highway Access Management: a multivariate analysis using system dynamics" by the University of Nevada, Las Vegas, published. The study proposes many models for analyzing the economic and environmental benefits of DCT, which is one of the essential reference sources for the author's thesis.

In 2008, there was also the work "The Economic Benefits of off Highway Vehicle Recreation in Larimer County" as a case study of HRT in Larimer County, Colorado, USA by author Daniel Deisenroth, as well as the work "Transportation Infrastructure": "An Overview of Highway Systems and South Carolina's Position and Status" is another case study of the Larimer system in South Carolina by author Richard D. Young.

3.2. Tourism development

On December 24, 2023, the Ministry of Transport (MOT) held an inauguration ceremony and put into operation two key transportation projects, My Thuan 2 Bridge and My Thuan–Can Tho expressway. These are important projects, contributing to improving the efficiency of traffic connection and tourism development in the Mekong Delta region.

My Thuan - Can Tho Expressway is an important part of the Eastern North - South Expressway from Ho Chi Minh City to Can Tho, invested by Project Management Board 7 (Ministry of Transport), with a total investment capital of nearly 5,000 billion VND. The expressway has a complete phase of 6 lanes, design speed of 100km/h, length of 23km, passing through Vinh Long and Dong Thap provinces.

My Thuan - Can Tho Expressway will help shorten travel time from Ho Chi Minh City to Can Tho to only about 2 hours, reduce congestion, limit traffic accidents and save transportation costs. This is an important factor to improve competitiveness, attract investment and develop tourism in the region.

(SOURCE: baomoi.com).
Figure 1. My Thuan - Can Tho high ways and My thuan brigde

(SOURCE: Internet)

Next, More than 250km of expressway has helped the provinces of Binh Thuan, Ninh Thuan, Khanh Hoa... get a big boost when the travel time from Ho Chi Minh City to the above localities is much shorter than before. Even, the travel time from Ho Chi Minh City to Nha Trang by road is not much different than by air, if check-in time is included.

The Dau Giay - Phan Thiet Expressway, put into operation, has brought joy to thousands of residents in the Ho Chi Minh City area who want to move to the Central provinces. Actual records in the early days show that the number of tourists coming to Phan Thiet and surrounding areas has increased dramatically, doubling the same period in previous years.

However, on May 19, two expressways including Phan Thiet - Vinh Hao (101km) and Nha Trang - Cam Lam (50km) will multiply the joy many times over. In particular, tourist destinations located along this highway axis will be expected to "take off" because of convenient access. Typical areas are Mui Ne (Binh Thuan), Vinh Hy, Ca Na, Phan Rang (Ninh Thuan) or Cam Ranh, Nha Trang (Khanh Hoa).
Even some other locations such as Da Lat and Buon Me Thuot in the Central Highlands can also benefit from faster travel distances. According to calculations, travel time on the expressway is only half that of National Highway 1A. In addition to high speeds and safe road standards, the absence of signal lights, intersections and sharing lanes with other vehicles helps the highway bring many benefits.

Grasping the tourism needs and convenience of travel, many tourist destinations in Binh Thuan and Ninh Thuan have begun planning to exploit and provide necessary services. Ms. Vu Ha - owner of a hotel in Vinh Hy (Ninh Hai district, Ninh Thuan province) said she has been in the hotel business for about 5 years. “My hotel has 24 rooms, only during holidays are full. Although Vinh Hy beach is beautiful and has many services, because it is isolated, not many visitors come. Before, traveling by car from Ho Chi Minh City took more than half a day. By plane, you can only get to Cam Ranh. Taking a taxi to get here is another 70km, so people rarely visit. But next week I see a lot of customers booking rooms online, perhaps because the highway from Ho Chi Minh City has extended all the way here” - Ms. Ha said.

In fact, not only is it newly put into operation, the connection of additional highway routes along with the increasing popularity of cars, tourist destinations that are not yet accessible to many people is forecast to increase strong customer base. In particular, the majority of guests departing from the Ho Chi Minh City area (residents, visitors passing through Tan Son Nhat airport) will easily access areas with distances from 300 to 500km.

(SOURCE: daidoanket.vn).

4. Discussion and Conclusion

We need to propose some solutions and mechanisms such as:

The Ministry of Transport presides and coordinates with the Ministry of Planning and Investment and the Ministry of Finance to develop a capital creation mechanism to invest in the expressway network, in the direction of encouraging all domestic and foreign economic sectors to participate.

The second mechanism is to apply advanced science and technology: Encourage the application of new technology and new materials in highway construction. Applying advanced technologies in management - construction - exploitation organization: traffic safety equipment; Information technology in operation, management and exploitation.

The third mechanism on management organization: The Ministry of Transport is the state management agency for investment in construction and exploitation of the expressway network nationwide.

The fourth mechanism is about developing synchronous policies to implement planning.

Last but not least, Going deeper into the issue of capital and highway investment forms, author Hoang Thanh Tu in 2005 with the article "Solutions to promote capital mobilization in the form of BOT contracts to build highways in Vietnam" published in the Journal of Transportation Science (No. 11, pp. 104–107). In the article, the author highlights the advantages of the BOT (Building – Operation – Transfer) form of capital mobilization, which is a form suitable for the investment situation of large projects in general and Vietnam big transportation projects.
Declarations

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Competing Interests Statement

The authors have declared no competing interests.

Consent for Publication

The authors declare that they consented to the publication of this study.

Author’s Contribution

All authors took part in data collection, literature review, analysis, and manuscript writing equally.

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