Key Challenges in the Process of Urbanization in Ho Chi Minh City:

Governance, Socio-Economic, and Environmental Issues Workshop

A WORKSHOP CO-CONVENED BY

The East-West Center Asia-Pacific-U.S. Urban Dialogue

The Ho Chi Minh City Institute for Development Studies

16-18 September 2009

Ho Chi Minh City, Vietnam

EAST-WEST CENTER

COLLABORATION • EXPERTISE • LEADERSHIP

HIDS

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Workshop Overview

The workshop examined critical issues impacting the master plan for Ho Chi Minh City. Participants addressed both public and private sector interests and the challenges of development and urbanization, focusing on the current economic, social, and environmental issues in the city. Workshop participants included expert planners from Vietnam and the United States, as well as select local representatives from the public and private sectors in Ho Chi Minh City.

Co-Conveners

Asia-Pacific-U.S. Urban Dialogue
Under a new seminar series, the East-West Center brings together small groups of mayors and other high-level government leaders, urban planning practitioners, urbanization scholars, and civil society and private sector representatives from the Unites States, Asia and elsewhere. Launched in 2008, the seminar series facilitates informal, roundtable dialogue to examine the challenges of urban transition and governance using a knowledge-based approach that integrates experience and data. Through peer-to-peer exchanges on policy options, these diverse groups share and reflect on long-term strategic visions for managing urban growth in the region.

East-West Center
The East-West Center is an education and research organization with an international Board of Governors established by the U.S. Congress in 1960 to strengthen relations and understanding among the peoples and nations of Asia, the Pacific, and the United States. The Center contributes to a peaceful, prosperous, and just Asia Pacific community by serving as a vigorous hub for cooperative research, education, and dialogue on critical issues of common concern to the Asia Pacific region and the United States. Funding for the Center comes from the U.S. government, with additional support provided by private agencies, individuals, foundations, corporations, and the governments of the region. Through its programs and nearly 50 years of service in the Asia Pacific region, the East-West Center has a worldwide network of more than 50,000 alumni and 600 partner organizations.

Ho Chi Minh City Institute for Development Studies
Ho Chi Minh City Institute for Development Studies (HIDS) was established from the merging of Economics Institute and Institute for Social Studies of HCMC People's Committee, and Planning Institute of HCMC Department of Planning and Architecture.

As a research institute of HCMC People's Committee, HIDS conducts research and advises the City Council and People's Committee on socio-economic management and development issues of the city; undertakes cooperative international programs with other institutions with similar/related interests; and undertakes applied training of HCMC and regional personnel.

HIDS is a legal government institute and receives funding for its research activities and operation from the city government. It manages an independent seal and has its bank account at a national bank and treasury as regulated by law.

Dr. Le Van Thanh
Head of the Department of Science Management, Training and Research Collaboration, Ho Chi Minh City Institute for Development Studies

Dr. Le Van Thanh's areas of specialization include internal migration, urbanization and human ecology, labor force, and employment. Dr. Thanh has been actively involved in research projects sponsored by several international organizations and the Governments of Vietnam, France, and Germany over the past ten year. These projects include *Livable Ho Chi Minh City 2020 and the Vision to 2025: Toward a Civilized and Modern Metropolis*in cooperation with the Globalization Research Center at the University of Hawaii.

Dr. Thanh is a member of International Union for the Scientific Study of Population and of the Population Association of America. He holds degrees from Australian National University and École des Hautes Études en Sciences Sociales, France. Dr. Thanh has published numerous articles and reports. One of his more recent publications is "Resettled People: Changing Life Before and After Move," scientific report to the People Committee of Ho Chi Minh City (2007, in Vietnamese).

List of Participants

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Carlos Rodrigues
Vice President and New Jersey Director
Regional Plan Association
Princeton, New Jersey

Expert Biographies

Dr. Allen Clark
Senior Fellow, East-West Center Research Program, and former Executive Director, Pacific Disaster Center

As a Senior Fellow, Dr. Allen Clark's research interests include formulation and implementation of policy, legislation and institutions in support of sustainable national and regional development; development and implementation of disaster management and humanitarian aid programs; impact of global climate change and variability on urban development and the Most Vulnerable Nations (MNV's); assessment and mitigation of social, cultural and environmental impacts of resource development; integration of disenfranchised groups into economic development decision making and planning; and regional, national and project level assessment of social risks.

Dr. Clark also serves as Project Manager of the Natural Disaster Policy, Legislation and Management Project, Senior Development Consultant to the Pacific Disaster Center and Secretary of the International Program on Climate Variability Risk (IPCVR). He is the founder and former Director General of the International Institute for Resource Development and Chief of the Office of Resource Analysis of the U.S. Geological Survey. Dr. Clark is also a consultant for the Agency for International Development, World Bank, Asian Development Bank and United Nations. He has worked directly in more than 90 countries. Dr. Clark is the author/co-author of more than 250 publications, and acted as the convener of more than 50 international conferences and training programs. Dr. Clark received a PhD in geology from the University of Idaho. He completed his post-graduate studies in mineral economics at Stanford University.

East-West Center
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Pacific Disaster Center
The Pacific Disaster Center (PDC) is an applied science, information and technology center, working to reduce disaster risks and impacts to peoples' lives and property in the Asia Pacific and Indian Ocean regions. Established in 1996 by the U.S. Congress, the PDC provides applied information research and analysis support for the development of more effective policies, institutions, programs, and information products for disaster management and humanitarian assistance communities in the region. The overall goal of the Center is to promote disaster management as an integral part of national to local economic and social development to foster disaster-resistant communities. The Center works in partnership with various multinational, governmental and non-governmental organizations including the Asia Disaster Preparedness Center, The Association of South East Asian Nations, National Ocean and Atmospheric Administration, United Nations International Strategy for Disaster Reduction, and U.S. Geological Survey.

Mr. Alan Y. Fujimori
Principal Planner/Landscape Architect, Belt Collins

Mr. Fujimori is an Urban Designer and registered Landscape Architect with over 27 years of experience. He specializes in urban design, community planning, and landscape architecture. Mr. Fujimori has served as the Principal Planner for several major domestic and international urban design and redevelopment projects including the Charleston Waterfront Park (Charleston, South Carolina, USA); Lowry Air Force Base (Denver, Colorado); Pueblo City Design (Pueblo, Mexico); Emergency Preparedness Urban Design Plan (Sri Lanka); the Dallas Area Rapid Transit Downtown Transit Mall and Dallas Arts District Master Plan (Dallas, Texas).

His management and design experience includes public, institutional, corporate, mixed-use, resort, new and redeveloped communities, and transportation projects. He is affiliated with the American Society of Landscape Architects and is a LEED (Leadership in Energy and Environmental Design) Accredited Professional. Mr. Fujimori holds a bachelor's degree in environmental design from the University of Hawaii at Manoa, and a master's in landscape architecture (with distinction) from Harvard University.

Belt Collins
Belt Collins is an international design firm providing planning, civil and sanitary engineering, landscape architecture, environmental consulting, and GIS and graphic design services. As the first company in the region to combine urban and land planning, civil engineering, landscape architecture, and environmental consulting within one professional organization, Belt Collins has become one of the world's leading design and consulting firms, having completed over 16,000 projects in 70 countries. Founded in 1953, the firm has grown from 2 to over 500 professional and support staff practicing in ten offices in the U.S., Pacific and Southeast Asia including Honolulu, Seattle, Boulder, Hong Kong, Shenzhen, Singapore, Bangkok, Guam, Manila, and Bali. Belt Collins recently made the Engineering News-Record (ENR) 2009 Top 200 International Design Firms list.

Mr. Carlos Rodrigues
Vice President and New Jersey Director, Regional Plan Association

Mr. Carlos Rodrigues is Vice President and New Jersey Director for the Regional Plan Association. He oversees a variety of statewide policy and legislative initiatives, including land use and environmental regulatory reform and climate change mitigation efforts. Before joining the Association, he was Director of Planning for a private architecture firm and managed a large portfolio of projects involving both redevelopment and new communities throughout the New York metropolitan region. Mr. Rodrigues has taught community design and planning studios at both Rutgers and Columbia Universities. He has a degree in architecture from the University of Lisbon and a master's degree in city and regional planning from Rutgers University. Mr. Rodrigues is certified by the American Institute of Certified Planners.

Previously, he spent ten years with the New Jersey Office of Smart Growth where he was responsible for physical planning and urban design issues statewide. He is the primary author of significant sections of the 2001 New Jersey State Development and Redevelopment Plan. Mr. Rodrigues' work has been recognized by the Congress for the New Urbanism, the American Planning Association, the American Society of Landscape Architects, the New Jersey Planning Officials and other professional organizations.

Regional Plan Association

The Regional Plan Association (RPA) is an independent, non-profit regional planning organization that works to improve the quality of life and the economic competitiveness of the Tri-State metropolitan region (the States of New York-New Jersey-Connecticut) through research, planning and advocacy. The Association is the oldest planning organization in the United States. For over 80 years, it has been shaping transportation systems, protecting open space and promoting better community design for the region's continued growth, anticipating the challenges the region will face in the years to come. The Association operates as a truly interdisciplinary organization with an established record of successful community-based design, economic development, open space preservation, housing, transportation and land-use planning for New York City and the surrounding urban areas that share critical economic, environmental and transportation systems.

The RPA is active in policy and legislative initiatives such as Smart Growth planning (using sustainability principles that emphasize the relationships between environment, mobility, and community), infrastructure financing, land use and environmental regulatory reform, housing finance and transit planning. The Association's activities are relevant to other metropolitan areas in the U.S. and its America 2050 initiative has spurred a national debate around the need for a national plan focusing on infrastructure financing and new mechanisms for metropolitan planning.

Agenda

Wednesday 16 September

8:00 am	**Registration**
8:30	**Opening remarks** Dr. Nguyễn Trọng Hòa, Director, Institute of Development studies, HCMC Allen Clark, Senior expert, East-West Center
	SESSION I Chaired by Đinh Sơn Hùng, Meril Fujiki, Nguyễn Thị Cành
9:00	**HCMC's development: Opportunities and Challenges** Lê Văn Thành, IDS, HCMC
9:20	**Opportunities and Challenges to Vietnam in the current global financial crisis** Dr. Nguyễn Thị Cành
9:40	**Understanding megacities in globalization era to better embrace opportunities and tackle challenges** Nguyễn Quang Vinh, Senior Researcher, Southern Institute Of Sustainable Development
10:00	**Tea break**
10:15	**Regional or Multi-Jurisdictional Planning in the U.S. – An Overview** Carlos Rodrigues, Vice President and New Jersey Director, Regional Plan Association
10:50	**Disucssion**
11:30	**Lunch** Bamboo Restaurant (by invitation)
	SESSION II Chaired by: Nguyễn Văn Quang, Allen Clark, Nguyễn Quang Vinh
1:00 pm (13:00)	**Future development of HCM Municipal – A Forecast of Socio-economic Opportunities and Challenges** Dr. Hồ Bá Thâm
1:30 pm (13:30)	**Current industrialization in HCMC: Status Quo and Solutions** Dr. Dương Hoàng Oanh
2:00 pm (14:00)	**Opportunities, Challenges and Concerns of HCMC Development** Dr. Lê Hùng, Banking University

2:30 pm (14:30)	**Break**
2:45 pm (14:45)	**Forecast and Recommendations to Social Development in HCMC** Dr. Nguyễn Hữu Nguyên, IDS, HCMC
3:15 pm (15:15)	**HCMC Master Planning Challenges** Alan Fujimori, RLA, LEED-AP, Principal Planner – Belt Collins Hawaii Ltd.
3:45 pm (15:45)	**Discussion**

Thursday 17 September

	SESSION III Chaired by: Nguyễn Thị Hậu, Allen Clark, Hồ Long Phi
8:00 am	**Registration**
8:30	**Current Air Control and Need of Air Quality Improvement in HCMC** Dr. Nguyễn Đinh Tuấn, College of Natural Resources and Environment
9:00	**Strong Impact of Climate Change on Coastal Provinces in Mekong Delta** Đoàn Tuân, MS, Saigon University, Faculty of Environment Sciences
9:20	**Internal Climate Change and Urban Flooding in HCMC** Hồ Long Phi, Polytechnic University
9:40	**External Economics In HCMC: Expansion Issues In International Integration** Dr. Nguyễn Đăng Trình, National University, Faculty of Economics
10:00	**Tea break**
10:15	**Environmental Challenges to Urban Planning in HCMC: Fringe areas, Ecological Footprints and Climate Change** Dr. Allen L.Clark, East-West Center
10:50	**Tea break**
11:30	**Lunch** Saigon Clay-pot Restaurant (by invitation)
	SESSION IV Chaired by: Nguyễn Trọng Hòa, Alan Fujimori, Võ Kim Cương
12:45	**Workforce Housing and Open Space Framework** Alan Fujimori, Principal Planner, Belt Collins Hawaii Ltd.

1:00 pm (13:00)	**Building a Sustainable Infrastructure Development Program in Response to Climate Change** Dr. Lê Kinh Vĩnh, University of Transportation
1:30 pm (13:30)	**Impact of Climate Change on HCMC** Nguyễn Kỳ Phùng
2:00 pm (14:00)	**HCMC's urban planning: Opportunities and Challenges** Dr. Võ Kim Cương
2:20 pm (14:20)	**In Search of Solutions to Environment and Resources in HCMC** Đặng Minh Phương
2:50 pm (14:50)	**Tea break**
3:05 pm (15:05)	**Disucssion**
4:45 pm (16:45)	**Closing remarks** Dr. Nguyễn Trọng Hòa

Discussion Papers

HCMC's development: Opportunities and Challenges
Dr. Lê Văn Thành, MS
Manager, Department of International Cooperation and Science Management, HCMC Institute of Development Studies

Opportunities and Challenges to Vietnam in the current global financial crisis
Prof. Dr. Nguyễn Thị Cành
Head of Finance and Banking Discipline, National University

Regional or Multi-Jurisdictional Planning in the U.S. – An Overview
Mr. Carlos Rodrigues
Vice President and New Jersey Director, Regional Plan Association

Future development of HCM Municipal – A Forecast of Socio-economic Opportunities and Challenges
Dr. Hồ Bá Thâm
HCMC Institute of Development Studies (retired)

Opportunities, Challenges and Concerns of HCMC Development
Dr. Lê Hùng
Dean of Post-graduate Office, Banking University

Forecast and Recommendations to Social Development in HCMC
Dr. Nguyễn Hữu Nguyên
HCMC Institute of Development Studies (retired)

HCMC Master Planning Challenges
Mr. Alan Fujimori
Principal Planner, Belt Collins Hawaii Ltd.

Internal Climate Change and Urban Flooding in HCMC
Hồ Long Phi, MS
Construction Faculty, Polytechnic University

Environmental Challenges to Urban Planning in HCMC: Fringe areas, Ecological Footprints and Climate Change
Dr. Allen Clark
Senior Fellow, East-West Center

HCMC's urban planning: Opportunities and Challenges
Võ Kim Cương
Architect, Former Chief of Architect, HCMC

In Search of Solutions to Environment and Resources in HCMC
Dr. Đặng Minh Phương
Economics Faculty, Nông Lâm University

Urbanization and Labor Market Issues
Ms. Đinh vũ Trang Ngân
Fulbright University

Discussion Papers

Opportunities and challenges of HCMC in the process of development

Lê Văn Thành
HIDS

HCMC, Sept. 16-17, 2009

Contents

- The city starting point
- Achievement and difficulties
- Development perspective and goals
- Opportunities and challenges
- Solutions

I. The City's starting point

a. Economic development

- Per capita GDP of the city is about $2,500, low compared to other developed urban.
- ***Technological content in manufacturing and services***: industries with high-tech content in the city accounts for 30% industrial output and service revenue.
- ***HR quality:*** 70% workers lack of engineering background.

b. Urban infrastructure

- **Urban spatial blockage:** inner city's average building density is 70%. Green density criteria in central districts (old districts) is about 2 square meters per person.
- ***Infrastructure***: transportation area is low (5%). Public transportation is 5%. Per capita electricity output is low, water consumption per person is averaged at 97 litters/day, many outskirt areas do not have clean water.

Urban infrastructure

- ***Living conditions***: housing area is only 13 square meters/person (not equally distributed). Average income per person is VND2.4 million/month.
- ***Health care***: there were 9.5 doctors per 10,000 people, 32 beds/10,000 people in 2008. Vaccination coverage is 96%. Major hospitals are all overloaded.

c. Social and cultural aspects

- Equality and social welfare: female literacy quite high 92%, new poverty line, low unemployment, low rate of social insurrance, life expectancy of 75 years, malnutrition rate of children at 10.8%
- ***Education***: enrollment of preschooling age at 75%; enrollment of primary at 95%. High pressure on college enrollment, much less on vocational training.
- Culture: more to be done on urban culture and civilization.

d. Environment

- ***Sustainable use and environmental protection***: about 25% households use ground water. Dumping waste is 97%, treated industrial waste water is 55%. Many locations are seriously polluted.

- ***Environment pollution:*** dust content averages at PM10 per year, ranging from 61-81mg/m3, not meet the ambient condition standard.

II. Achievement and challenges

- Economy,
- Society
- Environment
- Urban

Achievement

- Continuous and stable economic growth, per capita GDP at $2,500 (country average at $1.000).
- Shifting economic structure toward industrialization and modernization.
- Creating jobs, attracting migrant labors

Achievement

- Increasing living standard, low gap between rich and poor, and low inequality (6.7%)
- Success of the poverty reduction program, moving up to a new poverty line.
- Upgrading urban infrastructure (Phú Mỹ bridge, East-west boulevard …)

Achievement

- Redistribution of population among regions (lower population of district 1 and 3) but still below expectation (3 million people for the old inner city).

Challenges

- Poor urban infrastructure: traffic jam, flooding…
- Environment, water and waste pollution.
- HR behind development demand
- Incomplete urban planning: “hanging” and breaking
- Cultural and social downturn

Challenges

- Uneven urbanization among regions, underdevelopment in outskirt and way below urban standard in bordering districts (districts formed since 1997).

III. Development perspective and goals

Economic development

- City with continuous, sustainable and high growth rate.
- Steadily increasing living standard by per capita GDP and HDI.
- Continuous development of technical and social infrastructure.
- Economic and infrastructure improvement and urban service development associated with enhancement of livability.

Developing urban infrastructure

Provide technical and social infrastructure to accommodate demand of a big city.

E.g.: no more traffic jam, no flood, good supply of water, more hospitals and schools, houses for the poor…

Social issues

- Majority with reasonable paid jobs, lower poverty number...
- Higher level of urban service enjoyment, well developed social welfare.
- Citizens with friendly, supporting and legal complying attitudes
- Good relationship between local authorities and citizens, with good service, satisfaction, compliance, transparence and openness.

Environment

- Reducing pollution in terms of noise, land, water, and air.
- Thorough treatment of waste sources (living, industrial and medical wastes…).
- Ensuring food safety, preventing contagious diseases.

Comparison should be made with other large metropolitans in the region

Development perspective and overall objectives of HCMC to 2020

Development perspective

1./ Sustainability:

- Continuous and stable economic growth with social equality and environment protection;
- Enhanced living standard
- Wealth associated with healthy spirit.

Development perspective

2./ Economic and urban development:

- Economic structure transformation among regions;
- Urban planning and building based on population allocation among regions;

Development perspective

- 3./ HCMC development within the southern special key economic zone (as nuclear) in terms of planning, provision of infrastructure, HR training, environmental treatment.

Development perspective

- 4./ Full integration into global economy with improvement in competitiveness of provinces, businesses, products and services.

Overall objectives

(1) Economy

- High value added manufacturing as development base;
- Destination of business community, hosting local and international corporations
- Gradually becoming a trading and financial center of the SE region.

Overall objectives

(2) Metropolitan area: to build a modern, civilized, clean and green city, a city that harmonizes with the waterfront nature of the South:

- The city as an open metropolitan with multi-center and satellite urban areas.
- Reasonable population level (about 12 million people).
- A nucleus of the great metropolitan of HCM, connecting with surrounding provinces.

Overall objectives

(3) Technology

- To build the city as a center of science in the nation and SE region (hi-tech, university, institute).
- To focus on applied research and fundamental sciences.

Overall objectives

(4) **Education, training and health care**

- A big center of high quality education and training for the nation and SE region.
- Comparable educational quality to the level of regional countries.
- Destination of prestigious foreign educational organizations to Vietnam.

Overall objectives

(5) Society

- A socialist model city with strong socio-economic development.
- Improving living standard of low income people
- Reducing gap between rich and poor, and inequality;
- People centric development.

Overall objectives

(6) Culture

- Major cultural center of the nation, high cultural activities.
- Harmonization between traditional and modern cultures.
- Developing major entertainment and cultural centers.

(7) political security and social order: stability as a condition for development.

After 2020

Imagine the city will be:

- One of the most dynamic and modern cities in SEA and Asia Pacific.
- A multi-functional center, characterized as a regional financial center.
- Possessing a modern economic structure of developed economy where high-end services play dominant role.

After 2020

- A mega city with multi-centers, characterized by Thu Thiem and other new urban areas along Saigon river;
- A chain of urban areas connecting to others in the southern key economic zone
- A livable and attractive city among other in the world.
- Per capita GDP about $7,000.

IV. Opportunities and challenges

- Strengths and opportunities
- Weaknesses and challenges

Strengths and opportunities

- HCMC as a large city with strong potential, traditional physical facilities, ability to open to the region and the world, strong FDI and remittent, continuous integration into the global economy (network of large cities)

- Large population, abundant labor force (including migrants), high-tech, capital, HR… with markets that influence the national economy.

Strengths and opportunities

- Strong development of private and FDI sectors, engine for economic growth of the city
- A dynamic city with ability to adapt technological and scientific advancement, and cultural achievement to enhance living standard of the people

Weaknesses and challenges

- Large population, a megacity with its own problems that are not easy to solve (transportation, flood)
- Increasing inflows of migrants given HCMC attraction, breaking its balances
- Constraints in infrastructure investment (state budget and ODA), difficult to develop
- Strong development of private sector would deviate development intent of the urban authorities

Weaknesses and challenges

- Urban administrative reform requires fundamental changes in state management of a large metropolitan
- Legal regulations on urban management should be set out, complete and specific.
- Uneven development among HCMC region influences programs that try to reorganize jurisdictions and population.
- HCMC competitiveness should be improved or it will lag behind that of other provinces.

V. Solutions

- Completing urban planning based on new method (consistent and consolidated).
- Legal regulations for consistency in urban management
- Continuing incentives to private sector and investment
- Welcoming local and international talents, setting up a knowledge-based economy with high-tech content. Stop thinking HCMC as heaven!

Solutions

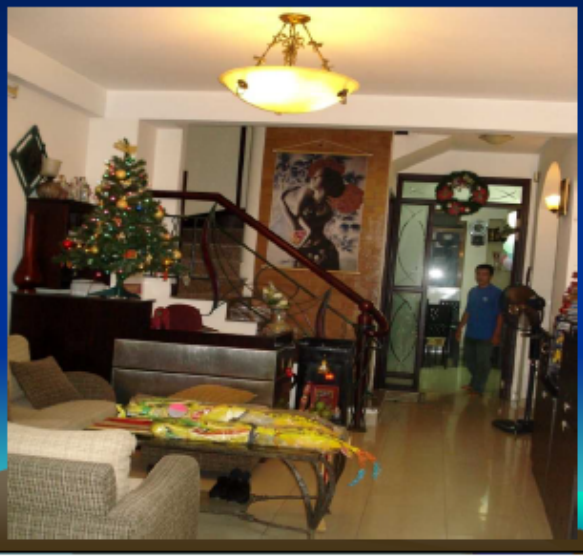
- Strategic thinking, long term vision toward the region, benchmarking with other large metropolitans
- Promoting, encouraging and creating confidence among the city citizens and national population about the future of HCMC as a modern, civilized and socialist metropolitan.

Solutions

- Coordinating with other provinces, especially those in the greater HCMC (7 provinces)
- Creating partnership with large cities in ASEAN
- Building transportation network to meet increasing demand (more cars)
- Establishing satellite urban areas and complex center for resettling people.

For whom the city will be?

For whom the city will be?




• Thank you!
• Be successful!

OPPORTUNITIES & CHALLENGES FOR VIETNAM IN THE GLOBAL FINANCIAL CRISIS.

Professor, Dr. Nguyen Thi Canh
Ho Chi Minh City National University – Department of Economics

1. Challenges For Vietnam Economy in the Global Financial Crisis

Vietnam's economic condition over the past year shows: **First,** the global financial crisis did not drag Vietnam's growth down to below zero, but the decrease from 8.5% pre-crisis to 3-5% during crisis is a serious fall. The countries with negative growth were at the rates of 2%-5% pre-crisis. Without relevant solutions, Vietnam may lose the position of growth rate as "Asia's tiger". **Second,** there are two major components that make up Vietnam's growth: exports and foreign investment. Statistics show that both these components fell in the period of crisis. Exports grew at 17-24% before and only 2.4% during crisis (nearly 10 times). Export increases accounted for gold exports. The decreases are caused by the fall in food processing, textile, leather shoe manufacturing, which were Vietnam's major production that had a large labor force. Although total investment capital in the first quarter raised by 9%, this growth rate is below the average growth rate of the reform area (16%), in which the FDI growth in the first quarter fell by 32%, and registered FDI capital fell by 40%. **Third,** unsellable inventory is piling up with 67% increase, causing many businesses possible bankruptcy due to production inefficiency. **Fourth,** beside reduced production and bankruptcy, 15% of total jobs were cut, causing high unemployment in urban areas and job shortage in rural areas. **Fifth,** unemployment causes the life standards for a group of the population to deteriorate. Low quality of life will cause consumption to fall, and social disorder, fraud, smuggling, robbery and drug addiction to rise. **Sixth,** rising unemployment make people to migrate into big cities like HCMC or Hanoi, causing traffic congestion, accidents and environmental pollution.

2. Challenges For Vietnam Economy in the Global Financial Crisis

The global financial crisis causes various challenges for Vietnam as shown above. However, we can still find opportunities for development within these challenges. **First,** current economic status shows a few hopes for us, such as increased domestic investment and several domestic service sectors like telecommunication or transportation service also increased. Therefore, we have opportunities in domestic investment which has not been fully capitalized yet. Domestic investment will focus in sectors with high development potentials like services, construction, small-scale production and processing that are flexible on technology. **Second,** when the crisis creates rising unemployment, people think about investing in themselves in order to get jobs. This is an opportunity for training services and educational programs to increase. **Third,** when the crisis reduces exports, we need to think about market diversity, restructuring markets and export products. **Fourth,** reduced foreign investment gives us opportunities to reconsider projects and their performance. Slowing investment coming into the country gives us time to reconsider the selective process to pick out efficient project that a relevant to the domestic environment. Also, it is time we have to spend on reforming the administrative procedures, urban planning and development. **Fifth,** with slowed growth rates causing increased spending on production and tax support, it is time for us to reconsider and restructure our spending to prevent budget deficit. **Sixth,** Vietnam is a newcomer to the playground of free market and commerce, also we are in the middle of integration and economic transformation. This is, therefore, our chance to learn how to deal with crisis, what causes the crisi, how to prevent and defend against crisis, and how to stabilize the economy.

3. **Proposed Solutions to Bring Vietnam out of Crisis.**

From the abovementioned factors, the solutions to tackle challenges and seize opportunities, bringing the country out of crisis and into stable economic development, might include:

(1) Tighten fiscal policies, reduce government spending. (2) Economic restructure towards efficiency, including planning and development. (3) Utilize internal sources, combined with external support. Domestic investment stimulation policy has also been released. We haven't been able to assess domestic capital properly, therefore our policy might not be sufficient in stimulating domestic investment through secured channels like saving risk insurance. (4) sustainable development solutions need to be developed to stimulate the economy and protect the environment and social justice. Life quality of the people is falling. Do we really want a development project that add one unit of value but takes away more than one from the environment? (5) Invest in educational and scientific projects to improve the education system and the labor force's skills. (6) Diversify the markets for Vietnamese products. (7) Last but not least is the administrative reform to increase transparency and professionalism in governmental management.

Regional or Multi-Jurisdictional Planning in the U.S. – An Overview

Mr. Carlos Rodrigues, AICP
Vice President and New Jersey Director – Regional Plan Association

Presented at
Key Challenges in the Process of Urbanization in Ho Chi Minh City:
Governance, Socio-Economic, and Environmental Issues
Workshop
16-18 September 2009
Ho Chi Minh City, Vietnam

Abstract
Regional planning in the U.S. does not follow the text-book comprehensive planning model. Apart from regional planning initiatives sponsored by civic groups, regional planning frameworks in the U.S. are created with a narrow mission and a narrow mandate, and are usually reactive rather than pro-active. Transportation and environmental protection are the two areas that have spawned most regional planning initiatives.

Civic Sponsored Regional Planning

Planning in the U.S. – both at the community level and at the larger, regional scale – was not initiated by government, but rather began as a civic activity, largely sponsored by business interests.

Municipal master planning was undertaken by progressive communities around the turn of the 20th century. Master plans were sponsored and paid for by civic groups and developed by consultants – the beginnings of city planning as a profession.

There was also a great deal of interest among civic groups in larger scale, regional planning. The first plan of this type was Daniel Burnham's 1909 plan for the City of Chicago, which took his earlier, well-publicized work for the 1893 Columbian World Exposition to a whole new level.

Regional Plan Association's 1929 Plan for the New York Region – under the leadership of Thomas Adams – was the first Comprehensive Plan for an entire Metro Region. This effort not only invented the concept of regional planning but also established the first regional planning methodology. The plan took 10 years to produce and cost $1 million, all privately raised.

These early plans sponsored by civic groups did not carry any legal weight. City's did not adopt them because they did not have the legal authority to do so nor did they have planning departments to administer them. New York City adopted zoning in the early 1920's, and the authority to do so was upheld by the U.S. Supreme Court in 1926, but the City had no Master Plan. These early plans were nevertheless influential in that they provided large and ambitious visions for the future, presented smart solutions to existing

problems and showed everyone – including elected officials – how the life of urban residents could be improved.

Both big city plans like Chicago's and regional plans like New York's had to deal with the issue of multiple jurisdictions. Chicago has suburbs which are independent political entities and the RPA New York region includes portions of 3 states, 31 counties and thousands of municipalities. It is impossible for the planners to engage with the political representatives of all these jurisdictions. As such, the approach taken by the planners has generally been to focus on the big picture and on big ticket items, projects that are either extremely important for the region as a whole and/or which are too big or too ambitious for individual jurisdictions to achieve on their own. Projects that fall into these categories would include most infrastructure (bridges, tunnels, highway systems, rail lines, trunk sewers, master water mains, etc) but also conservation projects, such as preservation of large systems of coastal wetlands, watershed rich uplands or the aquifer and habitat rich pine barren landscapes.

Government Sponsored Regional Planning – Early Examples

Regional Park Systems

While there was little interest on the part of government authorities in comprehensive planning per se, public pressure and civic engagement was able to raise some level of government interest in park planning. Under the leadership of prominent public figures such as landscape architect Frederick Law Olmsted, regional park planning emerged as a discipline. The spectacular public success of New York's Central Park and Brooklyn's Prospect Park, both Olmsted projects, helped raise consciousness and interest in planning for park systems that would offer the opportunity for recreation and proximity to Nature to a majority of urban residents. Comprehensive park plans were developed for most large and many medium American cities, starting in the 1880s. Essex County and Union County in New Jersey developed the first County park plans, both prepared by the Olmsted firm, as was the early park plan for the city of Newark, New Jersey. Other noted early regional park plans include Boston and later Los Angeles.

Park planning was frequently led by publicly appointed Park Commissions, which in some cases could raise funds privately but usually also received public appropriations for the purpose of preparing the park plans, property acquisition, park development and eventually park management and maintenance. County Park Commissions became a branch of County Government and City Park Commissions part of City Government.

The Tennessee Valley Authority

The Tennessee Valley Authority (TVA) is a unique episode in the history of planning in the US. Created during Roosevelt's New Deal era, the TVA is a Federal agency whose mission is to promote economic development in the Tennessee Valley region, primarily by placing inexpensive electrical energy in the local market. TVA built the energy production infrastructure – mostly, but not exclusively hydropower – and became a major presence in the region. The agency has jurisdiction over the rivers that feed its power plants and continues to be very active. While it has built much infrastructure, including

workforce housing, schools, etc it does not see itself having a comprehensive planning role and generally defers to local governments in that respect.

Statewide Growth Management Planning: Different Models

The "growth management" movement in the U.S. has spawned since the 1970s a number of statewide planning models. In fact, no 2 states have the same model; and most states have no statewide planning whatsoever. Florida, Oregon, Washington, Vermont, Maryland and New Jersey are probably the best known examples of statewide growth management in the U.S.

Most statewide growth management models rely on the adoption of a series of "best planning practices", which are meant to serve as spatial guides for both public and private investments. These may be supplement by a map showing preferred areas for growth. In all cases there are also regulatory frameworks which refer to either Federally or locally authorized Programs, or both, and which may (or may not) be articulated with the statewide growth management map.

Some programs – like Oregon – use growth boundaries, an aggressive planning technique which draws a line between urbanized areas (where minimum density thresholds are required) and non-urbanized areas, where most development is not permitted. The state develops population and employment projections and assigns these to individual jurisdictions, which then are required to develop plans that must convince the state planners are able to accommodate the anticipated growth.

The distribution of decision-making between state and local agencies varies. In Vermont, a large state with a small population (600,000) and a strong state government tradition, the state's growth management framework is largely managed by state agencies, under the authority granted by A-500. This is an unusual framework elsewhere in the US, however, and in most other states the authority of state government is more limited, primarily because of local government resistance. Florida has strong regional planning commissions, which are responsible for developing plans, assessing "conformance" (ie the ability of local governments to provide the requisite infrastructure to sustain the projected levels of development) and mediate between local governments and the state.

If there is one thing that most statewide growth management planning efforts have in common it is that they rely on a series of "carrots and sticks" to motivate local governments to cooperate and comply with state government requirements, usually with an emphasis on incentives and less emphasis on penalties. In Maryland, for example, local governments that do not comply with the state's directives in terms of how and where growth should occur loose eligibility in terms of state funding for local schools, which can pose a very heavy financial burden.

New Jersey's system is also predicated on the idea that the state can allocate resources to towns that follow the state's plans, and withhold state resources from those that do not. In practice this system has not worked very well because there is limited political will from the state to aggressively impose it. The state has created numerous programs to

incentivize "smart growth" planning practices (State Plan Center Designation, Plan Endorsement, Transit Villages, Main Streets, etc) but has failed to allocate substantial resources to make a significant difference (i.e. reward compliance) and has largely failed to punish those that do not participate.

The New Jersey State Plan does have an innovative (albeit costly and very labor intensive) process for achieving conformance between local plans and state plans. This is called "cross-acceptance" and calls for a detailed comparison of state, county and local plans, the creation of an itemized list of how the plans match or differ, and a negotiation of all the aspects where they differ. The New Jersey State Planning Commission – the body responsible for developing the Plan and for negotiating it with local governments, is not required to accept local objections. In the end, there is a "Statement of Agreements and Disagreements", which lists all the areas where agreement was not achievable. In practice, there are often ways to compromise and avoid a formal disagreement. This process resolves potential political impasses between the state and local governments, but it also dilutes the effectiveness of the state policies and undermines the ability of the state's plan to change local behavior.

A recent study by the Lincoln Institute of Land Policy comparing the performance in terms of smart growth planning outcomes between 5 states with formal statewide growth management programs and 5 states without formal programs suggests that state's without formal programs can achieve better results in certain areas if the political will, financial resources and public support converge to truly support strong programs.

Regional Planning in the U.S. Today

Today, as in the past, there is no formal regional planning framework in place throughout the U.S., although the current Federal Administration has indicated an interest in strengthening existing institutions and perhaps creating new ones. Instead, "regional planning", as it is, is exercised by a patchwork of agencies created at the state level. This would include transportation-oriented Metropolitan Planning Organizations and Regional Councils of Governments, and a variety of special purpose organizations, usually with an environmental mission, such as California's Air Quality Districts and Water Management Districts, the Cape Cod Commission in Massachusetts, the Lake Tahoe Commission in California and the Adirondacks Commission in New York. In the absence of government-sponsored regional planning, civic groups – such as Envision Utah and 1,000 Friends of Oregon – continue a robust tradition of filling this vacuum.

Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) are the most widespread mechanisms for supra-municipal or inter-local planning in the US. They consist of voluntary associations of local governments, usually at the county level, created primarily for the purpose of receiving Federal transportation funding, but which may also handle other planning functions. Federal transportation legislation since the early 1990's has required long-range transportation plans at the metropolitan level for these regions to be eligible to receive Federal funding. MPOs and COGs are governed by a board that includes political representatives from each of the associated local governments. These boards then create a capital plan taking into account the level of

funding anticipated from the Federal government. MPOs and COGs have professional planning staffs and may provide planning assistance to member local governments, but they have no authority over local land use decisions or any other type of infrastructure and do not get involved with large scale economic development or environmental preservation efforts. They also tend not to be involved with managing transit systems, although they may provide funding for transit. Regional transit systems tend to be set up separately as regional authorities, such as the Denver Regional Transportation District (RTD) which manages the light rail and bus systems in Metro Denver.

In New Jersey there are 3 MPOs: The North Jersey Transportation Planning Authority, which covers the 13-county North Jersey region; the Delaware Valley Regional Planning Commission, based in Philadelphia, which covers 4 NJ counties; and the South Jersey Transportation Planning Organizations, based in Atlantic City, with jurisdiction over 4 South Jersey counties. The closest any of these organizations gets to land use is through educational initiatives, such as by publicizing planning techniques or best practices.

As mentioned, there are also a variety of supra-municipal special purpose organizations. California has powerful Air Quality Districts and Water Management Districts, set up to manage resources (air quality, water supply) which cannot easily be handled locally. The mission of these organizations is not comprehensive, but rather defined by the resource for which they are the custodians (water, air quality). As such, they tend not to take a comprehensive approach to regional planning.

Other examples include the Cape Cod Commission in Massachusetts, the Lake Tahoe Commission in California and the Adirondacks Commission in New York. These organizations have all been set up at the state level to protect a natural resource or regional landscape/eco-system which is deemed to fragile and precious to be left up to local jurisdiction. These agencies usually have some level of authority over land use, but have traditionally shied away from taking a more pro-active or aggressive approach to comprehensive regional planning because this has not been explicitly part of their mission.

In New Jersey there are 3 regional planning agencies created by the state over a period of 30 years: the Meadowlands Commission, the Pinelands Commission and the Highlands Commission. All were created by the State Legislature as a response to environmental issues, because it was thought local governments on their own would not be able to find a political or technical solution. While they are called "regional planning" agencies, this reflects the fact that they encompass multiple local governments. None of the 3 regional planning agencies has to date been successful in terms of comprehensive planning on a regional scale (housing, transportation, economic development, environmental protection, etc), although they have been successful in protecting the natural resource of interest on a regional scale.

The Meadowlands Commission (NJMC) was created to avert an environmental disaster in the area of the Hackensack Meadowlands, a vast area of freshwater wetlands which had been used for over a century for dumping of industrial, residential and municipal

waste from New York City and North Jersey municipalities and consequently was very heavily polluted. The NJMC has planning and zoning jurisdiction and even administers its own building code. This is also the only place in New Jersey where revenue sharing is authorized. The NJMC moved aggressively to close the landfills and develop remediation plans and find alternative sources of revenue for the municipalities which were heavily dependent on tipping fees from the landfills. The NJMC has been active in pursuing point source polluters and funding wetlands restoration to improve the water quality in the heavily polluted Hackensack River and its tributaries. The NJMC has also spawned a successful local eco-tourism industry on the river, mostly oriented towards bird watching in the wetlands.

The Pinelands Commission (PC) was created in the early 1980's and covers over 1,000,000 acres. The primary impetus for its creation was the protection of the Cohansey Aquifer, one of the largest freshwater aquifers in the world and the main source of drinking water in Southern New Jersey. There was concern that municipalities were not competent to make land use decisions that would adequately protect this source of water. The PC developed a Regional Management Plan (RMP) that delineated areas for future growth (where public sewer and water systems are permitted), areas for limited future growth (only private on-site water and sewer) and areas of no-growth. The PC requires the master plans and zoning for each individual municipality to be "in conformance" with the RMP. Planning decisions are made primarily on the basis of environmental criteria. As a result, The PC has been successful in terms of protecting the natural resources that are part of its mission (in addition to the aquifer, natural habitats for threatened and endangered species are also strictly protected) but far less successful in terms of the planning outcomes.

The Highlands Commission (HC) was created in 2004 and has jurisdiction over a region of 800,000+ acres. Again, the legislative justification for creating the HC was protection of the NJ Highlands region, an area of highly productive watersheds that is the source of drinking water for 50% of the state's population, including all the most populated areas. The HC adopted a very restrictive Regional Master Plan (RMP) in 2008. The model for inter-acting with the 80+ municipalities affected by the RMP is loosely based on the Pinelands model.

There are also some special purpose programs created by the state and administered by state agencies. For example, the Coastal Areas Facilities Review Act (CAFRA) is a state program authorized under the Federal Coastal Zone Management provisions, which over-rides local government zoning and planning authority within a certain distance from the mean high water line and replaces it with planning standards issued by a state agency and review of development requests by that same agency.

Civic sponsored regional planning initiatives continue to thrive and, in many cases, to define new professional standards of excellence. The process spearheaded by the 1,000 Friends of Oregon around the plan for the Portland metro region – known as the Land Use, Transportation and Air Quality (LUTRAQ) project was instrumental in forcing state and federal authorities to reconcile land use, transportation and air quality objectives and

to develop new conceptual and quantitative tools for evaluating alternative approaches and strategies. Influential examples from other parts of the country include Envision Utah, which developed a transit-oriented plan for Salt Lake region, and Chicago 2020, which promotes regional planning solutions for the greater Chicago region. RPA continues active in the tri-state New York region with implantation of the 3d Regional Plan.

21st Century National/Regional Planning: The America 2050 Initiative

RPA and a series of other civic and academic partners – both in the U.S. and in Europe – have been exploring the idea that in some parts of the world the concept of the traditional metropolitan region, with a single center is no longer relevant for many planning purposes. Instead, we should be focusing our planning efforts on much larger spatial units, which may include multiple metropolitan regions bound together by intricate functional connections not just in terms the traditional housing and job markets, but also in terms of knowledge, information and financial flows.

These larger regions, which we call "mega-regions", include the Northeast Corridor (Boston to Washington, D.C.) and a number of other mega-regions around North America, such as Cascadia in the Pacific Northwest, Southern California, and others.

The concept of the mega-region suggests that there are elements of infrastructure that cannot be envisioned solely at the level of the individual metro area. Perhaps the most important is high-speed rail, which is considerably more advanced in Europe and Asia than in the U.S. The emerging national high-speed rail map closely mirrors the map of the mega-regions, recognizing that high speed rail has an inherent advantage over air travel for markets within a radius of up to 400 miles.

Mega-regions pose even larger challenges in terms of defining working institutional frameworks, given the vast number of jurisdictions involved. In the U.S., it is clear that only the Federal Government can provide the leadership necessary to operationalize the concept of the mega-region.

The mega-region agenda defined by RPA and its partners does not include a profound reform of the system of governance, which we do not view as politically feasible. Instead, it is anticipated that mega-region initiatives will be championed by the Federal government, the states and the largest cities, along with the private and civic sectors, and that new institutional mechanisms designed to effectively pursue a mega-region agenda will have to be created.

Regional or Multi-Jurisdictional Planning in the US
An Overview

Presentation to People's Committee of Ho Chi Minh City, Institute for Development Studies - September 2009

Carlos Rodrigues AICP

Vice President and New Jersey Director, Regional Plan Association

Urban development in the US in the late 19th century according to Herge

Why a Civic Sector in Planning?

- Filling a void – the absence of a public framework
- Perception that public sector is incompetent, negligent, corrupt or just too distant and inaccessible
- Recognition of the need for an independent mediator between competing private interests
- Recognition of the need for a champion on behalf of public interests
- Pioneering spirit, ie "do-it-yourself"

The Civic Sector – What is It?

- Not for profit organizations (NGOs)
- Foundations, civic improvement organizations, neighborhood organizations, business organizations, special interest groups, local community development or economic development corporations

Early Civic Sector Intervention in Planning in the US

New Neighborhood Plans

- Russell Sage Foundation and the plan for Forrest Hills Gardens, Queens

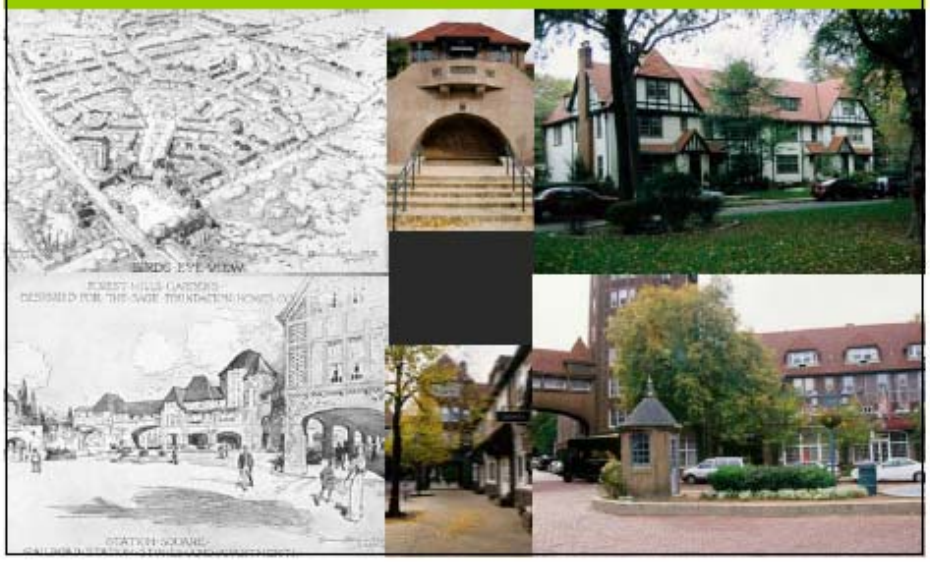
Municipal Planning

- The Montclair Civic Association's Master Plan for Montclair and Glenn Ridge, NJ – 1905

Metropolitan Area Planning

- The Chicago Commercial Club - The Master Plan for Chicago of 1906
- Regional Plan Association - The New York Regional Plan of 1931
- Regional Park Plans (Boston, Los Angeles, Newark)

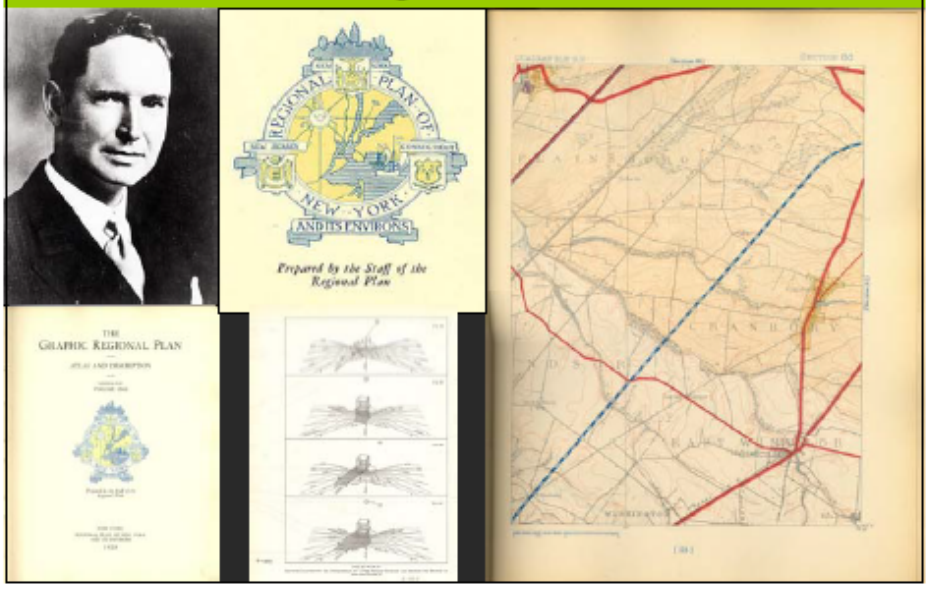
New Neighborhoods – The Russell Sage Foundation and Forrest Hills Gardens



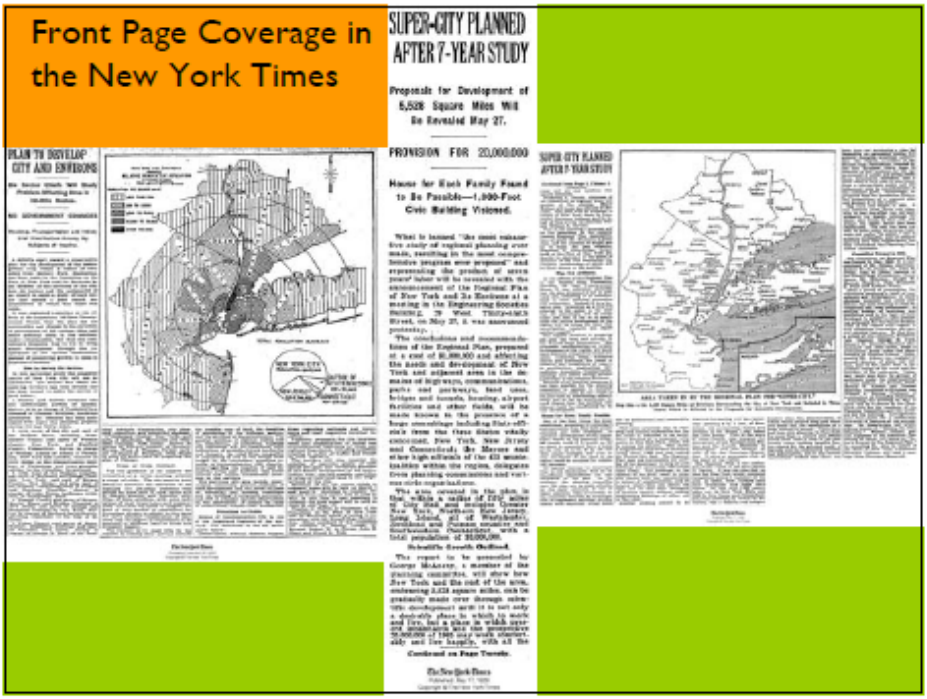
Local Planning – John Nolen and the Master Plan for Montclair and Glenn Ridge – 1905

Daniel Burnham and the Chicago Commercial Club's 1909 Plan for the Chicago Metropolitan Area

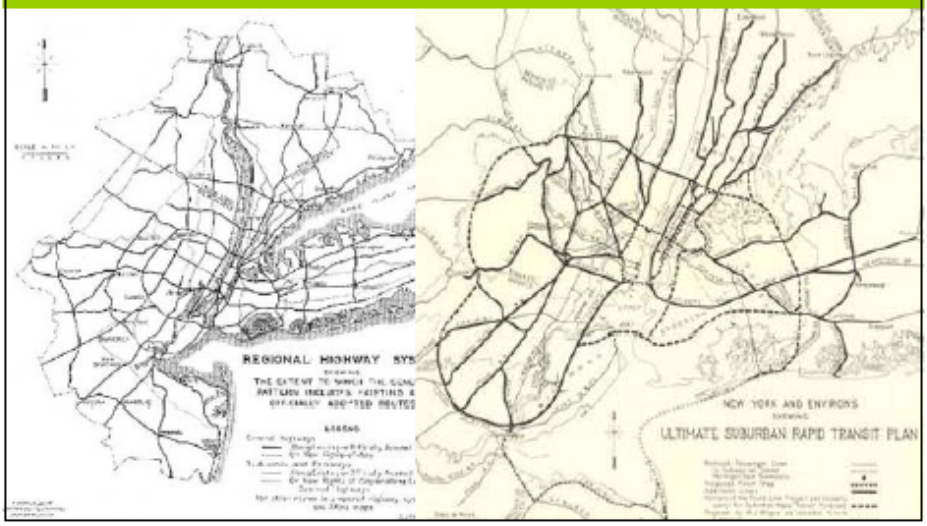
Thomas Adams and the 1st Plan for the New York Region - 1929



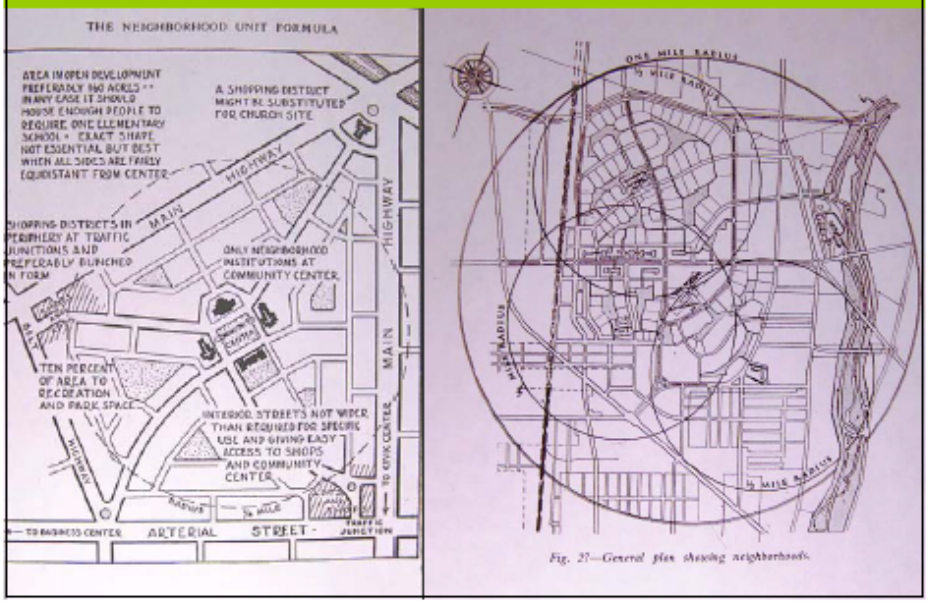
Front Page Coverage in the New York Times



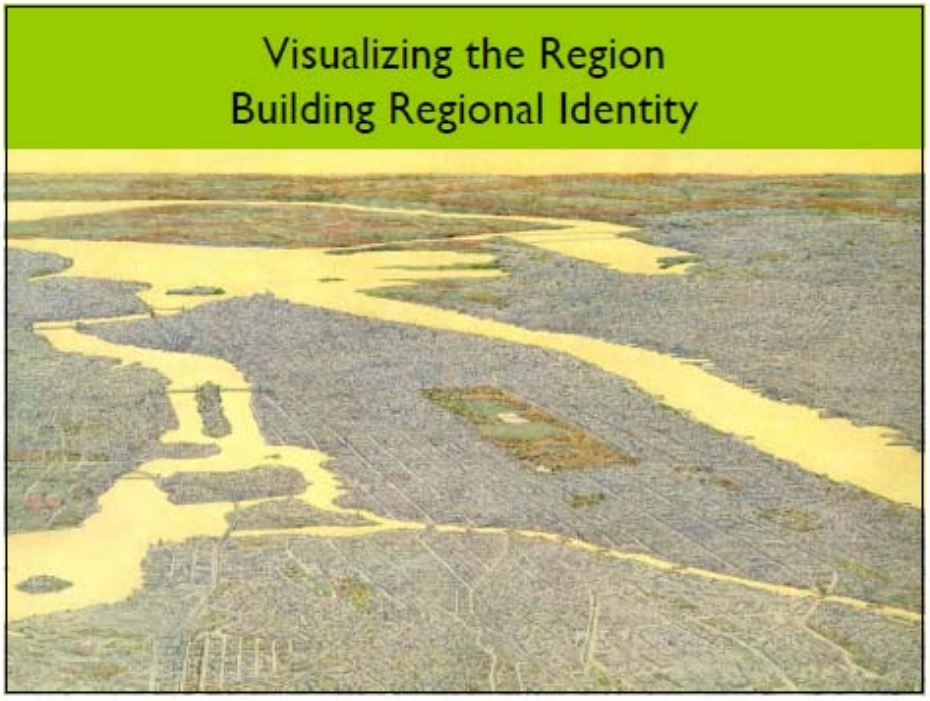
Regional Highway and Transit Plans



Radburn, 1931 - a town for the motor age




Toward New Towns for America C.S. Stein
with an introduction by Lewis Mumford
RADBURN
SAFE
for CHILDREN


Visualizing the Region
Building Regional Identity

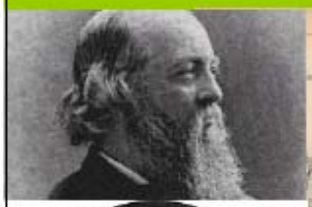
No Legal Weight

Multiple Political and Administrative Jurisdictions

The RPA Region:

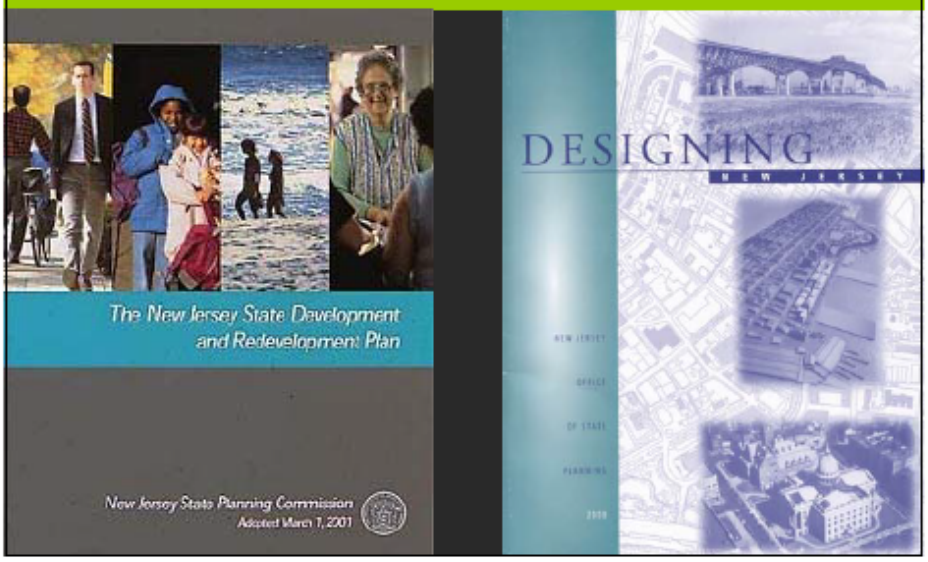
- 3 states
- 31 counties
- 2,000+ local governments, authorities, boards, commissions, etc

Regional Park Systems



Statewide Growth Management

The 2001 New Jersey State Plan



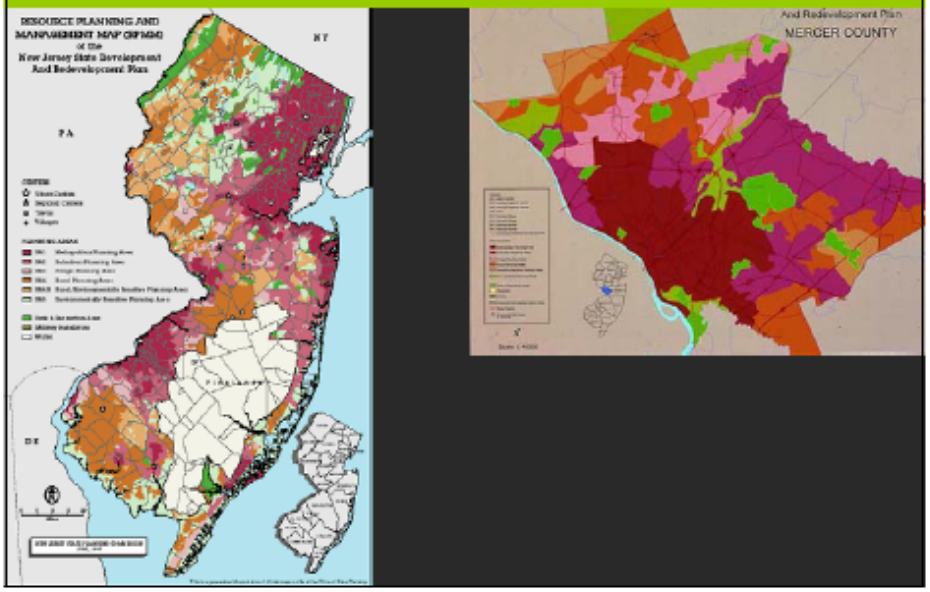
New Jersey State Plan
CROSS-ACCEPTANCE

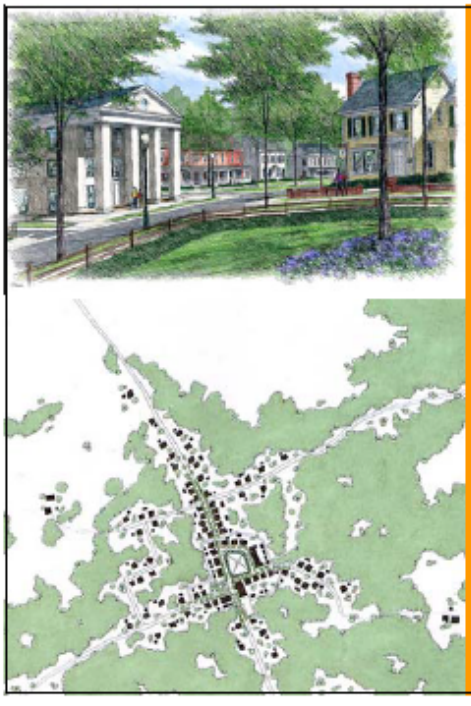
- Local Plan Consistency with State Plan Provisions
- Findings, Recommendations and Objections
- Proposed Modifications to Local and County Plans
- Performance of Designated Centers / Growth Areas

Phases:

- Comparison
- Negotiation
- Final Review
- Statement of Agreements and Disagreements

The New Jersey Growth Management Framework

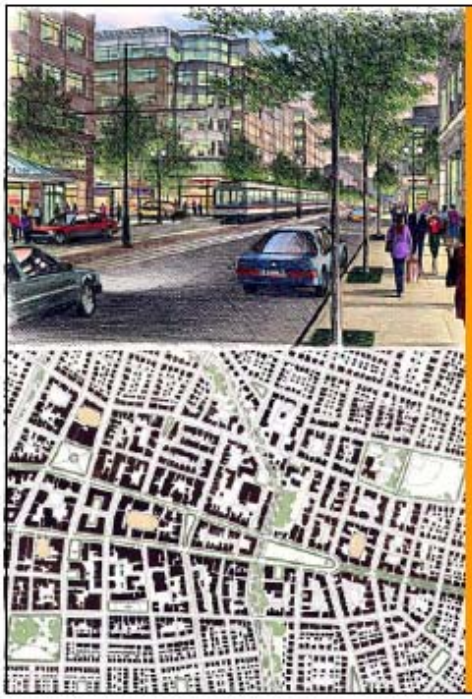




The HAMLET

Programmatic Criteria

- 10 to 50 acres without sewer, 100 acres with sewer
- 25 to 250 population
- 3,000 people/square mile
- 10 to 100 housing units
- >2 dwelling units /acre of gross density



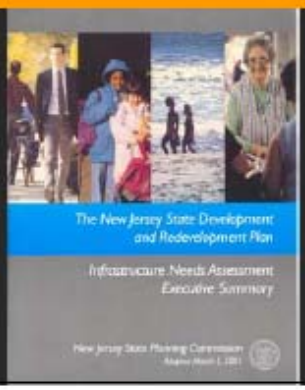
The URBAN CENTER

Programmatic Criteria

- > 40,000 population
- > 7,500 people / square mile
- > 4 dwelling unit / acre gross density
- > 40,000 jobs
- > 1:1 jobs to housing ratio

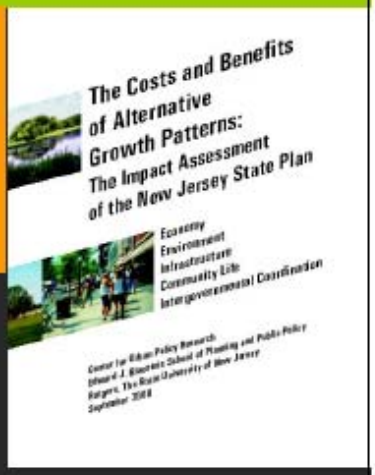
Infrastructure Needs Assessment 2020

	Present	Prospective
• Transportation/ Commerce	$50.9B	$20.6B
• Public Health/ Environment	$15.4B	$12.4B
• Public Safety/ Welfare	$11.7B	$3.4B
• TOTAL	$78.0B	$36.4B



Impact Assessment

- Economy
- Environment
- Infrastructure
- Community Life
- Intergovernmental Coordination



Public Authorities

The Tennessee Valley Authority:

- 47 reservoirs
- 18 fossil fuel power plants
- 3 nuclear power plants

THE PORT AUTHORITY OF NY & NJ

Regional Planning in the US Today

- Regional Planning by Quasi-Governmental Organizations:
  - Metropolitan Planning Organizations (MPOs)
  - Regional Councils of Governments (RCOGs)
  - Regional Transit Agencies
  - Air Quality and Water Management Districts
  - Regional Commissions: Cape Cod, Lake Tahoe, Adirondacks
- Regional Planning by Civic Organizations:
  - LUTRAQ / Vision 2040
  - Utah Vision 2020
  - RPA's 3d Regional Plan
  - Chicago 2030 Plan

Regional Planning in New Jersey

Three Metropolitan Planning Organizations (MPOs)

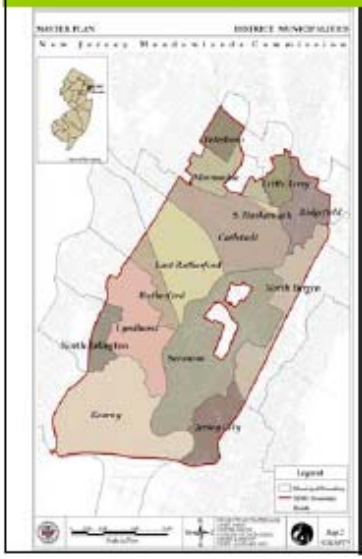
- North Jersey Transportation Planning Authority
- Delaware Valley Regional Planning Commission
- South Jersey Transportation Organization

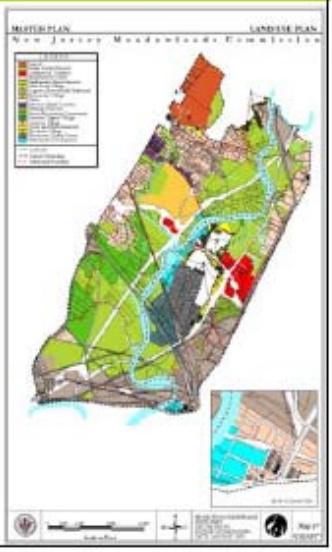
Three Regional Commissions

- Meadowlands Commission
- Pinelands Commission
- Highlands Commission

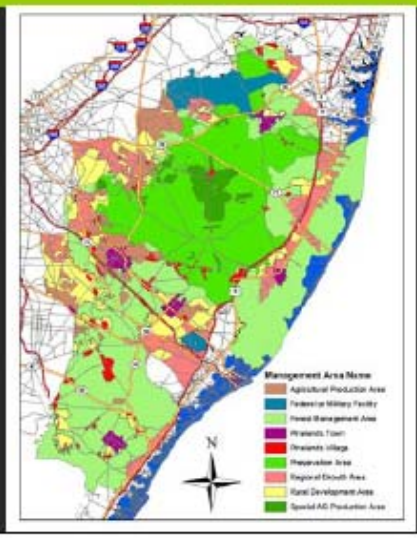
The New Jersey Meadowlands Commission:
The Meadowlands Master Plan

The New Jersey Meadowlands Commission:
The Meadowlands Master Plan

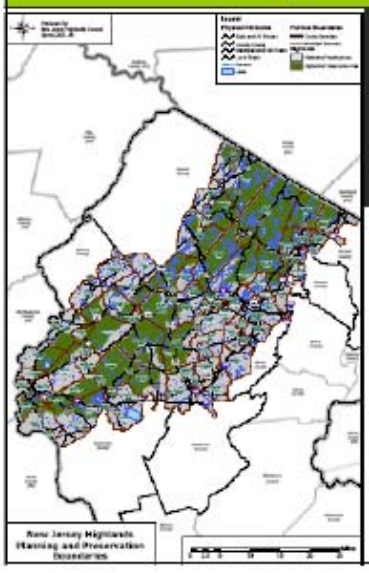




The New Jersey Pinelands Commission:
The Pinelands Comprehensive Management Plan



The New Jersey Highlands Commission:
The Highlands Regional Master Plan



Portland: LUTRAQ / Vision 2040

1,000 Friends of Oregon: works to protect our quality of life through the conservation of farm and forest lands, protection of natural and historic resources, and promotion of more compact and livable cities

Salt Lake City: Vision 2020

The Chicago 2030 Plan

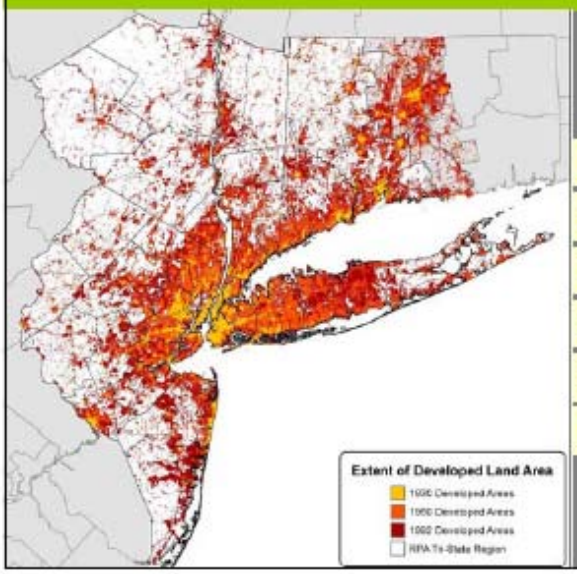
3 computer models were used to forecast and evaluate future conditions

The Third Regional Plan

The 5 Campaigns:

- Governance
- Workforce
- Mobility
- Greensward
- Urban Centers

Urban Development 1930 - 2000



1930s
1950s
1960s
1970s
1980s
1990s

The Third Regional Plan

Greensward
A 3-million acre network of protected natural resource systems

Mobility
A seamless 21st century mass transit system

Centers
Maintaining half the region's employment in urban centers

Workforce
Assisting minority and immigrant communities to fully participate in the economic mainstream

Governance
Restructuring institutions and fiscal incentives

Mobility

- New Hudson River Rail Tunnel ($6 - $8 Billion, 9 years)
- Four Borough Second Avenue Subway (MetroLink) - $12 - $15 Billion, 12 years
- East Side Access ($5.7 Billion, 10 years)

PLANYC 2030

Land

- Create homes for almost a million more New Yorkers, while making housing more affordable and sustainable
- Ensure that all New Yorkers live within a 10-minute walk of a park
- Clean up all contaminated land in New York City

Energy

- Provide cleaner, more reliable power for every New Yorker by upgrading our energy infrastructure

Air Quality

- Achieve the cleanest air quality of any big city in America

Climate change

- Reduce our global warming emissions by 30%

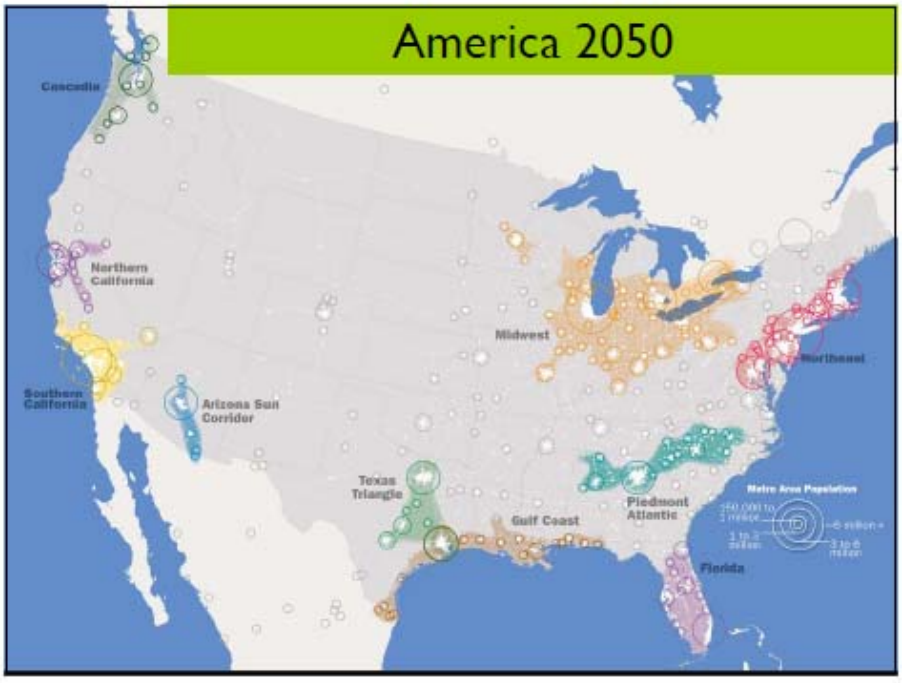
Water

- Open 90% of our waterways for recreation by reducing water pollution and preserving our natural areas
- Develop critical backup systems for our aging water network to ensure long-term reliability

Transportation

- Improve travel times by adding transit capacity for millions more residents, visitors, and workers
- Reach a full "state of good repair" on New York City's roads, subways, and rails for the first time in history


PLANYC 2030
Transportation
• Improve travel times by adding transit capacity for millions more residents, visitors, and workers
• Reach a full "state of good repair" on New York City's roads, subways, and rails for the first time in history


America 2050
Cascadia
Northern California
Southern California
Arizona Sun Corridor
Texas Triangle
Midwest
Gulf Coast
Piedmont Atlantic
Northeast
Florida
Metro Area Population

Key U.S. Trends

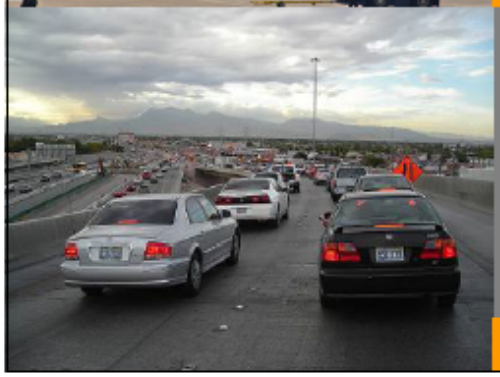
Rapid population growth and demographic change

Climate change and energy security

Crumbling Infrastructure

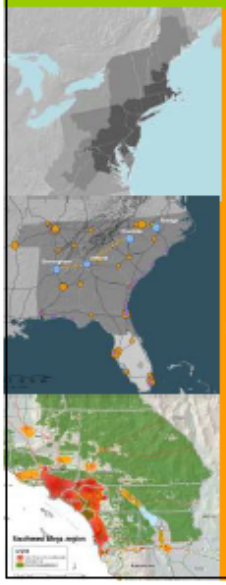
Rising goods movement and foreign trade

Overcrowded airports and airspace



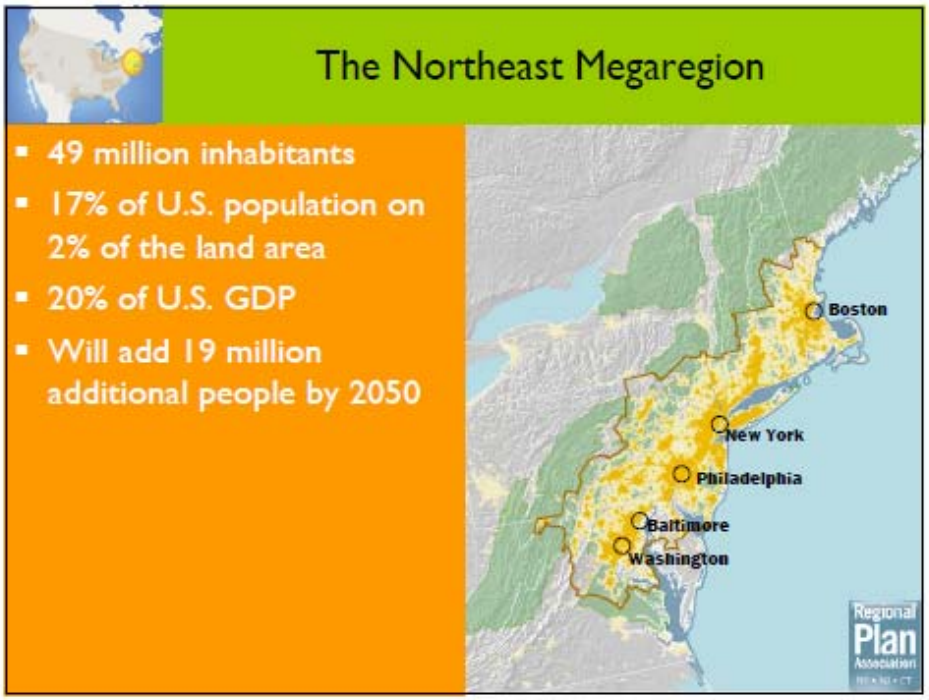
Longer commutes

Why Megaregions?



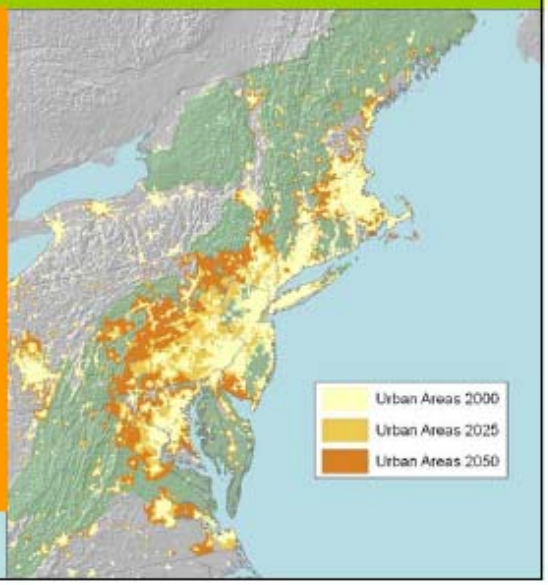
- Challenges occur at scales greater than the metropolitan region
- Need to compete with global integration zones
- Need to foster agglomeration economies at the megaregion scale


Megaregion Strategies
1. Invest in the nation's transportation system including key global gateways and megaregional systems.
2. Revitalize under-performing regions and America's older industrial cities.
3. Protect natural resources, watersheds, and mitigate climate change.


The Northeast Megaregion
49 million inhabitants
17% of U.S. population on 2% of the land area
20% of U.S. GDP
Will add 19 million additional people by 2050
Boston
New York
Philadelphia
Baltimore
Washington
Regional Plan Association

Challenges in the Northeast

- High land consumption
- Job growth lagging the nation
- High housing cost burdens
- Congestion & aging infrastructure



Source: RPA GIS Model, Woods & Poole County Population projections

Large Landscapes and Estuaries

Source: RPA, adapted from the Appalachian Mountain Club

Transportation Infrastructure

A Dense Transportation Network: From Neighborhood to Megaregion

- Enhanced local transit, regional rail
- Intercity rail connecting "hot and cold" cities

Implementation:
Interactions between different scales

1. City planning
2. Regional planning
3. Megaregion-scale coordination
4. National policy reform

Thank You

Regional Plan Association
NY • NJ • CT

Brief Report (workshop discussion)

URBANIZATION FOR HO CHI MINH CITY IN THE FUTURE: FORECASTING CULTURAL AND SOCIAL CHALLENGES AND OPPORTUNITIES.

Dr. Hồ Bá Thâm

We will cover in this paper a number of issues regarding "forecast of cultural and social challenges and opportunities in the urbanization of Ho Chi Minh City".

1- From current situation and status, Ho Chi Minh City (HCMC) is expected to become a multi-center mega-urban city.

According to the media, in the draft report submitted to the People's Committee of Ho Chi Minh City by the city's Office of Construction in preparation to report to Central Government, it was stated that HCMC will be developed in the multi-center pattern along the northeast, south – southeast, north – northwest, southwest direction. Estimates show that HCMC will reach 10 million people in 2020 (compared to the current 7 million) and will become a mega-urban city. To ensure a modern urban city scenario with exceptional landscape and living condition, it is vital that we tackle and resolve the future urbanization challenges with perspectives and vision in the planning and technical infrastructure preparation.

The current urban resources and situation, however, still present significant limitations and insufficiency. According to the draft report from HCMC's Office of Construction, the city has recently established many new urban areas. Development has made urban landscape improve in more and more modern ways, with integration of fringe areas' and regional development. Official research shows that up to April 2009, the city's average per capita residential area is 13.4m^2/person, with expectations to reach 14m^2/person in 2010. House quality is mostly semi-strong, 3rd or 4th tier houses, which covers 65% of total house units. The rest is 1st and 2nd tier houses and slums next to water. Number of house units in 2010 is estimated to be 1.7 million.

The city's landscape structure is still impractical, with insufficient land use for public and open space. "Sprawl" areas are still present, with unregulated and spontaneous development on the agricultural land and along main transportation routes. This results in the difficulty of planning according to the satellite urban model. Recent and current residential development faces a number of limitations such as dispersion towards areas like eastern (district 2, 9 & Thu Duc), southern (district 7, Nha Be ward), western (district Tan Phu, Binh Tan, Binh Chanh ward) and even in the central area (district 6, Binh Thanh..) Out of 130 recently approved development project by the Office of Construction, there are 63 projects that lie within the current central area, equal to the number of new urban areas' projects. Past plans developed by governments were calculated to accommodate only a certain population. Overdevelopment in the central area will lead to overload, traffic congestion, which is an unattractive trend. Dispersing development recently has led to a typical result: working people reside in one area and work in another, which is a reason for the "swinging pendulum" traffic that developed countries always try to avoid. It is necessary to develop complex urban areas where residential and working areas are combined to alleviate this traffic congestion problem (according to HCMC Youth periodical).

With the current urban hardware status, mega-urban development currently and in the future will face various challenges in the development and governance aspects (known briefly as "urban hard challenges"). Management trends need to redirect towards a new mechanism: market-oriented and decentralized urban regulation.

Beside the landscape, infrastructure which is the hardware of the urban city, the software of an urban area is its cultural and social image. This is both a separate component of the city and a value embedded in its urban hardware.

Cultural and social developments have shown certain improvement, with establishment of communities and governance system that are relevant with the growing market economy and globalization. There are, however, still limits and setbacks from the old agricultural rural system and war-time society. This traditional way of life sustains not only in people's daily life, work and traffic but also in the governmental regulation and management activities.

New cultural values, activities and life styles that are relevant to a civilization of urbanizing and modernizing market economic system, in light of reform and globalization, include promotion of economic values, social and economic efficiency, democracy, transparency and openness, modern and traditional, authentic cultural aspects… However, there still exist many complication and out-dated trends. Social conflicts still emerge and are hard to predict, such as population growth pressure, corruption, prostitution, drugs, smuggling, "monetarist", self-serving and degradation in political power, personal corruption, all of which are considerable threats to civilization.

General urban development and governance, as well as specific cultural and social regulation, have been reformed to certain levels. Nevertheless, limitations, impracticability and disintegration still make regulators ineffective and confused in handling unprecedented conflicts and obstacles in the process.

As urban areas continue to grow, so do these issues. These challenges to the process of urbanization and governance are known as "urban soft challenges".

2- Impacts, implications and trends in the process of global integration and development: A look into the future.

Potentials in the process of global integration and modernization will stimulate the urbanization process. There are numerous opportunities implied for the nation's development in traditional culture, both scientific and people's aspects, which creates a rich and authentic cultural treasure with communicative and interactive values in an inter-cultural community. Integration creates competitiveness and cultural relativism, which stimulates internal and external sources for cultural and social development. The depth of economic and social growth has also created many benefits and values, which lead to mutually beneficial interactions among communities, people and societies. In other words, the values, the life style and our way of cultural expression have had turning-point improvements that transpire gradually: from old traditional societies to democratic and modern societies, from traditional culture values to modern but uniquely defined culture.

There are, however, many challenges that emerge.

Impacts on the cultural and social aspects of HCMC, which sometimes lead to significant disagreement and conflicts, include the following:

- The process of urbanization in the multi-center pattern with 4 major directions, combined with the industrialization and modernization, creates conflicts of interest, which lead to significant and time-consuming litigations, strikes ; feedbacks from educators and medical professionals, environmentalists; issues of social discrimination and rich-poor gap (refer to city research

"Disagreements and Conflicts of Interest in modern market economy and social life of Ho Chi Minh City: status, trends and solutions", 2009, Ho Ba Tham, head researcher).

Conflicts of interest, in general, can be increasing in complexity or decreasing, depending on subjective approach of managers and leaders.

- Modern market economic development and internationalization create conflicts between traditional and modern values. Examples are: disappeared or damaged historic and cultural heritage, negative influences from foreign cultures, revealing or exacerbating of negative and out-dated aspects of traditional values (refer to city research "Cultural Development in Alignment with Economic Growth, Ho Chi Minh City", 2008, Ho Ba Tham, head researcher).

Common trends are rapid establishment of modern cultural-social systems, in which there are general systems adapted from foreign sources, and "renaissance" of traditional values. Some of these are relevant and harmonic, while others are conflicts in the process of interaction, adjustment and integration of cultures in the context of globalization.

There will be, as a result, tendencies to enrich and restructure the cultural heritage of Vietnam and other modern social communities in the efforts of overcoming and converting challenges to opportunities.

3- Vision and Proposed Solutions.

Development of forecasting science and applying those forecasts. The process of management and governance today is in great demand for forecasting and visioning science, especially the researches and forecast work for the country's and city's development. Forecasting research will prevent impracticability, passivity, limited vision and, most importantly, will support strategic planning and developing. Forecasting work are currently paid little attention and with many disadvantages. The first is little understanding regarding the science in general and the mechanism and methodology of forecasting, as well as different support tools, human resources and other requisites for forecasts. The planning of HCMC is limited by the insufficient sources of forecasts that provide scientific and practical bases for the process.

Constructing strategies, philosophy, and different solutions. It is of absolute importance that a philosophy for development is defined for HCMC. In the mean time, many strategies need to be created for planning and developing, as well as different solutions for contingencies in economic, cultural, social, environmental, climate situations need to be prepared.

Defining goals and objectives. Based on general objective in developing the whole cultural and social system, specific and periodical goals need to be set in different components, operations, and life styles.

Improve and reform the planning process to include scientific and democratic involvement, with century vision for both hard and soft urban angles. Specific plans for each decade have to be made. In other words, short-term and long-term visions are both necessary.

Construct and implement solution packages (motivation and mechanism, human and capital resources, governmental and social, integration of economy and culture & society), resolve obsolescence and conflicts in alignment with economic development (urbanization and modernization), combine hard and soft urban solutions and synchronize goals and directions in cultural and social development and economic development.

OPPORTUNITIES, CHALLENGES AND ISSUES IN THE DEVELOPMENT OF HO CHI MINH CITY.

LEÂ HUØNG
HCMC University of Banking

1. OVERVIEW OF HCMC'S STRENGTH.

HCMC is one of the major economic, cultural, social and scientific centers of the country. We have an advantage in geographical and political position, a diversified labor force, in which there's a group of skilled workers, many developed economic sectors, especially the private sectors… which create a relatively good infrastructure compared to the whole country. Those are strengths that allow HCMC to continue the economic growth of over 11% on average since 1991, and GDP growth is over 12%.

One of the advantages of HCMC that is derived from the economic infrastructure is the creation and development of the commercial, banking and financial service sector, tourism and advanced technology.

Up to now, in addition to the HCMC Securities Exchange, financial institutions, financial funds of various types, there are over 500 banking branch offices, domestic and international (including exchanges). Capital sources for local credit organization increased dramatically: 70% increase in 2007, 80% increase in 2008 despite financial challenges. Raised funds take a significant portion and are stable: in 2005 raised funds were 190 billion VND, which was 65%, in 2006 raised funds were 300 billion VND, which was nearly 65%, in 2007 raised funds were close to 490 billion VND, which were roughly 63%, and in 2008, despite many challenges, raised funds still took up over 60% total capital of credit organization. This capital contributes to a significant part of HCMC's economic growth.

Another advantage worth mentioning is the advanced technological foundation, and institutes and schools in the city are an important factor in the intellectual development.

Total number of colleges and universities in HCMC in 2008 is 41 universities and 31 colleges (in 2008 there were 363,783 enrolling students and 57,830 graduates); 34 middle-level (below associate college) schools; over 300 professional centers (nearly 300 non-public centers) – not including joint-venture centers; other branches of schools in other provinces. These institutes have contributed to the training and developing the human capital for HCMC and provinces within the middle and south regions.

Service, commercial centers, business organizations with various types, especially SMEs are also an important source of strength of HCMC's development.

2. OPPORTUNITIES, CHALLENGES AND ISSUES.

2.1. OPPORTUNITIES

First of all are the inner strength factors. There are significant achievements in economic and social reform over the recent periods like intellectual reform, which is reflected in the reform of management mechanism in economics and social issues that follows market economy development, operated by the markets and socialism-oriented globalization. We can now take advantage of the improvements in technological base, human capital, financial banking, transportation, communication, legal and administrative procedures, and international economics.

Secondly, there are external factors, which are the achievements of the global economy in the new economic system. Strong competitive among economic organizations in the world is an important leverage, a measure and an international standard for the existence and development, as well as the entry-exit reality that forces economic entities to improve their competitive edge in products, organization and economy in order to exist and develop. This is an opportunity implied in a challenge, because economics entities do not have other solutions but to adapt and maintain existence and development.

We cannot separate HCMC from the regional and national economic system. However, with the geographic and political, as well as other, advantages, HCMC plays the role of the leading train for the Vietnamese economy and are in position of fulfilling the city's vision, as well as the nation's expectations on the city.

2.2. CHALLENGES AND OVERCOMING CHALLENGES FOR DEVELOPMENT

Firstly, in regards of selecting development.

We need to raise the question of whether it is necessary that we point HCMC towards the goals of toping every sector. To approach this question, the city needs to be able to clearly indentify its competitive advantages, in order to maintain sustainable development, especially in financial services, commercial, tourism, and most importantly, the city needs to thrive to become the center of education and training for the workforce with world-class quality.

The city needs to be a place of high quality educational institutions with degrees above associates, in which there must be some institutions that could rank among the top 200 schools in the world by 2020. We must become a science, advanced technology and research center of the country with globally recognized projects. Only by doing so can we become the source of highly skilled workforce, including trainers, educators, researchers, managers and businessmen. Not only do we need to try and replace imports with domestic goods but we also need to consider replacing "imported managers" with "domestic managers".

To do that we need to attract talents from inside and outside of the country, train teachers, scientists to the world class level, take up joint research programs and focus on fields that our country and the international community are concerned with. We need to be a place that creates intellectual products for various economies in the country. Suburban areas, satellite industrial zones and developing countries… will be the markets for these intellectual products.

The city's industry needs to transform towards the high-tech, clean and green, environmental and human friendly way. That implies a number of industrial zones and production-processing plants need to be stopped and reselected. Production of agricultural and aqua-cultural products, material & assembling needs to be relocated to outside the city in the suburban and other provinces as satellite industrial zones.

Inner city and the close vicinity are places for high skill labor working in critical fields of the city. The abovementioned not only contributes to the social and economical development but also helps in the modern urban development and alleviating the traffic problems and urban environment threats.

Secondly, in regards of the systemic diversity of development.

Over the past, HCMC has been a dynamic city, with higher growth rates than other provinces but sustainability is still a question. Sustainable development has been the challenge for many economies. We have the advantage of being able to learn from their experiences and it is crucial that we select the development that best serves the economy and society.

Master planning for HCMC recently introduced a new role of "central planning", in which vicinity and surrounding provinces have to follow the planning features of HCMC. However, the shattered planning problem in the structural part of the economy is quite clear. On one hand, the government has to spend money on fixing the current old infrastructure. On the other hand, in the efforts of creating new infrastructure, we lack many of the basic regulations for making a modern system like transportation, electricity, water, waste, as well as architectural quality. All of these are uncontrollable, which leads to degradation of quality in trying for a civilized urban. The new urban districts like district 4, 7, Binh Tan, district 2, 9… are facing these issues. These will lead to a messy system of overlapping electrical lines and plants with the lighting systems, water processing plants in the near future.

It may be time to stop building high residential areas in the city center, regulate and monitor closely on new highways to prevent over-construction and unreasonable compensations that hurt the budget.

Thirdly, in regards of financial participation.

To improve the financial capacity for HCMC, we can create initiatives on financial participation of the government, which will improve the capacity, management and stimulating of the economy. We need to encourage equitization of government companies, hospitals, schools, which controlling holdings of the government. Some exceptions might be the specialized business and critical for the economy which can hold 51%.

The development of HCMC needs a combined solution of different sectors, the above are only a few concerns regarding the fundamental problems of the city's development.

FORECAST AND PROPOSED SOLUTIONS FOR THE PROCESS OF SOCIAL DEVELOPMENT OF HO CHI MINH CITY

Dr. Nguyễn Hữu Nguyên
Ho Chi Minh City Institute of Research and Development

This report consists of three components: theoretical and pracical bases for the forecast of social development for Ho Chi Minh City (HCMC), forecast of opportunities and challenges, and proposed solutions.

1- Theoretical and pracical bases for the forecast of social development for HCMC.

- Theoritical: forecasting social development is a science based on logic reasoning. Basis for this forecasting problem is understanding of the social development history of the city, objective and subjective conditions, and factors that influence the development process.

- Practical basis for the forecast of social development for HCMC includes: social development history, current political system and social structure, cultural indentity, demographic and people's aspects, ecology and environment, features and capacity of city's economy, domestic and international scenario.

2- Forecast of social development for HCMC

The economy and society are two inseperable parts of HCMC's development. Opportunities and challenges are always inter-connecting. It is therefore necessary to perform general forecasts for the economic development to support the forecasts of social development that link opportunities and challenges together.

Forecasting needs for social development of HCMC include:

2.1- Physical and spiritual life standard: chances to improve dramatically due to economic development, challenge is the increasing rich-poor gap.

2.2- Social consensus: conflicts of interest between social groups will intensify due to competitive and ever-changing market economy.

2.3- Social democracy: improved life standards and literature require more democracy, external opposing forces will take the advantage to attack in the "demand of democracy".

2.4- Educational and medical development: more opportunities for investment in better educational and medical systems, challenge is the commercialized education system that undermines quality. Overload will occur when population exceed 10 million.

2.5- Cultural development: non-existent threats of vanishing Vietnames culture but a number of traditional values will be under serious attack.

2.6- Social order: challenges will overwhelm opportunities since globalization will increase crime and social disorder. Overload will occur when population exceed 10 million.

2.7- Transportation and environment: these are not only economic and technical issues, but also social since it directly affects the population and people's life. Challenge will increase if no regulation in controlling population and urban planning are in place.

Opportunities and challenges are inter-connnecting and transformative. The transformation will depend on leaders' and governors' competence.

3- Proposed solutions

The following proposals target the social development only. It is necessary to implement based on the forecast of economic growth.

3.1- Developing urban government: more autonomy in light of the vertical political system and social governance (different social aspects), not region-based.

3.2- Define spacial and population landscape: HCMC should place control on population, density, urban landscape to advoid becoming overpopulated urban city and overload in many other aspects.

3.3- Poverty fighting: fundamental method to stablize and stimulate social development for HCMC.

3.4- Develop a mechanism that allows direct communication and interaction between regulators and people: government and regulators should utlize mass media to inform the people about progress and to answer questions and concerns. This is a familiar and effective sollution in many countries but still quite new in Vietnam.

3.5- Develop a complying culture: this is a more challenging issue than law-making, which depends on viewpoints, selection, and law enforcing agencies. Better disciplined operations are important in all levels of central and local authority.

3.6- Surveying public opinions: urban life and market economy are ever-changing, regulators and authorities need always listen to "the breath of life". It is necessary to form independent public research and survey organizations. This is popular in many countries but fairly new in Vietnam.

The aboved solutions are not comprehensive but, if implemented extensively, might resolve part of the negative aspects in current HCMC's society.

Master Planning Challenges for Ho Chi Minh City

Mr. Alan Fujimori, RLA, LEED-AP
Principal Planner – Belt Collins Hawaii Ltd.

Presented at
Key Challenges in the Process of Urbanization in Ho Chi Minh City:
Governance, Socio-Economic, and Environmental Issues
Workshop
16-18 September 2009
Ho Chi Minh City, Vietnam

Abstract

The potential for tourism should provide major socio-economic opportunities in the master planning of Ho Chi Minh City. Rapid urbanization requires that infrastructure especially transit keep ahead of development to focus private investment. Convenient access between home, work and supporting services will help the development of a strong and productive work force. The built environment and open space system must make the city livable by preserving its history, culture, and natural features that reveal the image and identity of Ho Chi Minh City.

Socio-Economic:

Tourism is the largest industry in the world and clearly of significance to developing countries. Substantial investments are required to capitalize major destination resorts, but the industry is now diversified enough to include wider participation by small and medium businesses. Tourism generates 11 percent of global GDP, employs 200 million people, transports 700 million international travelers per year, and is expected to double by 2020. However, developing countries have only 30 percent market share, a minority position.

The challenge for Ho Chi Minh City will be how to integrate appropriate types of tourism into master planning for the city to become a world-class destination that reflects its people, history, culture, and landscapes while protecting and conserving these resources.

Tourism is highly dependent on the natural and cultural assets of a place. In Hawaii, visitors are attracted by natural features such as our climate and pristine waters, as well as by our multicultural history. Vietnam has it own set of resources that can provide significant tourism opportunities. Today, authenticity has become an increasingly important attribute sought by the visitor in the international market. Some types of tourism that are successful elsewhere in the world include:

- Destination Resort Tourism:
  - Domestic Market: Hawaii developed major resort destinations around its beaches, something we call "sun and surf." The resorts range from the urban setting of Waikiki to the remote, self-contained, and large scale developments

of the "Gold Coast" on the island of Hawaii. These destinations have required significant investments in infrastructure and have taken 30 to 45 years to build out. While these destinations may not appear relevant to the urban design of a city, they relate to potential special resort locations close to dense urban areas such as Sentosa Island in Singapore and Waikiki in Hawaii.

        - Waikiki was the first resort for both the historic kingdom and territory of Hawaii.
        - Ka'anapali on the island of Maui was the first planned resort.
        - The Gold Coast resorts of Mauna Kea, Mauna Lani, Waikoloa, and Ka'upulehu/Hualalai comprise the largest visitor destination on a regional scale.
    - International Market: Newer, smaller luxury destinations offer greater privacy in unique natural settings in remote locations. Most have incorporated strong environmental practices into their operations.
        - W Retreat and Spa in the Maldives
        - Labriez Silouette in the Seychelles
        - Veranda Chiang Mai in Thailand
- Agricultural Tourism:
    - This type of tourism features working farms or other agricultural operations open to the public. These specialized destinations offer the experience to learn about and work at a farm, ranch, or other agricultural facility. Such land intensive uses with low development footprints can become part of an agricultural conservation area, similar to a regional open space system.
    - Sonoma and Napa Valley in northern California are known for their beautiful vineyards, wineries, and landscapes. Smaller towns such a Sonoma focus on historic Spanish plazas with commercial and hospitality uses, including wine tasting houses featuring small wineries that don't have their own tasting rooms.
    - The Kona Coffee District extends 70 kilometers on the Big Island of Hawaii is known as one of the best premium coffee growing areas in the world. The small towns and farms have developed a thriving boutique hospitality industry. The current zoning update of the Kona Community Development Plan protects this area for growing coffee and directs development to other parts in the region.
    - Sannam Hoa Binh in Vietnam is a private development master plan that integrates fruit farming, a golf resort, and a second home community into a private development parcel.
    - Ag Tourism could be located in urban areas as special districts that reflect the culinary preferences of the host culture:
        - Tsukiji Fish Market in Tokyo is probably the largest fish auction in the world, selling 700 metric tons of seafood a year. Adjacent to the waterfront and accessible by a number of metro lines, it is one of the most interesting and vibrant districts in the city that is representative of the Japanese love of and reliance on seafood.
        - Urban food markets such as Ben Thanh Market in HCM City is similarly representative of Vietnam's cultural influences in food.

- Cultural Heritage Tourism:
  - Cultural heritage tourism highlights a country's or region's culture, specifically the lifestyle and history of the people and their art, architecture, religion(s), and other elements that helped shape their way of life.
  - Heritage parks form special districts in cities or are composed of individual sites connected by an urban trail system.
    - Charleston Waterfront Park in the state of South Carolina is the city's gateway and connection to the Cooper River.
    - The Boston Freedom Trail links historic sites in the city.
    - The Statue of Liberty is one of the most important icons of America.
  - Arts districts are potential development zones for the visual and performing arts and arts education.
    - Dallas Arts District in Texas focuses on a festival street anchored by their museum, symphony hall, opera house, major sculpture garden, and arts magnet school. Private development in fills the remaining street frontage with art themed uses at the ground level.
- Eco Tourism:
  - Urban areas may not have remote sensitive ecologies but could contain remedial areas that can be integrated into a park system and offer recreational and educational opportunities. Urban greenways are good examples, e.g., Boulder, Wash DC.
  - Wetland Park in Xiamen, China
  - Boulder River Greenway, Colorado

Mass Transit and Land Use:

In the U.S. our citizenry is starting to realize that you can never build enough roadway capacity for cars because if there is unused capacity, drivers would take additional trips until it is used up. This is called induced demand.

Cities have to be designed primarily for people and not for cars. Vehicles need to be accommodated but if most of the populace don't own cars, a transit network should be developed to serve the majority. **One of the major challenges in the master planning of Ho Chi Minh City is how to establish a mass transit network that is affordable, convenient, and will transition ridership from motorbikes to a mass transit mode of travel.** Some transportation planners have identified that convenience, short headways, and system-wide access are keys regardless of modes of transit.

- Curitiba, Brazil has become a world recognized model of environmental and urban planning practices for developing countries. The city experienced booming population growth as mechanized agriculture forced thousands of people to move from the countryside to look for work.
  - The heart of Curitiba's plan was to redirect growth from a traditional concentric urbanization pattern to a radial pattern along fairly narrow

corridors extending from the city center. High-density housing of all types, jobs, and services have been integrated along the alignment of the high-speed transit system.

- Redirecting high-density development away from the city center allowed Curitiba to retain its historic city center, distribute city services out to the new urban areas, and improve the quality of life for its citizens.
- Curitiba has developed what is the most efficient city bus system in the world by using bus rapid transit (BRT) routes. It is a model of efficiency, convenience, affordability, and loved by all Curitabanos. With a car ownership ratio of one car per three persons, two out of three trips in the city are made by bus.
- Five BRT routes radiate out from the center of the city. These high-speed transit ways have exclusive bus lanes and parallel one-way couplets, serving cars one block on each side. All streets have retained a human scale with heavy pedestrian use, avoiding the auto scale created by wide highways no longer found in the city. The transit system is so well used that many street in the shopping district are pedestrian only streets, except those shared as transit ways.
- A feeder bus system operates in constant loops through the outlying districts and connects to transfer centers on the transit way. Major transfer centers also provide venues for other city services, which alleviates the need to travel into the downtown area. Finally, a series of circumferential bus routes provide inter-district service around the city.
- The system improved and evolved over time, offering transit patrons added convenience. In the 1980s, "direct line" buses replaced the old buses on the busiest streets. A faster tube loading platform was the critical link that dramatically improved passenger boarding and exiting speeds. The modular tubes are raised to match the bus floor heights, fares are paid upon entering the tubes, and new long articulated buses are loaded through five doors and hold up to 270 passengers. This keeps dwell time down to 15 to 20 seconds. These "speedy buses" run at peak hour on one-minute headways and carry 20,000 passengers per hour in one direction. Daily ridership has grown from 25,000 in 1974 to over 2.4 million in 2008.
- By 1992, almost 40 percent of Curitiba's population resided within three blocks of major transit arteries. This integrated transportation plan reduced ambiguity for developers, discouraged false speculation on undeveloped lands, and provided clear structural corridors for growth.
- The bus system is not subsidized. It is regulated by the city and pays contractors by the kilometer traveled. The privately owned system is profitable, and a city fare allows unlimited transfers within the city.
- Jaime Lerner, the three-time past mayor of Curitiba and architect of the Curitiba Master Plan, has compared the cost differential of three modes of public transportation as follows: metro or subway is $100 million per kilometer, light rail is $20 million per kilometer, and BRT is $1-2 million per kilometer. You can complete a BRT project in two or three years, whereas light rail requires 10 years, and metro can take 30 years.

- By establishing these highly efficient transit corridors, high density land uses were able to develop sooner to serve Curitiba's rapidly growing population and optimize the public infrastructure investment. In the future, higher capacity transit modes will be built, such as a light rail or metro along side or under the BRT corridor to serve evolving redevelopment strategies.

- The City of Puebla, Mexico applied the Curitiba Master Plan strategy using BRT radial corridors to accommodate rapid urbanization. In the mid-90s, Governor Bartlett Diaz committed to a new economic, social, and environmental agenda for the capitol city of Puebla. I was the principal urban designer for Sasaki Associates, Inc. which developed this plan.
  - Founded over 450 years ago, Puebla was the first colonial city in the Americas. It was laid out by the Spanish Law of the Indies on the eastern bank of the San Francisco River. Puebla was strategically located to monitor trade and used as a defensive position to control several major Indian cities in the region.
  - From 1570 to 1600, Puebla doubled in size to 1,500 people. During the 1700s, it became a thriving commercial center with hundreds of mills along the Atoyac River producing high-quality flour.
  - Puebla remained relatively unchanged until 1962 when a federal toll road was completed north of the city providing regional access to Mexico City and Veracruz. Industry developed to the north side along the highway, including the first Volkswagon plant in the Americas.
  - The devastating earthquake in the 1980s further impacted Puebla, resulting in a decentralization policy that caused tremendous growth. In the 1980s population grew by 26 percent and new urban areas expanded the city's geographic area by 50 percent. With no master plan, sprawl consumed prime agricultural lands around the city and threatened to merge with smaller colonial towns surrounding Puebla. The unchecked growth made it difficult for the city to provide necessary services.
  - Sasaki developed a master plan for the MegaProyecto Pueblo Plus project, creating a framework plan that focused on the following objectives:
    - Concentrate high-density development along transit radiating from the city.
    - Create an industrial park with supporting residential and commercial uses along transit ways parallel to the autopista (freeway).
    - Develop a loop road with an adjacent greenbelt of agriculture and forested land around the city to
      - relieve inner city traffic congestion,
      - function as a bypass for through-traffic,
      - contain or act as a limit to future growth, and
      - provide a strong edge between urban and open space.
    - Improve infrastructure systems to meet existing and future needs.
    - Preserve and revitalize the historic center by developing a tourist oriented "Riverwalk" district similar to San Antonio, Texas.

- Contain growth and preserve existing agricultural lands.
- Preserve the river corridors as conservation land.

Work Force Housing:

In the United States, working households face a basic tradeoff between the costs of housing and transportation. To afford reasonably-priced housing, they must consider living in suburban or rural areas where car dependency and commuting costs rise. The two largest expenses for the majority of working families are housing and transportation—when combined, an average 52 percent of income (1).

In Brazil and many other countries, migrant housing is dispersed in unplanned areas. Residents face difficult commutes, lawless communities, and little or no access to public services. "Workforce housing" is often viewed simply as a problem of affordability. More generally, it is a problem of community-building. In the United States, the challenge is to keep valued public workers – policemen, teachers, nurses – within the communities they serve. Elsewhere, the challenge may be to provide the public services needed for a settled population, so that workers and their children will form a skilled, sophisticated, and healthy citizenry.

Vietnam is a developing county but the relationship of housing location and transportation cost is still relevant for working families. To develop a strong and competitive workforce, it is necessary to give priority to the live-work commute and secondly to provide support services such as schools, childcare, medical facilities, and household commercial uses for these communities. The goal is to reduce the time and cost of commuting to work and running basic errands, to provide convenience, and improve quality of life.

- Puebla's Industrial City: One of the objectives of this plan was to create a prototype environmentally sensitive industrial districts consisting of mixed-use, commercial, and residential development, as well as worker support services, public amenities, and industrial uses. The districts provide integrated employment and housing away from the city center, thereby reducing additional demands placed on the city for services and allowing the city to preserve its history and character.
  - The districts are located along transit ways extending from the city center. Development follows a linear pattern along the transit way, with high-density development limited to the corridor immediately adjacent to the transit way. The intensity of the development diminishes as the transit way extends from the city center.
  - The industrial district zone is located along the Autopista (highway), north of the transit way. It is served by highway and two railroad spurs that connect to the freight airport, Mexico City, and Veracruz.
  - The residential zone is patterned after the grid configuration of the historic city center, creating similar sized streets and blocks. The zone is organized

into neighborhoods defined by churches, schools, community facilities, or neighborhood services.
    - A mixed-use zone of higher density development is located between the residential and industrial zones and centered on the transit way. Half of the industrial zone and all of the residential zone are within an 800-meter or 10-minute walking distance from the transit way, making each district very accessible on foot.
    - Whether one works near home or needs to commute to another location along the transit way, the live-work commute is convenient and accessible by walking, biking, and mass transit.
- Public Benefits: The Vancouver transit system has incorporated "public benefits" into each of its stations and transit oriented developments (TODs). For example, one station has a child care center as part of the TOD complex. The Denver system includes municipal servicing centers, libraries, weekend farmers markets, and educational facilities of all types.
- Self Help Programs: Curitiba has been innovative in providing low-income housing and other social benefits for economically disadvantaged people. To meet demand of such a fast growing city, Mayor Lerner and his team of planners creatively found ways to integrate new public housing developments to the city and to people who were arriving with no job skills. A number of programs were developed to supply homes, free business installation and assistance, free education, self-help housing, and more.
    - Warehouse Schools: Linhão de Emprego is a tri-parti partnership between city, local businesses, and the National Financial & Social Development Bank. As commercial development grew along the transit ways, warehouses were built and used as incubators, schools, and training areas. Economically disadvantaged people have received free education in vocations that best tap their skills. Classes have been provided to meet the work force's needs, and trainees have been guaranteed employment upon course completion. For incubator businesses, free training and assistance was offered for up to two years.
    - Home Businesses: Linhas de Oficio is a program that promotes home businesses and allowes citizens to buy their home and receive free training, benefits, and assistance to start their home businesses. The buildings accommodate business on the ground floor with the residence above. This mixed-use concept allows for higher density development and promotes compact and walkable neighborhoods.
    - Rural Village to Trash: Vilas Rurais involves seasonal migrant workers. The program was developed to provide an opportunity for people to stay in rural areas on small farms or to return back to them after working in the industrial plants after factories reduced their seasonal production.
        - Schools were built, health assistance was provided, and a program called Cambio Verde came about.
        - The city bought excess crops with bus vouchers and exchanged them for trash collected by the poor in the city.

- Trash was sorted and the recycled products were sold to cover the cost of the recycling program.
- The combined effect of the projects helped the city to retain local agricultural population and production, and also provide assistance to the poor already living in the city's shantytowns. Farmers could make a living, and the city's "trash" collection and recycling increased with no extra cost to the city government. Valuable farm land stayed productive and quality fresh local foods are provided to the poor.

Quality of Life

One of the first things that Curitiba's Mayor Lerner did when he gained office in 1968 was to create *Rua Quinze do Novembro* at the heart of the commercial center. It was Brazil's first pedestrian-only street, and its success and vibrancy can be attributed to the high degree of accessibility provided by the bus transit ways. Today, the auto-free pedestrian zone has grown to encompass 50 city blocks. **Mayor Lerner was able to make major infrastructure improvements to serve a vital transportation and land use function, and also raised the quality of life for all Curitibanos. The Ho Chi Minh City Master Plan will need to provide the same level of functionality and quality in order for its residents and visitors to enjoy and appreciate the city's urban lifestyle.**

Placemaking: Other successful cities with vibrant and attractive pedestrian districts have used transit improvement to create them.

- Dallas Area Rapid Transit Mall: Another project I was involved with as the principal urban designer for Sasaki Associates, Inc. was the Dallas Area Rapid Transit Mall on a light rail system that runs through the downtown central business district. Working with the client and many user groups, Sasaki conceived the mall as a "Ramblas of the Southwest," referring to Barcelona's famous linear pedestrian street. The 1.2-mile corridor includes four stations and is unified by street trees, distinctive streetscape treatments, and a public arts program. The light rail lines extend many miles into the outer city and suburbs. Since its completion in 1996, the transit system has grown from accommodating 1.4 million passengers initially to 17.5 million in 2005. Its landscape and streetscape elements are now firmly part of the city's character, and the mall is a major urban design focal point and gateway for the city.
- Denver 16th Street Mall: The 16th Street Mall, predating the Dallas Transit Mall, has become the precedent for bus transit malls in the United States. The design was done by Harry Cobb of I.M. Pei and Partners for the Regional Transportation District (RTD) in 1977 and opened in 1982. The 1.2-mile transit mall functions well because of the linear layout of the city; it is anchored on both ends with regional bus transfer centers. Free hybrid buses connecting both hubs stop at every block and run on one- minute headways during peak hours. The mall is a beautifully designed streetscape with trees and furnishings that create an urban oasis and contrasts dramatically with the large one-way street system in the rest of the downtown area. Filled with pedestrians throughout the day and night, it has

become the main urban destination for Denver. In the last 10 years, significant redevelopment has occurred on various other districts but the common connection between them is the 16th Street Mall.

Open Space Framework:

From a landscape architect's perspective, an important challenge will be how to use a public open space system to act as the framework to link various parts of the city. The system would follow a network of corridors, including streets, boulevards, parks, major open spaces, rural landscapes, and natural areas. Typically, park systems in the U.S. utilize natural features such as shorelines, rivers, and regional drainage ways as the system's organizing structure. All require roadways to access parts of the system.

Emerald Necklace (1892) in Boston, Massachusetts was a parkway system designed by Frederick Law Olmstead, the famous American landscape architect of New York City's Central Park. It was the first park system in the U.S. and connected the Boston Commons and Public Gardens in the center of the city to the Charles River, Fenway, and Roxbury's Franklin Park. The entire 7-mile system formed a semi-circle around the city proper and was named the Emerald Necklace.

Metropolitan Park System: Charles Elliott, another Boston landscape architect, worked for the elder Olmstead on the Boston parkway system. He established the fundamental principles of regional planning and laid the groundwork for land and historical conservancies around the world. Elliott was the founder of the Metropolitan Park System which created, oversees, and manages the park system.

The system established by Elliott reserved large tracts of open land for public ownership, mainly land on the verge of development such as shores, rivers, marshes, and hills. The features became the natural framework for the urban development. The Metropolitan Park concept utilized three large woodland reservations connected by three rivers to Boston Harbor, which included Olmstead's original Emerald Necklace in the city of Boston.

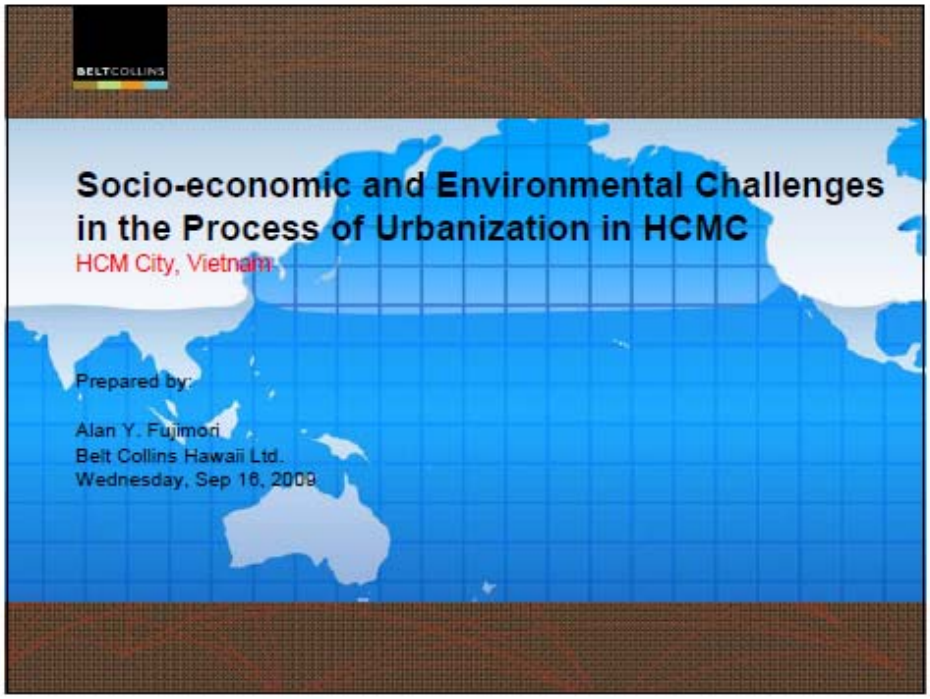
The basic principles involve three steps:

- Preserve natural areas
- Create or use existing open space such as a central park as focal point to the new or redeveloped community or district.
- Interconnect the system with parkways, greenway corridors, open spaces, streets, and boulevards.

The following are examples of other very successful park systems in the U.S.:

- Kansas City Parks and Boulevard System, George Kessler
- Minneapolis Parkway, H.W.S Cleveland, Frederick Law Olmstead,
- Lei of Green, Honolulu, Hawaii, Lewis Mumford

Singapore: In the 1970s, Walter Collins (one of our founders) was at a gathering with the prime minister of Singapore, Lee Kuan Yew. The prime minister asked what planners could do to help plan the city. Mr. Collins' reply: "Plant trees."

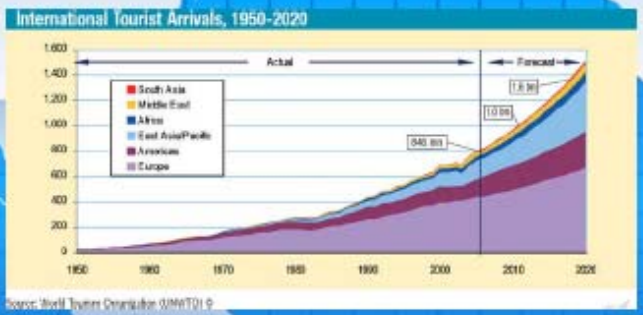

BELT COLLINS
Socio-economic and Environmental Challenges in the Process of Urbanization in HCMC
HCM City, Vietnam
Prepared by:
Alan Y. Fujimori
Belt Collins Hawaii Ltd.
Wednesday, Sep 16, 2009


BELT COLLINS
Master Planning Challenges
Key Points:
• The potential for tourism should provide major socio-economic opportunities in the master planning of Ho Chi Minh City.
• Rapid urbanization requires that infrastructure especially transit keep ahead of development to focus private investment.
• Convenient access between home, work and supporting services will help the development of a strong and productive work force.
• The new built environment and integrated open space system must have an urban design quality that makes the city livable and memorable by preserving its history, culture, and natural features.

Global Tourism

The challenge for Ho Chi Minh City will be how to integrate appropriate types of tourism into the master plan of the city for it to become a world-class destination that reflects its people, history, and culture, while protecting and conserving their resources.

Global Tourism



Tourism generates 11 percent of global GDP and is expected to double by 2020.


BELT COLLINS
Destination Tourism
Urban Resort
Waikiki, Honolulu, Hawaii


BELT COLLINS
Destination Tourism
Hawai'i's Gold Coast
Kona, Hawaii
Kawaihae Harbor
Pu'ukohola Heiau National Historic Park
Mauna Kea Resort
Hapuna Beach State Recreation Area
Kawaihae
Lokoaka Wells
Mauna Lani Resort
Waikoloa Beach Resort
Ka'upulehu Resort
Hualalai Resort
Kona International
Airport at Keahole
Kailua-Kona
Location Map


BELT COLLINS
International Tourism
W Retreat & Spa
Fesdhu Island, Maldives

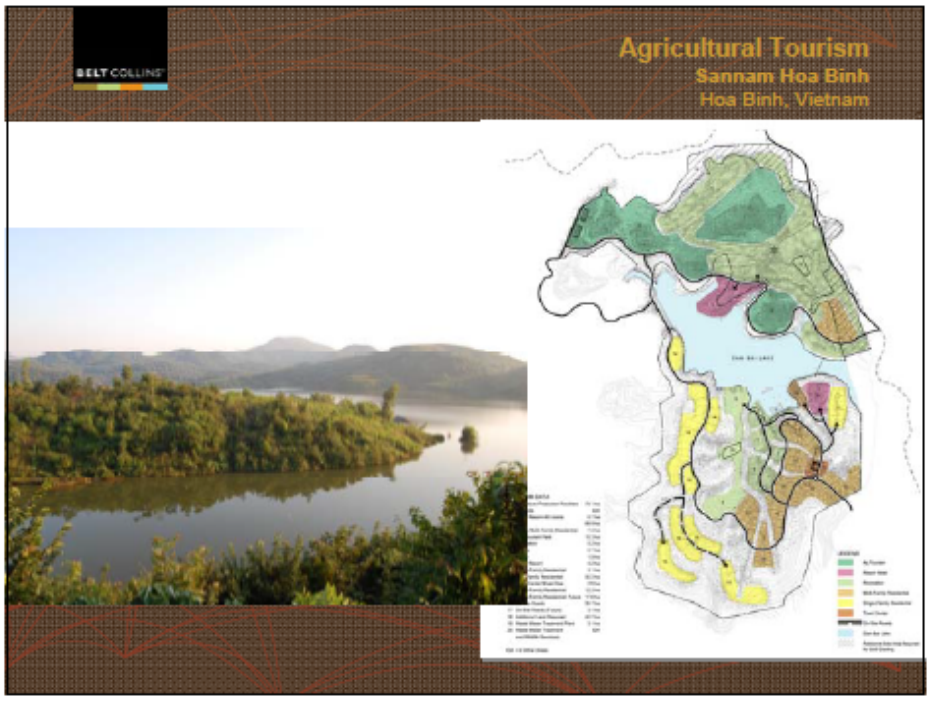

BELT COLLINS
International Tourism
Labriez Silhouette
Seychelles


BELT COLLINS
International Tourism
Veranda Chiang Mai, The High Resort
Thailand

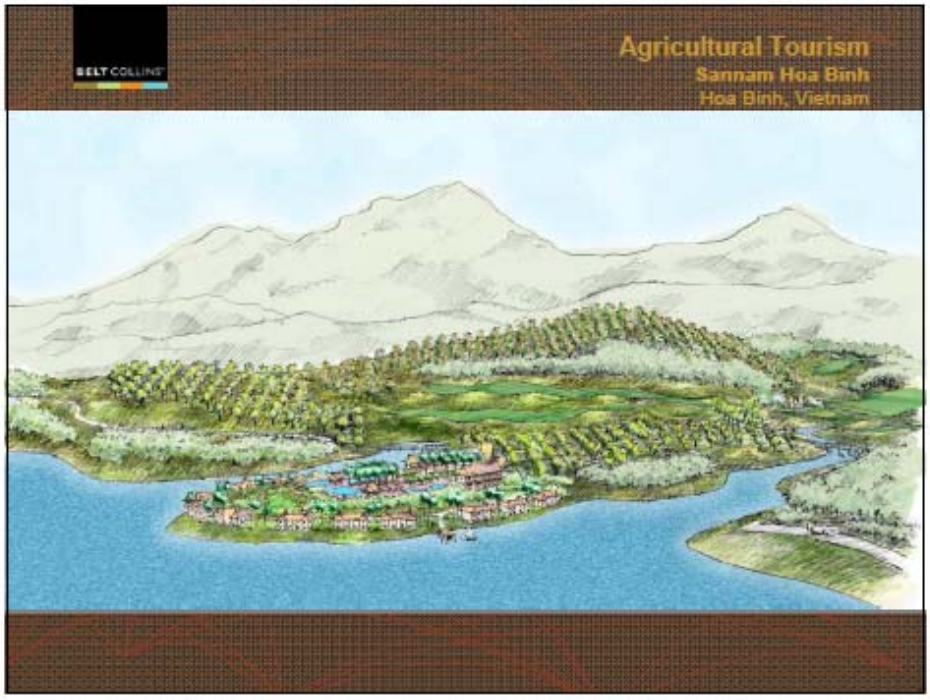

BELT COLLINS
Agricultural Tourism
Tourists participate in activities at working farms and ranches

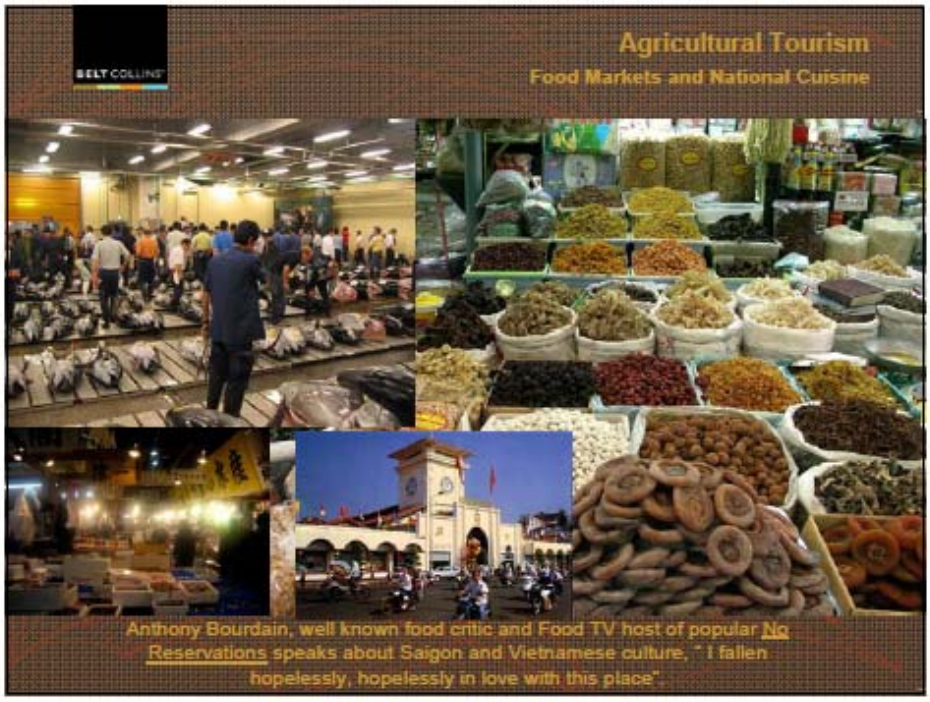

BELT COLLINS
Agricultural Tourism
Sonoma, California
USA
WELCOME TO
Viansa


BELT COLLINS
Agricultural Tourism
Kona, Hawaii
USA
KONA


BELT COLLINS
Agricultural Tourism
Sannam Hoa Binh
Hoa Binh, Vietnam


BELT COLLINS
Agricultural Tourism
Sannam Hoa Binh
Hoa Binh, Vietnam


BELT COLLINS
Agricultural Tourism
Sannam Hoa Binh
Hoa Binh, Vietnam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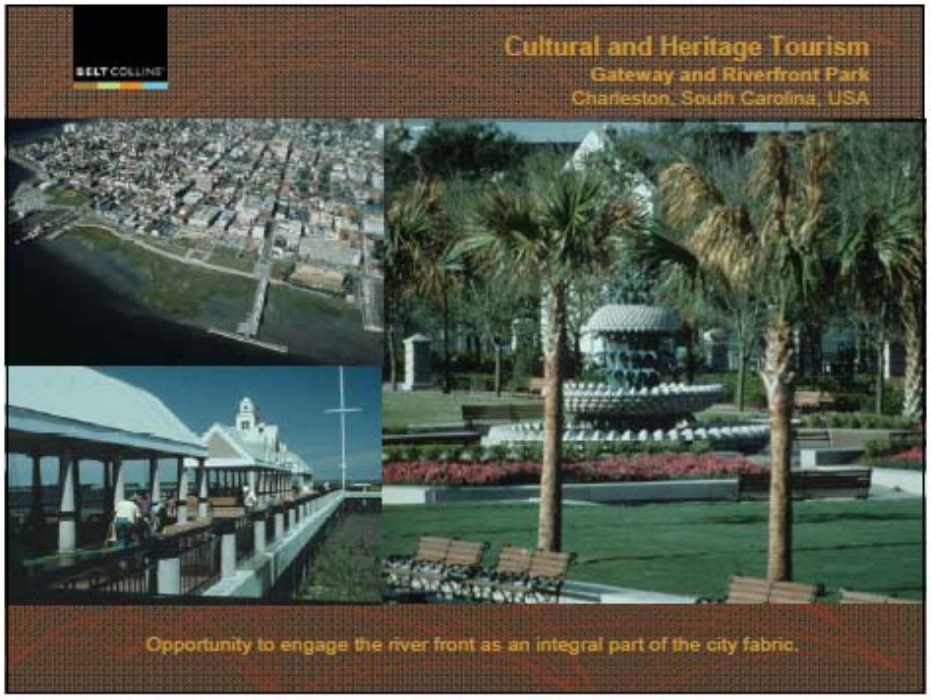
Agricultural Tourism
Food Markets and National Cuisine
Anthony Bourdain, well known food critic and Food TV host of popular No Reservations speaks about Saigon and Vietnamese culture, " I fallen hopelessly, hopelessly in love with this place".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Cultural and Heritage Tourism
Gateway and Riverfront Park
Charleston, South Carolina, USA
Opportunity to engage the river front as an integral part of the city fabric.


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Cultural and Heritage Tourism
Freedom Trail, Boston Historic National Park
Boston, Massachusetts, USA

Cultural and Heritage Tourism

Liberty Park
New York City, New York, USA

Cultural and Heritage Tourism

Gas Works Park and Chambers Creek
Washington, USA

Vernacular landscapes includes important cultural symbols that tells a story about the past.


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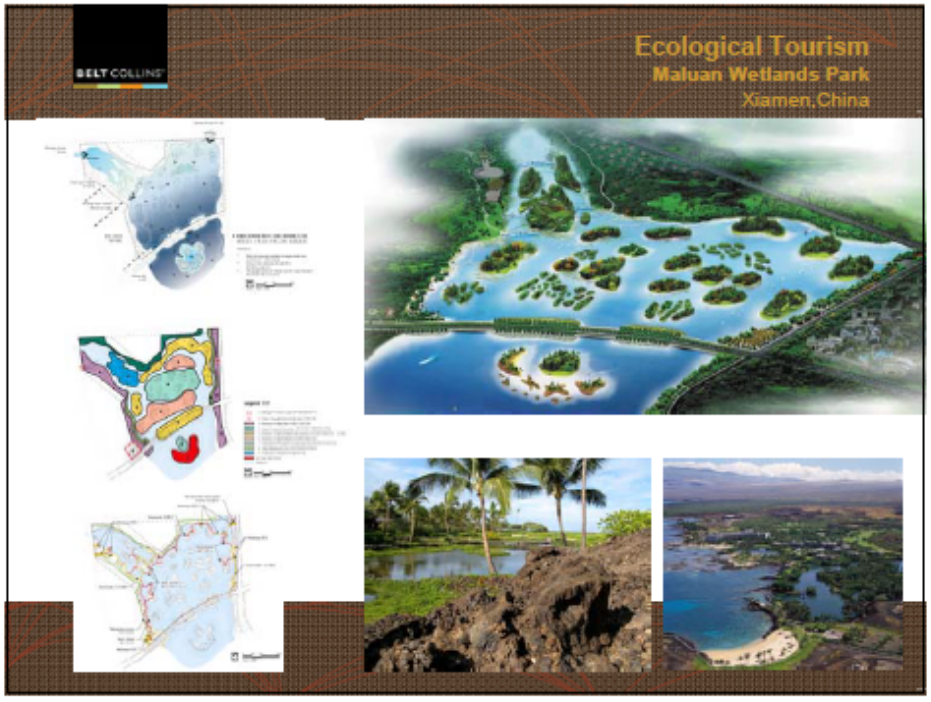
Cultural and Heritage Tourism
Dallas Arts District
Dallas, Texas, USA

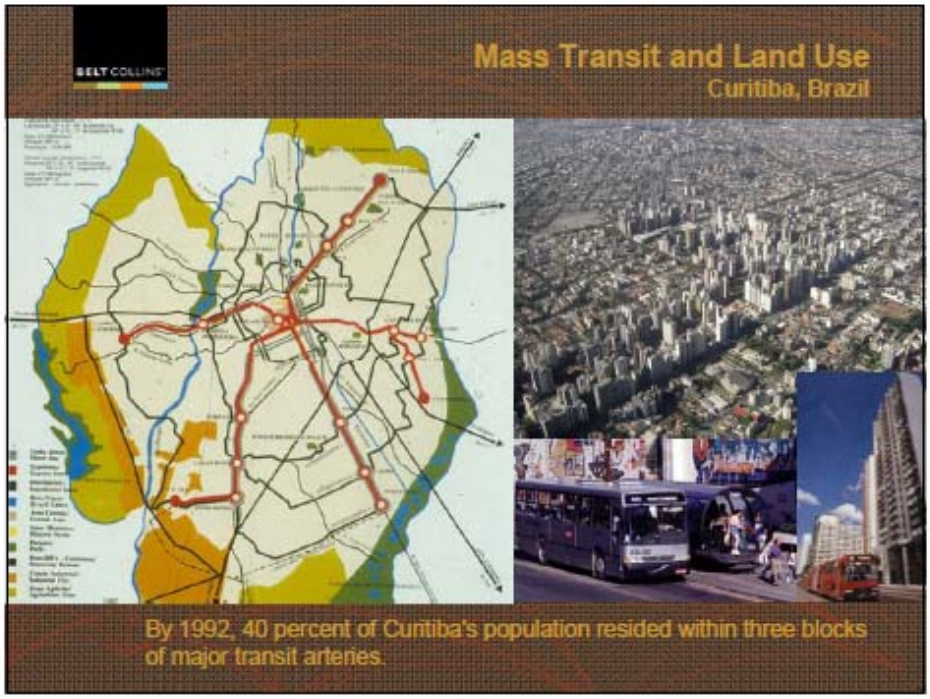

BELT COLLINS
Ecological Tourism
Maluan Wetlands Park
Xiamen, China

Mass Transit and Land Use

One of the major challenges in the master planning of Ho Chi Minh City is how to establish a mass transit network that is affordable, convenient, and will transition ridership from motorbikes to a mass transit mode of travel.

Mass Transit and Land Use
Curitiba, Brazil

The Curitiba Master Plan redirecting high-density development away from the city center allowed Curitiba to retain its historic city center, distribute city services out to the new urban areas, and improve the quality of life for its citizens.


SWA COLLINS
Mass Transit and Land Use
Curitiba, Brazil
By 1992, 40 percent of Curitiba's population resided within three blocks of major transit arteries.


SWA COLLINS
Mass Transit and Land Use
Curitiba, Brazil
Reduced ambiguity for developers, discouraged false speculation on undeveloped lands, and provided clear structural corridors for growth.

Mass Transit and Land Use
Curitiba, Brazil

The bus rapid transit system is not subsidized.
- It is regulated by the city and pays contractors by the kilometer traveled.
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Mayor Jaime Lerner's Analysis:
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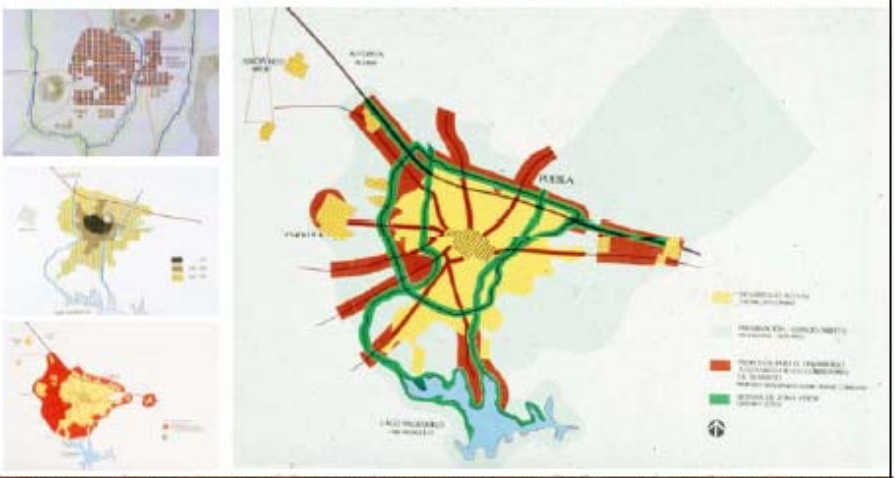
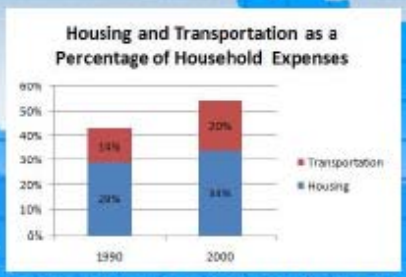
Mass Transit and Land Use
Puebla, Mexico

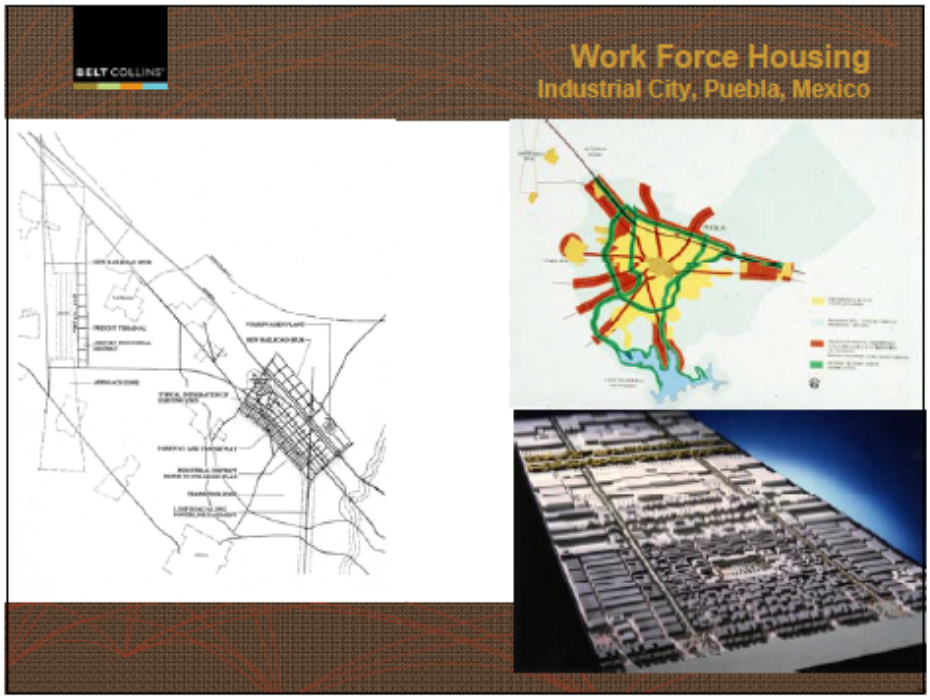
Mass Transit and Land Use
Puebla, Mexico



Work Force Housing



Vietnam is a developing county but the relationship of housing location and transportation cost is still relevant for working families. To develop a strong and competitive workforce, it is necessary to give priority to the live-work commute and secondly to provide support services such as schools, childcare, medical facilities, and household commercial uses for these communities.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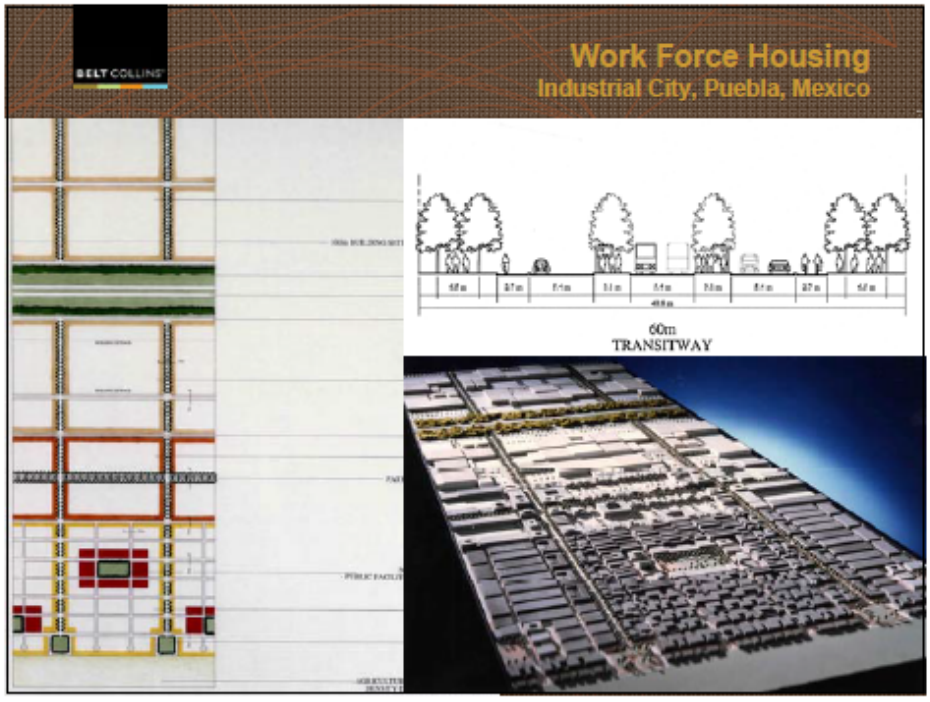
Work Force Housing
Industrial City, Puebla, Mexico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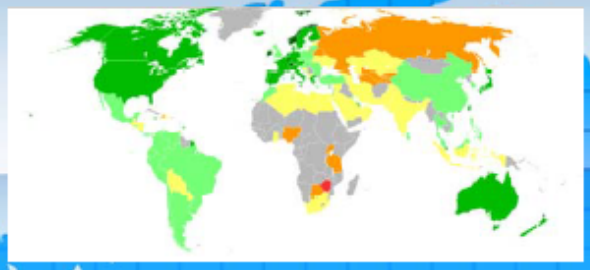
Work Force Housing
Industrial City, Puebla, Mexico
60m
TRANSITWAY

Quality of Life



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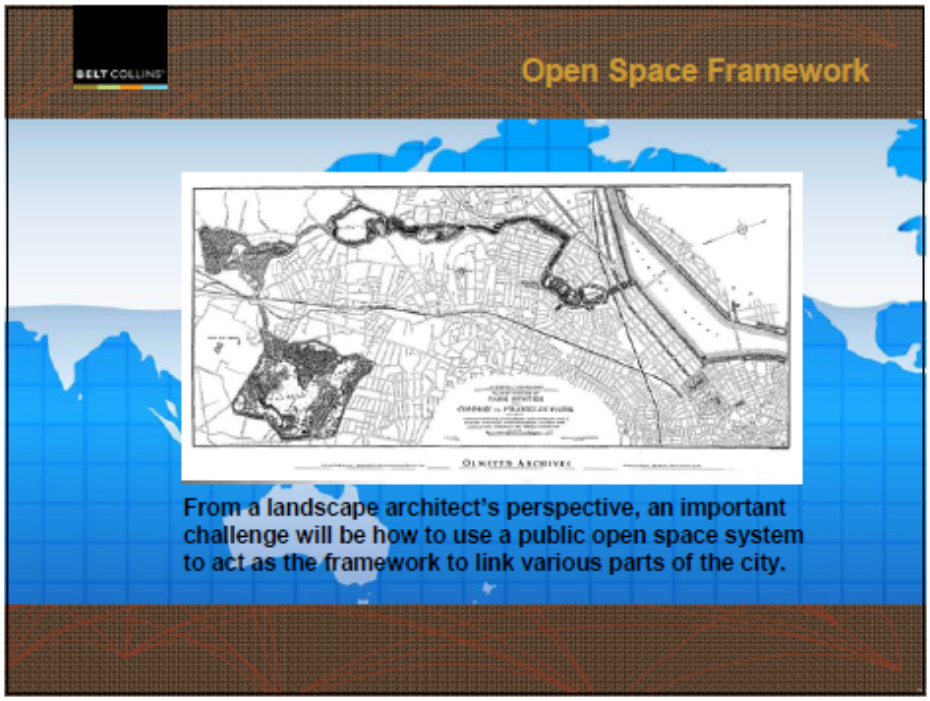
Quality of Life

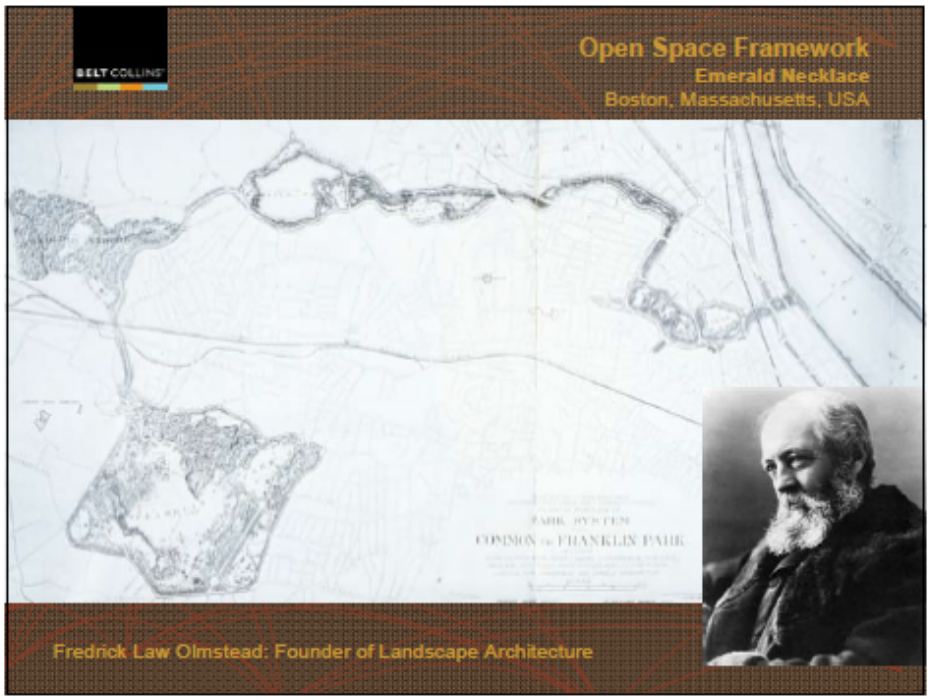
Dallas Area Rapid Transit Pedestrian Mall

Dallas, Texas, USA

Other successful cities with vibrant and attractive pedestrian districts have used transit improvement to create them


BELT COLLINS
Quality of Life
16th Street Pedestrian Mall
Denver, Colorado, USA


BELT COLLINS
Open Space Framework
From a landscape architect's perspective, an important challenge will be how to use a public open space system to act as the framework to link various parts of the city.


BELT COLLINS
Open Space Framework
Emerald Necklace
Boston, Massachusetts, USA
Fredrick Law Olmstead: Founder of Landscape Architecture


BELT COLLINS
Open Space Framework
Emerald Necklace
Boston, Massachusetts, USA

Open Space Framework

Boston Metropolitan Park System

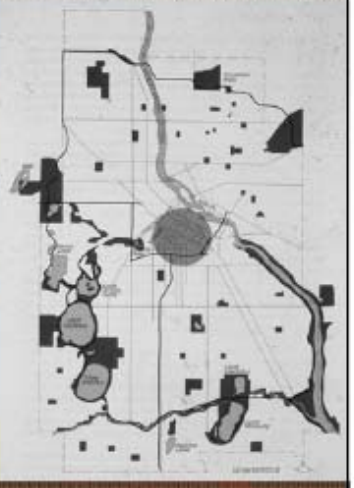
Boston, Massachusetts, USA

Charles Elliot: Founder of the Metropolitan Park System

Open Space Framework

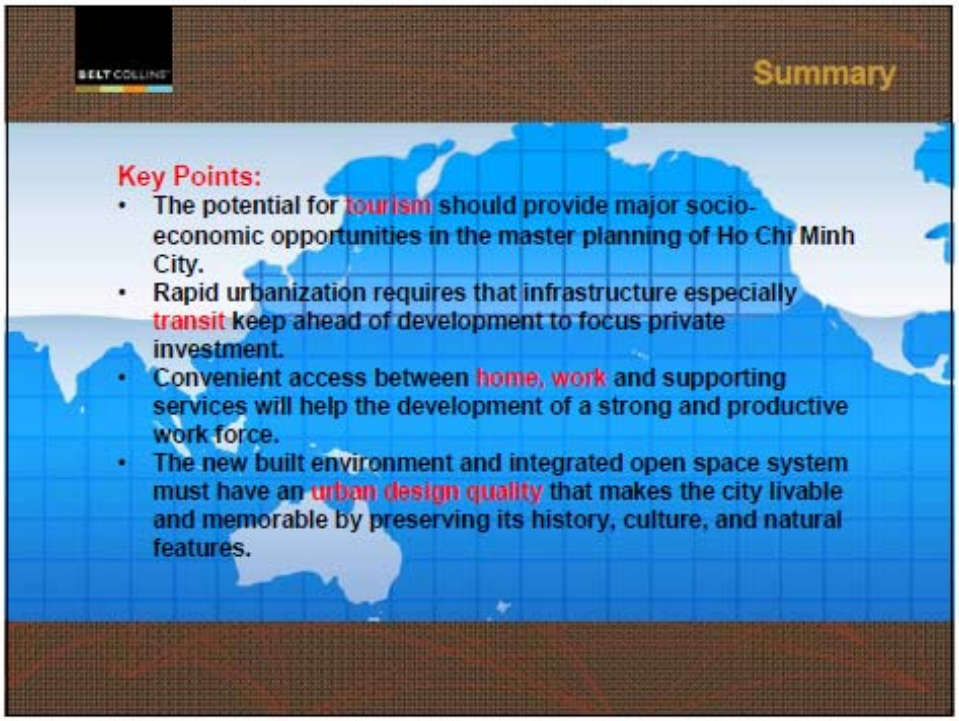
Other Park Systems

Kansas City, Missouri and Minneapolis, Minnesota, USA



The basic principles involve three steps:

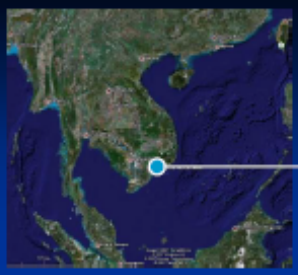
- Preserve natural areas
- Create or use existing open space such as a central park as focal point to the new or redeveloped community or district.
- Interconnect the system with parkways, greenway corridors, open spaces, streets, and boulevards.

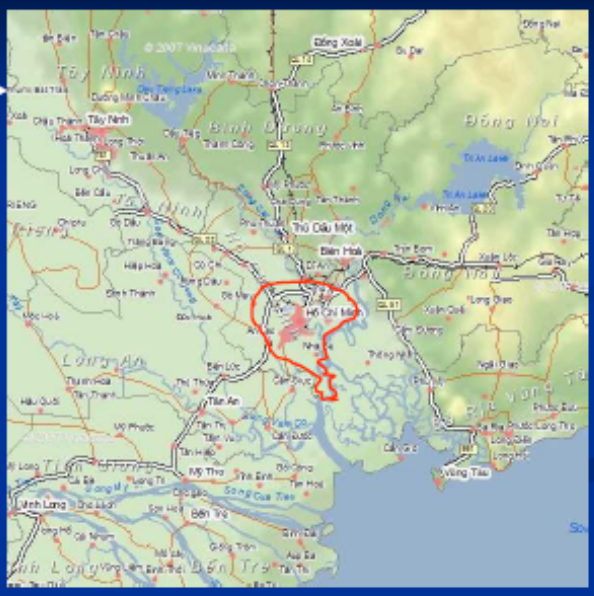

BELT COLLINS
Summary
Key Points:
• The potential for tourism should provide major socio-economic opportunities in the master planning of Ho Chi Minh City.
• Rapid urbanization requires that infrastructure especially transit keep ahead of development to focus private investment.
• Convenient access between home, work and supporting services will help the development of a strong and productive work force.
• The new built environment and integrated open space system must have an urban design quality that makes the city livable and memorable by preserving its history, culture, and natural features.

LOCAL CLIMATE CHANGES AND THE URBAN FLOODING IN HOCHIMINH CITY

Ho Long Phi
The HCMC University of Technology

KHU VỰC NGHIÊN CỨU

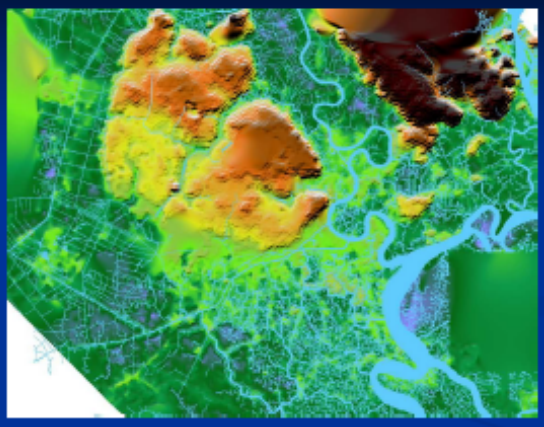




Khu vực quan trọng nhất của TPHCM rộng vào khoảng 700 km², vùng có liên quan có thể lên đến hàng chục ngàn km².

URBANISATION

Topography

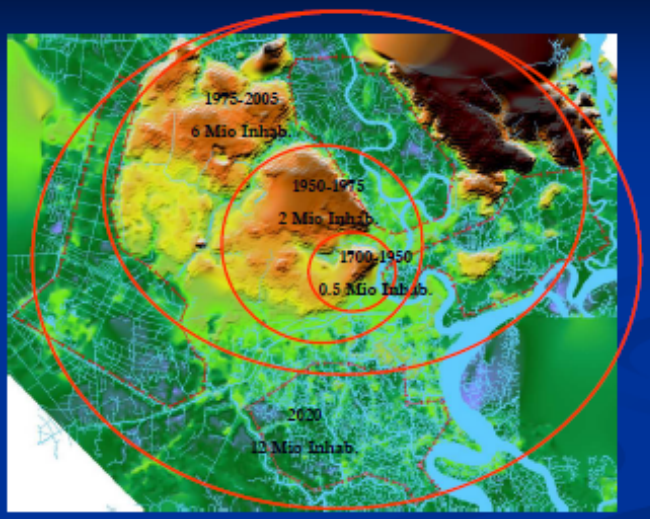


Max Elev: +30 m

Min Elev.: 0 - 0.5 m

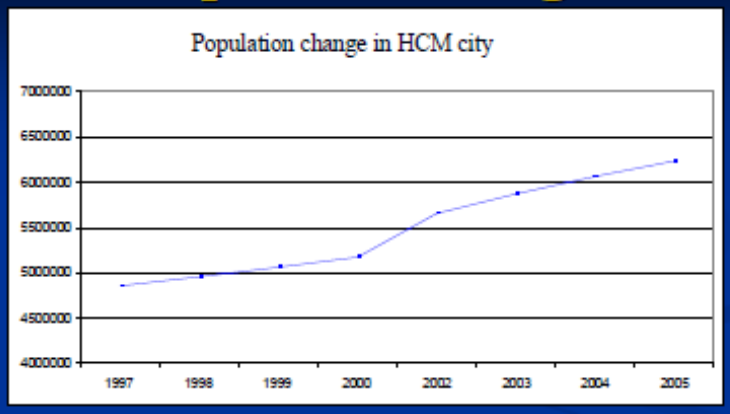
Max tide (Phú An): +1.55 m

Urbanisation



The new urbanised areas of HCMC is lying in lowlands and consuming room for water.

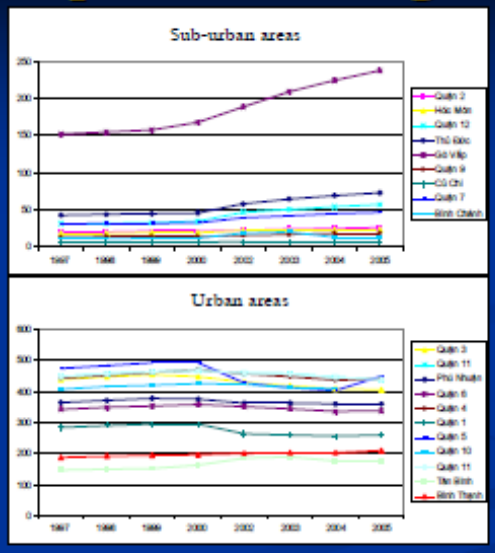
Population change



Source: Sub-division of Statistics HCM City

http://www.pso.hochiminhcity.gov.vn/so_lieu_ktxh/view_content_year?ID=Dan_so_va_lao_dong&parent_ID=2004

Population changes



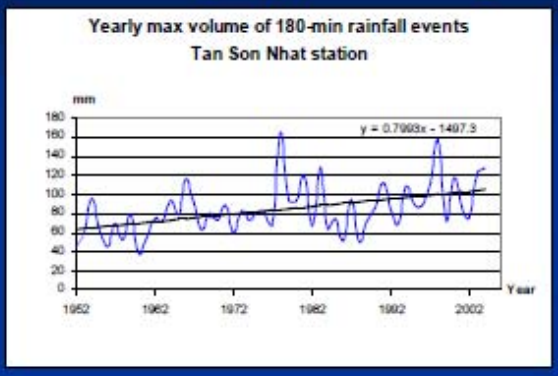
Population grows mostly in new urbanised districts whereas decreased or remained unchanged in central areas of the city.

Increasing rate of Construction land during the period of 1989-2002
(Source: Lương văn Việt, 2008)

District	Rate of increasing (%)
Quận 1	1.7
Quận 2	16.8
Quận 3	2.7
Quận 4	15.3
Quận 5	1.1
Quận 6	26.2
Quận 7	25.3
Quận 8	23.4
Quận 9	11.9
Quận 10	5.6
Quận 11	8.8
Quận 12	33.2
Quận Bình Tân	34.2
Quận Bình Thạnh	23.4
Quận Gò Vấp	50.3
Quận Phú Nhuận	9.7
Quận Tân Bình	16.3
Quận Tân Phú	68.2
Quận Thủ Đức	29.1

Heavy Rainfall

Vũ lượng mưa trận



Số trận mưa có vũ lượng lớn hơn 100mm

Thời kỳ	1952-1961	1962-1971	1972-1981	1982-1991	1992-2002
Số trận mưa	0	1	2	2	4

Count of heavy rainfall event

Period	1982-1986	1987-1991	1992-1996	1997-2001	2002-2006
Threshold					
50mm	18	30	32	36	33
80mm	3	6	6	9	9
100mm	1	1	2	5	4

Đánh giá xu thế tăng của vũ lượng mưa trận lớn nhất hàng năm tại trạm Tân Sơn Nhất (1952-2008)

Rmax (mm)	n	Mann-Kendall Z	Signific.	Sen's Q	Sen's B	COV	Đánh giá
Tân Sơn Nhất	*57*	*3.88*	*****	*0.739*	*62.17*	*0.31*	*Tăng mạnh*

Kiểm tra xu thế

- Kiểm tra hàm Tự Tương Quan (Auto-Correlation Function) đã khẳng định tính không dừng của chuỗi.
- Tốc độ gia tăng vũ lượng của trận mưa lớn nhất hàng năm là vào khoảng 0.8mm/năm

Remarks

- Return frequency would change with time.
- Conventional method for data analysis would be invalid.

Projection of rainfall volume

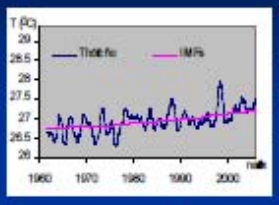
Frequency (year)	100	50	20	10	5	3	2	1
Conventional	164.5	150.2	131.0	116.2	105.8	88.5	77.5	41.2
Non-stationary	186.7	179.1	160.3	139.5	121.2	113.6	103.7	61.6
Projection for 2020	200.2	192.7	173.8	153.0	134.7	127.1	117.2	75.1

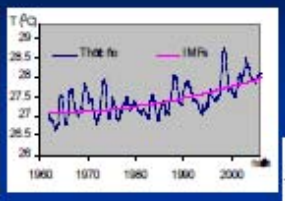
Các thông số đang được sử dụng

PP chuỗi thời gian không dừng

Dự báo đến 2020

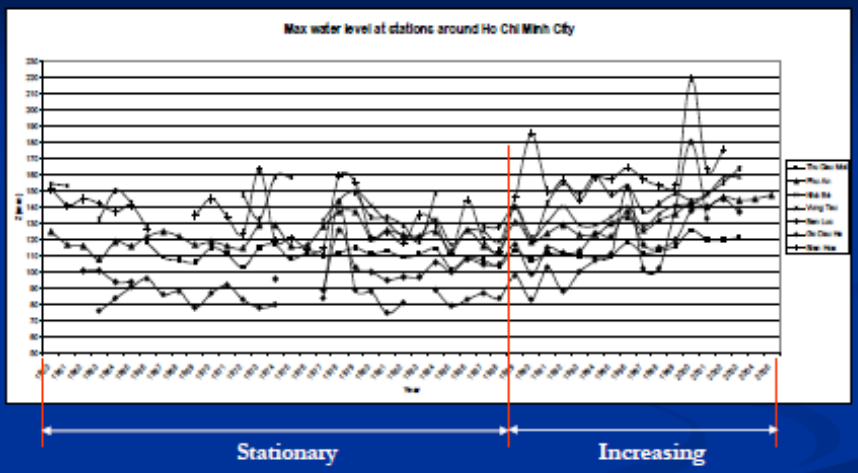
Urban Temperature





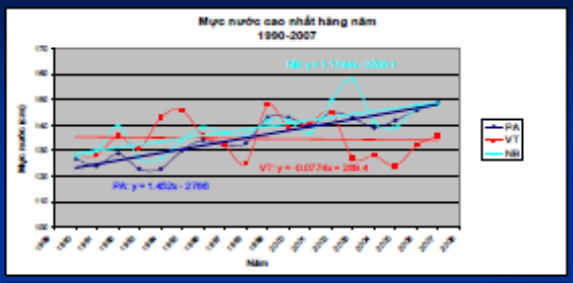
WATER LEVEL

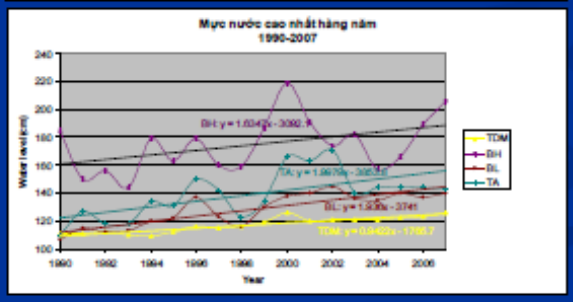
Water level rise in the region



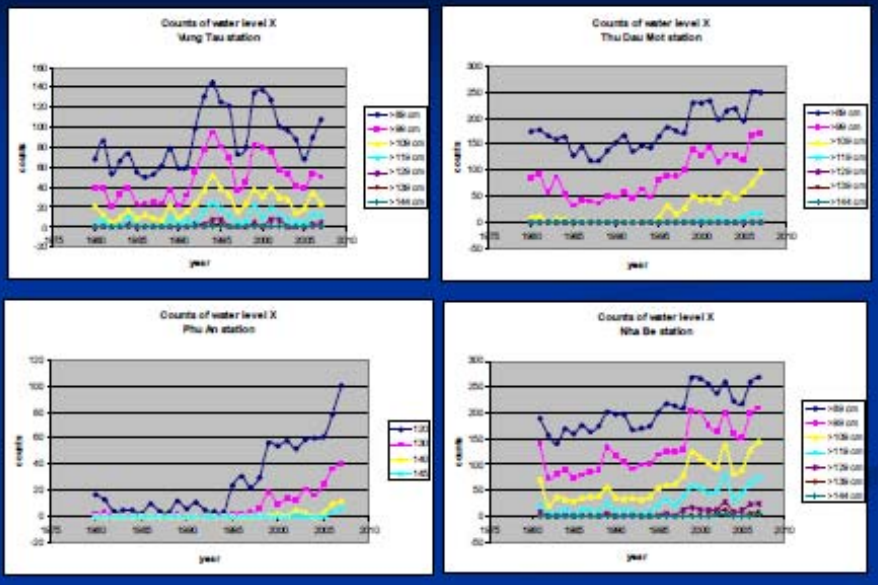
T-Student test confirms the stationary trend before 1990 and non-stationary since 1990 to date.

Water level rise in the region





Counts of exceeding events



Increasing trends of max water level at some gauges in the region (1990-2007)

Zmax (cm)	n	Mann-Kendall Z	Signific.	Sen's Q	Sen's B	COV	Remark
Phú An	*18*	*4.03*	*****	*1.455*	*108.82*	*0.06*	*Tăng mạnh*
Vũng Tàu	*18*	*-0.04*		*0.000*	*134.00*	*0.06*	*Không tăng*
Thủ Dầu Một	*18*	*4.46*	*****	*0.900*	*100.70*	*0.05*	*Tăng mạnh*
Nhà Bè	*18*	*3.27*	****	*1.167*	*116.58*	*0.06*	*Tăng mạnh*
Biên Hòa	*18*	*1.86*	*+*	*1.800*	*138.30*	*0.11*	*Tăng ít*
Bến Lức	*18*	*3.88*	*****	*1.917*	*92.00*	*0.09*	*Tăng mạnh*
Tân An	*18*	*2.88*	****	*1.941*	*97.76*	*0.12*	*Tăng mạnh*

Sea level rise

The global average sea level rise another 9–88 cm between 1990 and 2100.

IPCC 3rd Assessment Report

2001

...Most at risk are the low-lying river deltas of Bangladesh, India, Vietnam, and China...

SCIRO report

11/10/2006

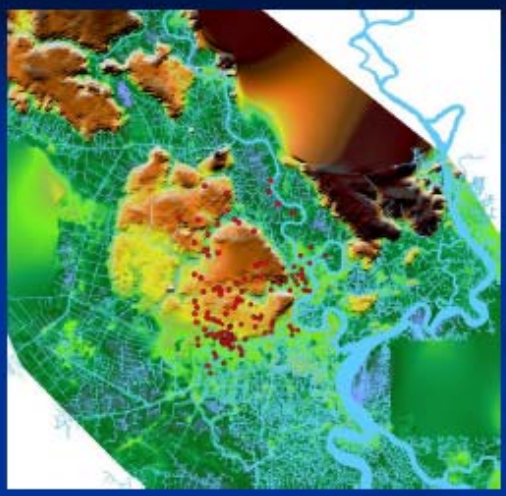
... *Vietnam* ranks among the top 5 most impacted countries, with the A.R. of Egypt, Suriname and The Bahamas consistently ranking among the highest.

World Bank report WPS4136

2/2007

INUNDATION

Inundation situations



More than 100 locations is reported flooded repeatedly by heavy rainfall and/or tide.

HCM City Central Area

Flooding Situation

- More than 80 frequently inundated locations observed.
- Current projects of urban environment improvement:
  Tan Hoa – Lo Gom (USD 200 M.)
  Tau Hu - Ben Nghe (USD 400 M.)
  Nhieu Loc – Thi Nghe (USD 200 M.)
- Climate change and SLR may danger technical capacity of these project in next future.

Inundation in HCM City

Lưu vực	Số vị trí ngập				
	2003	2004	2005	2006	Average
Hang Bang	28	28	27	26	27
N.Loc T.Nghe	12	11	12	13	12
TH-BN	7	7	6	6	7
TH-LG	14	14	13	15	14
Van Thanh	2	2	2	3	2
BT-BL	4	4	4	3	4
Bắc	5	5	6	11	7+
Đông Bắc	2	2	3	4	3+
Tây Bắc	0	0	0	2	1+
Nam	0	0	0	1	0
Tây	1	1	1	3	2+
Thu Duc	0	0	0	1	0
	75	74	74	88	78

Inundation in HCM City

Lưu vực	Số lần ngập				
	2003	2004	2005	2006	Trung bình
Hang Bang	112	228	174	180	174
N.Loc T.Nghe	60	44	58	64	57
TH-BN	24	21	19	27	23
TH-LG	72	126	101	95	99
Van Thanh	20	16	18	19	18
BT-BL	22	19	22	20	21
Bắc	26	9	23	31	22
Đông Bắc	8	5	6	19	10
Tây Bắc	0	0	0	3	1
Nam	0	0	0	1	0
Tây	12	1	2	17	8
Thu Duc	0	0	0	2	1
	356	469	423	478	432

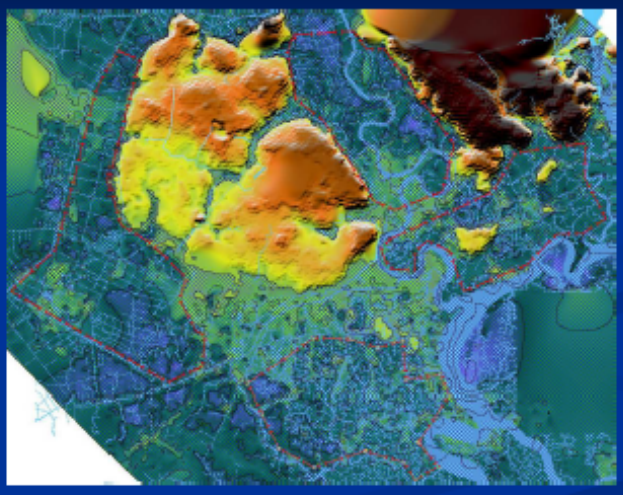
Inundation Rating

Sub-catchment	Rating *				
	2003	2004	2005	2006	Average
Hang Bang	2	3	3	2	2.5
N.Loc T.Nghe	2	2	2	2	2
TH-BN	1	1	1	1	1.1
TH-LG	2	3	2	2	2.4
Van Thanh	2	2	2	3	2.2
BT-BL	3	2	3	2	2.4
North	1	0	1	1	0.7
East-North	1	1	1	2	1.0
West-North	0	0	0	1	0.3
South	0	0	0	1	0.1
West	1	0	0	2	0.9
Thu Duc	0	0	0	1	0.3

*Remark:

1	2	3
<3 counts/year	3-5 counts/year	>5 counts/year

Inundation at water level +2.0



700 km² of HCM City would be flooded at water level +2.0

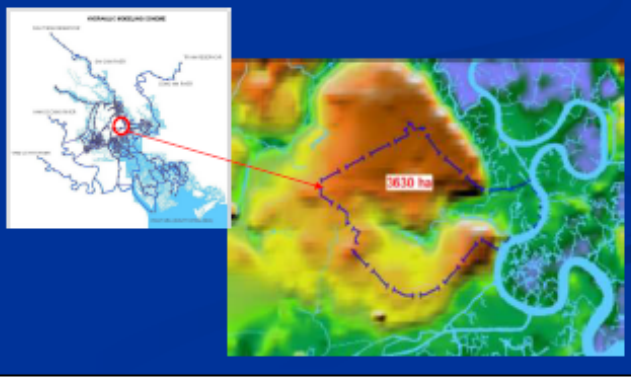
Problems

- Rapid and uncontrollable urbanisation makes planing outdated.
- Climate changes may make current designs and planning invalid in the future.

Case study: the impacts of climate changes on existing storm sewer system

Nhieu Loc – Thi Nghe project

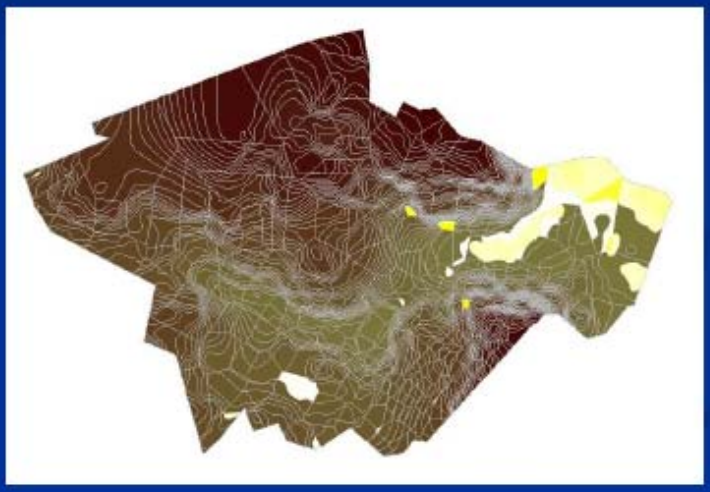
- Catchment Area: 3600 ha.
- Inhabitant: 1,2 Mio
- Cost: USD 300 Mio.
- Status: 90% finished



Methodology

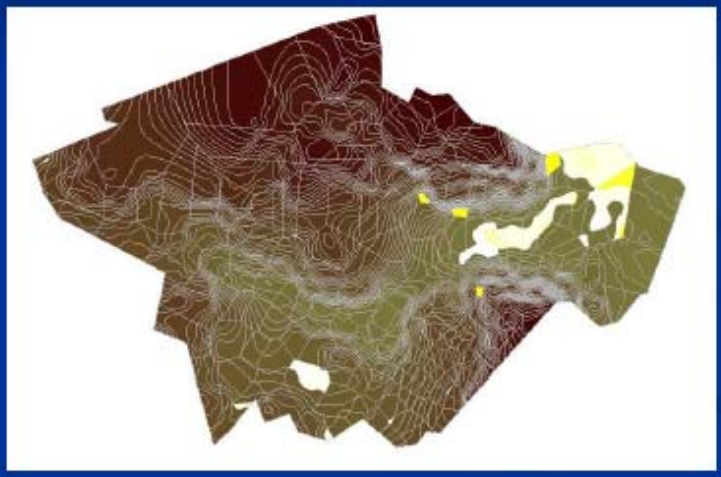
- Modeling by PCSWMM.NET 2008
- Scenarios:
  - Lower boundary level +1.54m at Phú An
  - Projection: Increasing rate of yearly max rainfall of 0.8 mm/year; water level increasing at 1 cm/year
- Assessment criteria: Inundated area

Inundation area after project finished
Water level +1.54m



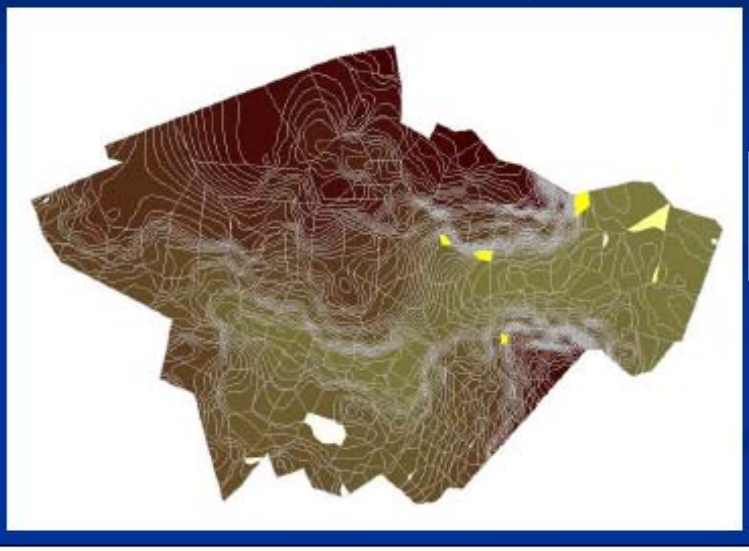
Inundated area (ha)
40.1

Inundation area after project finished
Supplementary weirs at CB-VT
Water level +1.54m



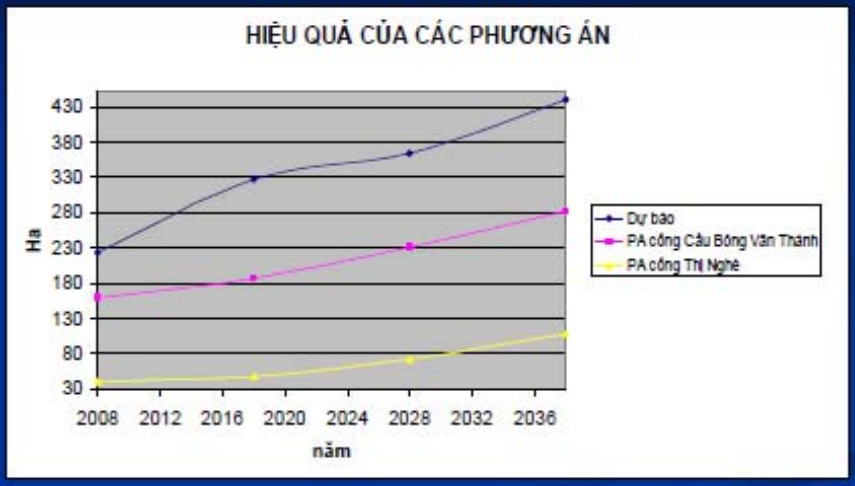
Inundated area (ha)
40.1

Inundation area after project finished
Supplementary weir at Thi Nghe
Water level +1.54m



Inundated area (ha)
40.1

Comparison of scenarios



None of conventional constructions could stop the future inundation

Results and Discussion

Data analysis

- Climate change makes hydrological data non-stationary time series.
- Advanced analysis methods are required.

Performance of storm sewer system

Climate change may result in surcharging of storm sewer system as design criteria could be surpassed with time. It's just a problem of time.

Local Climate Changes

- Local climate changes in HCMC have been occurred at higher intensity compared with that of global change
- The reasons could be of urbanisation, wetland deployment, channel upfilling…The large nature disturbance by human-being activities have been being proceeded since mid 1990 along with the economic development of the city.

Conclusions

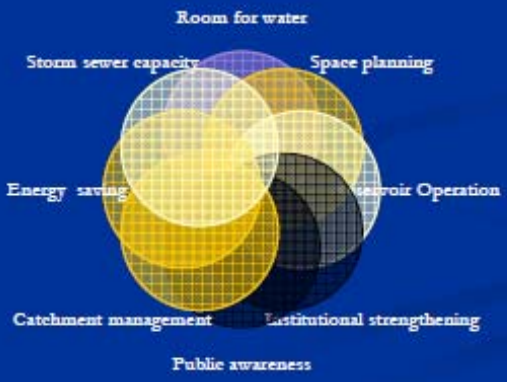
- Apart from global climate changes, local climate changes have been play a dominant role in hydrological anomalies in the region so far.
- Most urgent measures should, therefore, focus on human activities. Therefore, a multi-disciplinary approach is required
- "HARD SOLUTION" would be outdated soon or late. Fighting against Nature is the war we can't win.

Conclusions

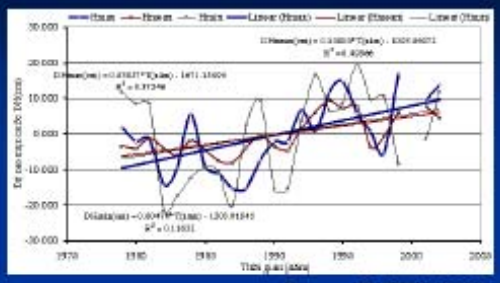
- An integrated and sustainable solution for the problem to adapt with climate changes may be unavoidable.
- "PREVENTION/PROTECTION" should be combined with "ADAPTATION" or, in some cases, "RETREAT".

Conclusions

- Most urgent measures should focus on human-being activities. Therefore, a multi-disciplinary approach is required.
- A steering panel to moderate such approach is required.

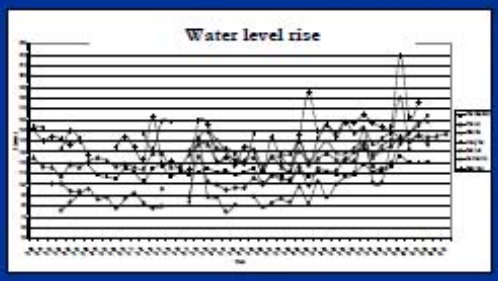


Think about it!



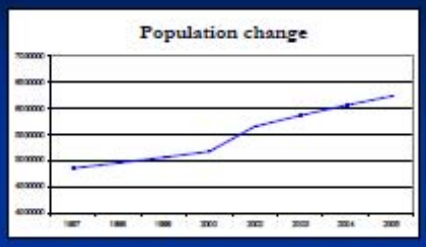
Source: IMHEN 2009

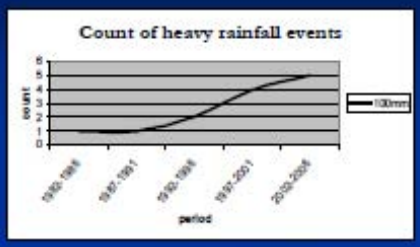
Max sea level at Vung Tau increases steady and as slow as 0.8 cm/year

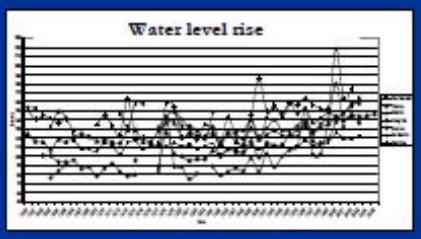


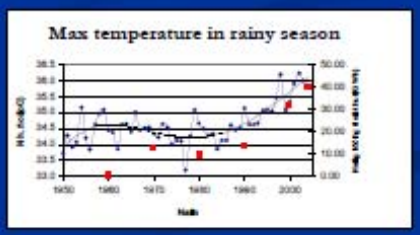
Max water level in the region increases abruptly after mid-1990 of 1.5-1.9 cm/year

Think about it!









THANK YOU FOR YOUR ATTENTION

Parts of the work was presented at the Conferences on Megacities in Marseille, June 2009 and Leipzig, Sep 2009.

hlphi@hcmut.edu.vn

Environmental Challenges to Urban Planning: Fringe areas, Ecological Footprints and Climate Change

Dr. Allen L. Clark
Research Program – East-West Center

Presented at
Key Challenges in the Process of Urbanization in Ho Chi Minh City:
Governance, Socio-Economic, and Environmental Issues
Workshop
16-18 September 2009
Ho Chi Minh City, Vietnam

Introduction

The impacts of urbanization and climate change on the world's environment and populations are arguably two of the most pressing issues facing the world today. In rapidly urbanizing Asia, urbanization and climate change individually and collectively are a rapid and ever-growing challenge to regional and urban planners where traditional challenges, i.e., issues of governance, funding, rapid growth (geographic and population), increasing need for support infrastructure (transportation, water, sanitation), expanding social services, pollution, slums, etc) are exacerbated by the need to more fully accommodate the direct and indirect impacts of climate change and ecosystem loss in the planning process.

Although certainly not overlooked in national, regional and urban planning activities, two issues that at present are not considered to the extent their impact merits, particularly in regional and urban planning are (1) the rapid expansion of urban centers into their "fringe zones" (peri-urban, peri-agricultural, agricultural and undeveloped land) and (2) the impact of urbanization on ecosystem sustainability. Both issues are of critical and increasing importance to sustainable urban development, however, both issues are largely poorly understood and of ever increasing importance, particularly to urban planning and development.

Fringe zones associated with urban centers have become more numerous, larger and complex with rapid urbanization and the associated transition of large populations from rural to urban lifestyles. Typically, these complex fringe zones have strong interactions with the urban center and are often characterized by similar physical, demographic and occupational characteristics. A major difference is that in many cases the fringe zone residents have varying access to urban services and facilities and more importantly fringe zone residents have only a limited voice in urban planning and development.

Unfortunately the loss of agricultural and undeveloped lands, unauthorized urban development (sprawl) and industrial operations, environmental degradation and overall a significant alteration of critical ecosystems are serious and ever increasing problems faced by fringe zones.

Sponsored by the Ho Chi Minh City Institute for Development Studies, Vietnam
and the East-West Center, Hawaii, U.S.A.

Ecologically, the transformation of the urban fringe zones to alternative use is potentially to most serious aspect of the rural-urban transformation; the resulting impacts are in many cases irreversible, have broad complex linkages throughout the urban environment and are presently largely unrecognized.

In the following the above-mentioned issues regarding fringe zones, urban ecosystems and climate change are discussed in terms of the broad issues, linkages and the need for a better understanding and more complete inclusion of these issues in the overall urban planning process

Major Challenges of Urban Planning

There are a multitude of reasons why urban planning in general, and for fringe areas specifically, urban ecosystems and climate change are often not fully integrated into more traditional urban planning. Among the most important reasons are (1) the urbanization process itself, (2) the environment and ecology of the fringe area; (3) lack of adequate information on the "value' and "place" of ecosystems in urban planning, and (4) the interaction of climate change and cities.

The Urbanization Process and Fringe Areas

Perhaps the main reasons that fringe areas are inadequately incorporated into overall urban planning have to do primarily with the urbanization process itself and in particular with respect to the following:

- The rapid pace of urbanization. Rapid urban expansion places an enormous burden on the planning process, i.e. planning for new development while simultaneously planning for the improvement and upgrading of the existing urban environment. As a result, in most urban centers the existing planning capacity is simply inadequate to an ever increasing task.
- Urban governance and planning. Fringe areas generally fall outside the jurisdictional boundaries of the governing bodies of the urban area. Therefore the local governments of the fringe areas and those of the urban area are often acting separately in terms of overall planning. This lack of an integrated advocacy group for integrated urban planning for the fringe areas is arguable the largest single hurdle to overcome. Compounding the problem is that the local governments of the fringe areas often have only limited town/urban planning rules, regulations or planning capacity. As a result, their existing "urban planning" is at best incomplete and at worst non-existent. Similarly, the vastness and diversity of fringe areas and the piece-meal nature of development makes it almost impossible for local government to monitor and manage.
- The structure of urbanization. The process and the resulting spatial form of urbanization is a function of many factors and are arguably different for each urban center. With variations, however, there is a general consensus that the process becomes more integrated as the urban center develops and the spatial form of growth can be broadly classified as concentric, sectoral or multiple nuclei in form. In urbanizing Asia, excluding the older more established major urban

centers, the rapidly emerging new urban centers are primarily following the multiple nuclei form of development. This is of particular importance in that multiple nuclei development tends to create the larges amount of fringe area.

- Land use and speculation. A primary driver of fringe development is that of the availability of relatively low-cost land; made even more attractive, for developers and speculators, by the abovementioned lack of comprehensive planning, rules and regulations. Extensive fringe development has two very important implications.
    - First, unplanned and unregulated fringe development is undertaken in anticipation of, but without, the necessary public facilities, schools and infrastructure (particularly water and sanitation) required to support an urban population. The result is a complex admixture of land uses and variable areas of development often accompanied by substantial environmental and ecological impact.
    - Second, and perhaps the most critical issue arising from fringe urbanization that is particularly important in Asia in general and the Greater Mekong region specifically, is the loss of approximately 100,000 hectares per year of agricultural land to urban development. The loss of agricultural land has obvious ramifications in terms of food supply and food prices but equally important is that it also results in a change in lifestyle for those disenfranchised from the land: many of whom migrate to the urban center further driving the urbanization process.
- "Un-ringing the Bell" of fringe area development. An over-riding issue with respect to urban development in the fringe areas is that of "Un-ringing the Bell," i.e., once the complex fringe area is incorporated into the rapidly growing and expanding urban area, the existing issues of poor or non-existent land use planning, piece-meal development, inadequate infrastructure, environmental and ecological destruction will all have to be addressed. Just as one cannot "un-ring a bell," similarly one cannot "un-ring" irresponsible urban development.

Urban Ecosystems

An urban ecosystem can be defined as a composite of (a) the natural environment, (b) the built environment and (c) the socio-economic environment. Urban ecosystems are not separate entities as they have direct and indirect impacts on immediate and wider (global to local) environments.

The global ecological impact of urbanization can be measured by means of its "Urban Footprint"[1] i.e. a measure of "The land area and resources that must be used to sustain a population (includes use of water, energy, land, agriculture and forests, and land area required for waste disposal" Urban populations have a "footprint" that far exceeds their geographic size. This is an important factor in the application of urban footprint analysis. To demonstrate, the urban footprint of Tokyo is 3.07 times the land area of the whole of Japan and the population of Tokyo alone requires the land and resources of an area of

[1] Wackernagel, Mathis & Rees, William (1996)"Our Ecological Footprint" (New Society Press)

over 3 times the land area of all Japan. Similarly, the environmental footprint of a typical North American city (population 650,000) requires 30,000 square km of land; in comparison, a similar sized city in India would require only 2,800 square km. From a global perspective, any assessment of the world's "Urban Footprint" clearly points to the need for change in the way urban development is planned, designed, constructed and inhabited if we are to meet the challenges of an ever-increasing urban population and its attendant demand for land and resources.

The introduction and expanded use of urban ecosystem analyses in urban planning and urban development is central to meeting these challenges. In particular, urban ecosystem management requires social, environmental, economic, and decision making tools and institutions that are flexible and can adapt quickly to changes in one or more of its components. Nowhere is this change more needed and urgent than in the immediate and adjacent areas of urban centers and their fringe areas where the impacts are most concentrated.

Unfortunately, urban ecosystem analyses of individual urban centers and their surrounding fringe areas represent a largely unused tool in urban planning for the following reasons:

- In many urban areas, particularly those that are new and growing rapidly, the urban ecosystem is poorly understood in terms of its constituent parts, poorly delineated in terms of its geographic boundaries, and under-valued (if valued at all) in terms of its monetary and non-monetary benefits. All of these issues result in the "benign neglect" of ecosystems in urban planning.
- Directly related to the above is the fact that in many urban environments the "carrying capacity" i.e., ability to accommodate external influences such as pollution and other forms of environmental damage, has not been (or is not perceived to have been) exceeded. This represents a major compounding of risk to ecosystems in that in many cases environmental and ecological impacts must reach a "tipping point' before they are addressed.
- Often the geographic extent of an urban ecosystem is not fully understood or appreciated; this is particularly true in the case of urban watershed ecosystems. The sources of water for urban and fringe areas, such as Ho Chi Minh City, are extremely complex extending for many miles, for example, the waters of the Saigon River flow directly through Ho Chi Minh City or through many countries and the Mekong River supplies water to much of the fringe areas of Ho Chi Minh City.
- As described earlier, the issue of governance is particularly important to address in the process of urbanization and especially in terms of coordination of urban planning for the urban center and that of local planners within the fringe zones. This issue is even more complex in terms of the planning and management of urban ecosystems. As noted above, because of their size, many urban ecosystems encompass complex jurisdictions of sub-national planning responsibility, such as those associated with large urban areas to local villages that in turn may lie within the planning for larger regional, provincial or special development zones. This system is further complicated by the overprint of planning emerging from the

responsibilities of national ministries such as water, construction, environment and development.

To successfully address these issues requires a more complete understanding of the nature of urban ecosystems in terms of their monetary and non-monetary "value" to an urban area and the role that an urban ecosystem plays in overall urban development planning.

Ecosystem Valuation

An extensive literature exists on the subject of ecosystem evaluation, an in depth discussion is beyond the scope and needs of the present paper, however, a summary of the main contributions[2] of any ecosystem, urban or rural, serves to show the importance of ecosystems:

- Purification of air and water,
- Generation and preservation of soils and renewal of their fertility
- Mitigation of droughts and floods,
- Detoxification and decomposition of wastes,
- Pollination of crops and natural vegetation,
- Dispersal of seeds,
- Cycling and movement of nutrients,
- Control of the vast majority of potential agricultural pests,
- Maintenance of biodiversity,
- Protection of shores from erosion by waves,
- Protection from the sun's harmful ultraviolet rays,
- Partial stabilization of climate,
- Moderation of weather extremes and their impacts,
- Provision of aesthetic beauty and intellectual stimulation
- Uplifting of the human spirit.

Such lists may well serve to identify the value of an ecosystem but normally is not sufficient to be used directly in urban planning in general and in the context of urban ecosystem "value" or the "place" that an urban ecosystem has in overall urban development. Arguably that can best be accomplished when the above functions of the urban ecosystem can be expressed in the context of "Ecosystem services" that in turn can be expressed in monetary or non-monetary terms that are understood "actionable" in terms of urban planning and decision making.

As an example of the above, at a regional level, is a recent study[3] of the Association of Southeast Asian Nations (ASEAN) Center for Biodiversity (ACB) that urged the ASEAN member-nations to address biodiversity loss in the region within the regions' ecosystems. Specifically, they noted that the benefits of intact biodiversity to the ASEAN region are estimated to be worth over US$200 billion annually…and save 56 million victims of

[2] See Holdren and Ehrlich 1974; Ehrlich and Ehrlich 1981; and Degórski (2008)
[3] Ellalyn DeVera, 2009, Address Biodiversity loss, ASEAN urged, Manila Bulletin

tuberculosis over a 10-year period; and can feed 862 million people annually for six years… The report further noted that "…about 80 percent of the income of the rural poor is derived from the local biodiversity…"

At the level of urban ecosystems analyses of "value" of are normally conducted in terms of the specific benefits (services) derived from ecosystem services. Ecosystem services are distinct from other ecosystem products and functions because there is human demand for these natural assets and processes, such as clean drinking water and the decomposition of wastes. Ecosystem services are traditionally divided into five main groups based on function:

- Provisioning, production of renewable resources e.g. food and water;
- Regulating, control of climate, disasters and disease;
- Supporting, fostering and ensuring nutrient cycles and crop pollination;
- Cultural, traditional life style and recreational benefits;
- Preserving, in large part the maintenance of diversity.

The value of these ecosystem services are measured in several ways depending on the nature of the service, however it must be emphasized that because ecosystem service evaluations are relatively new, information intensive, and require a high level of social communication, they are often very challenging and time consuming. Nevertheless, although individuals make decisions for a variety of reasons, societal norms and preferences are sufficiently measurable that the economic value of services can be inferred and/or assigned. According Farber et al., 2002[4], the six major methods for valuing ecosystem services in monetary terms are:

- Avoided Cost. Services allow society to avoid costs that would have been incurred in the absence of those services. An example is shoreline wetlands preservation could have prevented storm surge destruction of near-shore homes and businesses in the case of Hurricane Katrina, USA)
- Replacement Cost. Services could be replaced with man-made systems An example is the restoration of the Catskill watershed (US$1B) costs less than the construction of a water purification plant (US$8B) for the city of New York,
- Factor Income, Services provide for the enhancement of incomes. Improved water quality increases the commercial take of a fishery and improves the income of fishers, Columbia River, USA
- Travel Cost. Service demand may require travel, whose costs can reflect the implied value of the service. The value of ecotourism experience is at least what a visitor is willing to pay to get there and spend while there.
- Hedonic Pricing. Service demand may be reflected in the prices people will pay for associated goods. Near shore/waterfront housing prices exceed that of inland homes.

[4] Farber, S., Costanza, R., Wilson, M., 2002. Economic and ecological concepts for valuing ecosystem services. Ecological Economics 41, 375–392.

- Contingent Valuation. Service demand may be elicited by posing hypothetical scenarios that involve some valuation of alternatives. For example, urban dwellers' willingness to pay for increased access to water and electricity.

The above examples of the value of ecosystem services were specifically chosen to demonstrate a range of issues that urban planners have faced, are presently facing and will face in the future with respect to policy, decision making and urban planning in a rapidly urbanizing Asia. The ability to establish the value of ecosystem services will constitute a fundamental input, presently lacking in almost all urban areas, needed to make these decisions.

Environment, Climate Change and Urban Areas

The impact of climate change and the associated risks to populations in urban areas is complex, dynamic and dependent on a wide and diverse set of global, national and local urban factors. These interactions are perhaps best exemplified by issues associated with urban heat. This example is of particular interest in that it clearly demonstrates that both climate change and the urban environment itself dramatically increase urban risk individually and collectively and these interactions must be integrated into urban planning.

According to the International Panel on Climate Change (IPCC) The earth's average temperature has risen approximately 0.74 degrees Celsius over the last century, due in large part to increased emissions of heat trapping GHGs, and this trend is expected to continue and accelerate. By the end of the century, the world's average temperature is projected to increase by 2.5-10.4 degrees Fahrenheit (1.4-5.8 degrees Celsius). As the mercury climbs, more frequent and more severe heat waves are in store. In general, when summer temperatures range 10 degrees Fahrenheit (5.6 degrees Celsius) or more above the norm, incidences of heat-related illness increase dramatically. In addition, high humidity compounds the effects of high heat by reducing evaporation, rendering perspiration a less-effective cooling mechanism. When excessive heat prevails for more than two consecutive days, the risk of heat sickness and death escalates.

Heat waves take the greatest human toll in cities. A record heat wave scorched Europe in August 2003, claiming an estimated 40,000 lives. In France, temperatures soared to 104 degrees Fahrenheit (40 degrees Celsius) and remained unusually high for two weeks. As a result 14,802[5] people died from the searing temperatures—more than 19 times the death toll from the SARS epidemic worldwide. Germany saw some 7,000 people die from the heat; Spain and Italy each suffered heat-related losses of nearly 4,200 lives; Portugal had over 1,300 lives lost; and up to 1,400 lives were lost in the Netherlands. In London, where on August 10th recorded its first triple-digit Fahrenheit temperature, an estimated

[5] Dhainaut, J.F, Claessens, Y.E., Ginsburg, C., and Riou, B.,' 2004,Unprecedented heat-related deaths during the 2003 heat wave in Paris: consequences on emergency departments, Critical Care, V. 8 (1), p1-2

900 people died from the heat and heat-related fatalities across the United Kingdom reached 2,045. Overall more than 50% of the deaths occurred in urban areas

The higher death rates and impacts of heat waves in urban areas is in large part attributable to what planners and scientists have defined as the "Urban Heat Island" (UHI). The UHI results in urban residents experiencing temperatures several degrees, as much as 6 degrees Celsius higher than those of rural populations. The causes of this effect are many and varied and include (1) the lower albedo (higher heat absorption) of urban streets and buildings; (2) proliferation of impervious surfaces that reduce moisture content (reduced absorbing evaporation); (3) the density of large buildings that effectively limit cooling during the evenings; and most importantly, (4) the heat generation capacity of normal urban activities and industry. While people in rural areas generally get some relief from the heat when temperatures fall at night, urban areas stay warmer around the clock. Additionally, air pollution, which usually is worse in cities than in the countryside, can also exacerbate the health-damaging effects of high temperatures by further stressing the body's respiratory and circulatory systems.

Directly related to climate change and the UHI effect is the fact that urban centers are largely responsible for an estimated 80% of GHG emissions and in particular carbon dioxide. Although many of the GHG emissions arise as a result of urban activities and associated industrial activities, the urban "GHG footprint" is much larger in many areas. In particular urban growth leads to an ever-increasing demand for energy, in particular for electricity. However the actual electricity generation for the urban area, largely from coal-fired power plants that are major GHG emitters, may occur in areas at considerable distance from the actual urban area. Regardless of the geography of urban electricity generation, the simple fact is that increasing urbanization leads to increased electricity demand, which in turn leads to increased GHG emissions – the primary driver of global climate change. In essence urbanization is largely responsible for the much of its own risk multiplication.

Summary and Conclusions

Urban planners of today are faced with unprecedented growth in urban populations, major global events, e.g. urbanization, globalization, climate change and ecosystem degradation, that directly and indirectly impact on urban planning at the local level. At the local level, in addition to the more traditional issues of concern, the issues of urban fringe zones, urban ecosystems and urban climate change impacts arguably need to be given more consideration in urban planning – particularly in rapidly urbanizing Asia.

Environment and Urbanization: Emerging Challenges and Opportunities for HCMC

By

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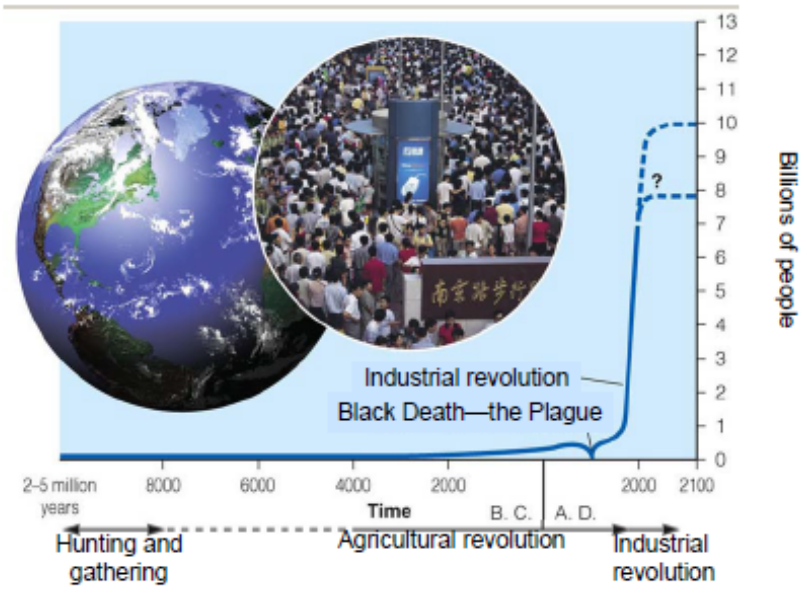
Senior Fellow
East-West Center

A Cooperative Program of the:
HCMC Institute for Development Studies (HIDS) and the East-West Center (EWC

Planning, Socio-Economic and Environmental Challenges
in the Process of Urbanization in HCMC



The "Face" of Asian Urbanization

- Characteristics of Asian Urbanization
  - Functions of several demographic factors– Natural increase
    - Rural-urban migration
    - International migration
    - City boundary expansion
  - Distribution of urban growth – Major informal growth in the outer fringe of the cities and vulnerable areas, along the rivers, mountain slopes, coastal areas
  - Labor force trend– Urban growth is directly proportional to the growth of labor force
  - Emergence of megacities– Megacity size has changed from 8 million (1980s) to 10 million (1990s)
    - Megacity boundaries are rapidly expanding
  - Importance of small and medium sized cities– Rapidly emerging numbers of small and medium sized cities with high economic and political importance.
  - Consumption of previously agricultural lands, forests and other ecosystems.

Urbanization and Environment – A Linked System

Key Environmental Definitions

- **Environment** – Global
  - The surrounding circumstances, objects, or conditions of an entity (person, place).
- **Ecology** – Global
  - The science of the relationships between organisms and their environments.
- **Ecological Footprint** – Global – regional - Local
  - Human demand on the earth's ecosystems – originally known as "carrying capacity".
- **Ecosystem** – Sub-regional to local
  - A complete community of living organisms and the nonliving materials of their surroundings.

Main Findings: Millennium Assessment

1. Humans have radically altered ecosystems in the last 50 years
2. Changes have brought gains but with growing costs that threaten development goals
3. Degradation of ecosystems is growing worse but can be reversed
4. Workable solutions will require significant changes in policy and a commitment to change.

Ecosystem Services: Ocean to the Mountains

Water
Climate
Control

Water
Recreation
Forest Products

Food
Soil Formation

Biodiversity
Recreation
Forest products

Hazard
Mitigation

Food
Climate Control

Fundamental Services
- Provisioning
- Regulating
- Supporting
- Cultural

Urban Ecosystems

- An urban ecosystem is a composite of (a) the natural environment, (b) the built environment and (c) the socio- economic environment.
- Urban ecosystems are not separate entities as they have direct and indirect impacts on immediate and wider environments.
- Urban ecosystem management requires social, environmental, economic and decision making tools and institutions that are flexible and can adapt quickly to changes in one or more systems.
- Urban ecosystems require the alignment of cities to where resources, process and products are used more effectively, creating less waste.

Urban Resilience (UR)

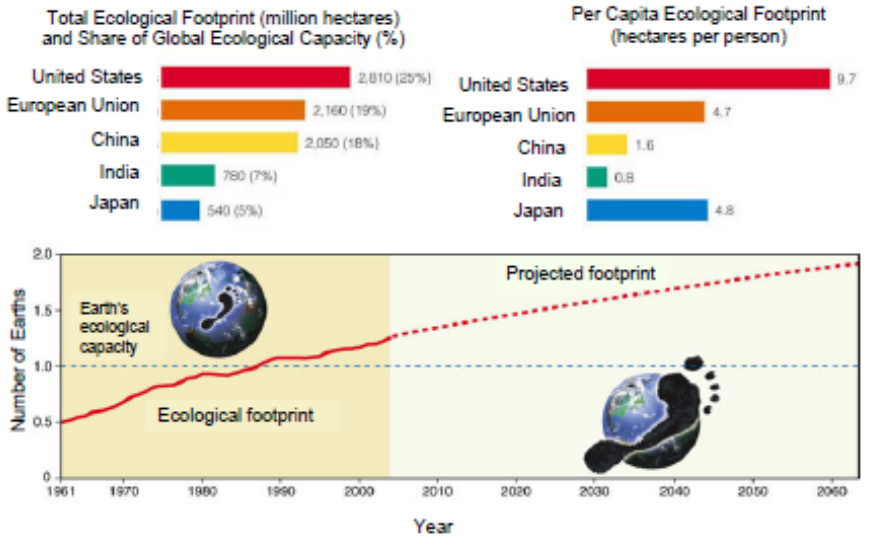
- New area of focus in urbanizing Asia
  - VESR: Vulnerability, exposure, sensitivity, resilience (R = VES)
  - Resilience to unanticipated change such as disaster shocks caused by natural hazards and climate change
- Resilience is the proactive approach to risk
- Resilience is important for high vulnerability urban areas (infrastructure) and peri-urban areas (urban fringe zones).
- Resilience is important for areas of interaction with eco-system like coastline, mountain areas and unique habitats.

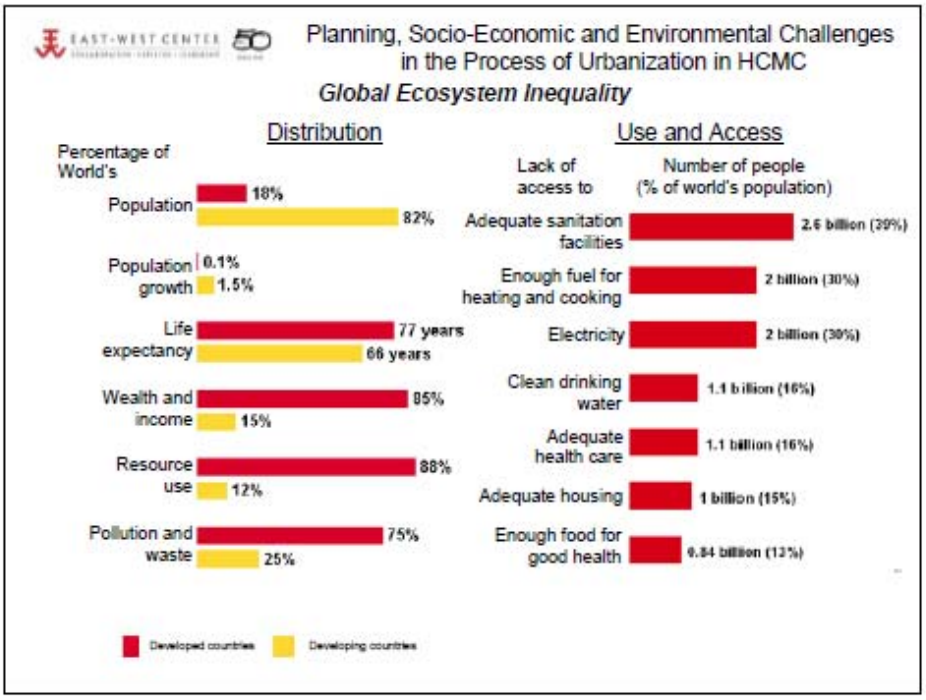
Urban Ecological Footprint (UEF)

- Urban Ecological Footprint -The land area and resources that must be used to sustain a population
  - Incorporates use of water, energy, land, agriculture and forests, and land area required for waste.
- UEF analysis shows that many cities require a productive land and sea area several times the city's size.
- The UEF of a typical North American (population of 650,000) city requires 30,000 square km of land, in comparison, a similar size city in India would require 2,800 square km.
- The UEF of Tokyo is 2.14 times the land area of the whole of Japan

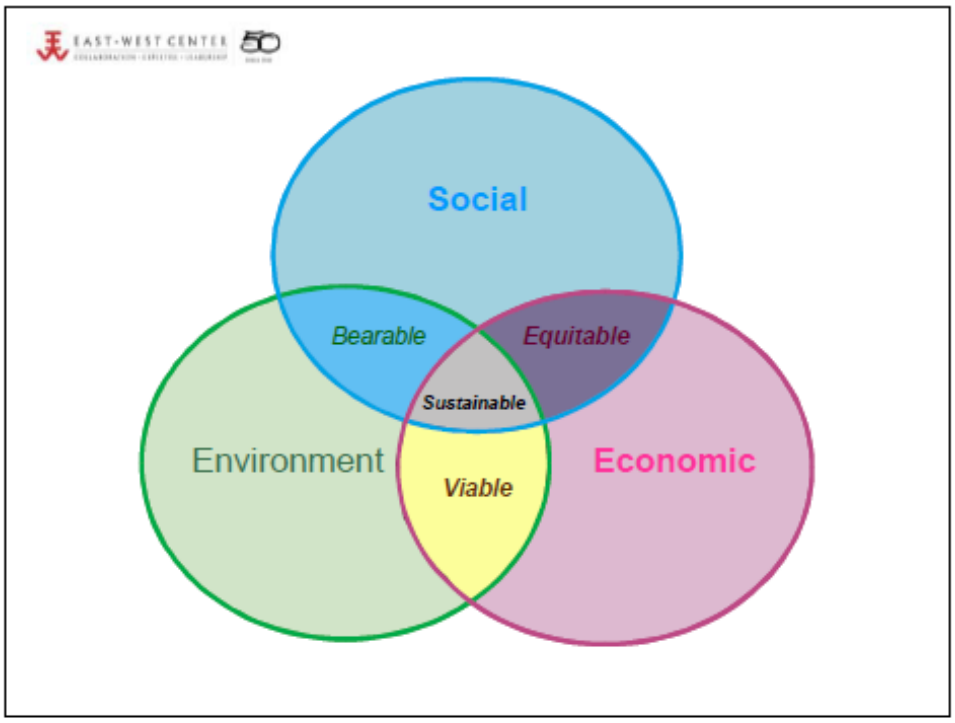
Urban areas - "sponges" of the earths resources

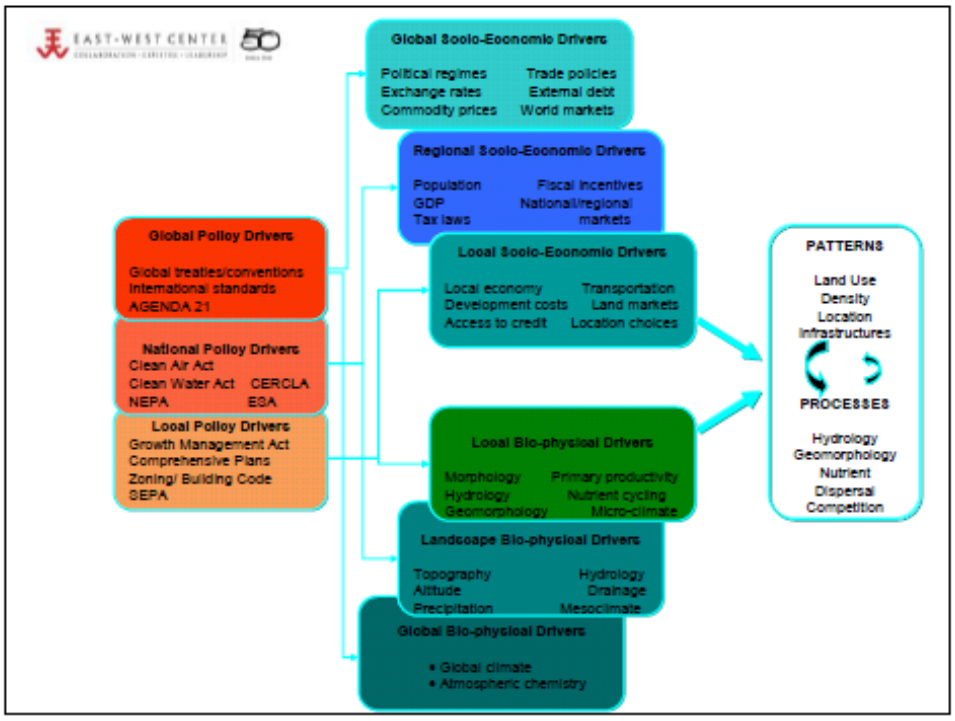
Planning, Socio-Economic and Environmental Challenges in the Process of Urbanization in HCMC




Planning, Socio-Economic and Environmental Challenges in the Process of Urbanization in HCMC
Global Ecosystem Inequality
Distribution
Use and Access
Percentage of World's
Population
18%
82%
Population growth
0.1%
1.5%
Life expectancy
77 years
66 years
Wealth and income
85%
15%
Resource use
88%
12%
Pollution and waste
75%
25%
Developed countries
Developing countries
Lack of access to
Number of people (% of world's population)
Adequate sanitation facilities
2.6 billion (39%)
Enough fuel for heating and cooking
2 billion (30%)
Electricity
2 billion (30%)
Clean drinking water
1.1 billion (16%)
Adequate health care
1.1 billion (16%)
Adequate housing
1 billion (15%)
Enough food for good health
0.84 billion (12%)


Planning, Socio-Economic and Environmental Challenges in the Process of Urbanization in HCMC
Ecological Urban Footprints


EAST-WEST CENTER
Social
Bearable
Equitable
Sustainable
Environment
Viable
Economic


EAST-WEST CENTER
Global Socio-Economic Drivers
Political regimes
Trade policies
Exchange rates
External debt
Commodity prices
World markets
Regional Socio-Economic Drivers
Population
Fiscal incentives
GDP
National/regional markets
Tax laws
Local Socio-Economic Drivers
Local economy
Transportation
Development costs
Land markets
Access to credit
Location choices
Global Policy Drivers
Global treaties/conventions
International standards
AGENDA 21
National Policy Drivers
Clean Air Act
Clean Water Act
CERCLA
NEPA
ESA
Local Policy Drivers
Growth Management Act
Comprehensive Plans
Zoning/ Building Code
SEPA
Local Bio-physical Drivers
Morphology
Primary productivity
Hydrology
Nutrient cycling
Geomorphology
Micro-climate
Landscape Bio-physical Drivers
Topography
Hydrology
Altitude
Drainage
Precipitation
Mesoclimate
Global Bio-physical Drivers
• Global climate
• Atmospheric chemistry
PATTERNS
Land Use
Density
Location
Infrastructures
PROCESSES
Hydrology
Geomorphology
Nutrient
Dispersal
Competition

Ecosystems, a "value added" Service to All

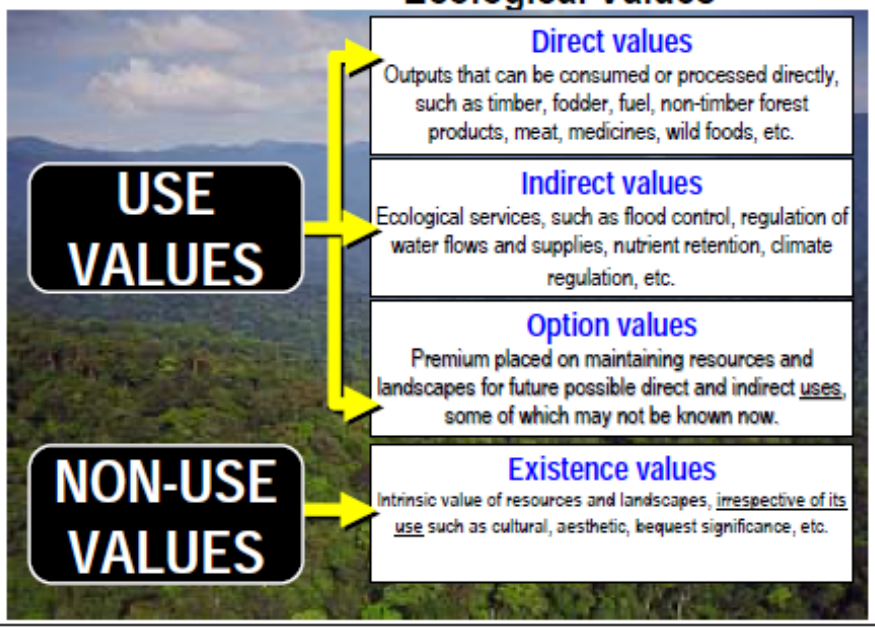
Supporting
- Soil formation
- Nutrient cycling
- Primary production

Provisioning
- food
- fresh water
- fuel wood
- genetic resources

Regulating
- climate regulation
- disease regulation
- flood regulation
- water purification

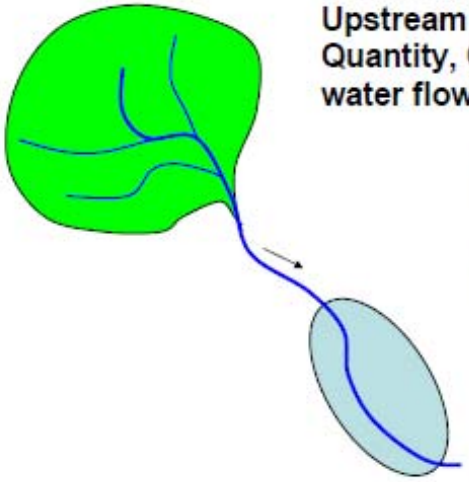
Cultural
- spiritual/Aesthetic
- recreational
- educational

Ecological Values



Watershed Services: Supply and Demand

Provisioning:



Upstream land uses affect the Quantity, Quality, and Timing of water flows

Demand for services:
Possible downstream beneficiaries:

- Domestic water use
- Irrigated agriculture
- Aquaculture
- Hydroelectric power
- Fisheries
- Recreation
- Downstream ecosystems

Ecosystems: The Worlds Largest Undervalued Assets

The value of The Catskill Forest Watershed Forest to New York City

Water purification is one ecosystem service provided by this forest:

Benefit/cost:

- Watershed Restoration = US$1B
- Build a water purification plant: US$8-10B
- Savings: US$ 7-9B

Converting an Ecosystem – Losses and Gains of Mangrove Utilization

Losses: Nursery and adult fishery habitat; forest products (fuelwood/timber); sediment trapping: detoxification of pollutants; coastline protection from erosion & natural disasters (Tsunami, storm surge).

Gains: Land for agricultural, commercial and urban development; infrastructure; aquaculture.

Ecosystem Payments

Public Payments

- **Costa Rica**: $20-44/ha/yr for forest conservation (Payment based on an old subsidy devised from an assessment of the opportunity cost of land use change
- **USA** (Conservation Reserve Program): $50/ha/yr (Opportunity cost of alternative use and cost of conservation measures.
- **Ecuador**: Municipal water and electrical utility companies « donate 1% of total revenues for watershed protection (originally 5% had been proposed by Government.).
- **Brazil** – Water utility in Sao Paulo pays 1% of total revenues ($2,500 per month) for the restoration and conservation of the Corumbatai watershed. Funds are used to establish tree nurseries and for reforestation along riverbanks. Payment is outcome of political negotiation.

Private Payments

- **France**: US$320/ha/year for 7 years, equivalent to 75% of farm income, based on the opportunity cost and actual cost of switching agricultural technologies.
- **Costa Rica**: a hydropower company pays US$10 per ha/year to a local conservation NGO for hydrological services in the Peñas Blancas watershed
- **Australia**: Since 1999, farmers in the Murray Darling watershed pay $AUD 85/ha/yr for forest conservation for 10 years or $AUD 17 per million liters of water used. Assessment based on the increase in marginal benefits due to reduced soil salinity resulting of 100 ha of reforested area.

Reality of Ecosystem Valuation

- Economic valuation highlights costs and benefits, and cost-bearers and beneficiaries, that in the past have been ignored
- But for policy makers it may not, and probably will not be, the most important factor. Ecosystem valuation only provides a set of tools with which to make better and more informed decisions and is not a stand alone exercise.
- Valuation is out of necessity partial. Case studies underestimate ecosystem values at larger scale because the larger scale the more difficult it is to replace the ecosystem goods and services and interactions are too complex to understand impacts of alternatives .
- Some ecosystems will never be measurable or quantifiable because we do not have the necessary scientific, technical or economic data.
- Regardless of the above, the reality is that the value of ecosystems must ultimately be taken into account in terms of "sustainable urban development".

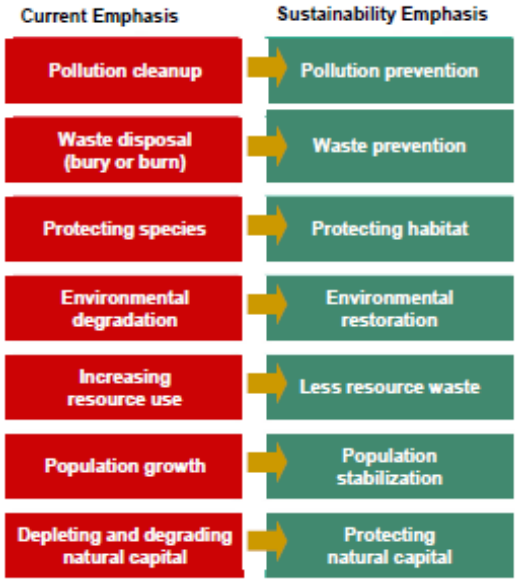
Reality of Ecosystem Valuations (Cont.)

- When ecosystem benefits that relate to attributes such as human life, cultural or religious significance, economic valuation raises serious ethical questions. Ecosystem valuation may be dangerous when it focuses only on financial or cash benefits at the expense of other types of values that cannot-or should not-be valued.
- Results of ecosystem valuation studies are not definitive, and transferable between groups and locations. They are generally based on the perception of a particular group at one point in time and is not universally valid.
- There is no garantee that the findings of economic valuation will support the wise use and management of ecosystems and their services. In fact the use of valuation studies to identify and promote new ways of capturing ecosystem values through markets or PES, can be a double-edged sword.

Ecosystem Valuation - Key Steps

- 1st. step: ask yourself what is the purpose of the analysis, who should take its results into account
  - Clearly define the geographic extent, composition and function of the ecosystem being evaluated.
- 2nd. step: what is your budget, can it be adjusted, what capacity is available, which time frame?
  - It is possible to spend a lot of money and not get an "actionable" or "cost-effective" solution.
- 3rd. step: which process? Process may be as important as the result.
  - Consider stakeholders, including policy makers, participation into the study.
- 4th. Step: Time and sequence. The time frame of development and the associated costs of ecosystem preservation/utilization will be time dependent: Process must be structured to these considerations.
  - Evaluation and monitoring of the process should be ongoing and results integrated into planning.

Planning, Socio-Economic and Environmental Challenges in the Process of Urbanization in HCMC



Urban Resilience

10 Key Points of Sustainable Urban Management

- Provide a long-term vision for cities based on: sustainability; intergenerational, social, economic and political equity; and their individuality
- Achieve long-term economic and social security
- Recognize the intrinsic value of biodiversity and natural ecosystems, and protect and restore them
- Enable communities to minimize their ecological footprint
- Build on the characteristics of ecosystems in the development and nurturing of healthy and sustainable cities
- Recognize and build on the distinctive characteristics of cities, including their human and cultural values, history and natural systems
- Empower people and foster participation
- Expand and enable cooperative networks to work towards a common sustainable future
- Promote sustainable production and consumption, through appropriate use of environmentally sound technologies and effective demand management
- Enable continual improvement, based on accountability, transparency and good governance

After Shaw, 2008

Urban Ecosystem Analysis and Planning

Key Issues to Consider

- Scale (Macro/global to Micro/family groups)
- Priorities (Global versus national versus local)
- Linkages (Water, Food, Energy, Health)
- Land (use and change)
- Time (Planning versus events)
- Economics (Ecosystem valuation)
- Development (Ecosystem carrying capacity)
- Infrastructure (Multi-functionality)
- Ecosystem preservation and incorporation

Planning, Socio-Economic and Environmental Challenges
in the Process of Urbanization in HCMC

OPPORTUNITIES AND CHALLENGES IN THE URBAN PLANNING PROCESS FOR HO CHI MINH CITY

(Presentation paper in the Workshop of Opportunities and Challenges in the Process of Development, September 2009)

Dr. Võ Kim Cương

Opportunities and challenges are both external factors (objective). Seizing opportunities and fighting challenges rely on internal factors (subjective). The urban planning process consists of creating and executing the plan. To succeed in this process we need to make influences to the factors that contribute to the planning. Those factors are: objectives, policies, regulations, urban development management, methodology and capacity of planning and executing.

Table 01: Overview of Current Planning Process

#	Factor	Status	Requirement
1.	Stable & sustainable development	- Traffic congestion, pollution, flooding - Postponed plans - Corruption and complicated administrative procedures	Sustainable urban development
2.	Multi-center development	Disseminated development	Planning and creating urban centers & fringe areas
3.	Policies on housing for people.	Housing shortage for poor people & migrants	Execute policies and housing laws
4.	Urban planning	Multiple plannings, overlapping, impractical. Methodology is out-dated	Improve quality, integrate & create one comprehensive plan
5.	Construction standards	Lack of local standards	Strengthen legal base for relevant & practical planning
6.	Creating plans	Horizontal	Create plans according to construction management demand
7.	Executing plans	Unclear & complicated admin procedures	Follow the plans
8.	Human resources	Large number but unskilled	Improve skills
9.	Capital	Insufficient, scattered	Focus

To resolve these issues we need various solutions.

Bảng 02- SWOT Analysis for Urban Planning

External / Internal	**Opportunity**	**Threat**
	+ General development tendency. + Existent urban planning. + Completing legal system for development management. + International support (intellectual & financial).	+ Population pressure. + Incomplete legal system (which leads to complicated admin procedures).
St Internal + Strong motivation. + Clear development direction (from general planning). + Good and ambitious people. + Increased force.	**SO Solution** + Plans on utilizing motivations in local areas. + Renovating urban by large-scale projects. + Plans on general technical infrastructure. + Encourage people's participation.	**ST Solution** + Programs on regulating renovated land in surbuban. + Housing programs for the poor. + Reform planning methods.
Weakness + Lack of local standards. + Many unresolved urban issues (congestion, flooding, pollution, postponed plans, admin procedure & corruption). + Unapproved constructions. + Low planning skills. + Insufficient fund.	**WO Solution** + Construct a local standard set. + Construct architectural management regulations, in compliance of planning. + Train planning personnels & management staff. + Utilize international support.	**WT Solution** + Increase fine fees & inform of regulations. + Fight corruption.

From the above SWOT analysis I derive the following solutions for better planning and management:

a) Policy & Regulation Solutions:

1. Clarify objectives on sustainable development, construct long-term action plans, agree and execute.
2. Construct local standards that are relevant with current urban conditions and climate.
3. Systemize democracy so people and investors can successfully participate in the urban planning process.
4. Utilize human capital and financial capital

b) Planning Solutions:

5. Reform planning methodology, combining development requirements of the economy, technology and society; integrate into one plan for the urban city.
6. Construct management regulation according to approved plan.

c) Development Mangement Solutions:

7. Plan and organize local areas in the development to utilize motivations and alleviating population pressure, focusing on the new urban Phu My.
8. Construct long-term plans to develop infrastructure according to planning. Especially pay attention on major transportation routes that connect surrounding urban areas.
9. Make long-term plans and programs to maintain and renovate urban areas. Execute large-scale projects (on large urban areas) to connect technical infrastructure and fix old urban areas. Execute project in altering surrounding land.

d) Capacity Improvement Solutions:

10. Reform administrative procedures effectively, reduce government management content, reduce the lengthy procedures. Request on reform of irrelevant components of urban development regulations.
11. Increase training, emphasize learning from international management experiences.
12. Committed in fighting corruption, maintaining social justice in planning & development.

Each of the above solutions require organization and cooperation of many individuals and agencies in the urban planning & development process.

September 2009

Dr. Võ Kim Cương

OPPORTUNITIES AND CHALLENGES IN THE URBAN PLANNING PROCESS OF HO CHI MINH CITY

WORKSHOP- OPPORTUNITIES AND CHALLENGES IN THE PROCESS OF DEVELOPMENT – HO CHI MINH CITY. 9/2009

Dr. Võ Kim Cương

Opportunities and challenges are external factors which are objective and uncontrollable.

To succeed in planning, it is necessary to consider internal factors, which are subjective and controllable.

This report is presented in the strategic analysis of the general urban planning management of HCMC.

- Status overview
- SWOT analysis
- Defining solutions

Based on the method of goal-oriented urban management and authorities' accommodating capability, in cluding:

- *Guarantee infrastructure*
- *Accommodate urban markets*
- *Protect environment*
- *Taking care of the poor*

Urban planning components:

-Objectives, policies & regulations

-Methodology & urban capability

- Methodology & capability of urban management

#	*Factor*	*Status*	*Requirement*
01	Stable & sustainable development	- Traffic congestion, pollution, flooding - Postponed plans - Corruption and complicated administrative procedures	Sustainable urban development
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08	Human resources	Large number but unskilled	Improve skills
09	Capital	Insufficient, scattered	Focus

SWOT Matrix
identifying strategies & solutions

external / internal	Opportunity (O), positive (+)	Threat (T), negative (-)
Strength (S) Positive (+)	*SO Solutions:* (+) v (+) = development	*ST Solutions:* (+) v (-) = alleviation
Weakness (T) Negative (-)	*WO Solutions:* (-) v (+) = capacity improvement	*WT Solutions:* (-) v (-) = strengthen legal mechanism & avoid

Internal & External Status

External:

Opportunity:

- General development tendency.
- Existent urban planning.
- Completing legal system for development management.
- International support (intellectual & financial).

Threat:

- Population pressure.
- Incomplete legal system (which leads to complicated admin procedures).

Internal:

Strength:

- Strong motivation.
- Clear development direction (from general planning).
- Good and ambitious people.
- Increased force.

Weakness:

- Lack of local standards.
- Many unresolved urban issues (congestion, flooding, pollution, postponed plans, admin procedure & corruption).
- Unapproved constructions.
- Low planning skills.
- Insufficient fund..

Pollution

Spontaneous planning in the Hoc Mon town.

SWOT Analysis Solutions

SO Solutions : (public, development)

- Plans on utilizing motivations in local areas.
- Renovating urban by large-scale projects.
- Plans on general technical infrastructure.
- Encourage people's participation.

ST Solutions: (alleviation)

- Programs on regulating renovated land in surbuban.
- Housing programs for the poor.
- Reform planning methods.

WO Solutions: (capacity improvement)

- Construct a local standard set.
- Construct architectural management regulations, in compliance of planning.
- Train planning personnels & management staff.
- Utilize international support.

WT Solutions: (legal mechanism)

- Increase fine fees & inform of regulations.
- Fight corruption.

Basic Solutions in Urban Planning

– ***Policy & Regulation Solutions:***

- Clarify objectives on sustainable development, construct long-term action plans, agree and execute.
- Construct local standards that are relevant with current urban conditions and climate.
- Systemize democracy so people and investors can successfully participate in the urban planning process.
- Utilize human capital and financial capital

– ***Planning Solutions:***

- Reform planning methodology, combining development requirements of the economy, technology and society; integrate into one plan for the urban city.
  - Replace general planning with strategic planning
  - Improve planning activity according to strategic planning
- Construct management regulation according to approved plan.
  The management regulations are basis for licensing and managing construction, not master plan.

– ***Development Mangement Solutions:***

- Plan and organize local areas in the development to utilize motivations and alleviating population pressure, focusing on the new urban Phu My.
- Construct long-term plans to develop infrastructure according to planning. Especially pay attention on major transportation routes that connect surrounding urban areas.
- Make long-term plans and programs to maintain and renovate urban areas. Execute large-scale projects (on large urban areas) to connect technical infrastructure and fix old urban areas. Execute project in altering surrounding land.


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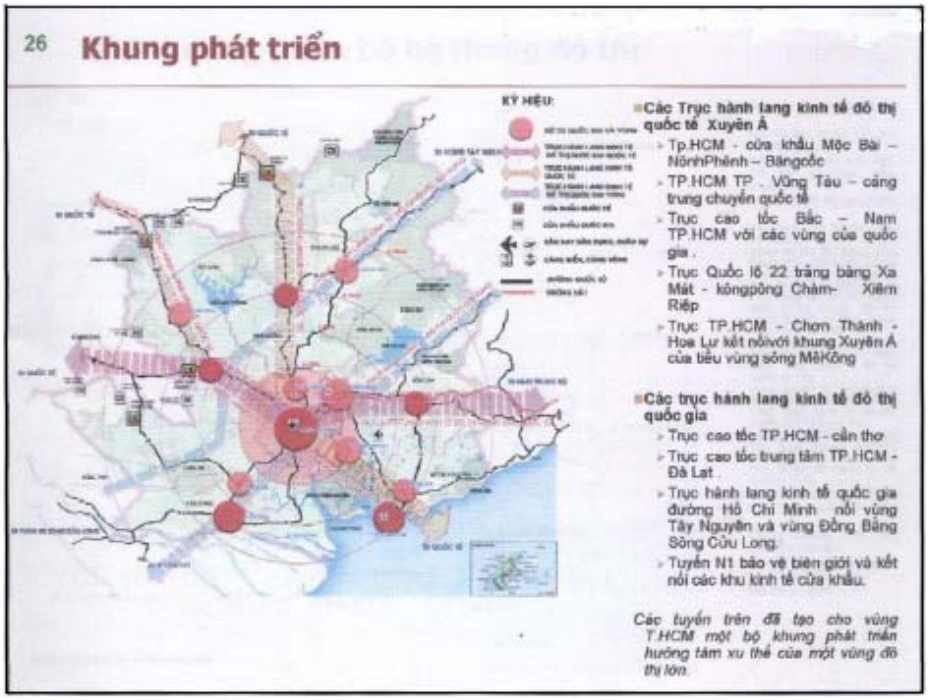
Cấu Trúc Không Gian Vùng
KÝ HIỆU:
Cấu trúc khu thông vùng
đường vành đai, đô thị 1-2 , vành đai 3 cao tốc vùng trung tâm bán kính 30 km.
các trục cao tốc hướng tâm nối vùng trung tâm và các trung tâm tiểu vùng .
Tuyến 14 – N1 Tây Nguyên - Đồng Bằng Sông Cửu Long .
Tuyến cao tốc nối vành đai 3 đi bảo Nam .
Cấu trúc không gian các vùng đô thị - công nghiệp
Vùng trung tâm Bán kính 30km Hạt nhân là TP.HCM và các đô thị vệ tinh liên thuộc và các đô thị vệ tinh nhưng độc lập
Vùng phụ cận từ 30 đến 50km Vùng khuyến khích phát triển dọc theo tuyến vành đai 3 phát triển mật độ thấp gắn với vùng nông nghiệp sinh thái
Các cực phát triển đối trọng.
Cực phía Đông Nam hướng về phía Bà Rịa Vũng Tàu
vùng đô thị TP. Vũng Tàu .
Cực phía Đông theo Quốc lộ 1A Long Khánh là hạt nhân.
Cực phía Bắc theo Quốc lộ 13 Chơn Thành là trung tâm.
Cực phía Tây Bắc theo Quốc lộ 22 đô thị Trảng Bàng làm hạt nhân
Cực phía Tây Nam theo tuyến Quốc lộ 1A, Mỹ Tho là hạt nhân
Cấu trúc không gian vùng cảnh quan.


26
Khung phát triển
KÝ HIỆU:
Các Trục hành lang kinh tế đô thị quốc tế Xuyên Á
Tp.HCM - cửa khẩu Mộc Bài – NôrihPhênh – Băngcốc
TP.HCM TP . Vũng Tàu – cảng trung chuyển quốc tế
Trục cao tốc Bắc – Nam TP.HCM với các vùng của quốc gia .
Trục Quốc lộ 22 trảng bàng Xa Mát - kôngpông Chàm- Xiêm Riệp
Trục TP.HCM - Chơn Thành - Hoa Lư kết nốivới khung Xuyên Á của tiểu vùng sông MêKông
Các trục hành lang kinh tế đô thị quốc gia
Trục cao tốc TP.HCM - cần thơ
Trục cao tốc trung tâm TP.HCM - Đà Lạt .
Trục hành lang kinh tế quốc gia đường Hồ Chí Minh nối vùng Tây Nguyên và vùng Đồng Bằng Sông Cửu Long.
Tuyến N1 bảo vệ biên giới và kết nối các khu kinh tế cửa khẩu.
Các tuyến trên đã tạo cho vùng T.HCM một bộ khung phát triển hướng tâm xu thế của một vùng đô thị lớn.

Capacity Improvement Solutions:

- Reform administrative procedures effectively, reduce government management content, reduce the lengthy procedures. Request on reform of irrelevant components of urban development regulations.
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LOOKING FOR THE SOLUTIONS TO ENVIRONMENTAL AND NATURAL RESOURCE PROBLEMS IN HCMC

Dang Minh Phuong

This paper is to identify environmental and natural resource problems in HCMC and suggest some main ideas to solve them.

Problems

Climate change:
HCMC will be lost 10% of area in the end of the century as temperature increasing 2.3 C^{o}.

Air pollution:
Most level of air plolutants are under national standard's (except for dust over 20-60% standard level), but they have increased rapidly in recent time.

Water pollution:
Almost surface waters are polluted seriously by industrial and houshold emission,

Trafic jam:
big problem in HCMC, its damage is serious.

Cleaned water:
48% of population has no cleaned water to use.

Solid waste:
Solid waste in HCMC is emitted 8000 ton/day. Processing technology is only buried ground.

Under ground water:
polluted and exhausted rapidly

Looking for the solutions to these problems

Climate change:
How much its damage?
How to deal with climate change?

Instruments for environmental and natural resource management
- Command and control
There are a lot of commands (standards, ban, zoning) but control is not sucessfull, for example: 29 types of pesticide are banned, but we can buy almost of them on the market, except for DDT.
- Economic (market-based) instruments: tax, fee, subsidy, transferable pollution permit, deposit-refund, voluntory agreement and so on.
Almost is nothing to be applied in HCMC.

In generall, environmental and natural resource management in HCMC must be looked for solutions via research, program, and project for social-economic development of HCMC.

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The End

Thank you

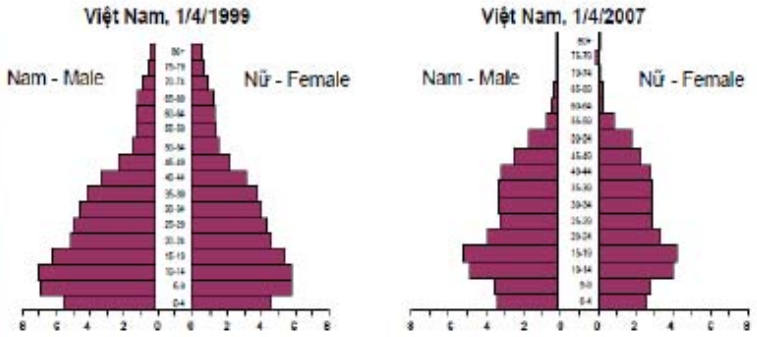
Urbanization and Labor Market Issues

Ngan Dinh
Fulbright Economics Teaching Program
September 17, 2009

FULBRIGHT
Economics Teaching Program

What we know…

Vietnam's Labor Force



Source: Survey of Population Changes, 2007

3

The Growth of Ho Chi Minh City

Year	Urban population			Annual average rate of increase
	Saigon	Cholon	Total	
1698	5,000			
1859	33,000	...	...	...
1862	7,000	...	...	
1881	13,481	39,806	53,287	
1900	50,300	133,600	183,900	
1907	55,951	172,520	228,471	(1881-1943 : +3.4%)
1911	67,739	181,742	249,481	1881-1945 : +4.6%
1926	143,197	203,519	346,716	
1939			495,781	
1943			498,143	
1945			976,000	1945-1954: +6.5%
1954			1,723,360	1954-1958: -5.3%
1958			1,383,200	1958-1962: +0.9%
1962			1,431,000	1962-1967: +4.0%
1967			1,736,880	(1967-1975: +4.0%)
1975			2,377,040	(1975-1976: +2.8%)
1976			2,442,798	1976-1979: +3.4%
1979			2,700,849	1979-1989: +0.3%
1989			2,796,229	1989-1999: +2.7%
1999			3,660,034	

Source: Gubry and Le (2002)

4

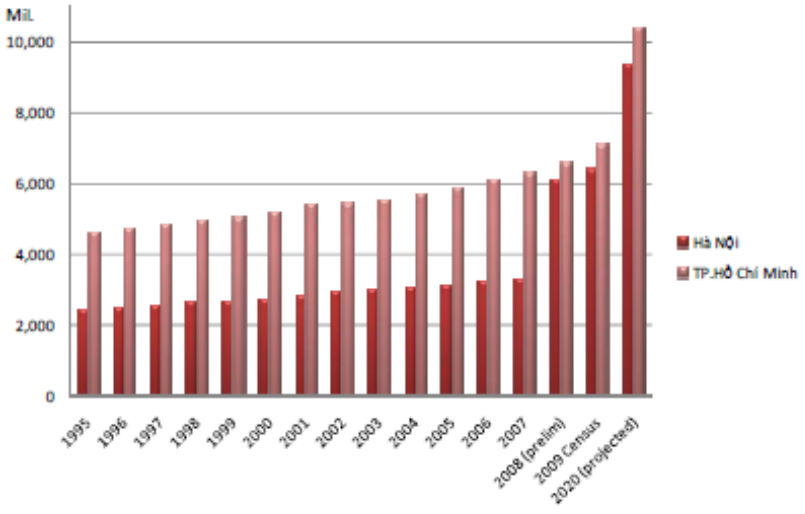
Population Census 2009

Preliminary Results

- Total Population : 85,789,573 people (1.2% per year)
- Urban: 25,3 million (29,6%)
- Rural: 60,4 million (70,4%)
- Urban growth rate: 3.4% annually
- Rural growth rate: 0.4% annually
- Largest cities: Ho Chi Minh City (7,1 million, 83% urban) and Hanoi (6,5 million, 41% urban)
- Highest population growth rate: Binh Duong (7.3%), and HCMC (3.5%)
- Highest urban population fraction: Southeast (57.1%), Red River Delta (29.2%)

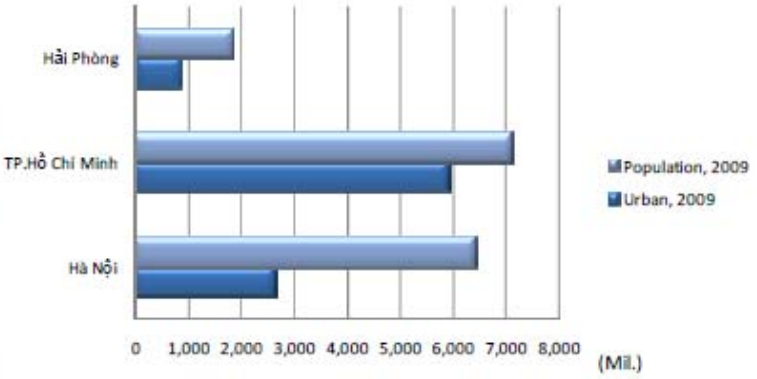
5

Population of Hanoi and Ho Chi Minh City



6

Urban Population of Hanoi, Hai Phong, and Ho Chi Minh City in 2009



7

Rates and Levels of Urbanization

Indicators	China	Indonesia	Malaysia	Thailand	Viet Nam
Ave. Annual Rate of Urbanization (2000-2005)	3.1	4.04	3.69	1.49	3.13
Total Population 2005 ('000)	1,312,979	226,063	25,653	63,003	85,029
Urban Population 2005 ('000)	530,659	108,828	17,345	20,352	22,454
Level of urbanization 2005 (%)	40.4	48.1	67.6	32.3	26.4
Forecast Urban Population 2025 ('000)	822,209	178,731	27,187	29,063	40,505
Forecast Level of Urbanization 2025 (%)	56.9	65.9	80.5	42.2	38.1
Agglomeration	Shanghai	Jakarta	Kuala Lumpur	Bangkok	Ho Chi Minh City
Urban Population 2007 ('000)	14,987	9,125	1,448	6,704	5,314
As percentage of Urban Population	2.67	7.81	7.83	31.89	22.24

Source: World Urbanization Prospects (2007)

8

What we don't really know…

- The urban-rural divide
- Who and how many migrated
- Job search in the cities
- "Career choices" in the cities
- The most vulnerable souls
- The informal sector
- Quality of life in the cities
- Accumulation of assets in the cities
- Human capital and social capital in the cities
- Settle down or going home

9

From the Village to the Cities
The Urban-Rural Divide

Monthly Income ('000 VND)	2002	2004	2006
Urban	622.1	815.4	1058.4
Rural	275.1	378.1	505.7
Overall Poverty (%)			
Urban	35.6	25	20.4
Rural	6.6	3.6	3.9

Source: VHLSS (2002, 2004, 2006)

10

Who migrate?

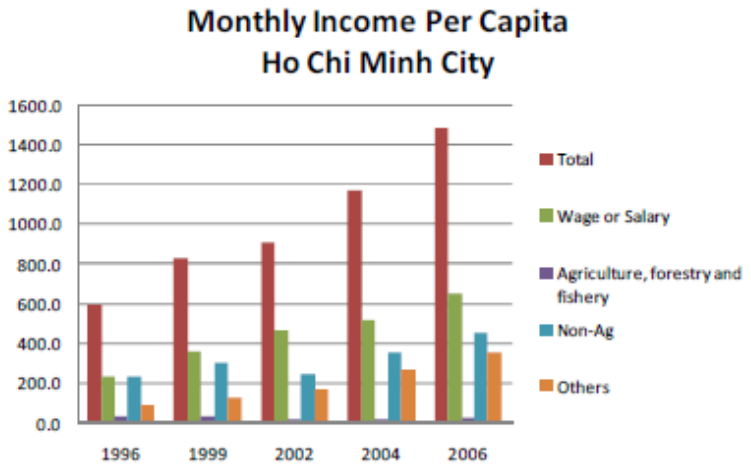
KT4 Residents by Age and Education Status

	In School		Not in School		Never attended school	
	Number	%	Number	%	Number	%
5	-	0%	-	0%	3,535	100%
6 to 14	20,732	76%	5,809	21%	809	3%
15 to 29	87,977	15%	508,615	85%	2,216	0%
30+	2,322	1%	190,377	97%	3,890	2%
Unknown	-	0%	306	100%	-	0%
Total	111,031	13%	705,107	85%	10,450	1%

Source: HCMC Statistical Office, Intercensal Survey of HCMC, 2004, from Pincus and Sender (2007)

11

Sources of Income in the City



Source: VHLSS (2006)

12

The High End

10 người nộp thuế cao nhất trong năm

STT	Tên	Số thuế đã nộp	Nơi làm việc
1	Lê Thị Minh Hòa	2,87 tỉ đồng	Alcon Pharmaceuticals Ltd
2	Vũ Thế Dự	383,1 triệu đồng	GFK Asia Pte Ltd
3	Nguyễn Anh Tuyển	373,7 triệu đồng	Urgo Healthcare Products Co.
4	Lê Việt Hùng	347,3 triệu đồng	Goodyear International Co.
5	Lê Công Tuấn Kiệt	244,3 triệu đồng	Citelum S.A
6	Trần Đăng Hải	243,1 triệu đồng	EAC Industrial Ingredients Pte
7	Nguyễn Thị Mỹ Nga	209 triệu đồng	Mayekawa MFG Co., Ltd
8	Phạm Thị Thu Hà	206,1 triệu đồng	Casco Adhesives Pte
9	Nguyễn Trường Sơn	191,1 triệu đồng	Bristol Myers Squibb
10	Võ Thị Phượng	179,7 triệu đồng	Sanofi Pasteur S.A

(Nguồn: *Phòng Thuế TNCN - Cục Thuế TPHCM*)

13

Who are the Most Vulnerable City Workers?

14

Factory Girls

Factory girls who….	
Have some labor contract	28%
Have changed jobs from 1 to 5 times in the last 5 years	36%
Work over 8 hours a day	23%
Receive a fall in wages in the past year	15-30%
Received April 2009 Wages of	850,000 - 1,000,000
Average cost per meal	3000 -7000 VND
Regularly borrow money with high rates or at pawnshops	50%
Stay and look for new job in stead of returning home	90%
Overall condition has got worse	Hanoi (56%) Da Nang (45%) HCMC (42%)

Source: Survey on the impacts of the financial crisis on female factory workers and threats of trafficking (C&D and ActionAid Vietnam 2009)

15

The Informal Sector

Floating workers in the informal market…	
Average living cost…	rises 25 – 30%
Average wage…	rises 10 – 20%
Number of working days…	falls 50%
Number of working days in 2007	20 days per month
Number of working days in 2008	10 days per month
Amount of work in 2/2009 compared to 2/2008	fall 30%
Largest fall in…	Construction (70%)
Also fall in other manual labor (cleaners, porters…)	30%
Average fall in saving in 2008	30 – 50%

Source: VASS, Oxfam, WB (2009)

16

Social Capital and Trust in City Slums

Ho Chi Minh City	Bangkok
Women contribute more than men	Men contribute more than women
Home ownership increases contribution	Home ownership reduces contribution
More schooling: higher contribution	More schooling: more free-ride
People from larger families contribute more	People from larger family contribute less
People who chat more with the neighbors are more likely to think of neighbors as family	Not significant
Community leaders lead by example	Not significant
People are generally cooperative and trusting	People are generally cooperative and trusting

Source: Carpenter et al. (2004)

17

Going Home?

- MOLISA: 35,000 workers have lost jobs in 2009
- Mostly in Hanoi, HCMC, Can Tho, Quang Ninh, Dong Nai, Vinh Phuc - between 5,000 and 10,000 jobs lost.
- VASS' estimate: 500,000 people lose jobs in 2009
- ILO's estimate: 300,000 people (0.65% of 45 million workers in Vietnam)
- Some already left the city before Tet, but many are still hanging on.

18

On-going Research Efforts

Nation-wide:

- Labor Force Survey (September 2009)
- VHLSS 2010 (Spring 2010)

Selected enumeration areas

- High-frequency employment survey
- ILO's information center
- VASS' Migration surveys

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