Chapter 2

Current Situation and Development Plan in Da Nang City

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CHAPTER 2
CURRENT SITUATION AND DEVELOPMENT PLAN IN DA NANG CITY

1. Current Situation

1.1. Introduction

Da Nang City is the centre of economy and culture in Central Viet Nam. It is located 964 km north of Ho Chi Minh City (HCMC) and 764 km south of Hanoi City. It is the main centre of the North–South integration of socio-economic development in Viet Nam, and its role is expected to grow further. Da Nang City has also been serving as a trading centre for the central region, and its strategic importance is growing rapidly as the gateway of the East–West corridor. Relatedly, it is responsible for the development of the Greater Mekong Subregion Economic Zone. It is close to the world cultural heritages (Complex of Hue Monuments, Hoi An Ancient Town, and My Son Sanctuary) as well as to historical and cultural resources for tourism (Figures 2.1, 2.2).

Da Nang City was a small transit port in the mid-16th century and promoted as the centre of regional trading in the beginning of the 20th century. It was the site of a hard-fought battle during the Viet Nam War (1960–1975). It attained its independence in 1975. Reconstruction of the city mainly started in 1986, and it has since then grown rapidly. In 1996, the city was segmented from Quang Nam Province and established its role as the centre of the Central Focal Economic Zone. In 2011, it received the ASEAN Environmentally Sustainable Cities Award.

Figure 2.1: Location of Da Nang City in the GMS Economic Zone

Figure 2.2: Location of Da Nang City in the Central Region

GMS = Greater Mekong Subregion.
Source: Study Team.

1.2 Socio-economic Conditions

Population

Da Nang City includes seven districts and 56 communes. Its population has increased with urbanisation trends, reaching 928,000 in 2012 (Table 2-1). From 2005 to 2010, its population grew by 3.2 percent per year. Such population growth rate is low in built-up areas in the city centre while relatively high in peri-urban areas, where

urbanisation areas have been expanded. Urban areas extend towards the north and south, along main roads with low density in an unplanned manner.

If the urbanisation trend continues, Da Nang City will face urban problems (traffic congestion, urban sprawl, lack of housings for low- and middle-income groups, deterioration of living environment, worsening of urban landscape, expansion of income gap, etc.) similar in 2012. Gross domestic product per capita increased from to that encountered by HCMC and Hanoi City.

Economy

High economic growth has continued, where the GDP growth rate rose from 10.6 percent during 2005–2010 to 12.6 percent US$950 in 2005 to US$2,310 in 2010. Da Nang City's economic sector is driven by the stable expansion of the industrial sector and growth in tourism. In addition, the role of foreign direct investment is significant. About 83 percent of the total foreign investment projects in Da Nang City are real estate projects such as offices, high-rise apartments and resorts.

While Da Nang City is recognised as an attractive investment environment, the amount of foreign direct investment has drastically decreased because of the global economic depression, a turn of events that is more serious than the Asian economic crisis in 1998. Income tax revenue in 2013 is less than half of 2010. Finally, while investment was very active due to resort developments, this source of city revenue had dwindled after the land sales were completed.

Since Da Nang City's future strategy is to promote IT-based industrial development, the High-tech Park has been developed. Many Japanese affiliated firms have promoted businesses in the industrial zones, which helped generate employment in the city and surrounding areas. Nonetheless, these firms also noted that one major downside in Da Nang City is its lack of human resources managers and engineers.

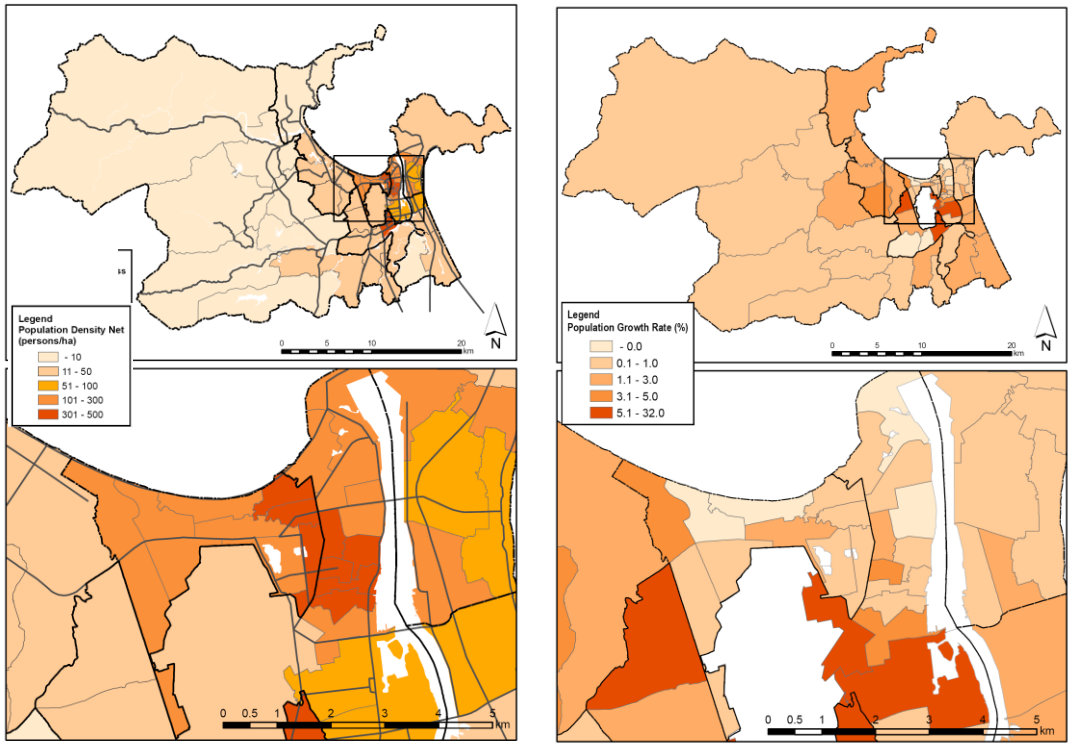
Table 2.1: Major Indicators of Da Nang City

Indicator			Year 2012
Area (sq km)			1,283
Population	1000 persons		928
	Annual growth (%)		2.8 (‘00-’10)
	Proportion of over age 65 (%)		7.1 (‘08)
Economy	Gross regional domestic product (GRDP) (US$ m)		2,236
	Annual growth (%)		9
	GRDP per capita (US$)		2,310
Social	Poverty rate (%)		2.0 (‘08)
	Jobless rate (%)		4.9 (‘06)
	Literacy rate (%)		94% (national)
Infrastructure	Modal share of public transport (%)		0.2 (bus, ‘08)
	No. of vehicles (000)		682 (as of M/C 94.1%)
	Coverage (%)	Water supply	60.9 (‘08)
		Solid waste collection	51.6 (‘08)
Environment	Hazard risk		15% area flood prone
	Green coverage (%)		17.6 (‘08)
Finance	Revenue (US$ m)	Central budget	12.1 (‘08)
		City budget	331.4 (‘08)
	Expenditure (share of investment, %)		80% (‘08)

Source: Study Team.

Figure 2.3: Population Density and Growth Directions in Da Nang City

Population Density (2007) **Population Growth (2005–2007)**



Source: DaCRISS (2010).

Land Use

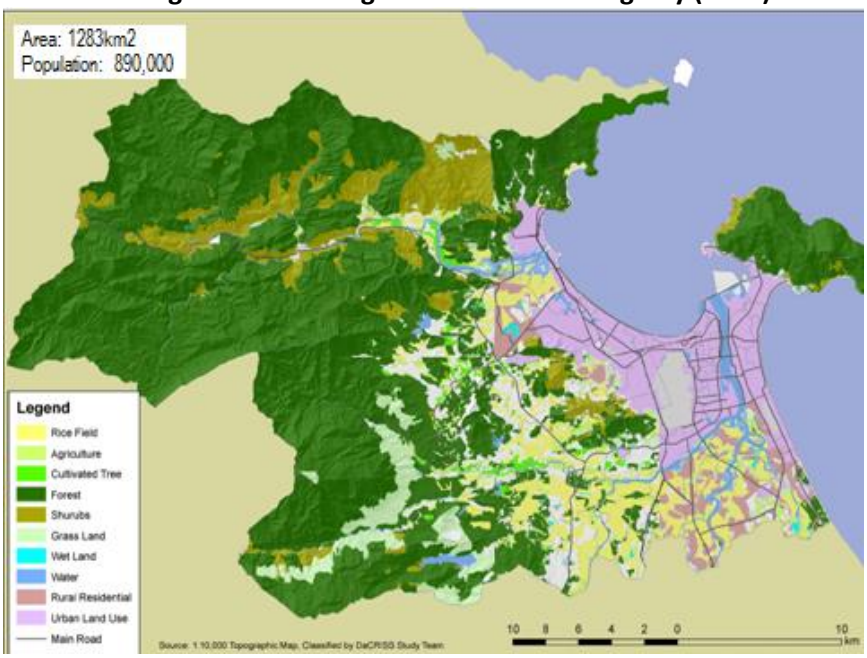
Da Nang City covers 1,256 sq km (950 sq km if excluding islands). Most land in the west of the city is covered by mountainous rural areas, while urbanised areas have been developed on the eastern side along the East China Sea. Potential development area is 341 sq km (excluding rivers, lakes, forests, airports, ports, army land, cemeteries).

Da Nang City's mountainous and forest areas account for about 60 percent of the city limits and lie north-west of the city. The long beautiful sandy beach followed by the South China Sea is vast, making its eastern part an important tourism resource. Lakes and rivers connect the mountains and sea. Open space comprises 28 percent of the total land use.

Land classified for urbanised land use is limited to 10 percent, but the city is composed of compact urban areas with high population density and scattered rural areas. The urbanisation trend has rapidly spread to suburban areas, especially towards the south and southwest.

In the north of the city, industrial zones have been developed, where many Japanese-affiliated firms have located. Along the sea are many exclusive resort development areas under foreign or Vietnamese investment.

Figure 2.4: Existing Land Use of Da Nang City (2006)



Source: DaCRISS (2010).

1.3. Urban Transport System

The overall characteristics of Da Nang City's urban transportation are as follows:

a) In 2008, total urban transportation demand in the city was about 2.3 million trips (including walking trips), or 1.9 million excluding walking trips a day. This means that each resident makes 2.9 trips/day (including walking) or 2.3 trips/day (excluding walking).

b) Motorcycles and bicycles are the dominant modes of transportation. More than 90 percent of Da Nang households own motorcycles, while 58 percent possess more than two motorcycles.

c) City peak hour for travel is from 6:00 a.m. to 7 p.m. with travel time pegged at 14.9 minutes.

d) The total road length in Da Nang is 480 km, of which about 65 percent is paved with asphalt or cement concrete. The remaining roads, mostly in the rural areas, have simple double bituminous surface treatment, gravel or earth surfaces.

e) There are nearly 2,700 road intersections in Da Nang, 18 of which have traffic lights, 27 are operated as roundabouts, 8 are controlled by traffic policemen, and about 2 percent have some sort of traffic control; and

f) Urban bus services are very limited, with an average bus ridership ranging from 540 to 1,750 passengers only per line per day in 2008.

Most of Da Nang's main problems on road transportation include insufficient road coverage, bumpy main roads, lack of facilities, and an undeveloped public transportation system. In particular, buses have a poor level of services in terms of availability, comfort, punctuality, and frequency.

Figure 2.5: Urban Transport System in Da Nang

Source: Author.

Road Transport

Except for the old town east of the airport, the trunk road network connects to the north, south, east, and west. In addition, there are collector roads with two lanes and sidewalks in the old town. The city's road extension rate is 3.98 km/sq km while the road coverage ratio is 6.41 percent (13.58 sq m/capita), both of which imply relatively favourable conditions.

There is a total of five bridges, including two bridges under construction, at an interval of about 5 km from the mouth of the Han River. Meanwhile, Cam Ly River has three bridges, including one under construction. There are also new bridge construction plans; thus, the capacity to cross rivers is considered sufficient.

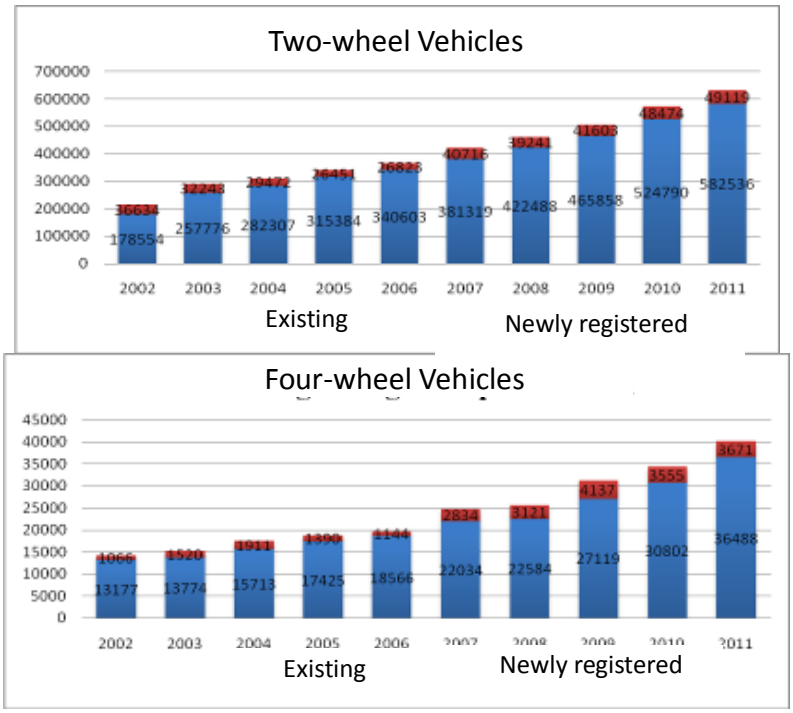
Roads in the city centre are wide with enough lanes, so accessibility from the city centre is relatively good for connecting industrial zones, logistic centres, and new residential areas along the sea and to the south of the city.

In 2012, more than 90 percent of the road transport was composed of two-wheel vehicles: 78 percent were motorbikes; and 12 percent, bicycles. While there were more than 580,000 registered two-wheel vehicles, there were only about 36,000 (6 percent)

registered four-wheel vehicles. On the overall, the number of registered vehicles has double compared to their volume in 2005.

The traffic environment is relatively good at present. Traffic congestion and lack of pedestrian space is seen in the old towns, but do not cause any serious traffic problems. However, the traffic demand will eventually rise as both the population and economy are expected to grow in Da Nang City.

Figure 2.6: Number of Registered Vehicles in Da Nang City



Source: Department of Transport, Da Nang City.

Public Transport

The major public transportation mode is the bus. However, Da Nang City's modal share of buses is only 0.9 percent—very low compared to the 14 percent of Hanoi City. The bus network of the city centre covers 0.222km/sq km, which is lower than the 4km/sq km in Hanoi City. The average interval between bus stops is about 2.5 km, so a dense bus service is not provided.

There are five routes for the city's 90 buses. The inner-city bus service is limited to Route 2, while the other four routes are inter-city services connecting to suburban areas. There are overlapping bus routes; thus, the bus service coverage is limited.

About 15,000 passengers took the bus daily in 2011. Although the public transport service had not been developed, the number of passengers steadily increased along with the rise in the population.

Da Nang City, which owns the buses, offers contracts to private-sector operators for the operation and maintenance. Regardless of distance, there are flat rates for each route. According to the Department of Transport, bus operation is profitable and does not require subsidies from the government.

Figure 2.7: Bus Route Network in Da Nang City and Neighbouring Areas

Source: DOT, Da Nang City.

Inter-city Railway

Da Nang is located in the middle of the Viet Nam South–North Railway connecting Hanoi City and HCMC. Da Nang Station is located in the city centre, 2.8 km from Tam Ky Station. The distance from Tam Ky Station to the next station is about 10 km.

From Da Nang Station, it takes 17 hours to HCMC (935 km), 9.5 hours to Nha Trang (523 km), 2.5 hours to Hue (103 km), and 16 hours to Hanoi City (791 km).

1.4 . Urban Transportation Demand

Travel Demand and Trip Rates

As mentioned earlier, each resident makes 2.9 trips/day (including walking) or 2.3 trips/day (excluding walking) in 2008 (Table 2-2). Compared with other Asian cities, the trip rate of Da Nang City residents is high and comparable to that of other Vietnamese cities including Hanoi City, HCMC, and Haiphong. Such high level of mobility in Vietnamese cities is explained by the high level of ownership of motorcycles and bicycles, as well as the

compactness of urban areas with highly mixed land use.

Table 2.2: Trip Rate of Residents of Da Nang City and Other Selected Cities

City		Year	Population (000)	Trip Rate: No. of trips/person/day	
Vietnam	Da Nang	2008	867	2.9	2.3
	Hanoi	2005	3,186	2.7	2.0
	HCMC	2002	7,693	3.0	2.5
	Haiphong	2007	715	2.7	2.0
Manila (Philippines)		1996	13,565	2.2	1.8
Chengdu (China)		2001	3,090	2.6	1.8
Tokyo (Japan)		1998	34,000	2.3	n.a.

Source: DaCRISS HIS (2008).

Vehicle Ownership and Modal Share

In 2008, more than 90 percent of Da Nang households have motorcycles, with 58 percent owning more than two motorcycles (Table 2-3). This extremely high level of motorcycle ownership helps people move around and access necessary services and destinations easily. This brings the share of motorcycles in urban transportation demand to as high as 77 percent, while that of public transportation is very low.

Table 2.3: Vehicle Ownership among Households in Selected Cities of Viet Nam

Type of Vehicle Owned		Da Nang [1] (2008)	Hanoi [2] (2005)	HCMC [3] (2002)	Haiphong [4] (2007)
None		3.5	2.3	1.3	2
Bicycle Only		5.0	11.5	4.4	18
Motorcycle	Single	31.6	39.8	33.8	47
	Over Two	58.1	44.7	58.9	33
Car		1.5	1.8	1.7	0.5
Total		100.0	100.0	100.0	100.0

Source: 1 DaCRISS HIS (2008). 2 HAIDEP HIS (2005), 3 HOUTRANS HIS (2002), 4 ALMEC.

Table 2.4: Modal Share of Trips (Excluding Walking Trips) in Selected Cities of Viet Nam

Mode	Da Nang	Hanoi		HCMC	
	2008 [1]	1995 [2]	2005 [3]	1996 [4]	2002 [5]
Bicycle	21.6	61.1	27.9	32	13.8
Motorcycle	77.0	35.8	59.6	64	79.0
Car	0.5	1.1	2.5	1	1.6
Bus	0.2	0.6	5.6	2	2.1
Others	0.7	1.4	4.5	1	3.8
Total	100.0	100.0	100.0	100	100.0

Source: 1 DaCRISS HIS (2008), 2 SIDA VUTAP (urban districts only), 3 HAIDEP HIS (2005), 4 HCM Transportation Study (1996, DFID), 5 HOUTRANS (2002).

Trip Generation and Attraction

Table 2.5 below presents the travel demand (generated and attracted number of trips in a day) by district. In 2008, there was a large volume of generated[2] and attracted[3] trips in Hai Chau and Thanh Khe districts, especially 'to work' and 'to school' trips. Hai Chau attracted the most number of 'to work' trips (141,000 trips a day, or 1.2 times the generated trips).

Table 2.5: Trip Generation and Attraction (Excluding Walking Trips) in Da Nang (2008)

District	Generation (No. of Trips, 000/day)						Attraction (No. of Trips, 000)					
	To Work	To School	Private	Business	To Home	Total	To Work	To School	Private	Business	To Home	Total
Hai Chau	116	53	112	3	300	585	141	66	150	10	227	593
Thanh Khe	94	49	87	4	155	390	66	38	81	3	202	389
Son Tra	55	31	58	2	103	250	50	24	48	2	128	251
Ngu Hanh Son	29	17	30	1	62	139	23	21	26	2	65	138
Cam Le	32	20	42	1	71	165	33	14	34	1	77	159
Lien Chieu	39	25	43	1	113	222	54	35	41	5	88	223
Hoa Vang	36	29	29	1	70	165	25	26	24	1	89	165
Hoang Sa	0	0	0	0	0	0	0	0	0	0	0	0
Total	402	225	402	14	875	1,917	390	225	404	24	876	1,919

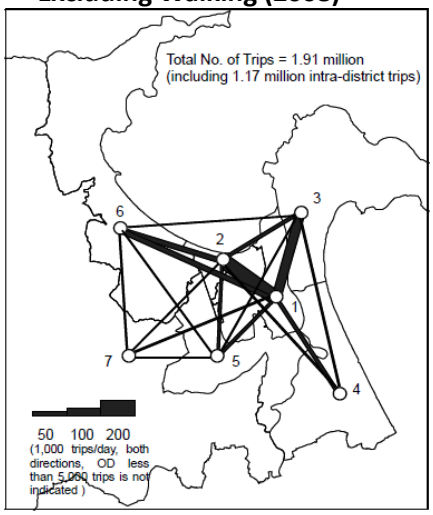
Source: DaCRISS HIS (2008).

[2] Person trips generated from the designated area to other areas.
[3] Person trips attracted to the designated area from other areas.

Trip Distribution

In 2008, about 1.2 million trips a day were generated and attracted in urban centres (i.e. Hai Chau and Thanh Khe districts), which is nearly half the total demand in Da Nang City. The figure below illustrates the distribution of inter-district transportation demand.

Figure 2.8: Distribution of Transport Demand between Districts, Excluding Walking (2008)

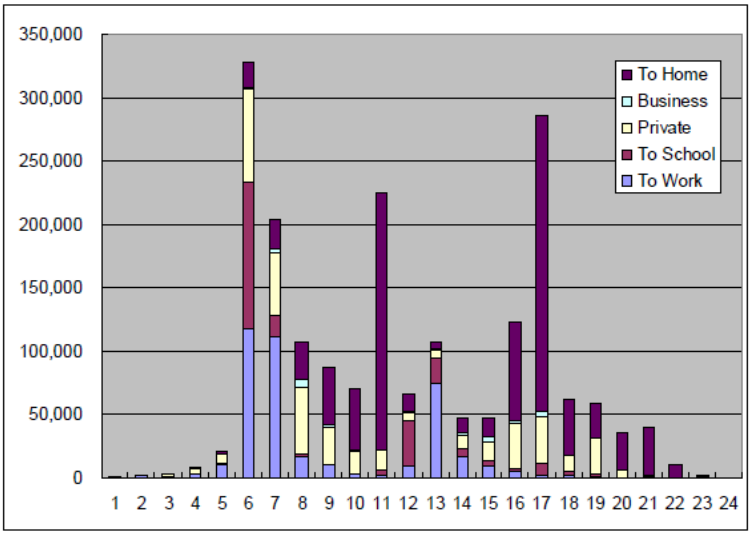


Source: DaCRISS HIS (2008).

Hourly Distribution of Demand

Figure 2.9 shows the hourly distribution of trips. There are three peak periods each day (6 a.m.–7 a.m., 11 a.m.–12 p.m., and 5 p.m.–6 p.m.). The highest peak hour for travel is from 6 a.m. to 7 p.m.; the other two peak hours, both of which are in the afternoon, are due to the 'to home' trips from schools.

Figure 2.9: Number of Trips Excluding Walking Trips, by Hour and Purpose (2008)



Source: DaCRISS HIS (2008).

Travel Time and Trip Length

The average travel time and trip length in all modes in Da Nang City are 14.3 minutes and 3.76 km, respectively (Table 2.6). The time and distance for 'to work' trips are slightly longer than the averages at 15.8 minutes and 4.85 km, respectively. Users of *xe ôm* (motorcycle taxis), cars/taxis, and buses make trips that last for more than 20 minutes as well as travel at longer distance—i.e. 8 km by *xe ôm*, and more than 20 km by cars/taxis and buses. On the other hand, users of bicycles and those who travel on foot make shorter trips in terms of time and distance.

Table 2.6: Average Travel Time and Trip Length by Mode and Purpose Da Nang City (2008)

Item	Trip Purpose	Walking	Bicycle	M/C			Car/Taxi	Bus		Others	Total
				Driver	Pas-senger	Xe Om		Public	Private		
Average Travel Time (min.)	To Work	13.1	16.3	15.8	15.7	24.1	19.3	19.6	26.4	19.6	15.8
	To School	11.5	15.5	19.4	11.0	15.0	11.9	23.0	26.8	11.1	14.9
	Business	9.4	15.8	16.4	16.8	-	23.2	-	20.0	18.4	17.0
	Private	11.4	12.0	12.3	13.9	27.9	26.1	16.3	25.0	21.3	12.5
	To Home	11.6	14.8	15.2	13.4	18.5	20.4	25.4	25.9	20.7	14.4
	Total	11.7	14.7	14.9	13.1	22.5	21.9	22.6	25.7	19.7	14.3
Average Trip Length (km)	To Work	1.32	2.41	4.46	4.25	7.42	18.43	5.71	21.36	7.11	4.85
	To School	1.10	2.33	6.86	2.14	2.19	1.99	8.24	9.98	6.40	3.15
	Business	2.94	1.74	12.18	2.95	-	15.30	-	38.97	10.59	19.80
	Private	0.95	1.61	3.09	3.31	9.89	29.06	30.24	23.63	10.57	3.30
	To Home	1.05	2.15	4.21	2.99	7.49	11.49	7.15	7.77	7.66	3.29
	Total	1.05	2.15	4.23	2.96	8.20	19.92	21.65	23.39	8.08	3.76

Source: DaCRISS HIS (2008).

2. Development Plans

2.1 Socio-Economic Development Plan

The Socio-Economic Development Plan (SEDP), formulated every five years by the Da Nang People's Committee and relevant departments such as the Department of Planning and Investment of Da Nang City, was revised in 2011. The SEDP describes the economic conditions of the city, opportunities and challenges, and goals and objectives for the five-year period from 2011. It also defines the contribution of regional major tourism resources and facilities to economic growth, and the importance of opening up the economy and market.

2.2 City Master Plan (General Construction Plan)

The master plan of Da Nang City, called the Construction Plan, is composed of a general and regional plan for urban areas. The Department of Construction is in charge of drafting the plan in consultation with relevant organisations. After the People's Committee approval was sought, the 'General Construction Plan of 2030 with the vision for 2050' was submitted for approval to the Prime Minister.

The basis of the proposed master plan is the City Development Master Plan Study (DaCRISS), a comprehensive urban plan study conducted in 2010 by the Japan International Cooperation Agency (JICA). This study acknowledged that Da Nang City's sustainable development was limited, given that it has a small population and limited hinterlands. Thus, the city needed to develop itself as a leading force in the central economic zone.

During the deliberation on the Construction Plan, the strategies on how to take advantage of the strengths while working on the city's weaknesses were discussed. The key points were:

- Da Nang City adopts a growth strategy different from Hanoi City and HCMC (where there is a large hinterland population and foreign direct investment–led development, mainly in the manufacturing industry). Its strategies are based on a development that puts importance on industrial sites while considering the strengths of the central region such as the three world heritages, natural environment, and a suitable living environment (i.e. appropriate for the development of tourism, IT, education, human resource development, medical services, etc.).

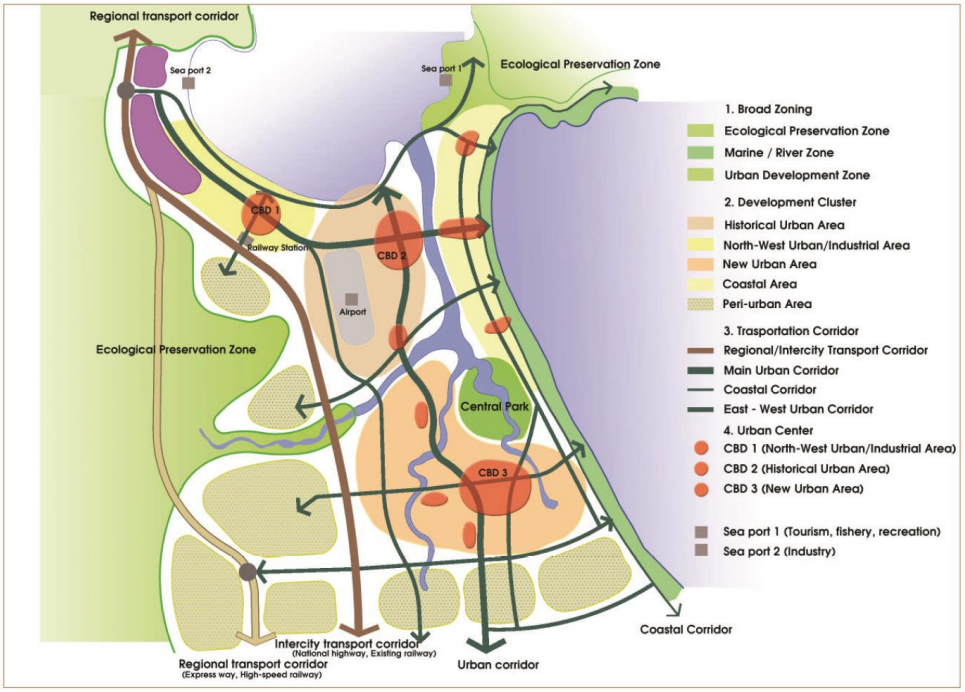
- As an international gateway, Da Nang City connects to the world via air to Asian countries in particular, not via Hanoi and HCMC. Thus, its connection with neighbouring countries through the GMS East–West Corridor is strengthened. Meanwhile, it connects with the major cities in Viet Nam, including Hanoi City and HCMC by attracting tourism, recreation and investment from HCMC and Hanoi City.
- Da Nang City's development strategies aim to maximise the welfare of citizens with a synergistic effect by incorporating the external factors such as strengths of the central region and connectivity with other foreign and domestic areas.
- Da Nang City strengthens its cooperation with Hue and Quang Nam Provinces for regional coordination.
- National projects that have a significant value to Da Nang City include the North–South highway, North–South high-speed railway, North–South railway improvement, port development, and airport development.
- Da Nang City aims for a 2.5 million to 3 million population as part of its aspiration to become a competitive urban centre that boasts of high-quality services.
- Da Nang City has a limited land area that is surrounded by the sea to the east, mountains to the west, and mountains and sea to the north. Compact city development is made possible by the south-to-north mass rapid transit, and development of central business districts, as well as well-managed population rate and urbanisation.

Based on the DaCRISS discussions, basic concepts are included in the proposed Master Plan. For example, central business districts are designated as follows:

- Existing city centres (Hai Chau District, Thanh Khe District, part of Son Tra District) where Provincial People's Committee, Han River and the airport are located.
- Ngu Hang Son District, where district PCs are located and home to cultural heritage sites as well as the Marble Mountains. Here, small-scale businesses cluster.
- Lien Chieu District, as the new north-west central business district, has high development potential, thanks to the National Highway 1A, industrial zones, and Lien Chieu Port. The railway station will be relocated to this area, although it will take a while for the district to develop new urban areas.

- Cam Le District in the south has a population that has not increased although basic infrastructure is already in place.

Figure 2.10: Urban Structure of Da Nang City



Source: DaCRISS (2009).

Amended City Master Plan

After numerous deliberations and amendments on the original proposal, the master plan was finally submitted to and approved by the Prime Minister of Viet Nam in December 2013. The goals, vision, and scope of the goal are summarised as follows:

Development Goals:

- To develop Da Nang city into a modern, urban centre that contributes to the social and economic development of the central and highland region of Viet Nam.
- To implement the spatial urban development of the city in a comprehensive and sustainable manner, ensuring good security and defence capability.

Vision for 2050:

- To construct and develop Da Nang City into a specialised city that is oriented to become a sustainably developed, world-class urban centre.

Population Forecasts:

- The population of Da Nang City in 2012 was approximately 967,800, of which the urban population consisted of about 822,630.

- The population forecast for 2020 is about 1.6 million, of which the urban population will be about 1.3 million.
- For 2030, the population forecast for Da Nang City is about 2.5 million (including temporary population and tourists in 2030), of which the urban population will be approximately 2.3 million.

Specific Development Orientations Determined:

- Urban spatial development orientation
- Urban design orientation
- Development orientation of technical infrastructure system
- Strategic environment assessment
- Prioritised programmes and projects

In the master plan, the importance of a target modal share of public transport is described as thus:

According to the report by the Japan International Cooperation Agency (JICA) on the development master plan of Da Nang for 2030 (DaCRISS), target modal share (*Share*: motorcycles, 50 percent; cars, 15 percent; buses, 35 percent. *Passenger* occupancy: motorcycle, 1.3; car, 2.0; bus, 36) was recommended and *to be* used as a basis for master planning of the urban transport network in Da Nang City.

The amended master plan gave the number of potential public transport corridors as three metro lines, 8 BRT corridors and 15 bus corridors.

Figure 2.11: General Construction Plan of Da Nang City in 2030 with Vision for 2050

Source: General Construction Plan of Da Nang City in 2030 with Vision for 2050.

Threats of Current Development Trend

Coverage of the master plan is limited to Da Nang City only, but the actual development trend is moving toward Quang Nam Province on the south side. While the resort development along the coast has progressed rapidly in particular, there is also a lack of resources for the infrastructure development

Construction of high-rise buildings is in progress along the Han River. Unfortunately, the area has also seen its landscape deteriorate as commercial signages began to proliferate along the river. Because Da Nang airport is located in the city centre, building height is controlled but there are no landscape regulations in place.

As part of the plan to turn Da Nang City into the site for IT-based industrial development, the construction of a high-tech park is under way. At present, there are Japanese companies operating in existing industrial parks, which generate employment for Da Nang City and neighbouring provinces. However, many of these companies are challenged by a lack of available managerial pool and by the poor performance of engineers.

2.3 Urban Transport Master Plan

In 2012, the Department of Transport of Da Nang drafted the 'Urban Transport Master Plan in 2020 with a Vision Towards 2030', with support from the World Bank. This comprehensive transport management plan covered the development of road networks, bridges, parking, public transport networks, signal and traffic management, etc. It was approved in April 2014.

The network plans for road and public transport for 2030 are shown in Figures 2.12 and 2.13.

Figure 2.12: Road Network Plan for 2030

Source: Urban Transport Master Plan in Da Nang in 2020 with a Vision Towards 2030.

Figure 2.13: Public Transport Plan for 2030

Source: Urban Transport Master Plan in Da Nang in 2020 with a Vision Towards 2030.

2.4 Public Bus Transport Plan

In November 2013, the 'Master Plan for Public Passenger Transport by Bus in Da Nang City for the period 2013–2020 and Vision for 2030' was issued. Its objectives are as follows:

Overall Goal: To develop public passenger transport by bus for the period 2013–2020 and reduce traffic congestion and road traffic accidents in Da Nang City.

Specific Objectives:

- Occupancy of public passenger transport sector up to 2020 shall be 20 percent of all travel demand, of which public passenger transport by bus accounts for 9 percent while that by BRT bus shall be 3 percent.
- Control road traffic accidents and improve traffic safety in urban areas and neighbourhoods.
- Reduce energy consumption and emissions from the transport sector in general and from public passenger transport in particular so as to protect the urban environment.
- Promote the economic development of Da Nang City and provinces in Central Viet Nam's Economic Focal Region.

Route Network:

- Period of 2013–2015: Network of public buses consists of 11 routes of ordinary buses.
- 2015–2020: Network of public buses will have 20 routes: two BRT routes, three BRT standard routes, and 15 routes for normal buses.
- 2020–2025: Network of public buses consists of 26 routes: four BRT routes, three BRT standard routes, and 19 routes for normal buses.
- 2025–2030: Network of public buses consists of 28 routes: four BRT routes, three BRT standard routes, and 21 routes for normal buses.

Ongoing BRT Project

After the Priority Infrastructure Investment Project (PIIP) was completed in June 2008, the five-year Sustainable Development Project was commenced in June 2013. The PIIP includes four components:

- Bus Rapid Transit (BRT)
- Da Nang–Quang Ngai Ring Road (7 km in the north, 7.8 km in the southern part)
- Three sewerage treatment plants and pipelines
- Capacity development for above

According to the World Bank, the BRT lines are expected to be operational in 2017.