

Chapter 4

Polycentric Urbanization in Vietnam

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Abstract

This paper examines the process of urbanization in Vietnam which happens in parallel with reform and growth since 1986. The urbanization in Vietnam has resulted in two urban poles in the North and the South. This feature leads to the unbalance in urbanization over the six geographical regions in Vietnam. With an accelerating in economic growth as a result of economic reform and industrialization, the unequal space distribution of urban areas becomes more severe. Nevertheless, high growth of urbanization and some good record in poverty reduction, labor skill improvement, and urban related issues still remain problematic. Poor land management and bottleneck in land market causes difficulties in developing transportation system. Traffic congestion has been a daily concern of urban areas. The increasing in migrants to urban areas also caused several social issues.

Keywords: Urbanization, Vietnam, Poverty, Migration, Rural Society

Introduction

In Vietnam, since the Reform in 1986, the market liberalization, privatization with the socialism orientation has been adopted. Economic reform attempts have helped Vietnam from one of the poorest countries to become a lower middle-income economy for over two decades. Economic growth in Vietnam with rapid structural transformation from an agriculture-based economy to industrialization. In line with that Vietnam's urbanization has also started accelerating.

A typical feature of urban system in Vietnam is the existence of two urban poles in the North and in the South which are also the most economic dynamics and geographically plain areas. This feature leads to the unbalance in urbanization over the six geographical regions in Vietnam. With an accelerating in economic growth as a result of economic reform and industrialization, the unequal space distribution of urban areas becomes more severe.

Though many attempts have been made, urban policies in Vietnam are rather poor. One reason for that is Vietnam has less experience in urban projection, management. Consequently, recently plenty of issues remained relating to control migration, land management, public transportation, social and welfare of urban citizen etc.

This paper is designed to overview such issues in urbanization in Vietnam. It consists of nine sections. In the first one provide an overview about the policies and classification of urban in Vietnam. The second to the ninth provides description on the number of cities, their distribution, the urban population, the urbanization and industrialization in Vietnam, land, migration, labor skill, and poverty reduction. The last one provides some perspective of urbanization in the future.

1. Urban policies and classification

The urbanization strategies were issued rather earlier marked by the Government Decision No.10/QĐ-TTg (1998) on the master plan for urban areas up to 2020. It implicitly emphasized the encouragement for developing medium and small sized cities while controlling for the growth of large cities (WB, 2011). After ten years of implementation, this document was revised (Decision No.445/QĐ-TTg in 2009) as such, mega- cities with the population over 10 million accepted. Up to now, in the 2011-2020 Socio- Economic Development Strategy (issued in 2011), the government emphasized that the urbanization is an essential instrument to obtain the country's goal of industrialization and modernization. Also in this document, several activities for urbanization were defined. As such, Vietnam will continue promoting urbanization and modernization with more sustainability.

In line with urban development strategies, the government also pursued the reform in the administration and classification of urban areas. The first one was introduced in 1990 (Decision 132/HĐBT, May 05 1990). It was replaced by the Decree 72/2001/ND-CP, issued in 2001, and then upgraded in the Decree 42/2009/ND-CP issued in 2009 and by the latest document- the Agreement 1210/2016/UBTVQH13. Like previous classification, the latest one which has six levels of urban provides a rather clear definition of urban areas as well as the administrative level and the management system (Figure 1). It determines five groups of criteria to distinguish between cities and rural areas: (1) functions (to be a center and play a role to encourage the social-economic development); (2) Population scale (obtain at least a certain population level depending on the urban class); (3) Population density (reaching to at least a certain amount depending on the urban level); (4) Ratio of nonfarm employment; (5) having certain level of urban infrastructure

and urban landscape, depending on the each urban level. By this classification, the urban areas in Vietnam are classified into six urban levels including special cities, Class I to Class V (Table 1).

Figure 1: Urban administration hierarchy in Vietnam

In 2009, the urban system in Vietnam includes: 02 special cities 05 class I cities, 12 class II cities, 40 class III towns, 47 class IV provincial towns, and 625 class V small townships. Up to 2018, there are 19 class I cities of which three are under the administration from central government; 24 class II cities, 45 class III cities/towns, 97 Class IV.

Hanoi and Ho Chi Minh City (HCMC) are the country's special class cities because of their unique economic, political and social contribution. According to general statistics office (GSO), two special cities shares 33.9 total population and 30.5% GDP in 2009¹. The special class and cities/town from class I to IV jointly share 36.5 total population of the country and share 79.6% total urban population. Similarly, they contribute 51.3% total GDP.

Table 1: Criteria for urban classification in Vietnam

In line with decentralization in economic reform, the control of the government to urbanization also has been loosening, however, at a very small extent. In fact, the policies relating to demographic, land transform and construction in Vietnam are believed rather tough and centralized. Table 2 summaries the situation of urbanization control by administrative level and fields relating to urbanization.

Table 2: Government policies to control and guide urban development in Vietnam

2. Urbanization- the change in number of urban

In general, the urbanization in Viet Nam is slower than some regional countries. It changed 19 percent points from 1981 to 2014, comparing with 30 percent points for the case of Indonesia and

¹ It is noted that within two special class cities as well as lower class cities, there are also rural areas

22 percent point for Thailand (Figure 1). It is noted that the urbanization ratio in Vietnam have accelerated quickly in line with economic reform, particularly after 1990s.

The urban population of Vietnam ranks sixth out of 11 countries in the region with 23 million people. It increased by 7.5 million people in the period 2000-2010. The annual urban population growth is at 4.1%, which is one of the highest rates in region, only lower than Lao and Cambodia. During this period, the percentage of Vietnam's urban population living in urban with over 100 thousand people rose from 19 per cent to 26 per cent.

The number of areas to be recognized as cities and town grew quickly, particularly after the year 2000. Up to 2016, there have been about 795 cities and towns (Figure 2 and 3), raising the urbanization areas to almost 35%² which includes two special class cities, 17 class I of which three belongs to central government, 25 class II cities, 41 grade III, 84 class IV cities and 626 class V (township)

Figure 2: Urbanization (% of urban population)

Figure 3: The Number of urban areas (cities/towns) in Viet Nam from 1990 and estimate to 2025

The classification system as mentioned before is believed providing incentives to urban areas to move up to higher classes because their capacity in receiving the resources is proportional with their urban status. For example the Class V is the smallest urban level and marks the distinction between rural and urban they are under the administrative of commune or wards, therefore has smallest power in investment as well as decision in administrative system. By contrast, the cities those belong to central government have almost similar power with provincial level. That is why most cities target to be the higher class. The fact leads to a change in each class in the system of urban in Vietnam. For example, Can Tho used to be a city under management of Cantho province, was separated to be under the central government and become Class I city in 2004. Similarly, in 2010 Bac Lieu city moved up from Class IV to Class 3 city.

By regional distribution: In general there are two poles of urbanization in Vietnam including (1) Hanoi and surrounding provinces which partly cover Northern Mountain, Red River Delta, Northern Coastal Region) and (2) Ho Chi Minh city and surrounding (Central Highland,

² Report from the Ministry of Construction, 12/2016.

South East, Southern Coastal Region, and Mekong River Delta) (Figure 4 and Table 3 & 4). There is a typical establishment of such system by that a core city is surrounding by sub-urban areas.

Figure 4: Urbanization by region

Table 3: Urban system in Vietnam

Table 4: Distribution of urban areas in 2009 (except Class V-township)

The scale (by population) of urban in delta regions is much higher than other regions. For example, the average size of urban in Red River Delta is 583 thousand people and in South East is over 1 million, much higher than in North mountainous (85 thousand people) Central highland (160 thousand or Northern Coastal Region (186 thousand people (figure in 2009).

In term of urban growth: The growth of special Class urban and their surrounding areas is also much higher than other areas. Interestingly, the Northern Midlands region shows strong city population growth while its average size is the smallest. On the contrary, cities in other regions of the North Central/Central Coast, Central Highlands, and Mekong delta have lower growth of population over the same period. This pattern is more clearly observed in the Table 5. Smaller class urban in the coast areas and Central Highland region experienced a net loss of city population in the last ten years

Table 5: Urban population from 1999 to 2009

Urbanization between provinces is obviously different. Ho Chi Minh City, Da Nang had the highest urbanization rate at 83% and 77.6% respectively. In Binh Duong, urbanization rate had been rapid. The proportion of the urban population increased to 78.7% in 2014, 2.6 times higher than in 2009. The provinces those have the lowest population urbanization rate are Thai Binh, Bac Giang. Urban population distribution is uneven, concentrated in large urban with 16% from Special Class urban and 50% Class I of total urban population in over country. Due to high population density, big cities are facing the problem of overpopulation, the lack of space for people to live and unsustainable development.

3. Urban population

The urban population in Viet Nam increases gradually, especially from 2000. It reached 32 million urban people in 2016 constituted 35.2% of total population³. Although the number of urban is highest in Northern Midlands and Mountainous Region, the number of population is highest South-Eastern Region. The reason is the higher density in the South East and also by the migration flow from other region to this region mainly to industrial zones and urban areas. In fact, the more developing urban, the greater migrant flow is (the group of migrants which have 80% of living times in urban was increasing considerably in Ha Noi and Ho Chi Minh City).

Urban population is also concentrated in large cities than small cities. Five biggest cities which belong to central government (Ha Noi, Hai Phong, Da Nang, Ho Chi Minh City, Can Tho) jointly share 41.29% total urban population (in 2015).

Although many urban are expanding, cities are becoming more and more overcrowded. The average of urban population density in Vietnam increased moderately from 6,800 people/km² in 2000 to 7,700 people/km² in 2010. Compared to the whole region, the population living in the urban is more crowded but still less than Indonesia, Korea or Philippines.

By city, Vietnam does not have mega – cities with 10 million people or more, mainly medium and small cities. Although the rate of urban population went up over the year, it grows primarily in urban areas with over 200,000 people. Ho Chi Minh City and Ha Noi have the highest urban population with 7.8 million and 5.6 million people, respectively, accounting for one third of the total national population.

Figure 5: Urban population in Vietnam

4. Urbanization is closely linked to industrialization

Like many other countries, the process of industrialization and urbanization in Vietnam are in close mutual relation. The expansion of industrial activities leads to concentrating of population, denoting population growth of the cities and towns, it, in turn making rapidly structural economic transformation and boost up further economic activities.

³ *Data from the General Statistics Office, 2015*

One of the evidence for such relation is the number of industrial zones and ratio of urban population. Industrial zones in Vietnam are unequally distributed, concentrating to delta regions, including Red River Delta, South East, and Mekong River Delta (Table 6). Except the last one, the earlier two regions are also the most economic dynamics areas in Vietnam, and also sharing the highest proportion of industrial zone number (70%).

Table 6: Urbanization and industrial zone (2014)

A report from World Bank pointed out that space distribution of urbanization and industrial activities is rather similar.

5. Urbanization and Land

With the acceleration in urban population due to the increasing in industrialization particularly in special class cities and those in most economic dynamics regions, the urban land for traffic and urban facilities construction become an urgent issue in Vietnam. According to World Bank (2011), the capacity of existing urban road system is only about 35-40% of the citizens' need in those cities. For example, in Ha Noi, traffic areas shares 9,05% total urban areas and the road density is 3.89 km/km² of urban areas, the correspondent figures for Ho Chi Minh city is not better, just 9,05% and 3,88km/km². More or less similar with Bangkok (where traffic congestion is big problem) and very much lower than Seoul and New York (Figure 6).

Figure 6: Land for traffic of Hanoi and Ho Chi Minh City

Furthermore, land for parking is also a big problem recently. While the land for parking in big cities have reach less than 1% in total, analyzing from urban experts in Vietnam point out that the minimum areas for parking must be at 1% in general and 10% at the center areas (the standards in others countries is from 3-5%). The same situation is for smaller urban. Consequently, most vehicles chose parking in side-road or pavement areas, making the traffic even more problematic. In fact, though the raising urbanization and number car is booming there is very

little land has been allocated for traffic and parking. It raises the question of poor urban management and projection in Vietnam which is not meets the demand for managing the large cities.

6. Urbanization and rural-urban migration

In 2015, the average growth rate of urban population was about 3.4% per year while that in rural areas was 0.4%. The main reason was the expansion of the migrant flow from rural to urban areas for industrial activities. Urban population tends to rise in all urban levels. In general, there are three main flows of migrant in Vietnam. The first is from Mekong River Delta and surrounding provinces to the South East region. The second is from North Mountainous and North Coastal areas to Red River Delta. The third one is from the provinces in the North to the South mainly to South East region. Besides that there are also some small migrants to Central Highland.

The South East has continued to attract more migrants than other regions with the average increasing 1.2 around million people per year, sharing around 50.9% total migrant of the country. Within this region, the migrant to Binh Duong, Ho Chi Minh City and Dong Nai are the most due to booming in industrialization. The data from GSO point out that this region attracts 76.5% of migrants from Mekong River Delta, 55% from the North and South Central Coast and 50.4% from Central Highlands (Figure 7)

Figure 7: Number of in- migrants and out- migration by regions

In term of migration flow, the percentage of migrants to Southeast was the highest at 50.9% because its economic development motivated to attract more migrants from other regions. The migrants were young and mostly between the age of 15 and 34. The migration flow from rural to urban of Red River Delta ranked the second (18.1% of total migrants). The rate was quite low compared to the Southeast.

The significantly increasing immigration from rural to urban brings about pressures in all social aspects such as the inadequate in accommodation, water, hygiene, medical care. The main

reason is the unbalance of investment while the majority of investments were focused in the big urban or in the industrial zone. It is the major factor leading to the trend of urban immigration in Viet Nam.

7. Urbanization and labor skill

In general it is observable that from 2009 to 2014 the share of skilled labor (proxied by those having vocational certificates) is rising in all levels of urban. It is more substantially improvement for special and class I to class III cities; not much observable improvement in Class IV and V (Figure 8). Another notable point is the reduction in the share of skilled labor in rural areas. It indicates the rural-urban migrant flow as mentioned before is mostly the flow of skilled labor. The fact raises the challenges for development of rural areas in the future.

Figure 1: Technical qualification of urban population

8. Urbanization-employment and poverty reduction

Sustainable urbanization is the key in enhancing socio-economic and stimulating investment (FDI). In term of employment, the structure of employment in industry, trade and service is the largest in mega-urban at which have also the greatest proportion of skilled workers, this figure decreases at the lower urban levels. Similarly, agricultural jobs reach the highest at the Class-III, IV, V urban, especially Class-IV urban (Figure 9).

Figure 2: Employment structure by urban level, 2009

For poverty reduction, compare from 2002 to 2015, there was dramatic reduction in poverty across the all regions and city levels. The regions with high population density and high urbanization, for example Red River Delta, Southeast, Mekong River Delta have lower poverty incidence and high poverty reduction speed (Table 7)

Large cities showed the most dramatic figures of poverty reduction. The ratio of people living below the poverty line in Ha Noi decreased significantly from 5.3% in 2010 to 1.8% in 2014. Similarly it was from 0.5% in 2010 to 0% in 2014 in Ho Chi Minh City (GSO). The strong poverty reduction in two river delta areas is associated with economic potentials. In addition, it is observable that the economic growth spillovers of those regions and urban areas have also led to the poverty reduction spillover to all other region and rural areas.

Table 7: Poverty incidence by regions

9. Viet Nam urbanization perspective

The government of Vietnam has determined the vision of urbanization to 2025 and 2050 (Decision 445/QĐ-TTg, in 2009) as such: the center of urban must be projected equally to six geographical region of the country and equally distributed in accordance with the advantages and disadvantage of the North and the South, mountainous areas and delta areas. The urbanization must be in accordance with the economic and social background of each region and help to keep the balance as well as reducing the inequality among region. It also must be sustainable and stable in using natural resource, land capacity, efficient energy; protecting environment and maintaining the balance of ecosystem. The social and technical infrastructure have to be relevant to the level of urban.

For a more detail targets, by 2020, the urban population is about 44 million people taking 45% for the whole country; this figure in 2025 is about 52 million people amounting to 50% of all country. By 2025, the number of urban in Viet Nam will be about 1000, of which the number of urban at level I is 17, level II is 20, level III is 81, level IV is 122 and the remaining number is Class-V urbans. In 2020, the in land use for urban construction is about 400,000 hectares accounting for 1,3% of total natural area. The average density will decrease to 90m²/person. Respectively, in 2025, the urban land is 450.000 hectares amounting to 1.4% of total areas, the average density will drop to 85m²/person

10. Conclusion remarks

In line with economic reform, the industrialization in Vietnam also has obtained remarkable progress and transformation. Number of urban has increased quickly, particularly after the year 2000. The urban population is also increased at the same pace.

In general Vietnam has two independent urban systems which consist of cores urban and surrounding areas: Hanoi and Hochiminh city. Those special cities and large cities (Class I and II) have the highest urban growth rate at around 3.4% per year while most small urban (town and city town) have much slower speed. The high growth rate of those large urban is explained by the concentration of industrial activities and enriched by the intensive migrant inflow.

Although high growth of urbanization and some good record in poverty reduction, labor skill improvement, and urban related issues still remain problematic. It includes poor land management and bottleneck in land market resulting to difficulties in developing transportation system. Traffic congestion has been a daily concern of urban areas. In addition, the increasing in migrants to urban areas also caused several social issues.

Figure 1: Urban administration hierarchy in Vietnam

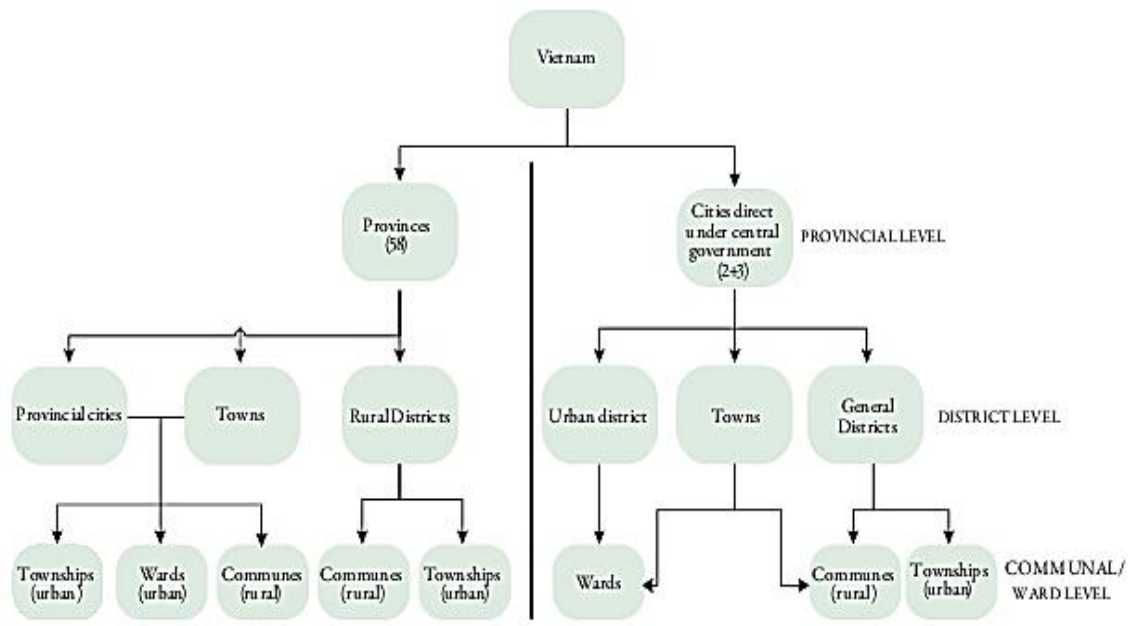


Table 2: Criteria for urban classification in Vietnam

| | Special | Class I | Class II | Class III | Class IV | Class V |
|----------------------------------|--------------------------------|---|--|--|---|---|
| Position, function | Capital or center of national; | General center of national, regional or province ⁴ | General center or a regional or provincial center ⁵ | General center at provincial level, transport. hubs. | General center at provincial or district level, transport hub | Being a general center at district level, |
| Urban pop. size (person) | > 5 million | > 1 million | > 200 thousand | > 100 thousand | > 50 thousand | >4 thousand |
| Urban pop. density (people / km) | > 3 thousand | > 2 thousand | >1.8 thousand | >1.4 thousand | >1.2 thousand | >1 thousand |
| Non-farm rate (%) | > 70 | > 65% | >65% | >60% | >55% | >55% |
| Infras.and architecture | Comprehensive and systematic | Comprehensive and systematic | Relatively completed and comprehensive | Might not entirely completed but ongoing improved | Developing | Existed but underdeveloped |

Note: Those criteria are for urban in delta regions, for mountainous and island regions the criteria is adjusted, allowed to be 60% lower

⁴ Center in term of economic, finance, culture, education, training, tourism, health, science and technology

⁵ [Pleiku](#), [Long Xuyên](#), [Hải Dương](#), [Phan Thiết](#), [Cà Mau](#), [Tuy Hoà](#), [Uông Bí](#), [Thái Bình](#), [Rạch Giá](#), [Bạc Liêu](#), [Ninh Bình](#), [Đông Hới](#), [Phú Quốc](#), [Vĩnh Yên](#), [Lào Cai](#), [Bà Rịa](#), [Bắc Giang](#), [Phan Rang - Tháp Chàm](#), [Châu Đốc](#), [Cẩm Phả](#), [Quảng Ngãi](#), [Tam Kỳ](#), [Trà Vinh](#), [Sa Đéc](#)

Table 2: Government policies to control and guide urban development in Vietnam

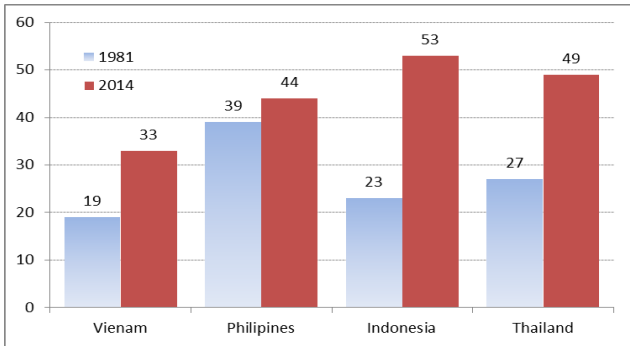
| Urban Policies | Consequences |
|--|--|
| Central Control of Administrative Boundary Shifts | Since 1954 the central government kept the power to adjust administrative boundaries. This has historically been viewed as an effective tool for controlling city size and protecting the agricultural land. It is noted that with the quick urbanization since the Reform, the loss of agricultural land for urbanization and industrialization is rather substantial amount. Particularly it generates the conflicts in suburb areas. |
| Controlling migration and Demographic Transition | The demographic transition has been largely controlled by the urban residency permission system, which is essentially a Vietnamese version of the Chinese hukou system. This was considered largely effective for its intended purpose from 1954 to 1990. Since 1990 this policy has been relaxed - the effects of which can be seen in the demographic transition since 1990; the urban population rose from 19.5% in 1990 to roughly 30% in 2009. However, this system may also result in an underestimate of the actual urban population with many migrants potentially not accounted due to avoid registration. |
| Urban Service Provision and the Welfare Transition | From 1954 to early 1990s uniform utility rates for the provision of urban services largely discouraged the provision of these services and impacted their quality. In most cases since the 1990s and the 2000s, reforms in service provision have been made to allow for operation cost recovery and an orientation to commercial practices. This has had a general positive impact on increasing access to basic services across all urban class. The quality of services, however, still remains a problem due to lack of monopoly in service provision |
| Urban Finance and Economic Transition | Urban Construction finance from 1954 to the present has been largely controlled through the state and the redistribution of revenues on a per capital basis. This has had a positive impact on equity between regions and urban areas. Many cities, however, still has struggled to seek for investment sources to meet the demand. There is a growing trend for cities and the private sector to take over urban construction, though large SOEs still dominate in many areas. Land sales are a big component of ‘own source’ revenues that cities have for infrastructure investments. There is growing debate nationally to create new rules for larger cities (e.g. The Law on the Capital City). |
| Land markets and the Physical Transition | Urban land markets were largely ignored from 1954 to the 1990s. The 1993 Land Law was a step forward to release land into the land and housing market. Conversion of farm land to urban land accelerated rapidly, though it was considered to have been chaotic due to low levels of legally recognized land use rights and many informal transactions. The 2003 Land Law further grants the use of land as a resource input in business and as eligible for compensation when land is acquired by the government for development. The Land Price Framework (generally lower than ‘market’ rates by 30 - 70%) is intended to stimulate economic development. It is viewed as being successful in attracting real estate investment; but it is also a source |

| | |
|---|--|
| | <p>of land speculation, land conflicts, and as raising land prices to the end users to benefit the state and property developers at the expense of the original land owners and by the creation of a de facto two tiered land price system</p> |
| <p>Transition towards Pro-Urban Policies?</p> | <p>The Government Decree No. 72 (2001) and Decree No. 42 (2009) and Solution 2010 in 2016 introduced urban classification in an attempt to distinguish between the roles of different cities. The classification system has implications for administrative functions, tax collection and state funding allocations. A possibly unintended consequence has been a trend for cities to exploit loopholes in the classification system to move up in the ranking. These moves are largely administrative and not necessarily based on the actual economic function of the cities.</p> <p>Government Decision No. 10 (1998) on the Urban System and Development Strategy to 2020 called for the development of medium and small sized cities and containing the growth of the largest cities. By 2009, Government Decision No. 445 updating the 1998 Decision with a vision to 2050 accepts the possibility of megacities with populations over 10 million. The current thinking is to develop a system of cities that each plays a role in the country's urban economy. However, these Decrees are non-binding, and are seen as only statements of intent.</p> <p>The 2011-2020 Socio Economic Development Strategy de facto accepts that urbanization will be necessary to promote the country's goals of industrialization and modernization</p> |

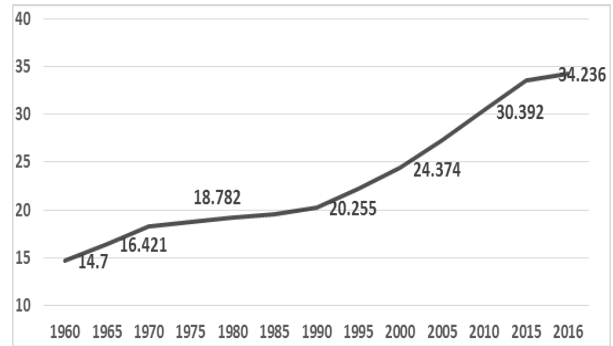
Source: WB, 2011

Figure 2: Urbanization (% of urban population)

Compare with other countries

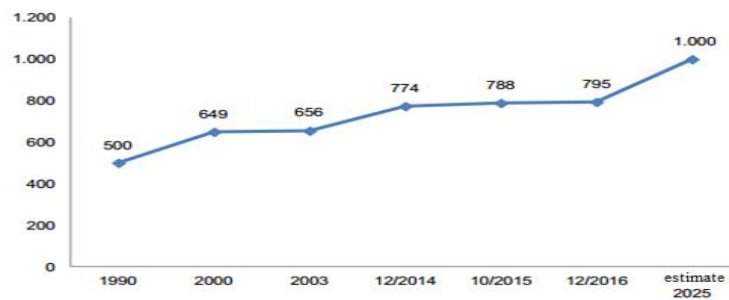


Compare overtime



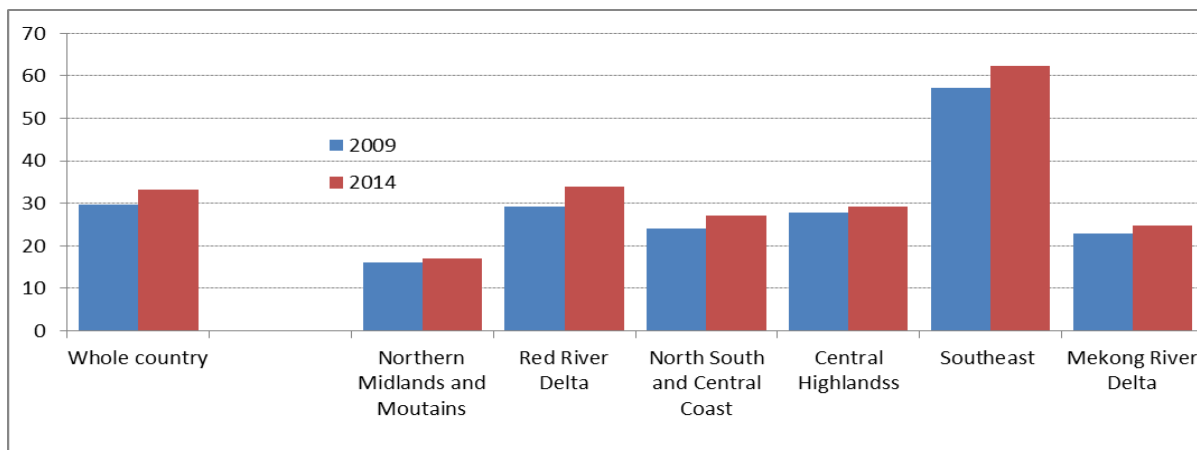
Source: Vietnam Urbanization Review – Technical assistance report, World Bank 2011)

Figure 3: The Number of urban areas (cities/towns) in Viet Nam from 1990 and estimate to 2025



Source: World Bank and Construction ministry, 2016

Figure 4: Urbanization by region



Source: GSO, 2009; GSO – UNFPA, 2014.

Table 3: Urban system in Vietnam

| | 1999 | 2009 | 2010 |
|---------|------|------|------|
| Special | | 2 | 2 |
| Class 1 | 2 | 5 | 10 |
| Class 2 | 8 | 12 | 12 |
| Class 3 | 12 | 40 | 47 |
| Class 4 | 64 | 47 | 50 |
| Class 5 | 518 | 625 | 634 |
| Total | 604 | 731 | 755 |

Table 4: Distribution of urban areas in 2009 (except Class V-township)

| | Special | Class 1 | Class 2 | Class 3 | Class 4 | Total |
|--------------------------------------|---------|---------|---------|---------|---------|-------|
| <i>Northern Midland and Mountain</i> | | | 2 | 7 | 10 | 19 |
| <i>Red River Delta</i> | 1 | 1 | 2 | 11 | 3 | 18 |
| <i>North and South Central Coast</i> | | 3 | 3 | 9 | 6 | 21 |
| <i>Central Highlands</i> | | | 2 | 2 | 4 | 8 |
| <i>Southeast</i> | 1 | | 2 | 3 | 3 | 9 |
| <i>Mekong River Delta</i> | | 1 | 1 | 9 | 8 | 19 |
| <i>Total</i> | 2 | 5 | 12 | 41 | 34 | 94 |

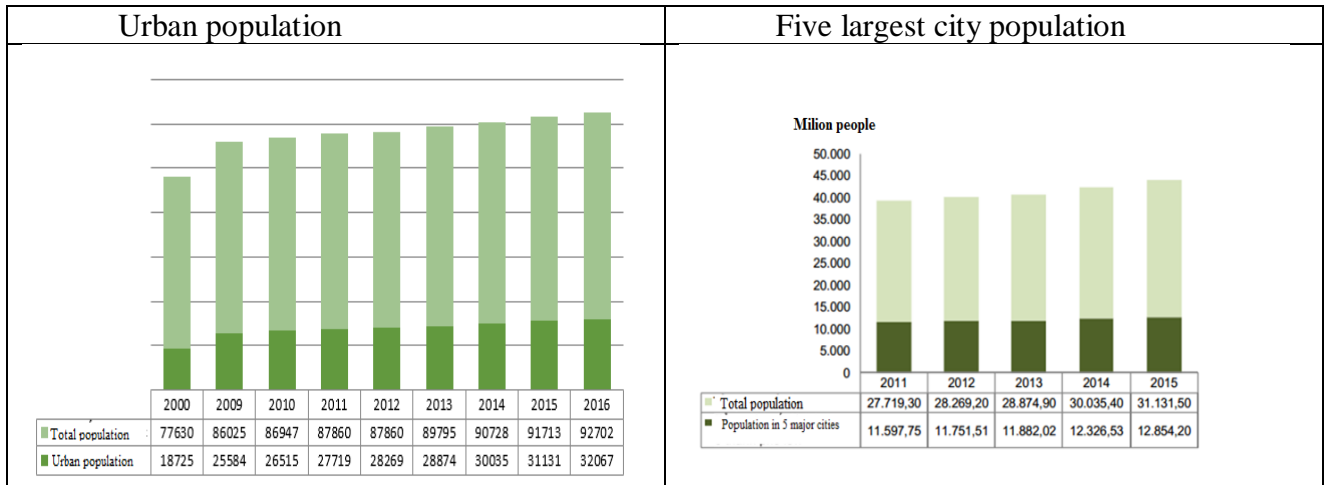
Source: GSO

Table 5: Urban population from 1999 to 2009

| | | Special | Class 1 | Class 2 | Class 3 | Class 4 |
|-------------------------------|---------------------|---------|---------|---------|---------|---------|
| Northern Midland and Mountain | Scale (1000 people) | | | 231 | 76 | 62 |
| | Growth (%/year) | | | 3.1 | 3.7 | 4.1 |
| Red River Delta | Scale (1000 people) | 6451 | 1837 | 231 | 141 | 68 |
| | Growth (%/year) | 2.4 | 0.9 | 1.7 | 5.3 | 1.9 |
| North and South Central Coast | Scale (1000 people) | | 501 | 301 | 121 | 68 |
| | Growth (%/year) | | 2 | 2.3 | 0.2 | -2.7 |
| Central Highlands | Scale (1000 people) | | | 265 | 175 | 100 |
| | Growth (%/year) | | | 2.7 | 2.2 | -0.9 |
| Southeast | Scale (1000 people) | 7162 | | 498 | 149 | 137 |
| | Growth (%/year) | 3.5 | | 3.9 | 1.3 | 0.8 |
| Mekong River Delta | Scale (1000 people) | | 1945 | 181 | 171 | 115 |
| | Growth (%/year) | | 0.7 | 1.4 | 1.5 | 1.6 |

Source: WB, (2011)

Figure 5: Urban population in Vietnam



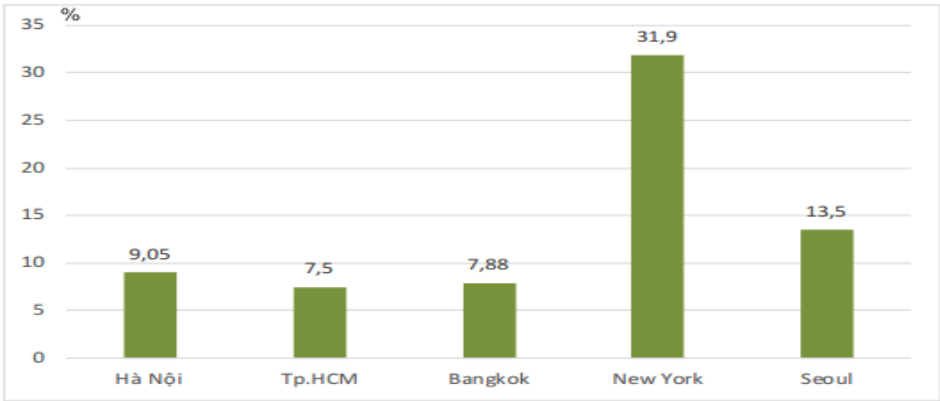
Source: Data from the General Statistics Office, 2015.

Table 6: Urbanization and industrial zone (2014)

| Province/ City | # industrial zones | Urbanization | Province/ City | # industrial zones | urbanization |
|--------------------------------------|-----------------------|--------------|---------------------|--------------------------|--------------|
| <i>The north and Red River Delta</i> | | | | | |
| Ha Noi | 14 | 44.48 | Hung Yen | 5 | 13.11 |
| Vinh Phuc | 5 | 23.31 | Hai Duong | 11 | 23.11 |
| Quang Ninh | 4 | 61.22 | Ha Nam | 2 | 15.45 |
| Bac Ninh | 15 | 27.53 | Bac Giang | 1 | 11.31 |
| Hai Phong | 5 | 46.72 | Total | 62 | 32.53 |
| <i>Central Coast and highland</i> | | | | | |
| Da Nang | 6 | 87.28 | Binh Dinh | 7 | 31.00 |
| Hue | 3 | 48.58 | Phu Yen | 4 | 28.76 |
| KhanhHoa | 5 | 44.79 | Gia Lai | 1 | 29.55 |
| Quang Ngai | 6 | 15.59 | Dac Lac | 1 | 24.25 |
| Quang Nam | 8 | 19.26 | DacNong | 1 | 15.21 |
| | | | Total | 42 | 27.52 |
| <i>Southeast</i> | | | | | |
| Binh Thuan | 6 | 39.31 | Ba Ria- Vung Tau | 13 | 50.52 |
| Ho Chi Minh | 19 | 82.12 | TayNinh | 4 | 18.70 |
| Dong Nai | 31 | 34.46 | Tien Giang | 5 | 15.41 |
| Binh Duong | 26 | 76.79 | BinhPhuoc | 7 | 19.34 |
| Long An | 36 | 18.03 | Total | 147 | 62.66 |
| <i>Mekong River Delta</i> | | | | | |
| An Giang | 5 | 30.26 | Tra Vinh | 1 | 16.80 |
| Bac Lieu | 5 | 26.36 | Can Tho | 10 | 66.70 |
| Ben Tre | 2 | 10.24 | Soc Trang | 4 | 31.93 |
| Ca Mau | 4 | 22.56 | Hau Giang | 3 | 24.21 |
| Vinh Long | 4 | 16.82 | Kien Giang | 6 | 26.63 |
| Dong Thap | 3 | 17.90 | Total | 47 | 24.90 |

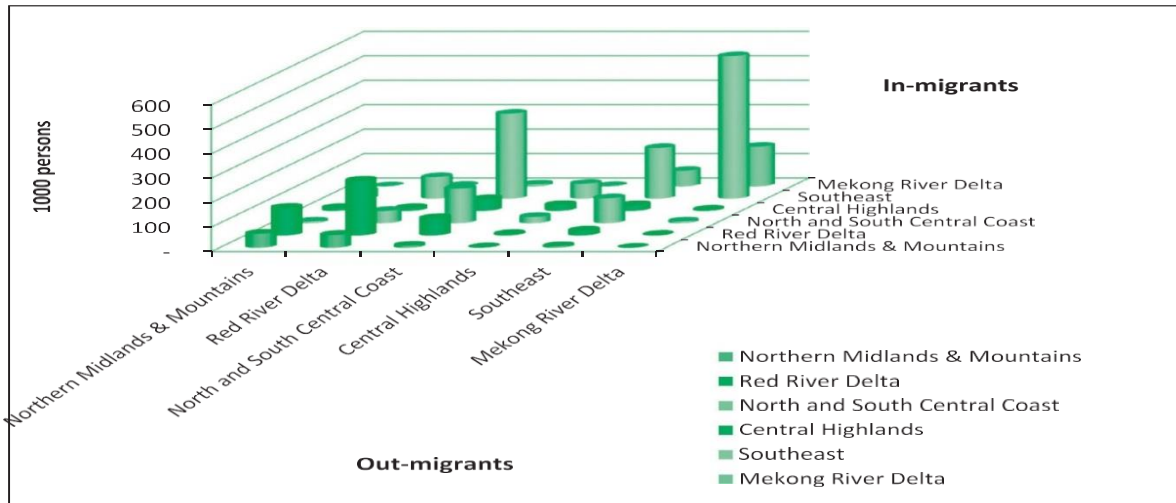
Source: Based on Industrial zones policy2014, <http://viipip.com>

Figure 6: Land for traffic of Hanoi and Ho Chi Minh City



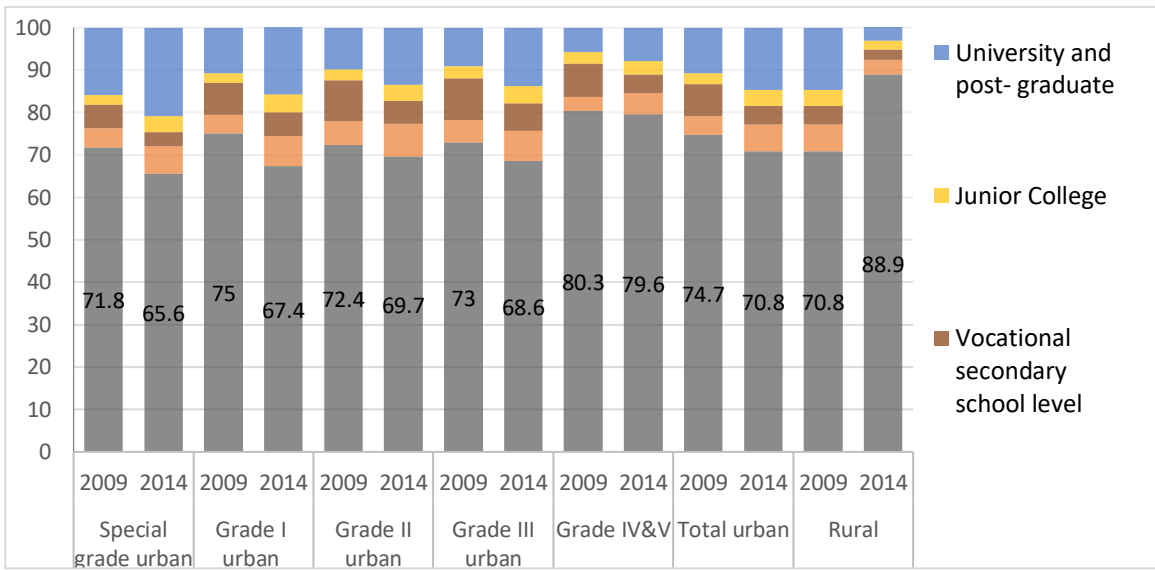
Source: *Urbanization Review in Vietnam, World Bank, 2011.*

Figure 7: Number of in- migrants and out- migration by regions



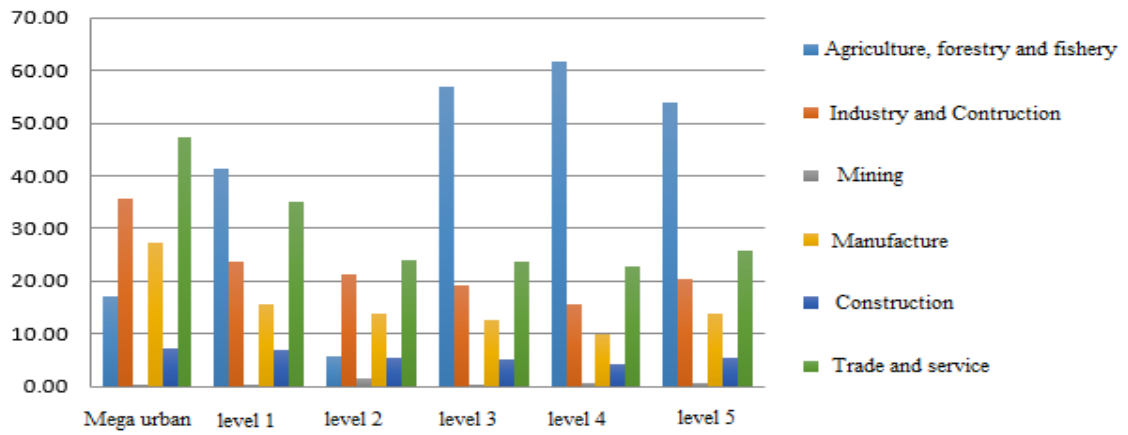
Source: Monograph Migration 2014, General Statistic Office

Figure 3: Technical qualification of urban population



Source: General Statistic Office

Figure 4: Employment structure by urban level, 2009



Source: General data from the Viet Nam General Statistics Office, 2015

Table 7: Poverty incidence by regions

| | 2002 | 2008 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <i>Whole country</i> | 28.9 | 13.4 | 14.2 | 12.6 | 11.1 | 9.8 | 8.4 | 7.0 |
| <i>Northern Mountain</i> | 47.9 | 25.1 | 29.4 | 26.7 | 23.8 | 21.9 | 18.4 | 16.0 |
| <i>Red River Delta</i> | 21.5 | 8.6 | 8.3 | 7.1 | 6.0 | 4.9 | 4.0 | 3.2 |
| <i>Coastal areas</i> | 35.7 | 19.2 | 20.4 | 18.5 | 16.1 | 14.0 | 11.8 | 9.8 |
| <i>Central Highlands</i> | 51.8 | 21.0 | 22.2 | 20.3 | 17.8 | 16.2 | 13.8 | 11.3 |
| <i>Southeast</i> | 8.2 | 2.5 | 2.3 | 1.7 | 1.3 | 1.1 | 1.0 | 0.7 |
| <i>Mekong River Delta</i> | 23.4 | 11.4 | 12.6 | 11.6 | 10.1 | 9.2 | 7.9 | 6.5 |

Source: General Statistic Office