

Part II. OTHER DOCUMENTS

THE PRIME MINISTER

DECISION No. 865/QĐ-TTg OF JULY 10, 2008, APPROVING THE PLANNING ON CONSTRUCTION OF THE NORTHERN COASTAL REGION UP TO 2025 WITH A VISION TO 2050

THE PRIME MINISTER

Pursuant to the December 25, 2001 Law on Organization of the Government;

revocation of its business registration certificate or establishment and operation license or operation license; a decision on amendments and supplements to its charter; its renaming; a decision on increase or decrease of its charter capital.

b/ Places of disclosure: Extraordinary information must be disclosed on publications and websites of special members and through the SSC's and the HASTC's information disclosure media.

3. Time limit for disclosure: Within twenty four (24) hours after the occurrence of any of aforesaid events, a special member shall disclose the information.

4. Requested disclosure of information:

a/ Information to be disclosed:

- Information on members which affects benefits of investors and trading entities on the market;

- Information on abnormal activities of members which needs to be verified.

Information to be disclosed must clearly indicate events requested by the SSC and the HASTC to be disclosed; causes and reliability of information of these events.

b/ Places of disclosure: The above information must be disclosed on publications and websites of members and through the mass media or the SSC's and the HASTC's information disclosure media.

c/ Time limit for disclosure: Within twenty four (24) hours after receiving a request of the SSC or the HASTC, a special member shall disclose the

information.

Article 35.- Disclosure of information by the HASTC

The HASTC is obliged to disclose the following information:

1. Information on bond transactions on its trading system:

a/ Information on types of bond permitted to be traded;

b/ Total number of types of bond permitted to be traded on a day;

c/ Information on traded bonds, including bond term, coupon interest rate and maturity date;

d/ Information on the price and latest exercise quantity of each type of bond;

e/ Information on two (2) prices being the best ask and the best bid for bond quantities offered and bid at such prices;

f/ Information on bond quantities under offering/bid orders and their respective values for each type of bond;

g/ Total bond volume traded on the whole market for each type of transaction: ordinary transactions or sale and buyback transactions;

h/ Information on the standard yield curve (if any);

i/ Other information as requested by the SSC.

2. Information on trading members:

a/ List and dossiers of members;

b/ Information on admission of members;

Pursuant to the Political Bureau's Resolution No. 54-NQ/TW of September 14, 2005, on socio-economic development and security and defense maintenance in the Red River delta up to 2010, with a vision to 2020;

Pursuant to the Party Central Committee's Resolution No. 09-NQ/TW of February 9, 2007, on Vietnam's marine strategy with a vision to 2020;

Pursuant to the Government's Decree No. 08/2005/ND-CP of January 24, 2005, on construction planning;

At the proposal of the Ministry of Construction in Report No. 32/TTr-BXD of April 29, 2008, concerning the approval of the Planning on construction of the northern coastal region,

DECIDES:

Article 1.- To approve the planning on construction of the northern coastal region up to 2025 with a vision to 2050, with the following principal contents:

1. Development objectives

To bring into full play potential and advantages for developing the northern coastal region into a general (industrial, tourist and service) economic region which will play an important role in national socio-economic development, especially in light of Vietnam's marine economy strategy. To promote the role of a sea gateway region of North Vietnam on the basis of building a region wide system of infrastructure to facilitate economic development and environmental protection, combine economic development with

defense and security maintenance and ensure sustainable development in the entire region.

2. Vision to 2050

By 2050, the northern coastal region will become an economic region of national and international importance and of special influence on the Hanoi capital region, the southern China economic region and the Tonkin gulf's economic belt, and a key region in Vietnam's marine strategy. It will be a dynamically developed region with a favorable investment environment and a high-quality urban and rural life, as well as a major cultural-historical, education, human resource training and tourist center of the country.

3. Planning scope

The northern coastal region's construction planning covers all administrative boundaries of Hai Phong city and the 4 provinces of Quang Ninh, Thai Binh, Nam Dinh and Ninh Binh with a land area of around 12,005 93 km². The scope of study covers the Red River delta region, the northern key economic region and areas related to the region's socio-economic development space under a vision to 2050.

4. Population forecasts

a/ Total population of the region:

- In 2005, the region's total population was around 7.6 million;
- By 2015, the region's total population is projected to reach 8.3-8.65 million;
- By 2025, the region's total population is projected to reach 8.7-9 million.

b/ Urban population:

- In 2005, the region's total urban population was around 1.86 million;

- By 2015, the region's total population is projected to reach 2.5-2.8 million;

- By 2025, the region's total population is projected to reach 4.5-5 million.

c/ Urbanization rate:

- In 2005, the urbanization rate was 24.54% (that of the whole country was 27.12%);

- By 2015, this rate is projected to reach 38-42%;

- By 2025, this rate is projected to reach 55-60%.

5. Land use planning

- The northern coastal region's current total land area is 12,005.93 km² (1,200,593 ha);

- By 2015, the land area for urban construction is projected to be 40,280-45,100 ha, accounting for 3.75% of the total land area, or an average of 135-160 m²/person; that for industrial construction, 20,500-27,500 ha, representing 2.29% of the total land area; and that for construction of rural residential quarters, 57,000-65,000 ha;

- By 2025, the land area for urban construction is projected to be 72,500-78,500 ha, accounting for 6.54% of the total land area, or an average of 130-150 m²/person; that for industrial construction, 44,000-53,000 ha, representing 4.42% of the total land area; and that for construction of rural residential quarters, 34,700-35,000 ha.

6. Spatial development orientations for the region

a/ Major orientations for regional development:

- The northern coastal region will develop into

a multi-polar urban region, arranged along the routes linking Hai Phong and Ha Long cities as regional core urban centers with provincial urban centers on the basis of main spatial axes of spatial axes of national highways 18 and 10, the region's coastal expressway, the East-West spatial axis linking the Red River delta with the Hanoi capital region, and Ho Chi Minh road's corridor;

- A vigorously urbanized area will embrace the space of industrial-service urban centers to be developed along national highways 18 and 5, and the space of tourist and economic urban centers, and a coastal spatial axis;

- A dynamic economic, industrial and service development area to be located on the Hai Phong-Ha Long-Mong Cai economic axis, of which Hai Phong and Ha Long will be regional central cities for industrial, seaport, service and tourist development;

- Provincial urban centers will be developed both in size and urban quality, with investment to be made in socio-technical infrastructure associated with industrial-service development to ensure their balanced development in harmony with central urban areas, of which Nam Dinh and Mong Cai will be regional-level central urban areas;

- District-level medium- and small-sized urban centers will be developed in the proximity of agricultural, industrial, cottage-industrial and agricultural-service zones for attracting local laborers;

- To protect natural areas, including low river basins, flood drainage areas, sea dikes, national parks, biosphere reserves, historical-cultural relics and agricultural areas.

b/ Organization of the spatial development for the northern coastal region:

The northern coastal region's space will be organized into two regions: a core urban region and a counterbalance development region.

- The core urban region: Hai Phong and Ha Long cities will be linked and developed into a core urban region, serving as a motive force for the development of the entire region and affirming their important national and international role in providing trade, tourist, seaport and industrial services in the relation with the Hanoi capital region and sub-regional centers;

- The counterbalance development region, which is divided into two sub-regions, with provincial urban centers being development cores.

+ The northern sub-region: Its development space will be along national highway 18 and the Hanoi-Ha Long-Mong Cai expressway, embracing urban centers situated from Dong Trieu-Mao Khe-Uong Bi-Cam Pha-Tien Yen-Dam Ha-Quang Ha-Mong Cai to Van Don economic zone. This sub-region will be a center for metallurgy, energy, shipbuilding, service, seaport and mining industries, and a national and international tourist service center with Ha Long and Bai Tu Long bays;

+ The southern sub-region covers Thai Binh, Nam Dinh and Ninh Binh provinces. The sub-region's space will cover the coastal strip and the Red River delta's agricultural areas. The sub-region's space will be linked along national highway 10 and the coastal expressway. The sub-region's center will be Nam Dinh city (to be developed into the center of the southern Red River region) and urban centers of Thai Binh and

Ninh Binh provinces. To develop coastal urban centers of Diem Dien, Tien Hai, Hai Thinh and Phat Diem; to develop new urban centers of Hung Thang, Ngo Dong, Quat Lam, Con and Rang Dong with potential development close to nature conservation zones, Cuc Phuong national park and Trang An zone. The division into sub-regions aims to ensure the requirements of food security and development of shipbuilding as well as aquatic and agricultural product processing industries, and national cultural, education-training, urban service and tourist centers.

c/ Development of residential, urban and social infrastructure service systems:

To ensure phased sustainable development in a gradual manner, focusing on urban centers and surrounding areas, use land economically, invest in infrastructure services and raise their quality to make them more attractive in terms of infrastructure services, housing and jobs.

- The system of urban centers is organized as follows:

+ Regional- and subregional-level cities: To link the region's two big cities (Hai Phong and Ha Long) into a general marine economic service center of North Vietnam. These two cities will function as major sea gateways of the two economic corridors linked with southern China and boast seaport-related industries and services as well as trade, finance-banking, tourist, healthcare and education-training services;

+ Subregional-level and provincial cities include Mong Cai (the northern sub-region's center) and Nam Dinh (the southern Red River delta region's center). Thai Binh and Ninh Binh will be provincial administrative and political

centers and development cores with specialized functions where socio technical infrastructure, industrial and urban service zones will be built to attract labor and big regional works will be developed;

+ Specialized urban centers will be mainly linked with tourist, economic and hi-tech zones such as *Van Don, Cat Ba, Do Son, Cat Hai, Trang An*.

+ Urban centers, townships and district centers will be district level administrative and political centers, medium- and small-sized industrial and agricultural residential service centers for promoting agricultural and rural industrialization and modernization, developing handicrafts and trade and agricultural services, and raising the quality of public services and rural infrastructure.

d/ Organization of the northern coastal region's industrial space:

To form major industrial areas across the region on the basis of making full use of the advantages of the region and each locality, including:

- The core urban area:

+ To develop key industries; to develop hi-tech industries such as shipbuilding, construction material production, metallurgy, power generation, electromechanical engineering, aquatic product processing, etc.

+ Industrial parks should be located out of the cities' inner areas.

- Counterbalance areas.

+ The national highway 18 industrial area: To develop energy, construction materials, mineral mining and processing and mechanical

engineering industries. To develop industrial and urban areas along the *Kunming Ha Long* economic corridor towards Ha Long and Mong Cai;

+ The urban industrial area linked with the coastal expressway: To develop light industries, food and foodstuff processing and consumer goods production industries, and agricultural production services;

+ The industrial area linked with *Thai Binh, Nam Dinh and Ninh Binh* urban centers: To develop light industries and electronics, light mechanical engineering, consumer goods production and food and foodstuff processing industries. The *Ninh Binh* construction-material industrial area should be put under control to ensure development according to plan.

- The key industrial area:

The key industrial area will be located mainly in *Hai Phong and Quang Ninh* as a key economic corridor linking with the *Hanoi* capital region through national highways 5, 18 and 10 into a strong urban corridor along which big urban centers are intermingled with industrial-service urban clusters to form a dynamic development area in the region.

For industrial parks and hi-tech industrial parks, to accelerate their construction under planning and put them into operation. In the immediate future, to create favorable ground areas and adopt policies to attract domestic and foreign investment in order to fill up existing industrial parks. To review and revise plannings on the construction of industrial parks in the whole region in order to ensure sustainable and balanced development and environmental protection. At the

same time, to plan residential areas and socio-technical infrastructure works in service of industrial parks.

e/ Organization of the region's tourist space:

- Tourist potential:

The northern coastal region has enormous tourist potential, especially in Quang Ninh and Ninh Binh provinces and Hai Phong city, with great natural landscapes, sea-island and coastal ecological zones, cultural-historical relics and traditional craft villages. Situated in the region are Cat Ba and Cuc Phuong national parks, Ba Mun-Bai Tu Long conservation zone, Ha Long Bay nature conservation zone, and Ky Thuong, Xuan Thuy, Yen Tu and Van Long conservation zones; 9 submerged land areas; and 2 sea conservation zones on Bach Long Vi and Cat Ba islands. Regarding tourist, cultural and historical potential, the region has many ranked cultural and historical relics.

+ Sea-island eco-tourism associated with festive cultural-historical tourism and tourism in agricultural craft villages in the Red River delta as satellite tourist sites of the Hanoi capital region;

+ Close, diverse and continuous tourist routes linking sea-island tourist centers, cultural and historical relics, and valuable festival places in the northern coastal region;

+ To select and invest in building some national- and international-level tourist centers. National-level tourist centers include Tra Co, Co To, Yen Tu, Tran dynasty temple (Nam Dinh) and regional-level tourist sites. International-level tourist centers include Ha Long, Hai Phong, Cat Ba, Trang An zone, Hoa Lu and Ninh Binh.

- Organization of the northern coastal region's

tourist space:

+ The tourist center's space: Hai Phong, Ha Long, Thai Binh and Ninh Binh cities with many historical and cultural relics and traditional festivities; Ha Long and Cat Ba spectacular natural sea-island areas; and natural grotto areas;

+ The satellite tourist space will be developed in association with the region's urban centers such as Nam Dinh, Mong Cai and Thai Binh cities and Con Vành-Xuan Thuy tourist-resort areas.

- Large tourist areas:

+ The sea-island eco-tourist area: Ha Long-Cat Ba-Do Son;

+ The grotto eco-tourist and historical, cultural and festive tourist areas; Trang An, Cuc Phuong national park, the area of Canh Ga hot springs, and Van Long submerged area. In these areas, there are national-level historical and cultural relics and natural grottos connected with the Cuc Phuong national park. Therefore, urban and industrial development in these areas should be strictly controlled to ensure sustainable development and protect existing natural landscapes and eco-systems;

+ The cultural and festive tourist areas of Yen Tu, Nguyen Binh Khiem temple, Tran dynasty temple and historical and cultural relics across the areas; the sightseeing tourist area linked with tourism in the Hanoi capital region.

f/ Social service development orientations:

- Organization of trade, healthcare, physical training and sport service systems:

+ To build in Hai Phong city and Quang Ninh and Ninh Binh provinces major trade centers with the role of distributing the region's commodities;

+ To build regional-level high-quality healthcare centers in Hai Phong and Nam Dinh cities, reducing overload for central hospitals in Hanoi;

+ To build regional-level physical training and sport centers in Hai Phong city and Nam Dinh.

- Organization of training systems:

+ To organize 3 training centers in the region, namely Hai Phong, Nam Dinh and Ha Long, of which the Hai Phong center will have a central function, aiming to train human resources for the country and the Red River delta region. At present, there are 20 universities and colleges across the region. It is projected to build more 15 universities and colleges to meet the region's demand for human resource training;

+ A public university will have between 10,000 and 12,000 students, a people-founded one, between 6,000 and 10,000 students, and a technology college, between 3,000 and 5,000 students;

+ The distribution of training schools in the region will create another motive force for the development of urban centers, meeting economic restructuring requirements in the region. Training schools should be invested to become training institutions with students' dormitories and linked with modern urban services and industries.

7. Technical infrastructure development orientations

a/ Transport:

To develop regional transport systems; roads, railways, waterways and airways towards modernization in order to ensure smooth and convenient transport between localities, between the region and adjacent regions and southern

provinces of China and promote socio-economic development in regional provinces.

- Motorways

+ To build new important expressways linking the region's center with the Hanoi capital region:

- The Hanoi-Hai Phong expressway;

- The Noi Bai-Ha Long-Mong Cai expressway;

- The North-South expressway;

- The coastal expressway (to be built under Resolution No. 09-NQ/TW of February 9, 2007, of the Party Central Committee, on Vietnam's marine strategy with a vision to 2020).

+ Renovation and upgrading of national highways and provincial roads:

- To complete the construction of feeder roads up to grade-I along national highway 5 so as to ensure traffic safety;

- To renovate and upgrade national highways in the northern belt system: national highway 4B of belt I, national highway 279 of belt II and national highway 37 of belt III;

- To renovate and upgrade national highway 10's Quang Ninh-Nga Son (Thanh Hoa) section. To build and complete the system of feeder roads along national highway 10;

- To renovate and upgrade national highways 12B, 39, 21B, 37 and 18C;

- To upgrade some important provincial roads into national highways and some district roads into provincial roads; to renovate existing roads or build some new roads up to grade-III or -IV road standards in areas where such roads are needed.

+ To build new national highways and

provincial roads:

- To build new national highway No. 21A up to grade-I delta road standards;

- To build new roads connecting Nam Dinh-Ha Nam-Hung Yen (the Nam Dinh city-Hoa Mac section linking with national highway 39) and Nam Dinh-Lam-Thien Ton with Ho Chi Minh road, and a road starting from Lien Tuyen (Phu Ly-Ha Nam) junction crossing Red River to provincial road 217 of Thai Binh province and national highway 10;

- To complete border belt roads and patrol roads in Quang Ninh province under the border road project being implemented by the Ministry of Defense;

- To build some new roads for more convenient connectivity between Thai Binh and Nam Dinh provinces and the capital region.

- Railways

- + National railways:

- To build new national railways (according to the 1,435 mm-gauge standard) to meet transport requirements for different directions;

- The North-South express railway;

- The Hanoi-Hai Phong express railway to Hai Phong international gateway port;

- A railway running parallel with national highway 4B's Lang Son-Quang Ninh section to Mui Chua port according to the 1,435 mm-gauge standard (under the Prime Minister's Decision No. 1151/QĐ-TTg of August 30, 2004, approving the master plan on construction of the Vietnam-China border region up to 2020).

- + Intra-regional railways:

- To build Ha Long-Mong Cai railway;

- To build a coastal railway connecting Nam Dinh-Thai Binh-Hai Phong-Quang Ninh;

- To upgrade existing railways up to prescribed technical standards such as the North-South railway, the Hanoi-Hai Phong railway and the Kep-Bai Chay railway; to build a new Yen Vien-Pha Lai-Bai Chay railway and build some railway sections and feeder lines linking ports, industrial parks, economic zones and existing railways.

- + Railway service works:

- To upgrade and renovate the region's system of stations to meet long-term demands;

- To upgrade intersections between railways and national highways into overpass crossings. Railways running through big urban centers will be built overhead to avoid traffic conflicts.

- Waterways

- + Seaways:

- To build Hai Phong international gateway port for receiving ships of 30,000 DWT-80,000 DWT;

- To build a new Hai Ha special-purpose port in service of heavy and energy industries;

- To renovate and upgrade Cam Pha coal port and Hon Net port in service of the mining industry;

- To build the remaining wharves of Cai Lan and Dinh Vu ports;

- To build a new Hon Gai international passenger port;

- To study the relocation of B12 petrol and oil port to the Chanh river downstream area.

- Hai Phong port: To maintain the port's channels for the passage of ships of 10,000 DWT-20,000 DWT;

- To relocate Hoang Dieu port for building an

urban center and international passenger port;

- Ship channels to the Hai Phong area: To dredge Nam Trieu channel to Hai Phong port, with Lach Huyen channel through Ha Nam canal being the port's major channel;

- To build a port and a center for search and rescue logistic services.

+ Local ports:

- To upgrade and renovate existing ports of Mui Chua, Van Hoa, Van Gia, Cai Rong, Dan Tien, Dien Cong (Quang Ninh), Diem Dien (Thai Binh), and Hai Thinh (Nam Dinh) for local economic development and receiving ships of 1,000 DWT-2,000 DWT. In addition, if conditions permit, to build a port in Rang Dong (Nam Dinh) for receiving large-tonnage ships in service of VINASHIN industrial park.

+ Riverways:

- To renovate and improve major waterways on Da Bac, Bach Dang, Cam, Lach Tray, Van Uc, Thai Binh, Luoc, Tra Ly, Red River, Ninh Co and Day rivers;

- To renovate and dredge river estuaries such as Cua Cam, Cua Nam Trieu, Cua Lach Giang, Cua Van Uc and Cua Day;

- To build new Nam Dinh and Tan De ports on Red River;

- To renovate and build national river ports, including ports in Hai Phong, and Nam Dinh and Ninh Phuc ports;

- To renovate and build local ports, wharves and yards as well as other special purpose ports;

- To study and plan the renovation of river sections to create channels for local waterway transport.

+ Potential ports and gateway ports of the northern region (during 2010-2025):

- To plan Cam Pha potential port as a special-purpose port for mining and construction material industries and accommodating ships of 30,000 DWT or more.

- Airways

- To upgrade Cat Bi airport into a reserve international airport for Noi Bai international airport;

- To maintain and upgrade Kien An military airfield;

- To build new Van Don airport (Quang Ninh);

- To build taxi airfields in appropriate locations for tourism, salvage, rescue and foreign trade (on Bach Long Vi, Co To and Cat Ba islands, and in Do Son, Tien Hai, Nghia Hung, Giao Thuy, Trang An, ...).

Urban and rural transport

- Urban transport

+ Criteria:

- The land fund reserved for urban transport must account for 20-25% of the total area of land for the construction of cities;

- The average density of roads must be 6-8 km/km², for central areas, or 3-5 km/km², for other areas.

+ Organization of urban transport systems:

- To build gateways of the region's central city and big interchanges;

- To build urban bypasses, form belt roads for important trunk roads running through some cities. To build passenger coach terminals;

- To upgrade internal transport systems in the

region's urban centers. To select mass transit modes suitable to each urban center (pneumatic-tire tramcars, iron-wheel tramcars, metro, bus, ...);

- To study the construction of urban transport underground works in a rational and efficient manner in each area.

- Rural transport

- + To upgrade the network of rural roads connecting to the national road network. To renovate road junctions and build interchanges from those of national highways to ensure traffic safety;

- + To continue building the system of inter-village and -commune roads to form a network of rural roads linking villages and communes, ensuring that 100% of roads will reach rural-road standards and meeting the mechanization requirements of agricultural and rural production;

- + To renovate the system of bridges and sewers up to technical standards.

- b/ Technical preparations:

- Foundation work:

- + To maintain the natural terrain, level the ground at different heights in steeply sloped areas (Quang Ninh and Ninh Binh areas);

- + To seek solutions for water irrigation in combination with the protection of water resources in order to supply sufficient water for agriculture, industry and urban centers for promoting sustainable development;

- + To select a suitable foundation level for each urban center, rural residential area, delta and coastal area to meet transport and water drainage requirements, avoiding inundation or flood caused by high tide;

- + To enhance the observation of sea level rises due to global warming.

- Rainwater drainage:

- + The sewer network norm in cities and towns must be 100-140 m of sewer/ha of construction;

- + This norm in townships must be 80-100 m of sewer/ha of construction;

- + In principle, rainwater drainage and wastewater drainage systems should be built separately;

- + For renovated, upgraded or newly built urban centers, depending on specific conditions, to use common or separate water drainage systems. Water drainage networks must be equally distributed in the area for urban construction, ensuring quick water drainage and environmental sanitation and avoiding local inundation.

- Irrigation works:

- + To build flood-diverting and -slowing systems in watershed areas, build reservoirs and spillways for preventing salinization and storing water in downstream areas;

- + To enhance the planting and management of watershed forests for preventing erosion and landslide and increasing the coverage of protection forests.

- Anti-storm and flood works:

- + To consolidate and upgrade sea dikes, ensuring safety in case of typhoons of wind forces 9 to 12 at a frequency of 5%;

- + To plant more submerged forests and coastal protection forests for preventing and combating storms, floods and sea erosion.

- c/ Electricity supply orientations:

- Electric load:

The northern coastal region's electric load will be:

+ First phase: 11,400 MW (during 2008-2015);

+ Second phase: 13,400 MW (during 2015-2025).

- Electricity supply orientations:

+ Existing electricity sources: The thermo-power plants of Uong Bi with a capacity of 105 MW, Pha Lai with a capacity of 1,200 MW and Ninh Binh with a capacity of 100 MW; and Hoa Binh hydropower plant with a capacity of 1,920 MW;

+ Projected electricity sources: The thermo-power plants of Hai Ha with a capacity of 2,400 MW, Mong Duong with a capacity of 1,200 MW, Cam Pha with a capacity of 600 MW, Cai Bang with a capacity of 1,200 MW, Mao Khe with a capacity of 1,200 MW, Hai Phong 1 and 2 with a capacity of 1,200 MW, Hai Phong 3 with a capacity of 2,400 MW, Thai Binh with a capacity of 1,800 MW, and Nam Dinh with a capacity of 1,200 MW;

+ Transmission lines: To develop electric grids connected with the national electric system for efficiently exploiting hydro- and thermo-power plants. To build a Soc Son-Quang Ninh 500 kV electric grid, with a branch to Hai Phong 500 kV station, and 220 kV electric grids with 500 kV and 220 kV stations in regional provinces;

+ Other energy sources: To study and develop solar, wind and other energy sources to satisfy the need of people in deep-lying, remote and island areas;

+ Electricity supply orientations: By 2015, 100% of urban residents will be supplied with

electricity for daily-life use; 100% of communes, villages and hamlets may get access to the national electric grid, except Co To and Bach Long Vi islands which will use electricity diesel generators, wind and solar energies.

- Water supply:

To protect water sources, maintain and improve existing water sources, expand and increase the capacity of water reservoirs in the region, seek and detect new water sources in order to have safe and sustainable reserve water sources.

- Surface water sources:

Surface water is taken from Red River and Thai Binh rivers through Dao, Tra Ly, Da Do, Re and Gia rivers. In the northern area (Quang Ninh), water is taken from Ka Long and Tien Yen rivers and Yen Lap and Cao Van lakes, etc.

- Ground water sources:

The region's ground water sources are limited and contaminated with salt. To exploit ground water only in areas far from surface water sources (rural areas and islands).

- Water supply orientations:

+ By 2015: 95% of inhabitants in cities and towns and 85% of inhabitants in townships will be supplied with clean water;

+ By 2025: 100% of inhabitants in cities and towns and 95% of inhabitants in townships will be supplied with clean water;

+ In rural residential quarters, the rate of inhabitants supplied with clean water will reach 85-95%.

d/ Wastewater drainage and environmental sanitation:

- Daily-life wastewater drainage:

+ Daily-life wastewater in cities, towns and townships must be treated before being discharged into the environment. Initially, to treat wastewater with microorganisms, making use of existing rivers and lakes. In the long run, to build wastewater treatment plants up to class B (TCVN 5942-1995) for towns and townships. In commune centers and rural residential clusters, wastewater must be treated by self-cleaning methods.

- Industrial wastewater:

+ Industrial wastewater of scattered factories and enterprises must be internally treated up to standard B (TCVN 5945-1995). Wastewater of industrial parks must be treated up to standard B at industrial wastewater treatment stations before being discharged into the environment.

- Collection and treatment of solid wastes:

+ Solid garbage: To build provincial-level solid waste treatment zones with organic fertilizer processing factories in big urban centers or inter-urban center areas. In towns and townships, to use hygienic garbage landfills;

+ Industrial solid wastes must be sorted at source for treatment and re-cycling. Hazardous industrial wastes must be brought to inter-provincial regional-level treatment zones.

- Cemeteries:

+ To build provincial-level cemeteries near provincial core urban centers. In district centers, consolidated residential clusters and rural areas, to build separate cemeteries suitable to their population size and far from residential areas and water sources. A cemetery will have an area of 2.5-15 ha, in urban centers, or 0.5-1 ha, in communes.

e/ Environmental protection orientations:

- To build regional environment management systems in association with managing, and preventing the pollution of water sources in river basins in the region and other regions;

- Sea environment protection: To take solutions for preventing environmental degradation caused by erosion or aggradation, and for protecting ecosystems and submerged forests in river estuaries. To protect biodiversity: sea, forest and coastal delta eco-systems;

- To plan and take measures to cope with environmental disasters, catastrophes and risks.

8. Agricultural and rural development orientations

- To vigorously restructure agricultural and rural economy by producing commodities, developing hi-tech agriculture and clean ecological agriculture;

- To form areas for producing rice, vegetables, flowers and bonsai, and for rearing pigs, milch cows and poultry, etc., with appropriate sizes and high quality for export and domestic consumption in order to raise the product value per area unit;

- To develop small and cottage industries and craft village industrial clusters, and improve the sophistication and designs of products for export and tourism;

- To consolidate and upgrade dike, irrigation and agricultural extension systems;

- To develop aquaculture and fisheries in favorable areas and areas where conditions permit offshore fishing. To form aquatic product processing centers;

- To develop forests of three types: special-

purpose forests, protection forests and production forests. To consolidate and develop coastal protection forests;

- To build a new model of countryside towards industrialization, modernization and preservation of cultural identities of Vietnam's villages and hamlets.

9. Defense and security

To stabilize defense and security establishments in the entire region. To elaborate a master plan on the defense and security system, ensuring harmony between economic development and national defense, especially in mainland border areas and islands.

10. Priority programs and projects

In order to step by step effectively implement the Planning on construction of the northern coastal region, in the initial phase, the following programs and projects should be focused on:

a/ Social infrastructure:

- To build the region's international convention center in Hai Phong;

- To build universities and industrial and job-training secondary schools in regional provinces;

- To build regional-level hospitals in Hai Phong and provincial hospitals in regional provinces;

- To build a system of major trade centers in regional provinces;

- To review and adjust urban and industrial plannings which are no longer incompliant with the regional planning in regional provinces;

- To build Trang An grotto tourist zone in Ninh Binh province;

- To build regional-level sport centers in Hai

Phong and provincial ones in Nam Dinh and Ninh Binh;

- To invest in building tourist zones of Tra Co, Van Don, Cat Ba, Do Son, Dong Chau, Chua Kco, Co Le, Con Lu-Con Vanh, Con Thu, Quat Lam, Cuc Phuong, Van Long, Yen Tu, Den Tran, and Hoa Lu ancient capital in Quang Ninh, Hai Phong, Thai Binh, Nam Dinh and Ninh Binh.

b/ Technical infrastructure:

- Transport:

+ To complete the construction of the Hanoi-Hai Phong expressway and Dinh Vu-Cat Hai bridge;

+ To build the Hanoi-Ha Long-Mong Cai expressway;

+ To build Hai Phong international gateway port,

+ To survey and formulate a project on a coastal expressway running through regional provinces;

+ To upgrade national highway 39's Diem Dien-Hung Yen section in Thai Binh;

+ To upgrade highway 21's Nam Dinh-Phu Ly and Nam Dinh-Thinh Long sections in Nam Dinh;

+ To renovate the Nam Dinh-Lam-Nho Quan section in Nam Dinh and Ninh Binh;

+ To complete national highway 1's section in Ninh Binh;

+ To upgrade national highway 10's Ninh Binh-Phat Diem section in Ninh Binh;

+ To upgrade Cat Bi airport, Hai Phong;

+ To build Van Don airport in Quang Ninh;

+ To build the Hai Phong-Hai Phong

international port railway;

- + To upgrade Diem Dien port in Thai Binh;
- + To upgrade highway 12B connecting Phat Diem to Ho Chi Minh road;
- + To complete a port and a center for search and rescue logistic services.

- Water supply:

- + To build an inter-regional water plant in Yen Hung, Quang Ninh;

- + To build and upgrade provincial water plants.

- Electricity supply:

- + To complete and build thermo-power plants in Quang Ninh, Hai Phong, Thai Binh, Nam Dinh and Ninh Binh.

- Wastewater drainage and environmental sanitation:

- + To build provincial waste treatment zones;
- + To build an inter-regional hazardous waste treatment zone in Quang Ninh;
- + To build eco-cemeteries;
- + To build provincial regional-level people's cemeteries.

- Environmental protection:

- + To tackle environmental pollution in mining areas;
- + To formulate programs for supervising the environment in urban areas and large industrial parks.

c/ Economic infrastructure:

- + To complete industrial parks in provincial centers in Quang Ninh, Hai Phong, Thai Binh, Nam Dinh and Ninh Binh;
- + To build Hai Ha port industrial park in Quang

Ninh;

- + To build Van Don economic zone in Quang Ninh;

- + To build Quang Ninh-Hai Phong inter-provincial economic zone;

- + To build an industrial park at Van Uc river port, Kien bridge in Hai Phong;

- + To build Northern Cam River hi-tech park in Hai Phong;

- + To complete Cat Ba and Bach Long Vi fishing logistic centers in Hai Phong;

- + To complete and build Thinh Long port industrial park in Nam Dinh;

- + To complete a system of cement factories in Quang Ninh, Hai Phong and Ninh Binh.

11. Organization of implementation

To set up an inter-provincial steering committee to direct the implementation of regional-level programs and projects and create conditions for raising investment capital of different sources under the approved planning.

Article 2.- This Decision takes effect 15 days after its publication in "CONG BAO."

The Ministers of: Construction; Planning and Investment; Industry and Trade; Finance; Natural Resources and Environment; and Defense, the presidents of the People's Committees of Hai Phong city and Quang Ninh, Thai Binh, Nam Dinh and Ninh Binh provinces, and concerned organizations shall implement this Decision.

Prime Minister
NGUYEN TAN DUNG