

Investment in Transport Infrastructure Development on Ben Tre Islet (1997 - 2022)



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ABSTRACT: Ben Tre province is an islet land isolated from the mainland, the area has many rivers, canals and canals, so the development of the road transport network faces many difficulties in funding due to the construction of many bridges and roads. Since the liberation of April 30, 1975, the province has devoted resources to prioritizing investment in transport infrastructure in a relatively synchronous and complete manner in the direction of modernity, focus and focus, focusing on projects that are connected, pervasive, creating a driving force for socio-economic development; the quality of road transport is improving day by day, further affirming that the implementation of the transport goal is one step ahead in the process of construction and socio-economic development of the province is completely correct. Achieving this result is a whole process of efforts and joint efforts of the whole political system and the whole society with the motto "The State and the people do it together". The article will focus on pointing out the need to prioritize investment in transport infrastructure development in the province, its completion process and its contribution to the province's socio-economic development process in recent years, especially in the period 1997 - 2022.

KEYWORDS: Traffic, infrastructure, Ben Tre, roads, waterways.

1. ASK THE PROBLEM

Ben Tre province is located in the Northeast of the Mekong Delta, is the intersection of 2 national traffic routes, National Highway 60 and National Highway 57, bordering Tien Giang and Tien rivers in the north; Tra Vinh and Co Chien rivers in the south; East bordering the East Sea; the West and Southwest borders Vinh Long province and Co Chien river. Ben Tre region is identified in nature and function as an important economic center of the East-North Mekong Delta sub-region and on the axis of the urban economic corridor along the East Sea; is an important traffic hub of the Mekong Delta, where the intersection of national economic corridors including: National Highway 60, National Highway 57, national waterway traffic routes and plays an important role in security and defense (People's Committee of Ben Tre province, 2022b, p.233). The land of Ben Tre on four sides of the river has a coastline with a length of 65 km, divided by 4 large rivers running through it with a length of 200 km, intertwined rivers with a total length of about 6,000 km, the area of rivers is up to nearly 37,000 km² (while the natural land area of the province is 2,379.7 km²). it is very convenient for intra-regional and inter-regional waterway transport (Thach Phuong - Doan Tu, 2001, p.612) but it is very difficult in terms of road transport.

Determining that transport holds an important position and role for socio-economic development, ensuring national defense and security of the country in general and each locality in particular, so the province always determines that if you want to develop the socio-economy, traffic must be one step ahead. especially for islands and oases such as Ben Tre, the development of transport infrastructure is one of the very important tasks, which must be carried out regularly and continuously. Therefore, in addition to the general policies on transport development, including the construction, expansion and upgrading of national highways, provincial and district roads, rural traffic, bridges, river ports and seaports,..., through the national target program on new rural construction, The province has focused on mobilizing resources, including resources among the people to invest in building infrastructure, including rural transportation. In particular, from 2018, the province has implemented Project 3333/DA-UBND on rural transport construction in the period of 2018 - 2020, as a result, the transport infrastructure in Ben Tre by the end of 2022 in the province has been basically complete, meeting the needs of transportation and travel among the people and attracting investors to invest in the province.

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2. TRANSPORT CHARACTERISTICS OF BEN TRE PROVINCE BEFORE 1997

During the 30 years of the war (1945 - 1975), implementing the policy of "destroying land to resist the war", roads in the province not only did not develop but were also seriously destroyed and degraded. More than 80% of the length of the province's road system is severely damaged, most of the bridges are damaged or collapsed. Previously, by 1945, Ben Tre's roads had 400 km of paved roads, of which some roads in the provincial capital of Ben Tre were paved with asphalt. The province has three major roads, namely the inter-provincial road connecting My Tho with Tra Vinh, passing through the provincial capital Ben Tre and the district capital of Mo Cay, passing through 3 ferries Rach Mieu, Ham Luong and Co Chien, 54 km long. The second major route is provincial road 26 on Bao islet starting from the provincial capital of Ben Tre through Giong Trom, Ba Tri with a length of 50 km. The third route is provincial highway 30 on Minh islet from Cai Mong through Mo Cay to Thanh Phu with a length of 70 km (Thach Phuong - Doan Tu, 2001, pp.604-605). Particularly, An Hoa islet at that time in My Tho province also had a major route, provincial highway 17 connecting from My Tho through the north (ferry) of Rach Mieu to Binh Dai village (now Binh Dai town). In general, the road system under the French colonization of Ben Tre province developed more slowly than other provinces in Nam Ky (an average of 5 km per year), but it has partly changed the face of the 3 strips of islets not only economically but also culturally and socially (Thach Phuong - Doan Tu, 2001, p.604).

After the complete liberation and reunification of the country, the current situation of bridges and roads of the province has become a great difficulty for the people of the province in healing the wounds of war, restoring production and economic development. Up to 200 km of roads and 49 bridges on intra-provincial traffic routes are degraded or damaged. Most of the roads are only dirt or red gravel roads, so it is difficult to travel in the sunny and dusty season, and the rainy season is slippery, muddy, and traffic jams. The main roads are interprovincial road 60 (now National Highway 60), provincial highway 30 from Ben Tre town - Mo Cay - Thanh Phu (now an extension from Vo Nguyen Giap street to National Highway 57), provincial road 26 Ben Tre - Giong Trom - Ba Tri town (now an extension from Nguyen Dinh Chieu street to provincial highway 885 to national highway 57C, the end point is in Tiem Shrimp town, Ba Tri district), provincial highway 17 Ben Tre - An Hoa - Binh Dai (now National Highway 57B) are all in the same weak condition, very difficult to travel. In terms of bridges, the entire bridge system of the province is the Eiffel and Bailley steel platform military bridges with low load, no permanent reinforced concrete bridges, most of which are seriously degraded.

By 1978, Ben Tre had a road traffic system that was considered the weakest in the Mekong Delta (Department of Transport of Ben Tre province, 2010, p.25). People working in the transportation industry in this difficult time often joke and say to themselves: *"Build a bridge and then build a bridge, build a bridge until the beginning is not finished"* (Many Authors, 2022, p.177).

Facing the above situation, with the view that if you want to develop socio-economic, transport infrastructure must be one step ahead, the province has concentrated efforts and money to gradually restore and upgrade the network of bridges, roads and ferries to meet the travel needs of the people and transportation, exchange of goods to serve the needs of socio-economic development. After that, with the drastic participation of the whole political system, the transport sector and the support of all levels and branches, especially the people, the arterial traffic routes in the province were quickly strengthened and upgraded.

By the end of 1996, Interprovincial Highway 6 (or 60) was upgraded to National Highway 60. The four main roads running in the shape of a fan of the province are provincial road 882 (DT.882), DT.883, DT.884, DT.885, DT.888 which have been upgraded and plasticized to the East Sea. The total length of roads in the province is 2,716.78 km, of which the length of asphalt and asphalt concrete roads is 106.52 km, stone and brick roads are 49.98 km, the rest are mainly distribution roads and dirt roads. The length of rivers in the area is 2,367.63 km, of which mainly ships traveling in the dry season have a tonnage of 20 tons or less with a length of 1,087.63 km, ships of over 500 to 1,000 tons transport a length of 109.3km. The total length of bridges in the area is 2,869 km, of which only 19 bridges over 10 tons, 57 bridges from 5 to 10 tons, and 2,791 bridges under 5 tons. Inland waterway ferry terminals and wharves with more than 100 wharves serving cargo loading and unloading and passenger transportation across rivers, mainly managed by districts and communes, the rest of the province manages 1 wharf (Ham Luong ferry wharf), the central government manages 2 wharves (Rach Mieu, Co Chien). In particular, Rach Mieu ferry terminal connecting National Highway 60 from Tien Giang to Ben Tre has a waterway of 3.2 km; Ham Luong ferry on National Highway 60 connecting Minh islet and Bao islet has a waterway of 1.04 km; Cau Van ferry on provincial road 888 (now National Highway 57), in Giao Thanh commune, Thanh Phu district, with a waterway 0.2 km long (replaced by a plank bridge in 1998) (Thach Phuong - Doan Tu, 2001, p.611-612); An Hoa ferry on provincial road 883 connecting Bao islet with An Hoa islet (in 1999, it was replaced with a prestressed concrete bridge, then the ferry ceased operation),... (Department of Transport of Ben Tre province, 2010, p.22).

Regarding rural traffic, in 1995, the Provincial People's Committee launched the movement of plasticizing and concatenating rural roads under the motto "The State and the people do it together", "the people do, the State responds", "the people do, the State supports", ... along with the attention and direction of the Provincial Party Committee, the Provincial People's Committee, the support and help of the Government, ministries, central branches, domestic and foreign funding programs and projects, the entire political system and people of Ben Tre have focused on investment, upgrading the system of bridges, roads, concreting and plasticizing the system of inter-hamlet and inter-commune roads. As a result, road traffic in Ben Tre province has begun to develop rapidly (Department of Transport of Ben Tre province, 2010, p.23).

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3. TRANSPORT INFRASTRUCTURE OF BEN TRE PROVINCE FROM 1997 TO 2022

3.1. Road traffic

The movement to build rural transport in the spirit of "The State and the people work together" has achieved very good results, causing a great resonance in the Mekong Delta region. In 2000, localities in Ben Tre were recognized and awarded many noble emulation medals and flags by the State and Government, and the Ministry of Transport awarded many certificates of merit.

By 2010, the road traffic system has been gradually upgraded spaciouly, creating a new look in the province with a total length of 4,148.1 km. The province has 02 national highways (National Highway 57 and National Highway 60) with a total length of more than 128.7 km, most of the length of the route has been invested in building asphalt pavement and hot asphalt concrete pavement structures; 06 provincial roads (DT.882, DT.883, DT.884, DT.885, DT.886, DT.887) with a total length of 171.7 km, have been invested in upgrading and expanding with a road surface structure made of cold asphalt concrete or asphalt. The district roads have 41 routes with a total length of 451.5 km, most of the roads built have asphalt pavement structures from 3 to 3.5 m wide. Rural traffic (communes, hamlets,...) has a total length of about 3,286.8 km, of which plasticized and concrete reach 71%, the rest are gravel roads and dirt roads. The whole province has plasticized and concreted 3,265km of rural roads and has built 2,870 prestressed reinforced concrete bridges, reinforced concrete bridges and steel bridges of all kinds with over 60,200 md (Department of Transport of Ben Tre province, 2010, p.23-25). In particular, the Rach Mieu cable-stayed bridge connecting Tien Giang with Ben Tre inaugurated on 19/01/2009 has erased the isolation of Ben Tre from the mainland, contributing to opening a new development turning point for Ben Tre. Ham Luong Bridge was inaugurated on the occasion of 30/4/2010, connecting Minh islet with Bao islet, also creating new development opportunities and connecting land traffic on three strips of islets. In addition, Co Chien Bridge connecting Ben Tre - Tra Vinh inaugurated in 2014 also contributes to connecting smooth traffic between the western provinces and Ho Chi Minh City, along with National Highway 60 contributing to breaking the unique position of National Highway 1 from the Mekong Delta provinces to Ho Chi Minh City, creating great conditions for regional linkage and socio-economic development of localities in the region. In the center of Ben Tre city, Ben Tre 2 Bridge was invested and put into use in 2001, Ben Tre 1 Bridge in Ben Tre city center was also built and put into use in 2011. These are two important bridges contributing to the urban development of Ben Tre city towards the south bank of the Ben Tre River. In addition, on traffic routes from Ben Tre city to districts, 10 bridges on DT.888 from Ben Tre City to Binh Dai, 5 bridges on DT.887 (now National Highway 57B), bridges on National Highway 57C connecting from Vinh Long to Thanh Phu,... has contributed to improving the quality of road traffic in the province. In addition, in city centers and towns, the province also invests in and puts into use bypass routes to reduce the load on inner-city roads or shorten the route and transportation time such as the route from Phu Hung commune, Ben Tre city connecting to Giao Hoa commune, etc Chau Thanh district contributes to shortening the distance and transportation time from Ben Tre city to the southern communes of Chau Thanh district and Binh Dai district; Giong Trom bypass route - DT.885 was built and put into use in 2010; the Mo Cay bypass route starting from the southern slope of Hoa Loc Bridge (Hoa Loc commune, Mo Cay Bac district) was built and put into use at the end of 2020 so that National Highway 60 and National Highway 57 do not pass through Mo Cay town, helping to reduce vehicle traffic from the route from Tra Vinh through Mo Cay town, ...

However, due to the topographical characteristics of the island, the demand for building bridges and roads in the locality is very large. As of 2018, the number of communes meeting the traffic criteria is still low, leading to the number of communes recognized as new rural communes is not high. In order to continue to promote the construction of transport infrastructure, on July 17, 2018, the People's Committee of Ben Tre province issued Project No. 3333/DA-UBND on rural transport construction in the period of 2018 - 2020 to mobilize social resources in building and improving the rural transport system in the province. With the efforts of all levels and sectors in the province, by 2022, the province has completed the Project with 81/81 road works and 41/41 bridges, culverts, piles, and signboards on roads, making an important contribution to completing the criteria for building a new countryside with a total of 80 recognized communes.

By the end of 2022, in terms of roads, in Ben Tre province, there are 4 national highways including: National Highway 60, National Highway 57, National Highway 57B and National Highway 57C, with a total length of 284.97 km; 4 provincial roads are DT.881, DT.882, DT.883, DT.885 and DT.886, with a total length of 124.77 km, plasticization reaching 100%; 43 district roads have a total length of 422.27 km, of which 12 routes are managed by the provincial Department of Transport, the remaining routes are managed by districts, most of them have a surface width of 3.5 - 5m, the foundation is from 5 to 6.5m, the rate of plasticization and concreting reaches over 95%, the scale is mainly level VI and equivalent level VI; rural roads in communes, hamlets, inter-hamlets, alleys and hamlets are gradually built to meet the standards in accordance with the regulations of the Ministry of Transport in the National Target Program on building a new countryside with a total length of 2,098 km, of which Ba Tri district has the longest road length (289.95 km) and Cho Lach district has the highest hardening rate (54%). 100% of communes have motorways to the commune center; urban roads have a total length of 338 km, a plasticization rate of 100% (according to the People's Committee of Ben Tre province, 2022c, pp.26 - 33).

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3.2. Waterway navigation

In parallel with road traffic, waterway traffic is still maintained, ensuring to meet the needs of circulation, transportation of goods and development of river tourism. Four major rivers, namely Tien River, Ham Luong River, Co Chien River and Ba Lai River, flow through the province with a total length of 295km combined with a network of rivers, canals, canals and ditches connected to each other with a total length of approximately 6,000 km, forming an inland waterway system in the province about over 4,000 km long, forming a very convenient waterway delivery network. The length of the river for ships with a tonnage of 1,000 - 2,000 tons is 295 km long, ships with a tonnage of 300 - 500 tons can travel 500 km and have over 4,000 km of longitude, large and small canals for boats with a tonnage of 10 - 20 tons to travel easily to villages and hamlets, fields (Thach Phuong - Doan Tu, 2001, p.612). By the end of 2022, the province has 196 waterways, including 6 routes managed by the central government and 190 routes managed by localities (total length of about 909.25 km) (People's Committee of Ben Tre province, 2022c, p.34-35). In terms of bridges, the whole province has 232 bridges with a length of 16,832.4 meters on national highways, provincial roads and district roads, including large bridges such as Rach Mieu, Co Chien, Ham Luong,... contributing to connecting traffic within Ben Tre province and between Ben Tre and neighboring provinces (People's Committee of Ben Tre province, 2022b, p.261). In addition, Ben Tre also has 2 inland waterway ports, namely Giao Long Newport Joint Stock Company, C.P Port No. 1 in An Hiep Industrial Park, 3 fishing ports all meet the criteria of type II ports, namely Ba Tri (An Thuy commune, Ba Tri district) with a capacity of 32,000 tons/year, Binh Dai fishing port (Binh Thang commune, Binh Dai district) with a capacity of 21,600 tons/year and Thanh Phu fishing port (An Nhon commune, Thanh Phu district), with a capacity of 8,000 tons/year and 307 inland waterway terminals for cargo handling (People's Committee of Ben Tre province, 2022b, p.264-265). For river ports, the province has Giao Long port (Giao Long commune, Chau Thanh district) put into use in 2006, the capacity in 2010 is 190,000 tons of cargo/year, receiving vehicles with a tonnage of up to 500 tons.

3.3. Transportation services

The network of national highways, provincial roads, district roads and rural transport systems has created a continuous traffic network, playing a role in organizing passenger transportation and collecting goods of the province.

Thanks to the improvement of road infrastructure connecting inter-regions, the proportion of goods transported by road has increased significantly. However, the river (inland waterway) is still an important channel for transporting export goods of the province to the main international trading gateway in the Ho Chi Minh City area. The main external traffic axes such as National Highway 57, connecting the province with Vinh Long, Can Tho; with National Highway 60, Ben Tre is a bridge connecting the coastal provinces of the Mekong Delta (Tra Vinh, Soc Trang, Bac Lieu, Ca Mau) with the Southern key economic region, and this is also the province's arterial traffic route. These external routes play a role in transporting agricultural products of the province to the consumption markets of the provinces/cities of the Southern key economic region, the Mekong Delta and export.

As of 2022, most districts and cities in the province have works serving road transport with a total of 08 bus stations operating within the province and inter-provinces, of which, the provincial bus station has reached grade 1; bus stations in Ba Tri, Binh Dai, Thanh Phu, Mo Cay Nam and Cho Lach districts have reached grade 4; bus stations in Chau Thanh and Giong Trom districts have reached grade 6 (People's Committee of Ben Tre province, 2022b, p.261).

Regarding public passenger transportation by bus, by 2022, the province will have 05 business units with 106 buses, operating on 06 routes (Ben Tre City - Shrimp Shop, Ba Tri District; Ben Tre City - Khau Bang, Thanh Phu District; Ben Tre City - Dinh Khao Ferry, Vinh Long Province; Ben Tre City - Phu Ngai, Ba Tri district; Co Chien bridge, Mo Cay Nam district - Tien Giang province; Ben Tre City - De Dong Market, Binh Dai District). In which, 71 buses have renovated vehicles to improve the quality of high-quality bus transport services. Regarding taxi transportation, the province has 07 taxi passenger transportation businesses with 194 vehicles. In addition, the locality also has other forms of passenger transportation such as passenger transportation by contract mode with 25 transport business units with 518 vehicles; passenger transportation by fixed-route car has 18 business units with 106 vehicles operating 112 routes (People's Committee of Ben Tre province, 2022b, p.265 - 266).

Regarding passenger transportation on the river, as of 2022, Ben Tre has 61 passenger terminals across the river and 16 ferry terminals, including large ferry terminals such as Tan Phu ferry terminal on National Highway 57 in Chau Thanh district with 03 ferries with a tonnage of 100 tons (Cao Minh Duc, 2023, p.441-442), Rach Mieu temporary ferry terminal (put into operation from the beginning of 2021 to reduce vehicle traffic through Rach Mieu bridge), ...

3.4. Regarding development orientations

By the end of 2022, the road transport infrastructure system of Ben Tre province will be invested relatively synchronously, including national highways, provincial roads, district roads, and commune roads to ensure that 100% of communes have motorways to reach the commune center. However, water transport and the ministry have not yet met the rapid development needs of the province. In addition to national highways such as National Highway 60, National Highway 57, National Highway 57B, National Highway 57C and connecting the traffic system in neighboring areas such as Ho Chi Minh City - Trung Luong - My Thuan expressway, National Highway 1, in the province, the density of the road network is still low, unevenly distributed between regions, etc has only focused on development in urban areas and along national highways. The quality of roads is still low, most of the roads

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have low technical grades, small and narrow foundations and road surfaces. The main road traffic framework system of Ben Tre province mainly develops in the direction of Northwest - Southeast, along the main river system of the province. The ability to connect traffic in the Southwest - Northeast and coastal directions is still limited, not maximizing the potential of the region and synchronizing with other types of traffic. Rural roads implemented under the National Target Program on New Rural Construction are invested and built to meet standards according to the regulations of the Ministry of Transport to meet the needs of travel and transportation of goods, but due to the divided terrain of Ben Tre province, There are many canals, so the investment volume of bridges and roads meeting standards is still very large, it is necessary to mobilize all resources to continue investing in construction in the coming time (People's Committee of Ben Tre province, 2022b, p.268, p.269). Transport traffic from provinces and cities to Ben Tre and vice versa is increasing while Rach Mieu Bridge is often overloaded, at the beginning of 2021, the province had to open Rach Mieu temporary ferry terminal to contribute to reducing traffic congestion at peak hours and on March 29, 2022, start construction of Rach Mieu 2 Bridge to completely solve this situation after completion.

Currently, the province is focusing on the construction of the following projects: Rach Mieu 2 bridge; traffic road combined with Mo Cay Nam - Thanh Phu salinity dike (University 17); phase 2 of the project to build a salinity dike combined with Binh Dai - Ba Tri - Thanh Phu road; coordinate with Vinh Long province to build Dinh Khao bridge. At the same time, in the orientation of economic development to the east, the province is implementing a roadmap to make a proposal for a project to build a coastal road connecting Tien Giang - Ben Tre - Tra Vinh (which has been updated in the road network planning for the period 2021 - 2030, with a vision to 2050 in Decision No. 1454/QD-TTg, dated 01/9/2021 of the Prime Minister) and is implementing construction works to create favorable conditions in exploiting coastal economic development, developing the system of ports, wharves and sea transport, conveniently connecting with seaports and coastal routes from Ho Chi Minh City connecting with Tien Giang - Ben Tre - Tra Vinh - Soc Trang - Bac Lieu will be formed in the period of 2021 - 2025. This will be a bright spot for traffic development in the Mekong Delta in the coming time.

In addition, according to the Prime Minister's Decision No. 1454/QD/TG, dated September 1, 2021 on approving the road network planning for the 2021-2030 period, with a vision to 2050, Ben Tre province will have a coastal road with a total length of 53 km and 02 national highways: National Highway 57B, expected length 87 km, scale of level III - IV, 2 - 4 lanes; National Highway 57C, expected length 64 km, scale of level III - IV, 2 - 4 lanes, etc.

4. CONCLUSIONS AND RECOMMENDATIONS

In general, Ben Tre traffic in the period of 1997 - 2022 has been invested and developed very quickly, contributing to creating an increasingly innovative urban and rural appearance; the transportation, travel and circulation of goods of the people are much more convenient than before. From a very difficult locality, the system of high-quality ferries, roads, and bridges from 1997 to 2022, the province has a relatively complete transport infrastructure. However, water transport and the ministry have not yet met the rapid development needs of the province. In addition to national highways such as National Highway 60, National Highway 57, National Highway 57B, National Highway 57C and connecting the traffic system in neighboring areas such as Ho Chi Minh City - Trung Luong - My Thuan expressway, National Highway 1, in the province, the density of the road network is still low, unevenly distributed between regions, etc has only focused on development in urban areas and along national highways. The quality of roads is still low, most of the roads have low technical grades, small and narrow foundations and road surfaces. The main road traffic framework system of Ben Tre province mainly develops in the direction of Northwest - Southeast, along the main river system of the province. The ability to connect traffic in the Southwest - Northeast and coastal directions is still limited, not maximizing the potential of the region and synchronizing with other types of traffic. Rural roads implemented under the National Target Program on New Rural Construction are invested and built to meet standards according to the regulations of the Ministry of Transport to meet the needs of travel and transportation of goods, but due to the divided terrain of Ben Tre province, Due to the large number of canals, the investment volume of bridges and standard roads is still very large, and it is necessary to mobilize all resources to continue investing in construction in the coming time. Transport traffic from provinces and cities to Ben Tre and vice versa is increasing while Rach Mieu Bridge is often overloaded, at the beginning of 2021, the province had to open Rach Mieu temporary ferry terminal to contribute to reducing traffic congestion at peak hours and on March 29, 2022, start construction of Rach Mieu 2 Bridge to completely solve this situation after completion. Dong At the same time, the province is implementing major transport projects, contributing to creating a push for socio-economic development in the coming time through increasingly favorable transport infrastructure such as the Rach Mieu 2 bridge project, the coastal road connecting Tien Giang - Ben Tre - Tra Vinh, etc Dinh Khao Bridge,...

In the spirit of socio-economic development, transport infrastructure must be one step ahead, for an islet land like Ben Tre which has a certain role in connecting with the Southern key economic region and the Mekong Delta, prioritizing investment in transport infrastructure development plays a special role heavy. In addition to national highways such as National Highway 57, National Highway 60, National Highway 57B, National Highway 57C along with existing seaports and river ports, in the coming time, the implementation of the Ben Tre Provincial Planning for the period of 2021 - 2030, with a vision to 2050 on the construction of transport infrastructure, including the construction of a coastal dynamic road connecting Tien Giang - Ben Tre - Tra Vinh, Dinh

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Khao bridge, completed Rach Mieu 2 bridge, upgraded seaports and river ports,... plays a very important role, contributing to attracting investment in socio-economic development in the province. The province needs to pay attention to building and upgrading traffic works according to sectoral planning, regional planning, strengthening coordination between the central government, localities and regional linkages, accelerating site clearance and construction to ensure schedule. To select and prioritize investment in the development of breakthrough works, creating regional linkages and between modes of transport in order to promote the efficiency of both systems and modes of transport. At the same time, the province continues to set aside a reasonable land fund for the development of transport infrastructure in the immediate and long-term years.

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