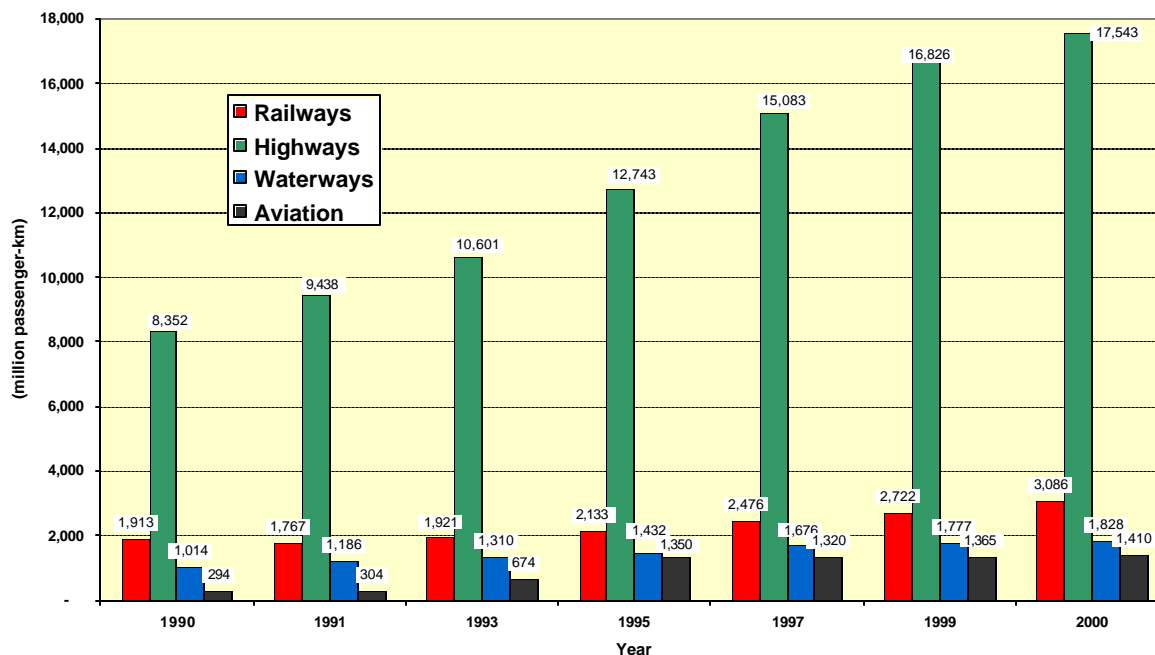
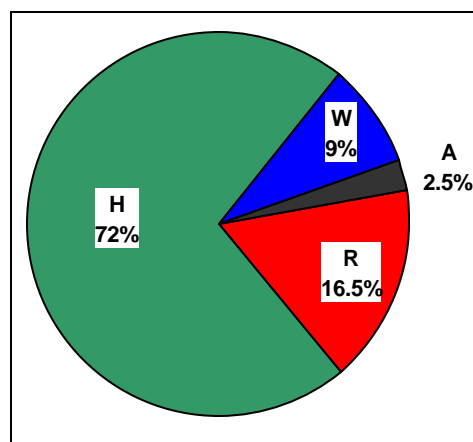


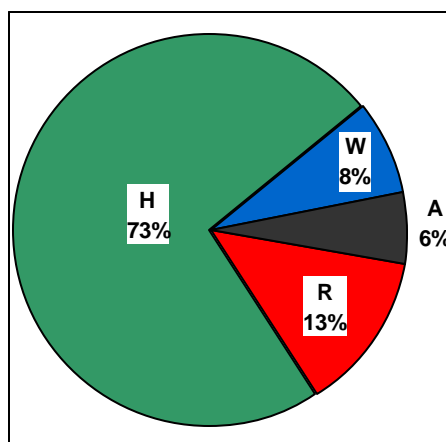
Passenger-km Evolution



Modal Split 1990



Modal Split 2000



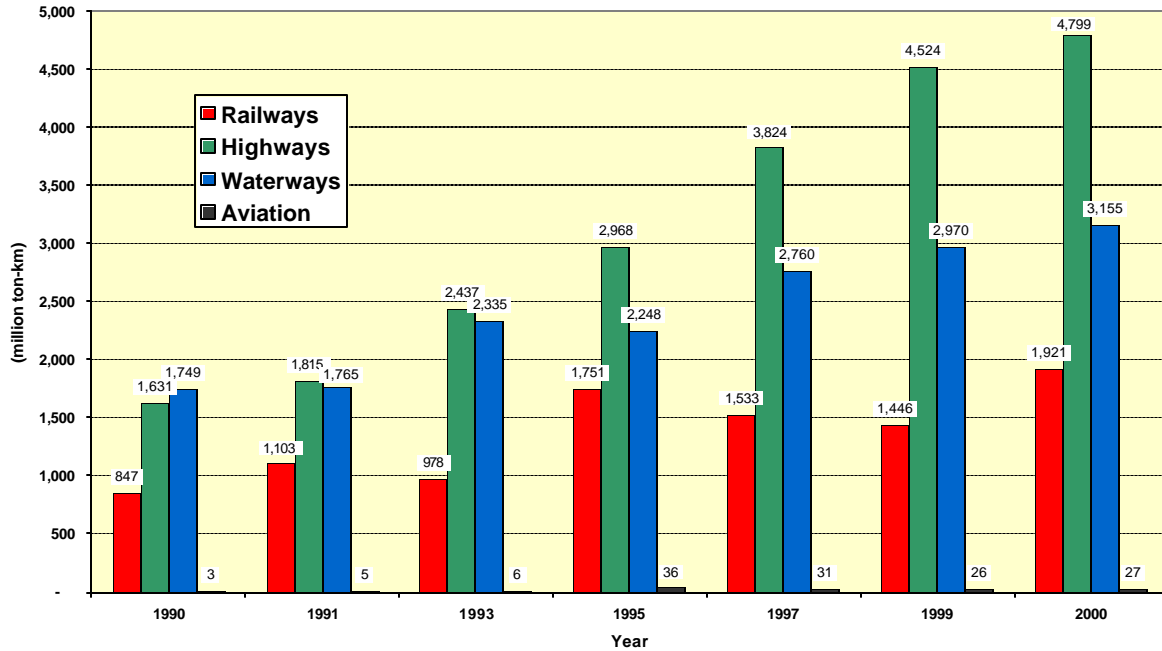
H: HIGHWAYS R: RAILWAYS W: WATERWAYS A: AVIATION

Vietnam's highway system has dominated the passenger-km transport market in the 1990s and will continue to do so given by the aggressive average growth trend of more than 10% per year. In the 1990-2000 period, highways more than doubled its traffic volume (2.1 times), waterways almost doubled its traffic volume (1.8 times); and railways traffic increased only slowly (1.6 times). Air transport passenger traffic increased almost five-fold (4.8 times) substantially increasing its role. As a result in the last decade, waterways lost 1% of its market share and highways gained 1%; while railways lost 3.5%; which is the same percentage that aviation has gained. If the trend of the last decade continues, which is very likely, by 2005 highways will have consolidated 75% of the market; while the remaining 25% would be likely distributed as follows: railways 12%, waterways 7%; and aviation 6%.

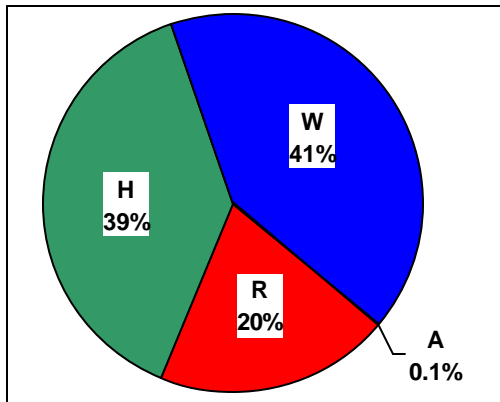
Source: Vietnam Statistical Yearbooks 1996 and 2000. General Statistical Office of Vietnam.

- Civil Aviation includes only domestic passenger traffic, excludes international.

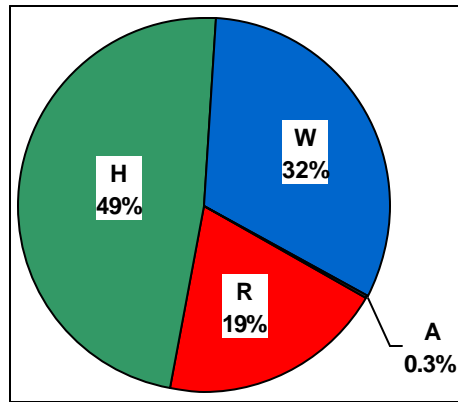
Freight Ton-Km Evolution



Modal Split 1990



Modal Split 2000



H: HIGHWAYS R: RAILWAYS W: WATERWAYS A: AVIATION

In Vietnam's freight transport market in 1990, waterways had a slightly larger demand share than highways and double the size of railways' share. By the end of the decade, highways had doubled the length of its network and almost tripled its traffic volume in ton-km, while waterways and railways only doubled its traffic volume. As a result, the waterways' share of the market has consistently dropped in favor of highways which increased its share by 10 percent. The aviation sector, even though it increased its volume nine-fold, it carries less than 1 percent of Vietnam's total freight. The prospects are that by 2005 highways will have more than half of the market share, while waterways and railways will continue losing its share, partly due to emphasis and priority given to the public investment on highways.

Source: Vietnam Statistical Yearbooks 1996 and 2000. General Statistical Office of Vietnam.

- Data excludes maritime transport.
- Civil Aviation includes only domestic freight traffic, excludes international.