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**INTRA- AND INTER-CITY CONNECTIVITY
IN THE MEKONG REGION**

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PREFACE

Since being a topic of discussion at the 15th ASEAN Summit at Hua Hin on October 29, 2009, ASEAN connectivity has become a well-known concept among people in member states of ASEAN. Under an initiative of the Asian Development Bank (ADB), the Greater Mekong Sub-Region has been working to develop three major economic corridors: East-West Economic Corridor, North-South Economic Corridor and Southern Economic Corridor.

In looking at between Bangkok and Hanoi, using the East-West Economic Corridor, for example, customs, immigration and quarantine procedures at borders have been generally considered to be the largest bottle neck. At the same time, the supply of infrastructure has been unable to catch up with the rapid economic growth in metropolises like Hanoi and Ho Chi Minh and the traffic jams in these cities are well chronicled. What this means is that. In addition to cross-border routes, intra-city connectivity is also a challenge. On the other hand, in addition to the economic corridors, alternative trunk roads have also been developed. The development of alternative roads has provided new options for inter-city connectivity.

This book represents the outcome of a research project on “Economic Corridors and Industrial Estates, Ports, Metropolises and Alternative Roads in Mekong Region,” organized by Bangkok Research Center (BRC). It focuses on the industrial estates, ports, metropolises and alternative roads in major cities in Thailand, Cambodia, Lao PDR, Myanmar, and Vietnam. In conducting the research project, we also organized six joint study teams. Each chapter is written with reflecting the joint survey results of the joint study. For the joint study, the Center for Logistics Research of Thammasat University,

Center for Social Development (Cambodia), the National Economic Research Institute (NERI), the Myanmar Marketing Research & Development Corporation, Ltd., the Institute of World Economics and Politics (Vietnam) and the Vietnam Institute of Economics cooperated.

In conducting the research project, we met and conducted interviews with administrative officers and firms at industrial estates, management of ports and airports, as well as government officials. We sincerely thank the staff of the above-mentioned organizations for their support and cooperation.

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