Improving the Effectiveness of Interregional Connectivity for Sustainable Development in Vietnam

NGUYEN Duc Quyen[1], Barbara TORA[2]*

[1] Ho Chi Minh Cadre Academy, Ho Chi Minh city, Vietnam; ORCID: https://orcid.org/0009-0004-5611-6800
[2] AGH University of Krakow, Poland; ORCID: https://orcid.org/0000-0002-0850-3054
* Corresponding author: hn.dquyen@hcmca.edu.vn

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Abstract

Interregional connectivity is a decisive factor in the formation of planning regions and the links and cooperation in the development of economic sectors, creating a driving force for the growth and development of the region. It reflects both an essential and mandatory need for cooperation and international integration in the context of globalization for regions and countries. In Vietnam, promoting interregional connectivity has always been one of the top priorities in our country's socio-economic development in recent times. This important content is mentioned in the documents of the 13th National Congress of the Communist Party as well as in the Medium-term Economic Development Plan 2021–2025 and the Socio-Economic Development Strategy 2021–2030. Interregional connectivity aims to leverage comparative advantages, create competitive advantages, and drive regional development through the connection of economic, natural, cultural, and social spaces among localities within the region. This is one of the essential requirements currently, especially in the context of building an effective and efficient governance system. Within the framework of this study, the author focuses on several basic issues related to enhancing the effectiveness of interregional connectivity in Vietnam, including: (1) Overview of the related research; (2) Approaches and theories of interregional connectivity research; (3) The necessity of enhancing the effectiveness of interregional connectivity; (4) The current state of interregional connectivity in Vietnam; (5) Solutions to enhance the effectiveness of interregional connectivity.

Keywords: *interregional connectivity, sustainable development, Vietnam*

1. Introduction

Many studies show that interregional connectivity involves multiple factors simultaneously, by location (such as country, region, city) and activity (such as product, industry, occupation) by considering the presence of similar activities in one location or nearby locations [1]. At the product level, studies by Bahar, Boschma, and Jun show that the likelihood of a region exporting a product increase significantly if it shares a border with a region that has successfully exported it [2,3,4]. At the regional level, Acemoglu and colleagues found that spillover effects between localities are quite large, accounting for about 50% of the factors influencing local expansion [5]. He & ctg found that knowledge spillover plays an important role in industrial diversification and is more widespread if two regions have a larger institutional distance [6]. Most studies find consensus on factors affecting linkage such as the motivations of the parties involved, linkage institutions, political institutions, and the role of leadership [7,8]. However, other factors such as economic, cultural similarities, or historical context have mixed opinions [9].

Recently, there have been many studies on interregional connectivity in Vietnam. For example, Bui Van Tuan (2011) examined economic linkages between localities in the Red River Delta region [10], Vu Thanh Hung (2011) evaluated the development linkage of the Northern Key Economic Region [11]. Regarding development linkage in the Central and Central Highlands, there are studies by Le The Gioi [12], Nguyen Danh Son [13], Truong Ba Thanh [14], and Tran Du Lich [15]. For development linkage in the South, there are works by Truong Thi Hien and Dinh Son Hung, among others [16,17].

In general, until now, studies on this topic often focus on economic linkages, with little mention of social and environmental aspects – other dimensions of sustainable development. Additionally, interregional connectivity are often viewed as cooperation between linkage entities, rather than as objective processes.

In Vietnam, interregional connectivity has generally achieved important results. Firstly, regional and inter-regional infrastructure has been synchronously connected. Promoting interregional connectivity has also created the sharing and dissemination of good experiences in state management. Through interregional connectivity, conflicts between localities in the region are resolved more harmoniously. Localities in the region have discussed and proposed common policies and projects for the region and inter-region. Interregional connectivity has significantly contributed to attracting other economic entities to participate in cooperation, especially attracting the interest of businesses participating in regional conferences, regional investment promotion conferences, etc. However, there are still many challenges related to monitoring the implementation of planning, calculating comparative advantages between provinces and cities in the region, or linking investment development. Additionally, interregional connectivity is an important content mentioned in the documents of the 13th National Party Congress as well as in the medium-term economic development plan for the 2021-2025 period and the

national socio-economic development strategy for the 2021-2030 period. This shows the necessity of further research on analyzing regional economic linkage policies of countries around the world and drawing lessons for Vietnam.

Therefore, the objective of this article is to provide a more systematic and comprehensive view of interregional connectivity and its role in sustainable development from a theoretical perspective; based on that, to offer some policy suggestions on this issue in Vietnam.

2. Theoretical Basis and Research Methods

2.1. Concept of interregional connectivity interregional connectivity and sustainable development

Concept of interregional connectivity

There are many different views on interregional connectivity. According to Henderson, "Interregional connectivity is the totality of connections in various fields such as economy, society, culture, environment, and resources within a specific region or area." Similarly, Porter defines interregional connectivity as a geographical area close to each other that can connect through a specific field and must have two characteristics: (i) the factors forming the region and (ii) the ability to connect to create growth, innovation, and increase competitiveness [20]. Porter also believes that interregional connectivity helps increase competitiveness, complement, and support each other in economic and social development [21].

In Vietnam, author Tran Thi Phuong Mai has defined interregional connectivity as the cooperation between entities to transform potentials and comparative advantages into competitive advantages by forming a common economic space towards concentrating resources to create scale or specialize in production [22]. Specifically, it is the cooperation and sharing of information, resources, activities, and capabilities of organizations in the region to achieve common effectiveness (or common output) that brings common benefits to the entire region that no single organization/locality can achieve alone [23]. According to Tran Thi Phuong Mai's research, there are four basic factors affecting interregional connectivity [22]: First is the natural characteristics, natural resources, including geographical, climatic, natural resource regulations on minerals, land, sea, etc., and the development potential of the area creating natural comparative advantages of the linked region; Second is the level of human resource development including factors of income, intellectual level, skills of workers in the inter-regional area; Third is the infrastructure system including factors of transportation, seaports, airports, railways that help connect areas together and narrow the economic exchange gap between areas within and outside the region; Fourth is the institution, policy including factors related to national policies on institutions, legal documents of the country in promoting the completion and formation of linked regions. An effective policy is one that has a harmonious coordination mechanism between tangible factors (state orientation) and intangible factors (proactive linkage of economic entities: businesses, workers, etc.). If the orientation is forced, not implemented according to market requirements, it will create a loose mechanism, not promoting the proactivity of businesses. Conversely, if the market is left to form linkage without orientation, it will lead to difficult planning adjustments for localities in the long term.

Concept of sustainable development

Based on social development theory and sustainable development theory of some researchers, the concept of "sustainable development" was used in the early 1980s in the World Conservation Strategy proposed by the International Union for Conservation of Nature, the World Wildlife Fund, and the United Nations Environment Programme. However, this concept was officially widely popularized worldwide from 1987 after the World Commission on Environment and Development chaired by G.H. Brundtland used it in the report titled "Our Common Future" (commonly known as the Brundtland Report). According to the Brundtland Report, "Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs" [24].

Currently, the concept of "sustainable development" has been widely used and there are over 70 different definitions, depending on the approach, research purpose to propose or prioritize the use of a suitable definition for the content to be studied. However, when defining sustainable development, it revolves around three basic development goals: sustainable economic development; sustainable social development; sustainable environmental development.

2.2. Methodology

To conduct this research, the author approaches and applies qualitative methods including:

- From theory to practice approach: The topic uses methods that approach from theory to practice to study theoretical basis of interregional connectivity. This method aims to analyze and evaluate points that are suitable for local practical conditions, thereby proposing feasible solutions to improve the effectiveness of interregional connectivity.
- Interdisciplinary approach: The interdisciplinary and interregional approach is applied to see the relationship between economic sectors; the economic-social-environmental relationships; and between linkage entities in localities across the country. Especially the synchronous coordination between sectors, levels, and localities in the linkage process.

3. The Necessity of Improving The Effectiveness of Interregional Connectivity to Meet The Requirements of Sustainable Development

Firstly, interregional connectivity promotes the division and specialization of production, thereby exploiting the potential and advantages of each locality and enhancing competitiveness. In conditions where resources face many barriers to movement, specialization mainly depends on the relative advantages of each region compared to others. Among all the goods that can be produced, the region will focus on those goods that have relatively low production costs. Thus, each region will focus on producing one or a set of goods with relative advantages and exchange with other regions for other goods, and all regions benefit from this exchange relationship. Interregional connectivity facilitates this exchange. At the same time, in conditions where resources can move relatively freely (few barriers), the region will specialize and compete based on absolute advantages rather than relative advantag-

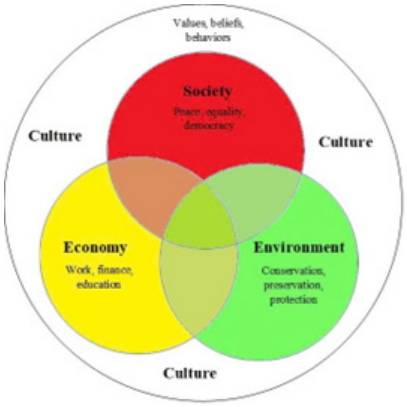

Fig. 1. Model of Sustainable Development [25]
Rys. 1. Model zrównoważonego rozwoju [25]

es. Absolute advantages do not lie in cheap labor and capital costs but in natural conditions (climate, land, soil, resources, geographical location, etc.) and some other factors such as superior technological, social, institutional, and infrastructural assets. Interregional connectivitys connect these absolute advantages into a whole for the division and specialization of production.

Secondly, interregional connectivity creates knowledge spillover. Knowledge spillover can originate from entities that are geographically close to each other. Entities participating in the linkage tend to naturally concentrate in a certain space because it allows them to reduce transportation costs, access information, and ensure the availability of skilled labor and high-quality services. The interaction between consumers, research and consulting centers, and businesses takes place right within the geographical boundaries of the area. Therefore, the beneficial impact of an organization's research and development (R&D) activities is not confined to that organization but spreads to the surrounding environment and is received by other organizations. Additionally, the institutional proximity of interregional connectivity entities creates "learning regions." Learning arises from the linkage between businesses and the scientific system in the region, between producers and customers, between businesses and regional institutional and social structures. Thus, a "learning region" in this sense is understood as common rules of conduct that facilitate mutual learning, information exchange, and knowledge creation among linkage entities. Here, knowledge spillover is essentially the spillover of development. On one hand, it helps narrow the gap in levels between linkage entities. On the other hand, through narrowing the levels and capacities of the aforementioned entities, knowledge spillover also contributes to reducing the development gap between central and peripheral regions, between urban and rural areas.

Thirdly, interregional connectivity reduces transaction costs.

The most important aspects of transaction costs are the costs of searching, negotiating, contracting with partners, legal consulting, and dispute resolution if any. Thus, if a pair of partners frequently and continuously engage in similar transactions, they will be motivated to create processes and procedures that reduce costs. Broadly speaking, many agreements and transaction connections will be established between two or more entities, forming a network that reduces transaction costs and barriers.

Fourthly, interregional connectivity enhances local governance capacity. From a regional management perspective, due to the increasing interdependence between localities within the region and between regions, local governments also have a growing need to connect to provide overall directions in attracting and allocating resources, supporting each other in managing and operating the economy, and resolving arising disputes. This cooperation is truly necessary to improve the overall effectiveness and efficiency of regional and local economic policies. The increasingly diverse and complex economic processes will lead to many social issues, such as poverty, employment, migration, crime, and changes in traditional social structures. These are major issues with complex relationships, often beyond the control of individual management entities. Therefore, cooperation between governments, as well as between governments and individuals and other socio-economic organizations within the region, is essential.

Fifthly, effective interregional connectivity will help develop e-commerce. Through interregional e-commerce connectivity, businesses can share information, resources, and experiences to enhance their competitiveness. As a result, businesses within the region can compete more effectively with businesses from other regions, contributing to economic development within the region. Therefore, the development of e-commerce will be a lever to optimize resources and promote sustainable economic development.

Interregional connectivity helps enhance competitiveness and promote the socio-economic development of each region. The application of e-commerce combined with the interregional connectivity model helps increase the competitiveness of businesses within the region and maximizes the potential and strengths of each locality. Through interregional e-commerce connectivity, businesses can share information, resources, and experiences to enhance their competitiveness. As a result, businesses within the region can compete more effectively with businesses from other regions, contributing to economic development within the region.

Interregional connectivity promotes the development of the interregional e-commerce market. E-commerce helps eliminate geographical and time barriers, and interregional connectivity helps create a larger e-commerce market. On the digital platform, businesses within the region can access a diverse customer base with different preferences, behaviors, and habits. This form will create conditions for small and me-

dium-sized enterprises to develop, increase revenue, expand business scale, and contribute to economic growth.

Interregional connectivity on e-commerce enhances consumer access to the types of products and services they are willing to buy. Interregional connectivity on the e-commerce platform creates an environment where businesses within the region can provide products and services to consumers in the region more conveniently and easily. Previously, when e-commerce was not yet developed, consumers often had to shop for products and services at traditional stores within the region. This could lead to situations where consumers could not find the products or services they needed or had to buy at higher prices due to transportation and distribution costs. Interregional connectivity on e-commerce helps consumers access more products and services from businesses in various regions through e-commerce platforms where businesses can display and sell their products and services. Additionally, interregional connectivity on e-commerce allows consumers to compare prices and quality of products and services from different businesses, enabling them to make more informed purchasing decisions.

Interregional connectivity combined with e-commerce supports sustainable economic development. Interregional connectivity helps exploit and use intra-regional and inter-regional resources efficiently, contributing to minimizing negative environmental impacts. E-commerce reduces transportation and storage costs, saving resources for businesses in particular and the economy in general. Moreover, e-commerce helps minimize waste and limit environmental pollution. Combined, e-commerce is an effective tool to promote interregional connectivity, helping businesses within the region access a diverse market, thereby enhancing competitiveness and promoting sustainable economic development within the region.

4. Current State of Interregional Connectivity for Sustainable Development in Vietnam

4.1. Some Achievements

Regarding Strategic Vision

The 8th Central Committee Conference of the 13th Party Congress issued a new resolution on social policy until 2030, with a vision to 2045. This resolution affirms that social development policy is the most focused policy on people, reflecting the good nature of our regime. In the new development phase of the country, the approach to building a social development policy system has shifted from ensuring and stabilizing to stabilizing and developing; linked with sustainable social development management, enhancing social welfare for all people, ensuring social security and human security, social security. Therefore, in this new development phase of the country, both economic and social policies need to undergo strong innovation in thinking, problem-solving approaches, identifying new issues, and managing policy processes. Specifically, social policy, when approached from the perspective of stability and development, can be seen as an inclusive social development policy aimed at narrowing the gap between social groups in enjoying development achievements and accessing development opportunities. In other words, the basic goal of social development policy is to reduce social inequality and ensure development opportunities for everyone.

Socio-economic development policy plays a key role in managing the country's development. To achieve effective management, it is essential to innovate the methods of policy planning, implementation, monitoring, and evaluation, as well as to improve the overall governance institutions of the country. The 13th Party Congress set forth the requirement to modernize national governance, especially in development management and social management. This requirement applies to the content of social development management, aiming to ensure social progress and equity, placed within the overall context of national governance. From this comprehensive approach, the article proposes several issues that have a spreading effect and support the sustainable development of the country in the next phase.

Implementing three breakthrough strategies, three goals include: (i) Completing the socialist-oriented market economy institution, focusing on creating a fair competitive environment and administrative reform; (ii) Rapidly developing human resources, especially high-quality human resources, focusing on fundamental and comprehensive reform in the field of national education; closely linking human resource development with scientific and technological progress and application; (iii) Building a synchronous infrastructure system, including some modern projects, focusing on developing the transportation system and major urban infrastructure. Although this goal has not achieved the "breakthrough" as expected, many notable achievements have been recorded.

The innovative and inherited approach builds on the achievements of the recent strategic period. In the next 10 years until 2030, Vietnam aims to develop a basic economy with industrial modernization and higher average income levels. The goal is to form a new economic model to replace the current growth model, with higher labor productivity, stronger competitiveness, and more sustainable development. To achieve this, selecting strategic breakthroughs and identifying major development directions play a crucial role in the overall goal to be achieved.

(i) Set the goal that by 2030, Vietnam will become a high middle-income country with a modern industry. By 2025, Vietnam will surpass the income level of lower middle-income countries and have an industry oriented towards modernization. (ii) Improve the quality of the socialist-oriented market economy institutions in Vietnam, ensuring completeness, synchronization, modernity, and integration. The focus of this is the market for production factors, especially the land use rights market, science, and technology. (iii) Develop human resources comprehensively, especially high-quality human resources, clearly demonstrating the national spirit and strong development aspirations of Vietnam. Create conditions for breakthroughs in science, technology, innovation, and digital transformation to enhance the technological and technical level of production and improve the management of supply chains and value chains of the national economy. (iv) Continue to complete the synchronous and modern socio-economic infrastructure system, focusing on transportation infrastructure, climate change response infrastructure, and infrastructure serving the development of the digital economy and digital society. (v) Promote the process of industrialization and modernization based on comprehensive economic restructuring to create a new economic growth model: digitalization,

greening, sustainability, and high efficiency. (vi) Innovate in regional economic development, marine economy, creating development momentum for urban areas, and promoting the construction of new rural areas.

In implementing strategic breakthroughs, it is necessary to continue developing areas related to institutions, human resources, and infrastructure, as implemented in the previous strategic period, but also to identify new contents to better meet the requirements of the actual situation. Additionally, strengthening the application of science and technology and innovation is also considered a new strategic breakthrough to enhance the technological level in production.

Regarding institutions

The 13th National Congress of the Party has pointed out important orientations for the development of 06 regions, including the Northern Midlands and Mountainous Region, the Red River Delta Region, the North Central and Central Coastal Region, the Central Highlands Region, the Southeast Region, and the Mekong Delta Region. Accordingly, in 2022, the Politburo issued 06 resolutions on socio-economic development, ensuring national defense and security of the 06 regions until 2030, with a vision to 2045. At the same time, the Government also issued decisions on the establishment of regional coordination councils - inter-sectoral coordination organizations, chaired by the Prime Minister or Deputy Prime Minister, performing the function of researching, directing, coordinating, and solving important inter-sectoral issues on regional linkage and sustainable regional development. Immediately after issuing the 06 resolutions, the Politburo and the Secretariat organized conferences to thoroughly understand and implement them to the committees, ministries, sectors, and localities; raising awareness, responsibility, and political determination of party committees, party organizations, agencies, organizations, officials, party members, civil servants, public employees, union members, and members to decisively and effectively implement the Politburo's Resolution, contributing to the successful implementation of the 13th Party Congress's Resolution on regional development. Before the Politburo issued the 06 regional development resolutions according to the spirit of the 13th Congress, the regions had implemented resolutions previously issued by the Politburo on regional economic development and achieved economic development achievements. For example, the GRDP growth of provinces in the Northern Midlands and Mountainous Region has continuously improved; the average annual GRDP growth rate in the 2011-2020 period of the region reached 7.96%; the economic structure shifted positively towards increasing the proportion of industry.

Regarding economic growth

The Northern Midlands and Mountainous Region, after nearly 20 years of implementing Resolution 37-NQ/TW dated July 1, 2004, of the Politburo, has achieved many important achievements in various fields, with GRDP growth continuously improving; the average annual GRDP growth rate in the 2011-2020 period of the region reached 7.96%; the economic structure shifted positively towards increasing the proportion of industry [26]. The economic growth of the Red River Delta Region in the 2005-2020 period averaged 7.94% per year (the national average was 6.36%), the economic scale in 2020 was 7.75 times larger than in 2005; the average GRDP per capita reached 103.6 million VND/year, this level is 1.3 times the national average. Budget revenue increased rapidly, with total state budget revenue in the 2005-2020 period accounting for 32.7% of the total state budget revenue nationwide [27]. The average GRDP growth rate in the 2005-2020 period in the North Central and Central Coastal Region reached 7.3%. The economic scale in 2020 increased 9.1 times compared to 2004 (accounting for 14.5% of the national GDP); the average GRDP per capita reached 56.9 million VND/person/year. The average per capita income in 2020 of the provinces in the Central Highlands Region reached over 48 million VND, 10.6 times higher than in 2002. The Central Highlands has now become a key production area for some agricultural products with large scale and high proportion (especially industrial crops, fruit trees); the tourism industry has developed quite well, forming inter-regional tourism development chains, and eco-cultural tourism areas with attractive appeal; cultural values are preserved, inherited, and promoted, with great potential in cultural tourism development [28].

Regarding GRDP

The GRDP scale in 2020 of the Southeast Region increased 4.9 times compared to 2005 and 2.6 times compared to 2010, exceeding the set target. The contribution of the Southeast Region accounted for 32% of the national GDP, accounting for 44.7% of the total state budget revenue. In 2020, the average per capita income in the region was the highest in the country. By 2022, the GRDP of the region accounted for 31% of the country; exports contributed about 35%, and budget revenue about 38% of the country; the average GRDP per capita of the Southeast Region was 1.64 times the national average [29]. Regarding the contribution rate to the national GDP in the first 6 months of 2022, the Southern Key Economic Region contributed the highest, about 37.75%; the Northern Key Economic Region ranked second, contributing about 26.82%; the Central Key Economic Region contributed about 5.35%, and the Mekong Delta Key Economic Region contributed about 4.95% [30]. In 2022, the GRDP growth rate of the Mekong Delta Region was 8.5%; in the second quarter of 2023, the average GRDP growth rate of the entire region reached 5.47% [31]. As of 2023, the Red River Delta Region contributed nearly 30.4% of the total GDP, about 36% of export turnover, and 38% of the national budget revenue. The average GRDP per capita of the region in 2023 was about 131.9 million VND, ranking second in the country. The region has the most developed infrastructure, with a relatively strong urban system and economic facilities [32].

4.2. Shortcomings and Limitations

Institutional Issues

Currently, there are no groundbreaking regulations that provide a basis for mobilizing investment resources for regions, especially key economic regions, including investments in interregional transportation infrastructure. The investment structure is unreasonable, even spread thinly, lacking focus and key points. In reality, regulations on interregional connectivity are still loose, reactive, and not comprehensive. They are often just mechanical additions rather than true coordina-

tion and linkage. In many cases, they are merely formalities, failing to leverage the advantages of localities within the region, share benefits, supply products, and address the difficulties of each locality.

Additionally, there are still no specific regulations on data sharing within and between regions. Basic surveys have not been fully conducted; data is still fragmented, mainly based on economic sectors or individual localities, and component databases have not been integrated into a unified system. The lack of data sharing within the region will be a fundamental obstacle to interregional connectivity. In the context of the Fourth Industrial Revolution, the lack of information and data sharing will lead to many difficulties in implementing interregional coordination and cooperation.

Organization of Interregional Connectivity Implementation

Firstly, the mindset regarding interregional connectivity is not yet comprehensive and profound, not adhering to the laws of the market economy, operating according to economic spaces, but in many cases, it is the subjective will of the leadership and management entities or stems from local interests. When localities form their own supply chains under limited conditions, without interregional connectivity, it is very difficult to optimize advantages, leading to waste in public investment, closed development, and non-constructive competition. Furthermore, interregional connectivity is influenced by term-based thinking and local interests, causing local governments to not fully realize the benefits of interregional connectivity. In different periods and with different leadership teams, there are different perspectives and views on interregional connectivity, leading to spontaneous or merely formal connectivity.

Secondly, regional planning in many cases focuses only on immediate benefits, exploiting available natural resources without fully leveraging the potential and strengths of each region and locality, especially without aligning with sustainable development goals or digital economy development. The relationships between economic spaces and geographical-natural-environmental-ecosystem-cultural-social spaces have not been comprehensively, holistically, and uniformly considered from multiple dimensions. Regional planning does not reflect the characteristics and advantages in the value chain of product supply, leading to each locality acting independently. Therefore, scientific and dialectical research is needed to build an appropriate regional planning system that leverages the advantages of each locality within the region, builds supply chains, ensures product consumption, and addresses the difficulties of each locality within the region, creating interinterregional connectivitys.

Thirdly, there is a lack of mechanisms for coordinating and resolving conflicts between localities within the region. Currently, although there is a Regional Coordination Council under the direct leadership of the Prime Minister or Deputy Prime Minister, the functions and tasks of the Council are limited, often merely mediating between provinces within the region. In practice, the activities of the Regional Coordination Council mainly involve research, proposals, guidance, and support in interregional connectivity. Specific authorities in inspecting, evaluating, and considering the responsibilities of localities and individuals related to the issuance or implementation of policies affecting interregional connectivity have not been clarified. Moreover, implementing interregional connectivity requires resources, including human and financial resources. Both of these factors are not adequately ensured in the organization and activities of the Regional Coordination Council.

The Regional Coordination Council has subcommittees that act as focal points for coordination by sector, field, or subregion. However, these subcommittees operate on a part-time basis. Although the subcommittees are considered important focal organizations in interregional connectivity, their part-time operation makes it difficult to maintain and promote their activities, potentially leading to formal and perfunctory operations.

Current Resources for Interregional Connectivity

Cooperation agreements and the development of strategic visions for interregional connectivity have not yet addressed the conditions for implementation, the resources required or clarified the deployment solutions and specific task assignments for each relevant entity/agency. In many cases, the timeline or roadmap for implementing interregional connectivity agreements has not been mentioned. Additionally, regulations on coordination between central ministries and localities are not sufficiently stringent, and there is a lack of financial mechanisms to mobilize and share resources among localities within the region.

Economic Growth in the Region Over Time

The economic growth of the region has not been truly stable and uniform across localities within the region. The industrial structure is not modern, the foundation for industrialization and modernization is not solid, the technology level is still low, development efficiency is not high, and enterprises are mainly small-scale with low competitiveness. The organization of space and territorial arrangement still reveals many irrationalities, especially the overload in urban areas. The small area of natural land is one of the limitations for the development and reorganization of the development space of the Red River Delta region during the planning period.

Causes of Shortcomings and Limitations

The starting point of some regions is still low, and the mechanisms and policies of the regions are not strong and suitable enough to create breakthroughs. Some key localities have not yet leveraged their existing advantages to create resources and momentum to lead the development of the entire region.

Regional, sectoral, and local planning lacks connectivity, and the plans are not yet synchronized. They have not clearly defined breakthrough objectives and key development tasks associated with the ability to balance and mobilize resources. The implementation solutions lack synchronization, resource allocation is still spread thinly, and efficiency is not high.

The coordination between central ministries and localities is not sufficiently tight, and there is a lack of financial mechanisms to mobilize and share resources among localities within the region. The awareness of levels and sectors about the regional coordination and connectivity mechanism is not yet unified.

The investment and business environment is not yet favorable enough to attract resources from the private sector. Investment promotion activities have not been effective, and the policies and information for inviting and promoting investment are not attractive enough to draw domestic and foreign investors and enterprises.

The capacity and management experience of the current cadre team are still limited, and their dynamism is not high, not meeting the requirements of regional development. The mindset of "local economy" still overshadows the mindset of "regional economy." The activities of the steering committees and regional coordination councils in some regions have not been fully promoted.

5. Some Effective Interregional Connectivity Solutions for Sustainable Development in Vietnam

Firstly, further enhance the awareness and responsibility of all levels, sectors, and localities in implementing regional development policies according to the spirit of the 13th Congress of the Communist Party of Vietnam and the Politburo's resolutions on regional development. Create greater unity in awareness at all levels and sectors about the role, position, and special importance of regional development and interregional connectivity. Strongly arouse and promote the revolutionary tradition, patriotism, innovation, dynamism, creativity; the will, determination, and aspiration to rise of officials, party members, and the people.

Secondly, accelerate the construction and completion of institutions and policies, and effectively implement regional development tasks and solutions. Innovate thinking, vision, and promote dynamism and creativity in directing and managing regional development. Central agencies need to strengthen coordination with localities in building, completing, promulgating, and implementing laws and priority policies specific to regional development. Innovate and complete effective regional coordination institutions to best utilize the potential and advantages of each region.

Thirdly, improve the effectiveness of attracting investment resources in socio-economic development in regions across the country. Maximize the mobilization of resources, identifying internal resources as fundamental, strategic, long-term, and decisive. Complete mechanisms and policies to promote the attraction of investment capital. Review and amend laws on the state budget and related regulations to enhance decentralization in mobilizing and using investment resources at both central and local levels, creating favorable conditions for localities to jointly invest in shared infrastructure and interregional infrastructure.

Fourthly, improve the quality of human resources for regional development and interregional connectivity across the country. Continue to build a comprehensive program for human resource development; focus on comprehensive and methodical investment in the training and fostering of human resources, prioritizing the training of high-quality human resources and vocational training to anticipate production development trends. Promote specialized vocational training to improve productivity and income; prepare a workforce with professional skills. Develop and implement a program for training experts; establish special mechanisms and policies to attract talent, gradually forming a team of managers, scientists, and experts of international standards.

Fifthly, ensure close and synchronous interregional and sectoral planning; clearly define breakthrough objectives and key development tasks associated with the ability to balance and mobilize resources.

The 13th Congress of the Communist Party of Vietnam emphasized: "Research and promulgate regulations on the coordination and management of regions and interregions; build specific mechanisms and policies to promote regional development and interregional connectivity." At the same time, regional development solutions need to be implemented synchronously, with more focused and efficient allocation of resources for regional development. This includes enhancing the operational efficiency and innovating the management mechanisms and development models of high-tech zones, economic zones, industrial zones, and tourism areas associated with urbanization to become a driving force for regional development. Focus on building key economic corridors, promoting interregional and international integration, and narrowing the development gap between regions.

6. Conclusion

Interregional connectivity is one of the important strategies contributing to the synchronous and sustainable socio-economic development of localities and regions. Interregional connectivity is a necessary condition to leverage economies of scale, enhance efficiency, thereby creating competitive capacity, and helping both national and local economies develop in the context of globalization.

The role of implementing interregional connectivity is not only evident in the short term but also in the long term. There is no single model or template for all areas and localities; it must be based on various geographical and economic factors. Therefore, for interregional connectivity in Vietnam to be substantive and effective, it requires in-depth analysis of regional characteristics, along with high determination and long-term vision from localities, supported by a favorable policy framework from the Government.

Regional development solutions need to be implemented synchronously, with more focused and efficient allocation of resources to the regions. This includes enhancing the operational efficiency and innovating the management mechanisms and development models of high-tech zones, economic zones, industrial zones, and tourism areas, combined with the urbanization process to become a driving force for regional development. It is particularly important to focus on building key economic corridors, promoting interregional and international integration, to narrow the development gap between regions, creating a foundation for integration and sustainable development in the current flat world context.

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Poprawa efektywności łączności międzyregionalnej na rzecz zrównoważonego rozwoju w Wietnamie

Łączność międzyregionalna jest decydującym czynnikiem w kształtowaniu regionów planistycznych oraz powiązań i współpracy w rozwoju sektorów gospodarczych, tworząc siłę napędową wzrostu i rozwoju regionu. Odzwierciedla zarówno niezbędną, jak i obowiązkową potrzebę współpracy i integracji międzynarodowej w kontekście globalizacji dla regionów i krajów. W Wietnamie promowanie łączności międzyregionalnej zawsze było jednym z najważniejszych priorytetów w rozwoju społeczno-gospodarczym naszego kraju w ostatnich czasach. Ta ważna treść jest wspomniana w dokumentach XIII Krajowego Kongresu Komunistycznej Partii Wietnamu, a także w Średnioterminowym Planie Rozwoju Gospodarczego na lata 2021–2025 oraz Strategii Rozwoju Społeczno-Gospodarczego na lata 2021–2030. Łączność międzyregionalna ma na celu wykorzystanie przewag komparatywnych, stworzenie przewag konkurencyjnych i napędzanie rozwoju regionalnego poprzez połączenie przestrzeni gospodarczych, naturalnych, kulturowych i społecznych między lokalizacjami w regionie. Jest to jedno z niezbędnych wymagań obecnie, zwłaszcza w kontekście budowy skutecznego i efektywnego systemu zarządzania. W ramach tego badania autor koncentruje się na kilku podstawowych kwestiach związanych z poprawą efektywności łączności międzyregionalnej w Wietnamie, w tym: (1) Przegląd badań związanych z tematem; (2) Podejścia i teorie badań nad łącznością międzyregionalną; (3) Konieczność poprawy efektywności łączności międzyregionalnej; (4) Aktualny stan łączności międzyregionalnej w Wietnamie; (5) Rozwiązania mające na celu poprawę efektywności łączności międzyregionalnej.

Słowa kluczowe: *łączność międzyregionalna; zrównoważony rozwój; Wietnam*