

HA GIANG LOOP



GROUP 1

JULY 16, 2026

**SOC-ENVI KASETSART
UNIVERSITY SUMMER
SCHOOL PROGRAM 2026**

**Concerns raised about motorbike
tourist trail after death of British
teenager in Vietnam**

Local people say road conditions are rugged and weather
unpredictable, while some say it has become too congested

MEMBERS:



1. MS. BERNAFLOR CANAPE (MISAMIS UNIVERSITY, PHILIPPINES)



2. MS. KONG YILIN (PEKING UNIVERSITY, CHINA)



3. MS. DANG NGUYEN THU AN (HANOI UNIVERSITY, VIETNAM)



4. MR. WAN TIM (THE CHINESE UNIVERSITY OF HONG KONG)



5. MS. KAYYISA JIHADAS SABILA (IPB UNIVERSITY, INDONESIA)



HA GIANG



WHERE IS THIS COMMUNITY?

- Ha Giang Province, northern Vietnam, along the China–Vietnam border
- A 350-km mountain loop famous for dramatic landscapes and motorbike adventures



WHO IS PART OF THIS COMMUNITY?

- **Residents:** ~900,000 people, many ethnic minorities (Hmong, Dao, Tay, Lo Lo...)
- **Tourism** supports livelihoods through homestays, guiding, transport and services
- **Visitors:** 200,000+ tourists annually, mainly young backpackers and adventure travelers



WHAT ASSETS DOES THIS AREA HAVE?

- **Natural assets:** mountains, karsts, rice terraces, UNESCO Global Geopark
- **Cultural assets:** ethnic cultures, traditions, local food, hospitality
- **Economic asset:** adventure tourism, Ha Giang Loop



WHOSE VOICES ARE HEARD — AND WHO ARE NOT?

- **Usually heard:** tourists, tour operators, government & public service staff, media
- **Often overlooked:** local villagers, ethnic minority communities, Easy Rider drivers and other frontline workers



KEY MESSAGE: Those who benefit most from tourism are not always the ones who bear its risks.

THE PROBLEM

1. THE ECONOMIC SQUEEZE

Mass-market tour agencies are engaged in an **intense price war** to attract low-budget tourists. In order to protect their profit margins, these operators continuously **reduce the wages** of local Easy Riders.

3. INFLUX OF INEXPERIENCED DRIVERS

To substitute for the lost workforce, agencies are **hiring young, untrained teenagers**. These new riders **do not possess the essential driving skills required** to handle hazardous mountain terrains like the Ma Pi Leng Pass.

2. THE BRAIN DRAIN

As a direct result of these low wages, skilled and experienced drivers can **no longer earn a sufficient living**. Feeling that their **professional dignity is compromised** by risking their lives for low pay, skilled riders are **leaving the industry** to return to agriculture or construction.

4. THE DANGEROUS "CHASE" DYNAMIC

- Skilled leaders drive at a **fast and aggressive pace** due to habits or tight schedules
- New drivers at the back **lack the skills** to keep up naturally
- Lacking communication and navigation tools makes these teenagers **terrified of getting lost**
- They must **drive recklessly** and **take extreme risks** just to keep the leader in sight

THE SMALLEST CHANGE

- Local trainings provided for drivers
- Comprehensive briefing sessions for tourists
- Safety plans preparations (Speeding issues)
- Protective helmet regulations
- Traffic signs on the road (Cautions)

- Speed limitations on every road
- An information kiosk (Complains, first-aid, helps)
- Licence qualifications
- GPS tracking on every bikes

Why?

1. Cost is relatively low, requires low level of technology.
2. Unlike some infrastructure, these can be built within short period of time.





WHO IS INVOLVED?

1

INTERNATIONAL TOURISTS

2

LOCAL GUIDES

3

**TOUR OPERATORS /
COMPANY OWNERS**

4

**LOCAL AUTHORITIES /
GOVERNMENT**

5

**LOCAL BUSINESS
OWNERS**

TIMELINE

- By the end of month 1, **tangible outputs** should be developed, such as **traffic signs, protective helmet, information kiosk** etc.
- By the end of month 3, **intangible outputs** should be in service, such as **education, briefing sessions** etc.
- By the end of month 6, **technology related tools** should be in use, such as **GPS tracking systems on every bike**.
- By the end of year 1, **law regulations** should be adopted, such as **license qualifications, speed limitations**.



HOW WILL YOU KNOW IT IS WORKING

Signals of Success

- Few road accidents
- Better driver retention
- Better Tourist Satisfaction
- Fewer untrained drivers
- Feedback from local communities

Signals that it is going wrong

- Accidents remain the same or increase
- Negative from local communities

Who is watching for those signals?

- Local tourism authorities
- Tour companies
- Easy Rider associations or driver groups
- Local police and emergency services
- Community leaders

How often?

- Monthly feedback.
- Every 3–6 months

CONCLUSION



1. REACT TO GOALS

- The reaction must be a transition from 'maximizing volume' to 'maximizing safety'.
- The goal of experiencing an adventure must be balanced with self-preservation.
- The response to this crisis must involve stricter regulatory enforcement.

2. CAUSE & EFFECT

- Low wages lead experienced Easy Riders to leave the profession.
- The shortage of skilled drivers results in inexperienced riders handling dangerous routes which increase the risk and reduce service quality.
- Poor safety affects tourists, local communities, and the long-term sustainability of the Hà Giang Loop.
- Small, low-cost interventions can address the root causes before they become larger problems.



3. RELEVANT SDGs

- SDG3 Good Health and Well-being
- SDG11 Sustainable Cities and Communities
- SDG16 Peace Justice and Strong Institutions
- SDG10 Reduced Inequalities

SALAMAT PO
谢谢
多謝
CAM ON
TERIMA KASIH

