

gewichen ist. Die Veränderungen durch die Demokratisierung verschmelzen mit althergebrachten Mustern, und es ergibt sich eine Mischform.

International hat sich Kambodscha, d.h. die Regierung, durch die ECCC und seine Mitgliedschaft in der ASEAN und der UNO politisch mittlerweile legitimiert. Es bleibt abzuwarten, ob dies in Zukunft auch auf interne Entwicklungen zutreffen wird.

Das Buch bietet eine interessante Einführung in das gegenwärtige Kambodscha und eröffnet neue Perspektiven sowie Anregungen zu Forschungsprojekten. Allein deswegen ist das Buch schon empfehlenswert.

Alexandra Amling

**Pham Cong Huu: Floods and Farmers. Politics, Economics and Environmental Impacts of Dyke Construction in the Mekong Delta / Vietnam**

Münster: LIT Verlag, 2011. 200 S., EUR 29.,90

In „Floods and Farmers“, Pham Cong Huu focuses on the decision of the Vietnamese government to build dykes in the Mekong Delta to control flood risks and protect the lives and livelihoods of local communities. He uses the construction of a comprehensive dyke system in Can Tho city as a case study to explain existing problems in dyke system planning and implementation. Attention is not only paid to its impacts on the natural as well as socio-economic environment, but also to the way local communities adapt to flood control interventions initiated by the Vietnamese „hydraulic bureaucracy“. The study applies the strategic choice approach developed by Friend and Jessop (1969) to analyze the organization of traditional flood management before the construction of the dyke system as well as the changes caused by governmental decisions regarding flood control.

In the introductory chapter, apart from providing background information on floods along the Mekong River and how they can be controlled through dyke systems, Pham Cong Huu presents his theoretical framework and research methodology – a combination of quantitative and qualitative methods, including tools of Rapid and Participatory Rural Appraisal. After presenting past and present flood control measures in the Mekong Delta, their planning approaches and social effects, Pham Cong Huu turns to his case study of dyke system planning and implementation in Can Tho – a city at the center of the Mekong Delta, which is annually affected by floods. He provides a detailed account of the selection process involved in deciding on different dyke systems to be constructed in Can Tho and their respective advantages and disadvantages.

The organizational structure of dyke system planning in Vietnam is highly complex, state-centered and characterized by patterns of top-down decision-making. For these reasons, local organizations and communities regularly face obstacles and constraints when attempting to implement centrally designed plans at the local level. In chapter four, Pham Cong Huu turns to these problems and analyzes the way centrally designed dyke systems are implemented at district and commune levels. Although farmer communities are invited to meetings at which dyke construction plans are discussed, the chances for them to share their views and opinions are very limited. This limits the farmers' freedom in applying their own experiences to water management practices.

Nevertheless, household interviews show that a large number of farmers regard the dyke system as a necessary tool for flood protection and agricultural development. While it has brought about negative effects for the environment in terms of water and soil quality, farmer communities have benefited, especially due to improved rural roads, newly created employment opportunities and

increased rice yields. However, these benefits are unequally distributed between different social groups. Pham Cong Huu distinguishes between farmers who are poor, medium and better off, showing that the medium and better off groups have benefited to a greater extent, whereas the poor have been disproportionately affected by the disadvantages of the new dyke system.

In the final chapter of the book, the author takes up his research questions posed in the introduction and provides policy recommendations for future planning processes. He argues in favor of a more participatory approach to dyke system planning and implementation so as to increase the overall transparency of projects and ensure benefits for both governmental organizations and local communities. In order to prevent negative social and ecological side effects, closer cooperation not only with the local people but also with experts from different disciplines has to be realized.

„Floods and Farmers“ is a highly relevant and very – if not too – ambitious study. Pham Cong Huu makes a series of claims as to the dyke system planning process and its impacts without providing any or only superficial evidence to support them. For example, he argues that „[d]isadvantages of the new dyke system are both an environmental issue as well as a kind of ‘emotional’ perception by rural households and individuals“ (p. 88). While environmental disadvantages are touched upon in the study, the mentioned emotional aspects are completely left out. This leaves the reader dissatisfied. Furthermore, in chapter three (p. 71), the author provides one example of how flood situation assessment and dyke planning were inadequately integrated in Can Tho city and based on this formulates comprehensive criticism of dyke system planning. This is unconvincing and should be backed by further evidence.

Apart from these few analytical shortcomings, the book is not very well edited. Maps are sometimes unclear (p. 46) and not prop-

erly arranged (p. 97/8, 108/9). Especially the introductory chapter would have benefited from further proof-reading.

Nevertheless, this book provides an in-depth analysis of dyke system planning and implementation in the Mekong Delta, including clear presentations of statistical and geographical data. Scholars and graduate students interested in flood management, contemporary Vietnam or the Mekong Delta will find this book useful.

Sabrina Habich

**Hans-Heinrich Bass, Christine Biehler, Ly Huy Tuan (Hgg.): Auf dem Weg zu nachhaltigen städtischen Transportsystemen. Ein deutsch-vietnamesischer Dialog über die Zukunft der Stadt und die Stadt der Zukunft**

München/Mering: Rainer Hampp Verlag, 2011. 269 S.

Dieses Buch enthält Beiträge zu Konferenzen, die im Rahmen des Jahres „Deutschland in Vietnam“ 2010 durchgeführt wurden. Einerseits geht es um nachhaltige städtische Transportsysteme, andererseits um die Zukunft der Stadt bzw. die Stadt der Zukunft.

In Teil 1 werden vietnamesische Perspektiven präsentiert. Der Beitrag von Tu Sy Sua geht auf die rasante sozioökonomische Entwicklung in Vietnam ein und analysiert die Auswirkungen auf die Metropolen und die Großstädte und auf die dortige Verkehrs- und Transportsituation. Der Beitrag von Ly Huy Tuan analysiert den Masterplan für städtische Transportsysteme in Vietnam, wobei auch auf die Perspektiven bis 2030 eingegangen wird. Im kurzen Beitrag von Vi Vien Baldauf geht es um die Sicht des Karikaturisten Ly Truc Dung, die dann in zwei aussagefähigen Beispielen präsentiert wird. Im letzten Beitrag in diesem Teil wird von Michael Bose auf die Hindernisse für und die Anforderungen an einen nachhaltigen städtischen Verkehr in Vietnam eingegan-