

TRAFFIC SAFETY STRATEGIES FOR VIETNAM

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1. Vietnam Demographic-Society and Transportation System
2. Traffic safety in Vietnam
3. Traffic safety strategies and Measures for Vietnam up to 2020,
4. Q&A

Economic:

- ❑ Stable growth at high rate (6% p.a – 2000-2014) and will continue in the future (Govt.'s target > 6% p.a., 2015-2020)
- ❑ Successful in poverty alleviation (Percentage of households with income of under national poverty line 2005/2013 = 22% / 7,8%)
- ❑ GDP: 2000 USD per capital (2015)

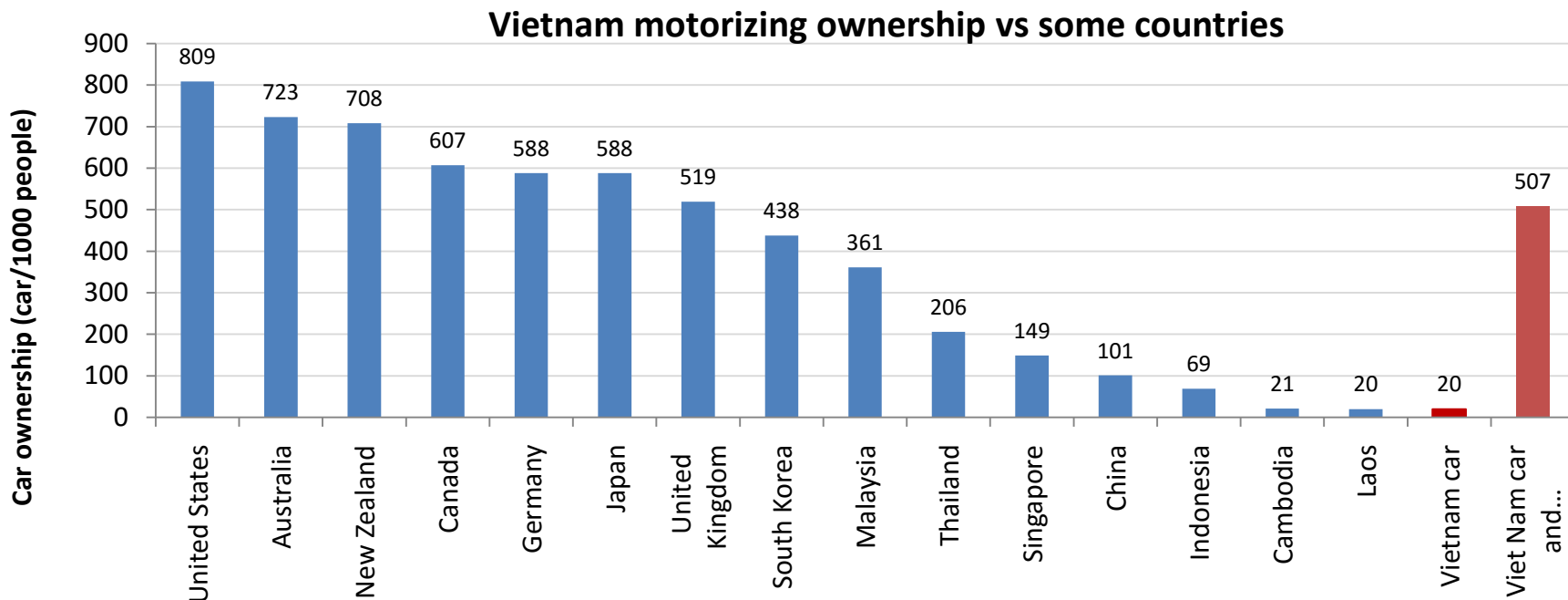
Demographic and Society

- ❑ Population: 90 millions (National Population and Housing Survey , 2014)
- ❑ Relative young population (94,7% of population < 64 years old)
- ❑ Fast and high risk of uncontrolled urbanization by illegal migration [Urban population 19% (1986) ->25% (2002) ->34% (2012)].
- ❑ Gradually increasing of social gaps and conflicts;

Environment

- ❑ Declining air quality in major cities: motorized traffic is the main polluter;
- ❑ Increasing energy consumption and CO2 emissions (25.8%/year , 1990-2005)

Motorization in Vietnam

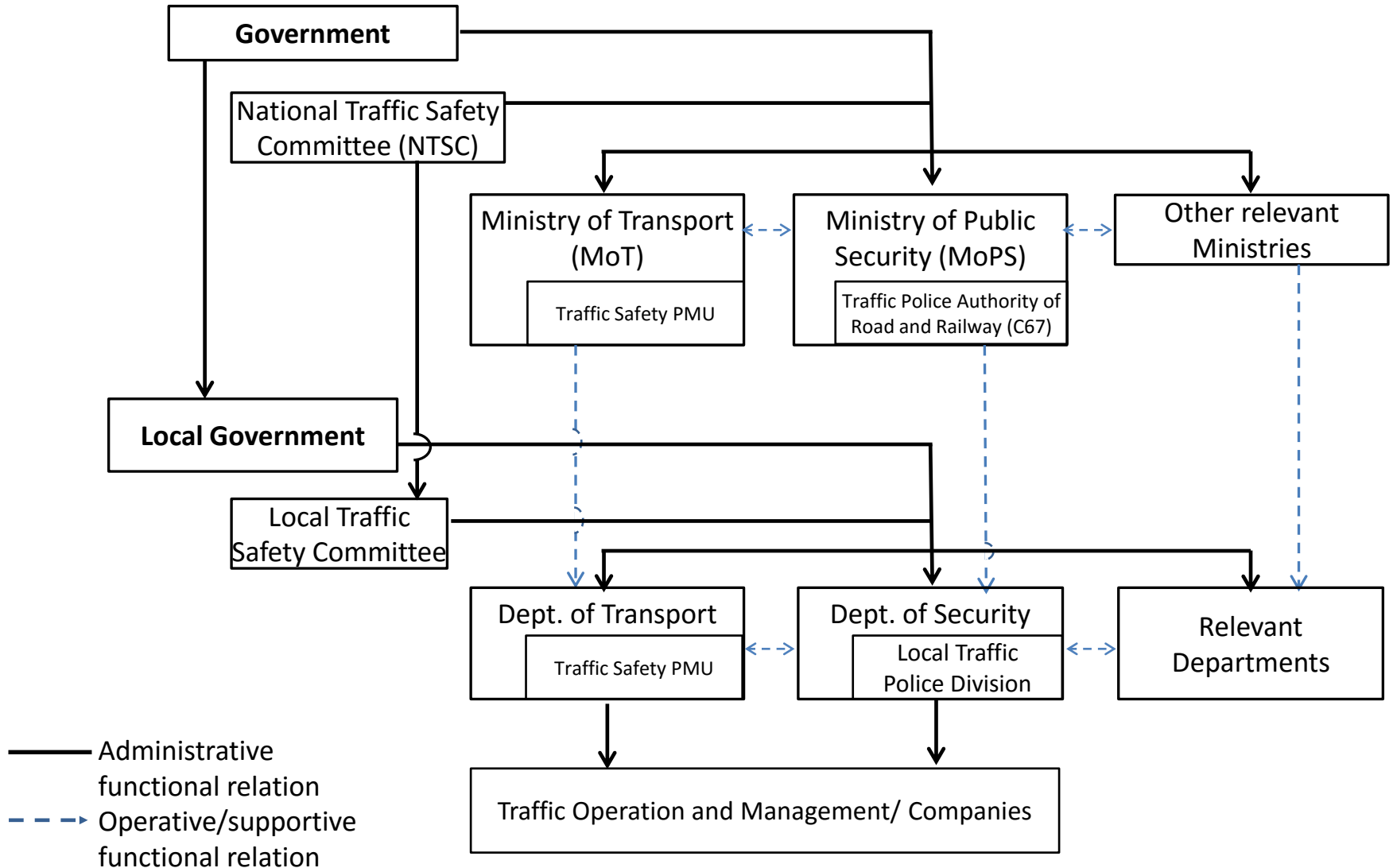


- ❑ Motorization: approximately 2.4 million cars and 43 million motorcycles registered.
- ❑ Motorizing ownership: 20 car/1000 people, and 487 motorcycles/1000 people
- ❑ Motorizing vehicles increase at rapid speed (annual growth rate is 7.3% for motorcycles and 6.3% for cars, 300.000 cars and more than 3 millions motorcycle newly registered every year (data for 2014), which is equal to 850 new cars and 9000 new motorcycles every day)
- ❑ Road density: 0.3 km/km² and 1.12 km/1000 people

Sources: NTSC, Vietnam register, Vietnam National Statistics Office, Other country data for 2010-2014 period 2014

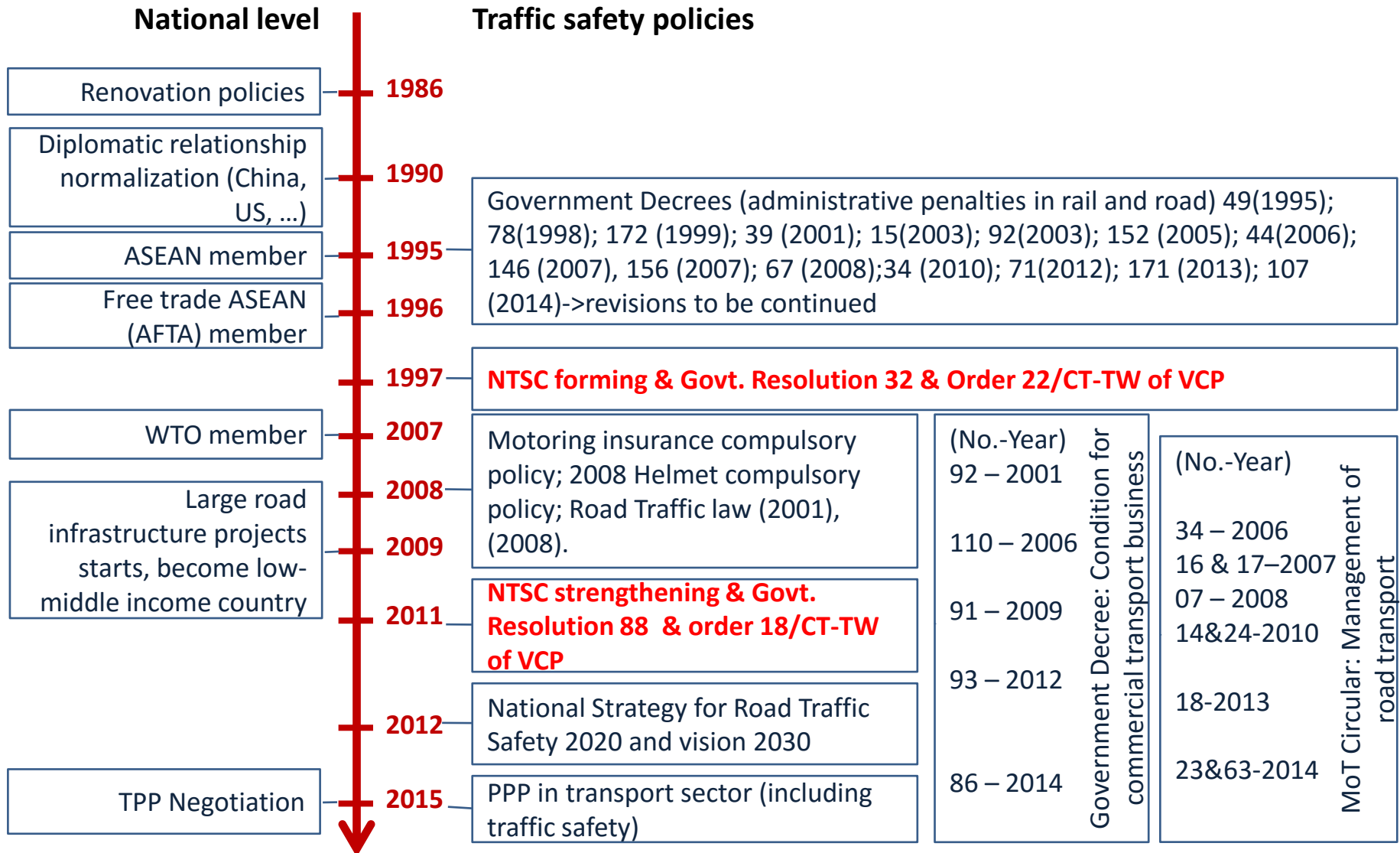
Traffic safety in Vietnam

NTSC Organization



Traffic Safety in Vietnam

Some milestones and traffic safety policies



- ❑ Transport infrastructure:
 - Transport Infrastructure is improving but still over-loaded;
 - Restructuring of investment toward other modes, but road is remaining dominant;
 - Road Maintenance Fund (RMF) starts its importance;
 - PPP investment and operation (Road, IWT, Aviation, Maritime and Rail);
 - Clear prioritization in infrastructure development;
- ❑ Vehicle management policies
 - Easing of policies on domestic road vehicle industries;
 - More consideration on vehicle quality management;
 - Keeping high access price for individual motorized vehicles;
- ❑ Commercial Transport Services
 - Decentralization in Administration: Privatization
 - Transport Market Restructure: Enhancing capacity and quality of Aviation (LCC) Railway, Inland Waterway, Coastal and Maritime
 - Comprehensive Incentive Program on public transport investment and operation ;
 - IT application in commercial transport administration (GPS Monitoring device is required for all commercial vehicles)

Implementation of Traffic Safety Countermeasures and Significances

Resolution of Government 88/NQ-CP dated 2011



Aimed at 5 major areas of traffic safety:

1. Road Traffic Safety

- ❑ Control the drinking drivers;
- ❑ Maintain and improve the wearing helmet;
Enforce the teenagers in motorcycle driving;
- ❑ Educate traffic safety in the schools;
- ❑ Improve the traffic safety emergency;
- ❑ Improve the traffic safety culture propaganda;
- ❑ Enhance the management of commercial transport business;
- ❑ Improve traffic management, traffic control, and safety of transport infrastructure;
- ❑ Improve traffic inspection and enforcement;
- ❑ Improve the management in driving training and test;

2. Railway Traffic Safety

- ❑ Enhance the safety corridor along the railways;
- ❑ Remove

3. Inland Waterway Safety

- ❑ Enhance the management of transport for tourism;
- ❑ Enhance the management of transport across river, motivate passengers wearing life jacket;
- ❑ Improve the inland waterway management to reduce the conflicts;
- ❑ Improve the driving training and test;

4. Airway Safety

- ❑ Monitor the obey the airway safety regulation at the airports ;
- ❑ National airway safety would be issued by 2012;
- ❑ Improve the efficiency of operation;

5. Seaway Safety

- ❑ Improve inspection and enforcement;
- ❑ Improve the training for all relevant human resources, register for ships;
- ❑ Remove all illegal/temporary ports;
- ❑ Investments in dredging, storm shelters for ships.

...and strengthen the institutional management efficiency:

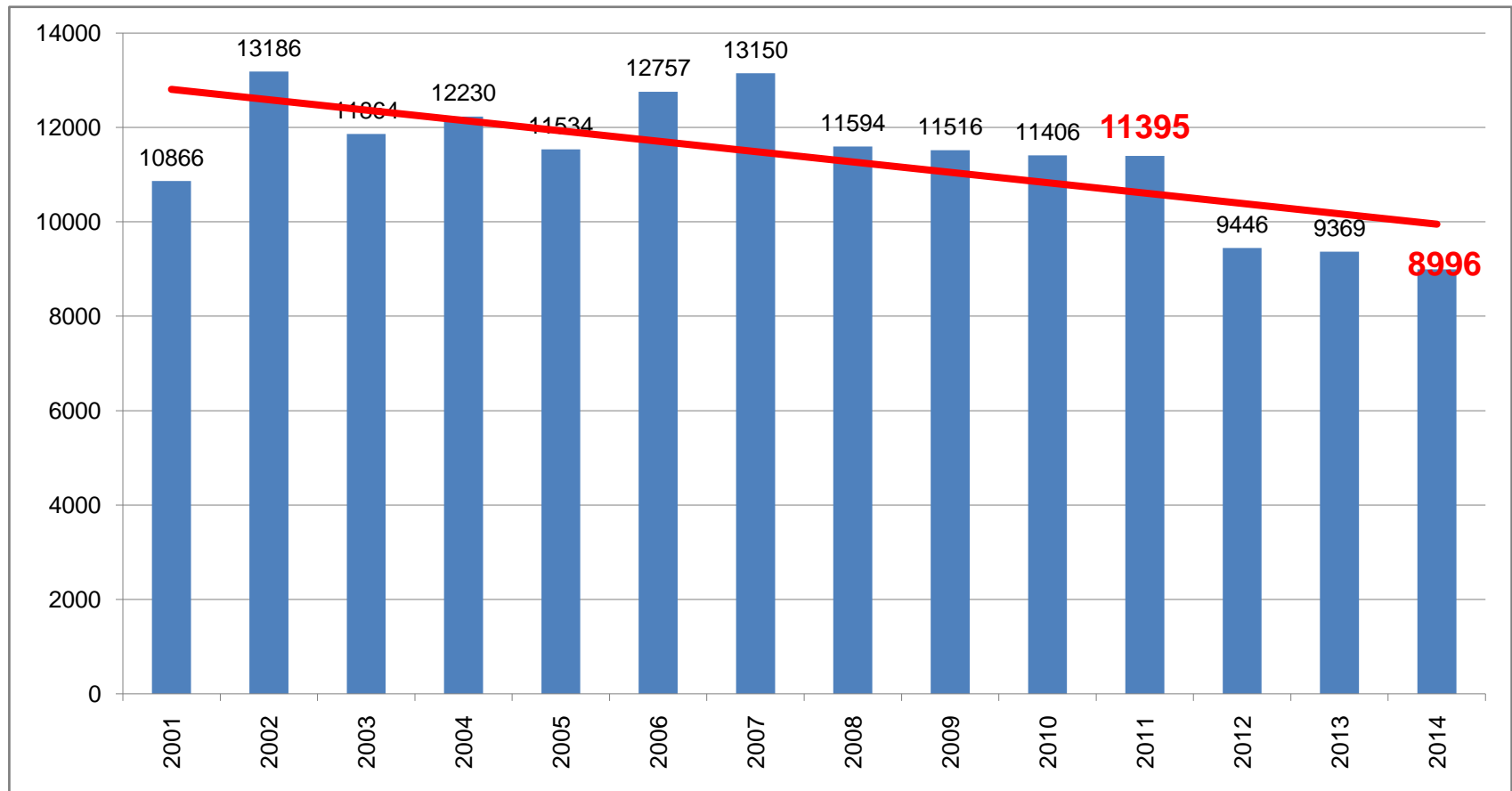
- ❑ Improve the institutional management efficiency from the Central Government to the Local;
- ❑ Continue to enhance National TSC and Local TSC;
- ❑ Capacity Development for traffic safety from Central to Local Agencies

Significances of implementation:

- ❑ Reduced ~2,400 fatalities during 4 years, from 11,395 (2011) to 8,996 (2014);
- ❑ Reduced ~9,000 injuries during 3 years, from 33,411 (2012) to 24,417 (2014);

Traffic accident in Vietnam 2000-2014

Reduction



Sources: Vietnam National Traffic Safety Committee 2014

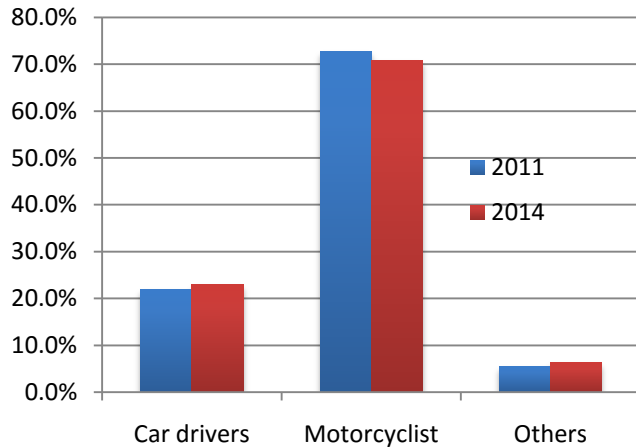
Road accidents share about 99% of total cases and 98% of fatalities

Traffic accident in Vietnam

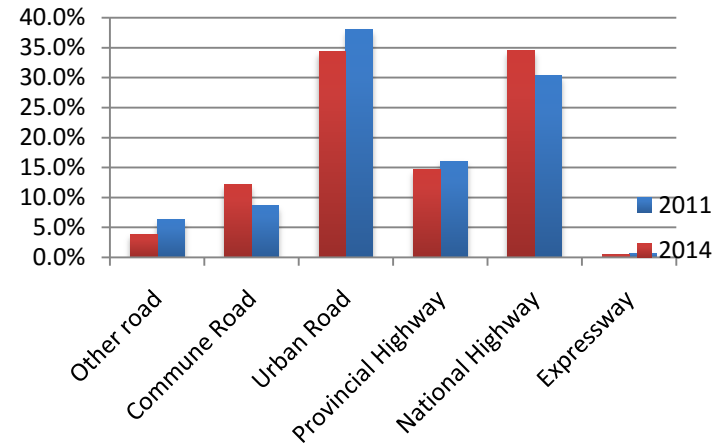
Car – Rural- Youth- Night!



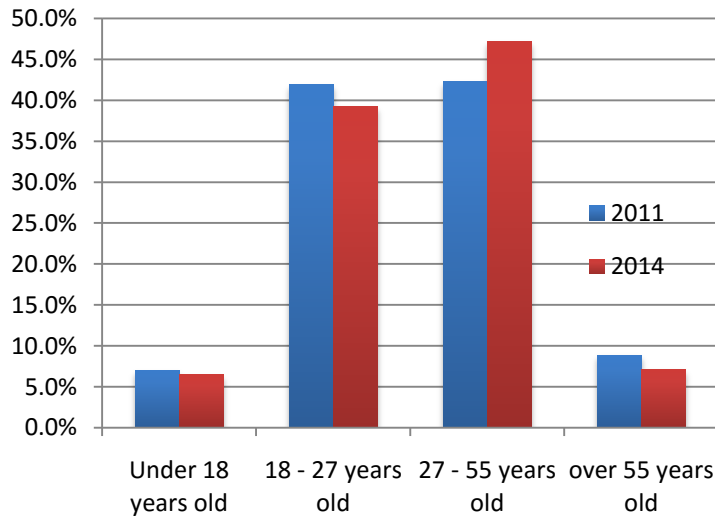
Who Caused?



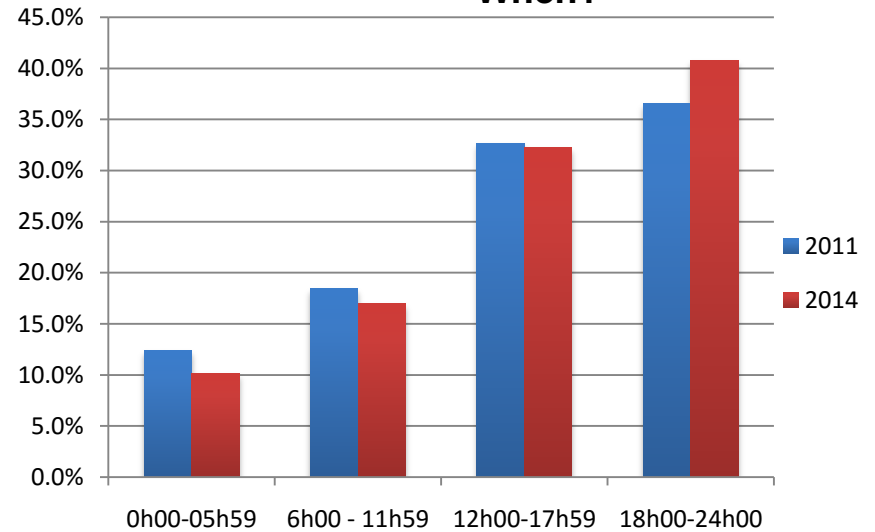
Where?



Who Died?

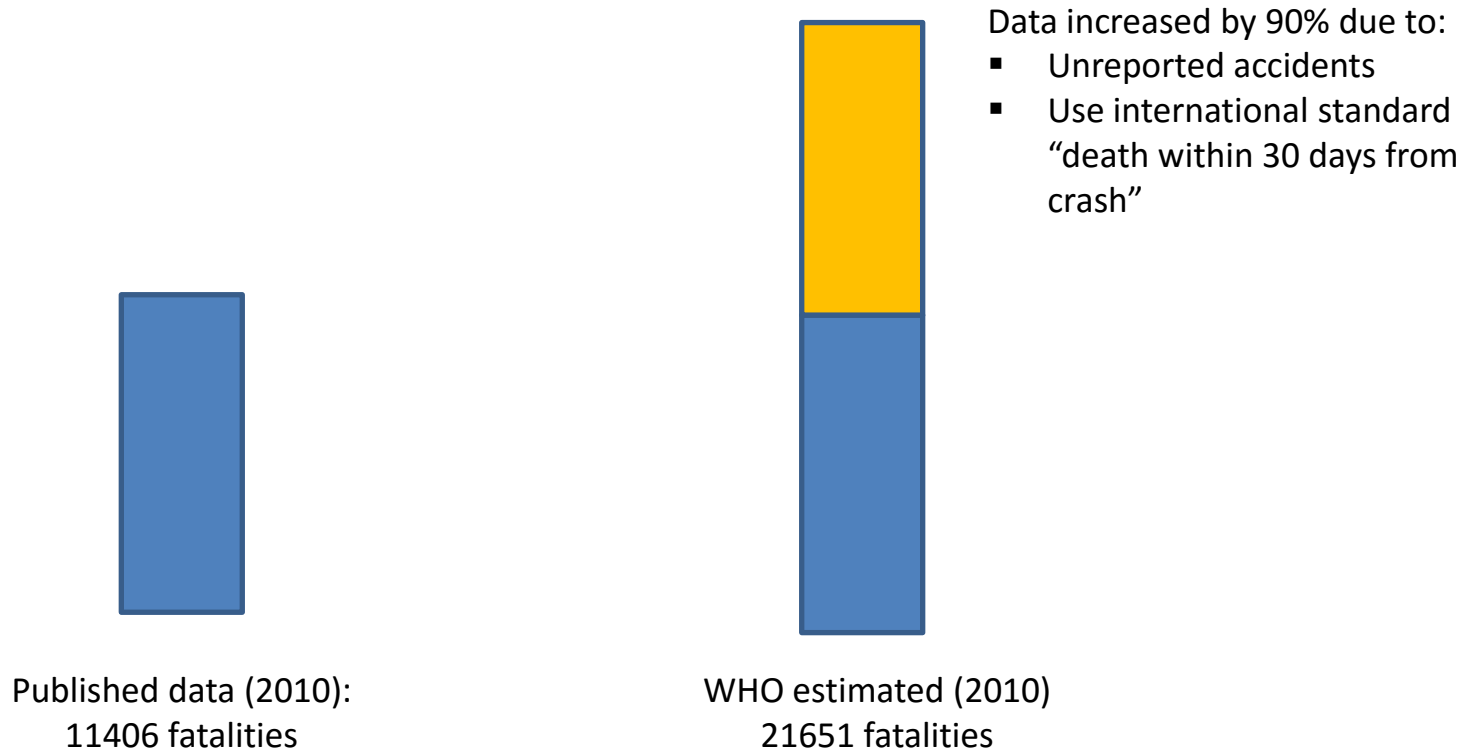


When?



Traffic accident in Vietnam

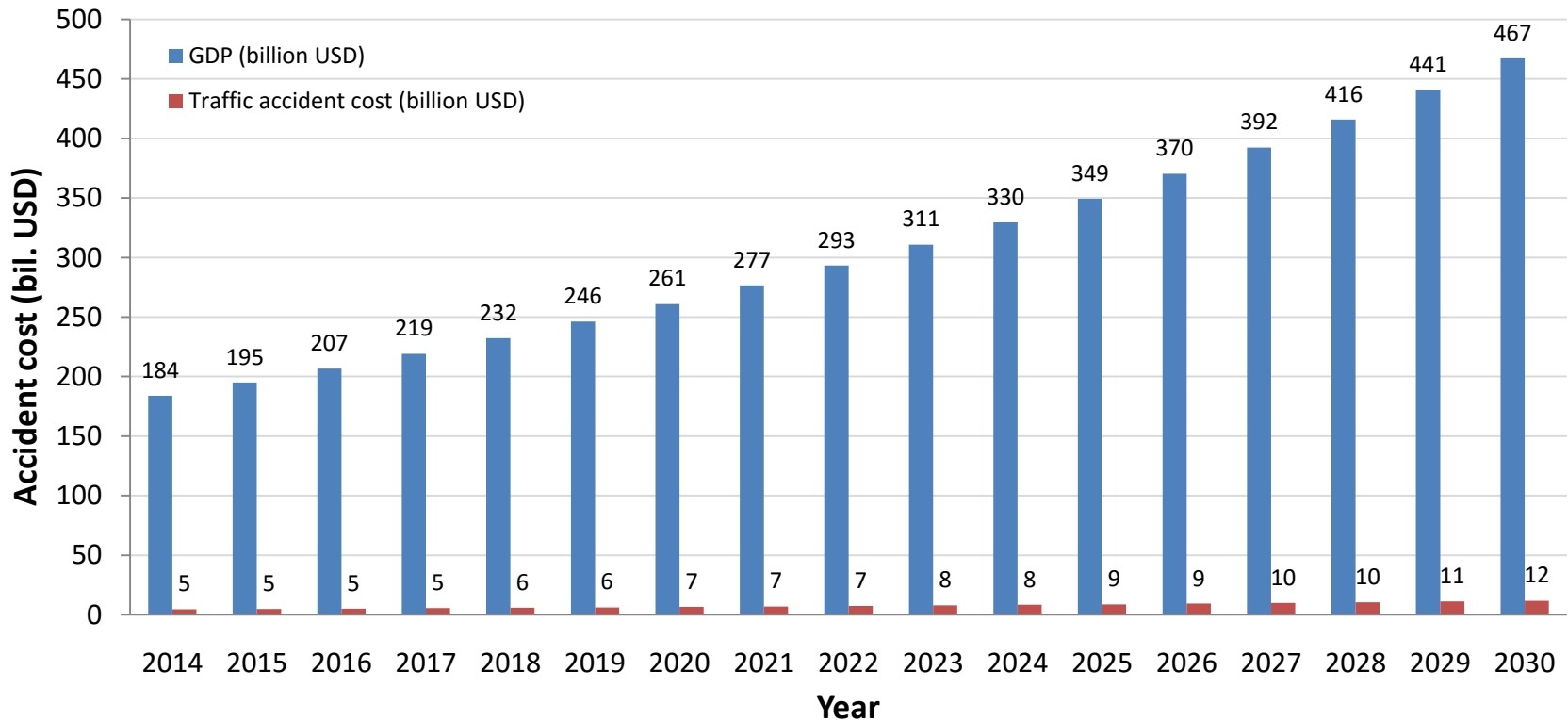
Statistics?!



Sources: Vietnam National Traffic Safety Committee 2014
WHO Global Status Report of Road Safety 2013

Traffic accident in Vietnam

Costs



Sources: Based on initial inputs in WHO Global Status Report of Road Safety 2013 and Vietnam National Statistics Office 2014

- ❑ Based on assumptions: GDP growth 6% annually and traffic accident cost accounts for 2.5% of GDP.
- ❑ Accident cost per year: 5-12 billion USD, **total traffic accident cost 2015-2030 period: 130 billion USD!**

Traffic Safety Good Practice in Vietnam

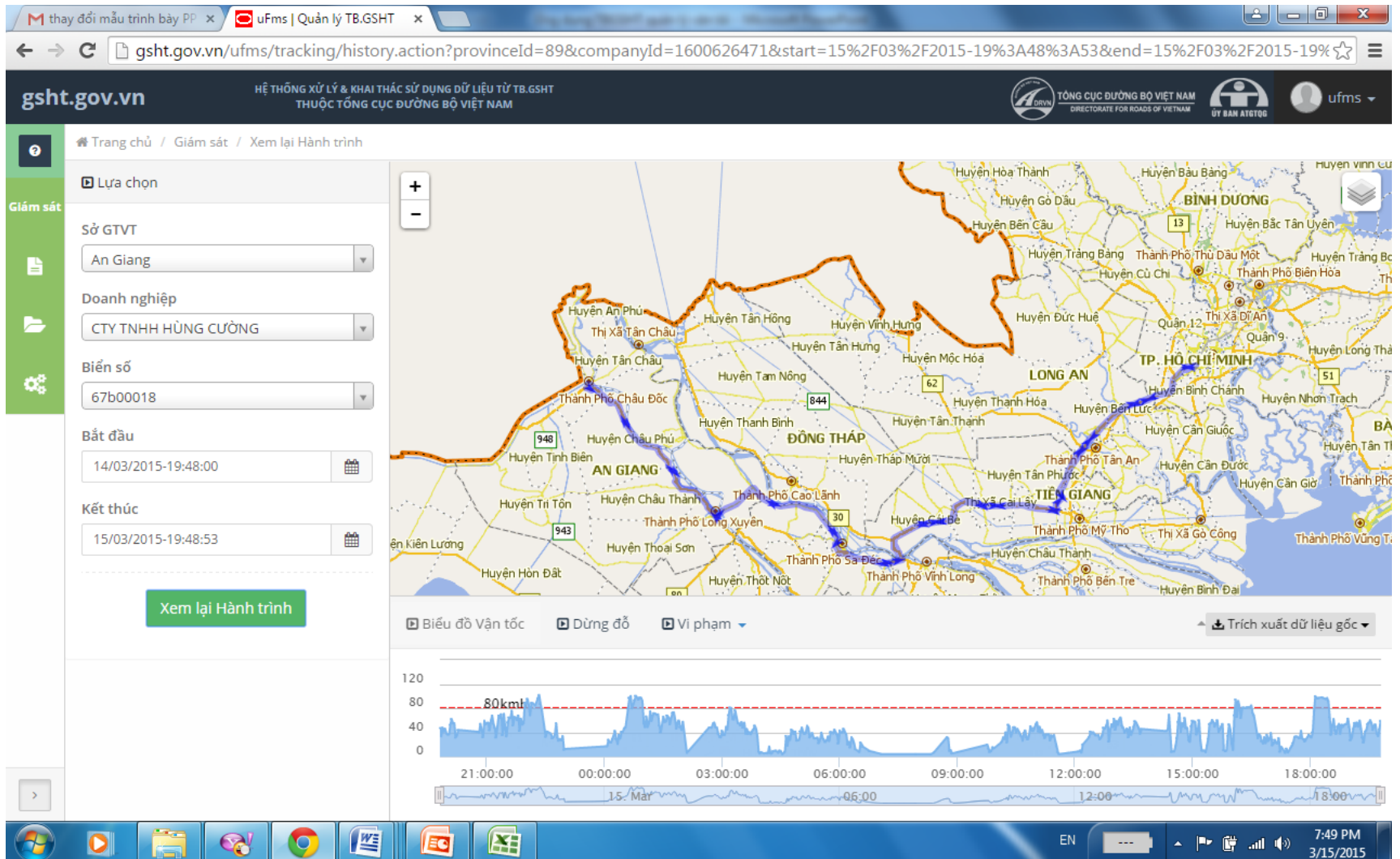
Compulsory Helmet Regulation.



90% adults and 60-65% children are wearing helmets on traveling by motorcycle

Traffic Safety Good Practice in Vietnam

GPS Monitoring System for Commercial Vehicles



Traffic Safety Good Practice in Vietnam

Overloaded Trucking Control



Traffic Safety Good Practice in Vietnam

Driver management



- ❑ Centralized database and Automated Online Renewal Driver Licenses
- ❑ Camera monitoring for Car Driver Test (Knowledge and Practice)



TỔNG CỤC ĐƯỜNG BỘ VIỆT NAM

DỊCH VỤ CÔNG ĐỔI GIẤY PHÉP LÁI XE

TRANG CHỦ

ĐĂNG KÝ TRỰC TUYẾN

TRA CỨU TIẾN ĐỘ HỒ SƠ

HƯỚNG DẪN ĐĂNG KÝ

CÂU HỎI THƯỜNG GẶP



Challenges to Traffic Safety in Vietnam

Road Users



- ❑ Driving awareness
 - Road law is still unofficial in the education program in schools;
 - Unaware on the traffic law, especially road law;
 - Naturally make violations: Signal violation; Lane violation; ...
- ❑ Custom
 - One of the top countries in the world consume alcohol (wine and beer);
 - Popular drinking driving;
 - Driving due to natural habit, not based on the regulation (over speeding in low traffic road, willing to make violation if do not see the traffic police,...);
- ❑ Driving behavior
 - Uncooperative or selfish driving;
 - “Young phenomenon” in driving behavior;
 - Road users make violation because of the others make violation;



Challenges to Traffic Safety in Vietnam

Others



- ❑ Motorization (Motorcycle and Car)
- ❑ Law enforcement capacity
- ❑ Traffic Safety Education and Propaganda
- ❑ Infrastructure capacity and safety
- ❑ Technologies (Database & Coordination)
- ❑ Resources (Financial and Human)



Traffic Safety Strategies for Vietnam to 2020

Objectives to 2020: Reduction of 5 to 10% accidents/year



- ❑ Legal system improvement
 - ❑ Road Traffic Law and Railway Law amendment;
 - ❑ Completion of Decrees, Circulars for all Laws (Road, Railway, Aviation, IWT and Maritime)
- ❑ Institutional and human resource capacity improvement
 - ❑ Database and Information Sharing;
 - ❑ Enforcement;
 - ❑ Accident Investigation and Analysis;
 - ❑ Infrastructure Safety Audit
 - ❑ Vehicle quality management.
- ❑ Traffic Safety Education:
 - ❑ Drivers;
 - ❑ School Children;
 - ❑ Public.

Traffic Safety Strategies for Vietnam to 2020 vision 2030

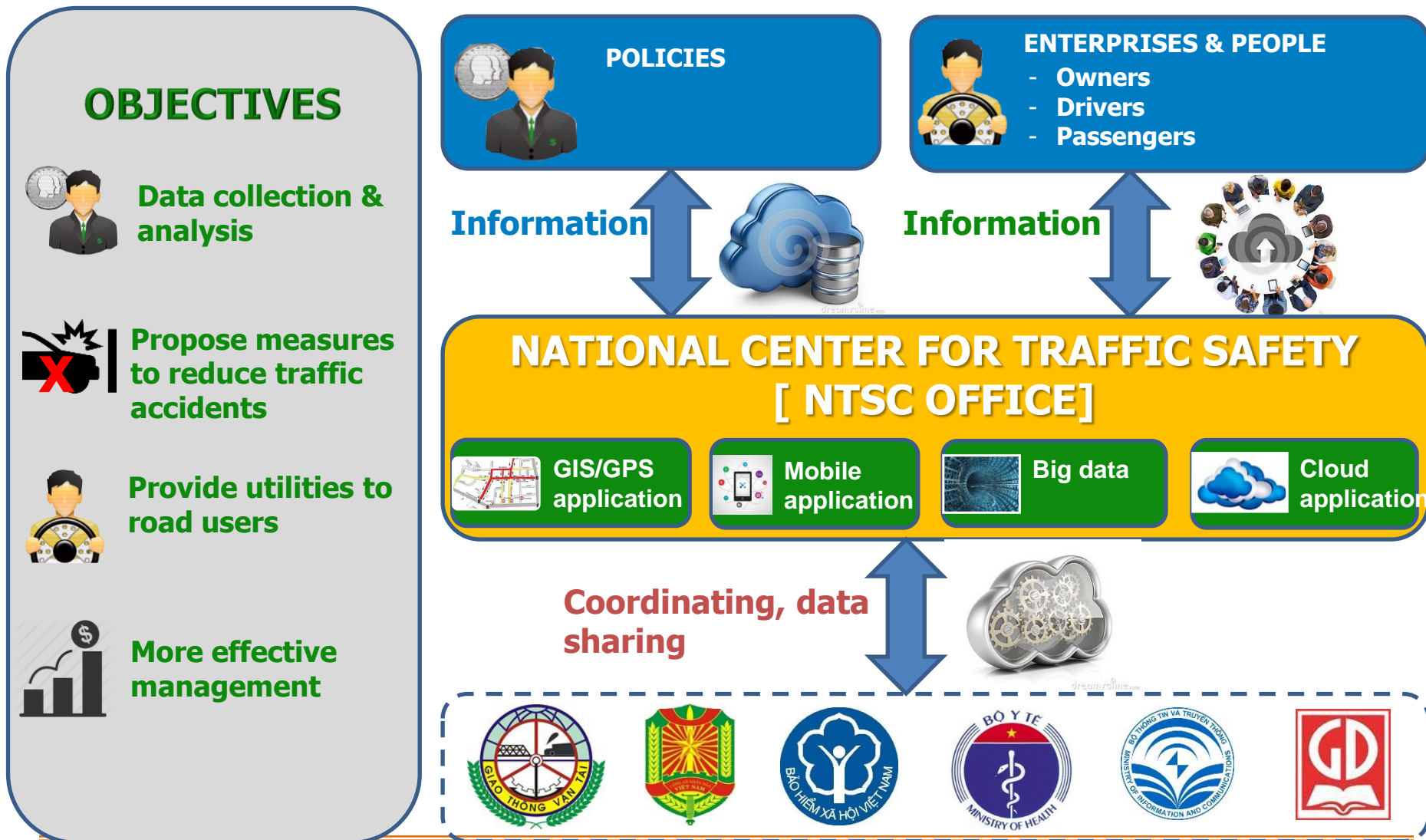
Objectives to 2020: Reduction of 5 to 10% accidents/year



- ❑ Infrastructure improvement
 - ❑ Infrastructure safety corridor protection
 - ❑ Elimination of Infrastructure black spots;
- ❑ Reduction of individual motorized vehicle trips
 - ❑ Public transport improvement:
 - ❑ Intercity
 - ❑ Intra City
 - ❑ Non-motorized transport promotion
- ❑ Post-crash services improvement
 - ❑ First-aid posts,
 - ❑ Rescue stations

Traffic Safety Strategies for Vietnam to 2020

Measures: Information Technology Application

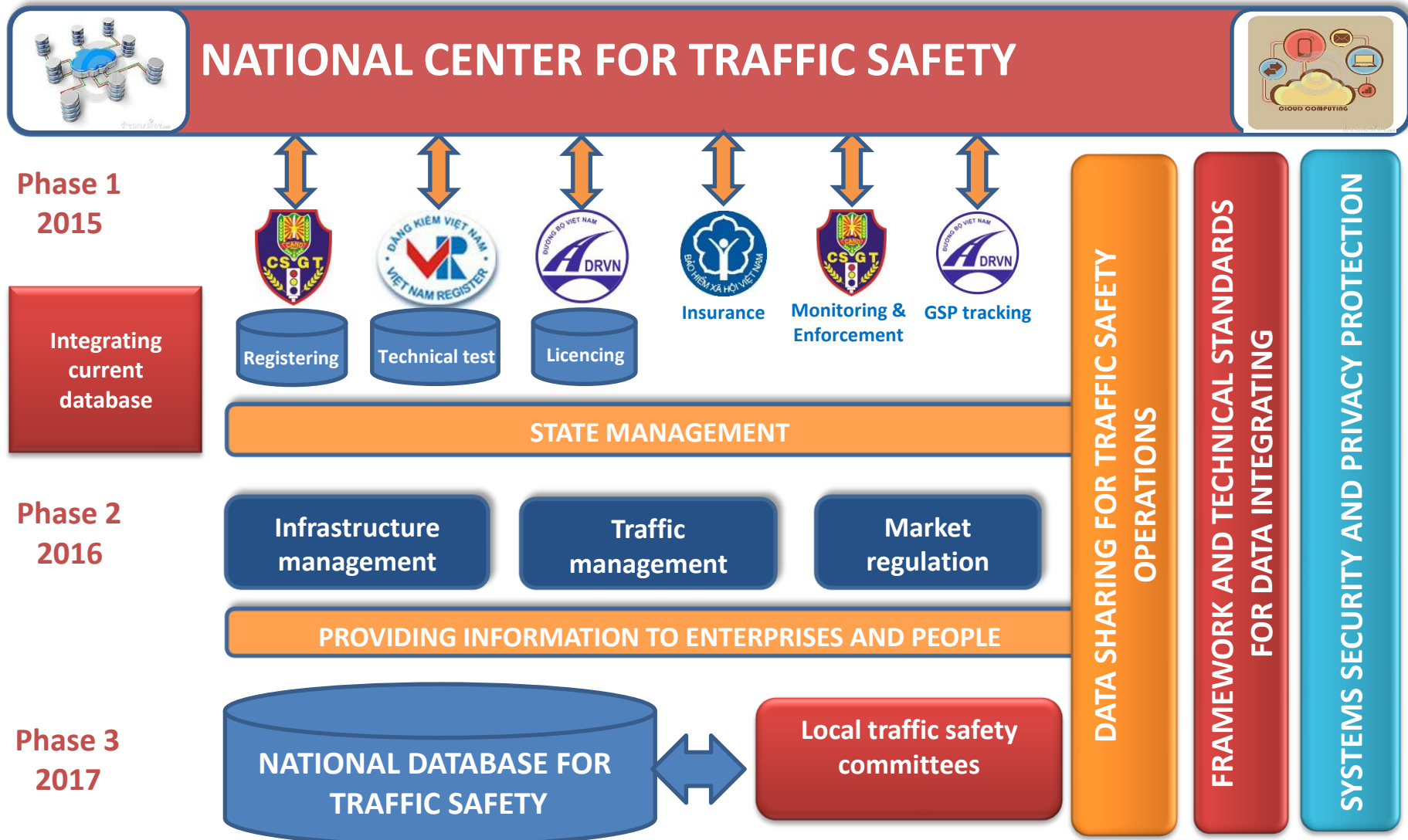


Traffic Safety Strategies for Vietnam to 2020

Measures: Information Technology Application



Implementation phases

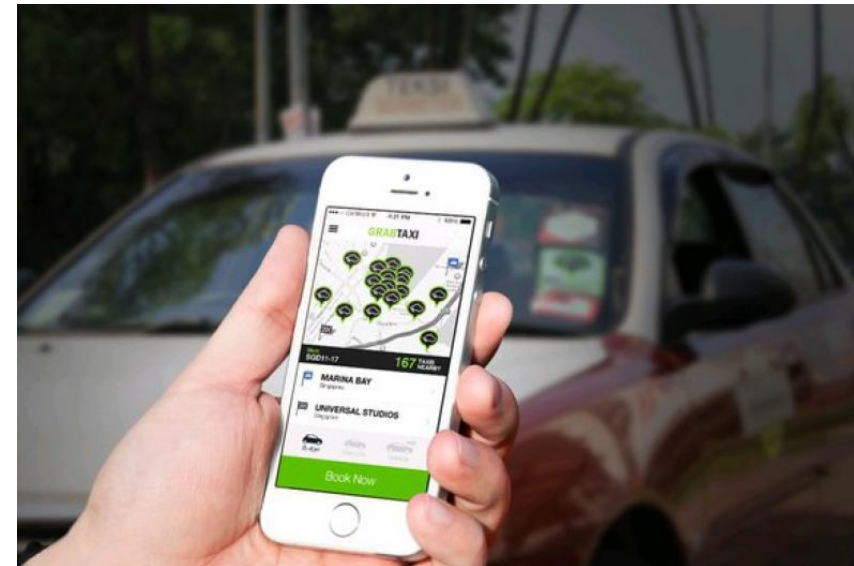


Traffic Safety Strategies for Vietnam to 2020

Measures: Public Private Partnership in Funding and Implementation



- ❑ FUNDING VIA TOLL COLECTION AND PENALTIES
 - Infrastructure development and maintenance
 - IT application project: ITS, Traffic Control Centre, Monitoring Devices
- ❑ IMPLEMENTATION IN TRAFFIC EDUCATION
 - Helmet Donation Program;
 - Driving home service for Drunk Driver (GrabTaxi & Uber)
 - Safe Driving Skill Training: Vehicle manufacturers (Toyota, Honda, Yamaha, Ford)
 - Drink Don't Drive Propaganda: Alcohol supplier (Heiniken, VIARD)
 - School Safety Education: SMART TRAFFIC (traffic safety games via internet);...



Q & A

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Thank you very much for your kind attention!