Vietnam National Road Safety Goals and Action plan
Opportunities and Challenges

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Introduction

Population: 93 mil.

26-30 people killed in traffic accident every day on average
Introduction
National Road Safety Goals

• National Road Safety Strategy to 2020 and vision to 2030

- Road safety management
- Education and awareness rising
- Road infrastructure
- Vehicle and driver
- Enforcement
- Rescue and medical aid
National Road Safety Goals

Five pillars for a Safe Systems approach

- Managing road safety
- Safer Roads & Mobility
- Safer Vehicles
- Safer User behaviour
- Post-crash response

pillars of the Global Plan for the Decade of Action for Road Safety
National Road Safety Goals

General Goals:

Establishing sustainable development rules, measures and policies on road safety to meet current and future demands; Sustainably reducing road accidents and building a traffic society with a modern, orderly, safe, civilized, convenient and stable transport environment.

Period 2012 – 2020, reducing the number of fatalities in road accidents 5-10%.

Period to 2030, reducing the number of traffic accidents, the number of fatalities and injuries in road accidents. RTS management system is effectively and sustainedly established. Road transport infrastructure is well-invested, meet RTS standards. Technology is largely applied in RTS area.
National Road Safety Goals

Targets 2020:

- 3 %/year
Complete the State organization of traffic safety from Central Government to Local;
finalize the mechanism and policies to ensure the road traffic safety and order;
Construct and finalize Traffic Safety database system and data for share;
Enhance research activities of traffic safety;
Promote to develop human resource for traffic safety activities
National Road Safety Goals

National Traffic Safety Committee

NTSC

Deputy Prime Minister (C)

Minister of MOT (VC)
Vice Minister of MOPS (VC)
Vice Chairman in charge

Ministries and related authorities

National Traffic Safety Committee (NTSC)

Provincial Traffic Safety Committee (PTSC)

Distric Traffic Safety Committee

Commune Traffic Safety Committee
SAFETY IMPROVEMENT OF ROADS – ROAD SAFER

• Traffic safety facilities has been installed and constructed; ITS.
• Blackspot and hazard area improvement
• Road Safety Audit
• Making roads safer for vulnerable road users for city class I
Strengthen propaganda on traffic safety on the means of mass communication. Conduct regularly and continuously in many different forms; Promote propaganda activities by special subjects.

Improve quality of traffic safety knowledge which educated in school.

Strengthen propaganda in transport organizations; training knowledge of transport legals, skills and morality for drivers;

Promote road safety culture campaigns.
National Road Safety Goals

• The helmet policy on motorbike-riders has gained great success.
• Seat belt
Campaigns on raising awareness of traffic safety has been well-implemented with numerous measures such as including traffic safety as a standard for a good family or community (80% people). The role of political and social organizations in the campaigns is also raised.
• Traffic safety Education and Training in School (100% student).
Year 2015, total vehicles: 46,792,091, car: 2,663,269, motorcycles: 44,128,822

5.7% 94.3%

National Road Safety Goals

- Driver training, testing and licencing
- Vehicle Register
National Road Safety Goals

Improve capacity, effectiveness of policemen' enforcement; Strengthen coordination between Traffic police force and other forces;

Promote inspection and supervision of the enforcement implementation;

Continue to research, review the administrative sanctions in the field of road traffic safety;

Modernize equipments for traffic police force and other forces to strengthen inspections, controllings and punishments; Use video cameras to enhance traffic safety and punishments;

Strengthen weight control activities of vehicle
• Strict law enforcement with strong policies and sanctions has improved traffic safety.
Construct and implement planning of traffic rescuing stations over the entire country and traffic medical emergency centers on National highways (50%);

Promote the socialization process of traffic rescuing activities;

Upgrade, invest on facilities and equipment for road traffic accident emergency;

Strengthen the development of human resource
Action plan to 2020

Road safety management:

- Complete road safety database system
- Training, development of human resources for road safety
Road Infrastructure:

- Upgrading of NH1A, install center medium to separate opposite lanes
- Improvement of NHs in the iRAP program
- Exclusive motocycle lane
- Rail - crossings
- Pedestrial and Motocycle bridge
- Develop rest stop system on National highway
- Apply ITS
- Improvement of Blackspot
- Road Safety Audit
Vehicles:

- Strengthen the management of expertise, improve the quality of technical safety and environment-friendly of motor vehicles
- Vehicle Inspection
- Overload vehicles
Action plan to 2020

Awareness rising, Education and Enforcement:

• Strengthen propaganda on traffic safety on the means of mass communication
• Develop traffic safety cultural
• Road safety education in school
• Improve the quality of training and testing vehicle drivers
• Improve capacity, effectiveness of traffic police
Action plan to 2020

Drink and Driving
Enforcement
Action plan to 2020

Rescue and medical aid:

• Plan and construct Emergency and Rescue stations
• Strengthen the development of human resource for road traffic accident emergency, focus on local medical staffs.
Issues and Challenges

Management and Institution:

- Insufficiently strong TS authorities
- Implementation of Government’s solution is not aggressive, tenacious and continuous.
- Loose cooperation among agencies and organizations on TS;
- Limited human and financial resources.
- Accident Database system
Issues and Challenges

Transport Infrastructure and Management

- Technical status of Road system is not good, quality is limited.
- Operation and Maintenance of road do not meet financial demand.
- Limited TS measures for road-users, esp. pedestrians, bike-riders;
- Loose administration of TS corridors;
- Limited applying information technology.
Issues and Challenges

Law enforcement

- Transport control system and sanction using video camera only applied in a narrow area.
- Insufficient facilities on inspection and law enforcement not with standing previous investment;
- Fame of some inspectors, transport police ...
Thank you for your attention!