FIGHT FOR SAFETY: CHALLENGES AND OPPORTUNITIES OF HANOI VIETNAM

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Hanoi: From a City to a Metropolitan Region

Area: 920.7 km²
Population: 3.4 million (2008)
Number of MC: 1.6 million
Number of car: 185 Thousand

Area: 3,348 km²
Number of MC: 3.5 million
Number of car: 250 Thousand

(Source: General Statistics Office, 2009)
Hanoi before 1986: Non-motorized traffic
Hanoi 1990s: MNT + Bus and ..... Motorcycle

Hanoi today: Motorcycle Cependent city
Hanoi: a typical Motorcycle Dependent City

- Motorcycles are dominant among the vehicle fleet of Hanoi
- Cars are small in number but growing faster and eating most of road and parking space
Hanoi: a typical Motorcycle Dependent City

- Vehicle usage

Traffic composition on Hanoi urban arterial (Cau Giay – Kim Ma, 7:00 am to 8:00 am)

Source: TRANCONCEN/ITPM (2010)
Hanoi: a typical Motorcycle Dependent City

• Two-wheeler dependent’s block

Formulated in 1990s
Formulated in 2000

Source: TRANCONCEN/ITPM (2010)
Problems

• **Accidents**
  - High rate of fatalities
  - 70% of accidents caused by Motorcyclists
  - 85% fatal victims are motorcyclists

• **Congestion**
  - Extremely high volume
  - 60% travel time is delay

• **Pollutions**
  - Noise
  - Air pollution

Source: NTSC (2017)
Hanoi is Fighting for Safer mobility

• Safer Infrastructure
  • Dedicated lane for motorcycles
  • Intersection movement channelization
  • Sidewalks and Safe School Zone
  • Vehicle Free Zone

• Safer Vehicle
  • Motorcycle inspection
  • Vehicle (motorcycle) visibility improvement (Eg: Daytime Running Light)
  • ABS requirements for motorcycles and cars

• Strengthen Enforcement
  • Drink-Driving Control;
  • Maintain and improve the wearing helmet;
  • Enforce the teenagers in motorcycle driving;
  • Commercial vehicle control

• Traffic Education
  • Educate traffic safety in the schools;
  • Improve the traffic safety culture propaganda;
  • Improve driver training and test

• Post-crash services
  • Ambulance service
  • Pre-hospital rescue capacity building
Good Practice: Vehicle Free Street - Hoan Kiem Lake!
Good Practice: Compulsory Helmet Regulation.

90% adults and 60-65% children are wearing helmets on traveling by motorcycle.
Good Practice: GPS Monitoring System for Commercial Vehicles
Good Practice: Overloaded Trucking Control
Challenges: 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: Others

- Motorization (Motorcycle and Car)
- Law enforcement capacity
- Traffic Safety Education and Propaganda
- Infrastructure capacity and safety
- Technologies (Database & Coordination)
- Resources (Financial and Human)
Opportunities:
PUSH & PULL : HANOI 2030 VERSION

- Improvement of Walking Environment & Vehicle Free zone
Opportunities:
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• Strengthening Public Transpor Services
Opportunities:
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- Motorcycle Usage Control
  - Emission Test for Motorcycle (2018)
  - Motorcycle Inspection (2020)
  - Designed Motorcycle Restricted Zone (2030)
- Car Usage Control
  - Parking Control (Odd-Even Plate Number, I-Parking - 2017)
  - Parking Pricing (2018)
  - Congestion Charging (2020)
  - Designed Car Restricted Zone (2030)
- Modernized Traffic Monitoring & Enforcement
  - Real-time traffic control centre (2020)
  - Enforcement Camera (2017)
Q&A