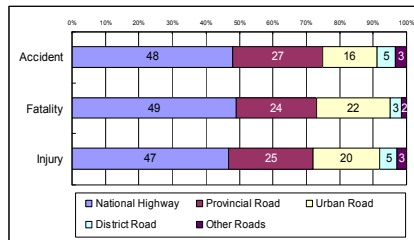


VIET NAM ROAD TRAFFIC SAFETY STRATEGY 2020 & Its PROPOSAL ON FUTURE iRAP ACTIVITIES for Viet Nam

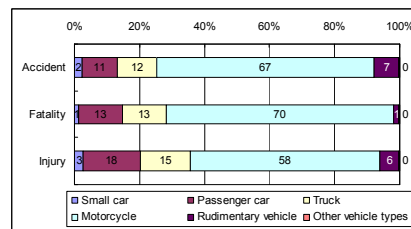
Overview

- Rapid growth in the economy and the transport sector is straining infrastructure capacity.
- The motorcycle fleet has increased very fast during last few years. Motorcycle use is a major safety issue.
- Although the number of traffic accidents has fallen, fatalities have not - serious accidents are increasing, even in rural areas.
- Safety awareness of road users remains low.
- National Road Safety Strategy 2020 and Vision 2030 is being finalized to be submitted to the Prime Minister for approval

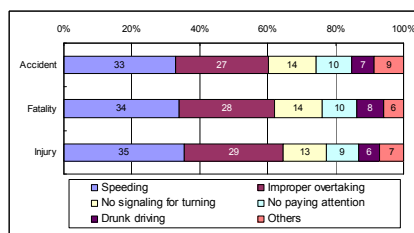
Characteristics of Road Traffic Accidents in Vietnam



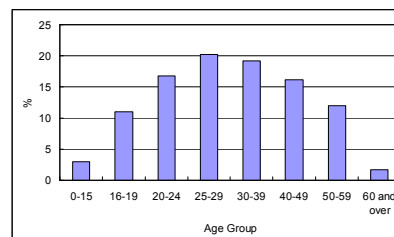
Traffic Accidents by Road Class



Traffic Accidents by Vehicle Type



Traffic Accidents by Driving Errors



Traffic Accidents by Age Group

General Objective of strategy

By 2020:

- Reduce accident deaths per 100,000 population: **13 (in 2009) to 8 (in 2020)**.
- Strengthen functions and capacity of road safety related agencies and establish sustainable measures for road safety in the long term.

Vision to 2030:

- Reduce accident deaths per 100,000: **4 - 6 (in 2030)**.
- Effective road safety management system; modernized infrastructure; science and technology applied to road safety; responsible attitude of road users.

Target areas of Road Safety Strategy

- 1- Transport Infrastructure
- 2- Transport Organization
- 3- Vehicles
- 4- Drivers
- 5- Road Law Enforcement
- 6- Road Safety Education and Campaigns
- 7- National Road Accident Database System
- 8- Accident Rescue and Medical Emergencies
- 9- Institutions
- 10- ITS Application

Engineering problems

Roadside Development



Inconsistent Standards



Reckless Overtaking



Inadequate Junction Design



Engineering problems

Poor Design of Curves



Unsafe pedestrian crossing



Speed limit signs vary from town to town



Restaurants next to the highway



Engineering problems

Highway runs parallel to river without crash barrier



Unsafe railway crossing point



A steep minor road joining the highway



Bus stopping on carriageway to let passenger on board



iRAP Vietnam



Official Launching ceremony
12th March 2009

Milestones:

- Road network survey: March-April 2009
- Training, data evaluation & processing: May – July 2009
- Analysis: August – Sep 2009
- Draft report: Sept- Oct, 2009
- Final Report: Nov 2009-Jan 2010
- Following steps: 2010 upward

For more information, please check:

www. <http://www.irap.org>

Recommended investment plan

- 3,500 km of road assessed
- US\$195 m investment plan recommended
- 3,930 deaths & serious injuries saved every year
- US\$ 60m in economic benefits every year
- \$6 of benefits for every \$1 invested
- 24% reduction in road trauma

Proposals on future *iRAP* activities for Vietnam

- Help to fix those problems?
- Developing further the previous iRAP program: supporting to survey and make assessment of the remained highway routes. If possible, this program will be applied for the provincial roads;
- Providing technical transfer via training course for DRVN staffs to obtain the iRAP technology and methodology (i.e, all surveys, coding, analysis and reporting) to evaluate the road network so that they can do by themselves;
- Providing the survey vehicles equipment and iRAP software.
- we would like to work with you in developing projects that it is acceptable from donors (either ADB, JICA or WB) to finance;
- Opportunities to corporate some iRAP activities in donor supported projects

Thank you