REPORT ON VIET NAM ACCESSED TO UN ROAD SAFETY CONVENTIONS

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1. General information and road safety of Viet Nam
2. Viet Nam Acceded to UN Conventions
3. Challenges the implementation
1. General information and road safety of Viet Nam

- Viet Nam is a country in the Southeast Asian region. Viet Nam has a 4,550 km-long land border with China to the North, Laos and Cambodia to the West; East Sea to the East. Viet Nam's mainland stripes are S-shaped, 1,650 km long from North to South.
- **Area:** 330,952 km²
- **Population:** 90 million
- **Capital:** Ha Noi
In 2015, compared to 2006, total road kilometers increased by 216,329 km, but increased in commune roads and urban roads. The road density is about 1.41 km/ km² and 5.1 km/ 1000 people. This rate is low compared to many countries in the region.
1. General information and road safety of Viet Nam

Road by Technical Grades

<table>
<thead>
<tr>
<th>Grade</th>
<th>I</th>
<th>II</th>
<th>III</th>
<th>IV</th>
<th>V</th>
<th>VI</th>
<th>Un-classified</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate</td>
<td>0.6</td>
<td>1.7</td>
<td>32.1</td>
<td>32.9</td>
<td>14.1</td>
<td>3.2</td>
<td>15.4</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: Directorate for Road of Viet Nam

- The national highway network of Vietnam consists of 125 main routes with the length of 21,109 km and is classified by 06 technical grades from VI to I as follows:
- High quality road (grade I and II) also accounts for a small proportion. In recent years, many national highways have been upgraded to grade III (in 2006 only 26.7%), low quality roads accounts major proportion in total length of national highway network.
Road motorized vehicle

Over the past 10 years, motorized vehicles have grown so fast, especially motorcycles and motorbikes. So, it can be said that this is a boom period. Road motorized vehicles are mainly concentrated in big cities, the South East and the Red River Delta.

<table>
<thead>
<tr>
<th>Year</th>
<th>Quantity of car register</th>
<th>Increase over the previous year</th>
<th>Increasing rate (%)</th>
<th>Quantity of motorcycle/motorbike register</th>
<th>Increase over the previous year</th>
<th>Increasing rate (%)</th>
<th>Total of vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>972.912</td>
<td>81.808</td>
<td>9,18</td>
<td>18.615.960</td>
<td>2.529.316</td>
<td>15,72</td>
<td>19.670.689</td>
</tr>
<tr>
<td>2008</td>
<td>1.361.645</td>
<td>255.028</td>
<td>23,05</td>
<td>25.481.039</td>
<td>3.759.757</td>
<td>17,31</td>
<td>27.097.735</td>
</tr>
<tr>
<td>2010</td>
<td>1.713.908</td>
<td>177.921</td>
<td>11,58</td>
<td>31.452.503</td>
<td>3.021.424</td>
<td>10,63</td>
<td>33.344.344</td>
</tr>
<tr>
<td>2011</td>
<td>1.882.972</td>
<td>169.064</td>
<td>9,86</td>
<td>33.925.839</td>
<td>2.473.336</td>
<td>7,86</td>
<td>35.977.885</td>
</tr>
<tr>
<td>2012</td>
<td>1.992.589</td>
<td>109.617</td>
<td>5,82</td>
<td>36.102.943</td>
<td>2.177.104</td>
<td>6,42</td>
<td>32.205.155</td>
</tr>
<tr>
<td>2013</td>
<td>2.147.750</td>
<td>155.161</td>
<td>7,79</td>
<td>38.643.091</td>
<td>2.540.148</td>
<td>7,04</td>
<td>40.946.010</td>
</tr>
<tr>
<td>2014</td>
<td>2.349.667</td>
<td>201.917</td>
<td>9,40</td>
<td>41.212.965</td>
<td>2.569.874</td>
<td>6,65</td>
<td>43.764.558</td>
</tr>
<tr>
<td>2015</td>
<td>2.663.269</td>
<td>313.062</td>
<td>13,35</td>
<td>44.128.822</td>
<td>2.915.857</td>
<td>7,08</td>
<td>47.105.166</td>
</tr>
<tr>
<td>2016</td>
<td>3.033.527</td>
<td>370.258</td>
<td>13,90</td>
<td>47.131.928</td>
<td>3.033.106</td>
<td>6,87</td>
<td>50.535.727</td>
</tr>
</tbody>
</table>

Source Department of Traffic Police
1. General information and road safety of Viet Nam

- Between 2005 and 2016, number of cars increased by 2,061,615 units (211.8%); 2015 sees a shape increase trend, especially when tariffs on cars imported from ASEAN countries into Viet Nam in 2018 will be zero.

- From 2005 to 2016, motorcycles and motorbikes increased by 28,515,968 vehicles (153.2%).

-The number of motorcycles in Vietnam accounts for 93.3% of motorized vehicles, leading the ASEAN countries in the proportion of motorcycles to the total number of motorized vehicles.

## Traffic Accident Statistics from 2005 to 2016

<table>
<thead>
<tr>
<th>Year</th>
<th>Case</th>
<th>Increase/Decrease</th>
<th>% over the past year</th>
<th>Number of death</th>
<th>Increase/Decrease</th>
<th>% over the past year</th>
<th>Number of injured</th>
<th>Increase/Decrease</th>
<th>% over the past year</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>14.161</td>
<td>-550</td>
<td>-3.7</td>
<td>12.373</td>
<td>1.189</td>
<td>10.6</td>
<td>11.097</td>
<td>-663</td>
<td>-5.6</td>
</tr>
<tr>
<td>2007</td>
<td>13.985</td>
<td>-176</td>
<td>-1.2</td>
<td>12.800</td>
<td>427</td>
<td>3.5</td>
<td>10.266</td>
<td>-831</td>
<td>-7.5</td>
</tr>
<tr>
<td>2009</td>
<td>11.758</td>
<td>-307</td>
<td>-2.5</td>
<td>11.094</td>
<td>-149</td>
<td>-1.3</td>
<td>7.559</td>
<td>-212</td>
<td>-2.7</td>
</tr>
<tr>
<td>2010</td>
<td>13.133</td>
<td>1.375</td>
<td>11.7</td>
<td>11.029</td>
<td>-65</td>
<td>-0.6</td>
<td>9.744</td>
<td>2.185</td>
<td>28.9</td>
</tr>
<tr>
<td>2011</td>
<td>43.786</td>
<td>30.653</td>
<td>233.4</td>
<td>10.950</td>
<td>-79</td>
<td>-0.7</td>
<td>48.356</td>
<td>38.612</td>
<td>396.3</td>
</tr>
<tr>
<td>2013</td>
<td>29.108</td>
<td>-1.989</td>
<td>-6.4</td>
<td>9.156</td>
<td>39</td>
<td>0.4</td>
<td>29.441</td>
<td>-3.655</td>
<td>-11.0</td>
</tr>
<tr>
<td>2014</td>
<td>25.068</td>
<td>-4.040</td>
<td>-13.9</td>
<td>8.788</td>
<td>-368</td>
<td>-4.0</td>
<td>24.365</td>
<td>-5.076</td>
<td>-17.2</td>
</tr>
<tr>
<td>2016</td>
<td>21.094</td>
<td>-1.378</td>
<td>-6.25</td>
<td>8.417</td>
<td>-25</td>
<td>0.3</td>
<td>19.280</td>
<td>-1.792</td>
<td>-8.5</td>
</tr>
</tbody>
</table>

Source: NTSC
1. General information and road safety of Viet Nam

- In the period from 2005 to 2011, the number of fatalities caused by traffic accident increased sharply especially in 2006 with 12,373 people died and 12,800 people died in 2007 which is the highest number fatalities ever seen.

- Since December 15, 2007, wearing helmet is compulsory for driver while using motorcycles and motorbikes. Therefore, 2008 sees a decrease of 1,557 fatalities due to traffic accident in comparison to 2007. This year is one of the years with much reduction in the number of fatalities.

- In 2011, Government issued the Resolution 88 / NQ-CP dated August 24, 2011 on strengthening the implementation of the solutions to ensure the traffic safety. Due to the strict guidance of the Government, related ministries and agencies, 2012 saw a decrease trend of fatality caused by road traffic accidents, decreased by 1,833 which is much higher decrease than that of 2008; in 2014, 2015, 2016 saw the number of deaths less than 9,000 people per year.
1. General information and road safety of Viet Nam

Analysis of road traffic accident by violated behaviors

Analyzing traffic accident data between 2011 and 2016, lane violations resulted in traffic accident is the first cause, account for 25% to 30%; The cause of speed violation is ranked the second from 10% to 13%, in 2015 that rate reduced to 8.82%, but in 2016 due to increasing speed regulations, the speed violation shown an increase trend (account for 9.35%).

Driving under the influence of alcohol causing traffic accidents accounting for 4% to 5% of the total cases are very low compared to the actual situation.
1. General information and road safety of Viet Nam

Everything has changed since Saturday morning, December 15, 2007.

Only overnight, almost 100% of motorcyclists wear helmets.
The issue of substandard helmets, counterfeit helmets is a big problem, has been addressed to focus on 2013, 2014 but no results.

- Parents are not interested in wearing helmets for children.
2. VIET NAM ACCEDED TO UN CONVENTIONS

- Viet Nam has implemented “Open door policy” since beginning of 1990s,
- Viet Nam became an official member of WTO on January 11 2007;
- In transport sector, Vietnam has signed 12 bilateral and multilateral road transport agreements such as:
  - Intergovernmental Agreement on Asian Highway Networks
  - The ASEAN Framework Agreement on the Facilitation of Inter-State Transport (AFAFIST) and The ASEAN Framework Agreement on the Facilitation of Goods in Transit (AFAFGIT).
  - The Greater Mekong Sub-region Cross-border Transport Agreement (GMS-CBTA);
  - Bilateral road transport agreements with neighboring countries: Cambodia, China and Laos.
2. VIET NAM ACCEDED TO UN CONVENTIONS

The aim of the Agreements are:

- to encourage and facilitate cross-border transport
- to establish an effective, efficient, integrated and harmonized regional transport system

By:

1. Removing non-physical barriers
2. Simplifying and harmonize legislation and regulations,
3. Exchange of traffic right, designated routes and border crossings (Contracting Parties have the same road and bridge design standards).
2. VIET NAM ACCESSED TO UN CONVENTIONS

Benefits

- Facilitate the movement of goods and people, increase trade and investment with neighboring countries and in the region;
- Create favorable conditions for Vietnamese people and vehicle go abroad
- Increase the traffic safety of the country.
2. VIET NAM ACCEDED TO UN CONVENTIONS

4/2010 MOT
- Develop accession project;
- Prepare accession record.

8/2013: MOT submitted Government the accessions to 02 Conventions

12/2013: Government issued Resolution No. 141 / NQ-CP to access to 02 international conventions

20/8/2014: UN Secretary General posted notice of Vietnam became an official member of the two Conventions.
3. Challenges and the implementation

- How to solve differences between two conventions and national laws and regulations;
- The cost to replace road sign and signal and domestic driving licenses that do not comply with two conventions.
3. Challenges and the implementation

Road Traffic Law

- Article 30, 3, c: Drivers of motorized two-wheeled, motorized tricycle, motorcycle is not allowed to use umbrella, mobile phones, audio equipment, except for hearing aids.
- Law did not mention to car’s driver. Regulations are amended, car’s driver is not allowed to use cell phone.

Convention on Road Traffic 1968

- Article 8, paragraph 6. The national law provides for the vehicle drivers are not allowed to use mobile phones while driving. In any cases, national laws and regulations to all drivers of motor vehicles or bicycles is not used cell phones while vehicle is moving.
### 3. Challenges and the implementation

<table>
<thead>
<tr>
<th>Road Traffic Law 2008</th>
<th>Convention on Road Traffic 1968</th>
</tr>
</thead>
<tbody>
<tr>
<td>Article 9, paragraph 2. The wearing of safety belts is compulsory for drivers and passengers in front-seat only.</td>
<td>• Article 7, paragraph 5. The wearing of safety belts is compulsory for drivers and passengers of motor vehicles, occupying seats equipped with such belts, save where exceptions are granted by domestic legislation.</td>
</tr>
<tr>
<td>• Decree 46/2016 issued to implement safety belts for all seats and fire using mobile phone while driving</td>
<td></td>
</tr>
</tbody>
</table>
3. Challenges and the implementation

Road Traffic Law 2008

- No rules

Convention on Road Traffic 1968

- Article 7, paragraph 3. Drivers shall show extra care in relation to the most vulnerable road-users, such as pedestrians and cyclists and in particular children, elderly persons and the disabled.

- Article 11, paragraph 9. A vehicle shall not overtake another vehicle which is approaching a pedestrian crossing marked on the carriageway or signposted as such, or which is stopped immediately before the crossing.
3. Challenges and the implementation

<table>
<thead>
<tr>
<th>Road Traffic Law 2008</th>
<th>Convention on Road Traffic, 1968</th>
</tr>
</thead>
<tbody>
<tr>
<td>• No rules</td>
<td>• Article 15. in order to facilitate the movement of regular public-transport service vehicles, the drivers of other vehicles shall, slow down and if necessary stop in order to allow the public-transport vehicles to perform the maneuver required for moving off from stops marked as such.</td>
</tr>
</tbody>
</table>
3. Challenges and the implementation

**Road Traffic Law 2008**
- No rules

**Convention on Road Traffic 1968**
- Article 20, paragraph 5. It is recommended that domestic legislation should provide as follows: pedestrians walking on the carriageway shall keep to the side opposite to that appropriate to the direction of traffic except where to do so places them in danger.
3. Challenges and the implementation

PROVISIONS OF THE CONVENTION:
- Allow 04-year transition period to replace old signs used with meanings which are different from ones specified in the Convention (2019).
- Allow 15-year time period to replace the signs which are inconsistent with the system prescribed in the Convention (2030).
3. Challenges and the implementation

REVIEW ROAD SIGN AND SIGNAL SYSTEM IN COMPATIBILITY WITH THE CONVENTION

- **401**
  - Incompatible
  - 22 TCN 237-01 QCVN 41:2012

- **Compatible**
  - Sign A, 13
  - Convention

- **202**
  - Incompatible
  - QCVN 41:2012

- **202a**
  - Phù hợp
  - QCVN 41:2012

- **202b**
  - Unfully compatible
  - Sign 225
  - QCVN 41:2012

ARRANG SUFFICIENT FUND FOR SUBSTITUTE ADJUSTMENT, WITH PRIORITY FOR ROUTES OF AH, GMS, ASEAN

Need to adjust under the Convention
3. Challenges and the implementation

Work of adjusting and replacing signs according to QCVN 41: 2012 / BGTVT and TCVN 7887(2013-2017) on Highway

Estimated cost: 450 billion VNDs (phase 1: 100 billion, phase 2: 350 billion)

Real cost:
- 2013: 41 billion VNDs, including performing 04 sample sections
  (Km126 - Km174/Highway 1 - Bac Giang, Bac Ninh, Ha Noi;
  Km503 - Km590 Hochiminh road - Thanh Hoa;
  Km916+300 - Km932+900/Highway 1 - Da Nang city,
  Km2169+041 - Km2232+850/QL.1- Bạc Liêu )
- 2014: 42 billion VNDs /22 highway sections
Thank you for your attention!
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