

EST Achievements, Progress and Future Strategies

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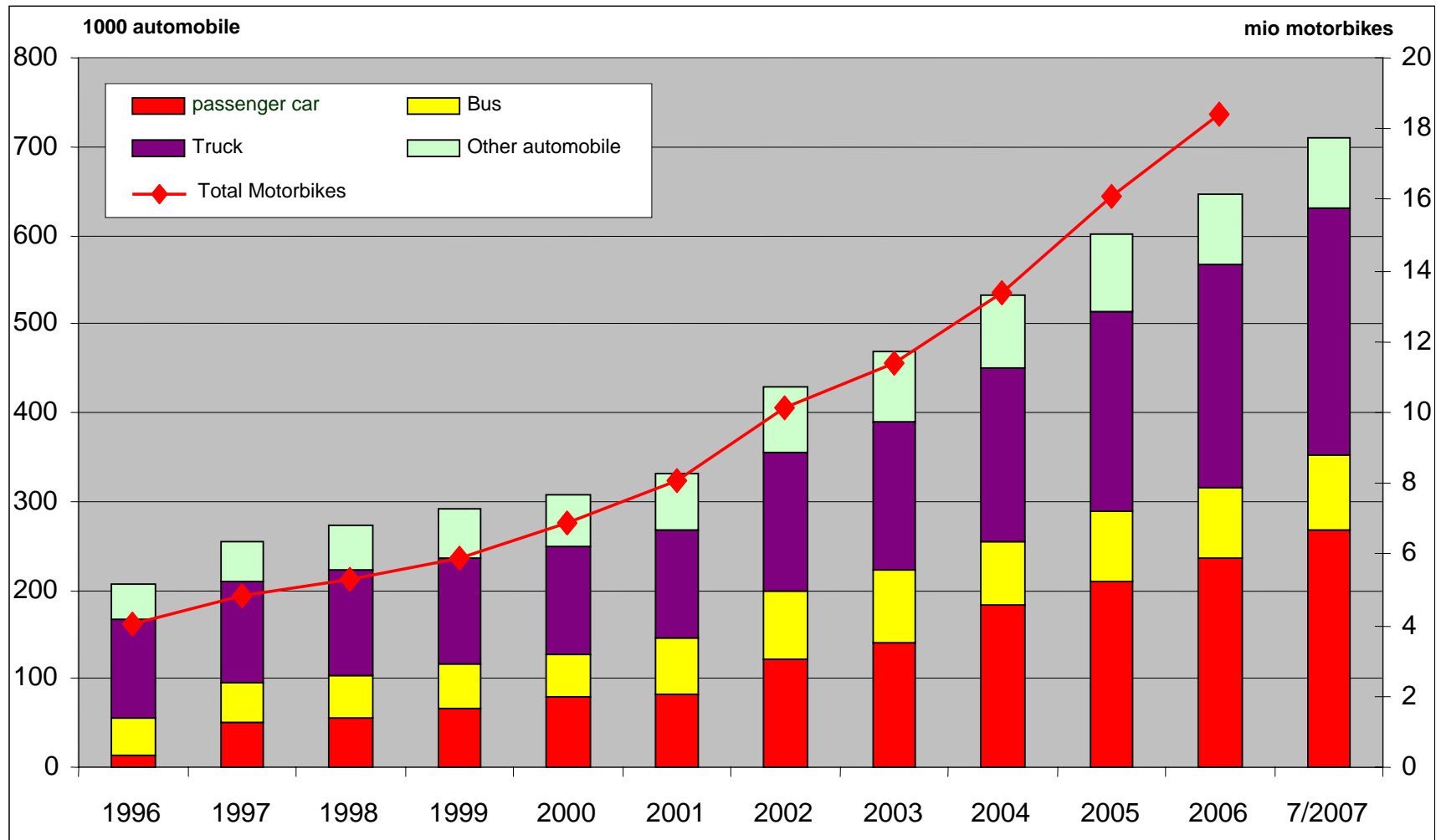
1. Achievements & Progress in some areas of EST

Transport planning and transport demand control

Current situation:

- From 1996 to 2005, the number of motorbikes increased by 15%, automobiles increased by 11% annually.
- Motorbikes are still the main means of transports and account for large percentage among kinds of vehicles used. In Ho Chi Minh City, 98% of households own motorbikes. In Hanoi, number of motorbikes accounts for 87% of total of vehicles inner the city.
- Public transport meets nearly 7.4% travel demands in Hanoi, and only 5% in Ho Chi Minh City.
- Increasing number of traffic jams, more serious pollution and more traffic accidents. In Hanoi, 69 points suffer from frequent traffic congestion, in Ho Chi Minh City - with 92 frequent congestion points during rush hours.

Number of Vehicles in Viet Nam



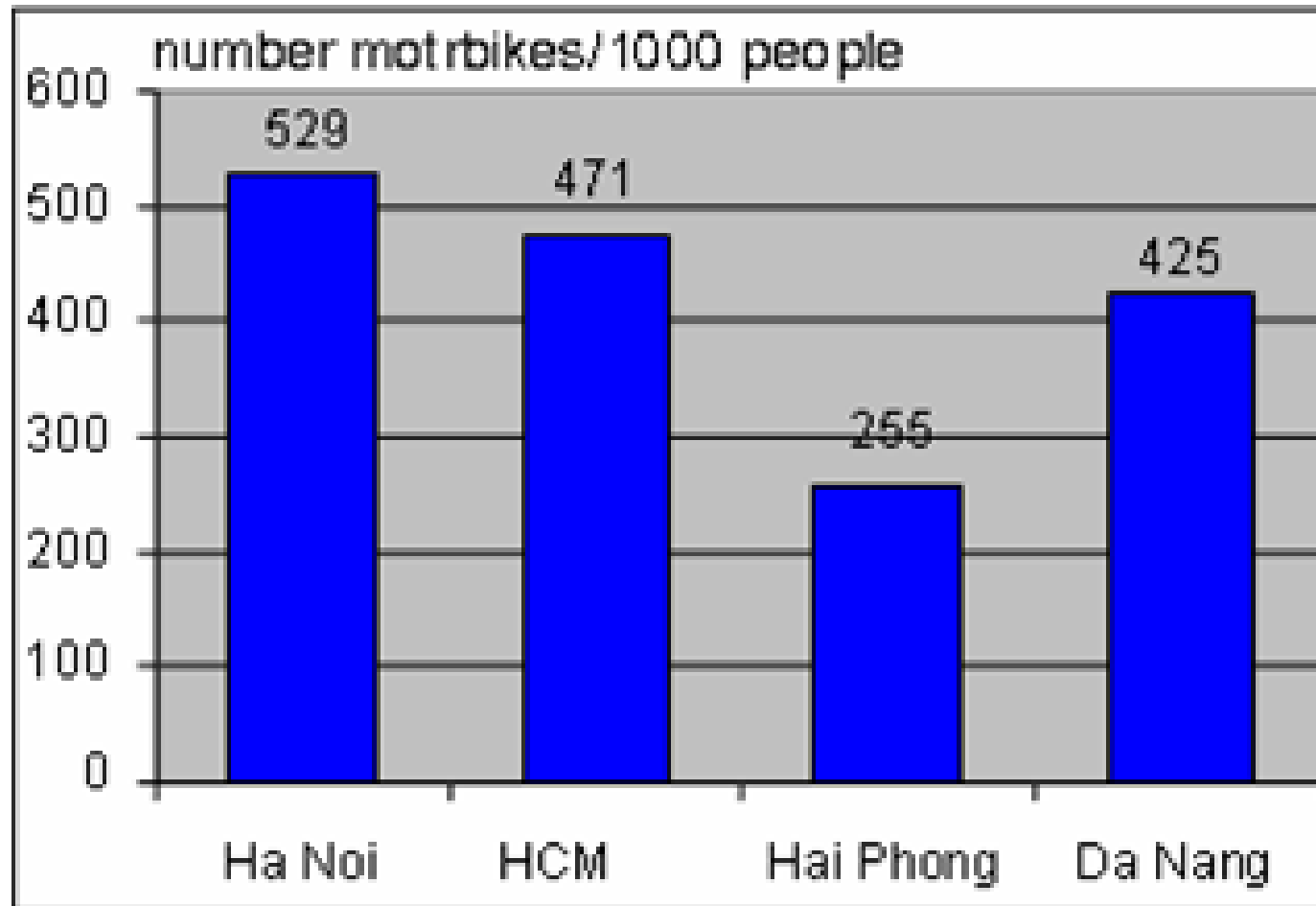
Source: Viet Nam Environmental Report 2007

Transport planning and transport demand control

Some actions have been taken:

- Introduce time limits for some types of vehicles in cities, e.g. container trucks and heavy duty trucks are not allowed to pass inner streets in the daytime; other automobiles can only travel in ring roads, centripetal and axle roads at a certain time.
- Develop public transport: Give priorities to bus service development, open new routes, improve service quality, supply new buses, pilot massive rapid transport (MRT) such as double deckers; develop and implement subsidized policies on bus services.
- Start tube project in HCM city
- Provide capacity-building for transport management such as lane and route division; increase monitoring and facilitating responsibilities of traffic wardens and traffic inspectors during rush hours at traffic congestion points; re-schedule working time in offices located in the city.

Motorbikes Density in some Cities

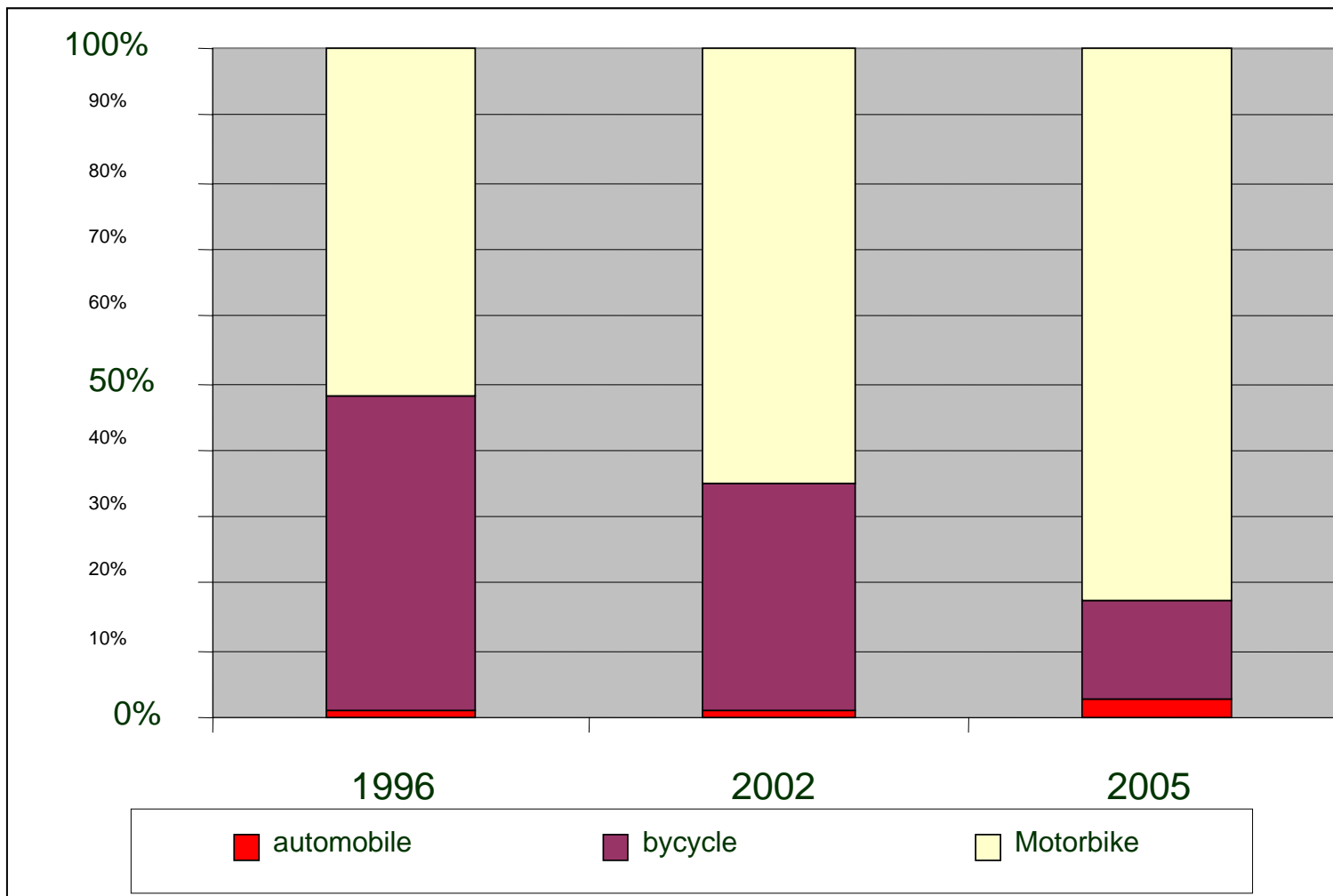


Source: Viet Nam Environmental Report 2007

Non-motorised transport (NMT)

- Number of bicycles reduced in big cities like Ha Noi and HCM through the year
- Few people use NMT means, mainly school students
- Low number of walking people due to high number of motorbikes
- Many streets without pavement in Ha Noi and so no space for walking

Vehicles' share in HCM city: ~ 15% bicycle



Source: Viet Nam Environmental Report 2007

Land use planning

- Narrow streets and by-streets where there is no access to public transport, fire trucks, ambulance...
- No safety corridor for railway transport in Ha Noi
- Houses are opted to be located on the roadsides
- Land area allocated for roads in Ha Noi is 6.1% (1% for stationary transport) compared to 20-25% in developed countries.

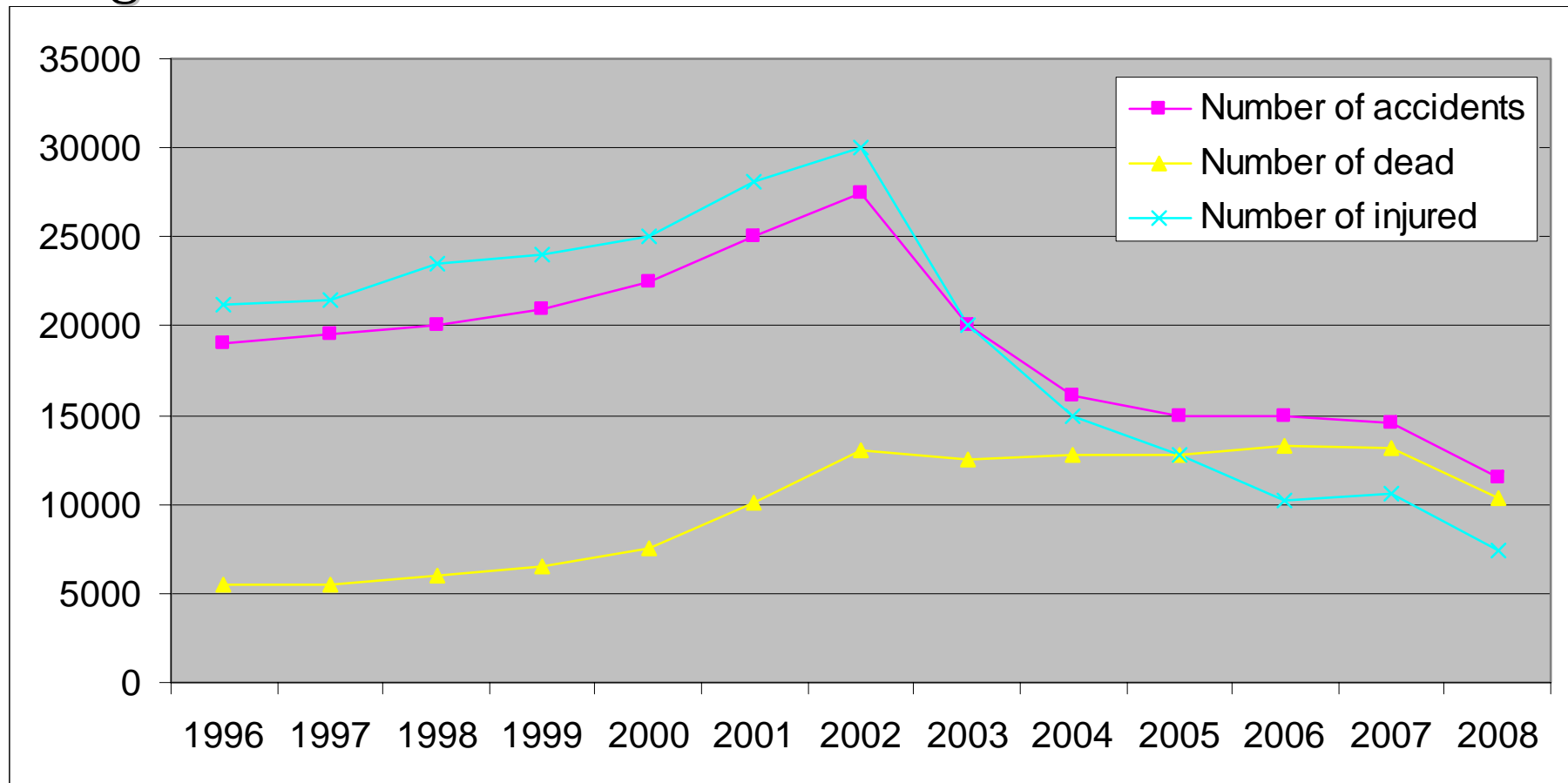
Traffic safety (1)

Some actions have been done

- Promote traffic safety in urban areas: increase public awareness of traffic law compliance; relieve traffic congestion at some school gates during rush hours, ect.
- The National Committee for Traffic Safety chaired by the Minister of Transport was established and introduced several practical measures:
 - Resolution Number 14/2002/QH11 of the National Assembly and Resolution Number 13/2002/NQ-CP on 19/11/2002 on measures to reduce traffic accidents and traffic jams were released.
- Introduce regulation requiring motorbikes riders to wear helmets in all roads and streets from 15 December 2007.

Traffic Safety (2)

Slight reduction in accidents and victims



Source: National Traffic Safety Committee, MOT, 2008

2. Future's Strategies

Transport Planning And Transport Demand Control (1)

a) Developing public transport network

- Develop mass transit: tramvai, skytrain, tube, BRT, ect. in Ha Noi and HCM city; Raise the number of buses and service quality;
- Target: share of public transport is 25-30% in 2010 and 50-60% in 2020
- Boost up research; promote awareness raising and introduce economic incentives for using public transport.
- Provide incentives for business sector to participate in public transport such as tax, loan, land preferences.

b) Restricting and controlling the increase in private means of transport

- Apply economic and administrative measures to reduce motorbikes and private cars.
- Make public limitation roadmap.

Transport Planning And Transport Demand Control (2)

c) Planning and managing transport

- Implement good lane and route divisions on roads,
- Invest in upgrading and development of urban transport infrastructure in terms of road quality, road width, the proportion of road length to urban area, the proportion of transport area to the total urban area, multi-levelled junctions, over/underpasses, etc.

Solution to pollution issues in major cities

1. Hanoi and Ho Chi Minh city have set up projects to reduce traffic congestion.
2. Develop bus network especially bus using LPG and CNG.
3. Strengthen emission control:
 - Vietnamese Government has stipulated schedule to apply emission standard to road transport motorized vehicle.
 - Ministry of Transport is setting up an emission control project for motorcycle and motorbike in big cities.

Infrastructure & Landuse planning (1)

a) Investing in the development of road transport infrastructure

- Ensure the land reserved for urban transport accounts for 15%-25% of the total urban area, including stationary and dynamic transport
- Construct centripetal roads, ring roads, metropolitan axes, multi-level passes at intersections;
- Construct mass transport system such as trams, elevated rail, undergrounds in big cities Hanoi and HCM City.
- Build noise-killing walls to reduce the noise level in roadside residential areas in cities.
- Implement resettlement activities in road construction projects and complete before site clearance for the construction.

Infrastructure & Landuse planning (2)

b) Implementing strictly requirements for environmental protection in transport infrastructure construction

- Apply strictly the environmental protection requirements on road projects
- Control the implementation of environment protecting measures stated in EIA.

c) Mobilizing resources for road transport maintenance

- State budget to be allocated to activities solving environmental pollution problems in road construction projects,
- Promote socialization of road management and maintenance; “Road maintenance fund” should be established soon.

Traffic Safety

- a) To improve state management effectiveness and strengthen law enforcement
- b) To raise safety effectiveness of transport infrastructure
- c) To enhance vehicle control
- d) To manage and control strictly the work of training, granting driving licenses; managing drivers
- e) To boost up transport exploitation and organization
- f) To promote propaganda and education about laws on transport order and safety

Thank you for attention!