

An urgent problem of traffic congestion: Causes and solutions

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Abstract: According to the statistics of Ho Chi Minh City Traffic Safety Board, up to 90% of traffic accidents occur due to poor people's awareness, not observing the law causing unfortunate consequences. Traffic congestion occurs in most countries in the world. However, those countries are different from ours in that when there is a traffic jam, the driver of the vehicle still strictly abides by the traffic law, does not wriggle, walks on the sidewalk, honk loudly, and stays in our country, on the contrary, everyone goes "out of nowhere" and not following any rules. Most people on the road intentionally overtook a red light, climb the sidewalk, encroach on the lane ... not only causing congestion, prone to accidents, but also ugly the face of urban traffic in Vietnam. The second reason is the weak transport infrastructure, the increase of individual vehicles in traffic. So far, Ho Chi Minh City transport infrastructure only meets about 30% of the city's traffic development plan. Infrastructure, roads, bridges are narrow and degraded. While the population is concentrated, the increasing number of personal vehicles has become a "burden" for transport infrastructure.

Index Terms: Traffic congestion, urban transport, motorcycle

I. INTRODUCTION

The decisive solution, first of all, is to renovate, expand and build new infrastructure, quickly expand, build new trunk roads, complete belt roads, renovate intersections. informed. At the same time, to build flyovers at important intersections, to open roads to and from the city, to upgrade and open more roads in areas where the land for road remains too low, mobilize investment capital to pay clearance compensation to renew routes in the rear of main streets ... This work must be done urgently and quickly in order to release traffic flow. The cause is derived from the weakness of public passenger transport. Ho Chi Minh City wants to reduce traffic congestion, reduce personal vehicles, it must set the goal of developing the network of public passenger transport to the top. Ho Chi Minh City aims to 2020, the market of public passenger transport (VTHKCC) throughout the city to assume 15-20% of the needs of the people moving. By 2025, it will reach 20.5-26.6% and by 2030, this ratio will increase to 29.3-36.8%. However, until now, public passenger transport in Ho Chi Minh City has only met about 9% of the travel needs of the people - the distance is quite far from the goal. Ho Chi Minh City buses only met 9.5% of people's travel needs in 2018. It is worth mentioning that, over the past time, Ho Chi Minh City has focused a lot of investment on buses from infrastructure to interest rate support policy. borrowing new cars and waiting stations ... But over the years, the number of passengers on buses tends to decrease. Compared to the end of 2017, the bus network in Ho Chi Minh City is currently down 7 routes (5 subsidy routes including: 37, 40, 60, 95, 149 and two non-subsidized routes, including 12 and 49). Irregular distribution of lanes, lane-division, lane-taking lanes, traffic coordination, signal lights at intersections are not good. Most of the streets in our country are narrow but have two-way traffic, some roads have stipulated that cars can only travel one way but allow buses to operate in two directions, but buses have up to 45 seats. Sitting, parking regulations for this vehicle facing each other, near the intersection ... should cause traffic jams. Equally important causes of traffic congestion are the encroachment of sidewalks and roadways to trade and business of a large number of retailers, mainly street vendors, food and drink vendors. The roads are "occupied" by pedestrians often forming knots leading to traffic jams, difficult people to travel. The fines for violations of the Traffic Law are still low, not enough to deter the operators of vehicles when traveling on the streets. Many serious violations such as using alcohol, beer still driving, passing a red light, carrying an overload ... the penalty is not high, the driver still intentionally recidivism. Not only that, the handling forces are not strict, lax and even arise negatively during the process of treatment. Based on the above existing shortcomings, Ho Chi Minh City needs to have the right solutions. muscle, sticking to addressing the above causes will contribute to pulling down traffic congestion. In particular, focus on solutions to limit personal vehicles, develop public passenger transport systems. Focusing on allocating investment capital for projects that implement groundbreaking programs, key projects to solve congestion in Tan Son Nhat airport, Cat Lai port, downtown area, and prevent landslide. river banks, canals. British economist Economist has compared driving in Vietnam as a 'nightmare' and the situation is getting worse due to the increasing number of cars. The increase has led to a number of consequences such as environmental pollution and traffic congestion. According to the Economist, sales of cars and trucks increased by 55% in 2015, though it was still low[1].Traffic congestion is a common problem for urban areas around the world, including in cities with modern transport systems. In Vietnam, according to the National Traffic Safety Committee, TC annually causes damage of 30,000 billion VND, equivalent to 1.34 billion USD[2]. In the United States, the

country with the most modern transportation system in the world, TC has caused damage estimated at 124 billion USD[3]. Therefore, governments of all countries always put the issue of TC as a top concern, directing scientists, ministries, and departments to focus on researching and understanding the nature of the TC problem to gradually overcome[4]. Most countries have their own ideas about the concept and classification of TC[5]. Approaching the TC issue from the different perspectives of countries around the world helps Vietnamese experts to better understand and come up with a consensus on how to understand this issue. Since then, in the management of traffic safety and control, to curb traffic congestion, traffic police and other departments have the basis to perform the work, properly assess the level of traffic safety to implement the task; doing well the reporting, statistics, building databases on TC; create integration in the context of international cooperation with other countries.



Fig. 1. Traffic congress in Vietnam

Vietnam is the second largest motorcycle ownership in the world after Taiwan. According to statistics in early 2016, the number of registered motorcycles in Vietnam is over 37 million. During the peak hours of the weekends, holidays, the number of motorbikes is too many. Traffic jams on the day are also common in the city, during working hours. The street dust and loud whistles will make you tired about road traffic in Vietnam. Investment in road traffic in Vietnam is a lot but the quality is very poor. Some routes just need light rain that will be damaged or flooded. Not only there are many strange signs or the name of the road. The direction is super small, put in the position difficult to see ... but also the problem of misspellings. Vietnam's traffic problems are very complex. The traffic police in Vietnam are very large and powerful: traffic police, traffic inspectors, police officers but accidents Vietnam still ranked in the top 10 countries of traffic accidents in the world. The sense of participation in traffic of Vietnamese is poor. Vietnamese people go fast, cross the red light. When being stuck at congestion, most people ride their motorbikes on the sidewalk rather than waiting, or constantly use horns to hasten riders in the front, even shouting at them from time to time. Vietnamese often don't obey the traffic lights or signs. Children are taught about traffic laws while adults are breaking it. Now the government gives much new strict law to improve the present posture. The government also has a lot of projects to upgrade the road, widen the road more and more. Build more highways and tunnels to reduce traffic jam. The visitor comes to Vietnam will have some exciting experiences when entering traffic in Vietnam. Some travelers have their traffic tips on how to cross the road in Vietnam: forget all the standard rules to cross the street, look at the vehicles that are heading towards you, just move slowly to cross the road because no one will crash into you, the foreigners will feel crossed the road like a game of adventure but you are very easy to do it.

I. SITUATION OF TRAFFIC CONGESTION

According to the statistics of the National Traffic Safety Committee, with the participation of ministries, branches, socio-political organizations and localities in the synchronous implementation of many solutions, in the first nine months of 2019. , 12,675 traffic accidents occurred nationwide, killing 5,659 people

and injuring 9,619 people. Compared to the same period in 2018, the number of traffic accidents decreased by 567 (4.28%), the number of deaths decreased by 353 (5.8%), the number of injured people decreased by 800 (6.78%). For the first time since 2014, the number of deaths due to traffic accidents decreased by over 5%; Basic transportation services have met the travel needs of the people on the peak occasions. At the same time, traffic congestion also occurs quite often in the sections of roads where the construction works are prolonged, unreasonably organized traffic. The situation of passing red lights, going into forbidden roads, encroaching on pavements, roadbeds for doing business, keeping vehicles, illegally stopping and parking vehicles ... is also the cause of congestion and traffic congestion in urban centers. Facing this fact, ministries, branches and localities have focused on implementing many solutions to overcome the main traffic axes, in big cities, especially in Hanoi and Ho Chi Minh City. In 2020, the National Traffic Safety Committee is determined to continue reducing traffic accidents by 5-10% of cases, deaths and injuries compared to 2019; continue to reduce traffic congestion. In fact, in the inner urban roads, the occurrence of traffic accidents has decreased but it is not a small number, and traffic congestion is like meals. Sometimes mobilizing traffic police forces at intersections during rush hour, it also takes a lot of time to be able to circulate such a large amount of vehicles. It can be said that traffic safety is considered a painful issue of society. In the middle of the capital - the face of the country, the situation of traffic safety is a problem that has not been solved for a long time. Relevant levels of industry that identify this issue cannot be solved overnight. That alone is enough to see the difficult and difficult nature of it. In Hanoi, the "black spots" of traffic jams are the intersection of So, Vong, Dai Co Viet-Le Duan intersection and other small roads such as the intersection of Mo market, Truong Chinh street, Tay Son road, Pham Ngoc Thach. According to the statistics of the National Traffic Safety Committee, there were 19,852 road traffic accidents in 2004, killing 11,319 people and injuring more than 20,000 others. The number of traffic accidents is determined mainly on "black spots". By the end of 2003, there were only 675,000 cars and 11,400,000 motorbikes; The number of motor vehicles is only 5% of that of Europe, but the annual number of road traffic accidents is equal to 26% of the whole of Europe. About 40,000 traffic accidents occur every year on European roads, killing 42,000 and injuring about 17,000 others. In Africa, combined from 42 countries, with about 10 million cars, each year the number of people killed by road traffic accidents up to 35,000 people and injured 300,000 others. It can be clearly seen that our road traffic situation is still inadequate. In 2002 the state enacted a ban on the import of motor vehicles, which over time proved its negative side, limiting the development of society. As mentioned above, the number of our vehicles only accounts for 5% compared to Europe, but the number of accidents is 26% compared to that of Europe. This proves our recognition of the wrong situation. As we know we want to realize the situation must go from the phenomenon to the nature. The nature of the phenomenon is abundant and non-stop, so the deep inner nature must be thoroughly investigated in order to accurately grasp and avoid unfortunate mistakes. The proposed laws like the above have proved that: seeing the phenomenon but not necessarily seeing the nature. Compared with neighboring countries, the level of congestion in big cities in Vietnam is less serious. About 40 million motorbikes in Vietnam, when traveling on the street can scare any pedestrians, causing a stir when wriggling from big streets to small alleys. Only 9% of the land in central Hanoi is used to build main and secondary roads, compared to 32% in Manhattan (New York, USA). The World Bank (WB) in 2011 once calculated that, if the number of cars reached a moderate level as in Malaysia, then the entire capital of Hanoi would be paralyzed and unable to move. In the US, commuters lose an average of one week (working time) each year because of traffic jams, according to Texas Transportation headquarters. While there are more flexible ways to get around, people still choose to use the car for convenience, comfort and privacy. Most technologies promise to reduce traffic congestion with a solution called costing to avoid traffic congestion, where cities pay a fee to get into certain parts of the city during the time period. Certain times every day. In theory, if the congestion fee is high enough, some drivers will be able to cancel their trip or use the bus or train. And in fact, it seems to be useful: Singapore, London and Stockholm have reduced the amount of vehicles and air pollution in the city center thanks to the cost-avoidance cost estimate. Another way to reduce the amount of traffic congestion when there is a flexible working schedule for workers, this helps them to move to the workplace during off-peak hours, avoiding peak hours. Those who have to travel during rush hour can share the car. Employers can also allow more employees to work remotely (working from home) to reduce the number of vehicles traveling on the road at the same time. On the other hand, this mindset continues, planners know that more and more drivers and vehicles are moving every day, but they are still reluctant to encourage the rise of private vehicles when public transport plus is a lot better for both humans and the environment. For this reason, the US government has decided to set aside \$ 7 billion to help increase the productivity of public transportation systems and upgrade them with highly efficient technologies. But environmentalists still complain that the fund is too little compared to the \$ 50 billion spent on building bridges and roads.

According to traffic experts, after many years of implementing the plan to reduce the population to the suburbs, the central satellite cities of Ho Chi Minh City form hundreds of apartment and building projects ... but

the transport infrastructure seems to left open. This makes the situation of traffic jams more serious at the gateway to the city center during rush hour. Typically, the East includes District 2 and District 9, a series of real estate projects, commercial centers, administrative ... formed, attracting hundreds of thousands of people to come here to find shelter. Meanwhile, the transport infrastructure to connect smoothly is almost left open. Every day thousands of vehicles must move step by step on Highway 13, Thu Duc district to BinhTrieu bridge connecting Thu Duc district with BinhThanh district to enter the city center. Also on the Hanoi highway through District 2, Thu Duc traffic jam happened "like rice meal" because residents came here to buy apartments and houses too much. And the South, including districts 4, 7, Nha Be, Can Gio and part of district 8, BinhChan district, real estate projects, industrial parks, schools ... also sprouted up like "mushrooms", but the traffic direction About the center of Saigon, almost concentrate on Nguyen HuuTho street toward District 4, making this road often congestion. Particularly in the Northwest, including a part of Tan Binh, Tan Phu, District 12 and Hoc Mon, every day hundreds of thousands of people circulate to work, purchase and sale centers ... causing Truong Chinh and Cong Hoa roads to overload. Even the Hoang HoaTham overpass and the Cha Ca Mausoleum flyover put into operation for more than a year have not solved this problem.

II. CAUSES AND SOLUTIONS

Examining this issue, members of the National Assembly's National Defense and Security Committee concurred with the National Traffic Safety Committee's assessments. However, it is also pointed out that the situation of traffic accidents in 2019 is still complicated, occurring particularly serious and pressing traffic accidents in the society related to passenger cars and heavy trucks, accidents caused by the use of alcohol, beer, drugs, and stimulants. Violations of traffic order and safety in big cities; the situation of parachutes, wharves, picking up and picking up passengers at the wrong places still exists, there is no suitable and effective management measure ... Activities violating traffic safety corridors, encroaching road beds and pavements summer has not resolved, continue to recur after inspections. Analyzing the causes and the opinions that the inspection, handling and handling of violations in traffic order and safety have not been really drastic and not highly effective; the coordination among law enforcement forces on traffic order and safety is sometimes unsatisfactory; a sense of compliance with the law on order and traffic safety of a part of people in traffic is still weak. According to Standing Committee Member of National Defense, the causes of the airborne situation are new, but to thoroughly resolve the need for innovation in State management, the on all levels, sectors and people. Comes with strengthening inspection and handling of violations; improve the responsibility of law enforcement forces on traffic order and safety to ensure compliance with the regulations, creating a high consensus in the society. In addition, the Committee members also asked the Government to focus on investing in completing the transport infrastructure system, ensuring synchronous transportation infrastructure with the planning of population and urban areas. Besides, innovating traffic management methods and methods, thoroughly exploiting IT, connecting traffic order management and safety data. Control traffic safety in the "black spot" area and the situation of picking up passengers on highways. Continue to make determination in the coming year to reduce traffic accidents to a minimum ... Especially, legal documents must be finalized to provide a basis for handling violations in this area. in accordance with current practical requirements. *The first reason* is the low sense of compliance with the Traffic Law by drivers of motorized vehicles (both motorized and rudimentary). According to the statistics of Ho Chi Minh City Traffic Safety Board, up to 90% of traffic accidents occur due to poor people's awareness, failing to obey the laws causing unfortunate consequences. Traffic congestion occurs in most countries in the world. However, those countries are different from ours in that when there is a traffic jam, the driver of the vehicle still strictly abides by the Traffic Law, does not wriggle, walks on the sidewalk, honk loudly, and stays in our country, in contrast to everyone, goes "everywhere to go", not following any rules[19]. Most of the people on the road intentionally overtook the red lights, climbing sidewalks, encroaching lanes ... not only cause jams and easy accidents, but also ugly the face of urban traffic in Vietnam. Meanwhile, the majority of drivers of all classes on the Road Traffic Law, are licensed to drive. *The second reason* is the weak transport infrastructure, the increase of individual vehicles in traffic. So far, Ho Chi Minh City transport infrastructure only meets about 30% of the city's transport development plan. Infrastructure, roads, bridges are narrow and degraded. The construction process was slow and stagnant. While the population is concentrated, the increasing number of personal vehicles has become a "burden" for transport infrastructure. *The third cause* comes from the weakness of public passenger transport. Ho Chi Minh City wants to reduce traffic congestion, reduce personal vehicles, it must set the goal of developing the network of public passenger transport to the top. Ho Chi Minh City aims to 2020, the market of public passenger transport throughout the city to assume 15-20% of the needs of the people moving. By 2025, it will reach 20.5-26.6% and by 2030, this ratio will increase to 29.3-36.8%. However, until now, public passenger transport in Ho Chi Minh City has only met about 9% of the travel needs of the people - the distance is quite far from the goal. Ho Chi Minh City buses only met 9.5% of people's travel needs in 2018. Worth mentioning, in recent years, Ho Chi Minh City has focused a

lot of investment in buses from infrastructure to policies to support new car loan interest and waiting stations ... But over the years, the number of bus passengers tends to reduction. Compared to the end of 2017, the bus network in Ho Chi Minh City is currently down 7 routes (5 subsidy routes including: 37, 40, 60, 95, 149 and two non-subsidized routes, including 12 and 49). Asian cities (Hanoi, Saigon, Bangkok, Jakarta, Taipei, Seoul, Tokyo ...) have the same characteristics as very high population density, land use functions such as residential, business, production, administration, mixed services, in which the main functions are concentrated in the city center or in the core city (Strong center, high density urban structure). This "Asian specific" urban structure is different from the American urban structure (low density, distributed functions, multi-core). It creates a large concentration of travel demand that facilitates the development and operation of public transport, non-motorized transport (bicycles and walking). But it also puts great pressure on road infrastructure and car parks. Road and parking density per capita in Asian cities (including Tokyo and Seoul) is only 1/5 ~ 1/10 of US urban areas. Therefore, Asian cities are not "suitable" for developing cars like the US. While car ownership in the US is 600-700 cars per 1,000 people, Asian cities are very good at 200-250 cars per 1,000 people (like Tokyo, Seoul and Taipei). With this amount of ownership, all cars are dumped on the road at once, it is cramped, let alone move. As incomes rise, car ownership increases, which is the rule, but in Hanoi and Saigon the growth rate of cars is relatively higher than income in Bangkok, Kuala Lumpur and more than Seoul, Tokyo. The car ownership level in Hanoi / Saigon is currently 60-70 cars / 1000 people. Meanwhile, Vietnam's road system is much worse than the aforementioned cities. In addition to the number of motorbikes owned by more than 600 cars per 1,000 people, the current road system is overloaded, constantly congested and increasingly aggravated when middle-class and older families, everyone needs to buy a car. First car to travel when there is work. This is a natural need, so it is difficult to regulate with tax and fee policies, unless there are administrative measures (such as requiring parking before registering the car). The travel demand of urban people is the "real and basic" demand, arising from the requirements of production, business and education activities. The demand for travel is constantly increasing in both absolute quantity, density (per km²) and quality (people increasingly require faster, comfortable and safer travel.). The process of strong urbanization, the influx of people from the provinces to Hanoi / Saigon has made the travel demand boom, far beyond the ability of the current infrastructure system, which is already limited, but The pace of expansion is like a "cow turtle". Guangzhou also developed a fiercely public transportation even more than Taipei. In the 1990s, they had more than 400 bus routes, serving more than 30% of travel needs. Motorbikes also thrived in the period 1990-2000 (increased from 70 to nearly 200 vehicles per 1000 people). In response, they had to upgrade and expand the bus network to more than 500 routes (with more than 8000 vehicles), increasing the fare subsidies. Not enough, they also developed a strong MRT network, the first line opened in 1997 (when GDP / capita = 2300 USD. In 2005 there were 5 routes and in 2009 there were 8 routes (240 km). Seeing the quality of bus services go down due to traffic jams, they decided to build a number of express bus transport corridors (BRT) to upgrade bus services. In 2010, the first corridor was extended. 23km, with a capacity of 0.8 million passengers / day As a result, in 2005 the total share of public transport reached nearly 70% (nearly 20% for motorbikes, nearly 10% for cars). Motorbike manufacturers, they set out a 16-year roadmap (1991-2007) to restrict and ban motorcycles from moving in the city. 6% left, their strategy is to take GTCC is the focus, priority number 1. The MRT system will be the "backbone", the bus system will play a major transport role, personal motorized traffic will be a secondary, their slogan is "every year, a small change, 3 years will have a big change, 10 years will have a leap. " It is expected that by 2020 there will be 600 km of MRT and 200 km of BRT and GTCC will meet over 80% of travel needs.

"Remedy" to treat traffic congestion in Hanoi and Saigon must at least study Taipei, so strive to be like Guangzhou. In order to do so, leaders need to have strong, systematic, visionary, and not fragmented or go into the details.

It is necessary to study that both situational and immediate solutions and basic and long-term solutions can be used at the same time. In the planning of large cities, it is possible to think of reducing the population to the surrounding satellite cities and tens of kilometers from the "mother" city. Each satellite city has tens of thousands of people with the same modern infrastructure and facilities, but more than the "mother" city, with proper incentives to encourage production facilities and cultural facilities. , education, families voluntarily move from "mother" cities to satellite cities. This is the "macro planning", large scale, great difficulty, big price, big funding, but also great benefits. Since 1980, Taipei has a dense network of buses covering more than 300 bus routes, each serving more than 50% of total travel needs. But the rapid expansion of motorbikes made the share of buses fall to less than 20% in the early 1990s. Cars also flourished from 1985 onwards. In response, Taipei was determined to develop a drastic metro network (MRT). The first route opened from 1996 to 2000 with 5 routes in operation (a total of 90km). During this period, they reformed the bus network (opening new routes, new vehicles, building priority lanes for buses), in 1999, connecting the bus network to the subway network through electronic tickets. create favorable conditions for people to travel. Currently, the total market share of public transport is 50% (30% for buses, 20% for electric trains). Although they have successfully controlled the

development of personal vehicles (the current level is 400 motorbikes / 1000 people, 240 cars / 1000 people), the use of motorbikes is still quite high (30%). To continue the conversion from motorbikes and cars to public transport, the city continues to invest in expanding the metro network, in combination with tight management of parking lots, and motorbike and car parking fee by the hour. Clearly, traffic congestion in Vietnam's major cities, especially Hanoi and Saigon, has become a serious illness that weakens many "bodies - societies" that have not taken anything well. of our country. The applied solutions, although quite expensive, are not really effective. Curing this disease requires special medicine, "" Eastern medicine - Western medicine "to cure the root. Here the core issue is to set and solve the problem of "urban development planning". Of course, this is a difficult, very difficult problem, but not without a correct solution. The key to the development issue is: "Honest and good leadership". Or to be more specific, it is required that the managers of the country must have enough "mind" and "reach" to learn, draw lessons learned about the planning and management of cities in the world have similar conditions as Vietnam. It's simple to say but why is it so difficult?. Propaganda, education and dissemination of the law on traffic culture construction were carried out synchronously, both width and depth with the strong participation of ministries, branches, localities and mass organizations press agencies and the entire social network community. The highlight is the walking event calling for action "Drinking, not driving" with the participation of more than 10,000 people and participating in the strong communication of the press agencies across the country, which has created a great spread. This is a big project, supported by the public opinion, creating a high opinion for the National Assembly XIV to pass the Law on Prevention and Control of Alcoholism at the 7th Session. The report of the National Traffic Safety Committee also pointed out some shortcomings and limitations in the first 6 months. Despite the outstanding results, the traffic order and safety situation is still complicated, there are 19 particularly serious traffic accidents, causing deaths, injuries and injuries, causing annoyance public opinion, especially accidents related to passenger cars, heavy trucks, accidents caused by driving violations of alcohol content and drug use. The situation of traffic order and safety on coastal transport routes is also becoming more and more complicated with the rapid increase of the sea-phase river fleet; the situation of "parachute cars and wharves" sharply increased, causing traffic disorder and disorder, unfair competition with fixed-line passenger cars; Traffic congestion in big cities like Hanoi, Ho Chi Minh City, Da Nang, HaiPhong, and NhaTrang tends to increase. The reasons that the National Traffic Safety Committee also pointed out in the report are the state management of transportation is limited, especially the inspection, examination and handling of violations. on traffic safety regulations for transport business units. In some places, the enforcement of traffic safety law is still limited; the coordination of tasks to ensure traffic order and safety among agencies and forces to ensure traffic order and safety in some places is sometimes not tight.

III. CONCLUSION

Specifically, in the situation of traffic accidents, in the first 6 months of 2019, the whole country had 8,385 traffic accidents, killing 3,810 people, injuring 6,358 people. Compared to the first 6 months of 2018, the number of traffic accidents decreased by 641 (7.1%), the number of deaths decreased by 311 people (down 7.55%), the number of injured people decreased by 679 people (decreased by 9, 65%). 47 provinces and cities under the Central Government had a decrease in the number of traffic accident deaths compared to the same period in 2018 and 11 localities had an increase in the number of traffic accident deaths compared to the same period in 2018. In the first 6 months, 19 traffic accidents were particularly serious, killing 73 people and injuring 87 people. Regarding traffic congestion, there were 46 cases nationwide; Compared to the same period in 2018, an increase of 8 cases (up 17.4%). The cause of traffic accidents is 33 (71.7%), the volume of crowded vehicles: 7 (15.2%), other causes (vehicle incidents, fire, landslides ...), 6 cases (13.04%). Assessment report, in the first 6 months of 2019, the work of ensuring traffic order and safety has been cared and directed by the Party, the National Assembly, the Government, the Prime Minister and the National Traffic Safety Committee paralyzed, actively participated in by ministries, branches, socio-political organizations and localities, synchronously implemented many solutions. Although the first 6 months of 2019 are the time to gather many peaks in traffic order and safety, especially, on the occasion of the Lunar New Year in 2019, the people of the whole country get more than 2 days off (9 days off) and the peak of public holidays on April 30, May 1, 2019 is more than 1 day off (5 days) than every year, there are also many important political events, but the situation of traffic order and safety There are continuous positive changes. Traffic accidents reduced all three criteria, the deepest reduction in many years; Basic transportation services have met the travel needs of the people on the peak occasions.

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