

# HELMET LAW AND ENFORCEMENT, VIETNAM



**Date started:** On-going

**Partners:** Government of Vietnam, many road safety stakeholders including GRSP

**Cost/time/resources:** Significant but not measured systematically



1557 lives have been saved in 2008 due to an effective implementation of helmet law in Vietnam. Helmet wearing rates are now 90% in city centres. Helmets are a critical issue in Vietnam because more than 95 percent of the nearly 27 million motorised vehicles in Vietnam are motorcycles and they contribute to 90 percent of all road crashes in the country. Injuries to the head and neck are the main cause of death, severe injury and disability among users of motorcycles. Enforcement of helmet wearing for both rider and passengers will increase the likelihood of crash survival by up to 40 percent depending on the speed of the motorcycle and quality of the helmet. Helmet wearing is compulsory in many countries, but in many low- and middle- income countries, these laws are not enforced.

## Summary project sheet.

### **Objectives and scope**

Over the last decade, a number of legislation and enforcement changes for helmet promotion have taken place in Vietnam led by the Government of Vietnam (GoVN) to increase the use of helmets for all motorcycle users.

### **Activities**

In 2001, the National Assembly approved a new Road Traffic Code including a helmet wearing regulation. Later in 2002, the police were instructed to strictly enforce helmet wearing on regulated roads. However, the fine was minimal and the enforcement not strong, so the compliance rate was low. In 2004, the Government requested the Ministries of Police and Transport, the National Transportation Safety Committee and local authorities to implement compulsory helmet wearing more actively. With more public education and stronger enforcement, helmet use increased. However, in early 2006, the Ministry of Justice nevertheless requested all People's Committees to cancel all "non-functional" decisions, including compulsory helmet wearing. As a result, the helmet wearing rate was reduced again.

Later in 2006, GRSP, the NTSC and the Asia Injury Prevention Foundation (AIPF) conducted a study of helmet wearing in Vietnam and the results were reported at the National Helmet Action Plan Workshop in December 2006. This workshop was highly appreciated by the government because it created an opportunity to document a National Action Plan. NTSC later confirmed the workshop had positively affected the Prime Minister's decision of reintroducing the compulsory helmet wearing law.

In June 2007, the government enacted Resolution 32 on urgent solutions to limit traffic accidents and from December 15, 2007, helmet wearing was compulsory on all roads. The resolution was this time supported by enforcement and a tough penalty scheme.

### **Conclusion and main lessons learnt**

According to NTSC's report 1557 lives have been saved in 2008 compared with 2007. Compliance rate has been maintained at more than 90% in city centres. The compulsory helmet wearing law is a result of determination of the GoVN and its different transportation ministers. Other organisations such as AIPF and GRSP have assisted in focusing on the issue and provided technical knowledge and international expertise in the introduction as well as the enforcement of the helmet law in Vietnam.

### **Quote: Chairman National Transportation Safety Council**

"The action plan for helmet wearing in Vietnam has contributed many good and feasible initiatives. The action plan has contributed to the release of the compulsory helmet wearing law on all types of roads including the intercity streets."