

## Data leads to successful introduction of Vietnam Helmet Law

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### 1. BACKGROUND

The Global Road Safety Partnership (GRSP) launched its 5 year Global Road Safety Initiative (GRSI) on the 15 June 2005 in Bangkok. The Association of South East Asian Nations (ASEAN) is the first regional area of focus for this Initiative which is funded by seven of the world's largest auto and oil industry companies.

According to a recent study organised by the Asian Development Bank (ADB), road crashes killed more than 75,000 people in ASEAN in 2003 and it cost more than 2.2 per cent of the region's annual GDP. GRSI aims to reduce deaths and injuries in the region by helping governments and road safety stakeholders deliver a series of workshops and demonstration projects to facilitate the take up of good and effective road safety practice. GRSI's programme will focus on the key risk factors identified in the World Health Organization's (WHO's) 2004 World Report on Road Traffic Injury Prevention. These include helmet use, alcohol, inappropriate speeds, and safety of pedestrians and vulnerable road users.

Because of the high proportion of motorcycle victims in road crashes in many countries of the region it has been agreed that the first series of workshops will focus on the development of national action plans aimed at improving the quality and usage of motorcycle helmets. The workshops will be based on the forthcoming WHO good practice guidelines on helmets. A key part of the workshop process will be the assessment of each country's performance with respect to motorcycle helmets. Data on helmet wearing standards and legislation, the types and quality of helmets in use, helmet wearing levels and practice and motorcycle crashes and rider and passenger injuries will need to be collected and made available to the participants. To meet this need, GRSP has commissioned a helmet study in each of the countries (including Vietnam) participating in the GRSI helmet programme.

The aim of this study is to provide the data needed to assess Vietnam's current performance with respect to motorcycle helmets and to inform participants of the national action plan workshop of the current situation. The study also provides a benchmark for evaluating helmet initiatives in the future.

In Vietnam, traffic accident has become one of the main causes of deaths and injuries and takes a large part in community's cost. 70% of the traffic accidents in Vietnam are related to motorcycle crashes, and 88.14% of motorcycle crash related deaths was due to head trauma. According to National Traffic Safety Committee - NTSC's reports, by October 2005, the numbers of motorcycles in Vietnam reached 16 million. This means there is one motorcycle among every 5 persons. 76% of motorcycle riders in Hanoi never wear safety helmets. Motorcyclists who frequently wear helmets make up only 7.6%. According to the World Health Organization (WHO), one of the main cause that lead to deaths in motorcycle crashes is that no more than 10% of motorcyclists in Vietnam wear helmets while riding.

To gather information to support building effective strategies and documents on helmet wearing, GRSP in collaboration with Asia Injury Prevention Foundation and National Economic University have conducted a national study on Motorcycle helmet situation in Vietnam.

Objectives of study:

- The managing, checking and monitoring of helmets use from national to provincial, to individual companies/ organizations levels
- The actual helmet wearing enforcement policy application
- Motorcycle rider's behavior, attitude toward, understanding and need of helmets.

Scope:

- The study was implemented in the North, South and Middle Regions of Vietnam
- The surveys were implemented on 1500 male/ female from 16 to 65 years old who have driven motorbikes for at least 6 months and helmet shopkeepers.

Methodology:

- This study was conducted based on information gathered from literature sources combined with those from quantitative surveys and observatory surveys.

Quantitative survey was implemented through face to face questionnaire and in person interviews with motorcyclists and helmet shopkeepers.

The survey was conducted in 3 selected locations of Hanoi, Yen Bai and Ho Chi Minh city from October to November 2006. The quantitative survey was implemented on 1,500 people of two target groups: male/ female from 16 to 65 years old with at least 6 months of driving experience.

Observation survey was carried out at the different locations, on city roads and highways/national roads.

Locations: The survey was implemented in the North, South and Middle Regions of Vietnam, with 1 city/ province from each region selected. The selection criteria based on rate of used vehicles, of traffic related deaths/ injuries, and of helmet wearing situation.

Analysis method: Collected data was analyzed with the following criteria:

- General evaluation on helmet use situation
- Proper and improper helmet wearing rates
- Resources of proper helmet wearing
- Reasons of improper helmet wearing
- Standard and non-standardized helmet wearing rates
- Motorcyclist awareness on helmet standards
- Resources/ information of helmet standard
- Reasons for wearing and not wearing standard helmets, which will be classified into: aesthetic reason, economic reason, law enforcement reason, safety reason and others.
- Customers choosing criteria when buying helmets (price, fashion, safety quality, not care)
- Motorcyclist's frequency of wearing helmets on different circumstances (on long/short distant travel, on city roads/suburb roads/national highways, at daytime/night time, at weekday/weekend)

The analysis takes into account the characteristics of age (young/old), gender (male/female), education levels, child caring status, time of day (daytime/night), days of week (weekday/weekend), locations (North/South/Middle regions)

13 objectives:

OBJECTIVE 1: Identify key agencies, their functions and current national standards relating to helmets including test specifications and any firm proposal already agreed to change the standards.

OBJECTIVE 2: Identify how helmet standards are monitored and which agency is responsible for checking compliance.

OBJECTIVE 3: Identify current legislation about wearing helmets including penalties for breaking the law and any firm proposals already agreed to change the legislation.

OBJECTIVE 4: Determine the helmet wearing enforcement policy levels of enforcement and any key issues that affect enforcement levels.

OBJECTIVE 5: Identify current examples of employers who have introduced regulations aimed at controlling the use of helmets by their staff

OBJECTIVE 6: Determine helmet wearing levels (including proper versus improper wearing and standard versus non-standard helmets) for different groups of motorcyclists.

OBJECTIVE 7: Determine motorcyclist (male/female, young and old) attitudes towards helmets and their reasons for wearing and not wearing standard helmets.

OBJECTIVE 8: Determine the numbers of motorcycle crashes and casualties by severity in 2005 and provide an estimate of the number of head injuries from existing data source.

OBJECTIVE 9: Determine the numbers of motorcycles in use and their annual growth.

OBJECTIVE 10: Identify any initiatives and campaigns to improve the proper usage of standard helmets in 2005 including the scope and cost of the initiatives, the agencies responsible and the impact if known

OBJECTIVE 11: Identify the manufacturers and retailers if any who regularly provide a standards approved helmet with the cost of new motorbike sold and determine the percentage of new motorbikes sold with one/two helmet included in the price.

OBJECTIVE 12: Determine the standards approved helmet brands and types in common use and their relative costs

OBJECTIVE 13: Identify the 3 most commonly used standards approved helmets for GRSP to purchase for subsequent laboratory testing.

Findings and recommendations from this situational study was presented to and discussed with Vietnamese decision makers as well as practitioners at Vietnam National Helmet Action Plan Workshop organized by GRSP in partnership with NTSC, AIP and French Red Cross in December 2006. Participants in this Workshops have together built up a national helmet action plan which then was submitted to the Prime Minister.

Six months after the Workshop, the Prime Minister passed Resolution 32 which decided the first ever compulsory helmet wearing law in Vietnam, stating that from September 15 2007, helmets should be worn by all riders and passengers on all high ways and from December 15 2007, on all kinds of roads, whenever travelling.

The date of December 15 2007 is considered a historic day of Vietnam when helmets are seen on all the roads which is totally different with the obvious scene of almost bear headed motorcyclists the night before that and ever before. This success according to NTSC is originated from GRSP's situational study where data are collected and analyzed to build the national helmet action plan.

## 2. FINDINGS FROM GRSP's VIETNAM HELMET SITUATIONAL STUDY

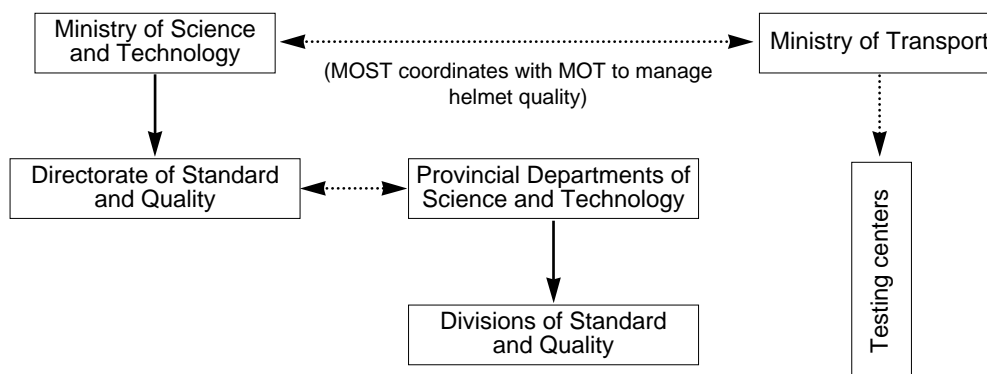
Traffic accidents, especially motorcycle crashes, are now the major cause of deaths and injuries in Vietnam. New approaches are needed to improve the control of wearing helmet to minimize the severity of traffic accidents. By analyzing data collected from this study, the following conclusions have been reached:

- The review has made clear of the agencies from central to provincial levels in charge of managing, checking and monitoring helmet standards and the 2 standards in Vietnam that helmets are currently subject to.
- Currently there is certain process to which the helmet producers in Vietnam must follow to promulgate their products according to Vietnam Helmet Standard TCVN 5756-2001 under guidance and direction of STAMEQ (Directorate of Standards and Quality of Vietnam) and DSQ (provincial Divisions of Standards and Quality).
- Over the last ten years, through Decrees, Resolutions, Instructions, Regulations, and especially the Road Traffic Law, the Government of Vietnam has directed frequently and resolutely the policy of wearing helmets.

- Up to 2006, though many provinces have shown their helmet wearing enforcement policy application, the actual enforcement is different at different cities/provinces due to the difference in the area's determination and the people's awareness of traffic safety.
- At almost all companies/ organizations that apply helmet-wearing regulation, the controlling the use of helmets by their staffs has brought rather satisfactory results. However, due to limitation in data source, it is difficult to make up a conclusion of the effectiveness of controlling staffs' helmets use by employers.
- The wearing levels differ widely in different groups of motorcyclists. It depends on helmets standards, motorcyclists' age, gender, locations, knowledge on helmet wearing. The attitude toward wearing helmets also depends on time, the length of travel, compulsories...
- General data for all kinds of road crashes collected from NTSC and Viet Duc Hospital has shown that almost all the motorcycle related crashes led to head traumas deaths or injuries. However, due to limitation of data source, this has not well reflected the actual severity of head injuries in general
- The numbers of motorcycles in use are increasing annually, leading to the increase in motorcycle crashes. Therefore, it is necessary to improve the riders' awareness of using helmets.
- There are not many initiatives and campaigns about helmet wearing improvement at national level. There appears to be more campaigns initiated by NGOs and companies, which already had certain effect on people's awareness of wearing helmets for their own safe.
- There are many helmet brands available with different prices and qualities. Even though there are differences in helmet tastes among different genders, age, and locations, that Amoro, Honda and Protec are 3 of the most in use helmet brands and also 3 most favored ones.

Thus, such overview of motorcycle helmet situation in Vietnam would support the helmet wearing improvement at levels from national to individual.

Objective 1: The relations of agencies from central to provincial levels are displayed at the below diagram:



The review has made clear of the agencies from central to provincial levels in charge of managing, checking and monitoring helmet standards including : Ministry of Science and Technology (MOST), Directorate of Standard and Quality (STAMEQ), Provincial Department of Science and Technology (DOST), Divisions of Standards and Quality (DSQ).

Helmets made in and imported to Vietnam are currently subject to 2 standards: TCVN 5756:2001 (Protective Helmets for Motorcycle Users) and TCVN 6979:2001 (Protective Helmets for Children Traveling on Motorcycles).

Objective 2:

Agencies responsible for checking helmet standards compliance are STAMEQ and DSQ. STAMEQ shall deliver guidance and requests regarding helmets checking compliance to provincial DSQs to implement. DSQ shall directly implemented guidance and requests related to helmets from the STAMEQ at its located province.

Helmets produced in Vietnam: All motorcyclist helmet producers in Vietnam must promulgate their products according to Vietnam Helmet Standard TCVN 5756-2001. The producers can self-test their sample if they have laboratories that are compliant with TCVN 5756-2001. If not, they must send the sample to one of three regulated organizations for testing. These 3 testing organizations are indicated by the MOST and located in all three regions of Vietnam for producers' convenience. They are the Center of Managing Quality and Road Vehicles (in Hanoi), the Division of Register No. 4 (in Danang), and the Division of Register No. 6 (in Ho Chi Minh City).

Helmet producers are fully responsible for their helmet quality to customers and the management agencies. After finishing the promulgation, helmet producers will be allowed to use Quality Certified Mark to print, paste up on their products, packages and related documents. The Quality Certified Mark, which was stipulated at TCVN 5680-2000, includes letter CS (in capital) and the name of the promulgated standard. Helmet producers have to seal the Quality Certified Mark on their helmets before launching them to the market.

Up to the time of carrying out this survey (Oct 2006), there are no documents stipulating promulgation of TCVN 6979-2001 (Protective Helmets for Children traveling on Motorcycles and Mopeds) on helmets for children.

Imported helmets: All imported motorcyclist helmets must meet TCVN 5756-2001 or with exported countries standard which is similar to TCVN 5756-2001. All imported helmets must be tested and verified to meet TCVN 5756-2001 at verifying organizations or testing laboratories of exported countries which are indicated by STAMEQ. The testing and verifying have to be carried out on every batch of goods. After verifying, all helmets have to be pasted with certifying stamps or logos of the verifying organizations or testing laboratories. A batch of goods will be permitted to import only when every helmet in the batch is pasted with certifying stamp or logo of verified organizations or testing laboratories.

In conclusion, there is certain process to which the helmet producers in Vietnam must follow to promulgate their products according to Vietnam Helmet Standard TCVN 5756-2001 under guidance and direction of STAMEQ and DSQ.

Issue: Management and co-ordination functions need to be improved and researched, monitoring and evaluation process further developed and implemented.

Objective 3:

Over the last ten years, through Decrees, Resolutions, Instructions, Regulations, and especially the Road Traffic Law, the government has directed frequently and resolutely the policy of wearing helmets. And the Ministry of Transport, centrally governed cities and provinces have been implementing helmet-wearing policies actively, bringing the first success steps in decreasing traffic accidents to motorcyclists as numbers of motorbikes increased rapidly in 2003, 2004 & 2005.

Issue: Helmet wearing is only regulated on certain routes in VN and penalties appear to low, in addition in the enforcement is not fully applied

Objective 4:

The review has stated out that though many provinces have shown their helmet wearing enforcement policy application, the actual enforcement is different at different cities/provinces due to the difference in the area's determination and the people's awareness of traffic safety.

Level of helmet wearing enforcement is still low because the compulsory helmet wearing regulation is only applied to certain routes at the moment. Besides, low pecuniary penalty also contributes to the low compliance rate.

Objective 5:

Through the examples of employers apply helmet wearing regulation, we could see that in almost such companies/ organizations, the controlling the use of helmets by their staffs has brought rather satisfactory results. However, due to limitation in data source, it is difficult to make up a conclusion of the effectiveness of controlling staffs' helmets use by employers. Furthermore, through warning policies and pecuniary penalty, employers could only control their staffs' helmet use to and from offices; they could not ensure their staffs obeying as traveling generally. So, a combination of raising employees awareness on helmets wearing and enforcing tools should be carried out for better results. At all companies where helmet wearing is compulsory with strong enforcement from employers, the employees accept and follow. Hence, this should be replicated by other organizations and government official should be voluntary in wearing helmet.

Objective 6:

The awareness of criteria for helmet quality of the interviewees and shopkeepers is low. This resulted from lack of channels of information and the channels that they can assess are very poor. People face the same situation with the information of how to wear a helmet correctly, therefore they don't have a good understanding of the importance of correct helmet wearing

Most of motorcyclists wear helmets correctly according to observation methodology

Issue: Public education through mass media is inadequate,

Objective 7:

The helmet wearing rate in city roads is very low; there are only 10% of interviewees always wearing helmets when driving. It is seven times higher of responses of never wearing a helmet. Despite of the mandatory helmet use policy was abrogated in Yen Bai, the highest rate of helmet wearing in the city roads still come to this Province.

Although helmet use is mandatory on highways/ national ways/ provincial roads, only 57.8% of people wearing helmets when driving in these roads. The highest rate of this came to Yen Bai (over 80%), and the lowest rate to HCM city (53.5%).

The helmets wearing rate is higher to the drivers and lower to the carried people. Most people wear helmets for long distance traveling (92%), the rate is very low for short distance traveling (7.9%). The helmet wearing rate is higher on working days than on weekend. More people wearing helmets when going to work than going out for pleasure. According to the helmet users, wearing helmet does not depend on weather and daytimes. However, the collected data showed that more people wear helmets in the morning than in the afternoon and at night.

Mandatory helmet wearing policy and police patrolling are the major reasons enforcing people wearing helmets. Other reasons like being hot, causing sight and hearing block or being not good looking are more mentioned by Hanoian than people from other provinces.

Comparing the shopkeepers' opinion regarding helmet selecting criteria with the users' opinion, it showed a considerable difference. Majority of the shopkeepers (92%) believed that price is the leading; quality ranks the second; color the third and model the fourth. While the users say that the most important criterion is the quality, price ranks the second; model ranks the third, and the color the final.

As outcomes of the survey, number of people who think it is difficult to buy a helmet because of counterfeits is higher than ones who say it is because of the lack of information related to helmet's quality. Actually, there are various types of helmets sold in the market. Nevertheless, there are only some authorized shops. Private shops mostly sell counterfeit helmets and ones imported from China. This problem should be raised to market controlling authorities and customers warning campaigns.

Objective 8:

General data for all kinds of road crashes collected from NTSC and Viet Duc University Hospital has shown that almost all the motorcycle related crashes led to head traumas deaths or injuries. However, due to limitation of data source, this has not well reflected the actual severity of head injuries in general.

Issue: Current trauma care system need to be improved to deliver better care at crash locations to the hospital care.

Objective 9:

The numbers of motorcycles in use are increasing annually, leading to the increase in motorcycle crashes. According to NTSC, the number of traffic accidents during the past years increases as well.

Issue: Traffic safety education in school is not provided at all primary and secondary schools and motorcycle drivers are not given sufficient information about helmet and wearing

Objective 10:

There are not many initiatives and campaigns about helmet wearing improvement at national level. There appears to be more campaigns initiated by NGOs and companies, which already had certain effect on people's awareness of wearing helmets for their own safe. It is necessary to have good cooperation among different sectors for effective implementation of the campaigns.

Issue: Community agencies need to be encouraged to increase activities and co-coordinated as part of the overall program to maximize their effectiveness

Objective 11:

Motorcycle manufactures have applied different ways to provide customers with helmets. Agents and retailers also have their own promotional programs to give helmets for free to customers. However, those programs were not regularly, but depended on their yearly plan.

Objective 12:

There are many helmets brands available with different prices and qualities. However, Amoro is still the best selling helmet in all 4 locations according to the interviewed retailers, followed by Honda and Protec helmets. Even though there are differences in helmet tastes among different genders, age, and locations, Amoro is always the most favorite brand.

List of standards approved helmets has not yet been available to most of the consumers however.

**Objective 13:**

From the results of objective 12, and it is known that Amoro, Honda and Protec are 3 of the most in use helmet brands and also 3 most favored ones.

**Conclusion:**

Over the last ten years, through Decrees, Resolutions, Instructions, Regulations, and especially the Road Traffic Law, the government has directed frequently and resolutely the policy of wearing helmets. And the Ministry of Transport, centrally governed cities and provinces have been implementing helmet-wearing policies actively, bringing the first success steps in decreasing traffic accidents to motorcyclists as numbers of motorbikes increased rapidly in 2003, 2004 & 2005. However, the actual enforcement is different at different cities/provinces due to the difference in the area's determination and the people's awareness of traffic safety.

In general, the wearing helmet rates in the cities/provinces are still low, mainly because there is no helmet compulsory regulation within the cities/provinces. Besides, motorcyclists' awareness of the necessity of wearing helmet is still low. There are very few people who have a thorough understanding of helmet standards when making decision to buy one. Therefore it is indeed necessary to improve motorcyclists' understanding and awareness of helmets.

Thus, there should come new and more effective ways to improve the wearing helmet rates. The responsibility to do this should be shared by agencies directly involved in helmet wearing issue. It is necessary to have stricter enforcement to help diminish traffic crashes. However, the primary obligation to improve helmet-wearing obedience belongs to users themselves. It is indeed necessary to intensify motorcyclists' understanding of helmets. Appropriate instruments of propaganda such as multimedia, campaigns or initiative are required to help improve awareness of wearing helmets for the safety of their own.

### 3. DATA USED IN VIETNAM HELMET ACTION PLAN WORKSHOP:

Global Road Safety Partnership (GRSP) Delivers the Initiatives for Action Plan for Helmet Wearing in Vietnam, using data from the national helmet situational study

Hanoi, 7-8 December, 2006 - The Global Road Safety Partnership (GRSP) has organized the Vietnam Helmet Workshop in association with NGO Asia Injury Prevention Foundation (AIPF) and its partner organizations including the Executive Office of the National Traffic Safety Committee (NTSC) and the French Red Cross (FRC) to develop an Action Plan for Helmet Wearing in Vietnam.

GRSP aims to reduce deaths and injuries in the region by helping governments and road safety stakeholders deliver a series of workshops and projects to facilitate the adoption of good and effective road safety practices. GRSP programs focus on the key risk factors identified in the World Health Organization's (WHO's) 2004 World Report on Road Traffic Injury Prevention.

"The Vietnam Helmet Workshop is one of the first series of workshops focusing on the development of national action plans, starting in Vietnam, aimed at improving the quality and usage of motorcycle helmets" says Mr. Robert Klein, GRSP Regional Programme Director in Asia.

Asia Injury Prevention Foundation (AIPF) is a non profit organization dedicated to combating traffic fatalities and injuries that threaten low and middle income countries. AIPF has closely coordinated with regional governmental agencies, international institutions and businesses, in road safety education, communication and public awareness traffic safety campaigns.

The workshop is based on the WHO produced "Helmets: A Road Safety Manual for Decision-makers and Practitioners". The manual was recently launched as a good practice guide, and has been translated into Vietnamese specifically for the workshop. Production of the manual is a result of the UN Road Safety Collaboration, chaired by WHO with GRSP, the FIA Foundation for the Automobile and Society and the World Bank. Additional manuals focusing on drink driving, speed management, seatbelts and road safety management are nearing completion.

The workshop to develop an action plan for helmet wearing in Vietnam builds on local expertise and knowledge and is aimed at multi sectoral decision makers who also play an important role in implementation. In preparation for the workshop GRSP, in collaboration with AIPF and the National Economics University, conducted a full-scale situational study to provide baseline information for the workshop.

The event has attracted strong interest from both Vietnamese and international experts. Vietnamese participants include representatives from 10 provincial Traffic Safety Departments from the North (Hanoi, Hai Phong, Yen Bai), the central (Da Nang, Hue, Nghe An) and the South (Ho Chi Minh City, Binh Dinh, Tien Giang and An Giang). Other key attendees include senior delegates from the Ministry of Police, the Ministry of Transport, the Ministry of Health, the Ministry of Science, Technology and Environment and the Ministry of Education and Training. From the private sector, business executives from international organizations and enterprises, as well as members of universities and the diplomatic community who are concerned about improving traffic safety in Vietnam will also participate. International experts from Australia, Malaysia, Switzerland and the U.S. will make presentations on their experiences.

"In Vietnam, one of the highest risk groups is motorcyclists, especially young motorcyclists. It is, therefore, timely that this workshop is convened to consider the WHO manual on "Helmets: A Road Safety Manual for Decision-makers and Practitioners" as well as an Action Plan for Helmet Wearing" says Mr. Bui Huynh Long, Chief Secretariat of the National Traffic Safety Committee (NTSC).

The action plan for helmet wearing developed from the workshop will complement the existing Vietnam Road Safety Action Plan previously developed as part of the ADB/ASEAN Road Safety project.

Data and proposed action plan from the workshop attracted TV and news papers nationally and internationally.

#### 4. DATA HELPS BUILDING VIETNAM HELMET ACTION PLAN

The top priority action of the plan is the Government to pass the compulsory helmet wearing law.

NTSC official letter No: 243 /UBATGTQGdated 04 July 2007 acknowledged:

"The workshop has successfully gained its objective which developed the action plan for helmet wearing when riding motorcycles and motorbikes in Vietnam built on Vietnamese as well as international expertise and knowledge; comments from policy makers who play important roles in the implementation of road safety projects in Vietnam.

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 (Resolution No. 32/2007 NQ-CP dated 29 June 2007 by the Government). Together with that, STAMEQ of Vietnam is studying to revise the Vietnam Motorcycle Helmet Standard."

#### 5. DATA LEADS TO ACHIEVEMENT: before - after



In 2008, the NTSC reported that 1557 lives have been saved compared to the same time the previous year. As an overall reduction in road traffic death, these lives saved are not just related to the helmet law, but as the major policy change over the time period, its contribution to this reduction will be substantial.

The implementation of the motorcycle helmet legislation has been an important milestone in road safety in Viet Nam.



## 6. SUMMARY

On December 15 2007, Vietnam was known as a shining star in the world road safety when its helmet compliance rate was almost 100% right on the first day that the compulsory helmet wearing law was effective - an overnight, sudden, complete change. As a contributor to that success, I am confident to declare that GRSP's situational helmet study originates the success.

This study is conducted based on information gathered from literature sources combined with those from quantitative surveys and observatory surveys, in the North, South and Middle regions of Vietnam, on male and female aged from 16 to 65 who have driven motorbikes for at least 6 months and helmet shop keepers. It concludes that it is time for the Government of Vietnam to pass a helmet law. Any late day of the law introduction would additionally kill 36 lives, majority of them breadwinners.

Following the situational study, in December 2006 GRSP in partnership with the Vietnam National Traffic Safety Committee (NTSC) and NGO Asia Injury Prevention Foundation organised a National Helmet Action Plan Workshop. The Action Plan concluded that a helmet law should be introduced as soon as possible and was targeted for 2008. This Action Plan was then submitted by NTSC to the Government's Office together with the Helmet Situational Study Report. Six months after our workshop, the law was passed by Vietnam Prime Minister. In 2008, for the first year of the law enacted nationwide, NTSC's official data showed that 1,557 lives had been saved.