

Data leads to successful introduction of Vietnam helmet law

by Lan Huong NGUYEN
GRSP Country Manager for Vietnam

4th IRTAD CONFERENCE
Road safety data: collection and analysis
for target setting and monitoring performances and progress

Seoul, 16-17 September 2009

Content

1. Background
2. Findings from GRSP's Vietnam Helmet Situation Study
3. Data used in Vietnam Helmet Action Plan Workshop
4. Data helps building Vietnam Helmet Action Plan
5. Data leads to achievement
6. Summary

1. Background

1. GRSP commissions a helmet situational study in Vietnam : within GRSI funded by 7 companies.
2. Aim of study:
 - To provide data to assess Vietnam's MC helmet performance
 - To inform current helmet situation in a national action plan workshop
 - To provide a benchmark for evaluating helmet initiatives in the future.
3. Objectives of Vietnam helmet study: To understand:
 - How helmet use is managed, checked and monitored
 - How enforcement policy of helmet wearing is implemented
 - Motorcyclist's behavior, attitude toward, understanding and need of helmets
 - 13 objectives
4. Scope:
 - North, Middle and South regions of Vietnam (Hanoi, Yen Bai, Da Nang, HCMC)
 - Government agencies responsible for RS, helmet wearing, NGO, companies, int'l organisations ...
 - 1500 samples from 16 to 65 with at least 6 months of riding experience + helmet shopkeepers
5. Methodology:
 - Literature research
 - Meetings and discussion with relevant Gov agencies, NGO, companies, int'l organisations
 - Quantitative surveys (questionnaire and interview)
 - Observatory surveys

Vietnam: Before Dec 15 2007



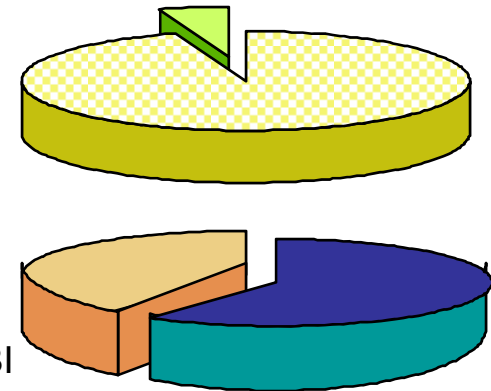
Motorbikes:

Approx. 22 million

95% of motorized vehicles

Contribute 70% of crashes

60-80% of fatalities from TBI



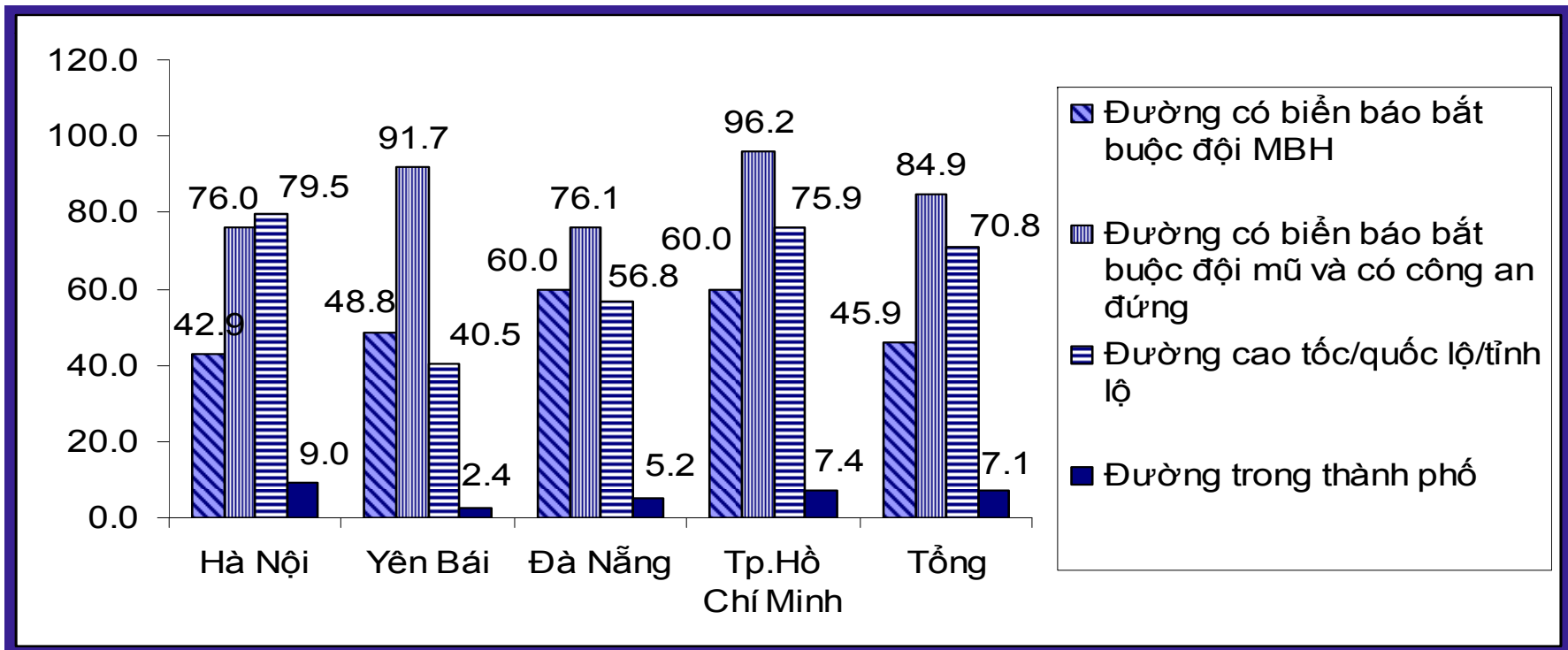
No helmet law in **inner city/province**
36 deaths/ day

2. Findings from GRSP's Vietnam Helmet Situation Study

1. Objective 3, 4, 5:
 - Gov has tried many times to enforce helmet wearing
 - Helmet wearing is only regulated on certain routes in Vietnam
 - Penalties: low
 - Enforcement: not strictly implemented
 - Compulsory helmet wearing in some provinces: local PC's determination, Edu & Enf, good results
 - Compulsory helmet wearing in some companies: employer's determination, Edu & Enf, good results
 - ? Replicated by other organisations and Gov officials as pioneer and voluntary
2. Objective 6, 7:
 - Compliance in city roads is much lower than on mandatory roads (10 % vs 57.8%). Yen Bai: 80%
 - Mandatory helmet wearing policy and police patrolling: major reasons that people wear helmets (72.7% > safe 65.7%) AND that people do not wear helmets (69.6% > poor vision, hearing 27.9%) .
3. Objective 10:
 - Helmet campaigns mainly initiated by NGOs and companies
 - Not many at national level. Most PACs (flyers, posters) by NTSC
4. Objective 11:
 - MC manufacturers and agencies and retailers have provided free helmets to customers, irregularly
5. Objective 12, 13:
 - 3 most favored helmets for the Vietnamese: Amoro, Honda, Protec

Objective 6: Determine helmet wearing level

- **Per routes:**
 - Routes with mandatory helmet wearing signs and police patrolling have highest compliance
 - HCMC is the highest of the 4 sample provinces.



Objective 6: Determine helmet wearing level

- **Per data from observation:**
 - Actual compliance is lower than that from the questionnaire, esp on national roads and suburb roads
 - **Compliance on outter city roads is higher** than inner city roads.
 - **Yen Bai** has the highest compliance on both outter and inner city roads.



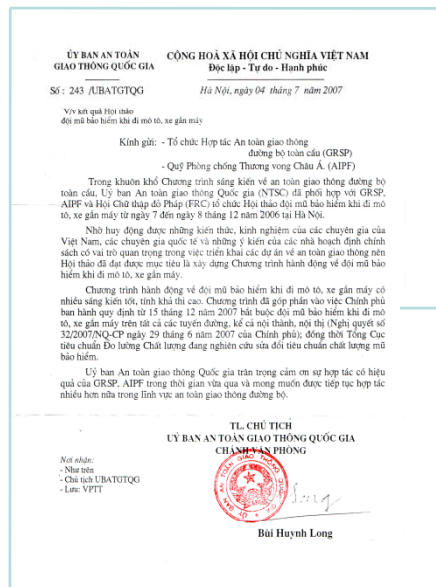
3. Data used in Vietnam Helmet Action Plan Workshop

- GRSP delivers the initiatives for action plan for helmet wearing in Vietnam, **using data** from their national helmet situational study.
- In Hanoi, 7-8 Dec 2006. By **GRSP, NTSC, AIPF, FRC**
- Workshop bases on local expertise & knowledge and is aimed **at multi sectoral decision makers:**
 - 10 TS Dpts (North, Middle, South)
 - MOPS, MOT, MOH, MOET, MOSTE,
 - private sector, NGOs, int'l orgs, universities,
 - diplomatic community
 - int'l experts from Australia, Malaysia, Switzerland, US.
- Helmet action plan to compliment **Vietnam RS Action plan**
- Data and proposed helmet action plan attract many **TV, newspapers** .



4. Data helps building Vietnam Helmet Action Plan

Top priority: Government to pass compulsory helmet wearing law.



“The action plan has contributed many good and feasible initiatives. ... contributed to the release of the compulsory helmet wearing law on all types of roads” – NTSC official letter No. 243/UBATGTQG dated 04 July 2007 acknowledged.

5. Data leads to achievement

Accident number			Fatalities			Injuries		
Jan-Dec 08	Compared to Jan-Dec 07		Jan-Dec 08	Compared to Jan-Dec 07		Jan-Dec 08	Compared to Jan-Dec 07	
	+/-	%		+/-	%		+/-	%
12,065	-1,920	-13.73	11,243	-1,557	-12.16	7,771	-2,495	-24.30

1,557 lives saved in the first year

Road traffic accidents/ 10,000 vehicles	Accident No.	Fatalities	Injuries
2008	4.49	4.19	2.9
Compared to 2007	-1.63	-1.42	-2.04

Source: the National Traffic Safety Committee of Vietnam (NTSC)

6. Summary

Vietnam: Dec 15 2007 to present



Resolution 32: Vietnam's Mandatory Helmet Law

- **Originated from GRSP-NTSC-AIPF-FRC organized Helmet Workshop 2006 – [using data from situational study.](#)**
- Influenced by APEC (Mar '07), ongoing projects & campaigns (AIPF, WHO, MOH, FRC..)
- Passed by National Assembly in June '07
- Enacted nationwide in Sept & Dec 2007
- 99% compliance rate on the first day
- Continued high compliance to present since enactment
- Success due to GoVN determination, public education, enforcement, PPP
- Dec 15, 2008 – 6.30am @ [Hanoi Daewoo intersection.](#)

Vietnam: Before Dec 15 2007



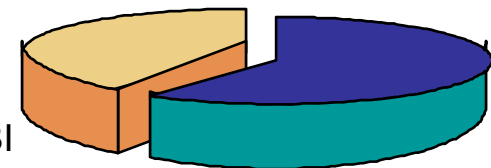
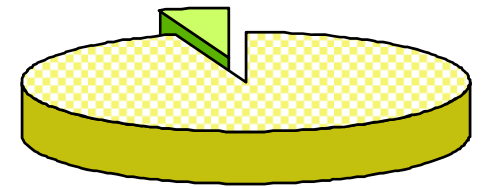
Motorbikes:

Approx. 22 million

95% of motorized vehicles

Contribute 70% of crashes

60-80% of fatalities from TBI



No helmet law in inner city/province
36 deaths/ day

Thank you!



GRSP Vietnam

Lanhuong.nguyen@ifrc.org