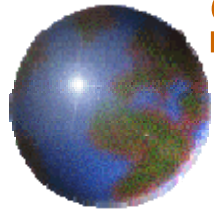


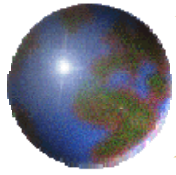


Vietnam



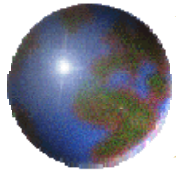
SITUATION TRAFFIC SAFETY AND SOME SOLUTIONS TO REDUCE TRAFFIC ACCIDENTS IN VIET NAM

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GENERAL INTRODUCTION ON ROAD TRAFFIC SAFETY IN THE WORD

- In the Word, by traffic accident have 140,000 injury persons by traffic accidents per day, over 3,000 deaths and 15,000 disabled all life. An estimated, in 2020 number death and disabled all life will more increase 60%, traffic accident on the road become first weight in the Word, specialist in developing countries
- Damage by traffic accidents in the Word about 520 billion USD.
- Now, 90% of death and injury in the developing countries by the traffic accidents, among them brain trauma is first reason of death and injury (in Europe countries, death of brain trauma make up 75% in motorcycle accidents and 88% in other countries).



GENERAL INTRODUCTION ON ROAD TRAFFIC SAFETY IN VIETNAM

- Like other developing countries in Asia and Africa, traffic accidents in Vietnam have been increasing at the alarming growth rate in the recent years.
- To face the problem, the Government has focused on traffic enforcement. From the beginning of 2002, the Resolution, Traffic law and other related document were issued in order to control traffic accident. Active participation of traffic police was considered as the most improvement on this field. Number of road accidents has been reduced a litter as a result of strong efforts made by the Government.

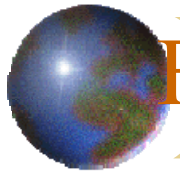


Figure 1. Road Traffic Accident by Year

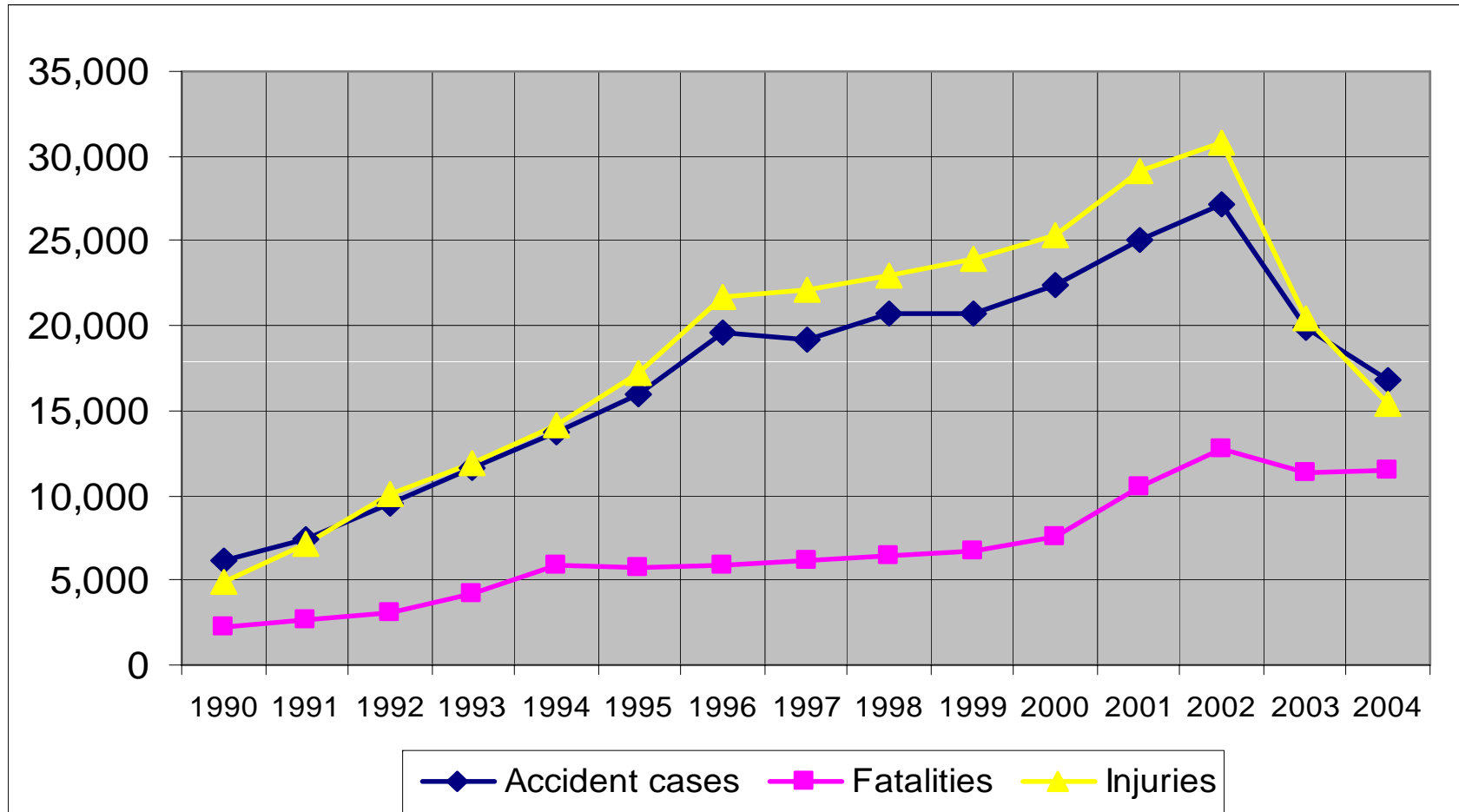


Figure 1 shows that from 1990 up to 2002, number of traffic accidents, fatalities, and injuries continuing increased at 10 - 30%, 5 - 35%, and 5 - 45% per year, respectively (see figure 1).

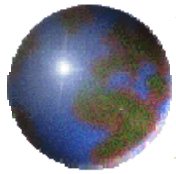
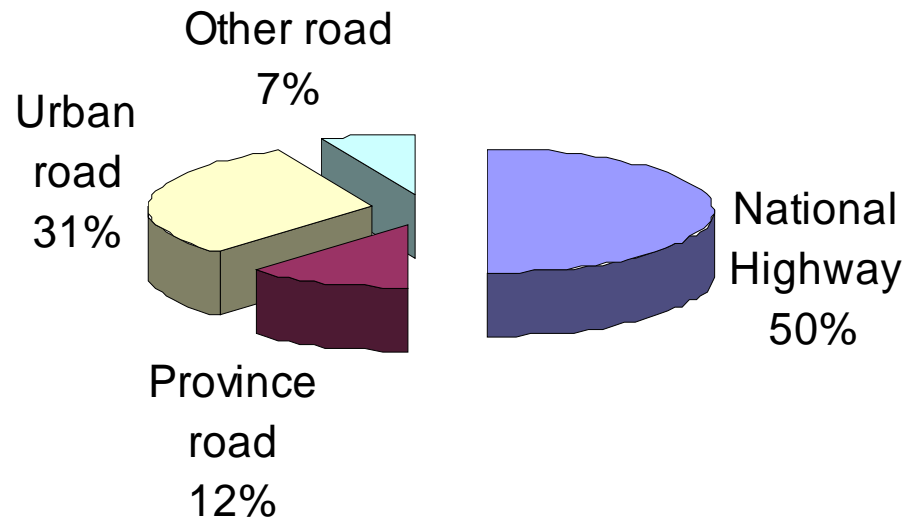
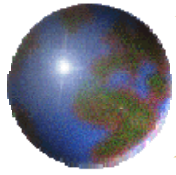


Figure 2. Place of Traffic Accident in 2004



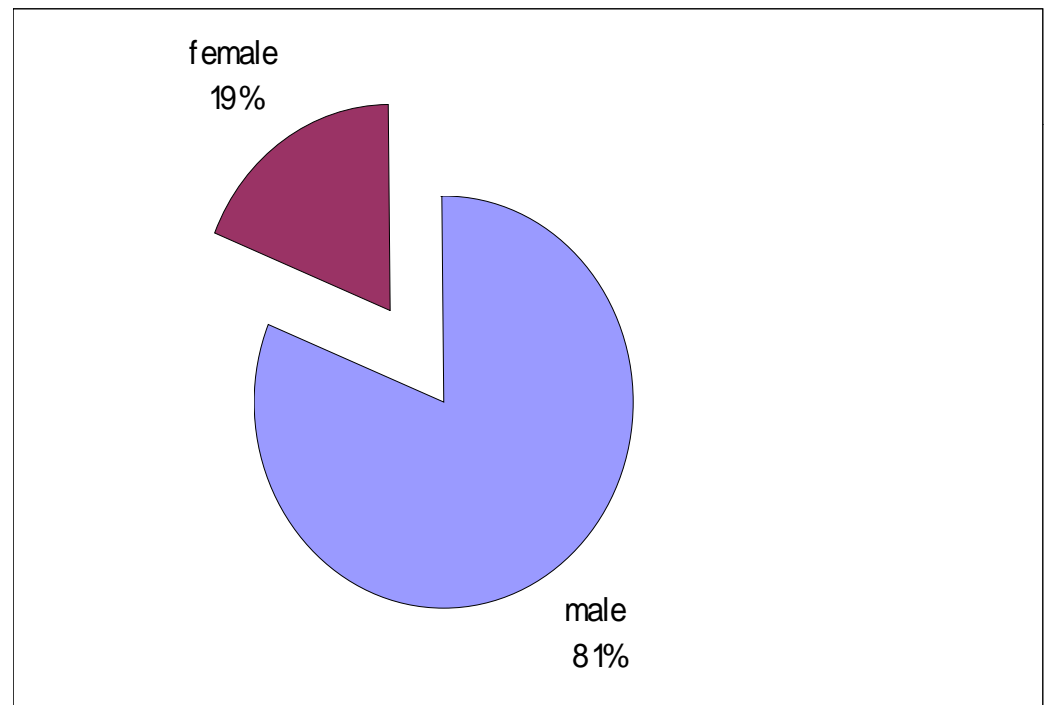
Review of the existing situation of road traffic safety in the country, place of accident, gender affecting and road accident maker should be analyzed. According to the statistic, 50% of total accidents were happen on national road network and 31% of a whole number were occurred on urban roads, while a share of accidents which occurred on province roads and others are smaller (12% and 7%, respectively). Most of accidents were on national roads shows that speeding and poor consciousness of road users are the main reason of accident.

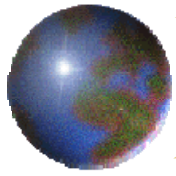


GENERAL INTRODUCTION ON ROAD TRAFFIC SAFETY IN VIETNAM

Figure 3. Gender Distribution on Traffic

- Considering gender distribution of accident, it is revealed that most of road accident were caused by male (81% among the total) while accidents from female were small (only 19% among the total).

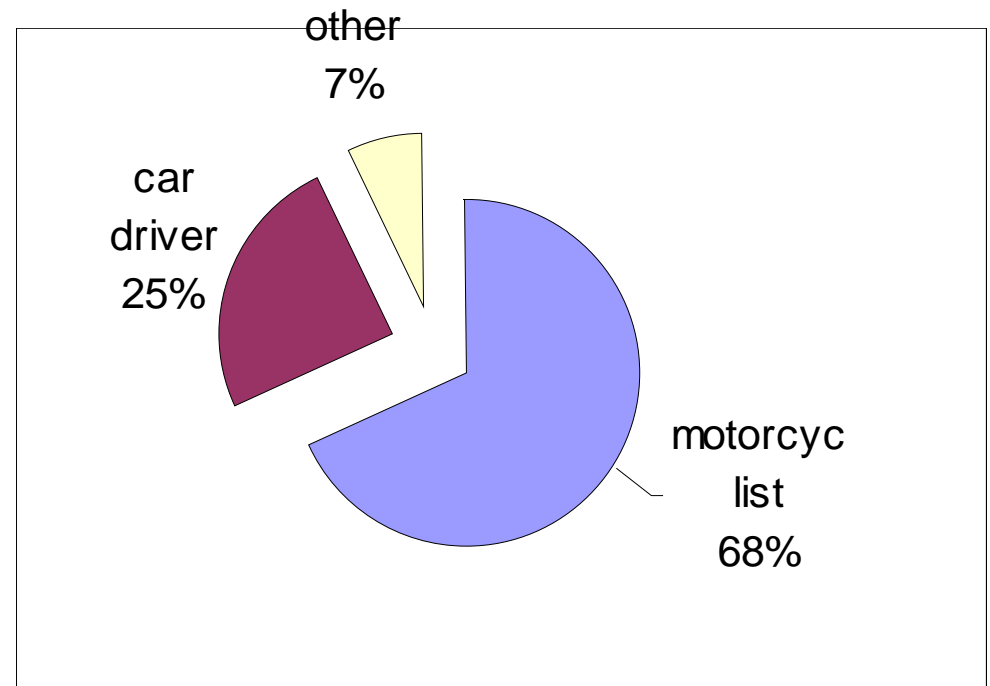




GENERAL INTRODUCTION ON ROAD TRAFFIC SAFETY IN VIETNAM

Figure 4. Road User on Traffic Accident in 2004

- Analysis of road accident in terms of road users, data shows that most of accident were made by motorcycle drivers (around 70% of total accidents in recent years). It is reasonable because motorcycle is the main transport mode in Vietnam.



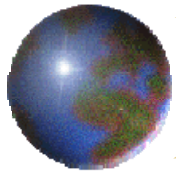
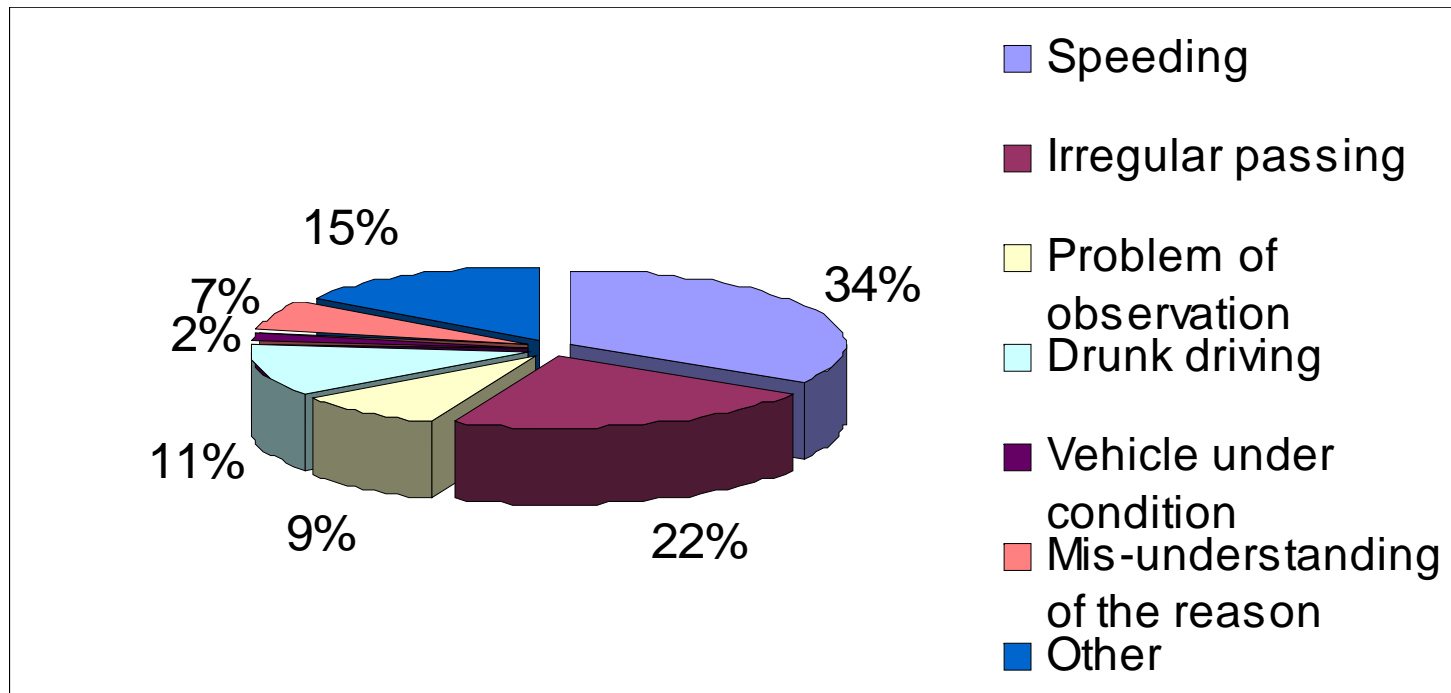
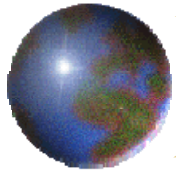


Figure 5. Analysis of the Cause of Road Traffic Accident in 2004

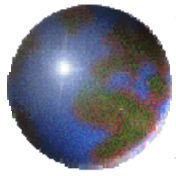


Analysis of travel behavior of road user reveals main reasons of road traffic accident including speeding (occupied more than 34% among the total), illegal passing (22%). Poor awareness of people on traffic safety is main reason to cause accident.



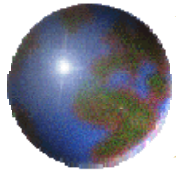
SUPPORT AND JOIN OF VIETNAM GOVERNMENT AND PEOPLE FOR REDUCE TRAFFIC ACCIDENT

- **The legislation to prohibits or restricts the use of non-standard motorcycle helmets**
 - Legislation in Vietnam stipulates the use of standard motorcycle helmet. According to the Decree No.32/2007/NQ-CP dated 29 June 2007 by the Prime Minister, from 15 September 2007, all motorcycle drivers and passengers required wearing motorcycle helmet in national highway, and from 15 December 2007, all people require to wear helmet on all roads, and people without helmet wearing will be punished 100.000 – 200.000 VND (equivalent to 6 – 12 USD) by traffic police. So in the survey, 98% interviewees own their helmets



From 15 December 2007,
all people require to wear helmet on all roads





SUPPORT AND JOIN OF VIETNAM GOVERNMENT AND PEOPLE FOR REDUCE TRAFFIC ACCIDENT



Propagandize

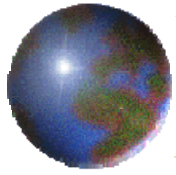
- Have campaign about used helmet in the schools, give helmet and guide traffic law for children
- Have helmet campaign in community and now, motorcycle helmet is the hot issue that is propagandized through many multi mass Medias, and then Vietnamese thought of their responsibility for joining that campaign
- Give helmet for government staffs and require them commit used helmet when in the road



The Campaign about used helmet in the schools, give helmet and guide traffic law for children

People without helmet wearing will be punished 100.000 – 200.000 VND (equivalent to 6 – 12 USD) by traffic police





SUPPORT AND JOIN OF VIETNAM GOVERNMENT AND PEOPLE FOR REDUCE TRAFFIC ACCIDENT



The legislation to prohibits or restricts the import and the sale of non-standard motorcycle helmet

According to the “National technical regulation on protective helmets for motorcycle and moped users” (QCVN 2: 2008/BKHCN), the import and sale of helmets are also mentioned. By that, helmet imported and sale are required to have clear source-manufacture, certification sticker, standard requirement, testing sample, etc.

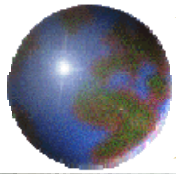
According to the Decree No.50/2006/QĐ–TTg dated 07 March 2006 on list of products and goods to quality testing, motorcycle helmets should be tested before import, distribution and sale in the market.



In case of sale non-standard helmets, those motorcycle helmets are documented, confiscated, and throw away (According to the Decree No.06/2008/ND-CP dated 16 January 2008)

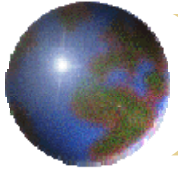
Helmet imported and sale are required to have clear source-manufacture, certification sticker, standard requirement, testing sample





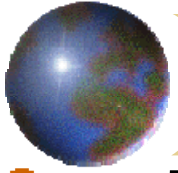
Non - standard Helmet in Vietnam





CONCLUSSION

- ⊕ Although the traffic law has come into force, understanding and sense of complying with it of some people are not high.
- ⊕ Vietnam is very hot, so some people don't want to wear helmet in summer
- ⊕ There are still cases of riding motorbike right after drinking beer, alcohol.



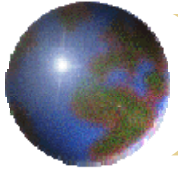
CONCLUSSION



There is the legislation in Vietnam about the standard of motorcycle helmets. By that regulation, the manufacture, the import, the sale and the use of non-standard helmets are not allowed. However, financial punishment is still lacking due to lack of financial punishment regulation, traffic police do not catch those people. In some case, the traffic police could remind that people only and most of case they ignore them because of high speed and high volume of motorcycle traffic on the road.

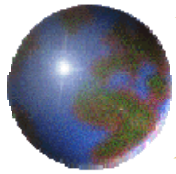


Testing of imported helmet is very limited due to lack of time and budget, then quality of imported helmets is mostly visible but not quantitative evaluated.



SOME RECOMMENDATIONS

- Promote communications for the people to understand and comply with traffic law and set up regulations and mechanism for seriously punishing the offenders.
- Mass media to have campaign and propagation for people to use standard helmets and impacts of using non-standard helmets.
- The Government to have enforcement with punishment solution and to strictly deal with the manufacture, the import, the distribution and the use of non-standard helmets.
- The Market Management Unit to enhance inspection and control to discover non-standard helmets



Thank you very much