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REGULATIONS AND LAW RELATING TO HELMET WEARING FOR MOTORCYCLISTS IN VIETNAM

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Road Accidents in Vietnam



In 2012, Vietnam recorded 35,804 cases of road accidents, reducing about 7,330 cases or 11,99% ; about 9,509 fatalities, a reduction of 1,528 fatalities or 13,84%; and 37,736 injuries, a decrease of 9,477, about 20,07%, as compared with those in 2011.

✓ According to national statistics on road vehicles, in 2012, Vietnam had 38 million of road vehicles, of which more than 1,9 million are cars.

✓ 95% are motorcycles

Source: NTSC (June,2013)

The Compulsory Helmet Wearing Regulation (CHWR) (from Dec 15, 2007 up to now)



Resolution 32/2007/NQ-CP (June 29, 2007) on measures to curb traffic accidents and traffic congestion, including the Compulsory Helmet wearing Regulation

Article 6. Measures to curb traffic accidents

- a) Since Sept. 15, 2007, all travellers on motorcycles on national highways were subject to wear helmets properly
- b) Since Dec. 15, 2007, all travellers on motorcycles on all roads and highways.

Vietnam: From Dec.15, 2007 up to now



Decree 146/2007/NĐ-CP (14/09/2007)

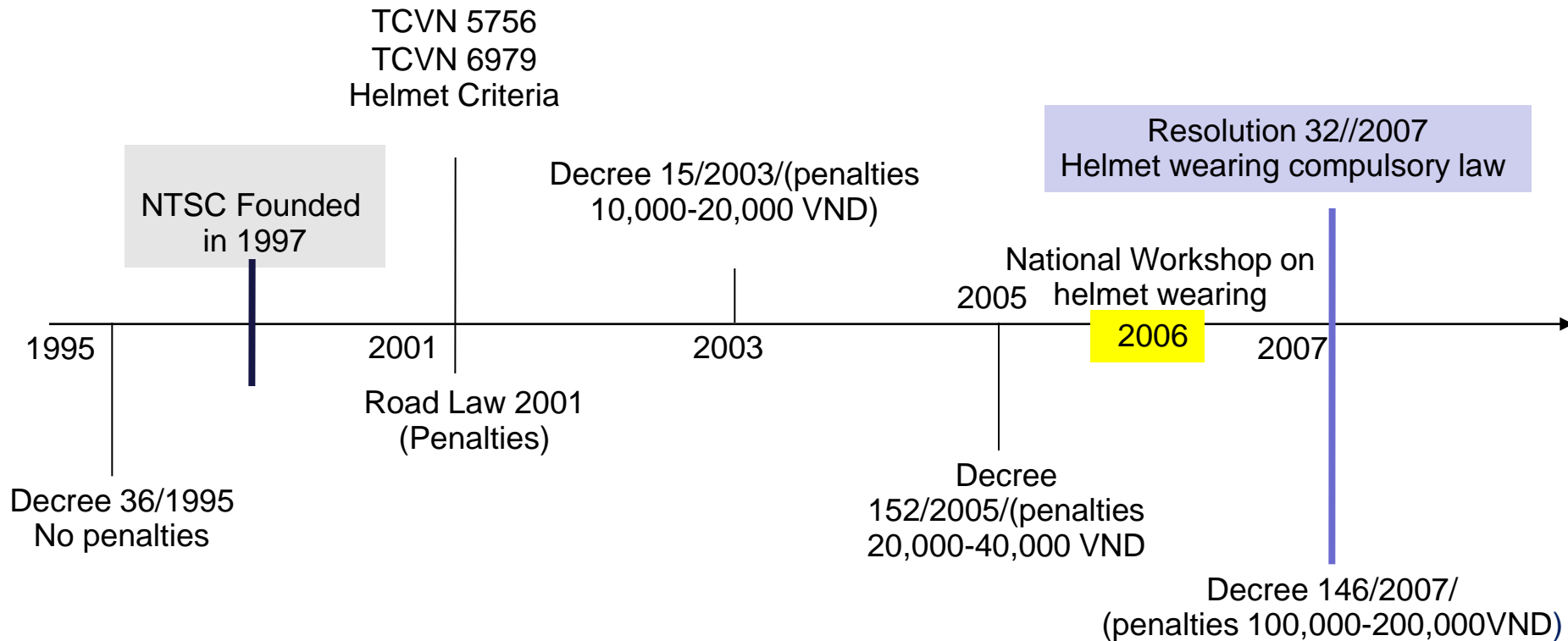
The administrative penalties for motorcyclists and people on pillion not wearing helmets are from 100,000 VND – 200,000 VND. This sum is enough to buy a good quality helmet.

The levels increased 10 times:

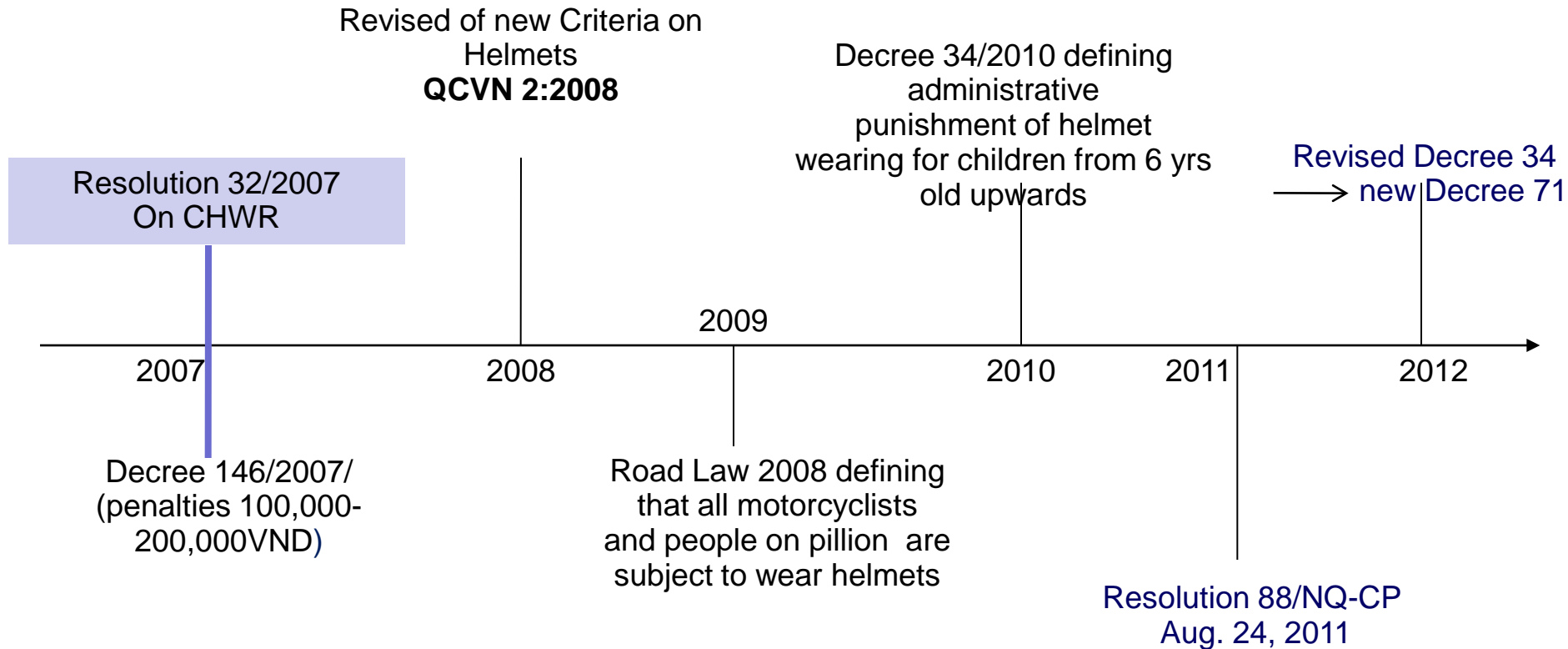
From 20,000-40,000 VND (≈1-2 USD in 2005)

To 100,000-200,000 VND (≈6-12 USD in 2007)

Process of formulating Helmet wearing regulations in Vietnam (before 2007)



Process of formulating CHWR in Vietnam (since 2007 up to now)



What make the success on CHWR at that time?

- + The political support:
 - At the highest level (The Party CC and the Government)
- + The proved effects of the helmet wearing on public media:
 - It's proved that qualified HWR will protect the motorcyclists' heads while travelling on roads.
- + The effective enforcement:
 - High punishment (a ten-time increase)
 - Propaganda and education campaigns were launched on all the country before enforcement, that led to increasing people's awareness.
 - Model activities were made by groups of people
 - Strict and continuous punishment
 - Trial application on national highways then extended to all national highways and roads
 - The availability of helmets suitable to Vietnam's tropical climate.

Existing shortages at present

- ❖ The number of children under 16 not wearing helmets while travelling is very low (only 18 % in Hanoi).
- ❖ To wear helmets but not properly (To be unfastened for example).
- ❖ To wear unqualified helmets may lead to further injuries to people, especially skull trauma, once road accidents happen. Vietnam has worked out the national technical standards since 2008 (QCVN 2:2008/BKHCHN).

However, at present, the percentage of helmet wearing among motorcyclists while travelling in Vietnam is very high (about 90 %)but the quality of helmets is very low (about 65% -70% of helmets are unqualified).

Overcoming shortages

On **Feb. 28, 2013**, A Joint Circular No.06 was issued by four Ministries: the Ministries of Science and Technology, Transportation, Public Securities and Commerce on the production, export and import and trading of good qualified helmets and administrative punishment of all motorcyclists who wear fake or unqualified helmets. Propaganda campaigns on these issues are enhanced.

Other measures

- ❖ It is necessary to strictly implement the regulations on qualified helmets together with the other existing laws and regulations (Joint Circular 06).
- ❖ The administrative punishment on not wearing qualified helmets and helmets for children from 6 years old should be strengthened (revised Decrees 34 and 71). The revised Decree will include the punishment of violators not rescuing the road accident victims.

Thank you for your attention!
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