

VIETNAM



World Health
Organization

ROAD SAFETY
IN TEN COUNTRIES

Population (2008): **86 210 800**

Income group: **Low**

Gross national income per capita (2008): **\$790**

Road traffic death rate (estimate): **19/100 000 population**

Number of registered vehicles (2008): **31 502 087**



Ninety-five percent of the nearly 32 million registered vehicles in VietNam are motorized 2- and 3-wheelers. It is therefore not surprising that the majority of those injured and killed in VietNam are vulnerable road users – predominantly motorcyclists.

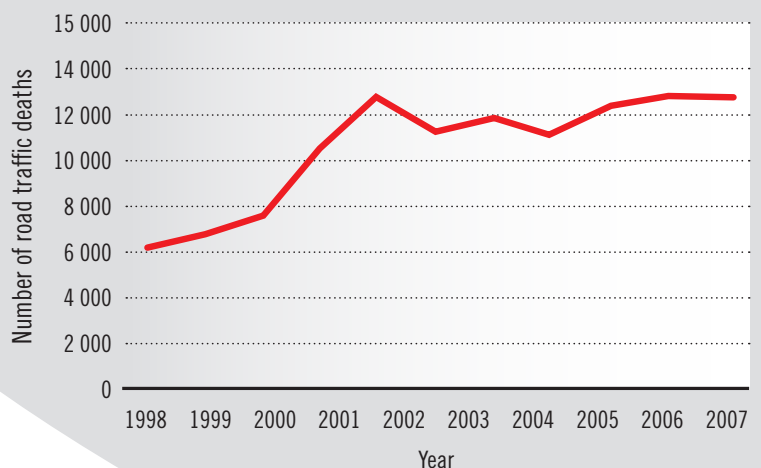
Most of those killed or injured on the roads in VietNam are young adults – in fact, road traffic crashes are the leading cause of death for those aged 15 to 29 years.

Awareness of the road safety risks and laws as well as limited enforcement of legislations are the key challenges to reducing the road traffic toll in VietNam.

Following the enactment of the motorcycle helmet law in 2007 the helmet wearing rate jumped from the low 30's to over 95% as a result of strict enforcement and good social marketing strategies. The helmet law has already saved many people's lives.

VietNam is one of ten countries included in the *Road safety in 10 countries (RS10)* project funded through a grant from the Bloomberg Philanthropies. It is implemented by national partners with technical support provided by a consortium of road safety partners. The partners in VietNam are WHO (in the lead), the Partnership (GRSP), and the International Injury Research Center from Johns Hopkins University (JHU).

The Ministry of Health in VietNam reported 14 690 road traffic deaths in 2008 and a further 430 727 non-fatal injuries. Trend data shows a steady increase in the number of road traffic deaths over the last decade and a half.



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The overall objective of RS10 VietNam is to support the Vietnamese Government in the implementation of national objectives for the prevention of death and serious injuries on VietNam's roads. The focus will be primarily on drinking and driving prevention in the first phase of the project which will be implemented between 2010 and 2011. Between 2012 and 2014 a second risk factor will be added.



The objectives of the project in VietNam are to:

- Strengthen capacity to develop and implement mass media social marketing campaigns for road safety;
- Increase knowledge and skills in strategic, intelligence driven enforcement for traffic police;
- Support long term random enhanced enforcement operations using project procured breathalyzers; and
- Monitor and evaluate the impact of the intervention compared to the control districts and baseline assessment.

Activities to be implemented during the first phase of the project include:

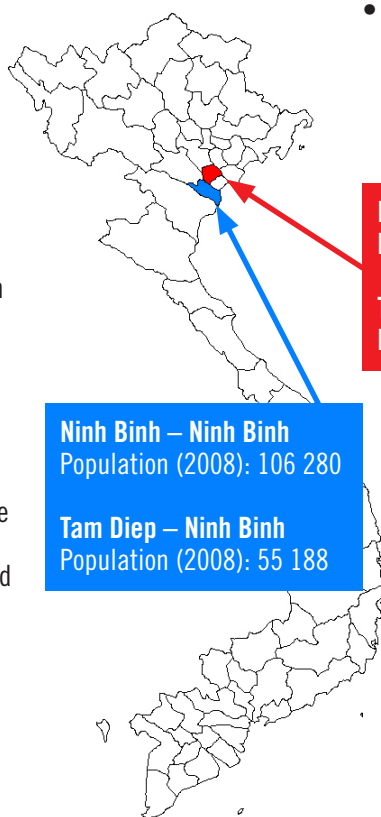
- Developing a new road safety social marketing campaign to be utilized nationally and in specific intervention provinces;
- Procuring alcohol fuel cell breathalyzers and training police in their use;
- Training police in enhanced enforcement practices and supporting the implementation of operations targeting drink drive prevention in random locations throughout the intervention districts, and
- Ongoing monitoring of blood alcohol concentration of road traffic injured patients will be completed in six district hospitals (four intervention and two control sites).

Drink-driving law

BAC limit - motorcyclists.....	0.05 g/dl
Random breath testing and/or police checkpoints.....	Yes
Road traffic deaths involving alcohol.....	34%

Speeding laws

Set nationally.....	Yes
Maximum limit (urban roads).....	50km/h
Maximum limit (rural roads).....	80km/h



Phu Ly – Ha Nam
Population (2008): 80 077

Thanh Liem – Ha Nam
Population (2008): 138 666

Ninh Binh – Ninh Binh
Population (2008): 106 280

Tam Diep – Ninh Binh
Population (2008): 55 188

Project implementation sites:

The project is being implemented in four districts in the Ha Nam and Ninh Binh Provinces with two control sites in the Bac Giang Province.

The boundaries shown on the map do not imply the expression of any opinion whatsoever on the part of the WHO concerning the legal status of the country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

International Consortium partners:

WHO Responsible for overall coordination of the consortium partners; providing financial and technical support to elements relating to social marketing, enforcement operations, legislative review and revision, BAC testing of hospital patients and the procurement of enforcement equipment.

GRSP Responsible for capacity development.

JHU Responsible for ongoing monitoring and impact/outcome evaluation of the programme.

All consortium partners will provide technical support to the Government of VietNam throughout the implementation of the programme.

National partners:

National Traffic Safety Committee (NTSC): Chair
Provincial Traffic Safety Committee of Ha Nam
Provincial Traffic Safety Committee of Ninh Binh
Health Environment Management Agency, MoH
Traffic Police of the Ministry of Public Security
Ministry of Transport
Hanoi School of Public Health

Contacts:

WHO country office:
Jonathon Passmore
Email: passmorej@wpro.who.int

WHO regional office:
Xiangdong Wang
Email: wangx@wpro.who.int

WHO headquarters:
Tami Toroyant
Email: toroyant@who.int

Source:
<http://data.un.org/CountryProfile.aspx?crName=Viet%20Nam>
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Global status report on road safety, WHO, 2009