

Viet Nam

Population: 94 569 072 | Income group: Middle | Gross national income per capita: US\$ 2 050



INSTITUTIONAL FRAMEWORK

| | |
|-------------------------------|--|
| Lead agency | National Traffic Safety Committee (NTSC) |
| Funded in national budget | Yes |
| National road safety strategy | Yes |
| Funding to implement strategy | Partially funded |
| Fatality reduction target | 5-10% annually (2012-2020) |

SAFER ROADS AND MOBILITY

| | |
|--|---------|
| Audits or star rating required for new road infrastructure | Yes |
| Design standards for the safety of pedestrians / cyclists | Partial |
| Inspections / star rating of existing roads | Yes |
| Investments to upgrade high risk locations | Yes |
| Policies & investment in urban public transport | Yes |

SAFER VEHICLES

| | |
|------------------------------------|------------|
| Total registered vehicles for 2016 | 50 666 855 |
| Cars and 4-wheeled light vehicles | 3 033 527 |
| Motorized 2- and 3-wheelers | 47 131 928 |
| Heavy trucks | — |
| Buses | — |
| Other | 501 400 |

Vehicle standards applied (UNECE WP.29)

| | |
|-------------------------------------|----|
| Frontal impact standard | No |
| Electronic stability control | No |
| Pedestrian protection | No |
| Motorcycle anti-lock braking system | No |

POST-CRASH CARE

| | |
|--|------------------|
| National emergency care access number | Partial coverage |
| Trauma registry | National |
| Formal certification for prehospital providers | No |
| National assessment of emergency care systems | No |

DATA

| | |
|--|---------------------------------|
| Reported road traffic fatalities (2016) | 8 417 ^a |
| WHO estimated road traffic fatalities (2016) | 24 970 (95% CI 21 576 - 28 363) |
| WHO estimated rate per 100 000 population (2016) | 26.4 |

^a Report of Road Safety Performance Review of Viet Nam, The United Nations Economic and Social Commission for Asia (UNESCAP) and the Pacific and Ministry of Transport of Viet Nam (MOT). Died within 7 days of crash

SAFER ROAD USERS

| | |
|-------------------------------------|------------------------|
| National speed limit law | Yes |
| Max urban speed limit | 60 km/h |
| Max rural speed limit | 90 km/h |
| Max motorway speed limit | 120 km/h |
| Local authorities can modify limits | No |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Predominant type of enforcement | Manual and automated |

National drink-driving law

| | |
|--|-------------------------------|
| BAC limit – general population | 0.00 - 0.05 g/dl ^b |
| BAC limit – young or novice drivers | 0.00 - 0.05 g/dl ^b |
| Random breath testing carried out | Yes |
| Testing carried out in case of fatal crash | Some drivers tested |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| % road traffic deaths involving alcohol | — |

National motorcycle helmet law

| | |
|--|--|
| Applies to drivers and passengers | Yes |
| Helmet fastening required | Yes |
| Helmet standard referred to and/or specified | Yes |
| Children passengers on motorcycles | Not restricted |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Helmet wearing rate | 81% Drivers ^c , 60% Passengers ^c |

National seat-belt law

| | |
|--|------------------------|
| Applies to front and rear seat occupants | No |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Seat-belt wearing rate | — |

National child restraint law

| | |
|---|----------------|
| Children seated in front seat | Not restricted |
| Child restraint required | — |
| Child restraint standard referred to and/or specified | — |
| Enforcement | — |
| % children using child restraints | — |

National law on mobile phone use while driving

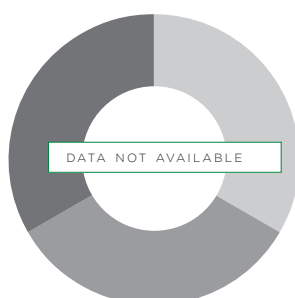
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|------------------------------------|-----|
| Ban on hand-held mobile phone use | Yes |
| Ban on hands-free mobile phone use | No |

National drug-driving law

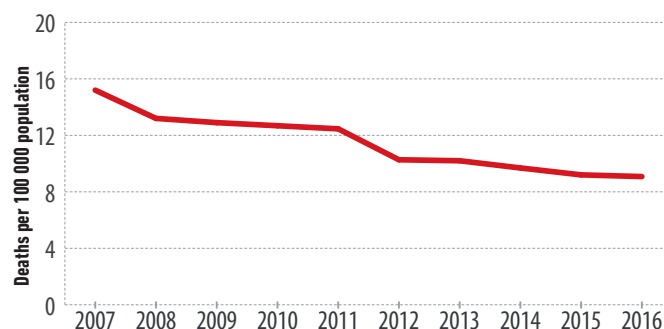
| | |
|--|-----|
| | Yes |
|--|-----|

^b Different BAC limits are set depending on the type of vehicle used: for drivers of cars the BAC limit is set at 0.00g/dl while for drivers of motorcycles and mopeds the legal BAC limit is set at 0.05g/dl
^c 2013, Helmet observation in Ha Noi, BacNinh, Quang Ninh, Da Nang, Vinh Phuc, and Ho Chi Minh city

Deaths by road user category



Trends in reported road traffic deaths



Source: Report of Road Safety Performance Review of Viet Nam, The United Nations Economic and Social Commission for Asia (UNESCAP) and the Pacific and Ministry of Transport of Viet Nam (MOT)