

VIET NAM

ROAD SAFETY PROFILE

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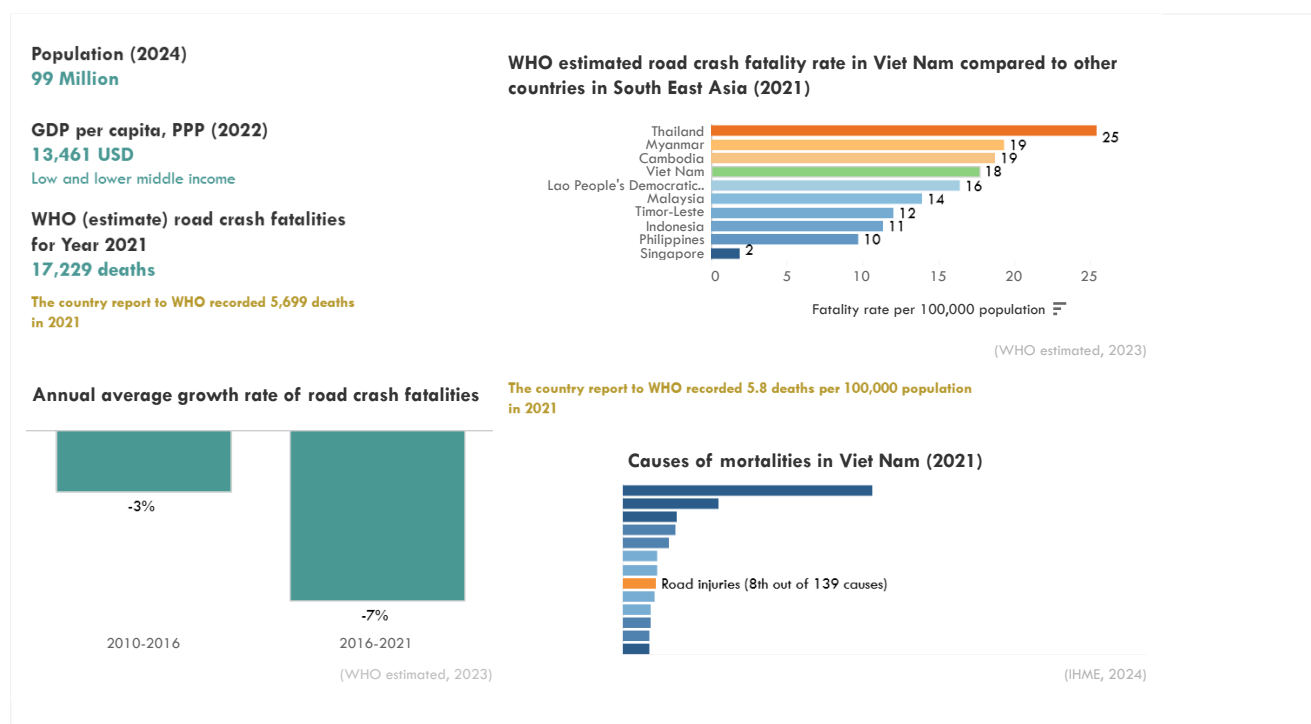


The ATO road safety profiles offer insights into the road safety in 37 Asia-Pacific countries by utilizing road safety related data from various sources and policy information extracted from a range of documents.

These road safety profiles were developed by the Asian Transport Observatory in collaboration with the Asia Pacific Road Safety Observatory (APRSO) and the International Road Federation (IRF). This September 2025 edition updates the February 2025 release—prepared for the Global Ministerial Conference on Road Safety in Marrakech—to inform discussions at the Asia-Pacific Regional Road Safety Conference in Manila.

Country Summary

Road safety remains a significant challenge in Vietnam. In 2021, road crash injuries accounted for 3.2% of all deaths in the country. While progress has been made in reducing fatalities, the country still faces a high burden of road traffic injuries and deaths. This narrative will delve into the current status of road safety in Vietnam, examining various aspects such as data discrepancies, disaggregated data insights, economic costs, road crash ratings, motorization trends, benchmarking against regional averages, the policy landscape, and future targets.



A notable issue in assessing Vietnam's road safety situation is the discrepancy in fatality data. The World Health Organization (WHO) estimated approximately 17,000 road crash fatalities in 2021, while official country statistics reported about 6,000 deaths for the same year. This difference highlights the challenges in accurately capturing the full extent of road traffic casualties and the need for improved data collection and reporting mechanisms. The Global Burden of Disease has also estimated a much higher number of deaths in 2021, around 23,000.

Road crash fatality rate, by source

WHO (estimate) for Year 2021
17.7 per 100,000 population

WHO (country-report) for Year 2021
5.8 per 100,000 population

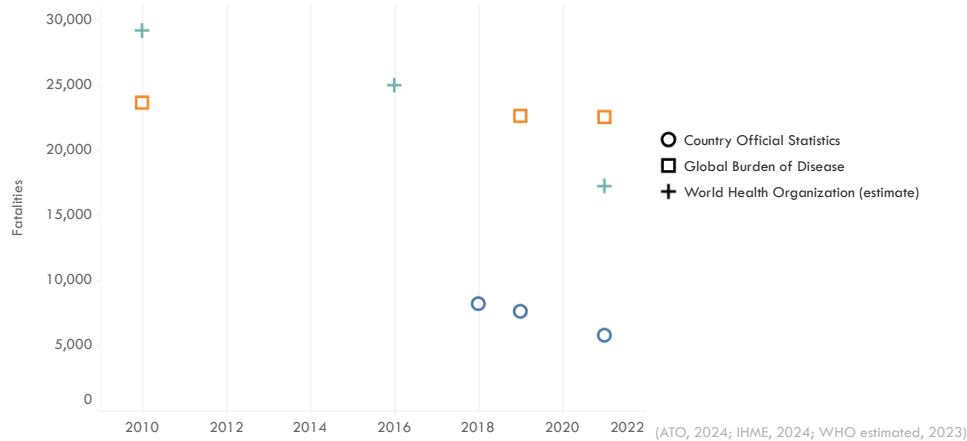
Country official statistics for Year 2021
5.9 per 100,000 population

GBD estimate for Year 2021
23.1 per 100,000 population

(WHO estimated, 2023)

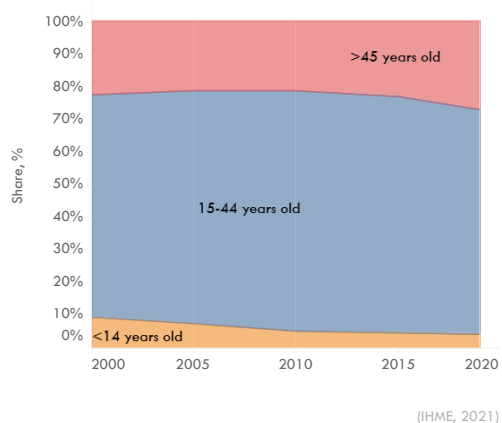
Every 7 minutes, someone dies in a road crash in Viet Nam

Road crash fatalities, by source

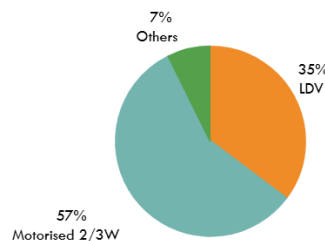


Despite the data discrepancies, disaggregated data provides valuable insights into the characteristics of road crashes in Vietnam. The share of female fatalities remained stagnant at 23% during this period, mirroring the Asia-Pacific average. Minors (<14 years old) and seniors (>65 years old) constituted 30% of road crash fatalities between 2015 and 2019, slightly lower than the Asia-Pacific average. Alarming, the share of pedestrian and bicyclist fatalities is not reported for 2021 and requires further investigation.

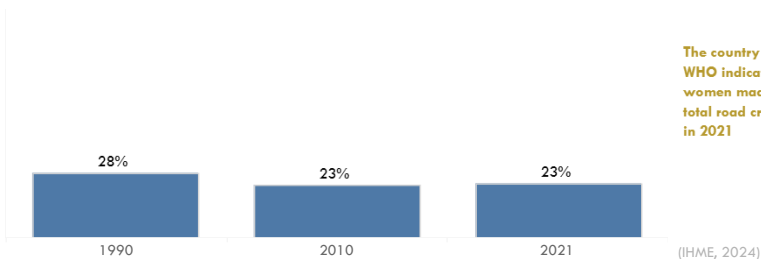
Road crash fatalities, share by age group



Road crash fatalities, share by road user

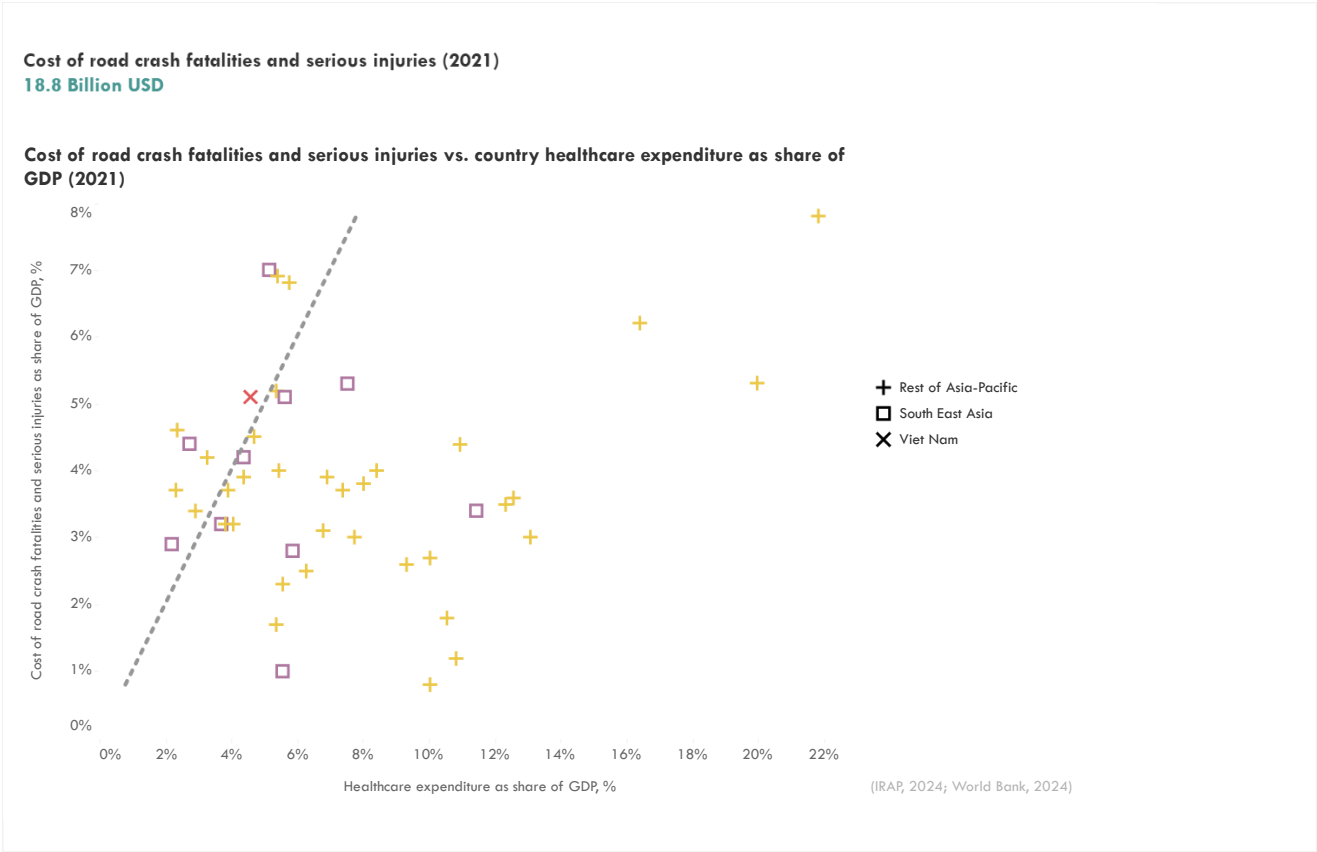


Share of female road crash fatalities

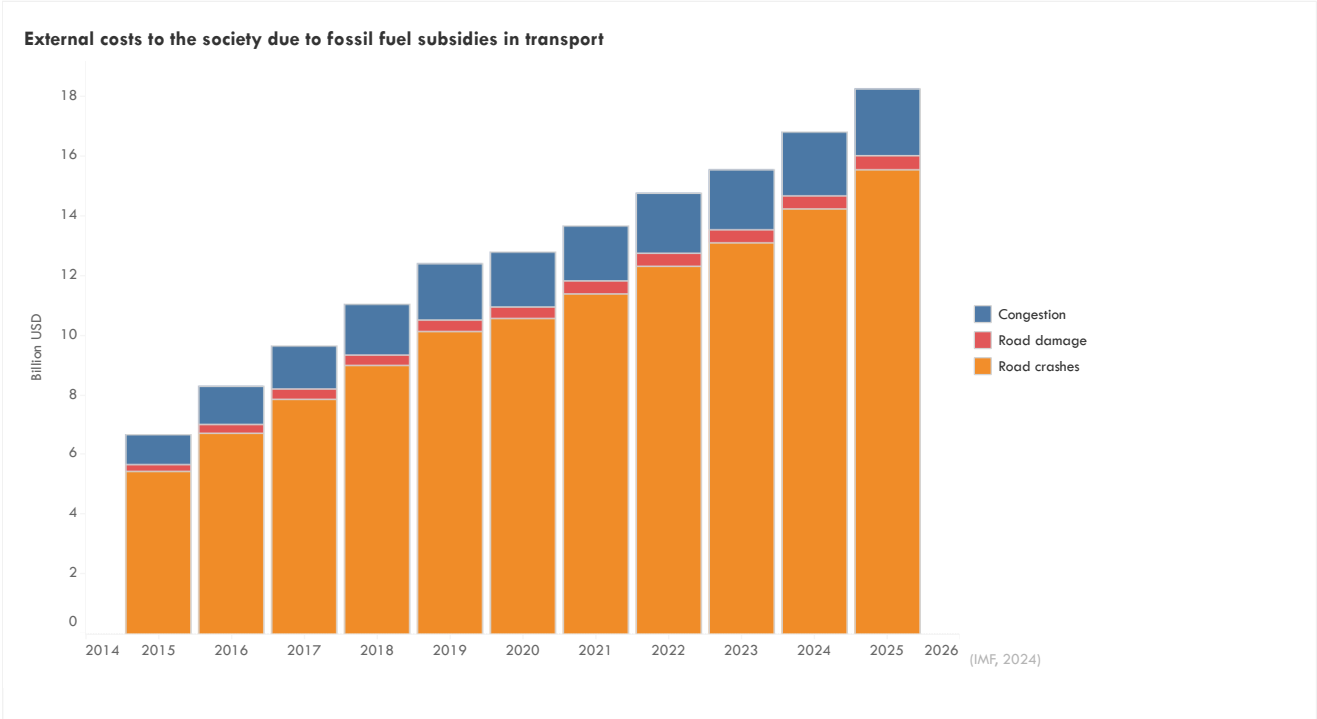


The country report to WHO indicates that women made up 20% of total road crashes deaths in 2021

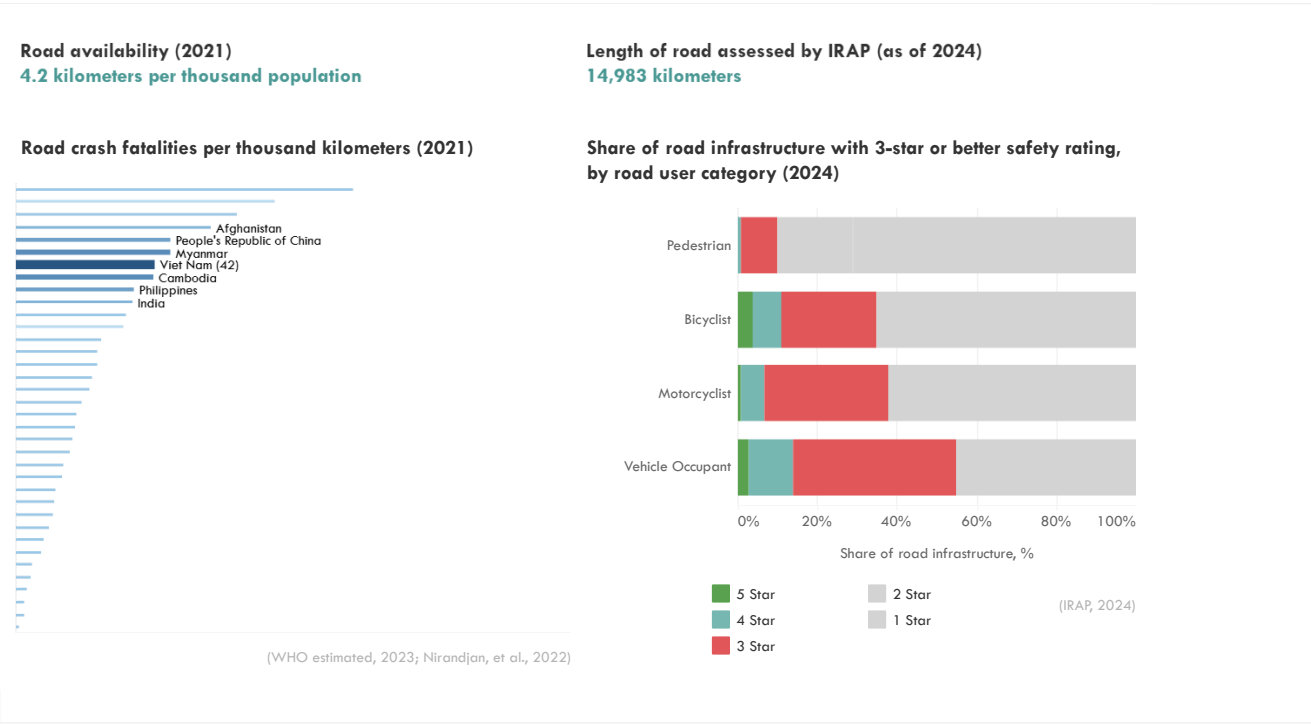
Road crashes impose a substantial economic burden on Vietnam. In 2021, the combined cost of fatalities and serious injuries reached approximately 19 billion USD, equivalent to 5% of the country's GDP. This figure surpasses the healthcare expenditure of 4.6% of GDP in the same year.



Road crashes also constitute a significant portion (83%) of the implicit costs associated with fossil fuel subsidies in transport. Investing in road safety measures could yield substantial economic benefits. IRAP estimates that an annual investment of 407 million USD (0.1% of GDP) could save around 6,000 lives annually.



The quality of road infrastructure plays a crucial role in road safety. As of 2024, only 10% and 35% of Vietnam's road infrastructure had a 3-star or better iRAP rating for pedestrians and bicyclists, respectively. These figures lag behind the Asia-Pacific averages. While the infrastructure fared better for vehicle occupants (at least 55% with 3 stars or better), the rating for motorcyclists (38%) requires improvement, considering they constitute the majority of road users. The country had approximately 42 fatalities per thousand kilometers of road.

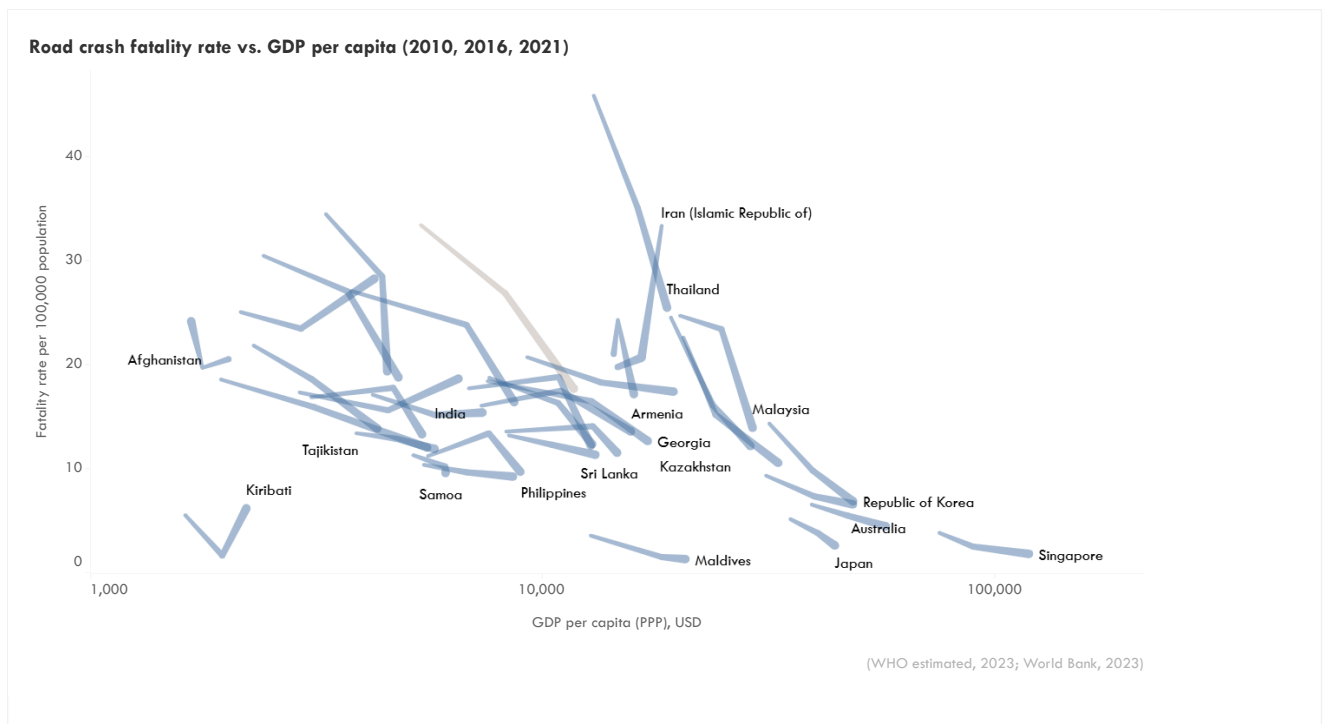


Vietnam has experienced rapid motorization. By 2022, there were 922 vehicles per thousand population, predominantly consisting of 2-wheelers (94%), followed by light-duty vehicles (4%). The high prevalence of motorcycles necessitates focused interventions to enhance their safety.

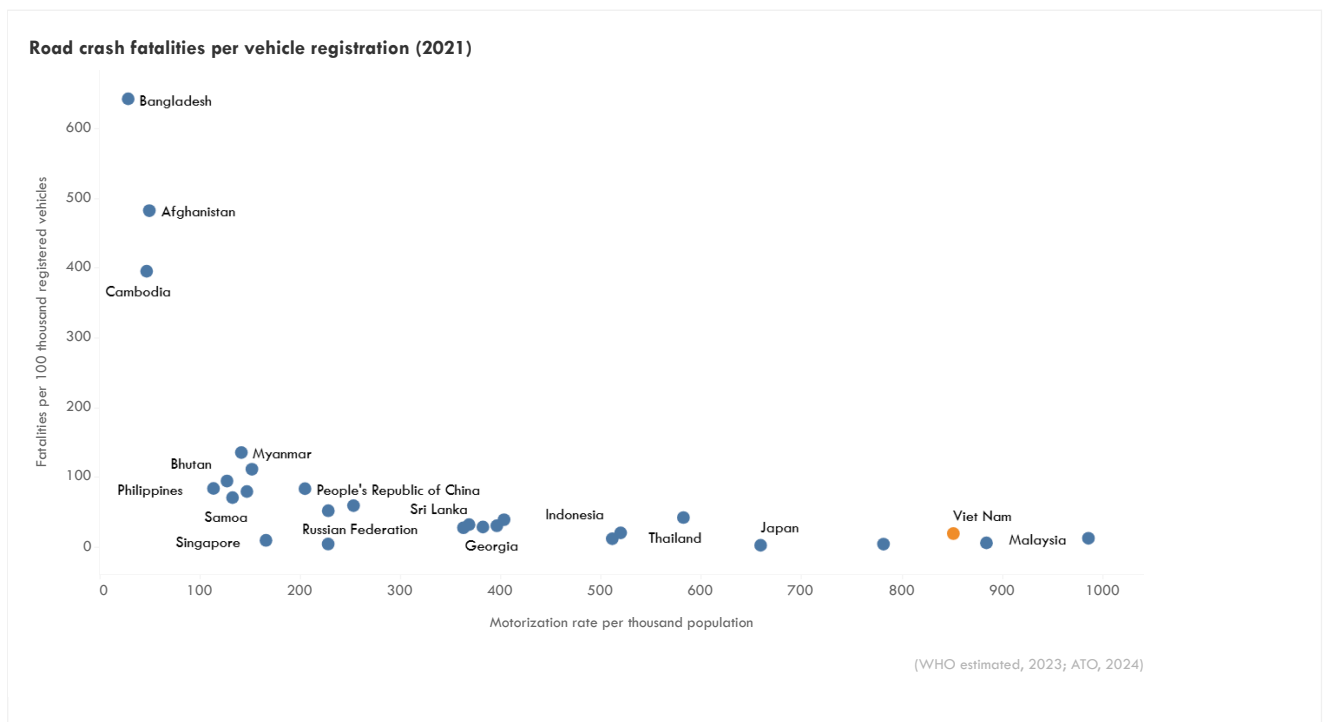


Benchmarking

Comparing Vietnam's road safety performance with regional averages reveals areas for improvement. While the country has made progress in reducing fatalities, its fatality rate still exceeds regional averages. The road traffic crash fatality rate stood at 17.7 per 100,000 population, higher than the Asia-Pacific average of 15.2 and the Southeast Asia average of 14.4. Vietnam witnessed a 47% decrease in fatalities per 100,000 population between 2010 and 2021, a progress much pronounced compared to the regional average.

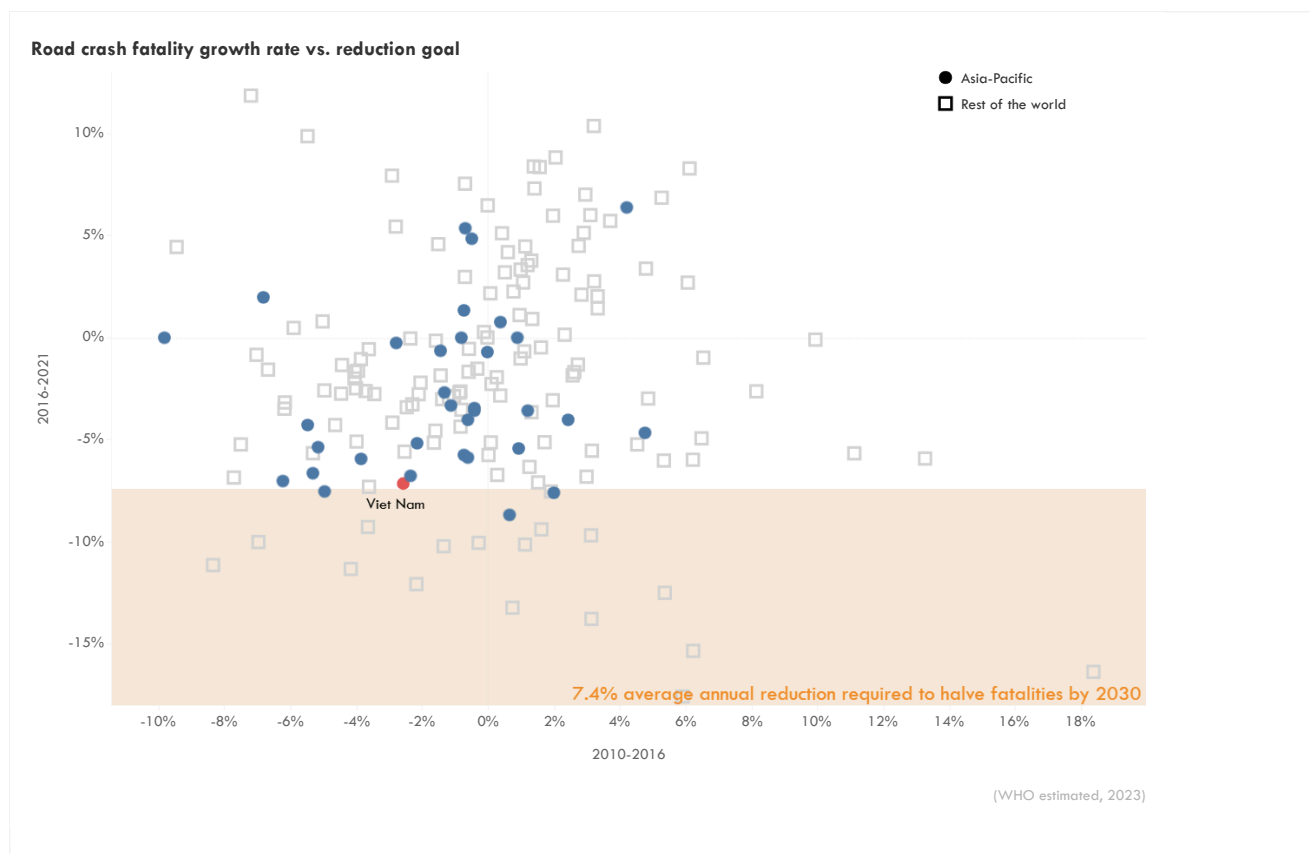


The fatality rate per 100,000 registered vehicles was about 21.



Can Asia meet the 2030 target of halving fatalities?

- **Urgent action needed to reduce road fatalities** The Decade of Action for Road Safety 2021-2030 aims to cut road fatalities in half by 2030. An annual reduction of at least 7.4% is necessary to achieve this.
- **Asia-Pacific region falling behind** Despite reaching a peak in road crash fatalities, the Asia-Pacific region is not on track to meet the 2030 goal. The average annual reduction in deaths between 2016 and 2021 was only 0.6%, far below the required rate.
- **Varying progress across Asia** Using the 2016-2021 road crash fatality growth rate as a basis for estimates until 2030:
 - Only 3 Asian countries are projected to achieve the 50% reduction target by 2030.
 - 18 Asian countries are expected to reduce fatalities by at least 25%.
 - Worryingly, 7 Asian countries will continue to increase road fatalities, moving further away from the target.
- In Viet Nam, road crash fatalities decreased by approximately -7.2% per year between 2016 and 2021. However, this is not enough to reach the 2030 target to halve the fatalities by 2030



Policy Landscape

Vietnam has established a national road safety strategy, "Approving the National Strategy for ensuring road traffic order and safety for 2021-2030 and a vision to 2045," published in 2020. This strategy outlines targets for reducing road traffic accidents, fatalities, and injuries, with the ultimate goal of zero road crash deaths by 2045. The country also has targets related to road infrastructure audits, public transport improvements, driver education, and vehicle safety regulations. Several other policy documents, such as the Transport Strategy 2020 and initiatives promoting green energy in the transport sector, also indirectly contribute to road safety.

Targets to reduce road crash fatalities or injuries		Target year	Document	Year published
In the period of 2031 - 2045, annually reduce road traffic accidents in all three criteria of traffic accidents, deaths and injuries, aiming to have no deaths due to road traffic accidents.		2045	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020
Measure type	Other targets with indirect benefits to road safety	Target year	Document	Year published
Audits/ star rating required for new road infrastructure for road safety	100% of newly built national highways and provincial roads (grade III or higher) and 75% of the total length of the national highway network being exploited reach the traffic safety level of 3 stars or more according to the standards of the Global road traffic safety assessment program.	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020
BRT	Shifting passenger transportation from private to public transport: BRT: 4 routes in 3 cities (13 routes in 5 cities - conditional)	2030	Implementation of NDC for Transport in Viet Nam	2021

Bus fleet renewal	100% of buses will replace and invest in new electricity and green energy.	>2025	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister	2022
Bus fleet renewal	the percentage of buses using clean energy in special cities and grade - I cities will reach 100% and at least 40 %, respectively, of new investment buses	2050	Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)	2021
Bus fleet renewal	percentage of buses using clean energy in special urban centers is at least 15% of the total number of buses in operation and 10% of new buses in grade I cities	2030	Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)	2021

General education and behavior change	<p>100% of traffic participants are educated and disseminated with knowledge and law on traffic order and safety and skills in safe traffic. Form a culture of safe traffic and self-discipline of people joining in traffic; Most of urban residents form the habit of taking part in traffic by public transport, walking and cycling Adjust the classification of driving licenses for road motor vehicles in accordance with the 1968 Vienna Convention on road traffic and vehicle characteristics in Vietnam; train and grant driving licenses to motorbikes with a cylinder capacity of less than 50cm3 or electric motorbikes with an engine capacity of less than 4kW. Continue to develop the application of modern technology in the management of training, driving test, and licensing Open propaganda pages and columns on traffic safety and traffic culture, focusing on propagating and disseminating skills in accident prevention, vehicle control skills in safe traffic; consequences of road traffic accidents due to speeding, using drugs, alcohol, using mobile phones, not wearing a qualified helmet, not wearing a seat belt, not using seat for children in cars, especially the knowledge and skills of safe driving on highways.</p> <p>- Increase the time for propagating and guiding traffic safety on mass media, especially Vietnam Television, Voice of Vietnam, Local Radio and Television, the online radio channel system, social networks, digital media platforms. develop radio programs suitable to regional, religions, languages characteristics of many ethnic groups to communicate at grassroot level, broadcast on loudspeaker systems at the grassroot establishments accompanied by a question and answer column on traffic safety; continue implementing "Traffic Safety Year", "Traffic Safety Peak Month" and propagandize on Tet, ceremonies and festivals according to specific topics in localities. Complete and concretize criteria and behavior of traffic culture with vivid images; promote the propagation and dissemination of traffic culture criteria and behaviors. Organize advocacy campaigns to build traffic culture in agencies, units and enterprises nationwide. - Complete curriculum and teaching materials and include legal education content on traffic order and safety, traffic culture, skills in safe traffic in the main curriculum, in for-experience activities, extra-curricular activities for pupils, students; strength the coordination between families, schools and society in traffic safety education for students. - Include traffic safety education in the main curriculum for pupils, students at universities, pedagogical colleges, pedagogical secondary schools, vocational schools, especially for pupils and students at pedagogy units with specialties related to traffic safety teaching. - Universities, vocational schools research and develop training programs for disciplines, majors, and science subjects in the field of traffic safety assurance. - Propagate and educate to raise awareness and qualifications of the law enforcement forces on traffic order and safety Introduce the content of law dissemination and education and law observance on traffic order and safety into regular activities of mass organizations, socio-political organizations and religious organizations. Continue to make the observance of the law on traffic order and safety a criterion for evaluating the quality of mass organizations, cadres, civil servants, public</p>	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020
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	employees, and members, and an year-end ethical evaluation standard for pupils and students. - Strengthen propaganda and mobilization of people (especially in urban areas) to use public passenger transport vehicles, contributing to reducing traffic congestion and traffic accidents.			
General inland waterways (IWT) improvement	By 2040, use electricity and green energy for 100% new inland waterway vehicles. Apply criteria for green ports for 100% inland waterway ports; encourage inland ports and wharves that are operating in applying criteria for green ports.	2040	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation	2022
General inland waterways (IWT) improvement	100% of vehicles using fossil fuels will be converted to electricity and green energy. 100% of equipment at ports and inland waterways will be converted to electricity and green energy.	2050	Decision 876/QĐ-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister	2022
General inland waterways (IWT) improvement	100% of newly built inland waterway vessels use electricity and green energy. 100% of newly built inland waterway ports apply green port criteria; encourage inland ports and wharves that are operating to switch to apply green port criteria .	2040	Decision 876/QĐ-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister	2022
General public transport	Public transport coverage is expected to reach 45% - 50% in Hanoi; 25% in Ho Chi Minh City; 25% - 35% in Da Nang; 20% in Can Tho; 10% - 15% in Hai Phong; at least 5% in class-I urban areas.	2030	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation	2022
General public transport	Public transport coverage is expected to reach at least 40% and 10% in special urban areas and class-I urban areas, in turn.	2050	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation	2022
General public transport	The rate of public passenger transport in Hanoi will reach 45 % - 50%; Ho Chi Minh City reached 25 % ; Da Nang reached 25% - 35%; Can Tho reached 20%; Hai Phong achieved 10% - 15%; at least 5% of urban areas of grade I.	2030	Decision 876/QĐ-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister	2022

General public transport	The rate of public passenger transport in special urban centers and grade-I cities will reach at least 40% and 10%, respectively.	2050	Decision 876/QĐ-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister	2022
General public transport	The share of public passenger transport in urban areas in particular especially, grade I urban centers will reach at least 20% and 5%, respectively;	2030	Decision No. 1658/QĐ-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)	2021
General public transport	the rate of public passenger transport in special urban centers and urban centers of grade I will reach at least 40% and 15 %, respectively	2050	Decision No. 1658/QĐ-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)	2021
General public transport	Shifting passenger transportation from private to public transport: Bus: develop in 05 (13 - conditional) central level cities	2030	Implementation of NDC for Transport in Viet Nam	2021
High-speed rail (HSR)	North - South high-speed railway from Ngoc Hoi station to Thu Thiem station: double track, 1,435mm gauge, about 1,545 km in length.	2030	Railway network planning for 2021-2030, vision to 2050	2021
National motorcycle helmet law	To increase helmet wearing rates among children in Vietnam to over 80% by 2030	2030	National Child Helmet Action Plan	2019
National road safety database	Traffic safety database must be developed and completed with modern technology, synchronous connection, meeting the requirements of traffic safety management and research.	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020
National road safety strategy	The system of legal documents on traffic order and safety, the organization of the traffic safety management apparatus from the central to the local level must be completed with effective and efficient implementation. Develop and complete traffic safety manuals and handbooks on expressways, rural roads, etc. as applications on smart mobile device platform.	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020
Regulation on school zones for road safety	100% of school gate area is located on national highways, provincial roads and urban main roads is ensured with traffic safety and traffic jam prevention.	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020
Road charging and tolls	100% of car owners use the electronic toll collection account for multi-purpose payment for road traffic services and pay fines for violations	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020

Target - Transport activity	<p>Transport: Cargo volume reached 11.8 million tons, accounting for about 0.27% market share; passenger transport volume reached 460 million passengers, accounting for about 4.40% of the market share (of which the national railway was 21.5 million passengers, accounting for a market share of about 1.87%). Cargo volume reached 7.35 billion tons.km, accounting for about 1.38% market share; passengers 13.8 billion passengers.km, accounting for a market share of about 3.55% (of which the national railway is 8.54 billion passengers.km, accounting for a market share of about 2.22%).</p>	2030	Railway network planning for 2021-2030, vision to 2050	2021
Target - Transport activity	<p>In terms of transportation, the volume of goods transported reached about 2,764 million tons (62.80% of the market share); passengers reached about 9,430 million passengers (90.16% market share); volume of domestic goods circulation reached about 162.7 billion tons.km (30.48% market share); domestic passengers 283.6 billion passengers.km drifted about (72.83% market share).</p>	2030	Road network planning for 2021-2030, vision to 2050	2021
Technical standards for road infrastructure	<p>ensuring 100% of roads that are newly built, upgraded, renovated and being exploited are inspected and assessed in accordance with road safety regulations Newly built, upgraded and renovated roads are considered to include dedicated lanes for motorcycles, motorbikes, bicycles and ensure safety for vulnerable traffic participants. 100% of the provincial road system, 50 - 80% of the district road system is built and fully installed with works and equipment to ensure traffic safety build roadside stations to serve the essential needs of drivers, passengers and vehicles along highways, national highways and provincial highways, ensuring drivers do not have to drive over 04 hours to have a break as regulated. a) Review, adjust and supplement technical standards and regulations on roads and traffic infrastructure works in the direction of approaching and applying modern technologies in traffic organization; develop and issue friendly road design technical manuals.</p>	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020

Technologies supporting post-crash response	100% of expressways and national highways are equipped with a system of emergency stations, or in the service area of a medical facility capable of giving emergency assistance to a traffic accident victim, ensuring accessibility for traffic accident victims in the fastest time since receiving the emergency request information. All provinces and centrally run cities have emergency medical centers 115, ensuring the fastest access to traffic accident victims since the emergency request information is received. All general hospitals at district or higher level nationwide ensure emergency capacity and access to traffic accident victims in the fastest time since receiving information requesting emergency support. Study to establish new emergency medical stations or improve the capacity of existing medical facilities, ensure the ability to provide emergency traffic accident services as regulated, provide 24/7 on-standby service in general district hospitals, at roadside stations on expressways or at locations with an average service radius of about 50 km, and at the same time build a modern communication network, ensuring accessibility to victims within 30 minutes of receiving emergency request information Promote the application of science and technology in the construction of the 115 medical emergency system nationwide	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020
Traffic management	100% of highways, arterial national highways and routes has smart traffic management and operation systems (capable of detecting violations, non-stop electronic toll fee collection, flexible electronic road signs); putting in place smart urban traffic management and operation centers in centrally-run cities and localities in need	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020
Urban passenger rail infrastructure improvement	Shifting passenger transportation from private to public transport: Urban railway: 3 routes in 2 cities	2030	Implementation of NDC for Transport in Viet Nam	2021
Vehicle scrappage scheme	Eliminate 100% of motor vehicles past their expiry date, homemade three or four wheeled vehicles are not allowed to join traffic; periodic emission control for motorcycles, motorbikes with gasoline engine participating in traffic.	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020

Policy measures with indirect benefit to road safety



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