Safe and Affordable Helmet Use Campaign in Nepal

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UN ESCAP Regional Meeting on the Regional Plan for the Decade of Action for Road Safety & Expert Group Meeting on Improving Road Safety, Bangkok, 9-10 August 2022

Sources: Dept of Transport Management of Nepal; and *Dept of Customs (import data)
As of March 2021, Nepal has >99,000 KM Roads of all type

- Strategic Road Network (Federal) – 33,500 KM
- Provincial and local roads – 65,600 KM

Sources: Nepal Economic Survey 2077/78, Ministry of Finance.

Existing legal and enforcement provisions regarding helmet use
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
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<tbody>
<tr>
<td>10.</td>
<td>Driving without using seat-belt or wearing a helmet</td>
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There is a fine of Rupees 500 to 1,500 ($4 to $12) for driving motorbike without wearing a Helmet. But this does not apply to the pillon riders.
Fig. 4. Observed driver and passenger helmet use at the seven observation sites. Helmet use of passengers is highlighted in textboxes.

Fig. 5. **Self-reported** helmet use by drivers and passengers at the seven observation sites.

Self-reporting passengers may be the easiest to motivate wearing helmets.

Helmets are shown to reduce motorcyclist head injury and death

Motorcyclists are at high risk in traffic crashes, particularly for head injury. A review of studies concluded that helmets reduce the risk of head injury by around 69% and death by around 42%. There is, so far, insufficient evidence to compare the effectiveness of different types of helmet. Some studies have suggested that helmets may protect against facial injury and that they have no effect on neck injury, but more research is required for a conclusive answer. The review supports the view that helmet use should be actively encouraged worldwide for rider safety.

Authors’ conclusions:

Motorcycle helmets reduce the risk of death and head injury in motorcyclists who crash. Further well-conducted research is required to determine the effects of helmets and different helmet types on mortality, head, neck and facial injuries. However, the findings suggest that global efforts to reduce road traffic injuries may be facilitated by increasing helmet use by motorcyclists.

Youth targeted Helmet use promotion PSA
Launching of FIA Safe & Affordable Helmet Campaign in Nepal
Motorcycle safety and Helmet use promotion leaflet

Global Alliance of NGOs for Road Safety

Let us Visit Following Links...

1. Nepal Road Safety
2. Global Alliance of NGOs for Road Safety
3. Global Road Safety Forum
4. Road Safety
5. Road Safety
6. Road Safety
7. Road Safety
8. Road Safety
9. Road Safety
10. Road Safety

Our Current Involvements for Safe Mobility in Nepal:

- Road Safety
- Road Safety
- Road Safety
- Road Safety
- Road Safety
- Road Safety
- Road Safety
- Road Safety
- Road Safety
- Road Safety

Nepal Automobiles' Associations (NASA NEPAL)

High office: Building no. 12, Lalitpur, Khokana, Kathmandu

Contact: 23456789

Email: info@nasa.org

Website: www.nasa.org
Nepal’s largest display board
(part of #CommitToAct week of Campaign May 2022)
Helmets For Life
SAFE RIDING ORIENTATION
Udhyog Banijya Sangh Chitwan, Bharatpur, Chitwan | 6th AUG 2022

Rotary Club of Chitwan
Rotaract Club of Chitwan
CADA
IMAGI ROTARY
Nepal - Technical Regulation on Protective Helmets for Motorcycle Rider-Specification


This Technical Regulation prescribes the requirements regarding materials, construction, workmanship, finish, mass and performance for protective helmets (with or without lower face cover) for everyday use by motorcycle riders.

Source Link: G/TBT/N/NPL/7

Click here for Notification detail
Developing a new Policy Brief on motorcycle helmet use

- Existing legal instruments and implementation frameworks
- Calling for multi-stakeholder approach
- Built-on Traffic Police success story against DUI/alcohol
- Lessons from past failures
- Emphasising health benefits – averted head injuries
- Emphasising protection – averted severe and fatal injuries
- Availability of safe and affordable helmets
From a study conducted by experts 10 years ago, it has been proven that if a motorcycle rider wears #helmet #दुर्घटना the death from head injury will decrease by 42%. The rear passenger is more likely to die in an accident. @NepalPoliceHQ let’s make compulsory helmets for all riders goo.gl/PhfGrC

Helms are shown to reduce motorcyclist head injury and death

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Highway Safety and Traffic Directorate issued an order to implement in province 3.

Traffic police office circular regarding compulsory helmet rule enforcement in Chitwan.
• The message was clear

• Some positive action/efforts from policy makers or implementors

• **Issued order for immediate effect (does not give time for preparation)**

• **Lacking preparation** in terms dissemination of the benefits of helmet use

• Did not take into account previous failures

• Did not plan for human resources, financial implications and funds needed

• **Did not involve of road safety researchers, experts, and social scientists**

• Not having an apex body for Road Safety i.e. National Road Safety Council
Final words

• Mix of messages some positive and not positive
• There is a need to coordinate and organise scattered actions undertaken by different entities so that it creates a synergy, contributing to an increase in the helmet use, for this an Apex Body or good coordinator is needed urgently.
• There is a myth - “Implementation of mandatory helmets is for making profit” therefore need to involve media and engage motorcycle dealers for busting the myths.
• Governments or NGOs in the Region have been doing something, but not sufficient
• Regional bodies such as UNESCAP should prepare practical guides for countries in the region and monitor them.
• The Regional Plan Action is a good initiation.
Acknowledgements

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Thank you very much