

Nguyen Nhat KHANH, Thi Ngoc Anh CAO

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Secção I

Investigação Científica*

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Exploring Transnational Legal Frameworks for Managing Alcohol Impairment in Traffic: Insights for Vietnam

Exploração de quadros jurídicos transnacionais para a gestão da incidência do álcool no trânsito: Perspectivas para o Vietname

Nguyen Nhat KHANH¹
Thi Ngoc Anh CAO²

ABSTRACT: In Vietnam, alcohol has long been a cultural staple, yet it remains a leading cause of traffic accidents, often leading to severe injuries and fatalities. In response, the National Assembly has continuously tightened regulations on alcohol-related violations, imposing fines that are now five times higher than the average income. Unlike many nations, Vietnam enforces a zero-tolerance policy for alcohol levels in drivers. Despite these stringent measures, alcohol-related offenses have risen, and public resistance to the policies is growing. This study critically examines the shortcomings of Vietnam's legal framework on alcohol-related violations, drawing on practical enforcement issues and international experiences. It aims to propose realistic solutions to improve the effectiveness of these regulations, offering valuable insights for the global academic community, particularly for countries with comparable legal systems.

KEYWORDS: Administrative violations; Alcohol concentration; Traffic safety; Legislative reform; Vietnam.

RESUMO: No Vietname, o álcool tem sido uma parte fundamental da cultura, mas continua sendo uma das principais causas de acidentes de trânsito, frequentemente resultando em lesões graves e fatalidades. Em resposta, a Assembleia Nacional tem endurecido continuamente as regulamentações sobre violações relacionadas ao álcool, impondo multas que agora são cinco vezes maiores que a renda média. Ao contrário de muitos países, o Vietname aplica uma política de tolerância zero para os níveis de álcool em motoristas. Apesar dessas medidas rigorosas, as infrações relacionadas ao álcool têm aumentado, e a resistência pública a essas políticas está crescendo. Este estudo examina criticamente as deficiências do quadro jurídico do Vietname sobre violações relacionadas com o álcool, considerando questões práticas de aplicação e experiências internacionais. O objetivo é propor soluções realistas para melhorar a eficácia dessas regulamentações, oferecendo insights valiosos para a comunidade acadêmica global, especialmente para países com sistemas jurídicos comparáveis.

PALAVRAS-CHAVE: Violações administrativas; Concentração de álcool; Segurança no trânsito; Reforma legislativa; Vietname.

¹ LLM, Faculty of Law, University of Economics and Law, Ho Chi Minh City, Vietnam and Vietnam National University, Ho Chi Minh City, Vietnam. Email: khanhnn@uel.edu.vn. ORCID: <https://orcid.org/0000-0002-8517-6544>

² Master student, National Academy of Public Administration – Ho Chi Minh City Campus, Ho Chi Minh City, Vietnam. Email: caongocanhthi.law@gmail.com. ORCID: <https://orcid.org/0009-0005-0326-1868>

Introduction

Studies have shown that traffic accidents and alcohol consumption are directly related, thereby causing serious consequences to individuals, families and the community.³ Alcohol is a major factor in traffic crashes, and crashes involving alcohol are more likely to result in injuries and deaths than crashes where alcohol is not a factor. “Alcohol-dependent people are over-represented in all alcohol-related traffic crashes, as are those who begin drinking at younger ages”.⁴ The World Health Organization estimates that about 5% to 35% of all road deaths are related to alcohol.⁵ Therefore, a general ban on alcohol for all drivers is widely supported in countries⁶ and if violated the driver is subject to severe sanctions.

In Vietnam, traffic collisions have continuously been ranked amongst the top causes of deaths in Vietnam.⁷ “As a cultural driver of risk behavior, drinking has been recognized as a major cause of road collisions in various settings”.⁸ It can be said that Vietnam is a country with a very strong legal response to violations of alcohol concentration, when it stipulates a penalty of 5 times the average income of the people, does not set a Blood Alcohol Concentration (BAC) limit threshold for any road users, that is, as long as the alcohol concentration exceeds 0.00, it will be sanctioned. However, contrary to the drastic response of the State, the number of cases sanctioned for administrative violations of alcohol concentration violations in Vietnam has continuously increased over the years, most road collisions are still believed to be related to drinking alcohol before

³ MALTA, D.C., BERNA, R.T., SILVA, M.M., et al., 2014. “Consumption of alcoholic beverages, driving vehicles, a balance of dry law, Brazil 2007-2013”. *Revista de Saúde Pública*, 48(4), pp. 692-966; G. BACCHIERI, A.J. BARROS, 2011. “Traffic accidents in Brazil from 1998 to 2010: many changes and few effects”, *Rev Saude Publica*, 445(5), 949-960.

⁴ R. HINGSON, AND M.P.H. MICHAEL WINTER, 2003. “Epidemiology and Consequences of Drinking and Driving”, *Alcohol Res Health* 27(1), 63-84.

⁵ WHO, *Global Status Report on Road Safety 2018*, <https://www.who.int/publications/i/item/9789241565684>.

⁶ Y. ACHERMANN STÜRMER, U. MEESMANN & H. BERBATOVCÍ, “Driving under the influence of alcohol and drugs. ESRA2 Thematic report Nr. 5. ESRA project (E-Survey of Road users’ Attitudes)”. Bern, Switzerland: Swiss Council for Accident Prevention (2019).

⁷ VU HM, TRAN TT, VU GT, NGUYEN CT, NGUYEN CM, VU LG, TRAN TH, TRAN BX, LATKIN CA, HO CSH, HO RCM, 2019. “Alcohol Use Disorder among Patients Suffered from Road Collisions in a Vietnamese Delta Province”, *Int J Environ Res Public Health* 16(3), 220-231.

⁸ L.J. BATES, J. DAVEY, B. WATSON, M.J. KING, K. ARMSTRONG, 2014. “Factors contributing to crashes among young drivers”, *Sultan Qaboos Univ*, 14, 290-305.

driving,⁹ many people complained, expressed disagreement and concern about the feasibility of the law.

This article provides an overview of Vietnam's legal framework for sanctioning administrative violations related to alcohol concentration in traffic. It provides statistics to help readers understand the context of sanctioning administrative violations related to alcohol concentration in Vietnam. The central task of the study is to evaluate the practice of implementing current regulations, combined with experiences from several countries around the world; thereby, the research will explain the inappropriate issues in the legal policy on sanctioning administrative violations related to alcohol concentration in Vietnam - the factors that cause the is not effective and, in some cases, even has the opposite effect. From these analyses, the study will propose appropriate solutions to improve the effectiveness of the legal framework in this field.

Materials and methods

“Normative Legal Research is a process of finding legal regulations, legal basis, and legal doctrine to review the issues under study”.¹⁰ Hence, this study employs normative legal research as its research method, employing 3 distinct approaches: the legal approach, comparative approach, and historical approach. The study is based on Vietnam's legal framework, including the Law on Road Traffic Order and Safety in 2024, the Law on Road Traffic in 2008 (amended and supplemented in 2018, 2019, 2023), Decrees on sanctioning administrative violations of alcohol concentration when participating in traffic from the effective date of the Law on Road Traffic in 2008 until now, and legal regulations relevant laws in some countries around the world. Secondary legal documents including academic documents, reports from professional bodies and relevant publications, with a particular emphasis on academic works referring to sanctions for alcohol content violations are also effectively incorporated in this study.

⁹ Electronic information portal of the Ministry of Transport, *Obsession with accidents caused by alcohol*, <https://mt.gov.vn/atgt/tin-tuc/58842/am-anh-tai-nan-do-ruou-bia.aspx>.

¹⁰ T.A. CHRISTIANI, 2016. “Normative and Empirical Research Methods: Their Usefulness and Relevance in the Study of Law as an Object”, *Procedia - Social and Behavioral Sciences* 29, 200-302.

Discussion and results

Overview of Vietnam's legal framework on sanctioning administrative violations for violations of alcohol concentration when participating in traffic

Currently, in Vietnam, the Law on Road Traffic 2008 is the primary law regulating traffic order and safety rules and state management of traffic order and safety. In addition to the regulations on conditions necessary to participate in driving, such as age, health, and having a hidden driving license suitable to the type of vehicle allowed to be driven issued by a competent state agency, when participating in traffic, the driver of the car must ensure that he is in a state of consciousness to drive safely. Driving a vehicle participating in road traffic with an alcohol concentration in the blood or breath is a prohibited act. In particular, Vietnam is one of the few countries that applies “zero tolerance” regulations on the use of alcohol while driving. Violations related to alcohol concentration when driving will be sanctioned according to the provisions of Decree No. 100/2019/ND-CP dated December 30, 2019, of the Government stipulating penalties for administrative violations in the field of road traffic and railways (amended and supplemented by Decree No. 123/2021/ND-CP). Usually, the adequate time for a decree issued by the Government is no earlier than 45 days from the date of adoption or signing for promulgation. However, Decree No. 100/2019/ND-CP takes effect as soon as January 1, 2020 (i.e., only 02 days after it is passed). Explaining this, Ms. Hoang Hong Hanh – Deputy Director of the Legal and Inspection Department, Directorate for Roads of Vietnam, explained that due to the urgent nature related to the traffic accident situation, the Government has had meetings to direct and allow the development of the draft in a simplified order.¹¹

According to Decree No. 100/2019/ND-CP, administrative violations related to alcohol are divided into two groups: (i) “Driving with alcohol in the blood or breath” and (ii) “Non-compliance with alcohol testing requirements by law enforcement officers.” Violations of “driving with alcohol in the blood or breath”

¹¹ P. TUAN, *Why was Decree 100 issued 2 days later applied?*, <<https://tuoitre.vn/vi-sao-nghi-dinh-100-ban-hanh-2-ngay-sau-da-ap-dung-20200107084621983.htm#:~:text=TTO%20%2D%20Ngh%E1%BB%8B%20%C4%91%E1%BB%8Bnh%20s%E1%BB%91%20100,ng%C3%A0y%201%2D1%2D2020.&text=V%C3%AC%20sao%20ngh%E1%BB%8B%20%C4%91%E1%BB%8Bnh%20n%C3%A0y,nh%C6%B0%20nh%E1%BB%AFng%20ngh%E1%BB%8B%20%C4%91%E1%BB%8Bnh%20kh%C3%A1c%3F>>, accessed July 15, 2024.

are penalized based on the detected alcohol level and the type of vehicle, as shown below:

Violation Level	Alcohol Concentration	Car and Similar Vehicles	Motorbikes and Similar Vehicles	Tractors and Special Vehicles	Bicycles and Similar Vehicles
Level 1	≤ 50 mg/100 ml blood or ≤ 0.25 mg/l breath	Fine: 6,000,000 - 8,000,000 VND; License suspension: 10 - 12 months	Fine: 2,000,000 - 3,000,000 VND; License suspension: 10 - 12 months	Fine: 3,000,000 - 5,000,000 VND; License/Certificate suspension: 10 - 12 months	Fine: 80,000 - 100,000 VND
Level 2	50-80 mg/100 ml blood or 0.25-0.4 mg/l breath	Fine: 16,000,000 - 18,000,000 VND; License suspension: 16 - 18 months	Fine: 4,000,000 - 5,000,000 VND; License suspension: 16 - 18 months	Fine: 6,000,000 - 8,000,000 VND; License/Certificate suspension: 16 - 18 months	Fine: 300,000 - 400,000 VND
Level 3	> 80 mg/100 ml blood or > 0.4 mg/l breath	Fine: 30,000,000 - 40,000,000 VND; License suspension: 22 - 24 months	Fine: 6,000,000 - 8,000,000 VND; License suspension: 22 - 24 months	Fine: 16,000,000 - 18,000,000 VND; License/Certificate suspension: 22 - 24 months	Fine: 400,000 - 600,000 VND

Table 1: Forms of administrative sanctions and fines for alcohol concentration violations when participating in traffic in Vietnam

Additionally, non-compliance with alcohol testing requirements by law enforcement officers results in a fine of 30,000,000 - 40,000,000 VND and a license suspension of 22 - 24 months.

Overview of violations of alcohol concentration when participating in traffic in Vietnam

Although the National Assembly of Vietnam has always focused on improving the legal framework for sanctioning violations of alcohol concentration when participating in traffic, there have been very few systematic statistics on violations across the country over the years. This is also one of the reasons why it is difficult for lawmakers to have an overview and accuracy of the situation of

violations, thereby making it difficult to conclude the effectiveness of law regulation.

Colonel Nguyen Quang Nhat, Head of the Department of Guidance for Propaganda, Investigation and Settlement of Traffic Accidents (Traffic Police Department, Ministry of Public Security), said that since Decree No. 100/2019/ND-CP took effect, violations of concentration have not tended to decrease, but have continuously increased sharply and complicated developments. The evidence is that in 2023, the handling of alcohol violations reached a record high, with more than 770,000 cases, an increase of more than 460,000 cases compared to 2022,¹² an increase of more than 608,000 cases compared to 2021,¹³ an increase of more than 614,000 cases compared to 2020.¹⁴ Specifically, the number of violations in each year is shown as follows:

A few other statistics show the rapid increase in alcohol content violations such as, in just the first quarter of 2024, the country has detected 275,130 violations, while in the first quarter of 2023 only 99,000 cases were handled (an increase of more than 176,000 cases).¹⁵ More alarmingly, according to statistics from the Traffic Police Department, in just seven days of the Lunar New Year holiday (from February 8-14, 2024), the Traffic Police detected and handled 29,099 drivers who violated alcohol concentration, an increase of 277.7% compared to the same time during the Lunar New Year in 2023. In particular, the danger of alcohol concentration violations is becoming more and more serious when there are hundreds of consecutive cases of car and motorcycle drivers violating the highest level of alcohol concentration, deliberately failing to comply with sanctions.¹⁶

¹² H. XIEM, SOS: Problem of driving with alcohol violation, *Transportation Journal*, <https://tapchigiaothong.vn/sos-van-nan-lai-xe-vi-pham-nong-do-con-183240318090909342.htm>.

¹³ C. T. VAN, *Warning about drug driving and alcohol violations*, <https://tapchigiaothong.vn/sos-van-nan-lai-xe-vi-pham-nong-do-con-183240318090909342.htm>.

¹⁴ V. THANH, *Traffic police encounter many difficulties when dealing with drivers who have used alcohol or beer*, <https://hcmcpv.org.vn/tin-tuc/canh-sat-giao-thong-gap-rat-nhieukho-khan-khi-xu-ly-lai-xe-da-su-dung-ruou-bia-1491871656>.

¹⁵ T. QUY, *Handled more than 275,000 cases of driving alcohol violations in the first quarter*, <https://svn.vn/hon-275-000-truong-hop-vi-pham-nong-do-con-trong-quy-1-nam-2024-1711926012.html>.

V. ANH, *Quarter I: Penalties for alcohol concentration violations doubled*, <https://dangcongsan.vn/phap-luat/quy-i-xu-phat-vi-pham-nong-do-con-tang-gap-doi-634724.html>.

¹⁶ H. XIEM, SOS: Problem of driving with alcohol violation, *Transportation Journal*, <https://tapchigiaothong.vn/sos-van-nan-lai-xe-vi-pham-nong-do-con-183240318090909342.htm>.

According to the author, this situation stems from two main reasons. First, after the issuance of Decree No. 100/2019/ND-CP, in response to the continuous occurrence of severe traffic accidents caused by violations of alcohol regulations, the Prime Minister had to issue Directive No. 03/CT-TTg on January 16, 2020, requiring the Ministry of Public Security to intensify patrols, inspections, and enforcement of traffic safety violations, especially during peak periods. This aimed to ensure strict and decisive action without exceptions against alcohol-related offenses. As a result, most violations were detected and addressed, minimizing the possibility of violations being overlooked.

Additionally, the increase in alcohol-related violations is also attributed to a second reason: poor public compliance with the law. In other words, increasing fine levels has yet to be viewed as a comprehensive solution for changing all citizens' behavior and legal awareness. It is generally expected that high fines, combined with enhanced inspection and strict enforcement by authorities, would make people more aware of the risk of severe sanctions, decreasing violations. However, reality has shown the opposite, as alcohol violations have continued to rise year after year. Supporting this view, Colonel Nguyen Quang Nhat, Head of the Department of Public Education and Traffic Accident Investigation (Ministry of Public Security), stated that over the past two years, despite the relatively high fines, more than 500,000 drivers were sanctioned for alcohol violations in the first six months of 2024, with over 90% of cases involving motorcyclists. This indicates that a portion of the population has yet to develop a habit of complying with regulations¹⁷. Therefore, it can be concluded that the increase in violations is not solely due to intensified inspections and enforcement. Inspections have been conducted continuously from 2020 to 2023, yet violations have consistently risen. This demonstrates that other factors must be considered and addressed, most notably the lack of public compliance with the law despite significantly high fines being stipulated.

¹⁷ Q. DUONG, *Reduce administrative sanctions for alcohol violations to match the severity of the offenses*, <https://dansinh.dantri.com.vn/dien-dan-dan-sinh/ha-muc-phat-nong-do-con-de-phu-hop-voi-muc-do-cua-hanh-vi-vi-pham-20240815075827912.htm>

Limitations that need to be recognized and overcome in Vietnamese law on sanctioning administrative violations of alcohol concentration violations when participating in traffic

Vietnamese law needs more diversity in sanctioning forms, focusing on increasing the level of fines and increasing the time of deprivation of the right to use licenses, leading to low deterrent effectiveness.

Since the promulgation of the Law on Road Traffic (in 2008) until now, the Government has issued Decrees 08 times to adjust regulations on sanctioning administrative violations in the field of road traffic, including 04 official changes and 04 amendments and supplements. To show a strict struggle against violations of regulations on alcohol concentration, when promulgating Decrees at different stages, the Government always stipulates an increased fine for vehicle drivers who violate regulations on alcohol concentration.¹⁸

Decree	Penalties	Fines	Average Fine	License Suspension	Average Suspension
34/2010/ND-CP	Fine; License suspension	1,000,000 - 3,000,000 VND	2,000,000 VND	60 days	60 days
171/2013/ND-CP	Fine; License suspension	2,000,000 - 15,000,000 VND	8,500,000 VND	1 - 2 months	1.5 months
46/2016/ND-CP	Fine; License/Certificate suspension	1,000,000 - 18,000,000 VND	9,500,000 VND	1 - 6 months	3.5 months
100/2019/ND-CP	Fine; License/Certificate suspension	80,000 - 40,000,000 VND	20,040,000 VND	10 - 24 months	17 months

Table 2. Sanctions, fines and duration of deprivation of the right to use licenses for administrative violations of alcohol concentration when participating in traffic through stages

Thus, it can be seen that through amendments and supplements, the Government still maintains the application of two forms of sanctions for violations of alcohol concentration, namely fines and deprivation of the right to use driving licenses, and focuses on significantly increasing the level of fines and the duration of deprivation of the right to use driving licenses. In particular, on June 27, 2024, the National Assembly recently approved the draft Law on Road Traffic Order

¹⁸ N.N. KHANH, 2024. To improve the law on sanctioning administrative violations against vehicle drivers who violate regulations on alcohol concentration when participating in road traffic, *Vietnam Journal of Legal Sciences* 8, 33-45.

and Safety and assigned the Government to draft a new draft Decree on sanctioning administrative violations on road traffic safety. There are many opinions that it is necessary to increase the fine for violations of alcohol concentration when participating in traffic to 75,000,000 VND (the maximum level according to the current Law on Handling of Administrative Violations).¹⁹

According to the author, administrative sanctions for alcohol violations require a more comprehensive approach and cannot rely solely on increasing fines. While raising the fine amount may create immediate pressure, it can backfire when it exceeds many people's ability to pay. For some, high fines become an unmanageable financial burden, leading to delays or complete disregard of the sanction. Ms. Nguyen Thi Viet Nga, a member of the National Assembly's Committee for Culture and Education, noted that severe penalties with high fines could result in drivers abandoning their vehicles when caught, opting not to pay the fines since the cost of the vehicle may be less than the fine itself. This poses challenges for authorities and leads to waste when usable vehicles are discarded²⁰. Thus, high fines can lead to a situation where some violators choose to avoid, delay, or seek ways to evade enforcement. Furthermore, when administrative sanctions become unenforceable due to excessive fines, it burdens enforcement agencies and fosters a sense of disregard for the law among some public members. When people perceive the law as impractical or disconnected from reality, their respect for and adherence diminish.

According to the report of the General Statistics Office, the per capita income of Vietnam is 4,960,000 VND/month.²¹ Thus, with an average fine of 20,040,000 VND, the penalty for administrative violations of alcohol concentration when participating in traffic is about 5 times higher than the average income of Vietnamese people. Especially when compared with the sanctions for the same

¹⁹ H. HANH, *Proposal to increase fines for alcohol concentration violations: Multi-dimensional assessment is needed in legal development*, <https://svn.vn/de-xua-t-tang-muc-phat-vi-pham-nong-do-con-ca-n-dam-bao-quyen-cong-dan-tinh-nhan-van-trong-xay-dung-phap-luat-1682218920.html>.

²⁰ N. YEN, *Reduce sanctions for alcohol-related violations; careful assessment of the impact is needed*, <https://vovgiaothong.vn/giam-muc-xu-phat-vi-pham-nong-do-con-can-danh-gia-ky-tac-dong-ema40212.html>

²¹ GENERAL STATISTICS OFFICE, *Press release on the results of the 2023 residential living standards survey*, <https://www.gso.gov.vn/tin-tuc-thong-ke/2024/04/thong-cao-bao-chi-ket-qua-khao-sat-muc-song-dan-cu-nam-2023/>.

act in some countries (including developed and developing countries), it can be seen that the regulations on fines in Vietnamese law are relatively high, specifically:

In Andorra, if the blood alcohol level exceeds the permissible level of 0.05% to 0.08%, violators will be fined 150 Euros, exceeding the level between 0.081% and 0.12% will be fined 300 Euros, and above 0.12% will be fined 600 Euros, accompanied by a suspension of the license for three months. Thus, the average fine for alcohol violations in Andorra is 375 Euros (equivalent to 402 USD). Meanwhile, Andorra's per capita income in 2023 is 46,544 USD (equivalent to 3,879 USD/month).²² Thus, the fine for violating alcohol concentration only accounts for about 10% of per capita income. In Albania, if the blood alcohol content exceeds the permissible level, i.e. the blood alcohol content is 0.05%, the violator will be fined between 20 euros and 81 euros and have a driver's license suspended for 6 to 12 months. Thus, the average fine for an alcohol content violation while driving in Albania is 50.5 euros (\$54.12). While Albania's per capita income in 2023 is 8,367.8 USD (equivalent to 697.25 USD/month).²³ So the average penalty for violating the alcohol concentration when driving only accounts for about 7.3% of people's income. In Malaysia, if driving while under the influence of alcohol, violators will pay a fine of no more than 430 euros (\$460.76). While Malaysia's per capita income is 11,648.7 USD (equivalent to 970,725 USD/month). Thus, the highest penalty for violations of alcohol concentration when participating in traffic in Malaysia also only accounts for about 47% of people's income. In Russia, drunk driving is punishable by a fine of at least \$920 and no more than \$1,600 (an average of \$1,260). Singapore's per capita income in 2023 is 13,817 USD (equivalent to 1,150 USD/month). Thus, the average penalty for violations of alcohol concentration in Russia is about 100% of the average monthly income of people. Similarly, in Singapore, drunk driving will be fined between \$2,000 and \$10,000 (an average of \$7,500). Singapore's per capita income in 2023 is 84,734 USD (equivalent to 7,100 USD/month).²⁴

²² WORD BANK GROUP, *GDP per capita (current US\$)* – Andorra, <https://data.worldbank.org/indicator/NY.GDP.PCAP.CD?locations=AD>.

²³ WORD BANK GROUP, *GDP per capita (current US\$)* – Albania, <https://data.worldbank.org/indicator/NY.GDP.PCAP.CD?locations=AL>.

²⁴ WORD BANK GROUP, *GDP per capita (current US\$)* – Singapore, <https://data.worldbank.org/indicator/NY.GDP.PCAP.CD?locations=SG>.

Thus, in Singapore, violators of alcohol concentration will be sanctioned for about 1 month of income.

In summary, the above information shows that the level of administrative penalties for alcohol concentration when participating in traffic in Vietnam is relatively high compared to other countries in the world and quite high compared to the average income of Vietnamese people. This has led to many cases of violators deliberately resisting and looking for ways not to pay fines. The past time has shown that there are many cases of drivers violating regulations on alcohol concentration. When detected by functional forces, they are ready to oppose by abandoning their cars (popular with motorcycle drivers) with the thought that if they comply with the sanction, they must pay a high fine accompanied by being deprived of their driving licenses when the value of the violating vehicle is lower than the fine payable, and the deprivation of the driver's license will affect jobs (for people working in passenger and cargo transportation).²⁵ In Ho Chi Minh City in 2022, nearly 155,000 vehicles were impounded, most of which were motorbikes, due to alcohol-related traffic violations. As of early 2024, the Ho Chi Minh City traffic police department is short of 100,000 square meters of storage space for motorbikes, equivalent to the size of a city park. Thousands of vehicles have been auctioned off, but the backlog continues to grow, and fires occasionally occur at the impound lots.²⁶

Continuously increasing fines or the duration of driver's license suspensions is not considered an optimal solution for deterring and preventing violations. A reduced willingness to pay the fines,²⁷ lowered perceived legitimacy of enforcement,²⁸ fines being attacked as 'revenue raisers' rather than accepted as a means to improve road safety²⁹ and negative impact on social equity where the amount of the fine that is consequential for a low-income earner may be

²⁵ D. VAN, *Many drivers abandon their cars when they are prosecuted for alcohol violations*, <https://vnexpress.net/nhieu-tai-xe-bo-xe-khi-bi-xu-ly-vi-pham-nong-do-con-4695422.htm>.

²⁶ THE NEW YORK TIMES, *Confiscated Motorbikes Pile Up as Vietnam Goes After Drunken Driving*, <https://www.nytimes.com/2024/02/14/world/asia/vietnam-ho-chi-minh-city-motorbikes.html>.

²⁷ D. WEATHERBURN & S. MOFFATT, 2011. The specific deterrent effect of higher fines on drink-driving offenders", *The British Journal of Criminology* 51, pp. 789-803

²⁸ C. N. WALTING & N.L. LEAL, 2012. *Exploring perceived legitimacy of traffic law enforcement*, National Conference, Sydney, Australia, pp. 1-13.

²⁹ C. GOLDENBELD, J. MESKEN, I. van SCHAGEN, 2013. *The effect of severity and type of traffic penalties on car drivers*.

affordable (and therefore not a strong deterrent) for a high-income earner).³⁰ “Tougher penalties may not necessarily add to the deterrent effects in certain circumstances”.³¹ Therefore, most countries around the world apply a variety of penalties for alcohol-related traffic violations, rather than limiting themselves to just two forms of punishment as in Vietnamese law.

In France, if a driver violates alcohol limits, in addition to being fined up to 750 euros and having their driver's license revoked for three years, the violator will also be banned from driving unless they install an EAD (alcohol interlock) device for the next three years. In Australia, drivers who violate alcohol limits can face imprisonment and be publicly named in the press, causing embarrassment and impacting their reputation and career. In Singapore, violators may face fines, imprisonment, and community service.³² In Poland, first-time offenders will be fined and have their driver's license revoked for at least three years, and they are required to attend a series of long political lectures.³³ In the UK, if a driver is penalized for drunk driving, they may be required to retake both the theoretical and practical driving tests after the driving ban period ends. This is applied according to court rulings, especially for cases where the violator shows signs of inexperience, incompetence, or has been banned from driving for an extended period.³⁴

In summary, compared to many countries around the world, Vietnam's regulations on penalties for alcohol-related traffic violations are still limited. This results in difficulties and inefficiencies in the actual enforcement of these penalties. For example, fines are not feasible for violators who are financially incapable or have low incomes. These individuals often exhibit resistance, intentionally evade, or delay paying fines, putting significant pressure on the enforcement agencies and causing overload. Evidence from the annual reports

³⁰ D. ZAAL, *Traffic law enforcement: a review of the literature*. Melbourne, Monash University Accident Research Centre, <http://www.monash.edu.au/miri/research/reports/muarc053.html>.

³¹ C. SAKASHITA, J.J. FLEITE, D. CLIFF, M. FLIEGER, B. HARMAN, M. LILLEY, 2021. *A Guide to the Use of Penalties to Improve Road Safety*, Global Road Safety Partnership, Geneva, Switzerland.

³² N. MINH, *How do countries around the world penalize alcohol levels when driving?*, <https://baonghean.vn/cac-nuoc-tren-the-gioi-phat-nong-do-con-khi-lai-xe-nhu-the-nao-10250567.html>.

³³ THE NEW WHEEL, *Some of the Harshes DUI Punishments Around the World*, <https://thenewswheel.com/some-of-the-harshes-duit-punishments-around-the-world>.

³⁴ *Do you need to re-take your driving test after a drink driving conviction?*, https://www.drinkdriving.org/drink_driving_information_retaking_test.php?.

on the enforcement of administrative penalties by the Ministry of Justice shows that from 2014 to 2020, authorities issued only 36,954 enforcement decisions out of 5,982,564 penalty decisions that had not been enforced (a rate of only 0.62%).³⁵

Therefore, according to the authors, Vietnamese law needs to learn from international experiences to diversify the forms of penalties for drivers violating alcohol concentration regulations based on the specific conditions, circumstances, and financial capabilities of each violator. Applying various penalty measures can help enhance deterrence and reduce the incidence of violations. Only when penalties are designed flexibly and appropriately can enforcement be feasible and achieve high effectiveness in practice.

Vietnamese law strictly prohibits the use of alcohol while participating in traffic for all road users. However, this regulation is not based on specific research and evaluations, leading to considerable criticism and difficulties in enforcement.

Since the enactment of Decree No. 46/2016/ND-CP, Vietnam has adopted a policy of absolute prohibition of alcohol concentration when participating in traffic. Accordingly, any act of operating a vehicle with any detectable alcohol level in the breath is considered a violation, and depending on the measured alcohol level, the violator will be penalized according to different frameworks. Notably, this regulation was issued by the Vietnamese National Assembly without being based on any specific evaluation reports, summaries, or scientific evidence. Instead, lawmakers explained that the regulation was issued to ensure the health of road users, prevent alcohol abuse, protect the population, and reduce traffic accidents.³⁶ The National Assembly believes that the absolute prohibition of alcohol concentration is more feasible than the regulation that allows alcohol concentration at a certain threshold. With the absolute prohibition of alcohol concentration, people do not drink alcohol and beer before driving vehicles to participate in traffic. If the regulations have a certain threshold, it is difficult for the people themselves to determine how much to drink and how to

³⁵ N.N.KHANH, 2022. *Measures to enforce the decision to impose fines in sanctioning administrative violations - Current situation and solutions*, Publisher. National Politics Facts.

³⁶ *The government explains why it proposes to absolutely ban alcohol levels for drivers*, <https://congan.ninhbinh.gov.vn/chinh-phu-ly-giai-vi-sao-de-xuat-cam-tuyet-doi-nong-do-con-doi-voi-lai-xe>,

drink lower than that threshold, and the authorities also find it difficult to handle.³⁷ This has led to considerable controversy in the enforcement of the regulation, particularly given that Vietnam is one of the few countries in the world applying a 'zero tolerance' policy for alcohol concentration in traffic, precisely:

No	Country/ Territory	BAC mg/ml	No	Country/ Territory	BAC mg/ml	No	Country/ Territory	BAC mg/ml
1	Albania	0.50	48	Equatorial Guinea	0.80	95	New Zealand	0.50
2	Afghanistan	0.00	49	Eritrea	0.50	96	Nicaragua	0.50
3	Algeria	0.20	50	Estonia	0.20	97	Nigeria	0.50
4	Andorra	0.50	51	Fiji	0.80	98	Niue	0.80
5	Angola	0.60	52	Finland	0.50	99	Norway	0.20
6	Antigua and Barbuda	0.80	53	France	0.50	100	Pakistan	0.00
7	Argentina	0.00	54	Gabon	0.80	101	Panama	0.50
8	Armenia	0.40	55	Georgia	0.30	102	Paraguay	0.00
9	Australia	0.50	56	Germany	0.50	103	Peru	0.50
10	Austria	0.50	57	Ghana	0.80	104	Philippines	0.50
11	Azerbaijan	0,00	58	Greece	0.50	105	Poland	0.20
12	Bahamas	0.80	59	Guyana	0.80	106	Portugal	0.50
13	Bangladesh	0.00	60	Hungary	0.00	107	Romania	0.00
14	Belarus	0.30	61	Iceland	0.20	108	Russia	0.30
15	Belgium	0.50	62	India	0.30	109	Rwanda	0.80
16	Belize	0.80	63	Iran	0.00	110	Saint Christopher and Nevis	0.80
17	Bermuda	0.80	64	Ireland	0.50	111	Saint Lucia	0.80
18	Bhutan	0.80	65	Israel	0.50	112	Samoa	0.80
19	Bolivia	0.50	66	Italy	0.50	113	Serbia	0.30
20	Bosnia and Herzegovina	0.30	67	Jamaica	0.80	114	Seychelles	0.80
21	Botswana	0.50	68	Japan	0.30	115	Sierra Leone	0.80
22	Brazil	0.00	69	Kazakhstan	0.50	116	Singapore	0.80
23	Brunei	0.80	70	Kenya	0.80	117	Slovakia	0.00
24	Bulgaria	0.50	71	Kiribati	0.80	118	Slovenia	0.53
25	Burundi	0.80	72	Laos	0.80	119	Solomon Islands	0.50
26	Cabo Verde	0.50	73	Latvia	0.50	120	South Africa	0.50
27	Cambodia	0.50	74	Lebanon	0.50	121	Spain	0.50
28	Cameroon	0.80	75	Lesotho	0.80	122	Suriname	0.50
29	Central African Republic	0.80	76	Liberia	0.53	123	Swaziland	0.50
30	Chad	0.80	77	Liechtenstein	0.80	124	Sweden	0.20
31	Chile	0.30	78	Lithuania	0.40	125	Switzerland	0.50
32	China	0.20	79	Luxembourg	0.50	126	Tanzania	0.80

³⁷ Report No. 893/BC-UBTVQH15/BC-UBTVQH15 of the National Assembly Standing Committee dated June 26, 2024 on Explanation, reception and revision of the draft Law on Road Traffic Order and Safety.

33	Chinese Taipei	0.50	80	Macedonia	0.53	127	Thailand	0.50
34	Colombia	0.20	81	Malawi	0.80	128	Timor L'Este	0.50
35	Congo, Republic	0.80	82	Malaysia	0.50	129	Tonga	0.30
36	Costa Rica	0.50	83	Malta	0.50	130	Trinidad and Tobago	0.80
37	Croatia	0.53	84	Marshall Islands	1.06	131	Tunisia	0.50
38	Cuba	0.50	85	Mauritius	0.20	132	Turkey	0.50
39	Cyprus	0.50	86	Moldova	0.30	133	Tuvalu	0.80
40	Czechia	0.21	87	Monaco	0.50	134	Uganda	0.80
41	Democratic Republic of the Congo	1.00	88	Mongolia	0.50	135	Ukraine	0.20
42	Denmark	0.50	89	Montenegro	0.30	136	Uruguay	0.00
43	Djibouti	0.00	90	Morocco	0.20	137	Uzbekistan	0.00
44	Dominica	0.80	91	Mozambique	0.60	138	Venezuela	0.80
45	Dominican Republic	0.50	92	Namibia	0.79	139	Vietnam	0.00
46	Ecuador	0.30	93	Nauru	0.50	140	Zimbabwe	0.80
47	El Salvador	1.00	94	Netherlands	0.50			

Table 3: Statistics on Blood Alcohol Concentration (BAC) Limits for Traffic Participation in Various Countries.³⁸

Thus, it can be seen that Vietnam is among the few countries worldwide that set a 0% BAC limit. According to statistics, about 10.5% of countries worldwide have a 0% BAC limit (most of which are Islamic countries where the sale and consumption of alcohol are banned, such as Afghanistan, Iran, Maldives, Pakistan, etc.).³⁹ Among these countries, the lowest BAC limit is 0.20 mg/ml (such as China, Sweden, Iceland, etc.), the most common is 0.5 mg/ml, observed in over 30 countries and territories, and some countries set the limit even higher at 0.8 mg/ml. A few countries apply a BAC limit of 1.00 mg/ml or higher, such as the Democratic Republic of the Congo, El Salvador, and the Marshall Islands.

It is not coincidental that most countries set a BAC limit for traffic participation rather than applying a strict 'zero tolerance' law, as in Vietnam. According to current empirical evidence, the WHO and other organizations

³⁸ *International Alliance for Responsible Drinking (IARD) (2019) 'Blood alcohol concentration (BAC) limits*, [https://iard.org/science-resources/detail/Blood-Alcohol-Concentration-\(BAC\)-Limits](https://iard.org/science-resources/detail/Blood-Alcohol-Concentration-(BAC)-Limits), accessed July 6, 2024.

WORLD HEALTH ORGANIZATION, *Legal BAC limits by country*, <https://apps.who.int/gho/data/view.main.54600>.

³⁹ M. ANH, *Most countries in the world apply 'green zones' when penalizing alcohol levels*, <https://vnexpress.net/hau-het-cac-nuoc-tren-the-gioi-ap-dung-vung-xanh-khi-xu-phat-nong-do-con-4567391.html>.

recommend that the optimal BAC limit is 0.05 g/100 ml for general drivers and 0.02 g/100 ml for young and novice drivers.⁴⁰ Alison Harvey, a traffic safety expert at the World Health Organization, states: “Zero tolerance sends a valuable message, but in practice, blood-alcohol concentration limits of 0.0 can be difficult to enforce since blood-alcohol concentration is most often estimated using breath analyzers. Even when a person has not consumed alcoholic beverages, they may still test positive for a small concentration of alcohol or similar compounds in their breath for a variety of reasons, such as using an alcohol-based mouthwash or eating chocolate liqueurs. A margin of tolerance is needed so that drivers are not unjustly charged”.⁴¹ In Vietnam, there has been a case where a person was fined 7,000,000 VND and had their driver's license revoked for 11 months due to a breath alcohol concentration of 0.055 mg/l, even though the individual had only consumed alcohol the day before. This penalty has received considerable criticism from the public, with some arguing that: “This regulation is negative, rigid, and lacks scientific basis. The safety threshold must be researched and confirmed so as not to affect human health while driving”.⁴²

From a jurisdictional and technical point of view however, a BAC-limit of 0 g/l might not be such a good idea. For older (more experienced) drivers the crash rate starts to rise from 0.5 g/l onward⁴³. This means that up to 0.5 g/l older drivers are no substantial threat to other road users and themselves. Being sanctioned for something that is hardly dangerous is not fair. Another aspect, “a very low limit might hamper catching the big fish (the drivers that drive with levels far above the legal limit). If too much time is spent on the small fish (drivers with a BAC between 0 and 0.5) and the enforcement system is not very efficiently organized, this may lower the chance of getting caught for drivers with a high

⁴⁰ WORLD HEALTH ORGANIZATION, Global Status Report on Road Safety 2018, <https://www.who.int/publications/i/item/9789241565684>; H. HAGHPANAHAN, J. LEWSEY, D.F. MACKAY, E. MCINTOSH, J. PELL, A. JONES, et al., 2019. “An evaluation of the effects of lowering blood alcohol concentration limits for drivers on the rates of road traffic accidents and alcohol consumption: A natural experiment”. *Lancet*, 393, pp. 321-329.

⁴¹ JURBERG, C., 2011. “Brazil targets drink driving on the road to fewer deaths”. *Bulletin of the World Health Organization*, 89(7), pp. 474-475.

⁴² L. PHAM, *Fined 7 million VND for drinking alcohol the day before*, <https://vnexpress.net/bi-phat-7-trieu-dong-vi-chen-ruou-uong-tu-hom-truoc-4728559.html>.

⁴³ SAFETYNET. 2009. *Alcohol*, <https://road-safety.transport.ec.europa.eu/system/files/2021-07/alcohol.pdf>.

BAC-level. And it is precisely the drivers with high BAC-levels who cause most of the crashes”.⁴⁴

In summary, Vietnam's law on the absolute prohibition of alcohol concentration while driving, without relying on specific scientific evaluations, not only contradicts global trends but also has a counterproductive effect within the country, failing to gain consensus from the public. Evidence of this is that 90% of respondents in a survey conducted by Tuoi Tre Newspaper agreed that there should be a BAC limit for driving⁴⁵. Instead of a complete ban, setting a reasonable BAC threshold based on scientific research could be more effective in ensuring traffic safety. This approach would help the public better understand and comply with the regulations and create a safer and more reasonable traffic environment for everyone.

Proposals for Improving Vietnamese Legal Regulations on Administrative Penalties for Alcohol-Related Traffic Violations

Vietnamese law needs to provide more diverse forms of sanctions for violations of alcohol concentration when participating in traffic

Recently, on June 27, 2024, the National Assembly of Vietnam passed the Law on Road Traffic Order and Safety, which officially took effect on January 1, 2025. One of the new points of this law is the regulation of driving license points, which is used to manage drivers' compliance with the law on road traffic order and safety through a database system. If violating the law on road traffic order and safety, the driver's license will be deducted points corresponding to the nature and severity of the act. Information about driving license deduction points will be updated in the database system immediately after the sanctioning decision takes effect, and the violator will be notified. The driver's license is restored to a total of 12 points when all points have not been deducted, and no points have been deducted for 12 months from the date of the latest point deduction. If all points are deducted, the driving license holder is not allowed to drive a vehicle according to that type of driving license. After at least six months

⁴⁴ EUROPEAN ROAD SAFETY OBSERVATORY, *Alcohol*, (2006), www.erso.eu.

⁴⁵ C. DUNG, *90% of readers agree that there should be an alcohol limit when driving*, <https://tuoitre.vn/90-ban-doc-dong-y-can-co-gioi-han-nong-do-con-khi-lai-xe-20240206153937486.htm>.

from the deduction date of all points, the driving license holder may participate in the examination of legal knowledge of traffic order and safety organized by the traffic police force. As a satisfactory result, the driver's license will be restored to a full 12 points. The newly renewed, re-issued, or upgraded driver's license will retain the same number of points of the driver's license before renewing, re-issuing, or upgrading. This is a positive signal for the law on sanctioning administrative violations in the field of road traffic safety in general and violations of alcohol concentration when participating in traffic in particular. This shows that Vietnamese law has made strides closer to world law and is expected to be more in line with the need to fight and prevent violations in Vietnam. However, Vietnam is still in the drafting stage of a draft decree detailing the implementation of this measure, so it requires the Government to study and promulgate appropriate regulations carefully. In addition, the authors believe that the Government also needs to add other forms of sanctions, such as Alcohol interlock and remedial programs (treatment/rehabilitation)... These are specific forms of sanctions for violations of alcohol concentration, helping to control violations and improve the awareness of road users effectively. However, it should also be noted that no sanction is optimal; each form of sanction has certain advantages and limitations. Therefore, in addition to diversifying the forms of penalties, lawmakers should carefully consider the advantages and disadvantages of each form, thereby establishing appropriate regulations for each case.

Vietnam needs to re-study to set appropriate BAC limits for each road user instead of applying a too strict policy now.

The establishment of the BAC limit is a tool for enforcing and preventing traffic accidents related to alcohol concentration. However, a BAC limit that is too low (less than 0.5 g/l) for experienced drivers can be counterproductive. Meanwhile, the BAC limit of 0 g/l for young drivers is effective. When the crash rate for young drivers starts to increase significantly at very low levels, the BAC limit of 0 g/l for young drivers is good for road safety. If we take into account the inaccuracy of the device and the fact that one can have alcohol in the mouth without drinking at all, the BAC limit of 0.1 g/l or 0.2 g/l for young drivers may be more realistic than 0 g/l. Example, "After implementing a BAC limit of 0.1 g/l

in Austria for novice drivers, there was a 16.8% fall in fatal crashes involving drivers with a BAC-level of 0.8 g/l or more”.⁴⁶ “Young and novice drivers are even more susceptible to impairment from low levels of alcohol with a greater risk of crash involvement, which relates to their developing skills, experience and maturity. For example, compared to sober drivers and at 0.08 g/100 mL, drivers aged 15–19 years were 87 times more likely to be involved in a road traffic crash compared to drivers over 30 years who had a 16 times higher risk at the same BAC”.⁴⁷ “A graduated licensing system by age and/or experience with zero-BAC laws for young and novice drivers, along with other risk-reducing measures such as a ban on late-night driving and on the carrying of passengers could be key in light of the potential protection benefits for this group”.⁴⁸

Therefore, most countries have limits on their alcohol content for each different group of people. For example, in Austria and Switzerland, the alcohol limit for novice and commercial drivers is 0.1g/liter of breath, and the standard level for regular drivers is 0.5g/liter⁴⁹. In Belgium, the alcohol limit for new and regular drivers is 0.5g/liter of breath, while commercial drivers are 0.2g/liter. Meanwhile, in Croatia, Germany, Italy, and Slovenia, it is strictly forbidden for novice drivers and commercial drivers to have an alcohol concentration, and the standard level for regular drivers is 0.5g/liter of breath... The laws of other countries also stipulate stricter fines for commercial drivers because of the possibility of causing accidents; the level of damage caused by violations of alcohol concentration is higher than in ordinary driving cases.⁵⁰ In the United States, a commercial driver's violation of the 0.4 mg/ml limit is enough cause for

⁴⁶ Bartl, G. and Sturmvoll, G., 2000. Description of post licensing measures in Austria. In: Bartl, G., ed. DAN-Report. Results of the EU-project: Description and analysis of post licensing measures for novice drivers.

⁴⁷ SMAILOVIĆ E, PEŠIĆ D, MARKOVIĆ N, ANTIĆ B, LIPOVAC K, 2020. The effects of a change in permissible blood alcohol concentration limit on involving drink-driving in road accidents, *Transp Res Procedia* 45, pp. 201-209.

⁴⁸ K.F. RUSSELL, B. VANDERMEER, L. HARTLING, 2011. “Graduated driver licensing for reducing motor vehicle crashes among young drivers”, *Cochrane Database Syst Rev* 10, pp. 240-251.

⁴⁹ SUKHAI, ANESH; VAN NIEKERK, ASHLEY and SEEDAT, MOHAMED, 2022. “Zero-tolerance drink-driving and road safety in South Africa: What are the options?”. *South African Journal of Science*, 118, pp.1-6.

⁵⁰ Refer to the December 2022 Report of the European Transport Safety Council (ETSC). People's Electronic Newspaper, 'International experience in handling violations of alcohol concentration while driving', <https://nhandan.vn/kinh-nghiem-quoc-te-xu-ly-vi-pham-nong-do-con-khi-lai-xe-post738146.html>.

him/her to be furloughed for 24 hours.⁵¹ Limitations also exist for commercial operators of non-automotive vehicles. Example, in the United Kingdom the same 0.8 mg/ml BAC level applies to railroad and subway workers, as well as to the crews of commercial boats.⁵²

Returning to the case of Vietnam, the authors believe that if the Vietnamese Government still resolutely applies the policy of absolute prohibition of alcohol concentration when participating in traffic (BAC is 0.00), it should provide appropriate scientific bases to persuade people when implementing it. However, as analyzed, regulating a BAC of 0.00 for all road users is not optimal from a legislative and enforcement perspective. Therefore, we support the idea that Vietnam needs to regulate a separate BAC level for each group of road users. In particular, groups of people who are likely to be strongly affected by alcohol concentration, such as commercial drivers and novice drivers, need to have a lower BAC level than the average BAC level (applicable to other drivers in general). Changing the regulations on the BAC level separately for each group of road users will bring many practical benefits. First, it helps to improve the effectiveness of the control and prevention of traffic accidents related to alcohol use. By applying different BAC levels based on the level of risk and potential impact of alcohol concentrations, this policy will ensure fairness and reasonableness and help create a safer traffic environment. In addition, this will also help strengthen people's acceptance and compliance with the law. When regulations are built based on science and practice, it will be easier for people to understand and accept, thereby minimizing law violations. This reduces traffic accidents and helps create a civilized, safe, and sustainable traffic culture. Finally, this change will also help law enforcement authorities become more effective. Functional forces can focus resources on inspecting and supervising high-risk groups and, at the same time, develop appropriate handling measures, thereby improving the effectiveness of controlling and minimizing traffic accidents caused by alcohol use.

⁵¹ STEWART, K. (2000). On DWI Laws in Other Countries. Washington, DC: National Highway Traffic Safety Administration.

⁵² Department of the Environment, Transport, and the Regions, United Kingdom. Consultation Paper On Possible Legislation to Combat Alcohol Abuse At Sea. <http://www.shipping.detr.gov.uk/consult/alcohol/index.htm>.

Conclusion

“It is well recognized that irresponsible drinking patterns, coupled with certain behaviors, such as driving, may bring about a range of harmful outcomes”.⁵³ Therefore, Vietnam's promulgation of regulations prohibiting and sanctioning violations of alcohol concentration while participating in traffic is essential to prevent and minimize traffic accidents. However, the implementation practice shows that Vietnam's current policy is too draconic, lacking rationality from both legislative and enforcement perspectives. The regulation of fines, many times higher than the average income of people, is a form of sanction that has no long-term effect, causing a financial burden that is too large to cause violators to evade enforcement, creating pressure on enforcement. The regulation prohibits alcohol concentration for all road users without a clear scientific basis, making this regulation not receive consensus and leading to poor enforcement efficiency. On the contrary, countries worldwide have applied more flexible solutions, such as combining a variety of sanctions with different purposes, stipulating separate BAC limits for each group of road users, etc. These regulations are often not reacted to as harshly as in the case of Vietnam. The study presented and explained these issues in detail to propose recommendations suitable to the context of Vietnam. Thereby, the adjustment and completion of regulations on sanctioning violations of alcohol concentration will contribute to improving the efficiency of law enforcement, reducing traffic accidents, and promoting sustainable socio-economic development. To a certain extent, this study has only pointed out several limited issues related to the legal provisions on sanctioning administrative violations for alcohol concentration when participating in traffic in Vietnam, but not all. Many other aspects need to be thoroughly considered and evaluated to propose more comprehensive and practical solutions. Therefore, conducting more extensive research, including collecting and analyzing data from practice, referring to more international experiences, and conducting surveys and interviews with experts and citizens, is necessary. These studies will provide a more comprehensive and accurate view of the current situation, thereby making appropriate recommendations and solutions and improving the legal framework and enforcement efficiency in Vietnam. We call for the participation and

⁵³ M. GRANT, & J. LITVAK, 1998. *Drinking Patterns and Their Consequences*, Washington, DC: Taylor & Francis.

cooperation of researchers, authorities, and the international community to continue researching and improving Vietnam's traffic law system.

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Rua Dr. António Bernardino de Almeida, 541 - 4200-072 Porto

Email: upt@upt.pt