UPDATE ON ROAD SAFETY PROGRESS IN THAILAND

Regional Meeting on Renewing Regional Road Safety Goals and Targets for Asia and the Pacific

28-29 July 2016, Seoul
CURRENT TARGETS AND MEASURES

- Thai Government has started to deploy strategic road maps (Decade of Action for Road Safety) since 29 June 2010

- The goal is to reduce the fatality rate by 50% or 10 persons per 100,000 capita in 2020

- Established the Road Safety Directing Center to drive all related government and non-government agencies under 2013-2016 program plan
2013-2016 PROGRAM PLAN

• **Emphasize on**
  - Law Enforcement
  - Control on alcohol sale and restriction of buying
  - Crossing border safety
  - Black spot improvement
  - Rail-crossing issue

• **Promote on**
  - A Global Alliance of NGOs for Road Safety meeting in 2017
  - Getting funding from Bloomberg Philanthropies
  - Bicyclists and pedestrians’ safety
  - Neighborhood checkpoint for crash prevention during long holidays
NUMBER OF ACCIDENTS ON NATIONAL HIGHWAYS

Accident statistic from year 2000 to 2016

- Yearly
- Monthly
- Daily
- By time

Year 2000 to Year 2016

Drivers
Monthly
Daily
Road User
Cause
Area
NUMBER OF ACCIDENTS PER YEAR

Overall V.S. National Highways

<table>
<thead>
<tr>
<th>Year</th>
<th>Royal Thai Police</th>
<th>National Highways</th>
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</thead>
<tbody>
<tr>
<td>2010</td>
<td>74,379</td>
<td>12,052</td>
</tr>
<tr>
<td>2011</td>
<td>68,269</td>
<td>10,607</td>
</tr>
<tr>
<td>2012</td>
<td>61,197</td>
<td>11,013</td>
</tr>
<tr>
<td>2013</td>
<td>61,246</td>
<td>11,125</td>
</tr>
<tr>
<td>2014</td>
<td>62,769</td>
<td>13,259</td>
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</table>
2015 ROAD CRASHES (NO. OF INSURANCE CLAIMS)

<table>
<thead>
<tr>
<th></th>
<th>Injury</th>
<th>Death</th>
<th>Disable</th>
</tr>
</thead>
<tbody>
<tr>
<td>No of Claims</td>
<td>700,638</td>
<td>8,201</td>
<td>1,092</td>
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</table>

Source: http://www.thairsc.com

**Fatality Rate per 100K capita**

<table>
<thead>
<tr>
<th></th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
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</thead>
<tbody>
<tr>
<td>Male</td>
<td>26.35</td>
<td>17.65</td>
<td>21.05</td>
<td>20.60</td>
<td>17.00</td>
</tr>
<tr>
<td>Female</td>
<td>7.66</td>
<td>5.17</td>
<td>7.02</td>
<td>6.77</td>
<td>5.80</td>
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</table>

Source: http://www.thairoads.org
CURRENT ISSUES

1 Pillar: Road Safety Management
• No centralized agency responsible for direct advocating of traffic and road safety.
  ❏ No follow up or carry out the policy

Recommendation for the new program plan (2017-2020)
• Set up a centralized agency to deal with traffic and road safety policy
• The agency will be responsible for
  ❏ Increasing awareness of road safety in classroom
  ❏ Encouraging public sectors to be more involve
  ❏ Modifying laws or acts involving road safety to be more efficient
  ❏ Establishing a system for better road crash reporting
2 Pillar: Safer Road and Mobility
- Limited budget for road safety enhancement
- Lack of good coordination between agencies (ex. Railway and Roadway)
- Speed limits is not effective
- Protection of roadside hazards such as trees, billboards, or poles is still limited

Recommendation for the new program plan (2017-2020)
- Increase more budget toward road safety and innovation
- Set a panel to deal with problems of particular agencies to speed up process
- Change and review traffic laws for better enforcement of speeding and other violations
CURRENT ISSUES (CONT.)

3 Pillar : Safer Vehicles

• Lack of rear-seatbelt mandatory and child restraint equipment standards
• No testing for inclining of high vehicles (i.e. 2 story buses)
• Vehicle inspection system is under standards

Recommendation for the new program plan (2017-2020)

• Encourage and educate for more rear-seatbelt usage
• Better control and inspection of vehicle chassis-modification before licensing approval
• Change of vehicle inspection system
CURRENT ISSUES (CONT.)

4 Pillar : Safer Road Users

• Lack of awareness and discipline
• Current penalties of traffic violations do not make any change to road users’ behaviors
• Driver licensing does not support safe driving
• Bar beers are around education zones, encouraging alcohol drinking to teenagers

Recommendation for the new program plan (2017-2020)

• Modify traffic laws to be more proactive and effective. The laws should be able to make some impacts to road user’s decision and behaviors
• Enhance systems for law enforcement that shall support technology as well as method for fines.
• Improve driver licensing process to better gain safer driving, especially truck drivers
• School zone restriction
CURRENT ISSUES (CONT.)

5 Pillar: Post Crash Response

- Some of life-support equipment are still under standards
- Too many ways of communication causing confusion to emergency service

Recommendation for the new program plan (2017-2020)

- Use GPS to collect and identify accident location
- Upgrade equipment
THANK YOU