



ADB-ASEAN Regional Road Safety Program

**National Road
Safety Action
Plan(2005-2010):**

AP 9



**Road Safety
Action Plan in
Thailand**



*Thailand Road Safety
Action Plan 2004-2008*

Preface

The ASEAN Transport Ministers (ATM) on its 4th meeting at Singapore in September 1998 approved adding the Road Safety issue in the ASEAN Successor Plan of Action in Transport 1999 – 2004. In addition, ASEAN asked the Asian Development Bank (ADB), to contribute country members to establish both national and regional Road Safety Action Plans and then propose to the ATM meeting as well as to ASEAN Senior Transport Officers Meeting (STOM) for consideration in October 2004.

The Office of Transport and Traffic Policy and Planning (OTP) on behalf of the Ministry of Transport (MOT), is the principal agency responsible for setting up the national Road Safety Action Plan under the ADB/ASEAN Regional Road Safety Program. Many meetings were held and the national road safety action plan was summarized at a workshop in January 2004. The action plan integrates both the Master Plan for Road Transport of the MOT approved by the cabinet at its meeting on September 22, 1998 and plans/projects, and strategic plans for ascending the Road Safety of the Road Safety Operations Centre approved by the cabinet on July 29, 2003.

By now, all concerned agencies have approved the Thailand Road Safety Action Plan and *it was approved by the Cabinet on October 19th, 2004*. It will be also presented to the ATM and STOM in November 2004.

Bureau of Safety Planning
The Office of Transport and Traffic Policy and Planning
Ministry of Transport
October 2004

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1. Introduction

1.1 Background and Approach

Road safety is a problem around the world and experience shows that it needs to be tackled in a comprehensive and co-ordinated manner in order to achieve success. It has also been shown that different types of intervention are effective at different stages of a country or state's development in safety and that the problem needs to be addressed within a systematic and strategic plan to maximise benefits.

This Draft Thailand Road Safety Action Plan is modelled on successful national and local plans in operation in many other countries. It was produced as part of the ADB/ASEAN Regional Road Safety Project and follows Action Plan Guidelines published by the UN, ADB and the World Bank. It is however specifically tailored to the particular needs of Thailand.

This Draft Plan has identified a set of effective measures, plans, projects and activities which are intended to have an immediate and long-term impact on the safety of the most vulnerable road users, particularly the motorcyclists. The Draft Plan contains a set of prioritised actions which have been developed through a consultation process which began with a workshop involving over 80 key stakeholders from the public and private sectors and was guided by a number of national and international experts. These actions are organised into 14 sectors. Two of these sectors are concerned with ensuring the successful delivery of the plan and they focus on coordinating, monitoring and financing the Plan. The other sectors identify sets of measures which were targeted at five major issues, namely:

- motorcycle crashes
- drunk driving
- speeding
- the New Year and Songkran Holidays
- road safety culture initiation

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The Draft Plan identifies the key agencies responsible for each improvement and identifies the time scale ranging from short term (within six months to one year), medium term (within two to three years) and long term (within five years). The multisectoral Draft Plan requires a partnership approach which will enable different government ministries and departments to work together and the private sector to support and share resources, knowledge and experience.

The Draft Plan was produced in a very short time period. It is intended, however, that this document stimulate discussion and act as a catalyst in advancing road safety in the country and become a vital component of an ASEAN Regional Road Safety Plan aimed at reducing the huge economic and social losses being sustained by the Region .

1.2 Key Points

1.2.1 This Draft Action Plan is designed to stimulate discussions among safety-concerned agencies that will lead to a policy document and immediate translation of the Plan into action after obtaining Cabinet approval.

1.2.2 The Government will adopt a partnership approach to encourage all sectors including the private sector to work together to solve Thailand's road safety problems.

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2 Problem

2.1 Number of Road Accidents and Casualties

2.1.1 Compared with other member countries of the Association of South East Asian Nations (ASEAN), Thailand, while enjoying faster economic development, has been faced with aggravating road accident problems. The number of road accidents in Thailand has been increasing every year while the number of registered vehicles is also rising consistently and significantly. Over the past decade, approximately 13,000 Thai people died and around 50,000 were injured or became permanently disabled annually due to road traffic accidents.

Table 1 exhibits an appalling enormous increase in the number of road traffic accidents, from 18,445 cases in 1984 to a record high of 102,610 cases in 1994, representing a growth rate of 456%. After that, the number of accidents dropped steadily to 67,800 cases in 1999, though, it has risen again from 2001 onwards. Likewise, the number of fatalities from road accidents surged from 2,908 people in 1984 to 15,146 in 1994 and continually declined to 11,652 in 2001 before scaling up again to 13,116 in 2002.

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Table 1 : Road Accident Casualty Statistics 1984, 1994-2003

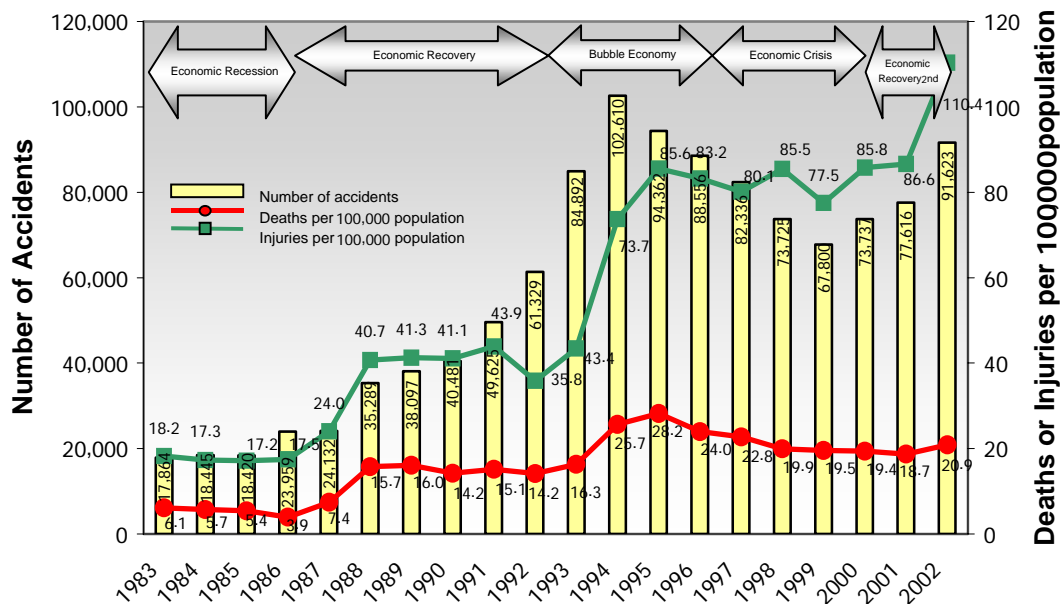
Year	Number of			No. of population (persons)	No. of vehicles	Death rate		Injury rate	
	Accidents	Fatalities	Injuries			/10 ⁴ veh.	/10 ⁵ pop.	/10 ⁴ veh.	/10 ⁵ pop.
1984	18,445	2,908	8,812	50,583,105	N.A.	N.A.	5.75	N.A.	17.42
1994	102,610	15,146	43,541	59,095,419	12,579,903	12.04	25.63	34.61	73.68
1995	94,362	16,727	50,718	59,460,382	14,097,719	11.87	28.13	35.98	85.30
1996	88,556	14,405	50,044	60,116,182	16,093,896	8.95	23.96	31.10	83.25
1997	82,336	13,836	48,761	60,816,227	17,666,240	7.83	22.75	27.60	80.18
1998	73,725	12,234	52,538	61,466,178	18,860,512	6.49	19.90	27.86	85.47
1999	67,800	12,040	47,770	61,661,701	20,096,536	5.99	19.53	23.77	77.47
2000	73,737	11,988	53,111	61,878,746	20,835,684	5.75	19.37	25.49	85.83
2001	77,616	11,652	53,960	62,308,887	22,589,185	5.16	18.70	23.89	86.60
2002	91,623	13,116	69,313	62,799,872	24,517,250	5.35	20.89	28.27	110.37
2003	104,642	14,446	81,070	63,079,765	26,706,357	5.41	22.96	30.36	128.51

Source : Royal Thai Police and Department of Land Transport

- Notes :
1. /10⁵ pop. means a death/injury rate per 100,000 population.
 2. /10⁴ veh. means a death/injury rate per 10,000 registered vehicles.

Figure 1 shows the trend of number of accidents, which was consistent with Thai economic development in each period.

Figure 1: Number of Vehicles, Accidents, and Deaths & Injuries during 1983-2002



2.1.2 The distribution of fatalities by age groups from 1998 to 2001 on average reveals that the age cohort experiencing the largest percentage of fatalities is the 20-24 year olds which constitutes 15.14% of total fatalities, followed by the 15-19 and 25-29 age groups, which make up 13.58% and 12.83% of the total, respectively.

2.2 Accidents Caused by Motorcycles

2.2.1 It is obvious that the motorcycle is the most vulnerable mode of transport in Thailand, followed by the passenger car and pickup. According to the nationwide road traffic accident statistics compiled by the Royal Thai Police as

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illustrated in Table 2, of all the vehicles involved in road accidents recorded during the period from 1995 to 2003, motorcycles represents the highest toll when compared with other modes of transport, making up 32% on average and followed by passenger cars, 30%, and pickups, 18%. Despite the fact that the number of road accidents caused by motorcycles has continuously dropped since 1995, the percentage of motorcycles involved in accidents remains the largest and is steadily increasing, from 28.62% in 1995 to 29.77%, 31.41%, 32.86% and 37.65% in 1997, 1999, 2001 and 2003, respectively.

Table 2: Nationwide Road Traffic Accident Statistics during 1995-2003

Type of Vehicle	1995	1996	1997	1998	1999	2000	2001	2002	2003
Pedestrian	4,403	4,334	4,210	3,673	3,838	4,469	4,135	4,592	4,313
Bicycle	2,103	1,339	1,311	1,319	1,425	1,770	1,942	2,584	1,973
Tricycle	826	735	522	500	434	454	520	607	741
Motorecycle (Avg. 32%)	45,707 (28.62%)	43,989 (29.33%)	41,939 (29.77%)	37,414 (30.23%)	34,936 (31.41%)	37,498 (31.52%)	41,215 (32.86%)	53,732 (35.68%)	52,643 (37.65%)
Motored tricycle	3,502	2,687	2,187	1,717	1,775	1,838	1,852	1,825	1,576
Passenger car (Avg. 28%)	47,893 (30%)	44,228 (29.49%)	42,103 (29.89%)	36,538 (29.33%)	29,860 (26.85%)	33,392 (28.57)	33,907 (27.03%)	39,279 (26.28%)	34,565 (24.79%)
Mini bus	3,278	2,832	3,524	2,975	3,168	2,477	2,975	3,291	2,907
Pickup (Avg. 18%)	27,728 (17.36%)	27,463 (18.31%)	25,484 (18.09%)	22,472 (18.16%)	20,700 (18.61%)	21,372 (17.97%)	22,785 (18.17%)	26,116 (17.34%)	24,042 (17.20%)
Bus	5,510	5,001	4,414	3,717	3,341	3,533	3,618	3,823	3,414
Six wheeler	5,733	4,819	3,794	3,157	2,663	2,624	2,696	3,220	2,905
Ten wheeler	7,809	6,953	5,708	4,102	3,772	3,780	3,668	4,523	4,421
Agriculture vehicle	264	298	309	282	385	340	223	356	320
Taxi	3,313	3,954	4,210	4,476	3,654	4,048	4,530	4,740	4,138
Others	1,647	1,337	1,157	1,408	1,272	1,362	1,366	1,912	1,855
Total	159,716	149,969	140,872	123,750	111,223	118,957	125,432	150,600	139,813

Source : Police Information System Center, Royal Thai Police

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2.2.2 Factors contributing to an extremely high number of road accidents arising from motorcycle are as follows:

- The motorcycle is the most popular mode of transport in Thailand. Due to its relatively low cost, motorcycle tends to be the first affordable motor vehicle for low income earners and young drivers. As such, there were as many as 15.6 million registered motorcycles in 2001, representing 63.6% of the total 24.5 million vehicle fleet. This is why the majority of crashes have involved motorcycles.
- There is still an inadequate riding competency test. While one simple preventive measure to reduce the severity of motorcycle accidents is to wear a safety helmet, many Thai motorcyclists still choose to take unnecessary risk by not wearing the helmet. At the same time, there is a lack in strict and serious law enforcement.

2.3 Accidents Caused by Drunk Driving

Among all the contributing factors and risk factors associated with motorcycle accidents, the most significant factor is riding under the influence of alcohol. Normally, drunk-riders have a higher risk of facing severe accidents as compared with sober motorcyclists. Even without alcohol influence, motorcyclists are already, by nature, at very high risk. The Government has thus given importance to the measure to strictly bar drunk-riding from being on the streets at all costs, particularly during the recent New Year and Songkran holidays. By doing so, the “Don’t Drive Drunk” campaign has truly come to fruition and helped to raise drivers’ awareness and avoidance of drunk driving.

2.4 Road Accidents during the New Year and Songkran Holidays

During the long holidays, notably the traditional Thai New Year holidays, or Songkran holidays, falling between 12 and 15 April every year, and the New Year celebrations, there is a much greater amount of travelling, for both leisure and hometown visit, than during the normal period. As a result, the number of road accidents, deaths and injuries will increase during those periods and is far greater than usual.

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2.4.1 New Year Holidays

- During the last 2004 New Year holidays, a total of 19,562 accidents with 628 fatalities, or some 89.7 deaths per day, and other 26,100 injuries were recorded during a short span of only one week (29 December 2003 to 4 January 2004). It is an unfortunate fact that the accident situation during the New Year holidays has worsened since 2001.

New Year Accidents	2001	2002 (27 Dec 01 - 2 Jan 02)	2003 (27 Dec 02 - 2 Jan 03)	2004 (29 Dec 03 - 4 Jan 04)
No. of accidents	NA.	NA.	NA.	19,562
No. of deaths	454	585	562	628
No. of injuries	NA.	34,303	32,451	26,100

Source : Road Safety Operations Center,
Department of Public Disaster Prevention and Mitigation

- It has average daily been found that during the 2004 New Year celebrations, the average daily number of road accident fatalities was about 89.7, which more than doubled the number of only 35 during the normal period in 2002.

2.4.2 Songkran Holidays (9-18 April 2004)

From the Government's strong efforts in campaigning activities and strict law enforcement during the 2004 Songkran holidays, the number of accident casualties over the 10-day period (9-18 April 2004) plummeted when compared with the corresponding period in 2003, with a total of 848 people killed and 52,058 injured, down by 22.88% and 29.61%, respectively.

Songkran Accidents	2003 (11-18 April)	2004 (9-18 April)
No. of deaths	848	654
No. of injuries	52,058	36,642

Source: Road Safety Operations Center,
Department of Public Disaster Prevention and Relief

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The ADB-ASEAN Regional Safety Program Accident Costing Report: AC09: The Cost of Traffic Accident in Thailand, March 2004 estimated the cost of road accidents in Thailand in 2002 as follows:

	No. of casualties	Average cost (baht/case)	Total cost (baht million)
Deaths	13,116	2,852,924	37,419
Serious injuries	190,322	142,273	27,078
Minor injuries	1,338,712	21,162	28,330
Total	1,542,150	-	92,827
Damaged properties	1,172,359	19,708	23,105
Grand total	-	-	115,932

3 Targets

After 1996 Thailand experienced some relief from the relentless increase in deaths and injuries from road crashes. However this respite was short lived and by 2001, with the onset of the economic recovery and the consequent increase in traffic and travel by road, road deaths, unfortunately, began to increase once more. Between 2001 and 2003 there had been an increase in fatalities of over 10% per year. If these trends in economic growth and traffic continue without any additional safety efforts, it is estimated that there will be more than 24,700 additional lives lost over the next five years compared with the total if deaths are kept at the 2003 level. It is essential that stern measures be implemented to achieve safety benefits and to prevent and lessen the severity of accidents.

It is also understood that reducing road crash rates will not be easy in a traffic environment which mixes vulnerable motorcycle riders with larger, fast moving vehicles and in which traffic growth exceeds 10% per year.

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Taking the current situation into account, **the aim of the plan is to halve the anticipated increase in deaths from 10% to 5% per year over the next five years.** The key targets are as follows:

- Save about 13,000 lives over the five-year period by halving the anticipated increase in deaths per year;
- Reduce the death rate (deaths per 10,000 vehicles) by 20% from 5.9 deaths/10,000 vehicles in 2004 down to 4.7 in 2008.

These targets will act as a benchmark for monitoring the casualty reduction success of the plan. The impact of the plan will be reviewed after two years and revisions made to ensure that the targets be met. The Centre for the Management of Road Safety (CMRS) will also consider whether the period of the plan will be adjusted to bring it in line with the Development Plan cycle and the actions and targets amended accordingly.

The overall action plan in terms of both institutional strengthening of road safety activities and the delivery of improved safety will be monitored by the CMRS at the national level and by the ASEAN Secretariat at the regional level. The Thailand priority Road Safety Action Plan is part of a coordinated comprehensive series of priority Action Plans being implemented across all 10 ASEAN member countries in a determined effort to reduce the very large numbers of deaths, injuries and huge economic losses being sustained annually by the region and which are inhibiting its further economic and social development. Thus Thailand will not only be helping reduce its own road deaths and casualties but will also be contributing to the regional effort to improve safety.

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4 Action Plan

To achieve the targets set above, the Road Safety Action Plan will encompass 14 programs/core activities, each of which comprises plans/activities and identifies the time frame into immediate term, medium term and long term, with clear-cut designation of core agencies, coordinating agencies and estimated budget for each plan. The programs can be grouped by the strategies of the Government or the CMRS as follows:

Strategy 1 : Law Enforcement

1.1 Traffic Legislation : To study and improve the existing legislation to better cope with the current problems in the areas of traffic control, issuance of driving licenses, and vehicle registration and inspection; and to support or promote enforcement measures to be easily and effectively adopted, consisting of 7 activities.

1.2 Traffic Police and Law Enforcement : To ensure efficient law enforcement for traffic facilitation and safety, consisting of 14 activities.

Strategy 2: Traffic Engineering

2.1 Safe Planning and Design of Road: To ensure safety planning and design of roads as well as safety during construction, usage and maintenance of roads, consisting of 18 activities.

2.2 Improvement of Hazardous Locations: To safeguard against accidents by analyzing, surveying and identifying hazardous spots/locations and studying rectification guidelines among all road-concerned agencies, consisting of 9 activities.

2.3 Vehicle Safety Standards: To improve vehicle safety standard for road safety by improving technical requirements for new vehicles to conform to UNECE regulations, consisting of 12 activities

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Strategy 3: Education, Publicity and Campaign

3.1 Road Safety Education of Children: To minimise number of youth accidents and to educate youth about safe use of roads as well as to promote and instill safe road usage behaviour among youth, consisting of 11 activities.

3.2 Driver Training and Testing: To ensure efficient driver training and testing and promote safety awareness among drivers and to perform physical test for persons who want to obtain a driver license or renew their license, consisting of 15 activities.

3.3 Road Safety Publicity and Campaign: To strengthen knowledge, understanding and awareness of road safety extensively and continuously among all target groups, consisting of 21 activities.

Strategy 4 : EMS (Emergency Medical System)

4.1 Emergency Assistance to Road Accident Victims: To provide emergency assistance for accident victims at the scene and transport them to the appropriate aid center/hospital quickly and safely by putting in place an efficient accident victim assistance network, consisting of 9 activities.

Strategy 5: Evaluation and Monitoring

5.1 Coordination and Management of Road Safety: To develop the Centre for the Management of Road Safety (CMRS) as an integrated road safety organisation and in the long term establish a National Road Safety Board, consisting of 11 activities.

5.2 Road Accident Data System: To set up a unified traffic reporting and road accident management system and to ensure relevant agencies adopt the same system efficiently across the country, consisting of 14 activities.

5.3 Road Safety Funding and Insurance Industry: To ensure continuous development and implementation of road safety activities in Thailand, particularly to cope with accidents arising from motorcycles, consisting of 9 activities.

5.4 Road Safety Research: To ensure the traffic safety development and learning are conducted systematically and correspondingly to Thai behaviours and

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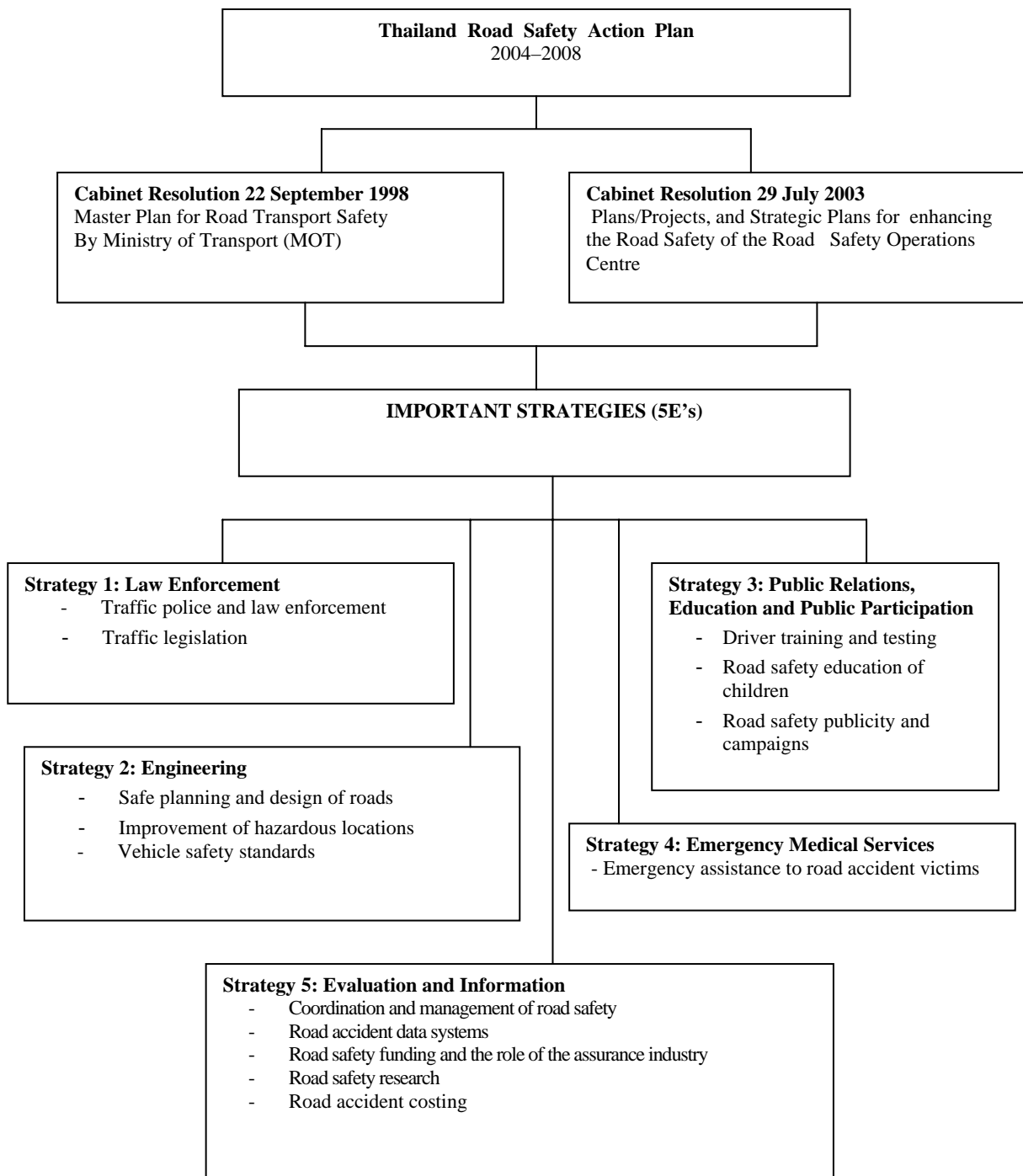
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environment by instituting a research system for road safety development and upgrading Thailand Accident Research Centre as a hub for accident research in ASEAN, consisting of 6 activities.

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5.5 Road Accident Costing: To ensure the road accident costing is accurate, consisting of 4 activities.



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Abbreviation

Abbreviation	Organization
MOT	Ministry of Transport
MOE	Ministry of Education
MOPH	Ministry of Public Health
MOJ	Ministry of Justice
MICT	Ministry of Information and Communication Technology
MOI	Ministry of Interior
MOF	Ministry of Finance
OPM	Office of the Prime Minister
OTP	Office of Transport and Traffic Policy and Planning
SPM	Office of the Permanent Secretary, Office of the Prime Minister
RTP	Royal Thai Police
DPM	Department of Disaster Prevention and Mitigation
DOH	Department of Highways
DOR	Department of Rural Roads

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DLT	Department of Land Transport
OGA	Office of the General Attorney
OJ	Office of the Judiciary
OCS	Office of the Council of State
DOI	Department of Insurance
DPR	Department of the Public Relations
BMA	Bangkok Metropolitan Administration
DoLA	Department of Local Administration
DPT	Department of Public Works and Town & Country Planning
ETA	Expressway and Rapid Transit Authority of Thailand
TCL	The Transport Company Limited
BMTA	Bangkok Mass Transit Authority
ITCC	Information Technology and Communication Center, Office of the Permanent Secretary
RVP	Road Accident Victims Protection Co., Ltd.
GIA	The General Insurance Association

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References

- 1) Master Plan/Action Plan for Road Transport Safety, Ministry of Transport (Approved by the Cabinet on 22 September 1998)
- 2) Strategic plan/ Projects for enhancing Thailand road safety standard, Road Safety Operations Centre (Approved by the Cabinet on 29 July 2003)
- 3) Road Safety Guidelines for the Asian and Pacific Region, ASIAN DEVELOPMENT BANK.
- 4) ADB-ASEAN Regional Safety Program, Accident Costing Report: AC09, The Cost of Traffic Accidents in Thailand, Final Report, March 2004.

Program 1: Coordination and Management of Road Safety**1. Objectives**

- 1.1 To develop the Center for the Management of Road Safety (CMRS) to enhance efficiency and capability in upgrading the national road safety.
- 1.2 To establish a National Road Safety Board with responsibilities to map out strategies, policies, plans and measures and ensure plans are implemented with the involvement of local agencies and the private sector.

2. Background

- 2.1 The existing policy-making agencies are overlapping. There are two authorities set up by the Cabinet to similarly deal with policy issues, master plan and action plans for road safety, namely the National Transportation Board of the Ministry of Transport chaired by the Prime Minister or the Deputy Prime Minister, and the National Road Safety Board of the Ministry of Interior chaired by the Deputy Prime Minister (Mr. Chaturon Chaisang). Currently, these two authorities are the key actors for the integration of road safety.
- 2.2 The Land Traffic Act of 1978 and the Amendment Act of 1992 already mention about commuter safety and traveling. Moreover, the Civil Disaster Prevention Act of 1979 mentions about the prevention and solution to the public disaster, including traffic accident.
- 2.3 There is still a problem in duplication and cooperation among concerned parties in translation of policy into action, caused by the fact that:
 - 2.3.1 There is duplicate assignment at the policy level, whereby the agency concerned with public disaster is also entrusted to handle transport and traffic accidents.
 - 2.3.2 The road safety master plan and action plan of the Ministry of Transport endorsed by the Cabinet on September 22, 1998 remain effective. Then on January 6, 2004, the Cabinet approved the strategic plan for road safety standardization proposed by the National Road Safety Board. Since the objectives and activities of the two plans are compatible, they should be integrated into one single national road safety master plan and action plan so as to eliminate the duplication and confusion in the translation of policy into action by concerned agencies.

3. Key Points

- 3.1 The strategic plan of the CMRS approved by the Cabinet on January 6, 2004 and the road safety master plan and action plan of the Ministry of Transport should be consistently implemented for effective results.
- 3.2 The management of road safety should be conducted at the national, provincial and local levels for effective materialization of strategies and action plans.
- 3.3 Thailand needs multi-disciplinary integration of road safety by the newly established permanent agency and all concerned agencies should be encouraged to take part in devising policy, plans, strategies and activities/measures.
- 3.4 There should be integrated coordination and operation of road safety.
- 3.5 The structure and duties of the existing agencies should be reviewed to eliminate the overlapping and increase efficiency in coordination and problem solving in the future.
- 3.6 The action plans should be mapped out in line with the National Social and Economic Development Plan.
- 3.7 There should be continuous evaluation and follow-up.
- 3.8 Budgets should be adequately allocated for each plan, project, measure and activity, which are handled by a specific unit.

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Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 1: Coordination and Management of Road Safety	<u>Immediate</u>	6 months-1 year			
	1. Promote the activities of the Center for the Management of Road Safety (CMRS) by reviewing and revising CMRS's terms of reference to have a key role in coordination and monitoring so as to ensure the policy is translated into action more efficiently and effectively at all levels.		OTP/DPM	RTP/MOPH/ MOE/ OPM (DPR,SPM)/ MOF/MOT (DOH/DOR/D LT/ETA)/OG A/MOJ/ Private Sector /NGOs	
	2. Ensure CMRS operates in tandem with the the National Transportation Board of the Ministry of Transport (MOT).		OTP/DPM		
	3. Incorporate the road safety master plan and action plan of the MOT and the strategic plan for road safety standardization of the National Road Safety Board approved by the Cabinet into the draft National Road Safety Action Plan (NRSAP).		OTP/DPM		
	4. Submit the draft NRSAP for the Cabinet's approval and further proceeding and coordination by the National Road Safety Board.		OTP/DPM		
	5. Encourage the drafting of the Provincial Road Safety Plans (PRSPs).		OTP/DPM		78 million baht
	6. Review manpower requirement for NRSAP and devise training plans.		6 months-1 year	OTP/DPM	
7. Draft a specific law on the establishment of a permanent unit or organization with the mission of budget scrutinizing and integration and policy making.		6 months-1 year	OTP/DPM	100 million baht	

Program 2: Road Accident Data System**1. Objectives**

- 1.1 To set up a unified traffic reporting and road accident management system.
- 1.2 To ensure relevant agencies adopt the system in 1.1 efficiently across the country.

2. Background

The current road accident database system is overlapping and not unified due to the different needs of different units concerned. Data reporting, even for the same period, is inconsistent, resulting in unavailability of accurate information for top executives' decision making at policy level.

3. Key Points

- 3.1 Thailand needs to have a single road accident reporting and database system that is applicable to all concerned agencies.
- 3.2 The existing road accident database system of the Ministry of Transport should be developed and applied as a core system, by taking into account:
 - 3.2.1 The unification of the system;
 - 3.2.2 Characteristics of accident data required by each agency;
 - 3.2.3 A systematic intra-agency link of road accident data reporting.

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Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 2: Road Accident Data System	<u>Immediate</u>	6 months-1 year	MOT	MOI/MOPH/RTP	100 million baht
	1. TRAMS to be used for summary situation reports (Sitreps) to give daily summary overviews.		MOT	MOI/MOPH/RTP	
	2. Key agencies to agree on items to be included on new improved Road Traffic Accident (RTA) form.		MOT		
	3. Key agencies to meet to agree on an integrated system for RTA and team to operate system.		DPR	MOT/MOI/MOPH/RTP	
	4. Design an improved RTA data storage system to unify Police, Ministry of Public Health (MPH) and Dept. of Highways (DOH) road accident data.				
	5. Train police and do pilot test of new RTA form.				
	<u>Medium Term</u>	2-3 years	MOT	MOI/MOPH/RTP	
	1. Modify/finalize RTA form after pilot test evaluation.		MOT	MOI/MOPH/RTP	
	2. Train police nationwide to filling of new police RTA form.		MOT	MOI/MOPH/RTP/MICT	
	3. Introduce new form nationwide.		MOT	MOI/MOPH/RTP	
	4. Establish a new unproved data system and data team (with Police, MPH and MOT staff).		MOT	MOI/MOPH/RTP	
5. Produce an annual report on Police-reported RTA data supplemented with MPH, DOH and DLT (Dept. of Land Transport) data.	MOT		MOI/MOPH/RTP		
6. Enter situation report summaries into TRAMS at district/municipal level.					

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Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
	<p><u>Long Term</u></p> <ol style="list-style-type: none"> 1. Comprehensive RTA reports with extensive analyses, published annually and widely disseminated. 2. All stakeholders having access to RTA data system for further detailed analyses in their sectors. 3. All safety interventions based on data analyses and evaluated for effectiveness. 	5 years	MOT MOT MOT	MOI/MOPH/R TP MOI/MOPH/R TP MOI/MOPH/R TP	

Program 3: Road Safety Funding and Insurance Industry**1. Objectives**

To identify the possibility for concerned insurance agencies to participate in road safety funding for the development and implementation of road safety activities in Thailand, particularly to cope with accidents arising from motorcycles.

2. Background

- 2.1 Currently, road safety activities are funded from government budgets and private contributions.
- 2.2 The government budgets for road safety activities are insufficient and, thus, should be increased.
- 2.3 The insurance industry is currently supportive of road safety activities.

3. Key Points

- 3.1 The insurance industry has paid attention to accident prevention and should be encouraged to play a more active role in supporting road safety efforts.
- 3.2 A proper system should be put in place to manage the funding and evaluate each activity.

Program 4: Safety Planning and Design of Roads**1. Objectives**

- 1.1 To ensure safety planning and design of roads are made with due regard paid for all types of commuters, notably vulnerable road users.
- 1.2 To ensure safety during construction, usage and maintenance of roads.

2. Background

- 2.1 Planning and design of roads at present do not place much concern on road users who are motorcyclists and pedestrians. In addition, the road design should be made in such a way as to ensure the least possible number of fatalities among road users.
- 2.2 Therefore, to bring about high safety for general road users, the planning and design of roads should give importance to accident-prone groups, particularly road users who are exposed to a different degree of risk.

3. Key Points

Safety planning and design of roads should place a focus on the following:

- 3.1 The government must support central and local agencies by allocating sufficient and sustainable budgets for road safety to them.
- 3.2 Roadways and facilities should be more motorcyclist-friendly by making available motorcycle lanes and bicycle lanes.
- 3.3 There should be forgiving roads and highways.
- 3.4 There should be a system for traffic calming.
- 3.5 There should be pedestrian safety and safer road environment through road safety audit.
- 3.6 There should be safer roads through road safety audit.

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 4: Safety Planning and Design of Roads	<u>Immediate</u>	6 months-1 year			
	1. Arrange Road Safety Audit (RSA) training programs for staff from all agencies concerned with roads.		OTP	DOH/DOR/ETA/DLA	28 million baht
	2. Conduct RSA on all types of the existing and new roads.		DOH/DOR / ETA/ DLA		
	3. Improve traffic signs and markings to ensure they meet the standards set out under CMLT's announcement and OTP's traffic signal manual and standards.		DOH/DOR / ETA/ DLA		
	4. Make a study to formulate the traffic and transport safety standard phase 2, encompassing: (1) Production of a manual and standards for road safety facilities, i.e. guard fencing, street lighting and traffic sign spotlights. (2) Production of a manual for engineering modification at accident-prone areas such as curves, intersections and railway crossings. (3) Study and preparation of a manual for design of safe roads for most vulnerable users such as motorcyclists, bicyclists and pedestrians. (4) Identify a suitable method of traffic calming on all types of roads.		DOH/DOR / ETA/ DLA		10 million baht
	5. Examine the areas where motorcycle accidents often occur so as to identify causes and find remedial measures as well as develop the RSA system.		DOH/DOR / ETA/ DLA		

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
	6. Set up speed limit at accident-prone areas such as curves and intersections or at risky areas such as communities, schools, etc.		DOH/DOR / ETA/ DLA/RTP		
	7. Make engineering modification at blackspots systematically based on technical and transparent operation so as to institute a 5-year road safety action plan.		OTP/DOH /DOR/ ETA/ DLA		
	8. Plan on road safety management during a long holiday period, especially on roads under construction, reversible traffic and unfamiliar roads.		DOH/DOR / ETA/ DLA		
	Medium Term	2-3 YEARS			
	1. Set up a central unit to be responsible for road design standards and standardization of road designing.		MOT		
	2. Develop road hierarchy for traffic control and management.		MOT		
	3. Devise a policy on forgiving road design.		OTP	DOH/DOR/ ETA/ DLA	
	4. Make a study on the traffic and transport safety standard phase 3 pertaining to safe road planning and designing, including impact of roadside development, access control, and review the road safety standard manual (phase 1).		OTP	DOH/DOR/ ETA/ DLA	
	5. Legalize the RSA system in central/provincial areas.		MOT		
	6. Develop and train personnel for road safety audit		MOT		

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
	<p><u>Long Term</u></p> <ol style="list-style-type: none"> 1. Implement the design, construction, management and maintenance of user-friendly roads. 2. Introduce access control and development of control system on inter-city roads and fast vehicles. 3. Provide motorcycle lanes, bicycle lanes and walkways on new roads. 4. Draw up guidelines on traffic & city plans and new road design. 	5 years	DOH/DOR / ETA/ DLA DOH/DOR / DLA DOH/DOR / DLA MOT/MOI		

Program 5: Improvement of Hazardous Locations**1. Objective**

To identify and analyze the priority accident-prone locations by surveying and modifying the hazardous areas and make rectification and systematic follow-up.

2. Background

Apart from the road users, another cause of road accidents is hazardous road condition. This is probably because the development of the road system and road users are not consistent, leading to hazardous locations and repeated accidents on those areas. Therefore, it is necessary to improve hazardous locations to prevent recurrent accidents.

3. Key Points

All road-concerned agencies must give priority to rectification of hazardous locations by formulating a definite modification plan and accelerating the improvement of hazardous locations on a continuous basis to reduce accidents in those areas.

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 5: Improvement of Hazardous Locations	<u>Immediate</u>	6 months-1 year			
	1. Study and devise study mechanism for hazardous location identification by the same standard among all concerned agencies.		OTP	DOH/DOR/ETA/ DLA	
	2. Adopt the RSA system in hazardous location identification if accident data are not available.		OTP	DOH/DOR/ETA/ DLA	
	3. Compile local and foreign studies and experiences in engineering modification to hazardous locations to be used as a basis for developing guideline on hazardous road safety improvement.		OTP	DOH/DOR/ETA/ DLA	
	4. Survey/Inspect accident-prone areas during long holiday period (with most frequent accidents) to identify causes and remedial measures and further proceed with appropriate engineering modification.		DOH/DOR / ETA/ DLA		
	5. Map out plans and undertake engineering modification to the hazardous locations on a continuous basis under the 5-year (2004-2009) road traffic and transport safety action plan.		DOH/DOR / ETA	DLA	
	<u>Medium Term</u>	2-3 years			
	1. Set KPIs for the reduction of number and severity of accidents in line with traffic and transport growth.		OTP	DOH/DOR/ETA/ DLA	
	2. Follow up and evaluate the audit of hazardous locations regularly, and follow up and evaluate the implementation of the road traffic and transport safety action plan in the medium term for further plan revision.		OTP	DOH/DOR/ETA/ DLA	
	3. Study and develop road safety engineering to prevent and tackle road accident problems.		OTP	DOH/DOR/ETA/ DLA	
	<u>Long Term</u>	5 years			
	1. Promote cooperative awareness among the public in preventing and rectifying hazardous locations across the country.		OTP	DOH/DOR/ETA/ DLA	

Program 6: Road Safety Education for Children**1. Objectives**

- 1.1 To educate youth about safe use of roads.
- 1.2 To promote and instill safe road usage behavior among youth.

2. Background

- 2.1 It has been widely known that accidents are chiefly caused by human behavior. It is difficult to instill good driving behavior among cyclists instantly. So, it is better to instill this among children who will in the future become road users themselves.
- 2.2 Besides, a number of children have been killed in road accidents. Proper education about safe road usage can ensure children have good road usage behaviors.
- 2.3 The Ministry of Education has developed traffic discipline courses for children but has not yet formally included these courses in compulsory education. It has yet to produce textbooks on this topic.

3. Key Points

- 3.1 The public sector must designate the road usage handbook as compulsory text on road safety for school children nationwide.
- 3.2 Education and training on road safety for children of all ages are a must and have to be provided seriously and continuously so as to minimize accidents among children.
- 3.3 Courses on safe road usage should be provided for children.
- 3.4 Encourage children participation in accident prevention.
- 3.5 Encourage road safety education for teachers/lecturers countrywide.

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
<p>Program 6: Road Safety Education of Children</p>	<p><u>Immediate</u></p> <ol style="list-style-type: none"> 1. Organize seminars among children to gather comments and remedial guidelines on youth accidents in target provinces. 2. Arrange seminars among school teachers and local leaders about their participation in the prevention of youth accidents. 3. Educate heads of educational institutions about traffic safety. 4. Develop and produce E-book for E-learning on traffic safety among school and college students. 5. Establish a traffic safety practice institute for children. 6. Educate children through extra training program for secondary school children on the topic “New Generation for Safety”. 7. Produce electronic media and prototype teachers to educate children about safe road usage with coordination from private sector. 8. Produce educational media and train teaching personnel about road safety on a more comprehensive and standard basis. 	<p>6 months-1 year</p>	<p>OTP DPM RTP/DLT MOE MOE OTP MOE MOE</p>	<p>MOE/DLT/D OH/ DOR/MOJ MOE/DLT/D OH/ DOR/DLA MOE/MOJ DPM DLT MOE/DLT/RT P/DOH/ DOR/ DPM/MOJ DLT/DPM/M OJ</p>	

Program 7: Driver Training and Testing

1. Objective

To ensure efficient driver training and testing and promote safety awareness among drivers.

2. Background

More than 50% of road accidents involved drivers aged between 16 and 35 years.

3. Key Points

Those who have undergone driver training and testing programs will have greater concern about driving safety.

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 7: Driver Training and Testing	<u>Immediate</u>	6 months-1 year			
	1. Design the driver training and testing curriculum to include safe interaction with all types of road users.		DLT		
	2. Apply an electric system to theoretical testing in central area and Transport Offices Zones 1-4 (under 2005 fiscal budget).		DLT		25 million baht
	3. Promote extensive teaching of safe motorcycle driving.		DLT		
	4. Physical test for persons who want to obtain a driver license or renew their license.		DLT		
	5. Arrange training programs for driving instructors.		DLT		2 million baht
	6. Enhance training and testing efficiency and preparedness of license applicants.		DLT		
	7. Coordinate with private sector in providing pre-testing training for license applicants.		DLT		100 million baht
	8. Arrange a defensive driving program for the development of quality and capacity of professional drivers.		DLT		30 million baht
	9. Cooperate with the Ministry of Education in the life skill development for safe road usage project.		DLT		

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
	<p><u>Medium Term</u></p> <p>1. Implement a driver quality development project.</p> <p>2. Develop the private driving schools to international standards.</p> <p>2.1 A private driving school certification project</p> <p>2.2 A driving instructor certification project</p>	2-3 years	DLT		115 million baht
	<p>3. Link driver profile database for the penalty point system.</p> <p>3.1 Lay down a driver record database linking system between the Department of Land Transport, the Royal Thai Police and other concerned agencies.</p> <p>3.2 Enact a law requiring license holders to undergo regular re-training, especially those with high demerit points and those causing serious accidents.</p>		DLT/RTP /MOI	DPM	30 million baht (in case of complete availability of equipment)
	<u>Long Term</u>	5 years			
	1. Make it a prerequisite for applicants for a driving license to pass basic driver training.		DLT		
	2. Review the driver training and testing programs to ensure they meet international standards.				
	3. Introduce a Hazard Perception Test for aged drivers and holders of a lifetime driving license.		DLT/RTP		

Program 8: Road Safety Publicity and Campaign**1. Objective**

To strengthen knowledge, understanding and awareness of road safety extensively among all target groups and improve the public's driving attitude and behavior.

2. Background

Publicity and campaigns for road safety have been implemented by several agencies and thus could not reach the target groups. There is also a lack of integration in road safety publicity and campaign and inadequate use/analysis of accident data for publicity.

3. Key Points

- 3.1 Conduct road safety publicity and campaign to increase road users' knowledge and understanding about problems, types and causes of accidents.
- 3.2 Conduct public relations to educate the public about the laws on traffic and safety and new legislation.
- 3.3 Integrate road safety publicity and campaign for distinctive results.
- 3.4 Prepare all forms of road safety publicity and campaign materials that suit each target group on a continuous basis.

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 8: Road Safety Publicity and Campaign	Immediate	6 months-1 year			
	1. Survey/Analyze acknowledgment of publicity media of the target groups (e.g. young motorcyclists).		OTP	DPM	
	2. Develop public relations campaigns by producing and using all types of media to reach the target groups, with a focus on motorcyclists and other target groups, and perform enforcement activities such as headlights on and helmet wearing campaign.		DPR	OTP/DPM	
	3. Designate road safety publicity campaigns as a local and national campaign		OTP/DPM		
	4. Propose the publicity plan and sub-segment evaluation to the Cabinet for further actions by concerned agencies.		OTP/DPM		
	5. Encourage continuous participation of mass media in road safety publicity and campaigns.		DPR	OTP/DPM/RT P	
	6. Disseminate knowledge about traffic law to the public.		OGA	OTP/DPM	2 million baht
	7. Evaluate road safety campaign.		DOH		4 million baht
	8. Campaign on traffic safety and on regulations on highway for road users on radios, televisions and printed media.		DOH		27 million baht
	9. Implement campaigns for increased safety among school children and road users.		DOH		7 million baht
10. Implement a pilot project on integrated transport and traffic safety program at provincial level.	OTP	DOH/DOR/D LT /DLA	60 million baht		

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
	11. Arrange training on road safety in core provinces. 12. Produce driving handbooks for license applicants. 13. Disseminate knowledge about road traffic safety. 14. Perform activities to campaign/build up awareness in 10 pilot provinces (10 provinces with highest number of youth accidents and 10 provinces with lowest number of youth accidents).		OTP DLT OGA DPM	OTP/DOH/DO R/MOE/RTP/ MOPH/DLA	1.5 million baht 1.3 million baht 4.5 million baht
	<p>Medium Term</p> 1. Concerned agencies to evaluate each publicity and campaign project for efficiency improvement. 2. Develop methods and guidelines on integrated publicity and campaign system and planning to identify the definite campaign topics. 3. Design and publicize a road safety logo across the country. 4. Place campaign messages in public places such as gas stations, restaurants, etc. across the country. 5. Set up a unit to be responsible for road safety campaign.	2-3 years	DPR	Thailand GRSP	
	<p>Long Term</p> 1. Instill road safety awareness and culture among the public, e.g. arrange activities to enhance road safety knowledge and understanding. 2. Encourage participation of local agencies and the private sector in developing road safety culture.	5 years	OTP DPR/OTP /DPM DPR/OTP DPR MOI	OTP/MOPH/R TP/MOE/MOI OTP/MOPH/R TP/MOE	

Program 9: Vehicle Safety Standards**1. Objective**

To improve vehicle safety standard for road safety.

2. Background

The technical requirements for new vehicles and condition inspection system for vehicle requirement improvement in Thailand still are not aligned with international regulations adopted by developed nations.

3. Key Points

- 3.1 To improve technical requirements for new vehicles to conform to UNECE regulations and set up a whole vehicle type approval system.
- 3.2 To improve the periodical inspection system and the vehicle maintenance system for road safety.

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 9: Vehicle Safety Standard	<u>Immediate</u>	6 months-1 year	DLT		
	1. Improve road users' visibility on motorcycles with headlights on requirement of new motorcycles.		DLT		
	2. Coordinate with vehicle manufacturers in encouraging and campaigning vehicle inspection for long distance traveling.		DLT		
	3. Educate the public about vehicle maintenance.		DLT		
	<u>Medium Term</u>	2-3 years	DLT		40 million baht
	1. Set up an institution for inspection quality guarantee and certification		DLT		
	2. Reduce ages of vehicles required of annual inspection by private vehicle inspectors.		DLT		
	3. Draft framework for vehicle type approval system for certain categories of vehicles.		DLT		
	4. Upgrade the standards of private vehicle inspectors to the international standards phase 1.		DLT		
	5. Continue education of vehicle maintenance for the public.		DLT		
	<u>Long Term</u>	5 years	DLT		
	1. Implement the vehicle improvement and maintenance program in Thailand.		DLT		
	2. Extend the vehicle type approval system to other vehicle categories.		DLT		
3. Upgrade the standards of private vehicle inspectors to the international standards phase 2.		DLT			
4. Rationalize safety regulations to be aligned with UNECE safety standards.		DLT			

Program 10: Traffic Legislation**1. Objectives**

- 1.1 To study and improve the existing legislation to better cope with the current problems in the following areas:
 - 1.1.1 Traffic control
 - 1.1.2 Issuance of driving licenses
 - 1.1.3 Vehicle registration and inspection
- 1.2 To support or promote enforcement measures to be easily and effectively adopted.

2. Background

- 2.1 There are more than one law on transport, traffic and safety now in effect, leading to inconsistency in practice.
- 2.2 Wrongdoing has been committed in a more diverse form while punishment is not suitable for the current situation.

3. Key points

- 3.1 Driver-related
- 3.2 Vehicle-related
- 3.3 Fines and penalties

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget	
Program 10: Traffic Legislation	<p><u>Immediate</u></p> <ol style="list-style-type: none"> Brainstorm in the revision of all relevant laws, ministerial rules and regulations pertaining to: <ul style="list-style-type: none"> - Driver-related; - Vehicle-related; - Fines and penalties. Review rules and regulations on driver training and driving license issuance. Set up a traffic court. Issue rules requiring motorcyclists to hold a public vehicle license. 	6 months-1 year	OTP/OCS	OTP/RTP/OG A		
	<p><u>Medium Term</u></p> <ol style="list-style-type: none"> Propose amendment to laws on <ul style="list-style-type: none"> - Driver-related; - Vehicle-related; - Fines and penalties. 	2-3 years	DLT OJ DLT DLT/RTP			MOI/OGA/D OH /DOR/ETA/OJ / Justice Court/ Administrative Court
	<p><u>Long Term</u></p> <ol style="list-style-type: none"> Conduct continuous review and amendment to relevant laws. Review all traffic related laws and combine them into one single standard law. 	5 years	OTP OTP/DPM			

Program 11: Traffic Police and Law Enforcement**1. Objective**

To ensure stringent and efficient law enforcement for traffic facilitation and safety.

2. Background

The law enforcement is not very strict. Drivers in Thailand do not adhere to traffic rules and are not well educated about traffic laws and safety. There is also a lack of equipment, personnel and police training. All these deficiencies have existed for such a long time that they become incurable and lead to a critical safety problem.

3. Key Points

- 3.1 Traffic police
- 3.2 Drivers
- 3.3 Equipment

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 11: Traffic Police and Law Enforcement	<p><u>Immediate</u></p> <ol style="list-style-type: none"> 1. Develop police accident database to always be accurate and updated for use as a basis for staff planning and responsibility zoning for road accident prevention that matches the current circumstances. 2. Seek cooperation among the government and private sectors and the public in campaigning for helmet wearing compliance by 60% of total number of registered motorcyclists nationwide by 2004. 3. Adopt strict and continual law enforcement on accident-prone drivers about helmet wearing, drink driving, seatbelt wearing, speed limit, driving without license and so on. 4. Procure modern equipment and vehicles for the metropolitan police, provincial police and highway police to increase efficiency in law enforcement, e.g. alcohol inspection device, speed detecting radar and smart red light running cameras. 5. Provide skill development training for personnel in efficient use of modern equipment and device for law enforcement. 6. Develop demerit point database for intra-city linking among concerned agencies. 7. Develop experts to gear up for follow-up and evaluation planning on law enforcement. 	6 months-1 year	<p>RTP</p> <p>DPM/RTP</p> <p>RTP</p> <p>DPM</p> <p>RTP</p> <p>DLT/RTP</p> <p>OTP</p>	<p>MOJ</p> <p>MOJ</p> <p>RTP</p> <p>DPM/MOJ</p>	

Program 12: Emergency Assistance to Road Accident Victims**1. Objective**

To provide emergency assistance for accident victims at the scene and transport them to the appropriate aid center/hospital quickly and safely.

2. Background

Emergency assistance to road accident victims requires efficient and modern equipment. Accident victims need pre-hospital care from experts. Emergency assistance should be extensively available at all accident scenes. The problems are that:

- 2.1 Thailand still lacks monetary support for emergency assistance to road accident victims.
- 2.2 There is a lack of assistance zoning and skilled personnel, resulting in inefficient assistance to road accident victims.
- 2.3 There should be an emergency center in all regions of the country.

3. Key Points

To develop an efficient assistance zoning.

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 12: Emergency Assistance to Road Accident Victims	<u>Immediate</u> 1. Procure additional first-aid equipment for aid centers/hospitals or victim care vehicles. 2. Arrange training programs on life saving for relevant staff. 3. Publicize the emergency call number nationwide. 4. Put in place an efficient communication system with aid centers/hospitals.	6 months-1 year	MOPH MOPH DPR/DPM /MOE/MOPH/RTP/MOT	DPM/MOJ DPM/MOJ MICT/MOJ	
	<u>Medium Term</u> 1. Procure appropriate first-aid equipment for all areas . 2. Set up an accident control center to provide assistance efficiently. 3. Educate the public to ensure they can provide emergency assistance to accident victims through media such as leaflets, brochures, VDO/CD, radio, etc. 4. Set up a zoning system by delegating duties for concerned parties in each area to ensure timely and safest assistance is provided. 5. Employ the accident control center to ensure assistance is efficiently provided.	2-3 years	MOPH MOPH MOPH MOPH MOPH	DPM/MOJ DPM DPM/MOJ DPM DPM	

Program 13: Road Safety Research**1. Objective**

To ensure the traffic safety development and learning are conducted systematically and correspondingly to Thai behaviors and environment.

2. Background

As Thailand is under economic development, the travelling demand is sharply increasing. This, of course, has led to fast growth in number of accidents. The standards of vehicles, roads and safety device have all been imported, without serious studies about their suitability for Thailand. As such, there is a tremendous need for road safety research and study so as to form a standard for Thailand.

3. Key Point

To institute a research system for road safety development.

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 13: Road Safety Research	<u>Immediate</u>	6 months-1 year			100 million baht
	1. Conduct road safety research management to support the policy and strategy development.				
	2. Develop Thailand Accident Research Center (TARC) focusing on road safety.		DOH	Thailand GRSP	
	3. Ensure R&D is instituted in all central agencies.	OTP	Thailand GRSP		
	<u>Medium Term</u>	2-3 years	MOT	Thailand GRSP	
	1. Encourage the provision of knowledge and exchange of data and research studies on road safety in the country.			/MOPH/MOE/ RTP/MOI	
	2. Ensure road safety agencies contribute their research budgets to TARC.		MOT		
	<u>Long Term</u>	5 years	MOT		
	1. Promote TARC as a hub for accident research in ASEAN. (TRAC : Thailand Accident Research Center)				

Program 14: Road Accident Costing**1. Objective**

- 1.1 To ensure the road accident costing is acceptable.
- 1.2 To ensure the road accident costing is used as a basis for policy decision making to minimize economic loss arising from accidents.

2. Background

The road accident costing is acceptable at the national level. Accurate costing will exhibit the importance of road accident problems that need to be dealt with.

3. Key Points

The reduction of human, economic and social cost of road accidents.

Thailand Road Safety Action Plan

Plan	Activity	Timeframe	Core Agency	Coordinating Agency	Budget
Program 14: Road Accident Costing	<u>Immediate</u>	6 months-1 year			
	1. Implement a project on road accident costing in Thailand.		DOH	OTP/DLT/DOR/ ETA/MOPH/ MOI /RTP/DOI	9 million baht
	2. Raise awareness among decision makers and media of huge economic losses caused by road accidents.		DOH	DOI/DLT/MOE/ RTP/DPM	11 million baht
	<u>Medium Term</u>	2-3 years			
	1. Review the road accident costing every 2 –3 years.		DOH		
	<u>Long Term</u>	5 years			
	1. Undertake cost and benefit analysis on efficient use of limited resources by all concerned agencies on a continuous basis.		OTP		

Attachment

Thailand Road Safety Action Plan

2004 –2008

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