Promoting Road Safety Saving Lives

The Facts

- Road safety a serious public health problem in Thailand
- Bloomberg Initiative for Global Road Safety Thailand

Road Safety under the Country Cooperation Strategy

Resources

- Road safety legislation in Thailand
- Thailand’s Institutional and Legal Assessment

Working group to review road safety legislation
THE FACTS

The number of road traffic deaths of 1.25 million in 2013 has plateaued since 2007 despite the global increase in population and motorization and a predicted rise in deaths. This suggests that interventions implemented over the past few years to improve global road safety have saved lives.

1.25 million road traffic deaths occur every year

3 out of 4 road deaths are among men

#1 cause of death among those aged 15-29 years

Globally, vulnerable road users account for 49% of all road traffic deaths. In Thailand, they make up 83% (riders of motorized 2- or 3-wheelers, pedestrians and cyclists) of all road traffic fatalities.

DEATHS BY ROAD USER CATEGORY IN THAILAND

Road safety a serious public health problem in Thailand

According to the Global Status Report on Road Safety 2015, Thailand ranks second in the world after Libya in terms of fatality rate (WHO estimated rate at 36.2 per 100,000 population) and suffers an estimated GDP loss due to road traffic crashes at 3%.

Road safety as one of the new SDG targets

**TARGET: 3.6**

By 2020, halve the number of global deaths and injuries from road traffic accidents

In September 2015, heads of state attending the United Nations General Assembly adopted the historic Sustainable Development Goals (SDGs). One of the new SDG targets (3.6) is to halve the global number of deaths and injuries from road traffic crashes by 2020. In relation, Sustainable Development Goal aims to “make cities and human settlements inclusive, safe, resilient and sustainable”. Target 11.2 states that “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all...notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons”.

Inclusion of such an ambitious road traffic fatality target is a significant advance for road safety.

Bloomberg Initiative for Global Road Safety

Media

Reporting on road safety is important for raising awareness and promoting policy changes. Under the Bloomberg project’s fellowship program, selected journalists develop an in depth understanding of road safety challenges and solutions. While developing investigative reporting or new story telling techniques, fellows will learn from international journalists and media trainers.

Legal Development Program

The Bloomberg Initiative for Global Road Safety (BIGRS) programme (2015-2019) is providing funding in Thailand to improve road safety laws and regulations through capacity building for lawyers, civil society and journalists. The WHO Road Safety Legal Development Programme (LDP) in Thailand is designed to provide opportunities for select lawyers and advocates in the country to improve their knowledge and skills for developing and advocating for evidence-based laws and regulations and to strengthen their networks in the country in this field of law.
Integrated Road Traffic Accident Information to improve data quality and reporting

WHO supported the development of a software to support the National Road Safety Data Management System. The system enables integration of road traffic fatality data from major sources including MOPH, Royal Thai Police and the E-claim system of the Road Accident Victims Protection Company. The data have been pilot tested and WHO continues to work with MOPH to enhance the capacity of provincial road traffic injury staff to ensure effective use of the system.

Road traffic injury investigation system

Through the Bureau of Non-Communicable Diseases, WHO supported the strengthening of capacity and skills of the Regional and Provincial Surveillance Rapid Response Teams (SRRTs) in carrying out traffic injury investigations. Training was conducted across 20 localities in Thailand and participated by a multi-disciplinary team in each location. This project led to an improved investigation guideline which was disseminated around the country. It also resulted in a set of recommendations for community measures and checkpoints.

Promoting child restraints

WHO supported a pilot project to promote the use of child restraint through provincial hospitals in four provinces across Thailand. Each hospital organized two events to exchange knowledge and experience among parents. A set of recommendations was proposed including public education on child restraints, governmental subsidies toward the price of child safety seats and child safety seats should be part of the Land Transport driving license test.
To support road safety efforts in Thailand, particularly strengthening media and improving road safety legislation, the following publications were made available to partners and stakeholders in both English and Thai. They have been used at various conferences and trainings and served as reference in the national road safety legislative review process.
Road safety legislation in Thailand

The Third Global Status Report on Road Safety published in 2015 reveals certain legislative gaps in Thailand based on the five risk factors.

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<tr>
<th>Risk</th>
<th>Recommendation</th>
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<tbody>
<tr>
<td>Speed</td>
<td>1. Reduce urban speed limit to 50km/hr or less</td>
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<td></td>
<td>2. Ensure consistency between the two existing speed laws</td>
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<td>3. Improve the classification system for roads</td>
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<td>Drink-driving</td>
<td>1. Lower BAC limit (0.02 g/dl or below) for novice or young drivers</td>
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<td>2. Require alcohol testing for everyone involved in a crash</td>
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<td>3. Define penalty based on degree of severity above established BAC limits</td>
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<td>4. Ensure authority for the use of alcohol ignition interlock programs</td>
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<td>Enforcement</td>
<td>1. Increase fines and implement efficient collection mechanisms</td>
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<tr>
<td></td>
<td>2. Ensure consistency among law enforcement agencies</td>
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<tr>
<td></td>
<td>3. Adopt uniform traffic penalties and fines</td>
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<td>Helmets, seatbelts and child restraints</td>
<td>1. Establish helmet standards for children based on age</td>
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<td>2. Enforce existing helmet laws</td>
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<td></td>
<td>3. Require rear seat passengers to wear seatbelts</td>
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<td>4. Enforce existing seatbelt laws</td>
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<td>5. Ensure children are protected by a child restraint law</td>
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Working group to review road safety legislation

The Road Safety Directing Center has approved the establishment of a Working Group to Review Road Safety Legislation. The working group was officially appointed by the Deputy Permanent-Secretary of the Ministry of Interior on 16 December 2015. It met for the first time on 27 January 2016 and was intended to be formalized as a subcommittee under the National Road Safety Committee. The subcommittee serves as a catalyst and a coordinating body to advocate for road safety legislative improvements led by relevant ministries and governmental agencies.

Priorities for 2016-2019

- Formalization of the working group to review road safety legislation as a subcommittee under the Road Safety Directing Center
- Identification and submission of legislative improvements to the Cabinet
- Training the media to improve investigative road safety coverage
- Enhancing coordination among road safety stakeholders
- Building capacity of stakeholders in road safety advocacy
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