

Thailand Development Research Institute



Road Safety in Thailand

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The Thailand Development Research Institute (TDRI) was established as a public policy research institute in 1984. Its legal form is that of a private non-profit foundation. It provides technical analysis (mostly but not entirely in economic areas) to various public agencies to help formulate policies to support long-term economic and social development in Thailand.

In line with this central objective, it is mandated to:

- **Conduct policy research;**
- **Network extensively with other institutions and individuals engaged in policy research, both in Thailand and abroad; and**
- **Disseminate its research results to ensure maximum impact on policy-making**

2018

- **Motorcycle accident analysis using ATRANS safety map applica (on-going)**
- **Preparing Road Safety Action Plan for Ministry of Transport**

2015

- **Monitoring and Evaluation of Road Safety Program for the Decade of Action for Road Safety 2011-2020**
- **Quality and Safety Assessment Of Public Transport Services**

2014

- **Policy study on the development of motor insurance industry under the road accident victims protection act B.E. 2535**
- **Economic cost of child accidents – Funded by UNICEF**

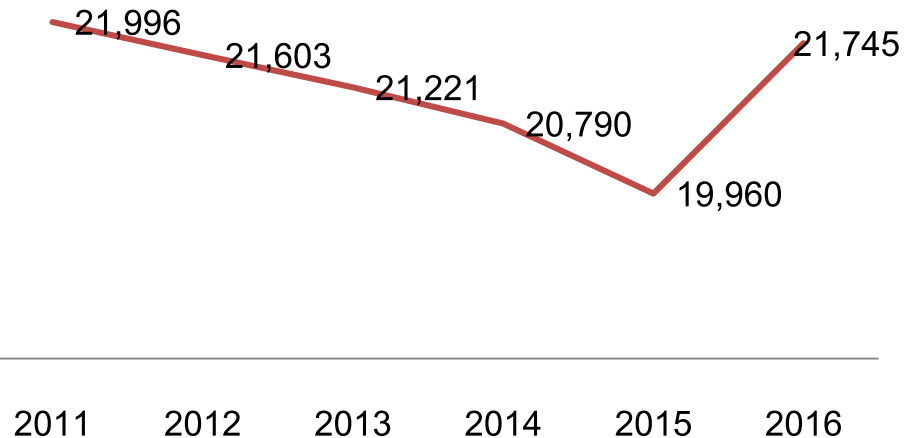
2013

- **Bus Accident Victims: Impact, Insurance, and Compensation (with cooperation from the Foundation for Consumers)**

2012

- **Public Transport Vehicle Standard: Issue of standard setting and compliance checking**

■ Road accident fatalities



Thailand compiled road traffic fatalities using data from the Ministry of Public Health, the Royal Thai Police, and Road Accident Victims Protection Company, as of 2018

Before 2011, the road accident fatalities data was based on the Royal Thai Police only and it was less than half of the current data suggested.

Accident involving motorcycles account more than 70% of all accidents.

TDRI Assessment for Thailand Road Safety Policy

■ Vision and Objectives

- Clear but cannot transfer to implementation level

■ Targets

- Not clear / multiple database

■ Action Plan

- Each agency (even within the same ministry) formulates its own action plan, but do not have the synergies

■ Evaluation and Monitoring

- Poor

■ Funding

- Not the main priority for road safety activities to be funded

Key policy recommendations



Vehicle

- Improving the vehicle standard to be in line with UNECE regulation
- Promote the National Car Assessment Program for new vehicle buyers



Road User

- Better use of technology for enforcement and road user behavior control



Infrastructure

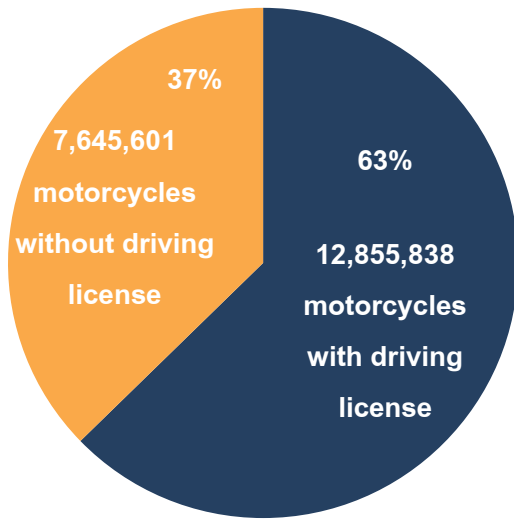
- Using accident data to improve the black spot on road.
- Adopt the road assessment program that includes all road user class

Key problem is “driver”

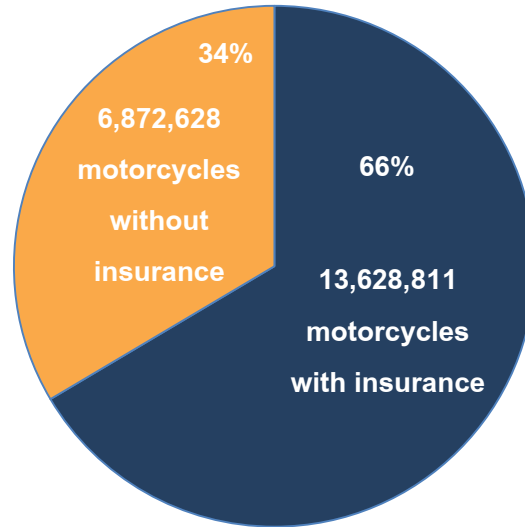
Poor enforcement....



37% of motorcyclists drive without driving license.



34% of motorcycles are uninsured.



Thailand Accident Research Center (TARC) conduct a research on motorcycle accident and found that 54% of motorcycle drivers that involved in fatal accident have no license.

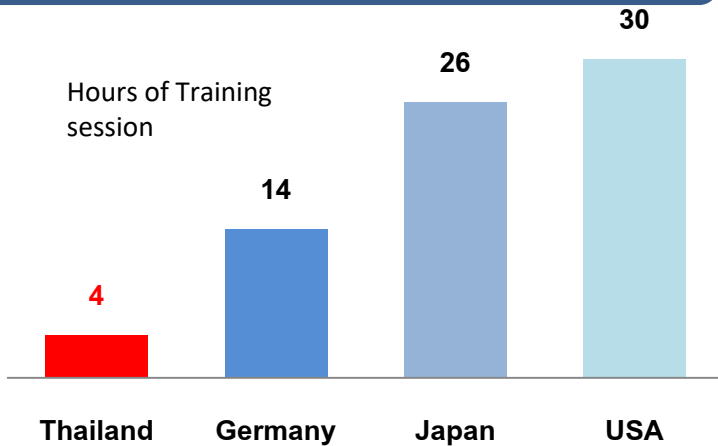
*Total numbers of motorcycle in the system are 20,501,439.

Source: Department of Land Transport (2018)

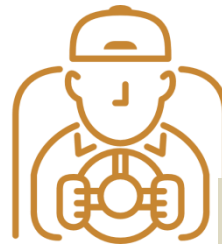
Weak Point

- The process of issuing the driver license is too easy

1. Training session is too short



3. No driving exam on real road situation



Many countries have real road situation exam such as Japan, USA, Singapore ...

- Knowledge of vehicle and driving technique
- Parking at different location and situation
- Demonstration of following traffic rules

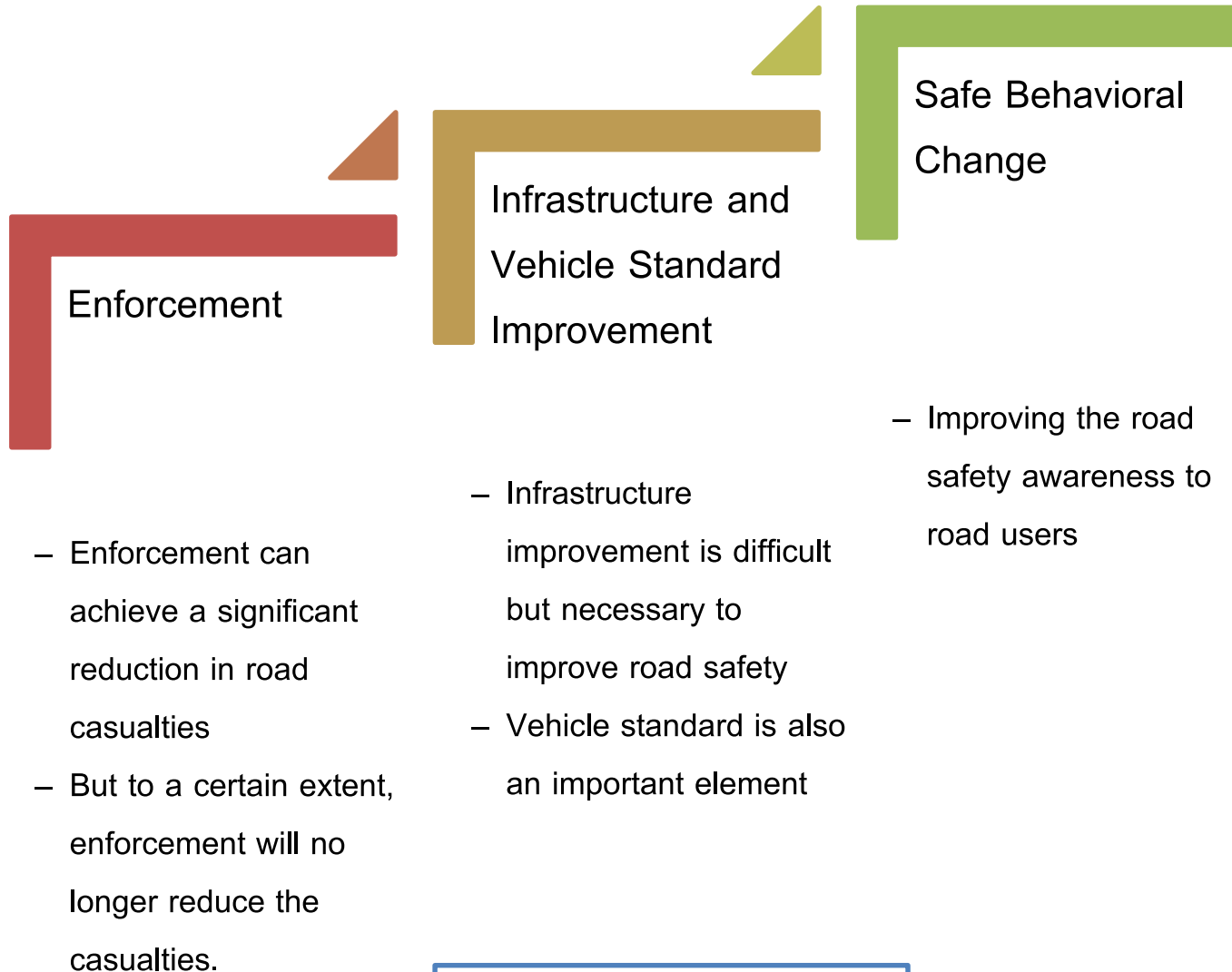
2. Theoretical exam is not covered all area

Most countries have two exam
Basic exam and Final exam

- Legal issue
- Driving technique
- Vehicle and engine
- Traffic situation
- Behaviorr and Attitude
- Other relevant subject

**Thailand has only one exam

**Thailand has only testing in a driving test course
Total time of the exam is 1 day.



Source: TDRI (2012)

Standard Challenges

Challenges

- **Infrastructure for VRUs are not well developed in Middle and Low Income countries.**
- **Vehicles standard trends to ignore VRUs.**

Recommendations

- **Setting up standard for VRUs, especially exclusive infrastructure for two-wheelers motor vehicles.**
- **Introducing more technical requirement installed in commercial vehicles to protect VRUs**