Road Safety in Thailand

Sumet Ongkittikul
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.
TDRI’s Researches on Road Safety

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 Safety Situation in Thailand

Road accident fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Road accident fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>21,996</td>
</tr>
<tr>
<td>2012</td>
<td>21,603</td>
</tr>
<tr>
<td>2013</td>
<td>21,221</td>
</tr>
<tr>
<td>2014</td>
<td>20,790</td>
</tr>
<tr>
<td>2015</td>
<td>19,960</td>
</tr>
<tr>
<td>2016</td>
<td>21,745</td>
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</tbody>
</table>

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

Accident involved motorcycles account more than 70% of all accident.

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

- 7,645,601 motorcycles without driving license (37%)
- 12,855,838 motorcycles with driving license (63%)

34% of motorcycles are uninsured.

- 6,872,628 motorcycles without insurance (34%)
- 13,628,811 motorcycles with insurance (66%)

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)
Process of Issuing the Driver License

**Weak Point**
- The process of issuing the driver license is too easy

**1. Training session is too short**

<table>
<thead>
<tr>
<th>Country</th>
<th>Hours of Training session</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thailand</td>
<td>4</td>
</tr>
<tr>
<td>Germany</td>
<td>14</td>
</tr>
<tr>
<td>Japan</td>
<td>26</td>
</tr>
<tr>
<td>USA</td>
<td>30</td>
</tr>
</tbody>
</table>

**3. No driving exam on real road situation**

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

**2. Theoretical exam is not covered all area**

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

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

**Most countries have two exam**
- Basic exam and Final exam

**Thailand has only one exam**

**Total time of the exam is 1 day.**
Good Practice Model in Reducing Road Accidents

- Enforcement
  - Enforcement can achieve a significant reduction in road casualties
  - But to a certain extent, enforcement will no longer reduce the casualties.

- Infrastructure and Vehicle Standard Improvement
  - Infrastructure improvement is difficult but necessary to improve road safety
  - Vehicle standard is also an important element

- Safe Behavioral Change
  - Improving the road safety awareness to road users

Source: TDRI (2012)
### Protecting VRUs – Infrastructure and Vehicle Standard Challenges

<table>
<thead>
<tr>
<th>Challenges</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure for VRUs are not well developed in Middle and Low Income countries.</td>
<td>Setting up standard for VRUs, especially exclusive infrastructure for two-wheelers motor vehicles.</td>
</tr>
<tr>
<td>Vehicles standard trends to ignore VRUs.</td>
<td>Introducing more technical requirement installed in commercial vehicles to protect VRUs</td>
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