

Annex 8

Template proposing Priority Areas for World Health Organization and Royal Thai Government (WHO-RTG) Country Cooperation Strategy (CCS) 2022-2026

Proposed Priority Area:

Road safety

Q1. This proposal is submitted by
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Q2. Please specify all partners who collectively drafted and submitted this proposal

- a) Department of Disaster Prevention and Mitigation
- b) Department of Local Administration
- c) The Children and Youth Council of Thailand
- d) Department of Land Transport
- e) Department of Highways
- f) The Royal Thai Police
- g) Ministry of Digital Economy and Society
- h) Representative of the Thai Parliament
- i) Thailand Science Research and Innovation
- j) National Research Council of Thailand
- k) Rabi Bhadanasak Research and Development Institute
- l) National Economic and Social Development Council
- m) Ministry of Public Health
- n) National Health Security Office
- o) Thai Health Promotion Foundation
- p) Health Systems Research Institute
- q) WHO Thailand
- r) National Health Commission Office

Q3. Please provide a clear problem statement with justification for the inclusion of this topic in the CCS 2022-2026. Please also specify why there is a need for additional support under the CCS, beyond the usual budget and current work of Thai health system will not be able to solve the problem.

Thailand has seen a very grave road safety situation, being globally ranked the 3rd and 2nd in 2013 and 2015, respectively, for its mortality rate by road traffic accident in the WHO's reports. Even though the country's ranking went down to 9th in 2017, the problem remains extensive and severe. The Ministry of Public Health recently reported 19,904 road traffic accident deaths in 2019, 30.36 per 100,000 population. with 1,152,016 injuries. (2019: The 43-folder health report system, MoPH.) Most injuries involved people of 15-24 years of age. 4.6% of hospitalized cases sustained permanent disabilities. The World Health Organization's report in 2018 indicates that 74.4% of the road traffic accident deaths involved motorcycles, whereas 12.3% involved 4-wheel vehicles. (WHO, 2018)

The Thailand Development Research Institute (TDRI, 2017) estimated the average annual losses due to road accident traffic deaths and injuries during 2011-2013 at 545,435 million Baht or 6% of the country's GDP. Losses of this magnitude will have long-term implications to the Thai economy and society.

According to the reviews of the implementation of the WHO's 12 voluntary global performance targets for road safety risk factors and service delivery mechanisms, WHO's Thailand Road Safety Institutional and Legal Assessment, along with a report from the House of Representatives Standing Committee for Transportation, the current road safety management structure, a lack of clear definitions for relevant roles and responsibilities, and a lack of decision-making mandates hinder the effective road safety implementation and enforcement.

The implementation under the CCS 2017-2021 plan highlights its strengths in multisectoral road safety networks, development of integrated collaboration mechanisms among government agencies, members of the parliament, academia, and its advocacy in the national strategy, albeit not yet sustainably. The program is aimed to continue expanding and enhancing road safety collaborations in the form of coalition and partnership among public and private sectors, members of the parliament (political champions), academia, relevant international organizations. The program will be result-focused to mitigate major risk factors to reduce injuries and deaths among motorcycle users. This effort entails securing low-hanging fruits, including raising the helmet-wearing, minimizing drink-driving behavior, implementing interventions against speeding through the Safe System Approach. It also responds to the SDGs, in particular, Goal 3.6 to halve the number of road traffic fatalities by 2030, and Goal 11.2.2 to improve road safety by promoting public transport accessible by vulnerable road users (VRUs) groups. This is to clear away the road accident issue from the 5 SDG goals Thailand has yet to achieve.

It is estimated that the target achievement in death and injury reduction will ease the entire health burdens by 10 Billion Baht per year (Wit Rattachote et al, 2010), and reduces losses in the Thai well-being by 35 per 100,000 DALYs per year (Kladsawat,

2020).

It is not possible, however, for the health sector alone to achieve each of these SDG goals. We need an Integrated Development approach.

Lessons learned from the period 2017-2021.

Program strengths

1. WHO's social and intellectual capitals: Supports from national and international organizations have been a key strength in strategic collaboration and implementation, integrated efforts in several aspects, and evidence-based policy advocacy.
2. The program was able to develop multisectoral network partners on road safety, boost the importance of this area of work among government agencies, create forums for the cross-functional exchange of knowledge.
3. The program leverages other funders, e.g. The Thailand Science Research and Innovation and Road Safety Fund budget over 100 million Baht per year for road safety research.

Challenges

1. There are still significant numbers of road fatality particularly among the vulnerable road users i.e., motorcyclists, cyclists, and pedestrians who are at a young age, for example, 80% of motorcycle riders who lost their lives were adolescents.
2. There is a lack of a coordinating body for road safety to create strong leadership and collaborate resources among key road safety actors. At the national level, there is no integrated national plan of action and indication of time-bound targets.
3. A shortage of a robust integrated database that generates reliable and up-to-date information and effective enforcement of road safety policies and monitoring systems across all relevant ministries especially beyond the MOPH is also considered a huge challenge for the country to accomplish the goal.

The key differences between current and next program

1. Aim to effect changes in the high proportion of deaths among motorcycle users - three-quarters of total deaths - by reducing the risk factors of non-helmet wearing, drink-driving, and speeding.
2. Focus on systematic approach through the 5th Road Safety Master plan which target to achieve 12 traffic accident deaths per 100,000 populations on 2027. The program will support the development of a data system, performance monitoring and evaluation.

3. Enhance stakeholder collaboration among policy makers, academia, funders, international organizations, and other stakeholders towards a result-focused coalition.
4. Work in alignment with the Sustainable Development Goals, particularly Goals 3.6 and 11.2.

[Note: (1) Problem statement should highlight a demonstrable impact on the health of people in Thailand. (2) If this topic is part of the current CCS 2017-2021, please indicate why it should continue under CCS 2022-2026 and what will be differences. Please highlight any lessons learned from the previous implementation period (CCS 2017-2021). Max 500 words

Q4. How can WHO add value? What is the role of WHO (either WHO Thailand or SEARO or Headquarter) in supporting this priority area?

Max 300 words

How WHO's technical, financial, and social capitals have been mobilized in Thailand is laudable internationally. It plays a key part in advancing the CCS program implementation. Outstanding examples in road safety work that should be leveraged include:

1. WHO is the International Organization responsible for SDG 3.6 with its ongoing work on road safety issues in Thailand.
2. WHO plays a key role in convening international experts and other UN agencies to support the policy advocacy and monitoring and evaluation for implementation in the country.
3. The Global Status Report on Road Safety, Assessment Report on the Implementation in Thailand, and various evidence-based guides produced and curated by WHO HQ and WHO Thailand have been instrumental in successful policy advocacy in Thailand, including the development of indicators under the 12 voluntary global performance targets for road safety risk factors and service delivery mechanisms.
4. WHO has been a key contributor in road safety capacity building in Thailand through training and sharing of national, regional, and global lessons learned. These efforts have promoted experience sharing and stakeholder networking.
5. WHO has played a crucial role in developing a collaborative mechanism with members of the parliament in both houses, as well as encouraging leadership among the members of the parliament. To ensure continuity and sustainability in the legislative process, governance, and policy implementation from the parliament, the program's strength in enhancing collaboration among stakeholders is crucially required.
6. Collaboration and support from WHO enable the program to provide a forum of strategic collaboration and activities with all stakeholders.

Q5. Please specify what focus areas need to be addressed under this priority area, proposed plans/activities and the budget needed in Thai Baht for 5 years during 2022-2026.

(maximum 5 areas, each area should be linked to the problem statement)

Max 500 words

- Focus areas
 - a) Bring down the number of deaths among motorcycle users by effectively enforcing helmet wearing, drink-driving, and speeding.
 - b) Work closely with the Ministry of Public Health's Department of Disease Control to support Ministry of Interior's Road Safety Directing Centre in the development, monitoring and evaluation of the 5th Road Safety Master Plan.
 - c) Enhance stakeholder strategic collaboration and activities among policymakers, academia, funders, international organizations, and other stakeholders towards a result-focus coalition to strengthen the work for lead agencies in Thailand.
 - d) Use evidence-based data to inform policy development to inform the policy development and good practices in line with the 12 Global Road Safety Performance Targets, SDGs, and the Safe system approach.
- Brief proposed plans/activities for 5 years during 2022-2026.
 - a) Advance the effective enforcement of helmet, drink-driving, and speeding to reduce deaths among motorcycle users.
 - b) Advance the integration of the monitoring and evaluation data system and synthesize the data to support policy advocacy and supervision.
 - c) Enhance the networking and cooperation towards coalition and partnership model among public and private sectors, members of the parliament (political champions), academia, and relevant international organizations to strengthen collaboration and existing work for lead agencies.
 - c) Provide recommendations and directional suggestions for major funders that support road safety research, e.g. The National Research Council of Thailand, National Health Security Office, Thai Health, to synthesize and inform the evidence-based policy development to effectively prevent road accidents.
 - e) Organize participatory capacity building for stakeholders and actors, promote initiatives across sectors to work in line with the Safe System Approach and SDGs.
- Proposed budget for 5 years during 2022-2026.

60 million Baht/5 Years

Q6. What are the changes we want to see over the 5 years – what will be different in 5 years as a result of this program under CCS 2022-2026.

Max 500 words

- The number of deaths in motorcycle users is curtailed according to the targets in the 5th Road Safety Masterplan, with public policy and enforcement of helmet

wearing, drink driving, and speeding based on evidence advocated by CCS.

- An integrated data system is put in place to explicitly monitor and evaluate road safety implementations at central and local levels.
- A multisectoral collaboration mechanism in the form of an Independent Advisory Group is created to enable a highly effective and sustainable governance process.