ANNEX 2

CSS 2022-2026

RTG/WHO COLLABORATIVE PROGRAMME

Annual Programme Report for 2022

COVER SHEET
1. **CCS Priority Programme:** Road Safety
2. **Lead Agency/ Contracting Agency: Road Safety Foundation**
3. **Address of Agency:** 56 Srichan Road, Nai Mueang Sub-district, Mueang District, Khon Kaen, Thailand
4. **Telephone Number:** 0 4323 9993 · **Fax Number:** 0 4323 9993 · **e-mail Address:** kulleab@gmail.com
5. **Programme Manager:** Dr. Wiwat Seetamanotch
6. **Date Report Submitted:** Feb 2023

I. Activity reporting

[Describe all activities undergone during the reporting period and compare actual vs planned progress of activities toward objectives of the programme.]

The CCS Programme on Road Safety works in line with the 5th National Road Safety Plan which aims to reduce road traffic deaths to 12 per 100,000 populations by 2027. The Programme focuses on achieving 100% helmet wearing amongst motorcycle users and 50% reduction of road traffic deaths attributed to drink driving.

The Programme's strategic actions are:

1. Creating strong coalition and leadership of policy makers, researchers, funders, youth, international organizations, and other stakeholders.
2. Using evidence-based data to support M&E, policy and media advocacy.
3. Strengthening stakeholders' and actors' capacity.

Strategic action 1: Creating strong coalition and leadership of policy makers, researchers, funders, youth, international organizations, and other stakeholders

Activities (Prior to receiving the budget)

- Conducted a SWOT analysis and consolidated lessons learned from the implementation of the 2017-2021 WHO-CCS Programme on Road Safety.
- Mapped strategic partners to form a strategic core group, shared vision and action plans, and adopted Developmental Evaluation (DE) as a PDCA tool.

Outputs

- Creation of a Strategic Core Group (SCG) involving IHPP, TDRI, MoPH's Department of Injury Prevention, Road Safety Policy Foundation (ศวปถ.), the Provincial Road Safety Support Programme (สอจร.) and the CCS Programme had monthly meetings to share vision and action plans.
- Participation and shared commitment towards 100% helmet wearing and drink driving.
- Action plan through Developmental Evaluation (DE) to push forward 100% helmet use and drink driving.
- Monthly meetings of the Strategic Core Group. **(Annex 1)**

Activity 1. 1: Four coalition/partnership platforms per year to enhance networking and collaboration

Coalition Platforms

1. 14 Sep 2022: Coalition platform 1: 70 participants from public and private sectors
2. 20 Oct 2022: Coalition platform 2: Dialogue meeting 1
3. 24 Nov 2022: Coalition platform 3: Dialogue meeting 2
4. 9 Dec 2022: Coalition platform 4: Signed MOU on safe driving, 100% helmet wearing at the Parliament

Outputs

- Shared vision of 100% helmet wearing strategy among key stakeholders. **(Annexes 2-4)**

- Engagement of new partners: publicand private organizations and the Rotary Clubs of Thailand – 36 private organizations, 280 participants. **(Annex 5)**

- An action plan for 2023 developed between 3 strategic partners: the Thai Senate, the Rotary Club, and the CCS Programme on Road Safety. **(Annex 6)**

- A pilot project of co-investment between the CCS Programme on Road Safety, Phuket Rotary Club and the Thai Health Promotion Foundation to train 100 police community volunteers to support road safety. **(Annex 7)**

Activity 1. 2: Two participatory meetings per year to support police strategic plans (integrated with coalition platform activities)

- Organized a brainstorming meeting on law enforcement: 150 police officers participated (a joint activity between the Programme and the Provincial Road Safety Support Programme (สอจร.))

Output

- Traffic law enforcement was endorsed by the Police Chief Commander as being a vital element of the improvement of road safety.

- Gaps identified through a SWOT analysis to inform campaigns and effective enforcement.

Activity 1.3 Two participatory meetings per year to support a research network

1. 21 April 2022: a meeting on data architecture design for a feedback loop.
2. 28 Oct 2022: a participatory meeting among data scientists and data users to create a feedback loop in Bangkok.

Output

- Collaboration on the use of multiple data sources as a feedback loop; Bangkok was selected as a pilot project. **(Annex 8)**

Strategic action 2: Use evidence-based data to support M&E, policy and media advocacy

Activity 2. 1: Two evidence-based/data reports per year (helmet wearing, drink-driving, and speeding for year 1; SDGs and other for subsequent years)

Activities

- Worked closely with TDRI to develop Thailand's Road Safety Master Plan 2022 – 2027
- Generated evidence to improve helmet wearing through a literature review by IHPP

Output

- Thailand's Road Safety Master Plan 2022 – 2027 was developed and endorsed by the Government.
- Evidence-based policy brief on helmet wearing for advocacy purposes **(Annex 9)**

Activity 2.2: Helmet, drink-driving and speeding policies and media advocacy (for year 1); SDGs and Global Plan of Second Decade of Action (for subsequent years)

Activities

1. 28 Mar 2022: Advocacy with Bangkok Governor candidates through a webinar on the topic of liveable city (400+ participants)
2. 25 May 2022: Advocacy with the Prime Minister for 100% helmet wearing policy
3. 18 Oct 2022: Advocacy with the Bangkok Governor for safe city.
4. 13 Dec 2022: Media advocacy on 100% helmet use through the Big Talk event **(Annex 10)**

5. Throughout the year 2022: Collected and translated on-line road safety news from various countries for media advocacy purposes.

Output

- Road safety awareness and networking was established with the Bangkok Metropolitan Leadership **(Annexes 11,12)**

- 100% helmet wearing policy announced by the Deputy Prime Minister General Anupong Paochinda, Ministry of interior, and the Permanent Secretary of Ministry of Interior.

- 63 websites were searched for news related to road safety measures and regulations, covering 20 countries. All content was translated in Thai, readily available for media and publications purposes. **(Annex 13)**

- About 10 news agencies distributed key road safety messages targeting the public and policy makers **(Annex 14)**

Strategic action 3: **Strengthening stakeholders and actors' capacity.**

Activity 3: Organized participatory capacity building for stakeholders and actors, promoted initiatives across sectors to work in line with the Safe System Approach and SDGs, 12 global road safety performance targets and the Global Plan for the 2nd Decade of Action. (Capacity building activities were integrated with coalition platform activities)

1. Informed the Bangkok Governor candidates about:
   (1) Safe speeding for urban roads by WHO Representative to Thailand
   (2) Livable city and inclusive streets by UN Habitat representative
   (3) Success story of Bogota City, Columbia by the Head of Road Safety Office, Bogota
2. Introduced the following topics to participants in the coalition platform meetings:
   (1) Behavioural Economics and the Nudge Theory By Prof. Dr. Nattavudh Powdthavee and the behavioural aspects within the Safe System Approach by Prof Jennie Oxley
   (2) Developmental Evaluation By Dr. Vijarn Panich
   Applied the information and knowledge gained from activities 1-2 to draw media attention to the issues in order to motivate public interest.

Output

- The Bangkok Governor candidates were equipped with an international agenda of and evidence on road safety as an integral part of a liveable city.
- Key stakeholders were introduced to behavioural economics and the Nudge Theory, through a coalition platform, as a tool to promote safer behaviours towards 100% helmet wearing.
- Developmental Evaluation was used as a tool for PDCA CCS activities.
  Media partners were motivated by the topics delivered by experts.

II. Programme implementation issues

Policy issues

- The 5th National Road Safety Plan was approved by The National Road Accident Prevention and Mitigation Policy Committee.
- The 100% helmet wearing policy was announced by the Prime Minister, the Minister of Interior and the Permanent Secretary of Ministry of Interior.
- Road safety was announced by the Bangkok Governor as one of the city safety policies.

[Explain issues related to national or international policies, strategies, declarations and plans that have occurred during the implementation to the priority programme]

Implementation issues

All the planned activities of 2022 were implemented. Activities proposed in the original proposal have been re-adjusted in line with WHO actual funding for 6,850,000 THB (originally proposed 9,500,000 THB.)

[Focus on (1) activities planned for but not implemented (2) delayed activities. Describe in both cases the reasons for the unexpected outcomes. If delayed specify the new expected schedule.]

Lessons learnt

- The well-prepared letter to the Prime Minister helped influence political support for the 100% helmet wearing policy in Thailand. However, just an order from this high level is not enough to action implementation by related agencies. Strong evidence, how-to packages, coalition between multi-stakeholders and public support are key contributing factors for Thailand to achieve the national target.

- Strengthening and synchronization of regulations and hard-hitting public campaigns will encourage safe behaviors involving helmet wearing and drink driving.

- Data and monitoring will enable a feedback loop for improving implementation.

[Describe knowledge acquired from the resolution of arising problems]

Best Practices

- 100% helmet use policy advocacy to the Prime Minister.

- Engagement of new partners: the Rotary Club of Thailand and a private sector.

- The 6 high intellectual and social capital organizations work together continuously as Strategic Core Group for road safety.

- Evidence-base literature review to support policy makers and partners.

- Developmental Evaluation (DE) is an evaluation approach that can assist Road Safety policy makers in every level to develop social change initiatives in complex or uncertain environments. DE is particularly suited to innovation, radical programme re-design, replication, complex issues, crises such as Road Safety problem, In these situations, DE can help by framing concepts, testing quick iterations, tracking developments, surfacing issues.

[Explain the experience obtained from problem solving of a particular area that has resulted in specific guidelines to be followed in similar future situations]

Other issues

- The late transfer of budget from funders to the Programme delayed planned activities by 4 months.

[Explain issues related to other circumstances that could have jeopardized the activities or constituted major bottlenecks]

III. Budget implementation

Budget received and itemized	Budget spent	Percentage implementation
6,850,000 THB from WHO and Thaihealth Fund	6,850,000 THB	**100%**

I. Reporting on Indicators

[Complete the following template tables using the strategic objectives and indicators shown in Annex of this document. If unable to provide data or data is outdated explain why]

Output indicators	Baseline	Target	Results	Data Source
Objective 1 Aim to intensive 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.				
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	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.	Key stakeholders; Government include parliament and local authorities, International agencies, Private sector, medias, active citizen including youth, Research funder and Academic	**Activities 1.1** 4 coalition/partnership platforms per year to enhance the networking and cooperation. Output : 1. There were network partners from the private sector. Under the movement of the helmet 100% topic, 38 organizations signed a memorandum of understanding with government partners working on road safety, civil society, academic institution and research funding sources joining 280 organizations	Annex 1-5

Output indicators	Baseline	Target	Results	Data Source
organizations to strengthen collaboration and existing work for lead agencies.			2. In 2023, the project roadmap Plan to prepare a joint action plan among agencies that have signed the agreement in the past year. And will mobilize more cooperation from private sector affiliated with Rotary clubs in Thailand and provide a platform for potential development for members who sign a memorandum of understanding Has knowledge and understanding in promoting road users willing to use helmets Rather than being forced by laws, corporate rules	Annex 6
			3. Pilot co-investment of Phuket rotary club with Thai Health promotion foundation to train 100 police community volunteers to support road safety. **Activities 1.2** 3 participatory meetings per year to support police strategic plan (*Integrate to coalition platform)	Annex 7

Output indicators	Baseline	Target	Results	Data Source

			Output :
			   4. Police chief commander 100% helmet enforcement policy.
			   5. GAP identification through SWOT analysis to push campaign and effective enforcement
			Activities 1.3
			2 participatory meetings per year to support research network
			Output: Collaboration of multiple data sources to utilize as feedback loop
				Annex 8

Objective 2 Focus on a systematic approach through the 5th Road Safety Master plan, which targets 12 road traffic deaths per 100,000 populations in 2027. The program will support the development of a data system, performance monitoring and evaluation to enhance the feedback loop.				
2.1 **Enhance the networking and cooperation of research**	From the review of the program It found gaps in organizing engagement capacity building for	Stakeholders and actors' capacity have been strengthened 4 issues per year	**Activities 2.1** 2 evidence-based and data per year (helmet, drink-driving and speeding first year), SDGs etc. other years. Output:	Annex 9

Output indicators	Baseline	Target	Results	Data Source
funders, academia, policy maker and key stakeholders. 2.2 **Media advocacy to communicate and advocate for evidence-based policy**	stakeholders and operators. Promote cross-sectoral initiatives to align with the Safe System Approach and SDGs, 12 global target performance indicators, and the Second Decade Global Action Plan.		1. **Thailand's road safety master plan 2022 – 2027** has been developed and endorsed by the government 2. Evidence-based helmet wearing policy brief for advocacy **Activities 2.2** Helmet, drink-driving and speeding policy and media advocacy (first years) SDGs, Global Plan of Second Decade of Action etc. other years Output: 1. Safety city knowledge sharing and network in BKK 2. 100% helmet policy by deputy prime minister Gen Anupong Paochinda	Annex 10-12

Objective 3 & 4

1. Enhance stakeholder collaboration among policymakers, academia, funders, international organizations, and other stakeholders towards a result-focused coalition.

Output indicators	Baseline	Target	Results	Data Source
2. Work in alignment with the Sustainable Development Goals, particularly Goals 3.6 and 11.2., safe system approach, 12 performance global target indicators and Global Plan of Second Decade of Action.				
Stakeholders and actors' capacity have been strengthened 4 issues per year **(Integrate with coalition platform)**	a considerable gap in transferring the national policy and international guidelines to practices	Stakeholders and actors' from Objective 1	**Activities 3** Organize participatory capacity building for stakeholders and actors, promote initiatives across sectors to work in line with the Safe System Approach and SDGs, 12 performance global target indicators and Global Plan of Second Decade of Action. Output: 1. Networking with Bangkok Metropolitan for safe city. 2. Behaviour economy and Nudge Theory are used as a tool for 100% helmet behaviour change in coalition platform to formulate the 100% helmet action plan 3. Use Developmental Evaluation as a tool for PDCA CCS activities	Annex 2-5 Annex 10 - 14

Outcome indicators	Baseline	Target	Results	Data Source
Objective 1-4				
1. **Strength the road safety cooperation mechanism.**	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.	Key stakeholders; Government include parliament and local authorities, International agencies, Private sector, medias, active citizen including youth, Research funder and Academic	Now the performance in year 1 is still at the productivity level. It is expected that within the next year there is a tendency to reach the level of results of the strategy.	
2. **Laws and policy implementation about motorcycle**	From the review of the program It found gaps in organizing engagement capacity building for	Stakeholders and actors' capacity have been strengthened 4 issues per year		

Outcome indicators	Baseline	Target	Results	Data Source
safety are strengthen	stakeholders and operators. Promote cross-sectoral initiatives to align with the Safe System Approach and SDGs, 12 global target performance indicators, and the Second Decade Global Action Plan.			
3. Road safety implementation in Thailand go along with SDGs and the international agendas	a considerable gap in transferring the national policy and international guidelines to practices	Stakeholders and actors from Objective 1		
4. Stakeholders and actors can deal with road				

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Outcome indicators	Baseline	Target	Results	Data Source
safety challenges				

Impact indicators	Baseline	Target	Results	Data Source
Number of traffic death among motorcycle users reduce by **50%**				

GER indicators	Baseline	Target	Results	Data Source

II. Other issues

[Explain other aspects that you find relevant to be noted by the Coordinating Sub-committee and Executive Committee]

III. Annexes

[These should include mainly two types of documents.

1. Meeting minutes for all the meetings held by the Programme Sub-committee.

2. Photos of activities

3. Copy of policy document/strategies relevant to the priority programme.

4. Copy of any other document mentioned in activities including reports of meetings, workshops, conferences, trainings, seminars

5. Publications in local and international academic journals

6. Media coverage. Articles weblinks, link to YouTube, podcasts…]

WHO-RTG Country Cooperation Strategy 2022-2026

Final Programme Report for 2022-2026

COVER SHEET		
1. CCS Priority Programme:		
2. Lead Agency/ Contracting Agency:		
3. Address of Agency:		
Telephone Number:	**Fax Number:**	**e-mail Address:**
4. Programme Manager :		
7. Date Report Submitted:		

IV. Activity reporting

[Describe all activities undergone during the reporting period and compare actual vs planned progress of activities toward objectives of the programme. Also, make an overall evaluation of the progress accomplished throughout the whole CSS period highlighting the most important activities]

V. Programme implementation issues

Policy issues

[Explain issues related to national or international policies, strategies, declarations and plans that have occurred during the implementation of main activities related to the priority programmes]

Implementation issues

[Focus on 1) activities planned but not implemented 2) delayed activities. Describe in both cases the reasons for the unexpected outcomes. Explain in depth the suggested evolution for unfinished activities and how they should be handled/embedded/prioritized in the next CSS design]

Lessons learnt

[Describe knowledge acquired from the resolution of arising problems, both in specific terms for specific activities and in overall terms for the whole programme duration. This section is especially relevant as it bleeds into the consequent CSS development]

Best Practices

[Explain the experience obtained from problem solving of a particular area that has resulted in specific guidelines to be followed in similar future situations. This section is especially relevant as it bleeds into the consequent CSS development]

Other issues

[Explain issues related to other circumstances that could have jeopardized the activities or constituted major bottlenecks on a general overview]

VI. Budget implementation **2022-2026**

2022-2026	Budget received per source		Estimated	Expenses	Percentage implementation
HSRI			Labor costs		
MOPH			Management cost		
NHCO			Operating cost		
NHSO			Overhead cost		
Thai Health					
WHO					
Total			Total		

[Make an overall general assessment of the budget and activity coherence. Evaluate if the budget was over/underestimated or if there were specific issues that should be reported on or unexpected events/expenses that might have influences the original estimate. Describe cash flow irregularities if any]

# VII. 	Reporting on Indicators

[Complete the following template tables using the strategic objectives and indicators shown in section X of this document. If unable to provide data or data is outdated explain why. Output and impact indicators should be considered especially important at this level of the monitoring process]

Output indicators	Baseline	Target	Results	Data Source
Objective X				

Outcome indicators	Baseline	Target	Results	Data Source
Objective X				

Impact indicators	Baseline	Target	Results	Data Source

GER indicators	Baseline	Target	Results	Data Source

VIII.　　Other issues

[Explain other aspects that you find relevant to be noted by the Coordinating Sub-committee and Executive Committee]

IX. Annexes

[These should include mainly two types of documents.
7. Meeting minutes for all the meetings held by the Programme Sub-committee.
8. Photos of activities
9. Copy of policy document/strategies relevant to the priority programme.

10. Copy of any other document mentioned in activities including reports of meetings, workshops, conferences, trainings, seminars
11. Publications in local and international academic journals
12. Media coverage. Articles weblinks, link to youtube, podcasts…]

The final report should annex all the previous annual reports submitted.]