

Thailand

Population: 68 863 512 | Income group: Middle | Gross national income per capita: US\$ 5 640



INSTITUTIONAL FRAMEWORK

Lead agency	Department of Disaster Prevention and Mitigation, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤ 10 deaths per 100 000 population (2010–2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 31 Dec 2016	37 338 139
Cars and 4-wheeled light vehicles	15 003 774
Motorized 2- and 3-wheelers	20 497 296
Heavy trucks	1 055 717
Buses	157 799
Other	623 553

Vehicle standards applied (UNECE WP.29)

Frontal impact standard	No
Electronic stability control	No ^a
Pedestrian protection	Yes
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	21 745 ^b (79% M, 21% F)
WHO estimated road traffic fatalities (2016)	22 491 (95% CI 20 265 – 24 717)
WHO estimated rate per 100 000 population (2016)	32.7

^a Thailand launched an ECO-CAR program with tax incentives to cars with ESC but is not mandatory for all cars

^b Data Integration: (1) Death registration validated with Medical Certification of Cause of Death from hospitals; (2) Royal Thai Police; (3) Road Accident Victims Protection Company Limited. Unlimited time period following crash

SAFER ROAD USERS

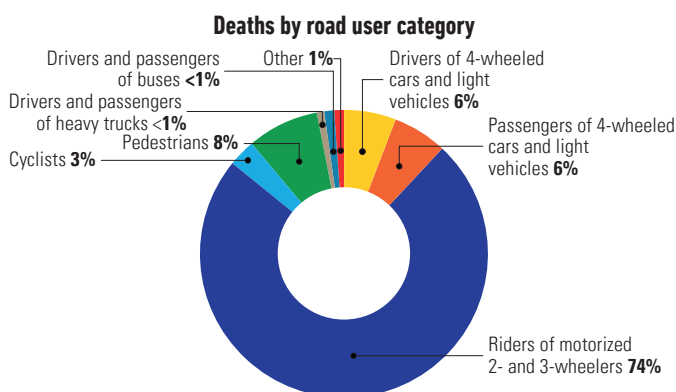
National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes ^c
Testing carried out in case of fatal crash	Some drivers tested
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	14% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	51% Drivers ^e , 20% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	58% Drivers ^f , 40% Front seats ^f
National child restraint law	No
Children seated in front seat	Not restricted
Child restraint required	—
Child restraint standard referred to and/or specified	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

^c Legislation requires probable cause to test drivers

^d 2016, Injury Surveillance System across 33 hospital sentinel sites

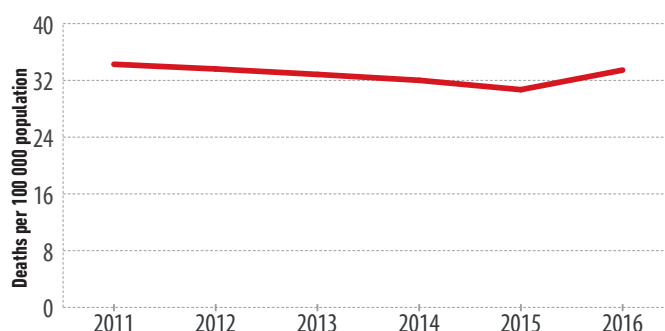
^e 2015, Survey of ThaiRoads Foundation

^f 2011, Survey of ThaiRoads Foundation



Source: 2016, Injury surveillance system, Bureau of Epidemiology, Department of Disease Control, Ministry of Public Health

Trends in reported road traffic deaths



Source: Data Integration: (1) Death registration validated with Medical Certification of Cause of Death from hospitals; (2) Royal Thai Police; (3) Road Accident Victims Protection Company Limited