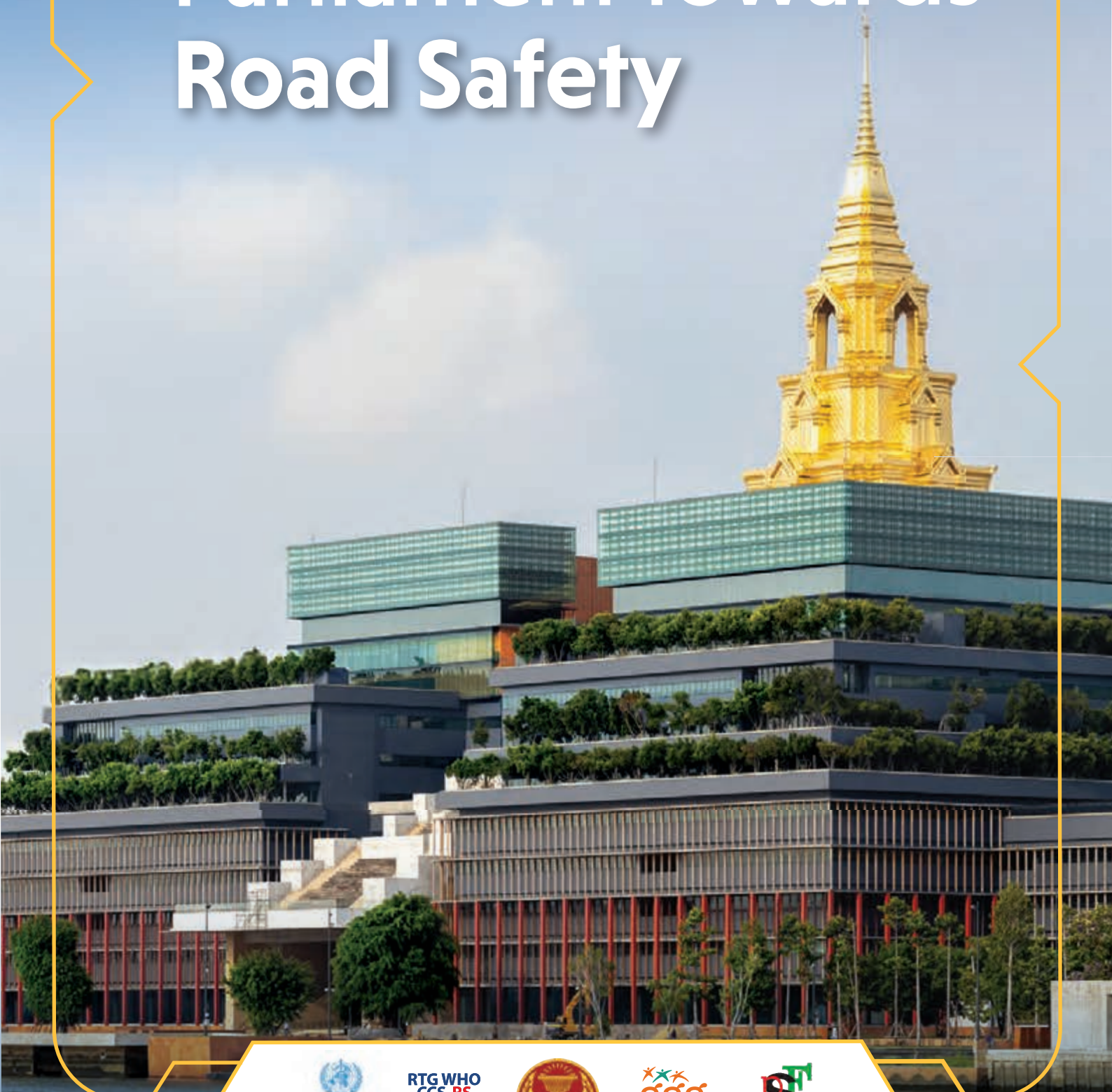


# The Journey of the Thai Parliament towards Road Safety



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CCS-RS**  
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สำนักงานส่งเสริมสุขภาพ  
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# Foreword

◆ Thailand continues to face a critical road safety crisis that severely impacts the lives and resources of its people. Road accidents remain a leading cause of fatalities, particularly among young people, motorcyclists, and the working-age population, who are vital to the nation's development. Beyond the immeasurable loss of lives, road accidents also result in substantial economic costs, profoundly affecting society at large.

The Thai Parliament recognizes the importance of addressing this issue and is committed to advancing measures and strategies to reduce accidents and associated losses. Our primary objective is to establish sustainable road safety by fostering collaboration among government agencies, the private sector, and civil society. To this end, the Parliament has supported the establishment of the Parliamentary Committee on Road Safety to oversee, monitor, and drive effective policies. This includes areas such as legislation, infrastructure, the promotion of a safe driving culture, and strict law enforcement.

I firmly believe that the concerted efforts of all stakeholders, coupled with strong political will, will lead Thailand towards achieving its goal of reducing fatalities and building a truly safe society. This document marks a significant milestone in recording our collective efforts and accomplishments, while also serving as an inspiration for all involved to continue working towards lasting and meaningful change.

## **Pichet Chuamuangphan**

### **Deputy Speaker of the House of Representatives**

Chair of the Committee on Considering  
and Studying Guidelines for the Prevention  
and Minimization of Accidents for Road Safety





◆ Thailand continues to face significant challenges in road safety, which have wide-ranging impacts on lives, the economy, and society. Establishing effective mechanisms to address these issues sustainably is, therefore, crucial. As the legislative body, the Thai Parliament plays a vital role in enacting laws, allocating budgets, and monitoring progress. In this spirit, the Parliament has demonstrated its clear intent to lead efforts in road safety. With this commitment, the Parliamentary Committee on Road Safety was officially established on January 22, 2024, under the directive of the The president of the National Assembly.

This mechanism has been meticulously designed, comprising members from the Senate, the House of Representatives, key agencies, and expert academics to address all risk factors comprehensively. The committee is supported by four subcommittees, which cover all dimensions of the Safe System approach: legislation and enforcement, infrastructure and vehicle safety, advocacy and public engagement, and academic research.

A key inspiration for establishing this parliamentary mechanism was drawn from the United Kingdom's Parliamentary Advisory Council for Transport Safety (PACTS), which has been adapted to suit Thailand's context. This mechanism not only reflects the readiness of the Thai Parliament to effectively utilize its legislative powers but also underscores Thailand's intention to create a road safety system that serves as a global model.

Most importantly, the Thai Parliament is committed to ensuring that the lessons learned from Thailand's experiences can be leveraged to further the World Health Organization's vision, which has supported the development of the Global Network for Road Safety Legislators for a decade. The work of the Thai Parliamentary Committee on Road Safety is, therefore, not only a national achievement but also a contribution to improving road safety on a global scale.



**Nikorn Chamnong**

Advisor and member of the Committee on Considering and Studying Guidelines for the Prevention and Minimization of Accidents for Road Safety

◆ Thailand faces significant challenges with road traffic accidents, which severely impact lives, the economy, and society. Reducing the number of fatalities and injuries from road accidents is therefore a critical and urgent mission. As someone who has been actively involved in road safety initiatives, I would like to emphasize the importance of an integrated approach to addressing this pressing issue.

In the past, the Senate has played a key role in promoting road safety through the establishment of the The Commission on Integration of Emergency Resuscitation and Road Safety a mechanism designed to coordinate efforts among various agencies to ensure effective collaboration. Addressing the issue of "siloed" or fragmented operations across different entities has been one of our primary goals, enabling all sectors to work together cohesively.

Additionally, cultural shifts that promote road safety—such as yielding the way for ambulances and stopping for pedestrians at crosswalks—represent significant achievements that reflect the growing awareness within our society. We firmly believe that these behavioral changes will help mitigate risks and enhance public safety over the long term.

The establishment of the Parliamentary Committee on Road Safety is a landmark advancement, demonstrating the Thai Parliament's commitment to proactive engagement in road safety. This mechanism will strengthen the processes of legislation, budget allocation, and monitoring, ensuring they are more comprehensive and effective.

I am confident that the Parliamentary Committee on Road Safety will serve as a vital mechanism for fostering sustainable road safety for the Thai people and will stand as a model for developing road safety systems at the international level.

### **Surachai Liengboonlertchai**

Former Chairperson of the Commission on Integration of Emergency Resuscitation and Road Safety  
Advisor and member of the Committee on Considering and Studying Guidelines for the Prevention and Minimization of Accidents for Road Safety





◆ Thailand has one of the highest rates of road traffic fatalities globally. Achieving the 2030 Sustainable Development Goals to halve road traffic deaths and injuries requires urgent and genuine commitment and collaboration from all sectors of society.

Parliamentarians play a crucial role in driving system-wide changes needed to tackle the most pressing health and development challenges.

I congratulate Thailand and the Thai Parliament for recognizing this importance and for their exemplary work in building and supporting road safety advocacy at the highest level. The persistent efforts and unwavering commitment of the Thai Parliament will be instrumental in addressing the critical issue of road accident fatalities and injuries in Thailand.

By fostering collaboration among the Executive, Legislative, and Academic sectors, Thailand has set a commendable example of how a united approach can lead to significant advancements in road safety. The establishment of the Committee on Considering and Studying Guidelines for the Prevention and Minimization of Accidents for Road Safety Approaches to Create Road Safety is a testament to the dedication and proactive measures taken to ensure safer roads for all.

The committee has provided an important platform for parliamentarians, implementing agencies, and academics to understand the challenges of the road traffic accidents epidemic, to discuss solutions, and to share and promote best practice nationally and globally.

As we continue to strive for a future with fewer road accidents and fatalities, it is essential to recognize and celebrate the milestones achieved through these collective efforts. I am confident that with continued dedication and collaboration, Thailand will pave the way for an improved road safety.

The World Health Organization looks forward to supporting Thailand and the Thai Parliament in transforming these successes into widespread and substantive policy changes that are crucial in ensuring a safer road in Thailand.



**Dr Jos Vandelaer**

**WHO Representative to Thailand**

# Thai Parliamentary Advisory Committee for Road Safety: Thailand's Path to Sustainable Road Safety

## 1 Introduction

Thailand is known to have some of the most dangerous roads in the world. According to the World Health Organization (WHO)'s 2023 Global status report on Road Safety, more than 1.19 million people worldwide die from road injuries each year, equating to 15 deaths per 100,000 population. Road injuries are also the leading cause of death for individuals aged 5-29 years. In Thailand, the estimated number of road deaths in 2023 was 18,218, or 25.4 deaths per 100,000 people. Although this is a decrease from 32.7 per 100,000 population reported in the 2018 Global status report on Road Safety, the figure remains significantly higher than the global average.

**“ In simple terms, 50 people in Thailand lose their lives in road accidents every day. ”**

As of 11 November 2024, domestic data from the Road Accident Data Center (ThaiRSC) shows a cumulative death toll of 11,996 and a cumulative injury count of 732,505 for 2024. When compared to the same period in 2023, the cumulative number of deaths has not significantly changed, which is a cause for concern. Approximately 70% of the deceased were between 19 and 60 years old, representing the productive age group, and more than 80% were motorcycle users.

Road accidents have significant national impacts on society, the economy, public health, and travel safety. According to the Thailand Development Research Institute (TDRI), the Road Accident Loss Assessment estimated that the overall loss value between 2015 and 2019 ranged from 260,000 to 430,000 million baht annually, averaging 3.5% of the country's gross domestic product.

At the family level, the premature loss of a loved one not only has economic impacts but also causes immense emotional distress. If the survivor is disabled, the family plays a primary role in providing care. At the individual level, the impact of injury and disability means that accident victims lack the opportunity to fully engage in social life and economic activities.

Therefore, the issue of road accidents is a concern for all sectors of society, including the government, government agencies, politicians, academics, and civil society networks. However, despite the involvement of numerous agencies in the existing mechanisms for addressing road accidents, the reduction in losses has not been satisfactory.



## **Thai Parliamentary Advisory Committee for Road Safety: Paving the Way to Safer Roads in Thailand**

A comprehensive framework for improving road safety involves a framework with five main pillars: road safety management, infrastructure, safe road users, safer vehicles, and post-crash response. This framework reflects the complexity of road accidents, which are caused by a multitude of factors and involve multiple agencies. Effective management requires the collaboration of these agencies. Therefore, it is necessary to use the “Tri-Power” approach to drive the work forward. The “Tri-Power” consists of:

- ◆ **Power of Cooperation from Partners:** Thailand has many government agencies and public benefit organizations working on road safety. The cooperation of diverse partners will help amplify the call for change among all stakeholders.
- ◆ **Power of Knowledge:** Academics and research institutes with specialized expertise are crucial driving forces. Their work, based on empirical evidence, leads to societal understanding and policy change.
- ◆ **Power of Policy:** Decision-making by politicians and government leaders is crucial in driving road safety initiatives. This power requires strong political will for efficient resource allocation.

### **From the Decade of Action to the National Road Safety Master Plan**

Over the past two decades, governments worldwide have recognized the importance and urgency of road safety issues. They agreed to the Decade of Action for Road Safety 2011-2020, aiming to halve fatalities. However, most countries, particularly low-income countries, did not meet the targets set. Lessons learned and reviews of past efforts have led to the designation of the second Decade of Action for Road Safety 2021-2030, with the goal of reducing fatalities and injuries by at least 50 percent.

In Thailand, the 2022-2027 National Road Safety Master Plan is Thailand’s 5th National Road Safety Master Plan, developed by the National Road Accident Prevention and Reduction Policy Board. This plan sets the framework for road safety operations for all relevant agencies. It has two main goals: reducing the number of road accident fatalities annually to 8,474 people, or 12 per 100,000 population, by 2027, and reducing the number of seriously injured individuals to 106,376 by 2027. To achieve these goals, four key strategies have been outlined:

**Strategy 1:** Reduce fatalities and serious injuries among road users.

**Strategy 2:** Raise vehicle safety standards.

**Strategy 3:** Develop a safe environment and promote sustainable travel.

**Strategy 4:** Establish a strong and effective foundation for road safety initiatives.



At the same time, the plan underscores the importance of translating strategies into actionable steps at both the central and regional-local levels. It emphasizes the need for regular monitoring and evaluation of key indicators every quarter, at the midpoint of the plan in 2024, and upon the plan's completion.

This 5th National Road Safety Master Plan integrates past operational frameworks, including the 12 Global Targets on Road Safety, the Sustainable Development Goals (SDGs), and the Safe System framework, thus demonstrating a thorough and forward-thinking approach. This ensures that the plan is not only comprehensive but also aligned with international best practices and goals. It incorporates a review of success factors from other countries, an analysis of the interconnectedness of various agencies' road safety plans, an evaluation of the implementation of previous Road Safety National Master Plans, and consultations with stakeholders through nationwide meetings.

However, a master plan alone is insufficient to address the critical issue of road accidents, as the number of fatalities has not decreased. Effective implementation requires cooperation from various sectors, particularly the “political will” of the legislative body or assembly.

## **Political Will: The Key to Safer Roads and Reduced Traffic Fatalities**

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Since the 2015 Global Ministerial Conference on Road Safety in Brazil, there has been a notable global effort to involve legislators in addressing road safety. This conference featured a special session for parliamentarians, highlighting their critical role in advocating for and implementing road safety measures.

Parliamentarians from various countries formed a network to share their experiences and best practices in road safety legislation. This collaborative approach underscores the importance of legislative engagement in fostering safer roads worldwide.

On 12 December 2016, the World Health Organization, in collaboration with the Towards Zero Foundation and the Parliamentary Advisory Council for Transport Safety (PACTS), co-hosted a pivotal meeting in London. This meeting marked the establishment of the Global Network for Road Safety Legislators (GNRSL), bringing together 16 member countries, including Nepal, Brazil, the UK, and Thailand. The GNRSL aims to unite legislators worldwide to share best practices and advocate for effective road safety policies.

Mr. Nikorn Chamnong, a long-serving member of the House of Representatives and a dedicated advocate for road safety for over 30 years, was instrumental in the establishment of the GNRSL. Following the network's founding meeting,



Mr. Chamnong had the opportunity to visit the Parliamentary Advisory Council for Transport Safety (PACTS) in London. PACTS, a charity that collaborates with members of the House of Representatives and parliamentarians, also receives support from the private sector. Mr. Chamnong was deeply impressed by PACTS' impactful work and considered it a model worth studying. He noted the significant difference in road safety outcomes between Thailand and the UK, with Thailand losing approximately 23,000 lives annually then compared to the UK's 2,300, despite having similar populations. This stark contrast motivated him to delve into PACTS's history and operations, recognizing the potential benefits of adopting similar approaches in Thailand.



## **Inspired by PACTS (UK) and Parliamentary Friends of Road Safety (Australia)**

Over nearly a decade of dedicated efforts to establish a “leading organization” capable of effectively addressing road safety, a network of academics, politicians, and experts has explored various approaches by analyzing data and lessons learned from abroad. The cooperation between the House of Representatives and the Senate in England and Australia, which collaborate on road safety and are inclusive of all members, has particularly inspired the working group in Thailand.

The key characteristics of this approach are summarized as follows:

PACTS is a charitable, multidisciplinary organization working in partnership with the All-Party Parliamentary Group for Transport Safety. This partnership bridges parliament and civil society. PACTS operates on several key principles: using data and research evidence to drive policy, working inclusively and collaboratively across sectors, communicating positively and constructively with all parties, maintaining impartiality and relying on academic data, and addressing safety across road, rail, and air transport.



**The Parliamentary Friends of Road Safety** is a network of Australian Parliamentarians dedicated to promoting road safety. Their goal is to raise awareness within Parliament, advocate for necessary improvements, and highlight the significant economic and social costs of neglecting road safety.

Lessons and experiences from these two groups have inspired the Thai road safety network to advocate for the establishment of a “legislator network” for road safety, tailored to the Thai context. The operational procedures and structure of the Thai Parliamentary Advisory Committee on Road Safety will be discussed in detail at a later stage.

### **Lessons from the Commission on Integration of Emergency Resuscitation and Road Safety**

While the joint committee of the House of Representatives and the Senate had not yet been formed, the Senate had the Commission on Integration of Emergency Resuscitation (as it was known at the time), which later recognized the importance of road safety. Consequently, an order was issued on 24 October 2019, to establish the Commission on Integration of Emergency Resuscitation and Road Safety, with Mr. Surachai Liengboonlertchai appointed as Chairman. Mr. Liengboonlertchai has played a significant role in this work since 2015. During that period, the number of deaths from road accidents was alarmingly high and the numbers have not decreased as hoped. Therefore, it was deemed necessary to assist the executives and civil servants in advancing road safety initiatives.

The Commission on Integration of Emergency Resuscitation and Road Safety serves as a mediator, connecting various agencies involved in road safety missions. Without the authority to issue orders or work directly, the committee relies on requesting cooperation from network partners. This includes raising awareness among executives of each government agency and encouraging collaboration with the private sector. This approach has successfully resulted in the creation of a Memorandum of Understanding (MOU) between the private and public sectors, involving over 40 agencies. The committee meets weekly to ensure ongoing coordination and progress.

Mr. Surachai Liengboonlertchai, former senator and chairman of The Commission on Integration of Emergency Resuscitation and Road Safety, reflected on the challenges faced during that time:

**“A major obstacle was the administrative structure, which was divided into ministries, departments, and agencies. Each agency had its own scope and focused solely on its own missions. During meetings, we were often told, ‘This is not within my authority; it falls under another unit’s jurisdiction.’ To address this, we had to integrate by saying, ‘Okay, this is part of your duty. I’ll find another unit to assist.’ We encouraged sharing and cooperation among the agencies, and it worked. This committee had to serve as the link.”**



In 2019, when Mr. Surachai Liengboonlertchai was the Chairman of the Commission on Integration of Emergency Resuscitation and Road Safety, the only legislative body focused on road safety, the World Health Organization proposed expanding road safety missions globally. They invited him to join the Regional Network for Road Safety Legislators. Mr. Surachai was elected as the first Chairman of the Asia-Pacific Regional Network for Road Safety Legislators, serving from 2019 to 2020. Subsequently, Mr. Nikorn Chamnong was elected as the next Chairman of the Network. This recognition highlights the significant international esteem for Thai political figures in the field of road safety.

### **Integrating knowledge and fostering cooperation from stakeholders** **The power of knowledge and cooperation from network partners**

is a crucial step in initiating the development of a parliamentary advisory committee for road safety. Initially, insights from studies and research must be utilized to highlight the importance of establishing a “leading organization” in this field.

Based on studies from three key agencies—the report of the Special Committee on Road Safety Reform of the National Reform Council, the report on Road Safety Institutional and Legal Assessment in Thailand (funded by the Bloomberg Philanthropies and overseen by the World Health Organization Country office for Thailand in 2016), and the National Road Safety Master Plan 2018–2021 by the Road Safety Operating Center—all consistently emphasize that

**Thailand currently lacks strong leadership in road safety.** There is a need for a leading organization to integrate efforts and address existing gaps. A parliamentary advisory group could be particularly effective, as the legislature is responsible for both legislation and budget considerations. This aligns with the World Health Organization’s recommendation to increase “political will” in addressing road safety issues, complementing the efforts of the government.

The World Health Organization - Royal Thai Government Country Cooperation Strategy on Road Safety (WHO-RTG CCS RS), serves as a technical and academic advisory body. It supports awareness-raising initiatives and enhances the capacity of personnels in road safety. Additionally, it acts as a coordinating body to leverage existing knowledge and research for policy advocacy. The WHO-RTG CCS RS has worked with network partners to submit several significant policy briefs, research results, and evaluation reports, including the assessment of the implementation of the 4th National Road Safety Master Plan. This evaluation highlighted that Thailand’s management mechanism needs improvement. However, despite these findings, no changes have been implemented. The government maintains that the current structural mechanism and undertake no further actions, which contradicts the recommendations from many studies.



Since 2016, there has been a growing collaboration between the WHO-RTG CCS RS and the legislators. This includes submitting a letter to the Vice President of the National Assembly and organizing a political forum on road safety policy prior to the 2019 general election of members of the House of Representatives.

Following the general election of new members of the Parliamentary (MPs), the collaboration between politicians and academics intensified. In November 2019, the World Health Organization Country Office for Thailand (WHO Thailand), in collaboration with WHO-RTG CCS RS, and various partners, organized the Parliamentarians Forum. This was the first time that the House of Representatives and the Senate were brought together in a single forum to discuss road safety. Such collaboration can help align legislative efforts, share best practices, and ensure that road safety remains a priority across different levels of government. The forum was attended by representatives from the PACTS UK and the Parliamentary Friends of Road Safety in Australia, who shared their experiences with Thai MPs.



In 2019, Mr. Nikorn Chamnong served as the Vice Chair of the Standing Committee on Transport. The committee appointed a standing subcommittee to study road safety, comprising politicians and several academic teams.

The report on road safety and transport by the 25th House of Representatives of the Standing Sub-Committee on Transport, chaired by Mr. Nikorn Chamnong, included several key proposals. Among these were recommendations for management improvements; specifically, the proposal to enhance the organizational structure by implementing a single command system and establishing a National Road Safety Information Center.



## **Proposal for Parliamentary Integration on Road Safety**

A proposal has been put forward to establish a joint committee between the House of Representatives and the Senate, with the President of the National Assembly overseeing and endorsing it. This committee will compose of members from road safety-related committees from both houses and will include agencies that provide research and academic support. The committee's mandate will be to advocate for legislation and budget allocations related to road safety. Additionally, it will be responsible for supervising and monitoring the government's road safety initiatives. This proposal emphasizes the urgency of implementing these measures at the earliest opportunity.

On 29 July 2020, the 25th House of Representatives unanimously approved a study report, marking the initial step towards comprehensive advocacy for road safety within the legislative branch. Although a joint committee between the House of Representatives and the Senate was not appointed before the end of that House's term, the "Tri-Power" initiative's efforts persist. As part of these efforts, WHO Thailand and the WHO-RTG-CCS RS hosted a forum for political parties to present their visions ahead of the 2023 House of Representatives election.

As the new 26th House of Representatives commenced its work, the momentum and coordination persisted. On 22 November 2023, WHO Thailand and the WHO-RTG CCS RS, along with network partners, organized Parliamentarians Policy Forum for Road Safety in Thailand<sup>1</sup>. The meeting was chaired by Mr. Pichet Chueamuangphan, who was at that time, the Second Deputy Speaker of the House of Representatives. He has made a following remark;

**"The issue of road accidents is a national priority that requires urgent attention. I support the proposal to establish a committee to monitor road safety efforts, with the parliament serving as the main legislative and coordinating body. A meeting will be arranged with academics and relevant agencies to gather information before submitting it to the President of the National Assembly for consideration and approval to establish this committee as soon as possible".**

After nearly a decade of continuous efforts and the alarming number of road accident fatalities, the persistent issue of road accident fatalities has finally garnered the attention it deserves. The recognition by politicians and their networks of the urgent need for a solution is a crucial step forward. As a result, Mr. Wan Muhammad Noor Matha, the President of the National Assembly, ordered the establishment of the Parliamentary Advisory Committee on Road Safety in early 2024.

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<sup>1</sup> Thailand's new road safety Parliamentary Advisory Group takes aim at road crashes.  
<https://www.who.int/news/item/17-04-2024-thailand-s-new-road-safety-parliamentary-advisory-group-takes-aim-at-road-crashes>



# Thailand Parliamentary Network for Road Safety: A Timeline



## 3 Structure and Duties

The Committee on Considering and Studying Guidelines for the Prevention and Minimization of Accidents for Road Safety, also known as the “Thai Parliamentary Advisory Committee on Road Safety,” was established in early 2024. This committee aims to leverage the potential of the parliament and political will to foster sustainable road safety.

### Committee Members

Mr. WANMUHAMADNOOR MATHA, President of the National Assembly, signed National Assembly Order No. 3/2567 on 22 January 2024, appointing a committee to study guidelines for preventing and reducing accidents to enhance road safety. The committee consists of 46 members, including:

The Second Deputy Speaker of the House of Representatives shall serve as the Chair of the committee. The Deputy Speaker of the Senate shall be the Vice Chair. The committee will include representatives from the House of Representatives, the Senate, relevant government agencies, WHO-RTG CCS RS, and the academic and private sectors. The Secretary-General of the House of Representatives shall be a member and secretary, while the Secretary-General of the Senate shall be a member and assistant secretary.

Subsequently, there were changes in the board of directors, board members, and secretaries. Additional committees were appointed in July 2024 following the election of a new set of senators and the renaming of several Senate committees. These changes were made to align with Parliament’s Order No. 42/2024, which involved the cancellation of previous orders and the appointment of a new committee to study and develop approaches for preventing and reducing accidents to enhance road safety. The key points include the appointment of a new set of 52 committee members, comprising 14 chairpersons of related standing committees from the House of Representatives, 9 chairpersons of related standing committees from the Senate, as well as representatives from government agencies and road safety experts.



## Main Duties of the Committee

The Committee on Considering and Studying Guidelines for the Prevention and Minimization of Accidents for Road Safety has the following powers and duties:

- ◆ Propose management policies for accident prevention and reduction to enhance road safety.
- ◆ Study and prepare proposals for amendments to laws related to road safety.
- ◆ Coordinate, monitor, and evaluate the performance of various agencies to ensure compliance with the goals of the 5th National Road Safety Master Plan (2022-2027) and the United Nations General Assembly resolution designating 2021-2030 as the Second Decade of Action for Road Safety 2021-2030.
- ◆ Promote and support the participation of the MPs and the public in preventing and reducing road accidents.
- ◆ Consider complaints related to road safety.
- ◆ Report to the public on the parliament's efforts and achievements in preventing and reducing road accidents.
- ◆ Appoint subcommittees to perform duties as assigned by the committee.

To ensure comprehensive operations, the chairman of the committee has appointed four subcommittees:

- ◆ Subcommittee on Law and Law Enforcement, chaired by Mr. Supachai Somcharoen, Former Second Vice-President of the Senate.
- ◆ Subcommittee on Coordination, Management, Campaigning, and Public Relations, chaired by Mr. Nikorn Chamnong.
- ◆ Subcommittee on Infrastructure and Vehicles, chaired by Mr. Surachai Liengboonlertchai.
- ◆ Subcommittee on Academic Affairs, chaired by Dr. Witaya Chadbunchachai, WHO Expert Advisory Panel for Injury Prevention and Control



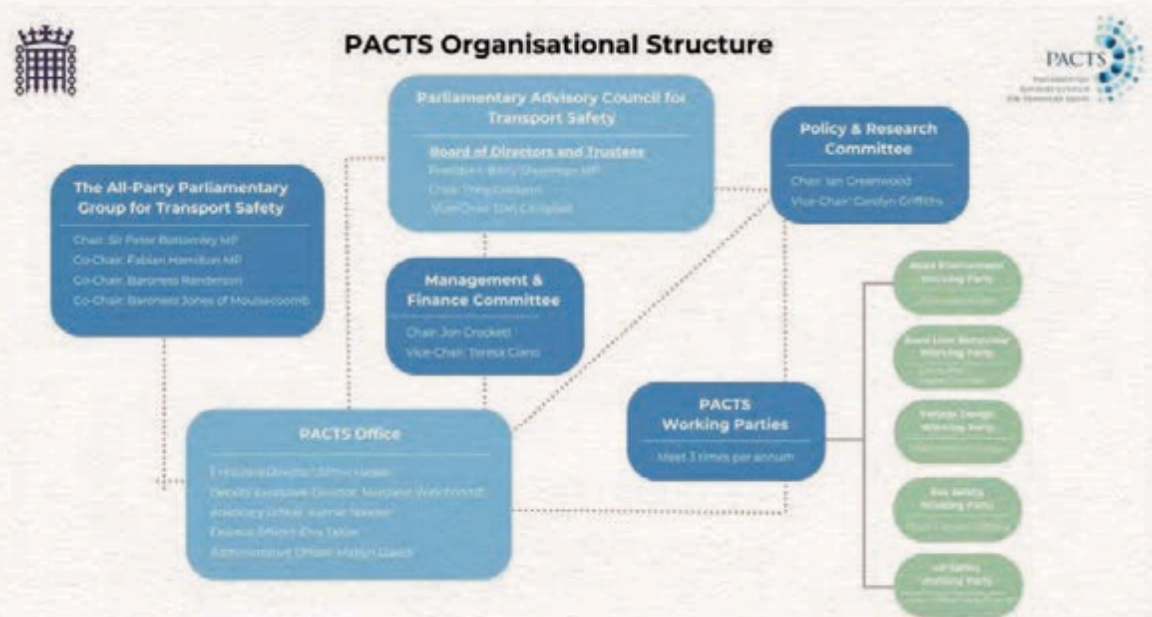
**Structure and Operations of Thailand's Parliamentary Advisory Committee on Road Safety and its four subcommittees**

## From PACTS UK and Australian Parliamentary Friends of Road Safety to the Thai Context

Although the Thai Parliamentary Advisory Committee on Road Safety is inspired by foreign organizations, namely the PACTS UK and the Australian Parliamentary Friends of Road Safety, each organization has its own unique characteristics. For the Thai parliament, lessons learned from international counterparts have been



adapted to suit Thailand's working context. This section will compare the differences in the structures and functions of the three organizations. PACTS UK is a multidisciplinary charitable organization that collaborates with MPs from all parties in the UK Parliament on transport safety (All Party Parliamentary Group for Transport Safety). It is a partnership between parliament and civil society. The working principles of PACTS include using data and research evidence to drive policy, working inclusively and collaboratively with various sectors, communicating positively and constructively with all parties, operating impartially using academic information, and addressing safety across road, rail, and air transport.



The organizational structure of PACTS, which includes an advisory council working with the secretariat and various working groups.

**The Parliamentary Friends of Road Safety** is a network of Australian Parliamentarians dedicated to promoting road safety. The purpose of this group is to raise awareness of road safety issues within Parliament, communicate the need for ongoing improvements to MPs, and emphasize the financial and societal impacts of neglecting road safety. Unlike PACTS, the Parliamentary Friends of Road Safety operate as a collection of individuals with a shared interest in road safety and does not have a separate secretariat.

**The Thai Parliamentary Advisory Committee on Road Safety** is a formal organization with the authority to command and coordinate various agencies. The President of the National Assembly signs an order appointing the committee, which consists of members from both the House of Representatives and the Senate. The committee has the authority to propose management policies for accident prevention and reduction, prepare proposals for amendments to related laws, and coordinate, monitor, and evaluate the performance of various agencies to ensure alignment with the goals of the 5th National Road Safety Master Plan





(2022-2027). Additionally, it promotes and supports the participation of the MPs and the civil society in accident prevention and reduction efforts. The committee's operations are divided into four subcommittees, comprising politicians, government agencies, and relevant academic experts.

**Mr. Nikorn Chamnong**, Advisor and Member of the Committee on Considering and Studying Guidelines for the Prevention and Minimization of Accidents for Road Safety, noted that

“The UK's PACTS organization is structured as an advisory body, which offers management advantages. However, in Thailand, the driving force for establishing the committee was the recognition that road safety is a chronic issue. A comprehensive treatment plan requires multiple medicines to address different aspects of an ailment, tackling road safety effectively requires the coordinated efforts of all three branches of power. This committee, situated within the legislative, has the authority to enact laws and oversee the budget. I believe it will play a crucial role in addressing this persistent problem.”

## Conclusion

The establishment of the Thai Parliamentary Advisory Committee for Road Safety marks a significant milestone, making Thailand as the third country in the world (first from the Low- and Middle-income Countries) to have such committee within its parliament. This initiative addresses the existing gaps in road safety management and aims to reduce injuries and fatalities in line with the goals of the second decade of road safety.

The nearly decade-long effort reflects the combined determination of three key forces: policy power, academic power, and cooperative power from all stakeholders. These groups recognize the importance of political will from the legislative in addressing road safety issues, complementing the efforts of the government. The legislative, with its authority to enact and amend laws, monitor government activities, and allocate budgets, has significant potential to address road safety challenges. This aligns with the goals of the 5th National Road Safety Master Plan and the Second Decade of Action for Road Safety.

While the establishment of the Parliamentary Advisory Committee for Road Safety is a crucial first step, overcoming various obstacles and limitations, the next phase will be even more challenging. It involves enacting legislative changes, raising public awareness through campaigns, and securing budget or advocating for budget allocations. Achieving these goals will ensure sustainable success, allowing people to travel safely on the roads, reducing accidents and saving lives.