

Prevention of Road Accidents

The Second National Health Assembly

Having reviewed the report on prevention of road accidents,

Concerned that the situation of loss from road accidents remains a major problem of the country. Motorcycles involved 80% of injuries and fatalities from road accidents. Most of them were youth.

Recognized that in the situation that public transportation is inefficient in service and safety standard, the number of private vehicles has grown rapidly, particularly motorcycles which are over 16 million in number. This is because travelling by motorcycles is faster and more convenient than travelling by public transport, the driving license is easier to get. The motorcycles are also more affordable. Another important issue is the rising tendency of motorcycles used by children and youths, who are among the majority of those injured by road accidents.

Acknowledged that there is an effort to actively and continuously address road accidents, not only during long holiday periods. Reducing road accidents becomes a national agenda. Road safety master plan has been developed for 2009-2012. The target is set that in 10 years fatality rate will be less than 10 people per hundred thousand populations. Strategies to help in achieving the target include law enforcement, education, engineering, emergency system, evaluation, and public participation.

Concerned that although the national agenda and master plan has been set, to achieve the target sustainably, participation process from the civil society is needed in order to raise awareness and driving discipline in children and youths in particular, together with active enforcement of laws.

Acknowledged that people lack the sense of relevance to the problem. They view that road accident is depended on fate, not the thing that can be prevented. They are less aware of following traffic regulations. Police officers cannot implement well on law enforcement because of lack of resources and supports from society. Local government organisations have not taken full responsibility on road accident prevention.

Recognized that the solutions to this problem need strong and continuous management mechanisms, more actions from local government, and more importantly, public involvements.

Hereby adopts the following resolutions:

1. In order to reduce number of road accidents as stated in the national agenda and the agreement with the United Nations, the Thai government should expedite as follows.

1.1 The Road Safety Center is a primary mechanism for coordinating all sectors to reduce numbers of road accidents and fatalities in 2019 to be 50% of the number in 2009, provided that the information database systems are accurate.

1.2 The Royal Thai Police sets policies and measures for their officers to enforce the traffic laws seriously and continuously, to achieve the targets of 100% of motorcyclists using helmets and 100% of car users using safety belts in 2014.

1.3 The Road Safety Center and related organisations improve the taxation system for motorcycle according to the engine size (cc).

1.4 The Department of Land Transport will cooperate with the Ministry of Public Health, and the Royal Thai Police to enhance the standard of issuing driving licenses through a 15-hour training course, focusing on related law knowledge, driving skills, and conscious awareness on safety driving.

1.5 Community council, Local Government Organizations, and local communities use the Disaster Prevention and Alleviation Act 2007 to develop community safety plan, and social norm on safety driving, particularly in child and youth.

1.6 The Ministry of Education and Local Government Organizations cooperate with the Ministry of Transport, Ministry of Social Development and Human Security, and Ministry of Culture to develop road safety courses and teach in all levels, at least one school in a study area or one school in a district in two years.

1.7 Request car and motorcycle manufacturers and distributors to provide facilities and services for free road safety trainings in every Amphoe.

1.8 The government needs to approve policy and enforce on alcohol free on commercial and public transport drivers. The alcohol level is set to zero mg. percent in 2011.

1.9 Campaign for a particularly strict level of alcohol among young motorists and holders of temporary licenses, and expedite on the application of such limit.

1.10 Provide continuous, clear, and comprehensive information to reach all target groups and create awareness about road safety.

1.11 The Road Safety Center will cooperate with relevant agencies to establish standards for pedestrian paths that ensure safety and accessibility for all users, including the elderly and the disabled.

2. In order to increase mode share on public transport to 30% in the next five years in the regions,

2.1 Road Safety Center, Department of Land Transport and Local Government Organizations impel legal or regulation that allows civil society participating in development, control, monitor, and assessment of public transport system in the regions.

2.2 The Department of Land Transport, Road Safety Center, Office of Insurance Commission and public transport operators need to set up public transport service standards, and develop effective and fair remedial system for accident victims.

3. Secretary-General of the National Health Commission reports progress, barriers and solutions to the Seventh National Health Assembly.