

# THAILAND



Population: 69 122 232  
Income group: Middle  
Gross national income per capita: US\$ 4 150

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Road Safety Operating Center
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2010–2020)
Fatality reduction target	<10/100 000 population

## SAFER ROADS AND MOBILITY

<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	No
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	No

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	28 484 829
Cars and 4-wheeled light vehicles	9 887 706
Motorized 2- and 3-wheelers	17 322 538
Heavy trucks	816 844
Buses	137 943
Other	319 798
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

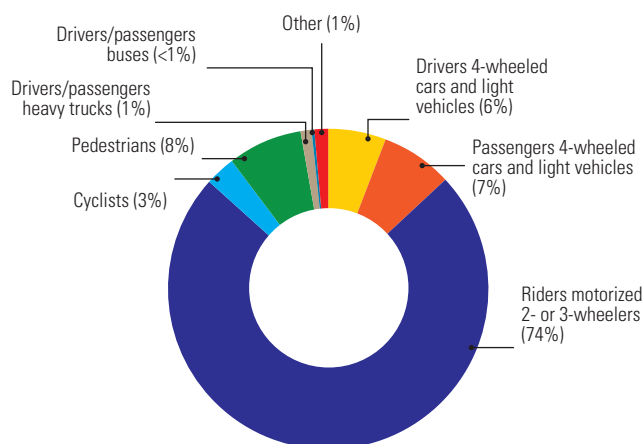
## DATA

<b>Reported road traffic fatalities (2010)</b>	13 766 <sup>a</sup> , 79%M, 21%F
<b>Estimated GDP lost due to road traffic crashes</b>	3% <sup>b</sup>

<sup>a</sup> Combined sources. Defined as death caused by a road traffic crash (unlimited time period).

<sup>b</sup> 2009, Traffic accidents costing in Thailand (Pichai Thausevauuouon).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Injury Surveillance System.

Further data on each country can be found in the statistical annex.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	80 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	26% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	53% Drivers <sup>d</sup> 19% Passengers <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	61% Drivers <sup>d</sup> 42% Front seats <sup>d</sup>
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>c</sup> 2010, Injury Surveillance System.

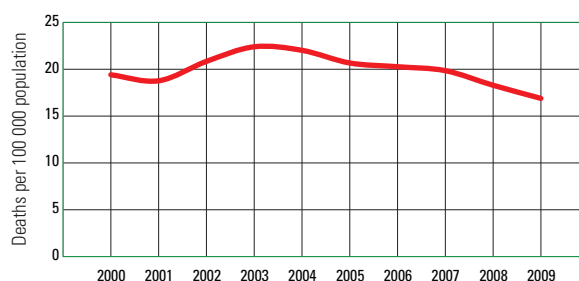
<sup>d</sup> 2011, Thai Roads Foundation survey. Admitted patients only.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	1669
<b>Seriously injured transported by ambulance</b>	50–74%
<b>Permanently disabled due to road traffic crash</b>	4.6% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

<sup>e</sup> Suwapan D, Incidence of disability and impact from road traffic injuries, 2006.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Thai Police Information System.