

Action Plan for Road Accident Reduction under the Ministry of Transport 2018 - 2020

1 Introduction

1.1 Background

On 29th June 2010, the Cabinet passed a resolution approving the adoption of Moscow Declaration calling for “The Decade of Action for Road Safety 2011- 2020” to integrate and align implementation of all parties with an aim to achieve RTF reduction at the rate less than 10 per 100,000 populations in 2020.

In 2015, the World Health Organization (WHO) ranked Thailand as the nation with the second-highest RTF rate of the world, recording 24,237 number of fatalities or equivalent to RTF rate of 36.2 per 100,000 populations, after Libya. The economic loss was estimated at over 350,000 million Baht (3 percent of GDP). Without implementation to resolve the problems, number of accidents and fatalities statistics may increase. Among all types of transport, road transport has a higher number of accidents, accounting for over 90 percent, followed by rail transport and water transport as the fewest.

The government has acknowledged the problems and initiated policies and strategic plans to provide guidelines and measures for prevention and resolution. However, such plans still lack the integration. As such, there are opportunities of duplications in planning and budget soliciting, splitted plans, and road safety problems still continue. Therefore, Master Plan for Road Accident Reduction under the Ministry of Transport is needed to provide agencies with guidelines of efficient prevention of road accidents. Consequently, The Ministry of Transport, by Office of Transport and Traffic Policy and Planning, has studied and developed the Master Plan for Road Accident Reduction under the Ministry of Transport with an objective to be used as an implementation framework for its agencies and relevant parties to work in alignment and achieve sustainable implementation.

1.2 Objectives

1) Develop master plan and action plan for road accident reduction under the Ministry of Transport as well as determine road safety strategies for road transport and traffic.

All these will be used as an implementation framework for the agencies under the Ministry and relevant organizations to work in alignment with an aim to sustainably reduce road accidents.

2) Develop monitoring and evaluation manuals of master and action plans for road accident reduction under the Ministry of Transport for involved officials to use as a standard to monitor and evaluate performance in further years.

3) Develop road accident database system and manual, ranging from acquiring process, data collecting, data processing, and data analysis with an aim to determine accidents resolution measures.

1.3 Scope of Study

The scope of study cover 5 areas:

- 1) Literature reviews and data collection for cause analysis of accidents;
- 2) Develop road accident database system and manual;
- 3) Develop master plan for road accident reduction under the Ministry of Transport for 10 years (2018-2027);
- 4) Develop action plan for road accident reduction under the Ministry of Transport for 3 years (2018-2020);
- 5) Develop monitoring and evaluation manuals of master and action plans for road accident reduction under the Ministry of Transport.

Project procedures are presented in Figure 1.3-1. The 5 major procedures are; literature review and data collection, development of database system and manual, development of 10-year master plan, development of 3-year action plan, and development of monitoring and evaluation manuals.

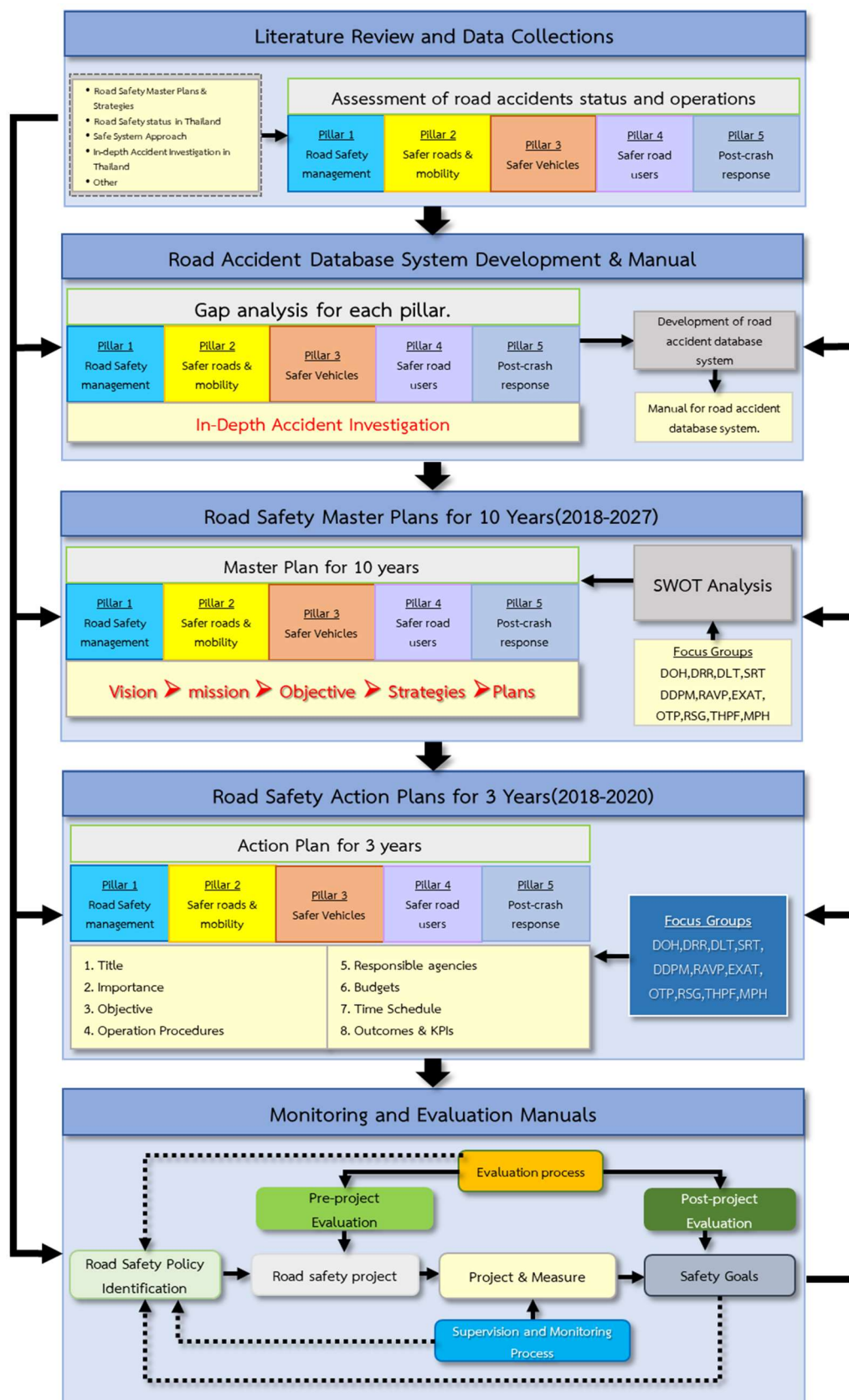


Figure 1.3-1 Project Procedures

2. Action Plan for Road Accident Reduction under the Ministry of Transport 2018 – 2020

2.1 Master Plan for Road Accident Reduction

Public hearing meetings, focus group meetings, and interview with road accident relevant agencies to mobilize opinions for making SWOT analysis were conducted under 5 major pillars; Pillar 1) Road Safety Management, Pillar 2) Safer Roads and Mobility, Pillar 3) Safer Vehicles, Pillar 4) Safer Road Users, and Pillar 5) Post-crash Response. Following SWOT analysis, the determination of vision, goals and strategies were adopted for efficiency in development of master and action plan. Details of strategies, policies and plans of each strategy are summarized as presented in Figure 2.1-1

2.2 Guidelines for Development of Action Plan for Road Accident Reduction under the Ministry of Transport, 2018-2020

The development of action plan to serve master plan and the decade of action for road safety comprises vision, mission, strategy, strategic issues, strategic goals, strategic means to reduce loss according to road safety action plan. It is aimed to achieve sustainable road accident reduction.

As a result of previous study review and previous projects study, data collection, public hearings, focus group meetings, and interview with agencies involved with road accident reduction, the proposal of strategy, tactics, and project plans was made. This will be incorporated in the development of action plan for road accident reduction under the Ministry of Transport was made.

Action plan for road accident reduction under the Ministry of Transport for 3 years (2018-2020) shall be developed based on strategic framework of master plan for road accident reduction of the Ministry of Transport for 10 years. The plan consists of 5 major strategies; pillar 1 – Road Safety Management, pillar 2-Safer Roads and Mobility, pillar 3-Safer Vehicles, pillar 4-Safer Road Users, and pillar 5-Post-crash Response. The strategic issues shall be under the decade of road safety framework.

2.3 Details of Action Plan for Road Accident Reduction under the Ministry of Transport, 2018-2020

Detailed descriptions of all projects are summarized in Table 2.3-1. Summary of budget to use and project duration under the action plan is presented in Table 2.3-2.

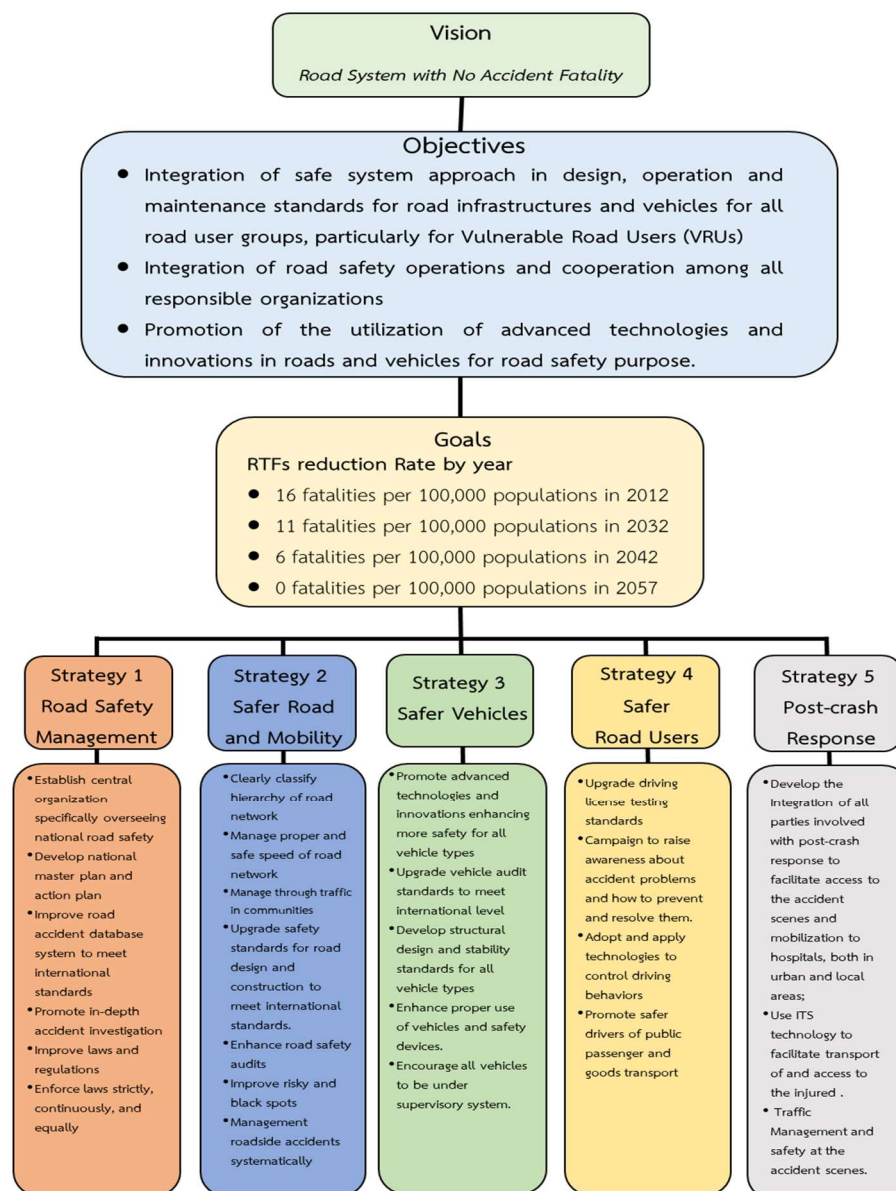


Figure 2.3-1 Vision, Goals, and Strategies of Master Plan for Road Accident Reduction

Table 2.3-1 Detailed summary of the project according to 5 strategies

Project Names	Project Objectives	Budget (million Baht)	Agencies	Outputs and Key Performance Indicators (KPIs)	Outcomes and Key Performance Indicators (KPIs)	Critical Success Factors (CSFs)
Details of Action Plan for Strategy 1: Road Safety Management						
1.1.1 Road Safety Organization Establishment Project	To function as a central agency to supervise, oversee, monitor, follow and assess project performance related to the reduction of road accidents and the action plan by the Ministry of Transport	35	MOT.	Structures for efficient command and administration are arranged and in place. The organization at the office level handles direct responsibilities regarding road accidents and pushes forward strategies and plans/projects for road safety in order to meet its objectives.	The number of accidents decreases by 5% per year compared to the previous year.	There is sincere cooperation among related organizations. The budget for implementation has been allocated.
1.2.1 Study Project for Road Accident Database System Development	<div>- To set up a road accident database in order to analyze the severity level of road accidents and to indicate risk and danger locations/points</div> <div>- To analyze causes of accidents and factors which influence accident severity, plus to recommend guidelines to solve traffic accident problems</div>	115	MOT.	A database on road accidents is in place.	<div>- A number of provincial organizations apply the same standards to collect data concerning the number of accidents and the number of deaths</div> <div>- Provincial organizations employ the database.</div>	Improved accuracy of data collection on road accidents is in place.
1.3.1 In-depth Accident Investigation Project	<div>- To analyze the causes of accidents on main roads and to suggest measures to prevent road accidents</div> <div>- To ensure that road networks are safe for passengers and travellers</div> <div>- To decrease the number and the severity of accidents that may occur in the future</div> <div>- To help to oversee situations, to analyze situations, and to formulate, monitor and assess policy outcomes</div>	60	DOH	Accident investigation units are set up and in place at the Department of Highways, the Department of Rural Roads, the Expressway Authority of Thailand, the State Railway of Thailand and the Department of Land Transport in order to investigate the causes of accidents as well as to suggest measures to solve the problems that lead to road accidents.	The number of accidents decreases from the previous year.	The findings from accidental cause analysis lead to practical guidelines and measures on road accident prevention and problem solving.
		60	DRR			
		30	Exat			
		30	SRT			
		30	DLT			
Details of Action Plan for Strategy 2: Safer Roads and Mobility						
2.1.1 Study Project for Speed Limit Determination and Road Network Hierarchy Classification	<div>- To determine and prioritize the level and type of streets that are appropriate for their function and role</div> <div>- To set appropriate and accurate speed limits for street networks</div> <div>- To decrease the number and severity of road accidents in the future</div>	21	DOH	<div>- Appropriate guidelines determine the level and type of streets and speed limits which are in place.</div> <div>- The level and type of streets are appropriately applied for their function and role, and conforms to land use benefits.</div> <div>- Accurate and appropriate speed limits are set for road networks.</div>	The number and the level of road accident severity decrease.	The level of streets is determined according to their function and role, plus speed limits are accurate and appropriately set for road networks.
		9	DRR			
2.2.1 Traffic Management in Community Areas Project	<div>- To decrease conflicts among pedestrians, different types of vehicles and people who use vehicles that are in high-risk situations</div> <div>- To decrease the risks and severity levels caused by accidents that may happen on roads providing access to communities</div>	162	DOH	Ten pilot routes passing through community zones are ready to apply traffic calming concepts.	Traffic calming concepts are implemented, along with the consideration to apply them to other routes.	<div>- This project is supported by executives from various organizations.</div> <div>- There are officers who are competent at their jobs and have knowledge of related areas of responsibility.</div> <div>- This project receives cooperation from community members.</div>
		69	DRR			

Table 2.3-1 Detailed summary of the project according to 5 strategies (Cont.)

Project Names	Project Objectives	Budget (million Baht)	Agencies	Outputs and Key Performance Indicators (KPIs)	Outcomes and Key Performance Indicators (KPIs)	Critical Success Factors (CSFs)
2.2.2 Promotion of Technologies for Traffic Management Project	<ul style="list-style-type: none"> - To increase the efficiency of traffic management through the application of advanced technologies - To decrease the risks and severity of road accidents, the number of deaths and injuries, damages to assets and national socio-economic losses caused by road accidents 	645	DOH	Technology for traffic control at operational sites is implemented, such as red light cameras, speed cameras, and helmet detection. An intelligent transport system is also applied to provide information for road users.	Project implementation using traffic control technology from the pilot province is pinpointed as an example to introduce and expand its operation to additional significant routes and to other provinces.	<ul style="list-style-type: none"> - This project receives sincere support from executives. - This project receives cooperation from other organizations. - There are officers who are competent at their jobs and have knowledge of related areas of responsibility. - It is required to monitor the accuracy of implemented technologies. - Efficient budget administration and management systems are in place.
		279	DRR			
2.3.1 Study Project for Elevation of Road Safety Design to Meet Global Design Standards	To improve road design to ensure safety and to meet global standards	21	DOH	Standardized safe road designs which meet global standards are in place.	The number of road accidents decreases by 10%.	Road construction and road improvements are conducted following safe road design standards.
		9	DRR			
2.3.2 Study Project for Design of Infrastructures and Facilities for Motorcycles	<ul style="list-style-type: none"> - To decrease the number and severity of traffic accidents that may happen in the future - To demonstrate traffic accident measures through the building of infrastructure and facilities for motorcycles 	1,680	DOH	Infrastructure and facilities for motorcycles are constructed.	<ul style="list-style-type: none"> - The number and severity of accidents caused by motorcycles decrease. - Safer and more convenient use of motorcycles. 	The number of accidents caused by motorcycles decreases by 10% per year.
		720	DRR			
2.3.3 Pedestrian Safety Design and Management Project	<ul style="list-style-type: none"> - To design safe walkways for children, elders, and people with disabilities to ensure equal access - To promote non-motorized transport (NMT) 	486	DOH	A pilot route is selected and walkway improvement is conducted according to the Universal design.	Pilot project implementation is pinpointed as an example and to introduce and expand its operation to additional significant routes and to other provinces.	<ul style="list-style-type: none"> - This project receives sincere support from executives. - This project receives cooperation from other citizens. - There are officers who are competent at their jobs and have knowledge of related areas of responsibility. - Efficient budget administration and management systems are in place.
		207	DRR			
2.3.4 Safety Devices Standards Elevation and Improvement Project	To improve and increase the standard level of current traffic safety devices	70	DOH	Criteria to improve and increase the standard level of traffic safety devices are already in place.	Number of road accidents decreases by 10%.	Improvement and increase in the standard level for traffic safety devices are carried out.
		30	DRR			
2.3.5 Road Safety Quality Assessment at Global Standards Project	<ul style="list-style-type: none"> - To apply the International Road Assessment Program (IRAP) for assessing and prioritizing the safety of highways - To improve and solve problems on roads with low safety levels to ensure that safety levels increase 	162	DOH	Road networks are assessed for safety purposes.	Road safety level assessment should be improved to ensure that scores are not lower than 3 stars.	Assessment and prioritization of road safety are in place, plus improvement and problem solving on roads with low safety so that their safety levels increase.
		69	DRR			
2.4.1 Road Safety Audit Project	<ul style="list-style-type: none"> - To decrease risks caused by traffic accidents on main roads - To decrease the number and severity of traffic accidents that may happen in the future 	2,661	DOH	Road networks are assessed for safety purposes. Targets to solve problems are determined.	The number of risky areas on road networks decreases by 20 %.	Analysis and correction of risky danger points on road networks are in place.
		1,821	DRR			
		18	Exat			

Table 2.3-1 Detailed summary of the project according to 5 strategies (Cont.)

Project Names	Project Objectives	Budget (million Baht)	Agencies	Outputs and Key Performance Indicators (KPIs)	Outcomes and Key Performance Indicators (KPIs)	Critical Success Factors (CSFs)
2.4.2 Black Spots Analysis and Correction Project	<ul style="list-style-type: none"> - To improve and correct danger locations/points on road networks - To decrease the number and severity of traffic accidents that may happen in the future 	1,875	DOH	Risky danger locations/points are improved and corrected.	The number of risky danger areas on highway roads and rural roads decreases by 10 % per year.	Analysis and correction of risk and danger locations/points on road network are conducted.
		225	DRR			
2.4.3 Cross Roads Improvement and Railroad Crossing Correction Project	<ul style="list-style-type: none"> - To prevent accidents happening at railway crossings - To decrease accident severity levels happening at railway crossings - To decrease economic losses caused by traffic problems 	120	SRT	<ul style="list-style-type: none"> - Improvement and correction are conducted for crossing protection devices that are installed. - The number of accidents at railway crossings decreases. 	The number of accidents at railway crossings decreases by 20%.	Improvement and correction are conducted to solve problems with railway crossings.
2.5.1 Study Project for Roadside Hazard Management	<ul style="list-style-type: none"> - To decrease losses from accidents happening at roadsides - To increase level of safety standards for pedestrians - To decrease severity and loss of life and assets of passengers on highways 	138	DOH	Guard rails are installed.	Guard rails are installed on more than 20% of all roads.	The study and improvement of safe roadside management are systematically conducted.
		102	DRR			
2.5.2 Development of Truck and Heavy Vehicle Rest Areas on Main Road Project	<ul style="list-style-type: none"> - To set up rest areas on the main roads - To formulate and determine guidelines to manage the use of rest areas - To decrease risks, numbers and severity levels of traffic accidents that may be caused by big trucks in the future 	2,118	DOH	<ul style="list-style-type: none"> - Two rest areas are constructed on the main roads of each region. - An organization is set up to be responsible for supervising the rest area project implementation. 	<ul style="list-style-type: none"> - The number and severity of accidents caused by big trucks decrease. - Rest areas are under efficient and sustainable management. - After the introduction of the ASEAN economic community, big truck drivers will have to stop to rest according to national and international rules and laws. 	Accidents caused by big trucks decrease by 10% per year.
Details of Action Plan for Strategy 3: Safer Vehicles						
3.1.1 Development of Safety Standards for New Vehicle Project	To determine practical guidelines to set up safety standards for new vehicles that will enter the system	40	DLT	There is a committee team in place to formulate vehicle safety standards. Safety standard measures to design safety standard for new vehicles are determined.	There are targets and action plans to improve national vehicle standards.	Vehicles have higher safety standards.
3.2.1 Existing Vehicle Audit and Screening Project	To determine operational guidelines for the Department of Transport to apply in vehicle inspection and screening processes in the system	40	DLT	There is a standardized vehicle inspection system applied for the whole country.	The number of vehicles that are not in proper condition decreases by 10% per year.	There are systematic vehicle inspection and screening processes.
3.3.1 Strong Law Enforcement on using incorrect truck type Project	To prevent road accidents and to decrease the severity of injuries or death	15	DLT	<ul style="list-style-type: none"> - It is possible to prevent risks and reduce severity levels from traffic accidents that may happen. - There are suggestions or measures of law enforcement applied to the misuse of trucks. 	<ul style="list-style-type: none"> - The number of accidents and the level of severity caused from accidents decrease. - The number of people misusing trucks decreases. 	Road accidents decrease by 10%.
3.3.2 Development of Laws and Rules about Excessive Passenger Transport Project	<ul style="list-style-type: none"> - To decrease road accidents caused by overloaded passenger buses - To ensure an efficient, convenient, fast and safe public transportation system 	25	DLT	<ul style="list-style-type: none"> - There are laws and regulations to restrict the overloading of passenger buses. - Transportation businesses have a positive understanding toward this guidelines. This will lead to the safety of passengers. In addition, it will be easier for government agencies to control public transportation to ensure safety. 	All types of transportation companies are able to decrease accidents by 50%.	Public buses provide safer service.

Table 2.3-1 Detailed summary of the project according to 5 strategies (Cont.)

Project Names	Project Objectives	Budget (million Baht)	Agencies	Outputs and Key Performance Indicators (KPIs)	Outcomes and Key Performance Indicators (KPIs)	Critical Success Factors (CSFs)
3.3.3 Development of Laws and Rules about Overload Transport Project	<ul style="list-style-type: none"> - To decrease road accidents from road damage caused by overweight vehicles - To increase the efficiency of safe transportation as well as to ensure the efficiency of passengers and drivers 	40	DLT	<ul style="list-style-type: none"> - Laws which control overweight trucks are in place. - Officers enforce laws strictly and efficiently. - Transportation businesses have a positive understanding toward these guidelines. This will lead to passenger safety. In addition, it will be easier to control big trucks to ensure their safety. 	Statistics of road accidents caused by road damage decrease from the previous year.	Officers enforce laws strictly and fairly.
3.3.4 Promotion of Suitable Usage of Vehicles and Safety Devices Project	To determine guidelines to provide information to the public concerning how to use vehicles properly	12	DLT	An action plan is in place to provide information to public as regards the proper use of vehicles and safety devices.	There is a proportion of the population who would like to have cars that are certified by ASEAN NCAP after receiving information from public media.	People who buy vehicles are more aware of the importance of selecting and buying proper vehicles and safety devices. They are also able to use them properly.
3.3.5 GPS Installation on Public Transport Vehicles Project	<ul style="list-style-type: none"> - To apply advanced technologies as tools to oversee, control and care for passengers to ensure the safety of public transport service - To decrease the risks and severity of road accidents 	29	DLT	Installation of GPS tracking system is arranged.	All types of transportation companies are able to decrease accidents by 50%.	<ul style="list-style-type: none"> - This project receives sincere support from executives. - This project receives cooperation from transportation businesses. - There are officers who are competent at their jobs and have knowledge of related areas of responsibility. - It is required to inspect the use of technologies to ensure operational accuracy. - Efficient budget administration and management systems are in place.
3.4.1 Development of License Granting System for Passenger and Goods Transport Operation Project	To improve the system to issue licenses for conducting transportation businesses. Safety issues are considered significant criteria. Performance monitoring is also undertaken to drive entrepreneurs to recognize safety issues for vehicles, drivers and passengers.	40	DLT	Database on transportation business entrepreneurs and their service records is in place.	Process to issue licenses is able to monitor transportation business entrepreneurs.	Transportation businesses conduct safer service.
3.5.1 Promotion of Supervision for All Vehicles Project	To formulate operational guidelines for the Ministry of Transport concerning vehicles without licenses, or vehicles for which the owners avoid renewing licenses. These guidelines also include monitoring vehicles that have potential to avoid renewing licenses.	11	DLT	Measures are in place to arrest and oversee vehicles without licenses.	The number of vehicles without license plates or owners who avoid renewing registration of vehicles decreases by 10% per year.	
Details of Action Plan for Strategy 4: Safer road users						
4.1.1 Driving License Test Development Project โครงการ	To assemble a working committee in order to formulate guidelines to improve the driver's license test to meet international standards, both the driver's license consideration process and the screening and testing processes for drivers	37	DLT	Driver's license test system standards are comparable to international standards.	There are more effective drivers according to international standards.	The working committee operates efficiently.

Table 2.3-1 Detailed summary of the project according to 5 strategies (Cont.)

Project Names	Project Objectives	Budget (million Baht)	Agencies	Outputs and Key Performance Indicators (KPIs)	Outcomes and Key Performance Indicators (KPIs)	Critical Success Factors (CSFs)
4.1.2 Study Project for Granting Driving Licenses Guidelines for VRUs	To study and determine guidelines on issuing driver's licenses and overseeing at-risk groups to ensure that standards are met. These groups include new drivers, elders, motorcycle drivers, pick-up truck drivers, bus drivers, and big truck drivers.	27	DLT	Guidelines are in place for issuing driver's licenses to at-risk groups.	Driver's licenses for at-risk groups are more valuable. Traffic accidents among at-risk groups decrease by 10% per year.	The driver's license system meets international standards. Public relations on this issue are conducted.
4.1.3 Study Project for Guidelines for Supervision of Lifetime Driving License Holders	To examine the situation on issuing lifetime driving licenses and guidelines to oversee and monitor groups with lifetime driver's licenses	10.5	DLT	There are guidelines to oversee and monitor groups with lifetime driver's licenses.	The number of lifetime driver's licenses decreases.	-
4.1.4 Study Project for Development of Law Offenses Database in collaboration with the National Police Bureau	To study and determine guidelines to set up a database that can connect with the information about each traffic infraction and the driver who broke the traffic laws.	22	DLT	There is a system to connect the database of drivers and traffic law offenders.	Officers' efficiency at driver inspection increases. Performance is measured by considering the frequency of information and reports from related agencies.	Data collection is systematically conducted by related agencies.
4.2.1 Study Project for Driving Lessons Formulation and Learning through Social Media	To study how to design standard theoretical and practical driving lessons as well as to prepare public communication to provide information regarding driving lessons	20.25	DLT	There is a driver's education curriculum and public communication that meets standards.	Information and manual on driver's education are distributed within no fewer than 6 months.	Drivers and citizens understand safe driving concepts.
4.2.2 Study Project for Guidelines for Promotion of Rest Areas with Safety Standards	To promote rest areas that meet safety standards among groups of drivers and transportation businesses owners	14	DLT	Rest areas that have safety standards are promoted.	The number of rear-end collisions and side collisions decreases by 10% per year.	The number of standardized rest areas increases. Drivers increase use of rest areas.
4.2.3 Driving School Standard Audit Project	To screen and assess the standards of driving schools in the country	30	DLT	There are standardized driving schools, and illegal driving schools are shuttered.	The number of low quality driving schools decreases by 10% per year and eventually all are eliminated within 3 years.	Drivers who have trained at driving schools have learned driving skills and road safety concepts.
4.3.1 Enhancement of Serious Law Enforcement Project	- To decrease the number and severity of traffic accidents - To decrease number of deaths and losses of assets caused by traffic accidents	30	DLT	Law enforcement is more strict.	- The number and severity of road accidents decrease. - The number of offenders decreases.	The number of road accidents decreases by 10% per year.
4.3.2 Promotion and Integration of Systematic Checkpoints Installation in Collaboration with the Police and Communities Project	- To promote and integrate laws concerning arresting offenders and seizing driver's licenses - To support police, related agencies and communities in setting up systematic road blocks	30	DLT	Road blocks are set up systematically, and integrated throughout the whole country.	The number of road accidents decreases.	The number of road blocks increases by 10% per year.
4.3.3 Truck Drivers' Roles and Behaviors Monitoring Project	- To decrease the number of road accidents caused by the unsafe driving behavior of big truck drivers - To increase the effectiveness of drivers and road safety	40	DLT	- Measures and regulations are adapted to enforce the requirements for big truck drivers. - Groups conducting transportation business understand this concept and have a positive attitude, resulting in safer conditions. - There are various dimensions of information that the Department of Land Transportation can employ to regulate, supervise and promote road safety, which will lead to law enforcement.	All types of transportation businesses are able to decrease accidents by 50%.	Laws are enforced strictly, fairly and efficiently.

Table 2.3-1 Detailed summary of the project according to 5 strategies (Cont.)

Project Names	Project Objectives	Budget (million Baht)	Agencies	Outputs and Key Performance Indicators (KPIs)	Outcomes and Key Performance Indicators (KPIs)	Critical Success Factors (CSFs)
4.4.1 Safety Promotion for Drivers of Public Passengers and Goods Transport Project	To study and determine measures to promote safe driving among drivers working for transportation businesses	15	DLT	Processes to supervise the group of drivers conducting transportation businesses are in place for safety purposes.	The number of accidents caused by vehicles from transportation businesses decreases by 10%.	There are measures in place to promote safe driving among drivers from transportation businesses and passengers.
Details of Action Plan for Strategy 5: Post-crash Response						
5.1.1 Traffic Incident Management Project	- To study and determine efficient guidelines for traffic incident management	84	DOH	There are efficient measures and guidelines for traffic incident management combined with prompt responses.	Traffic incident management is conducted every time severe accidents happen. There are no repeat accidents.	There are no repeat accidents.
	- To increase the efficiency of incident inspection and medical responses - To prevent repeat accidents	36	DRR			

Table 2.3-2 Summary of Action Plan for Road Accident Reduction under the Ministry of Transport 2018-2020 (3 years)

Strategies	Plans	Projects	Agencies	Budget (million Baht)	Years (A.D.)		
					2018	2019	2020
Strategy 1 Road Safety Management	1.1 Establish central organization specifically overseeing national road safety.	1.1.1 Road Safety Organization Establishment Project	MOT	35	15	15	5
	1.2 Improve road accident database system to meet international standards.	1.2.1 Road Accident Database System Development Project	MOT	115	55	55	5
	1.3 Promote in-depth accident investigation.	1.3.1 In-depth Accident Investigation Project	DOH	60	20	20	20
			DRR	60	20	20	20
			EXAT	30	10	10	10
			SRT	30	10	10	10
			DLT	30	10	10	10
Strategy 2 Safer Roads and Mobility	2.1 Clearly classify hierarchy of roads network.	2.1.1 Study Project for Speed Limit Determination and Road Network Hierarchy Classification	DOH	21	21		
			DRR	9	9		
	2.2 Manage proper and safe speed limits of road network	2.2.1 Traffic Management in Community Areas Project	DOH	162	54	54	54
			DRR	69	23	23	23
		2.2.2 Promotion of Technologies for Traffic Management Project	DOH	645	215	215	215
			DRR	279	93	93	93
	2.3 Upgrade safety standards for road design and construction to meet international standards.	2.3.1 Study Project for Elevation of Road Safety Design to Meet Global Design Standards	DOH	21	21		
			DRR	9	9		
		2.3.2 Study Project for Design of Infrastructures and Facilities for Motorcycles	DOH	1,680	560	560	560
			DRR	720	240	240	240
		2.3.3 Pedestrian Safety Design and Management Project	DOH	486	162	162	162
			DRR	207	69	69	69
		2.3.4 Safety Devices Standards Elevation and Improvement Project	DOH	70	70		
			DRR	30	30		
		2.3.5 Road Safety Quality Assessment at Global Standards Project	DOH	162	54	54	54
			DRR	69	23	23	23
	2.4 Improve risky and black spots systematically.	2.4.1 Road Safety Audit Project	DOH	2,661	887	887	887
			DRR	1,821	607	607	607
			EXAT	18	6	6	6
		2.4.2 Black Spots Analysis and Correction Project	DOH	1,875	625	625	625
			DRR	225	75	75	75
		2.4.3 Cross Roads Improvement and Railroad Crossing Correction Project	SRT	120	40	40	40
	2.5 Management roadside accidents systematically.	2.5.1 Study Project for Roadside Hazard Management	DOH	138	46	46	46
			DRR	102	34	34	34
		2.5.2 Development of Truck and Heavy Vehicle Rest Areas on Main Road Project	DOH	2,118	706	706	706

Table 2.3-2 Summary of Action Plan for Road Accident Reduction under the Ministry of Transport 2018-2020 (3 years) (Cont.)

Strategies	Plans	Projects	Agencies	Budget (million Baht)	Years (A.D.)			
					2018	2019	2020	
Strategy 3 Safer Vehicles	3.1 Develop safety standards for new vehicles before entering road system.	3.1.1 Development of Safety Standards for New Vehicle Project	DLT	40	20	10	10	
	3.2 Audit and screen existing vehicles in the system to ensure ability to function in compliance with safety standards.	3.2.1 Existing Vehicle Audit and Screening Project	DLT	40	20	10	10	
	3.3 Enhance proper use of vehicles and safety devices.	3.3.1 Strong Law Enforcement on using incorrect truck type Project	DLT	15	5	5	5	
		3.3.2 Development of Laws and Rules about Excessive Passenger Transport Project	DLT	25	10	10	5	
		3.3.3 Development of Laws and Rules about Overload Transport Project	DLT	40	20	10	10	
		3.3.4 Promotion of Suitable Usage of Vehicles and Safety Devices Project	DLT	12	4	4	4	
		3.3.5 GPS Installation on Public Transport Vehicles Project	DLT	29	15	7	7	
	3.4 Develop quality and safety license granting system for passenger and goods transport operators.	3.4.1 Development of License Granting System for Passenger and Goods Transport Operation Project	DLT	40	20	10	10	
3.5 Encourage all vehicles to be under supervisory system.	3.5.1 Promotion of Supervision for All Vehicles Project	DLT	11	5	3	3		
Strategy 4 Safer Road Users	4.1 Develop driving license testing standards.	4.1.1 Driving License Test Development Project	DLT	37	20	15	2	
		4.1.2 Granting Driving Licenses for VRUs Project	DLT	27	15	10	2	
		4.1.3 Supervision of Lifetime Driving License Holders Project	DLT	10.5	10	0.25	0.25	
		4.1.4 Project for Development of Law Offenses Database in collaboration with the National Police Bureau	DLT	22	10	10	2	
	4.2 Enhance providing education to drivers, riders, passengers, and other road users.	4.2.1 Driving Lessons Formulation and Learning through Social Media Project	DLT	20.25	10	10	0.25	
		4.2.2 Promotion of Rest Aras with Safety Standards Project	DLT	14	10	2	2	
		4.2.3 Driving School Standard Audit Project	DLT	30	10	10	10	
	4.3 Enforce laws to control risk behaviors systematically.	4.3.1 Enhancement of Serious Law Enforcement Project	DLT	30	10	10	10	
		4.3.2 Promotion and Integration of Systematic Checkpoints Installation in Collaboration with the Police and Communities Project	DLT	30	10	10	10	
		4.3.3 Truck Drivers’ Roles and Behaviors Monitoring Project	DLT	40	20	10	10	
	4.4 Promote safer drivers of public passenger and goods transport.	4.4.1 Safety Promotion for Drivers of Public Passengers and Goods Transport Project	DLT	15	5	5	5	
	Strategy 5 Post-crash Response	5.1 Develop access to accident scenes for Emergency Medical System.	5.1.1 Traffic Incident Management Project	DOH	84	28	28	28
				DRR	36	12	12	12
Total Budget				14,724.75	5,108.00	4,860.25	4,756.50	