

# GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY  
2021-2030

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

## SAFE SYSTEM APPROACH



UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries

**BY AT LEAST 50%** during that period



For further information, visit:  
[DECADE OF ACTION FOR ROAD SAFETY 2021-2030](#)



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Safe system : 5 Basic, 7 Principles, 8 Workplans

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## Recommended actions to encourage multimodal transport and land-use planning

- Implement policies that promote compact urban design.
- Implement policies that lower speeds, and prioritize the needs of pedestrians, cyclists, and public transport users.
- Promote transit-oriented development to concentrate urban and commercial developments around mass transit nodes.
- Strategically locate – where feasible – public, subsidized, and workforce housing to provide convenient access to high-capacity transit services.
- Discourage the use of private vehicles in high density urban areas by putting restrictions on motor vehicle users, vehicles, and road infrastructure, and provide alternatives that are accessible, safe, and easy to use, such as walking, cycling, buses and trams.
- Provide intermodal connectivity between transit and bike share schemes at major transit stops and create transport connections for bicycle and pedestrian travel that reduce total travel time.
- Construct (or reconstruct existing) transport networks to ensure that non-motorized modes of travel are as safe as motorized ones, and most importantly serve the travel needs of all ages and abilities.
- Promote positive marketing and use of incentives such as employer cost-sharing of public transport subscriptions.

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## Recommended actions to improve the safety of road infrastructure

- Develop functional classifications and desired safety performance standards for each road user group at the geographic land-use and road corridor level.
- Review and update legislation and local design standards that consider road function and the needs of all road users, and for specific zones.
- Specify a technical standard and star rating target for all designs linked to each road user, and the desired safety performance standard at that location.
- Implement infrastructure treatments that ensure logical and intuitive compliance with the desired speed environment (e.g. 30 km/h urban centres;  $\leq 80$  km/h undivided rural roads; 100 km/h expressways).
- Undertake road safety audits on all sections of new roads (pre-feasibility through to detailed design) and complete assessments using independent and accredited experts to ensure a minimum standard of three stars or better for all road users.
- Undertake crash-risk mapping (where crash data are reliable) and proactive safety assessments and inspections on the target network with a focus on relevant road user needs as appropriate.
- Set a performance target for each road user based on the inspection results with clear measurable metrics at the road-attribute level (e.g. sidewalk provision).

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## Recommended actions to ensure vehicle safety

- Require high-quality harmonized safety standards for new and used motor vehicles, safety belts, child-restraint systems and motorcycle helmets, including:
  - standards on front and side impact to ensure that occupants are protected in a front and side-impact crash;
  - safety belts and safety belt anchorage for all seats to ensure that safety belts are fitted in vehicles when they are manufactured and assembled;
  - ISOFIX child-restraint anchor points to secure the child-restraint systems attached directly to the frame of the vehicle to prevent misuse;
  - electronic stability control to prevent skidding and loss of control in cases of oversteering or understeering;
  - advanced emergency braking to reduce collisions;
  - pedestrian protection standards to reduce the severity of impact with a motor vehicle;
  - motorcycle helmets certified according to international harmonized standards;
  - anti-lock braking system and daytime running lights for motorcycles;
  - intelligent speed assistance systems to help drivers keep to speed limits;
  - eCall or Accident Emergency Call Systems (AECS) to trigger an emergency response by an in-vehicle sensor.
- Ensure that high-quality, harmonized safety standards are kept throughout the full lifecycle of the vehicle. This can be done, for example, through:
  - mandatory certification and registration systems for new and used vehicles based on established safety requirements and combined with routine inspections;
  - regulations for the export and import of used vehicles that are accompanied by inspections at entry and exit points, and mandatory periodic technical inspection of vehicles; and
  - building demand for safer vehicles by encouraging independent new car assessment programs.

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## Recommended actions to ensure safe road use

- Enact and enforce road safety legislation:
  - Set maximum speed limits considering the type and function of roads.
  - Establish blood alcohol concentration (BAC) limits to prevent impaired driving (drink- and drug-driving) with specific provisions for novice and professional drivers.
  - Mandate the use of protective equipment (safety belts, child restraints and helmets).
  - Restrict the use of handheld electronic devices while driving.
  - Establish a dedicated enforcement agency, provide training and ensure adequate equipment for enforcement activities.
- Establish traffic rules and licensing requirements:
  - Set out and regularly update traffic rules and codes of conduct for road users.
  - Provide information and education on traffic rules.
  - Set minimum age and vision requirements for drivers.
  - Implement competency-based testing for driver licensing and adoption of graduated driver licensing for novice drivers.
  - Set limits for maximum driving time and minimum rest periods for professional drivers.
  - Make liability insurance mandatory for operators of motorized vehicles.
- Ensure road infrastructure takes account of the needs of all road users and is designed to facilitate safe behaviours, including:
  - clear road signage and road markings that are intuitive;
  - use of roundabouts and traffic calming designs such as speed humps;
  - physical separation of road users including use of protected bicycle lanes and pedestrian only zones.
- Make use of vehicle safety features and technologies to support safe behaviours, including:
  - automatic safety belts and seat-belt alerts;
  - intelligent speed assistance;

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WHAT TO DO?

## Recommended actions to improve the post-crash response

- Provide a system to activate post-crash response:
  - Unique emergency telephone number with national coverage.
  - Coordination mechanism for dispatching response (fire brigade, police, ambulance).
- Build response capacity among lay responders (non-medical professionals):
  - Provide basic (EMS) training for lay providers such as taxi and public transport providers, police, fire brigade etc.
  - Enact Good Samaritan Laws to ensure protection for lay responders.
- Strengthen professional medical care:
  - Establish trauma registries in health-care facilities to gather information on the cause of injury and clinical interventions.
  - Build capacity of pre-hospital, hospital and rehabilitation care/services, and establish a basic package of emergency care services for each level of the health system.
  - Ensure 24-hour access – regardless of ability to pay – to operative and critical care services that are staffed and equipped.
  - Provide recovery and rehabilitation services to prevent permanent disability.
- Establish requirements multidisciplinary, post-crash investigation:
  - Mandate investigations for crashes resulting in serious and fatal injuries to inform prevention strategies and apply an effective judicial response for victims and their families.
  - Establish coordination mechanisms for post-crash investigation and sharing of data by relevant sectors.
  - Establish appropriate financing mechanisms such as road-user insurance schemes (e.g. mandatory third-party liability).
- Provide social, judicial and, where appropriate, financial support to bereaved families and survivors.

# Role of Government

- Government bear the main responsibility to ensure citizen safety....by
- Establishing an authorized and sustainable lead agency
- Providing legislative framework for road safety
- Developing national plan of action with targets and **monitoring** the RS activities
- Encouraging compliance with standards for road, vehicle and users
- Providing overall coordination





# Opportunity for RS movement in Thailand

-SDG

-Global plan for 2<sup>nd</sup> decade of action for road safety

12 Global targets and indicators for road safety

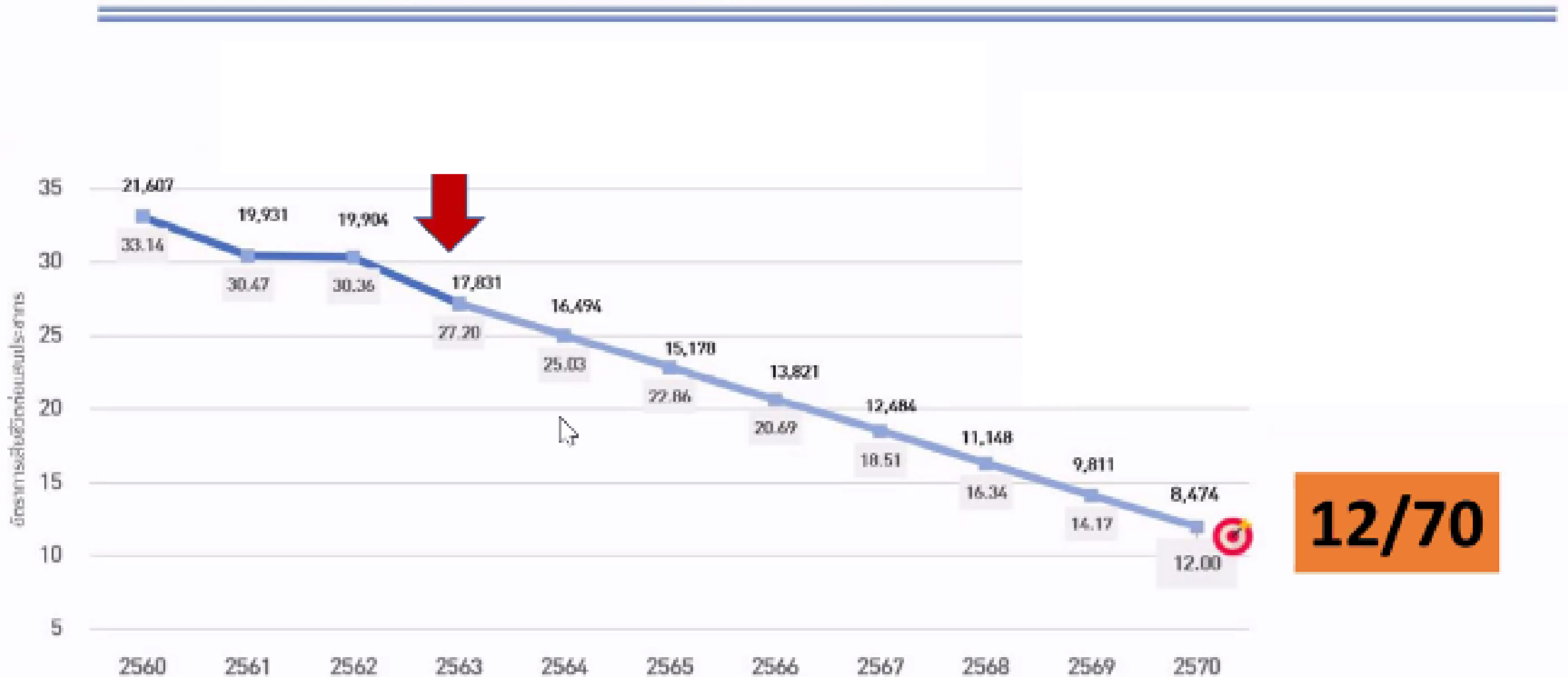
-National Strategic Plan (Office of National Economics and Social Development Council)

-5<sup>th</sup> National Master Plan for Road Safety( 2022-2027)

-Thai Health Plan for Chain of Outcome



# Thailand's Goal



# Specific strategies : Focus

- 1: Strengthen **lead agency** - accountability
- 2: Area base :district,subdistrict
- MC:** standard, behavior, license
- Road :** 3 stars rating
- Networking:** Organization enforcement, Youth
- IT** for enforcement, effectiveness of enforcement
- 3: **Media:** awareness, safety culture , social response , new way through social media
- 4 : **Information for ME,**: policy advocacy , dash board



Brainstorming



Next



ภาพรวมสถานการณ์



1. เสียชีวิต 17,831 ราย (วันละ 49 ราย) ปี 63
2. พิจารณาคดี 6-7 พันคน
3. อายุ 15-24 ปี เสียชีวิตสูงสุด สาเหตุหลักคือ จยย



Goal

**ทิศทางและเป้าหมาย (ปี 65-74)**  
 ไร้ภัยพิบัติ ทุกถนนบนแผ่นดินไทยมีวิถีชีวิต สังคม และสิ่งแวดล้อม ที่สนับสนุนการมีสุขภาวะที่ดี

**กรอบนโยบาย 5 ด้าน**

1. ไร้เป้าหมาย 10 ปี เป็นกรอบกำหนด 3 ปี และแผนประจำปี
2. สร้างผลลัพธ์ทางสุขภาพอย่างก้าวกระโดด ด้วยทฤษฎีการขยายผลต้นแบบ
3. สนับสนุนการไปเทคโนโลยีเพื่อสร้างเสริมสุขภาพ
4. ดำเนินถึงผลกระทบ Covid-19
5. ยกกระตือรือร้นการเชื่อมโยงเครือข่ายระดับพื้นที่ ระดับชาติ ระดับสากล

**ร่างตัวชี้วัดแผน 3 ปี (ปี 65-67)**

ขอบเขตการทำงานของ สสส. ใน 10 ปี คือ ลด พหุคูณกรรมเสี่ยง จัดการพื้นที่เสี่ยง ลดจำนวนผู้เสียชีวิต ใน จยย.

1. ทหากภิรภัย
2. คัมซัน
3. ความเร็ว

\*\*\* ระยะยาวปรับระบบขนส่งเพื่อลดใช้ จยย.

1. จุดเน้น: จยย. (หมวด/คัมซัน/ความเร็ว)+ความเสียหายใหม่ เช่น Delivery biker/บิกไบค์
2. กลไกเสริมการขับเคลื่อนงาน
  - a) เป้าหมาย SDG ลดตาย 12 ต่อแสน+เป้าประเทศ
  - b) มาตรการสังคม (Social sanction)
  - c) เทคโนโลยีเสริมบังคับใช้กฎหมาย
  - d) แพลตฟอร์มสารสนเทศในการสร้างความรอบรู้ทางสุขภาพ ผลิตภัณฑ์ความรู้อย่างมีประสิทธิภาพและปลอดภัย (Precision Theory)
3. การวิเคราะห์ข้อมูล
  - a) ทหากภิรภัย วิเคราะห์ข้อมูลลงลึกเพื่อให้ได้โมเดลการจัดการตามบริบทพื้นที่ (เมือง ชานเมือง และชนบท)
  - b) เชื่อมภาคีระดับพื้นที่เพื่อสื่อสารชุมชน เป็นกลไกเฝ้าระวัง
  - c) วิเคราะห์กลุ่มเสี่ยง พฤติกรรมเสี่ยง ปัจจุบันเสี่ยงให้ชัดเจน (เจ้าภาพ+การกำกับดูแล)
  - d) วิเคราะห์ข้อมูลถึงรากปัญหาให้ครอบคลุมทุกมิติ โดยเฉพาะ โจทย์เชิงระบบ
4. การเตรียมความพร้อม
  - a) สสส.วิเคราะห์ตนเอง วิเคราะห์ภาคี วิเคราะห์ข้อมูลอย่างรอบด้านเพื่อเตรียมความพร้อม
  - b) สสส.จะเชื่อมหน่วยงานภายใน ภายนอก หนุนเสริมภาคีอย่างไร
  - c) สื่อสารประชาชนให้ตระหนักว่าอุบัติเหตุเป็นเรื่องสาธารณสุข/ประเทศไทยไม่มีระบบขนส่งที่ดี/พฤติกรรมเสี่ยงไม่ใช่เรื่องเท่
  - d) ปรับกลยุทธ์การทำงานให้เหมาะกับบริบทพื้นที่
  - e) ทำชุดความรู้เสนอผู้กำหนดนโยบาย (มีข้อมูลใหม่ๆ มาตรการอะไรที่ได้ผล ความคุ้มค่าการลงทุน)
  - f) สสส.ต้องยกระดับเป็น e-broker เชื่อมความร่วมมือภายในและภายนอก สสส.ทำแพลตฟอร์มระบบสารสนเทศสื่อสารข้อมูลสุขภาพ

**g) ผลักดันให้เกิด Task force Motorcycle**



PART VI

**So let's do it.**

หุ้นส่วนเพื่อความปลอดภัยบนถนนไทย

