Country Experience on Action of Thailand and Transportation Planning and Policy for lessening Traffic Accident

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Situation of Traffic Accident in Thailand

<table>
<thead>
<tr>
<th>Year</th>
<th>Traffic Accident</th>
<th>Injured</th>
<th>Fatality</th>
</tr>
</thead>
<tbody>
<tr>
<td>1987</td>
<td>24132</td>
<td>43541</td>
<td>2104</td>
</tr>
<tr>
<td>2009</td>
<td>124530</td>
<td>47770</td>
<td>12492</td>
</tr>
</tbody>
</table>

Note: The chart shows the number of accidents, fatalities, and injured over the years.
Vehicle Type Involving Traffic Accident in Thailand

<table>
<thead>
<tr>
<th>No</th>
<th>Vehicle Type</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Motorcycle</td>
<td>84.92</td>
</tr>
<tr>
<td>2</td>
<td>Pickup Truck</td>
<td>8.42</td>
</tr>
<tr>
<td>3</td>
<td>Passenger Car</td>
<td>2.75</td>
</tr>
<tr>
<td>4</td>
<td>Van</td>
<td>0.35</td>
</tr>
<tr>
<td>5</td>
<td>Truck</td>
<td>0.46</td>
</tr>
<tr>
<td>6</td>
<td>Bus</td>
<td>0.21</td>
</tr>
</tbody>
</table>

Mode Share

- Motorcycle (MC): 54.9%
- Truck: 6.4%
- Bus: 1%
- Other: 0.5%
- Motorcycle 10 ต่อ: 0.3%
- Motorcycle 6 ต่อ: 0.7%
- Motorcycle 4 ต่อ: 2.2%
Venn Diagram: Main Causes of Traffic Accident

Human: 57.10%
Vehicle: 19.26%
Road and Environment: 1.90%

OTP, 2002
## Haddon Matrix: Paradigm in Injury Prevention

<table>
<thead>
<tr>
<th>Phase</th>
<th>Human Factors</th>
<th>Vehicles Factors</th>
<th>Road and Environment Factors</th>
</tr>
</thead>
</table>
| Pre-crash | • Information  
• Attitudes  
• Impairment  
• Police Enforcement | • Roadworthiness  
• Lighting  
• Breaking  
• Speed Management | • Road design and road layout  
• Speed limits  
• Pedestrian facilities |
| Crash     | • Use of restraints  
• Impairments | • Occupant restraints  
• Other safety devices  
• Crash-protective design | • Crash-protective roadside objects |
| Post-Crash| • First-aid skills  
• Access to medics | • Ease of access  
• Fire risk | • Rescue facilities  
• Congestion |

**Prevention better than Cure**
Black Spot Treatment Training Program

• Educating and training how to improve the black spot

• Participants: 60-70 provincial participants/time (e.g. Highway engineers, Policemans, etc.)

• Workshop for 3 days

• 10 times/year
Black Spot Improvement by Local Community


Supported by Thailand National Health Foundation
Good Practice Design for Overpass Crossing for Motorcycle in Thailand
Good Practice Design for Traffic Calming in Canberra: Chicane
Good Practice Design for Pedestrian crossing in Wellington

Good Illumination at night time
Good Public Transportation System

<table>
<thead>
<tr>
<th>PC Users</th>
<th>MC Users</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Mode (%)</td>
<td>BRT (%)</td>
</tr>
<tr>
<td>59</td>
<td>41</td>
</tr>
</tbody>
</table>
Thank you for your kind attention

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