

# Cycling and Road Safety in Thailand



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Velo-city Global 2016, Taipei, Taiwan



# Why Thai people did not use bicycle in daily life?

## TOP 5

- Cannot reach destination by cycling alone 3.40
- Rain 3.35
- More convenient using motorcycle 3.35
- **Fear of being hit by car 3.30**
- Hot sunlight 3.30

(Note: Full score = 5; 33 factors given for scoring with 10 factors score 3.00+)

# Causes of bicycle users' accidents

- Bad road conditions 36%
  - **Other people's faults 20%**
- 

- Falling by bicycle users themselves 32%
- Faulty bicycle 7%
- Mistakes made by bicycle users 5%

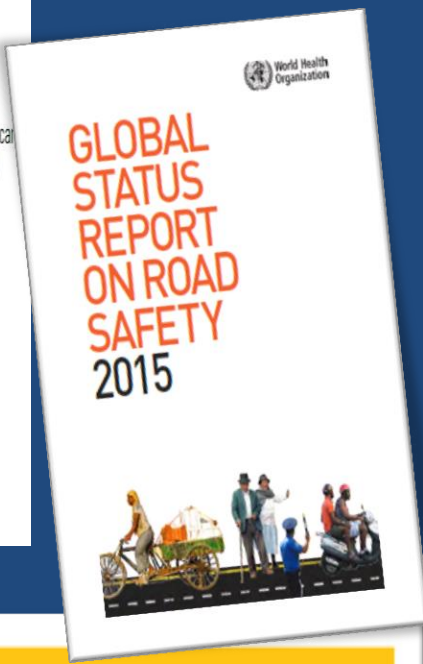
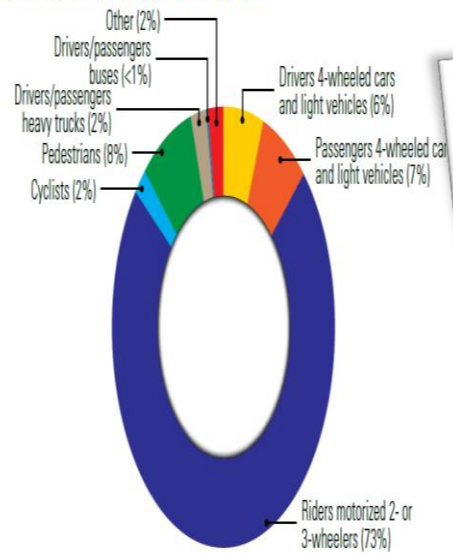
Source: Survey in 8 provinces by Thailand Cycling Club, 2011



# THAILAND

Population: 67 010 502 • Income group: Middle • Gross national income per capita: US\$ 5 340

## DEATHS BY ROAD USER CATEGORY



## DATA

Reported road traffic fatalities (2012)	14 059 <sup>c</sup> (79% M, 21% F)
WHO estimated road traffic fatalities	24 237
WHO estimated rate per 100 000 population	36.2
Estimated GDP lost due to road traffic crashes	3.0% <sup>d</sup>

<sup>c</sup> Bureau of Policy and Strategy, Office of Permanent Secretary, Ministry of Public Health. Defined as unlimited time period following crash.

<sup>d</sup> 2009, Dr. Pichai Thaneerananon, PhD. "Traffic Accident Costing in Thailand 2004".

## INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Directing Center
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Less than 10 deaths per 100 000 population (2010–2020)

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No

**Thailand ranks 2 in the world only after Libya**

SA	0 1 2 3 4 5 6 7 8 9 10
Formal	Yes
Regulation	≤ 0.05 g/dl
Police	≤ 0.05 g/dl
Police	Yes
Police	0 1 2 3 4 5 6 7 8 9 10
Police	26% <sup>e</sup>
SA	Yes
Total	Yes
Car	Yes
Motor	0 1 2 3 4 5 6 7 8 9 10
Head	52% Drivers <sup>f</sup> , 20% Passengers <sup>f</sup>

Buses	137 609
Other	439 715
Standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	Yes

<sup>a</sup> UNECE WP29.

## POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	1669
Permanently disabled due to road traffic crash	4.6% of admitted patients <sup>b</sup>

<sup>b</sup> 2006, Study of Dr. Daranee Sawapan, MD. "Incidence of Disability and Impact from Road Traffic Injury".

National seat-belt law	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	58% Drivers <sup>f</sup> , 54% Front seats <sup>f</sup>
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

# Death on the roads

Based on the WHO Global Status Report on Road Safety 2015

DEATHS LAWS Drink-driving Speed Helmets Seat-belts Child seats STANDARDS Vehicles

WHO regions Countries/areas All road users Car users Motorcyclists Cyclists Pedestrians



### Deaths per 100k people (all road users)

Hover or click to highlight on the map

- 0-4
- 4-8
- 8-12
- 12-16
- 16-20
- 20-24
- 24-28
- 28+

Data not available  
Non applicable

300 km

## Thailand

67.0m 32.5m Middle South-East Asia

### Fatalities

Deaths per 100k people (all)

Users ALL

Compare ALL SAME REGION SIMILAR INCOME

Deaths, total		Deaths/100k	
<b>24,237</b>	Estimated by the WHO	<b>14,059</b>	Reported by country
		<b>36.2</b>	Estimated by the WHO

### Laws

Drink-driving	Speed	Child seats	Helmets	Seat-belts
Good drink driving laws				No
BAC/BrAC limit, general (g/dl)				0.05
BAC/BrAC limit, young/novice drivers (g/dl)				0.05

### Vehicle standards

Number of key vehicle standards (out of 7)	1
Electronic stability control vehicle standard	No
Frontal impact vehicle standard	No
Pedestrian protection vehicle standard	Yes

# Drivers & riders detected with alcohol in Thailand, 1998-2007

ตารางที่ 3 จำนวนและร้อยละการดื่มแอลกอฮอล์ของผู้ขับขี่จำแนกตามประเภทพาหนะ ประเทศไทย พ.ศ.2541 - 2550

ประเภทพาหนะ	จำนวนทั้งหมด	จำนวนที่ดื่มแอลกอฮอล์	ร้อยละที่ดื่มแอลกอฮอล์
1. รถจักรยานยนต์	365,178	16,678	45.15
2. รถกระบะหรือรถตู้	12,419	4,946	39.83
3. รถจักรยานและสามล้อ	18,686	3,370	18.03
4. รถยนต์นั่งส่วนบุคคล	4,652	1,952	41.96
5. สามล้อเครื่อง	2,301	811	35.25
6. รถบรรทุกหนัก	3,028	636	21.00
7. รถใช้งานเกษตร	2,045	518	25.33
8. รถอีแต๋น	629	219	34.82
9. อื่นๆ	2,020	506	25.05
<b>รวม</b>	<b>410,958</b>	<b>177,836</b>	<b>43.27</b>

Bicycle & tricycle ranks 2 for wounded

18% Founded with alcohol

ที่มา: สำนักระบาดวิทยา กระทรวงสาธารณสุข

# Dead and wounded bicycle and tricycle riders sent for treatment in hospitals 2010-2013

Bicycle & tricycle riders	Total	Yearly average	Percentage
Dead and wounded	<b>12,583</b>	<b>3,145</b>	
Dead	<b>538</b>	<b>134</b>	<b>4.3</b>
Found with alcohol	<b>1,830</b>	<b>458</b>	<b>14.5</b> of the dead & wounded
Dead with alcohol	<b>100</b>	<b>25</b>	<b>18.6</b> of the dead

Actions Taken by  
Thailand Cycling Club  
For Road Safety  
And Promotion of  
Cycling and Walking in Daily Life





Policy Advocacy with the  
the 5<sup>th</sup> National Health Assembly (2012)'s  
Resolution on Systems and Structure for Promotion  
of Walking and Cycling in Daily Life  
of which the Government Cabinet “acknowledged  
and assigned related government agencies  
considered taking actions” in 2013.



From the NHA Resolution, TCC has succeeded in advocating government agencies to (for examples):

- **Land Transport Department** to integrate more knowledge and skills for safe driving in relation to pedestrians and bicycle users into training course and examination required for obtaining a driving license

From the NHA Resolution, TCC has succeeded in advocating government agencies to (for examples):

- **Education Ministry** to integrate road safety, particularly for bicycle users and pedestrian, in school curriculum

From the NHA Resolution, TCC has succeeded in advocating government agencies to (for examples):

## **Transport Ministry**

- Come up with Standards for Design and Construction of Bikeways in Thailand.

From the NHA Resolution, TCC has succeeded in advocating government agencies to (for examples):

## **Transport Ministry**

- Lower speed limit in urban areas from 80 to 50 km/h in line with international (WHO) standards. TCC also push for 30 km/h speed limit in the inner city/densely populated areas as adopted in many countries and its effective enforcement.

TCC is currently turning crisis when three cyclists were killed by a drunk driver in May 2015 into opportunities, joining with NGOs working on road safety and cycling clubs to:





Conduct **public campaigns**, resulting in more than 110,000 people signing a petition in just 10 days.



Hand the petition to  
**President of the  
Supreme Court**  
requesting the Court  
of Justice to punish  
reckless drivers strictly  
by law without  
suspending the  
sentence.







Meet the **Prime Minister** and successfully drew him to pay more attention to safety of bicycle users.

**The Law Reform Commission of Thailand (LRCT)** accepted **TCC**'s request to look for ways to improve all aspects of judicial process to deter dangerous driving.



LRCT conducted 4 consultations with stakeholders, experts and responsible state agencies during August 2015 to February 2016.

A final report on **Views and Recommendations Towards Measures to Protect Rights and Safeguard for Safety in Road Use Sharing (Case of Drink and Drive)** is due in late March 2016.



It will be  
submitted to:

The Court of Justice,  
National Council for Peace and Order,  
National Legislative Council,  
Ministry of Justice,  
Royal Thai Police, etc.



The final academic report is decided to focus on the case of **drink and drive / drunk driving** and will provide:

(1) **policy recommendations** for the three stages of **judicial process** in short, medium and long terms, and

The final academic report is decided to focus on the case of **drink and drive / drunk driving** and will provide:

(2) **legal recommendations** covering **law enforcement**, and **improvement of laws, procedures, remedies for damages and legal aid.**



**Safety today is safety tomorrow**

## Thailand Bike & Walk Forum:

Annual Conference on Walking and  
Cycling in Daily Life Since 2013

The 3<sup>rd</sup> TBWF in 2015 was on safety.





Thank You!



# Thailand Cycling Club



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