

Thailand Road Safety Program

Department of Highways

Ministry of Transport



Key Approach for Safety on National Highway Networks

WHO : 2nd Decade of Action for Road Safety (2021-2030)

- 50 percent reduction of road fatality within 2030
(12 persons/ 100,000 capita)

4th Road Safety Master Plan (2018-2021)

- Focus on Safe System Approach
- 5th Road Safety Master Plan (2022 – 2025) is just rolled

Road Infrastructure Management

- Shift main focal point to Active Approach

Why do we need to change to **Active Approach**?

- ❑ Land uses and urban sprawls along the roads in a ribbon pattern are the main driving force that affects our highway design
- ❑ Just road safety improvement alone do not significantly reduce the likelihood of crashes
- ❑ Road agencies are seeking tools to help monitoring frequent accident locations and getting better data for more accurate road crash prediction

Our Current Practice

Change due to land uses and urban sprawls

- More collaborations between the local residents and the road designers
 - ✓ Identify their needs, more flexibility in road design
 - ✓ Reduce conflict points among the locals and the intercity road users
- More budgets for improvement are from area-based funding agenda

Our Current Practice

A better way for Road Safety Improvement Program

- Shifting focus to local participation of road users
 - ✓ Let them identify the proposed mitigations and monitor the effects of changes
 - ✓ Educate and enhance awareness of road safety and how to properly use the road with others including vulnerable road users

Our Current Practice

Enhancement toward better data and operations on highways

- Collaborations with expert team from JICA and MLIT
- Establish Highway Traffic Operations Center (HTOC)
 - ✓ Use intelligent transportation systems (ITS) technology to fulfill the need for road monitoring , data collecting and providing traveler information
 - ✓ Support enforcement devices to keep and maintain traffic laws