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APPENDIX

Appendices

Appendix 1 : Sources of Data

Table 1.1 : Proportion of data between the Police Department source and
The MOPH source (only IPD cases).

Year	Injured Persons from IPD cases of MOPH source (persons)	Injured persons from Police Department source (persons)	Proportion Police : MOPH
1981	79,009	9,297	1 : 8.50
1982	74,565	9,356	1 : 7.97
1983	82,106	5,810	1 : 14.13
1984	90,006	8,770	1 : 10.26
1985	86,058	8,901	1 : 9.67
1986	90,096	9,242	1 : 9.75
1987	97,338	12,947	1 : 7.52
1988	110,294	21,617	1 : 5.10
1989	124,173	23,083	1 : 5.38
1990	142,236	23,161	1 : 6.14
1991	159,477	24,995	1 : 6.38
1992	178,451	20,702	1 : 8.62
1993	138,773	25,330	1 : 5.48
1994	144,945	43,541	1 : 3.33
1995	166,642	50,718	1 : 3.29
1996	176,111	50,044	1 : 3.52

Source : MOPH and The Police Department

Table 1.2 : The budgets of land transportation year 1962 - 1996

Year	Direct road safety budgets		Indirect road safety budgets		Neither direct nor indirect safety budgets		Total land transportation budgets
	Baht	%	Baht	%	Baht	%	Baht
1962	8,235,000	1.53	443,747,000	82.71	84,552,000	15.76	536,534,000
1963	8,101,000	1.13	592,441,200	82.55	117,111,000	16.32	717,653,200
1964	12,443,000	1.33	712,735,400	76.32	208,670,000	22.35	933,848,400
1965	22,461,400	2.13	837,486,400	79.42	194,597,100	18.45	1,054,544,900
1966	29,755,600	1.80	1,281,410,800	77.67	338,727,800	20.53	1,649,894,200
1967	28,941,200	1.23	1,969,571,050	83.63	356,726,600	15.15	2,355,238,850
1968	26,604,500	1.03	2,127,156,600	82.07	438,085,800	16.90	2,591,846,900
1969	39,215,700	1.40	2,268,412,550	81.02	492,105,200	17.58	2,799,733,450
1970	41,852,700	1.28	2,708,969,400	82.59	529,347,900	16.14	3,280,170,000
1971	44,883,400	1.34	2,786,919,390	82.98	526,739,900	15.68	3,358,542,690
1972	51,360,800	1.66	2,492,802,100	80.76	542,422,100	17.57	3,086,585,000
1973	48,880,200	1.48	2,616,168,900	79.09	642,876,700	19.43	3,307,925,800
1974	53,170,700	1.49	2,865,893,075	80.51	640,495,900	17.99	3,559,559,675
1975	74,547,100	1.62	3,705,255,400	80.37	830,575,600	18.02	4,610,378,100
1976	107,770,500	1.72	5,108,478,100	81.65	1,040,555,400	16.63	6,256,804,000
1977	170,919,200	2.88	4,666,095,000	78.52	1,105,202,200	18.60	5,942,216,400
1978	143,881,100	2.12	5,487,590,300	80.74	1,164,966,950	17.14	6,796,438,350
1979	187,438,400	2.36	6,064,801,300	76.45	1,680,503,500	21.18	7,932,743,200
1980	345,873,200	3.38	7,870,842,500	76.97	2,009,085,500	19.65	10,225,801,200
1981	289,463,200	2.56	9,397,478,100	83.06	1,627,401,900	14.38	11,314,343,200
1982	306,563,700	2.70	9,172,417,000	80.80	1,872,498,600	16.50	11,351,479,300
1983	383,968,500	3.38	8,665,325,900	76.38	2,295,160,500	20.23	11,344,454,900
1984	377,478,805	3.26	9,662,187,500	83.50	1,531,255,100	13.23	11,570,921,405
1985	452,255,000	3.76	10,003,581,700	83.24	1,561,269,000	12.99	12,017,105,700
1986	381,947,100	3.50	8,933,073,900	81.97	1,582,444,500	14.52	10,897,465,500
1987	429,683,300	4.05	8,460,330,400	79.73	1,721,638,300	16.22	10,611,652,000

Remark : Percentage in table 1.2 means that the percentage of total land transportation budgets

Table 1.2 : The budgets of land transportation year 1962 - 1996 (continued)

Year	Direct road safety budgets		Indirect road safety budgets		Neither direct nor indirect safety budgets		Total land transportation budgets
	Baht	%	Baht	%	Baht	%	Baht
1988	511,229,600	4.31	9,487,530,100	80.07	1,850,749,000	15.62	11,849,508,700
1989	690,467,200	4.48	12,883,469,700	83.58	1,841,004,600	11.94	15,414,941,500
1990	875,317,400	3.83	19,817,250,700	86.80	2,139,373,600	9.37	22,831,941,700
1991	980,754,400	3.50	24,342,764,040	86.97	2,667,482,600	9.53	27,991,001,040
1992	1,037,734,100	3.21	28,011,492,600	86.67	3,269,150,900	10.12	32,318,377,600
1993	1,373,991,500	2.61	43,183,004,100	81.88	8,180,409,700	15.51	52,737,405,300
1994	1,853,423,800	2.95	50,490,261,370	80.49	10,388,635,000	16.56	62,732,320,170
1995	2,055,189,100	2.58	59,279,188,200	74.36	18,380,026,200	23.06	79,714,403,500
1996	2,867,190,200	2.60	81,468,818,900	73.92	25,879,280,700	23.48	110,215,289,800

Source : Bureau of The Budgets

Remarks : Percentage in table 1.2 means that the percentage of total land transportation budgets

Table 2.1 : Correlation Matrix of road accident model related the total road transport budget

	Totalbud	X4	X5	X6	X7	X8	X9
Totalbud	1.0000	0.9188	-0.1926	-0.0715	-0.1057	0.8989	0.0852
X4	0.9188	1.0000	-0.2345	-0.0185	-0.1637	0.9806	0.9705
X5	-0.1926	-0.2345	1.0000	0.1579	-0.0730	-0.2168	-0.2391
X6	-0.0715	-0.0185	0.1579	1.0000	-0.2086	0.0604	-0.0152
X7	-0.1057	-0.1637	-0.0730	-0.2086	1.0000	-0.1688	-0.1306
X8	0.8989	0.9806	-0.2168	0.0604	-0.1688	1.0000	0.9795
X9	0.8517	0.9705	-0.2391	-0.0152	-0.1306	0.9795	1.0000
X10	0.9579	0.9824	-0.1981	0.0244	-0.1413	0.9822	0.9491
X11	0.9431	0.9774	-0.1953	0.0645	-0.1634	0.9878	0.9552
D1	0.5299	0.7537	-0.2995	-0.1455	-0.1087	0.7443	0.8295
D2	0.8756	0.8094	-0.1890	-0.0413	-0.0078	0.8073	0.7908
D3	0.8098	0.6187	-0.1087	-0.0708	-0.0798	0.5846	0.5066
	X10	X11	D1	D2	D3		
Totalbud	0.9579	0.9431	0.5299	0.8756	0.8098		
X4	0.9824	0.9774	0.7537	0.8094	0.6187		
X5	-0.1981	-0.1953	-0.2665	-0.1890	-0.1087		
X6	0.0244	0.0645	-0.1454	-0.0412	-0.0708		
X7	-0.1413	-0.1634	-0.1087	-0.0078	-0.0798		
X8	0.9823	0.9878	0.7443	0.8073	0.5846		
X9	0.9490	0.9552	0.8294	0.7908	0.5066		
X10	1.0000	0.9954	0.6670	0.8551	0.6866		
X11	0.9954	1.0000	0.6692	0.8564	0.6566		
D1	0.6670	0.6692	1.0000	0.3967	0.2392		
D2	0.8555	0.8564	0.3967	1.0000	0.6030		
D3	0.6866	0.6566	0.2392	0.6030	1.0000		

Appendix 2: Correlation Matrix

Table 2.2 : Correlation Matrix of road accident related factors model

	X1	X2	X3	X4	X5	X6	X7
X1	1.0000	0.9538	0.8239	0.6982	0.0260	-0.0427	-0.1331
X2	0.9538	1.0000	0.9062	0.5114	-0.0028	-0.1230	0.0520
X3	0.8239	0.9062	1.0000	0.2768	0.0264	-0.1547	-0.0252
X4	0.6982	0.5114	0.2768	1.0000	-0.0949	0.0294	-0.2623
X5	0.0260	-0.0028	0.0264	-0.0949	1.0000	0.0866	-0.0964
X6	-0.0427	-0.1230	-0.1547	0.0294	0.0866	1.0000	-0.1591
X7	-0.1331	-0.0520	-0.0252	-0.2623	-0.0964	-0.1591	1.0000
X8	0.6713	0.4962	0.2323	0.9034	-0.0453	0.1968	-0.2053
X9	0.3670	0.2893	0.1467	0.5127	0.0456	-0.1263	-0.0150
X10	0.9009	0.8002	0.5867	0.8471	0.0162	0.1044	-0.1514
X11	0.8502	0.7350	0.4808	0.8548	0.0142	0.1993	-0.2077
D1	0.0705	-0.1243	-0.2176	0.6264	-0.2136	-0.1270	-0.0625
D2	0.4403	0.5715	0.4132	0.0925	-0.0166	-0.0788	0.1263
D3	0.6256	0.7005	0.8937	0.1877	0.0280	-0.0908	-0.0289
	X8	X9	X10	X11	D1	D2	D3
X1	0.6713	0.3670	0.9009	0.8502	0.0705	0.4403	0.6256
X2	0.4962	0.2893	0.8002	0.7350	-0.1243	0.5715	0.7005
X3	0.2323	0.2323	0.1467	0.5867	0.4808	0.4132	0.8937
X4	0.9034	0.5127	0.8471	0.8548	0.6264	0.0925	0.1877
X5	-0.0453	0.0456	0.0162	0.0142	-0.2136	-0.0166	0.0280
X6	0.1968	-0.1263	0.1044	0.1993	-0.1270	-0.0788	-0.0908
X7	-0.2053	-0.0150	-0.1514	-0.2077	-0.0625	0.1263	-0.0289
X8	1.0000	0.5862	0.8851	0.9180	0.4979	0.2185	0.1076
X9	0.5862	1.0000	0.4689	0.5138	0.5231	0.3412	0.0083
X10	0.8851	0.4689	1.0000	0.9728	0.2311	0.4056	0.4436
X11	0.9180	0.5138	0.9728	1.0000	0.2394	0.4345	0.3335
D1	0.4979	0.5231	0.2311	0.2394	1.0000	-0.3223	-0.2438
D2	0.2185	0.3412	0.4056	0.4345	-0.3223	1.0000	0.2359
D3	0.1076	0.0083	0.4436	0.3335	-0.2438	0.2359	1.0000

Table 3.1 : Data for earning function multiple regression equation

obsevation	age	school	schoolsq	occp1	occp2	occp3	sex	totalinc
1	15	7.68	58.98	0.00	0.07	0.93	0.49	346.50
2	16	7.66	58.68	0.00	0.10	0.90	0.39	431.42
3	17	7.81	61.00	0.00	0.07	0.93	0.51	508.49
4	18	7.82	61.15	0.03	0.12	0.85	0.49	507.51
5	19	8.08	65.29	0.02	0.09	0.88	0.58	801.35
6	20	7.89	62.25	0.03	0.08	0.90	0.50	855.16
7	21	7.67	58.83	0.04	0.09	0.87	0.56	930.92
8	22	8.03	64.48	0.07	0.10	0.83	0.49	1033.25
9	23	7.26	52.71	0.07	0.08	0.85	0.51	1143.55
10	24	7.47	55.80	0.07	0.11	0.82	0.54	1352.28
11	25	7.45	55.50	0.10	0.11	0.78	0.57	1303.85
12	26	7.24	52.42	0.14	0.09	0.76	0.57	1650.45
13	27	7.21	51.98	0.11	0.12	0.78	0.60	1694.15
14	28	6.87	47.20	0.11	0.10	0.78	0.58	1619.89
15	29	7.13	50.84	0.14	0.10	0.75	0.55	1928.91
16	30	7.15	51.12	0.18	0.08	0.73	0.51	1867.16
17	31	6.61	43.69	0.11	0.13	0.76	0.60	2124.05
18	32	6.41	41.09	0.11	0.12	0.77	0.64	2022.43
19	33	6.09	37.09	0.11	0.08	0.81	0.69	1978.06
20	34	5.89	34.69	0.08	0.11	0.81	0.56	2074.94
21	35	5.94	35.28	0.08	0.08	0.84	0.66	2090.28
22	36	5.66	32.04	0.06	0.17	0.78	0.60	2309.07
23	37	5.64	31.81	0.07	0.14	0.78	0.58	2331.01
24	38	5.79	33.52	0.07	0.14	0.79	0.58	2210.32
25	39	6.09	37.09	0.08	0.14	0.78	0.60	2396.24
26	40	5.61	31.47	0.06	0.14	0.80	0.63	2609.71
27	41	5.91	34.93	0.05	0.16	0.80	0.64	2303.79
28	42	5.63	31.70	0.06	0.10	0.83	0.61	2488.55
29	43	5.64	31.81	0.07	0.09	0.84	0.65	2086.15
30	44	5.11	26.11	0.05	0.11	0.84	0.62	2148.74

Table 3.1 : Data for earning function multiple regression equation (continued)

obsevation	age	school	schoolsq	occp1	occp2	occp3	sex	totalinc
31	45	5.19	26.94	0.06	0.14	0.8	0.60	2305.28
32	46	5.43	29.48	0.06	0.11	0.83	0.63	2478.9
33	47	5.25	27.56	0.04	0.11	0.85	0.64	2701.08
34	48	5.46	29.81	0.04	0.12	0.84	0.6	2589.57
35	49	5.04	25.40	0.03	0.11	0.86	0.63	2150.48
36	50	4.48	20.07	0.05	0.11	0.84	0.61	2258.3
37	51	4.89	23.91	0.05	0.11	0.84	0.7	3251.92
38	52	4.66	21.72	0.06	0.12	0.82	0.62	2571.44
39	53	4.72	22.28	0.05	0.11	0.83	0.59	2709.03
40	54	4.5	20.25	0.06	0.12	0.81	0.64	2420.44
41	55	4.11	16.89	0.02	0.08	0.88	0.54	1973.62
42	56	4.59	21.07	0.02	0.08	0.89	0.67	2352.86
43	57	4.64	21.53	0.04	0.12	0.83	0.64	2333.45
44	58	4.63	21.44	0.02	0.1	0.86	0.69	1987.87
45	59	4.76	22.66	0.04	0.08	0.85	0.69	2155.24
46	60	4.19	17.56	0.02	0.12	0.86	0.61	1954.36
47	61	4.12	16.97	0.00	0.06	0.89	0.67	1659.37
48	62	4.13	17.06	0.01	0.07	0.92	0.73	2081.32
49	63	3.85	14.82	0.00	0.03	0.97	0.65	1849.99
50	64	4.5	20.25	0.00	0.14	0.84	0.57	1958.81
51	65	3.7	13.69	0.01	0.07	0.93	0.71	2245.13
52	66	3.6	12.96	0.00	0.05	0.95	0.66	1504.41
53	67	3.4	11.56	0.00	0.07	0.90	0.62	1846.22
54	68	3.35	11.22	0.00	0.08	0.92	0.66	1341.32
55	69	3.04	9.24	0.01	0.01	0.98	0.63	1754.49
56	70	2.85	8.12	0.01	0.07	0.92	0.63	1783.38
57	71	2.83	8.01	0.00	0.08	0.93	0.71	1330.70
58	72	2.81	7.90	0.05	0.05	0.89	0.68	1343.70
59	73	2.56	6.55	0.00	0.03	0.97	0.61	1204.37
60	74	2.71	7.34	0.01	0.06	0.74	0.71	1034.82
61	75	1.99	3.96	0.00	0.00	0.98	0.42	952.65

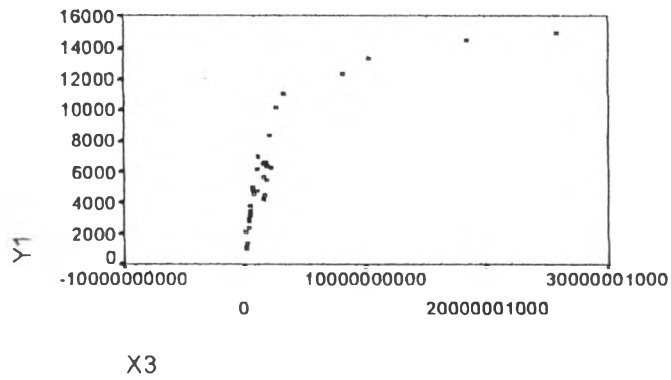
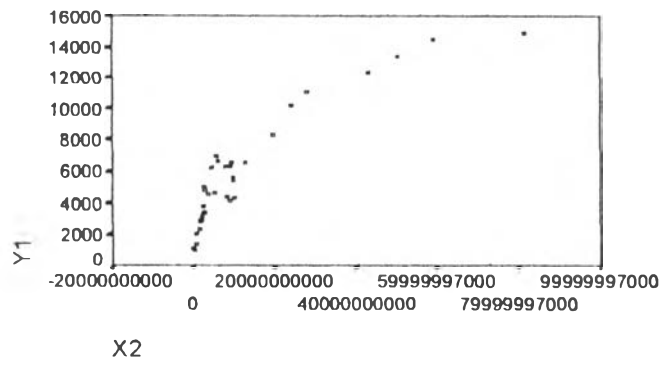
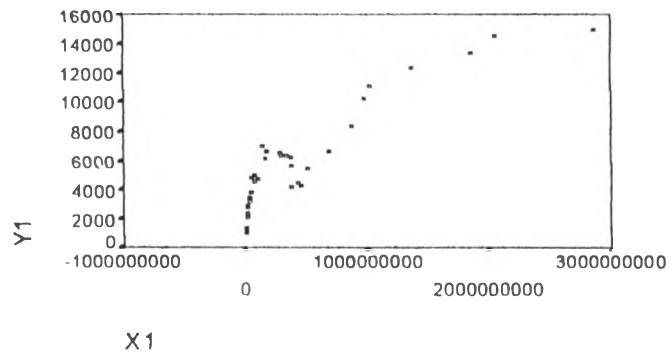
Table 3.2 Hypothetical Data for Multiple Regression of Roads Accidents Equation

Year	Y	X1	X2	X3	Totalbud	X4
1962	1,073	8,235,000	443.747.000	84.552.000	536,534,000	84,772,663
1963	1,161	8,101,000	592.441.200	117.111.000	717,653,200	89,706,772
1964	1,421	12,443,000	712.735.400	208.670.000	933,848,400	96,085,778
1965	2,125	22,461,400	837.486.400	194.597.100	1,054,544,900	105,507,104
1966	2,403	29,755,600	1,281.410.800	338.727.800	1,649,894,200	125,122,917
1967	2,882	28,941,200	1,969.571.050	356.726.600	2,355,238,850	148,782,922
1968	2,980	26,604,500	2,127.156.600	438.085.800	2,591,846,900	155,974,435
1969	3,184	39,215,700	2,268.412.550	492.105.200	2,799,733,450	163,793,286
1970	3,377	41,852,700	2,708.969.400	529.347.900	3,280,170,000	173,071,760
1971	3,519	44,883,400	2,786.919.390	526.739.900	3,358,542,690	170,618,205
1972	3,858	51,360,800	2,492.802.100	542.422.100	3,086,585,000	184,424,436
1973	5,050	7,880,200	2,616.168.900	642.876.700	3,307,925,800	218,407,828
1974	4,849	53,170,700	2,865.893.075	640.495.900	3,559,559,675	252,894,681
1975	4,571	74,547,100	3,705.255.400	830.575.600	4,610,378,100	245,560,207
1976	4,725	107,770,500	5,108.478.100	1,040.555.400	6,256,804,000	266,939,367
1977	6,197	170,919,200	4,666.095.000	1,105,202.200	5,942,216,400	301,591,662
1978	6,981	143,881,100	5,487.590.300	1,164.966.950	6,796,438,350	365,287,248
1979	6,653	187,438,400	6,064.801.300	1,680.503.500	7,932,743,200	445,796,520
1980	6,360	345,873,200	7,870.842.500	2,009,085.500	10,225,801,200	488,384,860
1981	6,567	289,463,200	9,397.478.100	1,627,401.900	11,314,343,200	453,631,360
1982	6,355	306,563,700	9,172.417.000	1,872.498.600	11,351,479,300	469,610,600
1983	6,322	383,968,500	8,665.325.900	2,295.160.500	11,344,454,900	527,832,560
1984	5,655	377,478,805	9,662.187.500	1,531,255.100	11,570,921,405	567,902,173
1985	4,315	452,255,000	10,003.581.700	1,561,269.000	12,017,105,700	486,387,280
1986	4,208	381,947,100	8,933.073.900	1,582,444.500	10,897,465,500	448,852,924
1987	4,441	429,683,300	8,460.330.400	1,721,638.300	10,611,652,000	494,951,598
1988	5,428	511,229,600	9,487.530.100	1,850,749.000	11,849,508,700	554,366,347
1989	6,617	690,467,200	12,883,169.700	1,841,004.600	15,414,941,500	709,805,321
1990	8,335	875,317,400	19,817,250.700	2,139,373.600	22,831,941,700	889,792,663
1991	10,155	980,754,400	21,342,761,040	2,667,482,600	27,991,001,040	976,716,033
1992	11,044	1,037,734,100	28,011,492,600	3,269,150,900	32,318,377,600	1,009,242,337
1993	12,321	1,373,991,500	43,183,004,100	8,180,409,700	52,737,405,300	115,572,301
1994	13,367	1,853,423,800	50,490,261,370	10,388,635,000	62,732,320,170	1,189,464,866
1995	14,479	2,055,189,100	59,279,188,200	18,380,026,200	79,714,403,500	1,368,351,819
1996	14,949	2,867,190,200	81,468,818,900	25,879,280,700	110,215,289,800	1,517,107,542

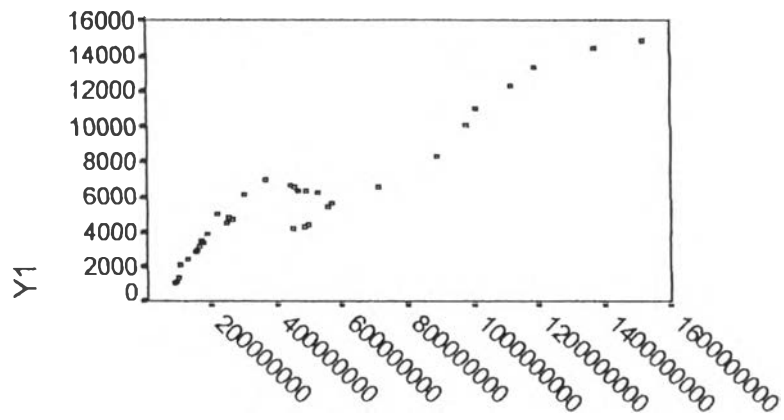
Table 6.2 : Hypothetical Data for Road Accident Related Factors Equation (Continued)

Year	X5	X6	X7	X8	X9	X10	X11	D1	D2	D3
1962	7.38	12.28	6.97	51813	14529	49875	37589	0	0	0
1963	8.9	9.04	6.6	60266	13705	58742	57374	0	0	0
1964	1.26	8.6	7.36	69332	11302	73150	87444	0	0	0
1965	3.6	15.96	10.55	67261	17638	58098	105379	0	0	0
1966	13.76	11.66	9.88	90923	17256	80389	159168	0	0	0
1967	0	9.87	10.05	115394	17662	81875	212808	0	0	0
1968	7.32	10.05	11.11	125574	17609	84788	248028	0	0	0
1969	10.11	10.65	7.42	166748	17247	100790	275617	0	0	0
1970	2.6	9.5	7.4	212881	19562	126590	33708	0	0	0
1971	4.31	10.24	5.84	199396	18386	136256	348801	0	0	0
1972	0	13.24	8.07	207382	20196	147498	361718	0	0	0
1973	9.44	15.74	6.39	225221	20561	172073	389811	0	0	0
1974	2.92	6.18	3.33	286225	21604	224119	442636	0	0	0
1975	4.37	5.8	8.37	266135	22056	224142	456467	0	0	0
1976	6.04	15.32	5.83	268766	20044	276475	495457	0	0	0
1977	2.3	14.3	11.13	303026	26958	335870	643293	0	0	0
1978	12.47	8.73	11.29	334336	28714	370658	771299	0	0	0
1979	0	8.27	11.02	355788	32114	402797	871206	1	0	0
1980	1.9	4.8	8.3	409855	47108	299908	897168	1	0	0
1981	5.12	6.28	10.92	450465	50566	475302	1164846	1	0	0
1982	2.47	2.65	8.12	512353	54644	535879	1417200	1	0	0
1983	4.77	11.19	2.94	558900	54083	428699	1734051	1	0	0
1984	4.42	6.2	4.11	689945	56000	600336	1911220	1	0	0
1985	4.51	0	12.36	732636	58789	608198	1826752	1	0	0
1986	0.38	9.84	9.1	770370	59276	610914	2359818	1	0	0
1987	0.07	16.04	8.39	930722	62713	690025	2980134	1	0	0
1988	10.51	17.93	5.39	1086299	67178	882251	3618489	1	0	0
1989	9.66	16.04	5.35	1026244	69684	1064199	4153000	1	0	0
1990	0	15.93	6.24	1248537	73794	1256477	4778220	1	0	0
1991	4.37	11.91	5.18	1305396	78489	1320954	5521391	1	0	0
1992	3.1	11.3	6.5	1429625	102510	1517367	6307800	1	1	0
1993	0	1.1	9.3	1649044	107411	1806693	7260665	1	1	0
1994	5.2	9.1	9.00	1859274	110865	2075721	8248303	1	1	0
1995	2.2	11.3	9.10	1976631	112138	2421052	9314840	1	1	1
1996	3.6	7.2	5.00	2098602	114774	2822846	10713678	1	1	1

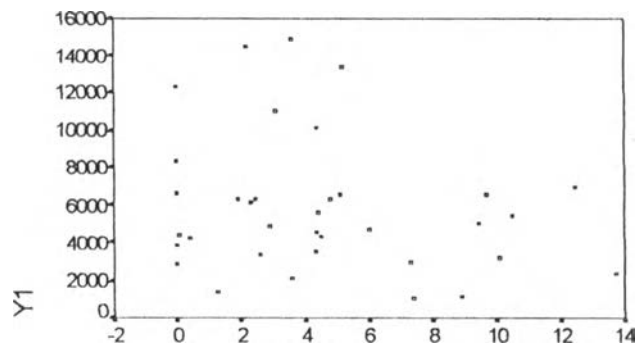
Scatter Plot of Dependent Variables



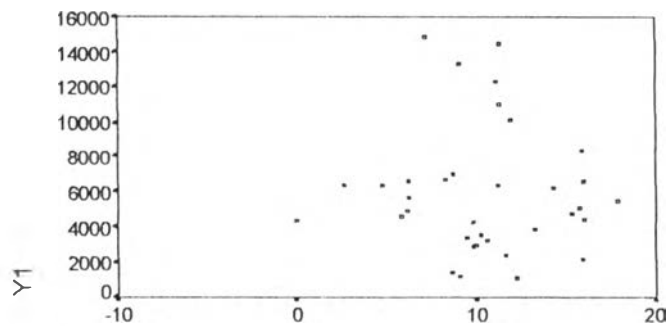
Scatter Plot of Dependent Variables (Continued)



X4

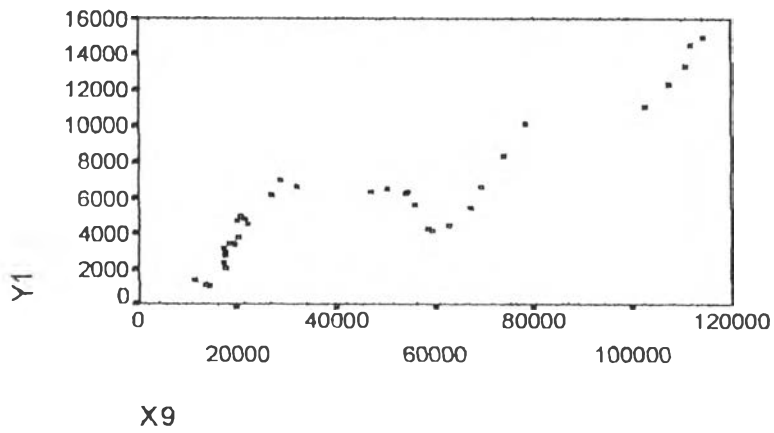
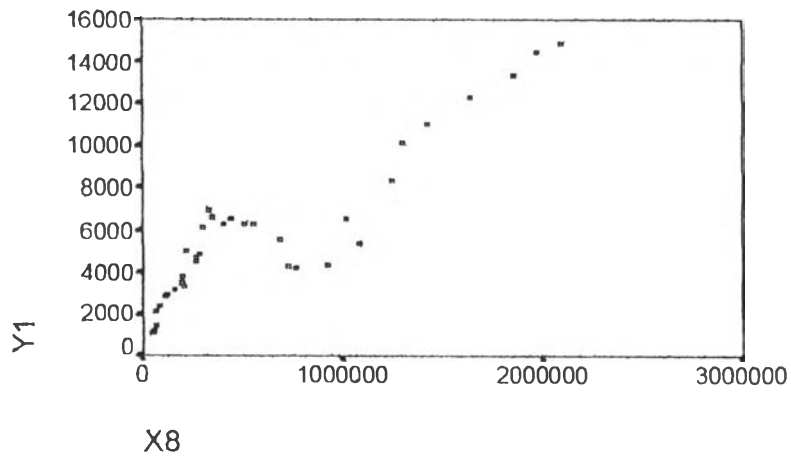
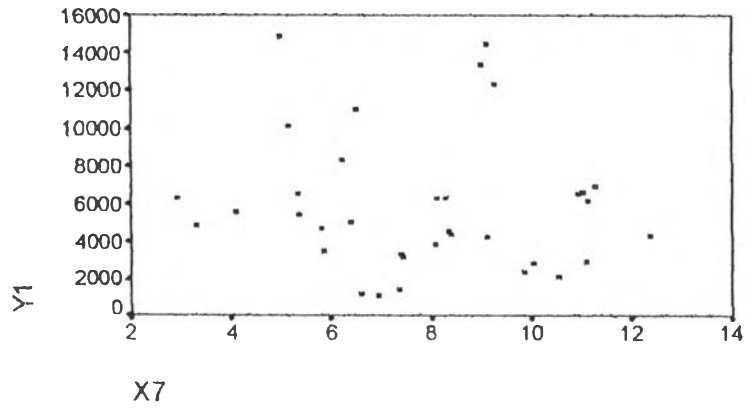


X5

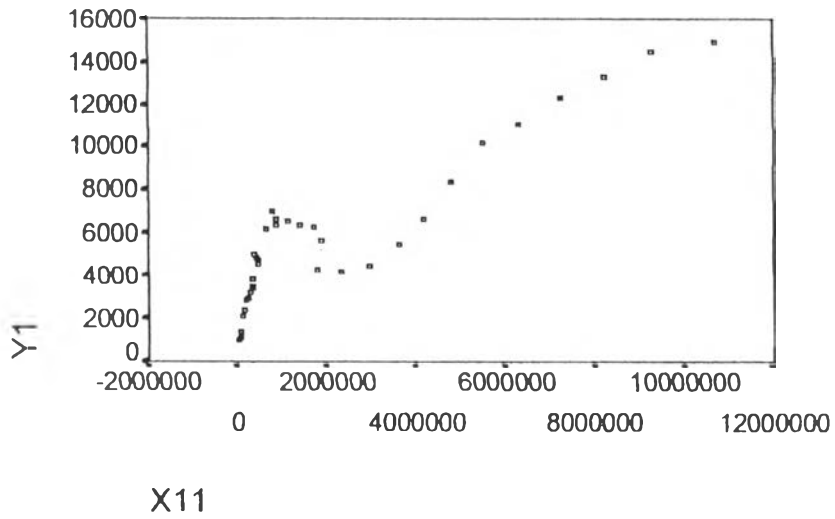
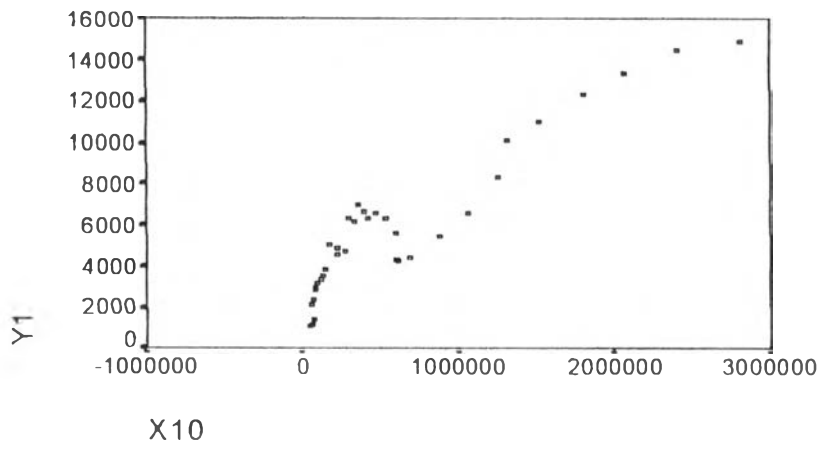


X6

Scatter Plot of Dependent Variables (Continued)



Scatter Plot of Dependent Variables (Continued)



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