Road Safety Situation
In Malaysia

By

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MINISTRY of WORKS
MALAYSIA
Road Safety Situation In Malaysia

Content

▪ Accident Statistics
▪ National Road Safety Targets
▪ Road Safety Initiatives
In Malaysia, a lot of concern is directed towards road accident statistics which rises alarmingly high especially during the festive breaks.

Our statistics have revealed an increase in numbers of death due to road accident from 6,286 deaths in 2003 to 6,917 in 2012.

Of this, motorcyclists have been identified as the most vulnerable road user because they contribute to about 50 per cent of the total deaths.
Motorcyclists account for a large percentage of all fatalities. One of the main reasons motorcyclists are killed in crashes is the relatively exposed nature of motorcycles. Motorcycles offer very little protection to the rider in a crash.
Road Accident By Road Category (2012)

- Expressway: 704 Fatal, 190 Serious
- Federal: 2272 Fatal, 1808 Serious
- State: 1797 Fatal, 1679 Serious
- Municipal: 1063 Fatal, 640 Serious
- Others: 583 Fatal, 377 Serious

Source: Royal Malaysian Police
New Road Safety Target (by 2010):
• 2.0 death / 10,000 registered vehicles
• 10.0 death / 100,000 peoples
• 10.0 death / billion KM travelled
What Went Wrong?

Interventions NOT implement fully
- Automatic Enforcement System
- New Drivers Training System
- Exclusive motorcycle lanes
- iRAP

Intervention Implemented but not giving intended results
- Rear seat belt law
- Motorcycle helmet initiatives
- Community based programmes

Intervention Implemented but slow giving results
- Road safety education in school
- Social marketing strategies (advocacy & campaign)
FRAMESWORK FOR THE 2011-2020 ROAD SAFETY PLAN

ROAD SAFETY TARGET

Desired Outcomes

Institutional
Safer Roads and Mobility
Safer Vehicles
Safer Road Users
Post Crash Management
Safer Public Transport

ROAD SAFETY PROGRAMMES AND INTERVENTIONS
**HOW DO WE SET A TARGET (OPTIONS)**

1. Put our target fatality rates (per 10k vehicles, per 100k population etc)
2. Put percentage reductions of rates per year (6% reduction per year)
3. Put percentage reductions to fatality per year

**ULTIMATE TARGET:**
50% REDUCTION ON ALL ROAD SAFETY PARAMETERS BY 2020 COMPARED TO 2010

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<tr>
<td>5% reduction fatality from previous year</td>
<td>6872</td>
<td>6528</td>
<td>6202</td>
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<td>Monthly Fatality average</td>
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<td>544</td>
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<td>400</td>
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<td>Number of RV (5% increase per year)</td>
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SECTORIAL RESPONSIBILITIES

- Institutional
- Safer Roads and Mobility
- Safer Vehicles
- Safer Road Users
- Post Crash Management
- Safer Public Transport
MOW’s ROAD SAFETY PROGRAMMES

Accident Reduction

- Accident Blackspot Treatments
- Overtaking Lanes
- Motorcycle Lanes
- Junction Improvements
- Curve Improvements

Accident Prevention

- Providing Pedestrian Facilities
- Paving Shoulders
- Road Safety Audits
- Traffic Signs
- Line Markings

Motorcycle Lane
Overtaking Lane
Pedestrian Footbridge
Push Button Crossing
Examples of Blackspot Treatment

Before

After

Before

After
MOW’s AWARENESS CAMPAIGNS
One of the approaches being considered in evaluating the level of safety of our road network.

Each road is rated in accordance to each user type namely cars occupant, motorcyclist, bicyclist and pedestrian.

This programme is a tool to inspect high-risk roads and develop Star Ratings and Safer Roads Investment Plans.
Malaysia Star Rating Result based on 3688km of road surveyed
How To Prevent The Accident?

- Enforcement-AES
- Education & Training
- Human Factor
- Road Environment Factor
- Vehicle Factor
Festive Seasons Road Safety Interventions

Festive season = 15 days period during main festival.
i.e. Hari Raya Aidilfitri, Chinese New Year

known as OPS Sikap (I – 24)

Joint force between Ministry of Works (engineering),
Ministry of Transports (media campaign), Royal
Malaysian Police, Road Transportation Department
(enforcement)

- to ensure safety on all roads in Malaysia during
f Festive seasons.
- to reduce road accidents during festive
  seasons.
- to monitored all accident area prone in
expressways, federal roads, state roads, municipal roads and other roads.

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<th>Tahun</th>
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<th>Festive season</th>
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<td></td>
<td>Ave. daily Accident</td>
<td>Ave. Fatality/day</td>
<td>Ave. daily Accident</td>
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<tr>
<td>2005</td>
<td>901</td>
<td>17.0</td>
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<td>2006</td>
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<td>17.2</td>
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<td>(Ops Sikap X)</td>
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<tr>
<td>2007</td>
<td>995</td>
<td>17.2</td>
<td>1061</td>
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<td>(Ops Sikap XIII)</td>
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<td>2008</td>
<td>1022</td>
<td>17.8</td>
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Sumber PD
Conclusion

- Ministry of Works Malaysia, MOWs tried to provide a better safety of road in Malaysia alongside with the Government efforts to reduce traffic accident and to achieve its safety targets.

- Although studies shown that causes to most of the accident is because of the drivers themselves, MOWs always make it positive effort in order to improve traffic accident by giving further stress on engineering aspect with proactive and reactive action during design, construction and maintenance stage.

- Hopefully, in future with better collaboration intra and inter agency can improve more in road safety and furthermore Government would achieve its deaths rate target.
THANK YOU
ASEAN NCAP Phase 1 Result Release

PROTON Saga FLX+

Safety Cars for ASEAN Region

PROTON Saga FLX+

Specifications:
- Standard: 5-door Sedan
- Model Year: 2013
- Engine Capacity: 1.3 L Petrol

Production:
- Proton, Malaysia

Pre-requisites for 5-Star in ASEAN NCAP:
- Electronic Stability Control (ESC)
- Rear-seat Head Restraint (SHR) for front passenger

In the absence of Electronic Stability Control (ESC) and Rear Seat Head Restraint (SHR) for front passenger, this model is only eligible for a maximum of 4-star rating.

ASIAN NCAP

CRASH TEST JANUARY 2013

Self-Declarations:
- Lower Leg loadings: 2 drivers
- Lower Leg variable contact: 1 driver

<table>
<thead>
<tr>
<th>Rating</th>
<th>Comments</th>
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<tr>
<td>5 stars</td>
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Official Test Lab:

MIRA Lab, KL

ASEAN NCAP

THANK YOU FOR YOUR COMMITMENT AND SUPPORT FOR SAFER CARS IN ASEAN REGION!