THE ROAD SAFETY PLAN OF MALAYSIA 2014-2020

Commuting Accidents Prevention Seminar 2014
9th December 2014 (Tuesday)
Monash University Malaysia
OUTLINE OF PRESENTATION

1) Road Safety Scenario Globally

2) Road Safety Scenario in Malaysia

3) Road Safety Plan of Malaysia 2014-2020

4) Conclusion
ROAD SAFETY SCENARIO GLOBALLY

- About 1.24 million people die every year
- About 20 – 50 million sustain non-fatal injuries
- Road traffic injuries – estimated to be the eighth (8th) leading cause of death globally
- Estimated to cost low and middle income countries 1-2 % of GDP
- Estimated at over US$100 billion a year
- Half of the world’s road traffic deaths occur among motorcyclists (23%), pedestrians (22%) and cyclist (5%) – “vulnerable road users”

Source: Global Status Report on Road Safety 2013
The Global Road Safety Facility at World Bank & the Institute for Health Metrics and Evaluation (IHME), University of Washington
477,204 road crashes

6,915 fatalities:
- About 19 deaths per day
- About 1 death every hour

The fatality index per 10,000 registered vehicles was 2.90

Advanced countries e.g. United Kingdom, Sweden and Australia, the fatality index for 10,000 registered vehicles is below 2.0

Source: Royal Malaysian Police (RMP)  
Road Transport Department (RTD)
<table>
<thead>
<tr>
<th>Type Of Road User</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorist</td>
<td>1,389</td>
<td>1,435</td>
<td>1,399</td>
</tr>
<tr>
<td>Motorcyclist</td>
<td>4,173</td>
<td>4,178</td>
<td>4,294</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>530</td>
<td>530</td>
<td>455</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>172</td>
<td>156</td>
<td>159</td>
</tr>
<tr>
<td>Bus</td>
<td>29</td>
<td>32</td>
<td>60</td>
</tr>
<tr>
<td>Lorry</td>
<td>247</td>
<td>194</td>
<td>210</td>
</tr>
<tr>
<td>Other vehicle users</td>
<td>337</td>
<td>392</td>
<td>338</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>6,877</strong></td>
<td><strong>6,917</strong></td>
<td><strong>6,915</strong></td>
</tr>
</tbody>
</table>

On average:

- **Motorcyclists** makes up about **60%** of all fatalities
- **Motorists** makes up about **20%** of all fatalities
- **Pedestrians** makes up almost **8%** of all fatalities
- **Road crashes** cost the nation about **RM9.0** billion annually

Source: RMP MIROS
MEDIA MONITORING

Children in danger’s way

A parents, it is our responsibility to teach our children to be law-abiding, safe drivers. Despite efforts by authorities to educate children on road safety, many adults seem to encourage children to follow traffic rules.

Some young, they are given the impression that it’s acceptable to break the law. It is common to see children riding bikes on the road without helmets.

A drastic change is needed, as lives are at stake. Educating children on the importance of road safety is crucial.

1,500 motorists caught using emergency lanes

UP SEAFARER SI

Many motorists have been caught using emergency lanes, causing delays for genuine emergency vehicles.

Speeding is main cause for accidents

I NEED to the article "School run takes a tragic turn". The driver had been speeding, causing a collision that resulted in the death of the child.

Speeding is the leading cause of accidents. Drivers must always obey the speed limits and be cautious on the road.

Bas elektrik lebih baik?

LOCATION: Seremban, Negeri Sembilan

THE DEATHS: Ang Chin Fa, 38; Tan Boon Yau, 38; Choong Chee Peng, 38; and Chew the Tong Ming

Our drivers lack ethics and etiquette

I CANNOT agree more with the writer of "Malaysia must change for the better" (The Star, March 23).

Driving in Malaysia is a dangerous job and I had a bad experience recently. I was driving to work and had to overtake a car with a trailer. Suddenly, my car was hit from behind.

I got down from my car and signaled to the driver of the car behind to come out. He brought down his window and accused me of being rude. It is not me, it is the other car...

I then drove my car to the side and signaled for the other driver to stop. He came out and said something and I asked him what was happening.

He explained that he wanted to take the left lane but since he couldn’t change lanes, he asked me to step out. I couldn’t believe my ears -- a young driver who is careless about the rules and ethics of driving.

Good driving culture and the need for respect and good ethics define effective drivers.

The Road Transport Department should introduce a course in the driving classes and include ethics and etiquette of driving. Perhaps, review the driving age too.

P.T. ONG

Malacca

Look at road safety as public safety

THE TRAGIC death of 15 people from five road accidents last Thursday is certainly a concern.

Malaysia has one of the best networks of roads in the region. Over the past few decades most of the "killer stretches" along highways and state roads have been realigned making driving safer.

Most of the vehicles, particularly passenger cars on the road are less than 10 years old, more reliable, with air-conditioning, power steering, disc brakes, airbags and other safety features that make driving safer, comfortable and pleasant.

Despite all that, accidents continue to occur almost every day, some fatal with vehicles crushed beyond recognition.

It is obvious from media reports that most accidents were caused by speeding or reckless drivers who lost control of their vehicles.

It is said that due to negligence of a few, precious lives of other innocent road users were lost in the mishaps.

Besides loss of lives and limbs, accidents also cost to the national economy more than RM15billion each year.

The authorities must mount an aggressive road safety campaign all year round to change the mindset of recalcitrant Malaysian motorists.

S. SANDERSON

Petaling Jaya

Rear seat belts take back seat

Ministry urges 2009 law repeal, PTD says children exempted

Cops observe many still ignore, public needs to understand importance of safety measure

Consumer group plus blames on poor enforcement, passengers Advised not to buckle up

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Petaling Jaya
Decade of Action for Road Safety 2011-2020

Resolution adopted by the General Assembly

64/255. Improving global road safety

2. Proclaims the period 2011-2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels;

3. Requests the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action for the Decade as a guiding document to support the implementation of its objectives.

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“During my travels I have seen how important it is that children and communities are educated about road safety and that governments and decision makers do what they can to make roads safe.”

- Ewan McGregor, actor and UNICEF ambassador
Formulation of Plan – by the Ministry of Transport through Road Safety Department & Malaysian Institute of Road Safety Research (MIROS)

Developed, since 2011 through series of consultations and workshops

As part of Government’s initiatives under the ‘United Nations Decade of Action for Road Safety 2011-2020’

To address issues related to road safety in the country. This Plan is designed to achieve a set of outcomes through holistic approach and effective implementation of a comprehensive set of strategies.
Based on an analysis of past trends, if:

- **‘Business as usual’** scenario
- **No** comprehensive road safety programme!
- **No** additional interventions or programmes!

**Targeted Reduction in Road Fatalities**

**Prediction of road fatalities in a ‘business as usual’ scenario**

- To reduce fatalities (50%) to 5,358 by 2020

Source: MIROS
Main objective: To reduce the projected deaths due to road accidents in 2020 by 50%, e.g. from 10,716 fatalities to 5,358.

5 Strategic Pillars

- Road Safety Management
- Safer Mobility and Roads
- Safer Vehicles
- Safer Road Users
- Post Crash Management
The National Plan provides a coherent framework for the implementation of road safety initiatives in the country.

It is also a rolling plan and will be continuously adjusted to reach the goal of reducing deaths and injuries from road accidents.
5 STRATEGIC PILLARS

- Strategic Pillar 1 – Road Safety Management
- Strategic Pillar 2 – Safer Mobility and Roads
- Strategic Pillar 3 – Safer Vehicles
- Strategic Pillar 4 – Safer Road Users
- Strategic Pillar 5 – Post-Crash Management

In conformity with the Global Decade of Action, activities to reach the road safety target will be implemented according to 5 Strategic Pillars.
- Develop and coordinate the delivery of national road safety programmes and action plans.
11 programmes to be implemented. Programmes include:

1) Management and coordination of inter-agency road safety programmes.

2) Programmes to encourage modal shift to public transport.

3) Review and enhance road safety legislation.

4) Local community programmes.
Mobility is not only about accessibility but, more importantly, also about road safety. 

Road safety will be incorporated at the planning and design stage of the construction of all road infrastructures.
7 programmes to be implemented. Programmes include:

1) Road side barrier safety programmes.
2) Standards and regulations evaluation programmes.
3) Road safety audit programmes.
Focus will be on the improvement to vehicle safety technologies for passive and active safety.

This will be pursued through a combination of harmonisation with relevant global standards, consumer information schemes and incentives to accelerate the adoption of new technologies to improve vehicle safety.

This will be supported by a comprehensive roadmap on the implementation of UN Regulations on vehicle safety standards.
PILLAR 3: PROGRAMMES

4 programmes to be implemented. Programmes include:

1) Implementation of UN Regulations through the Vehicle Type Approval (VTA).

2) Vehicle safety performance evaluation programmes.
Strategic Pillar 4 deals with improving road user behaviour.

Comprehensive programmes to improve road user behaviour are proposed.

It is intended to increase enforcement of laws and standards, increase public awareness and education programmes to nurture a road safety culture among the public.
9 programmes to be implemented. Programmes include:

1) Public education and awareness programmes via media.
2) Stricter Punishment System via KEJARA.
3) Community service for traffic offenders.
Focus is to improve the responsiveness to post-crash emergencies.

The main thrust will be on health mitigation and other systems needed to provide appropriate emergency treatment and longer term rehabilitation for crash victims.
PILLAR 5: PROGRAMMES

4 programmes to be implemented. Programmes include:

1) First responder community programme.
2) Improvement of emergency response time.
Although RSD will be in overall charge of the implementation of this Plan, stakeholders will have ownership and be responsible to implement the plans and strategies.

They will also be accountable for the success of the road safety agenda in their respective areas of responsibility.

There will be continuous consultation between stakeholders to ensure effective implementation.

RSD will be the lead agency in the implementation of this Plan. RSD will coordinate the overall implementation of this Plan.

All programmes identified will be closely monitored based on agreed key performance indicators (KPI) through periodic evaluation, research and follow-up action.

The effective implementation of this Plan requires support and commitment from all stakeholders.
CONCLUSION

- Improve road safety - not only focus on saving lives but also on **having a road safety framework**.
- Involves **integrated efforts** by various government agencies, private companies, NGOs especially road users themselves.
- **Cooperate and work together** to reduce fatal traffic crashes.
- **All must play part** in improving road safety.
- This plan is a vital step in making our roads better and safer for us all.

‘**Together We Can Make a Difference**’
Road Safety Plan of Malaysia 2014-2020 can be downloaded from www.jkjrr.gov.my

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