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.

Source: Royal Malaysian Police

Pie charts showing the distribution of vehicles involved in total and fatal road accidents.
### Accident Statistic by Type of Road (2010)

- **Toll Highway**: 6%
- **Municipal**: 21%
- **State**: 35%
- **Federal**: 38%

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### Road Accident By Road Category (2012)

<table>
<thead>
<tr>
<th>Category</th>
<th>Fatal</th>
<th>Serious</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expressway</td>
<td>704</td>
<td>190</td>
</tr>
<tr>
<td>Federal</td>
<td>2232</td>
<td>1808</td>
</tr>
<tr>
<td>State</td>
<td>1797</td>
<td>1679</td>
</tr>
<tr>
<td>Municipal</td>
<td>1063</td>
<td>640</td>
</tr>
<tr>
<td>Others</td>
<td>283</td>
<td>377</td>
</tr>
</tbody>
</table>

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*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)
FRAMEWORK 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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<tbody>
<tr>
<td>5% reduction fatality from previous year</td>
<td>6872</td>
<td>6528</td>
<td>6202</td>
<td>5892</td>
<td>5597</td>
<td>5317</td>
<td>5052</td>
<td>4799</td>
<td>4559</td>
<td>4331</td>
<td>4115</td>
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<tr>
<td>Yearly reduction from previous year</td>
<td>344</td>
<td>326</td>
<td>310</td>
<td>295</td>
<td>280</td>
<td>266</td>
<td>253</td>
<td>240</td>
<td>228</td>
<td>217</td>
<td></td>
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<tr>
<td>Monthly Fataly average</td>
<td>573</td>
<td>544</td>
<td>517</td>
<td>491</td>
<td>466</td>
<td>443</td>
<td>421</td>
<td>400</td>
<td>380</td>
<td>361</td>
<td>343</td>
</tr>
<tr>
<td>Number of RV (5% increase per year)</td>
<td>20188565</td>
<td>21197933</td>
<td>22257893</td>
<td>23370788</td>
<td>24539327</td>
<td>25766293</td>
<td>27054608</td>
<td>28407338</td>
<td>29827705</td>
<td>31319091</td>
<td>32885045</td>
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<tr>
<td>Index per 10000RV</td>
<td>3.4</td>
<td>3.08</td>
<td>2.79</td>
<td>2.52</td>
<td>2.28</td>
<td>2.06</td>
<td>1.87</td>
<td>1.69</td>
<td>1.53</td>
<td>1.38</td>
<td>1.25</td>
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<tr>
<td>Reduction of index (6% decay from each year)</td>
<td>3.4</td>
<td>3.2</td>
<td>3.01</td>
<td>2.83</td>
<td>2.66</td>
<td>2.5</td>
<td>2.35</td>
<td>2.21</td>
<td>2.07</td>
<td>1.95</td>
<td>1.83</td>
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<tr>
<td>Expected fatality (6% index decay)</td>
<td>6872</td>
<td>6783</td>
<td>6694</td>
<td>6607</td>
<td>6522</td>
<td>6437</td>
<td>6353</td>
<td>6271</td>
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<td>6109</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
iRAP

- 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?

- Vehicle Factor
- Road Environment Factor
- Enforcement-AES
- Education & Training
- Human Factor
- Vehicle Factor

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 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.

<table>
<thead>
<tr>
<th>Tahun</th>
<th>Normal</th>
<th></th>
<th>Festive season</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ave. daily Accident</td>
<td>Ave. Fatality/day</td>
<td>Ave. daily Accident</td>
</tr>
<tr>
<td>2005 (Ops Sikap IX)</td>
<td>901</td>
<td>17.0</td>
<td>851</td>
</tr>
<tr>
<td>2006 (Ops Sikap X)</td>
<td>935</td>
<td>17.2</td>
<td>1048</td>
</tr>
<tr>
<td>2007 (Ops Sikap XIII)</td>
<td>995</td>
<td>17.2</td>
<td>1061</td>
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<tr>
<td>2008</td>
<td>1022</td>
<td>17.8</td>
<td>895</td>
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Sumber PDRM

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Melebihi had laju Potong Q
Langgar lampu trafik
Memandu di laluan kecemasan
Memandu secara bahaya
Memotong di garisan berkembar

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Sumber PDF
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
**PROTON Saga FLX+**

**Variant:** Standard  
**Year Built:** 2013  
**Model Year:** 2013  
**Vehicle Category:** 4-door Sedan  
**Engine Capacity:** 1.3 Litre Petrol  
**Rear Mass:** 3035 kg  
**Test Laboratory:** MMOS PC3

**Pre-requisites for 5-Star in ASEAN NCAP:**  
- Electronic Stability Control (ESC)  
- Seatbelt Reminder (SR)  

Electronic Stability Control (ESC) and Seatbelt Reminder (SR) for front passenger, this model is only eligible for a maximum of 4-star rating.

**Modifier:**  
- Upper leg concentrated loading: -1 driver  
- Upper leg variable contact: -1 driver

<table>
<thead>
<tr>
<th>Damage</th>
<th>P1</th>
<th>P2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abdomen</td>
<td>Seatbelt and Top Tether</td>
<td>Seatbelt and Top Tether</td>
</tr>
<tr>
<td>Chest</td>
<td>B reached plus</td>
<td>B reached plus</td>
</tr>
</tbody>
</table>

**Total Score:** 10.23 / 14.00

Model year refers to the latest changes of safety package for each variant.

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**ASEAN NCAP Result Release**

**Safer Cars for ASEAN Region**

**Official Test Lab:**  
- MMOS PC3, Melaka, Malaysia  
- JARI, Tsukuba, Japan

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**ASEAN NCAP Test Results:**

- **Toyota Prado:** 86%  
- **Honda Civic:** 82%  
- **Subaru XV:** 67%  
- **Suzuki Grand Vitara:** 77%  
- **Mitsubishi Mirage:** 78%  
- **Perodua Alza:** 43%  
- **Perodua Kembara:** 38%  
- **Nissan Almera:** 52%  

**ASEAN NCAP Crash Test Results:**

- **ASEAN NCAP Crash Test June 2013:**  
  - Toyota Prado: 86%  
  - Honda Civic: 82%  
  - Subaru XV: 67%  
  - Suzuki Grand Vitara: 77%  
  - Mitsubishi Mirage: 78%  
  - Perodua Alza: 43%  
  - Perodua Kembara: 38%  
  - Nissan Almera: 52%

**ASEAN NCAP Crash Test July 2013:**

- Toyota Avanza: 33%  
- Perodua Alza: 40%

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**ASEAN NCAP:**

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