

# Malaysia Road Safety Plan 2022-2030

**Assoc. Prof. Ts. Dr. Siti Zaharah Ishak**

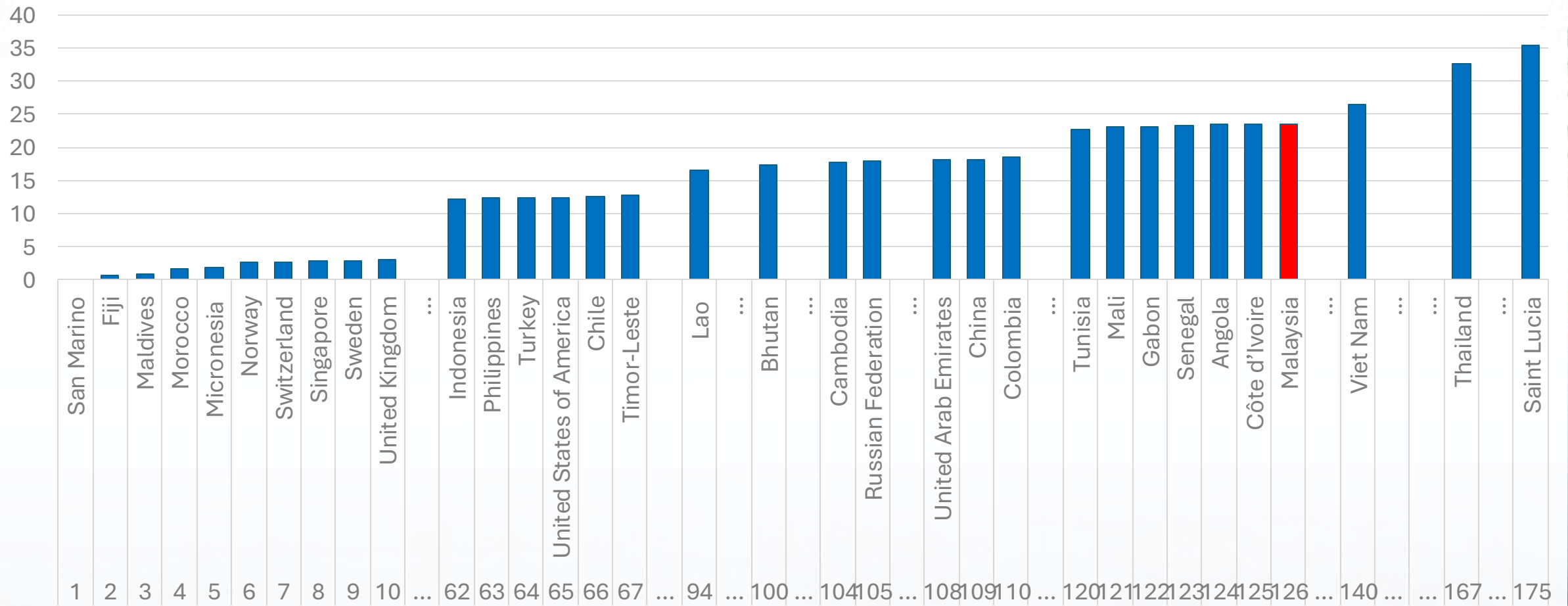
Director General, Malaysian Institute of Road Safety  
Research (MIROS)

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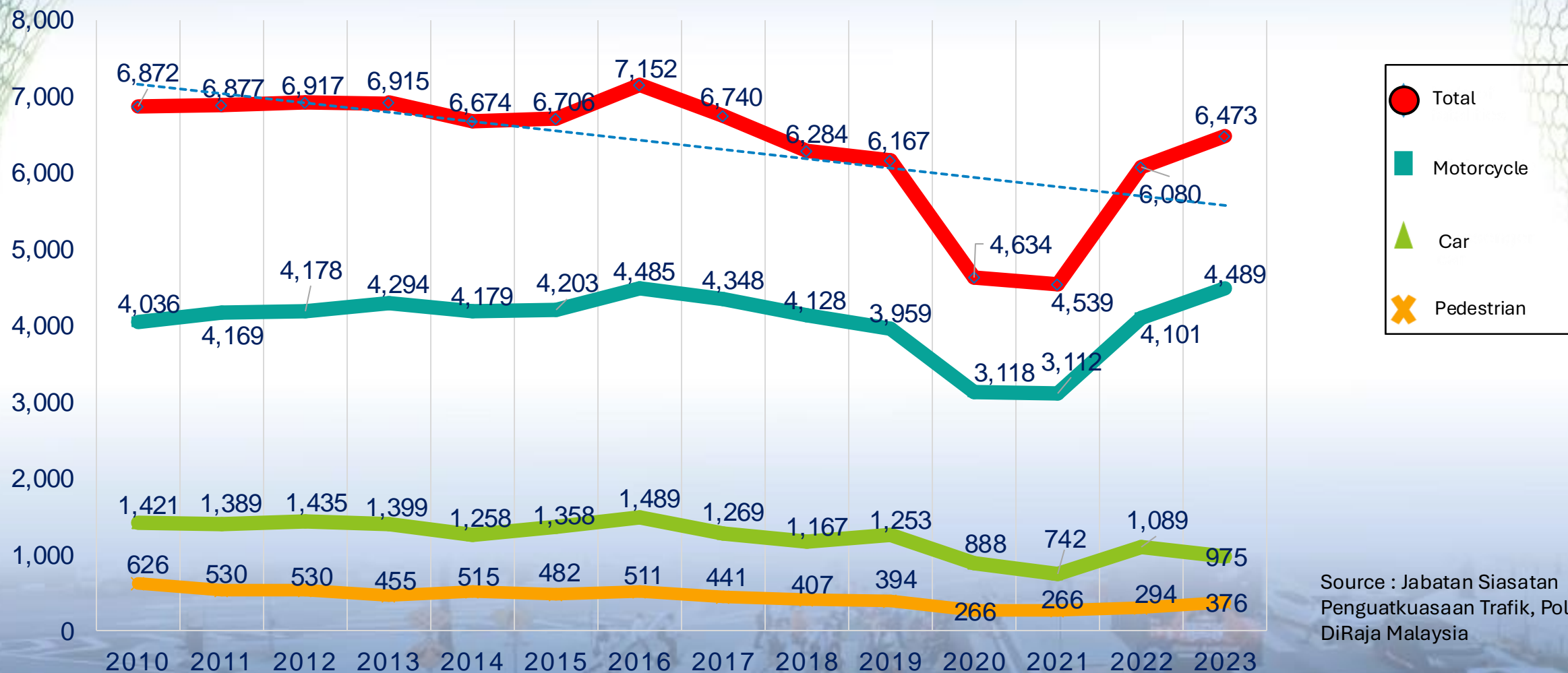


# GLOBAL RANK – WHO (2018)

Estimated road traffic death rate per 100,000 population



# FATALITIES TREND 2010 – 2023



Source : Jabatan Siasatan  
Penguatkuasaan Trafik, Polis  
DiRaja Malaysia

# FINANCIAL IMPLICATION (2023)

**RM 3.12million**

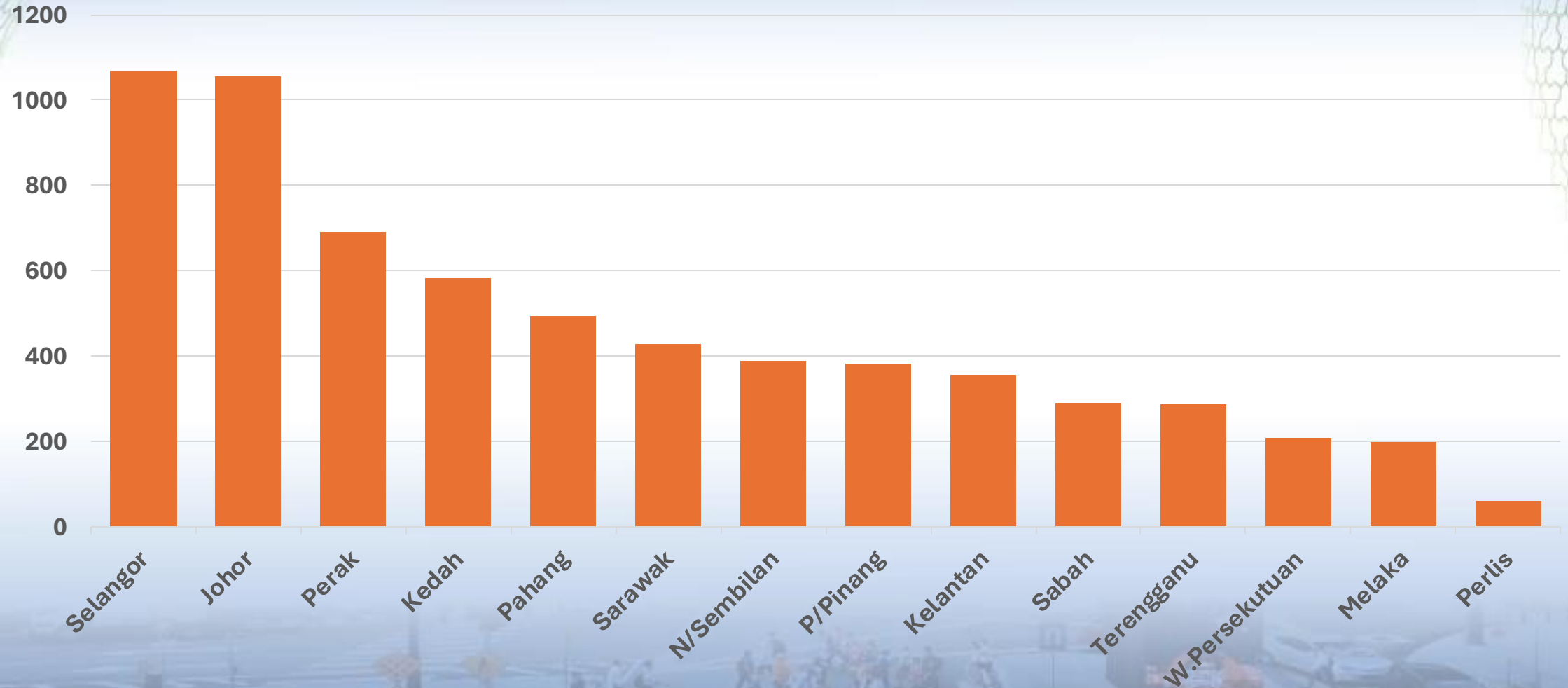
for every death due to road crashes.

**RM 21billion**

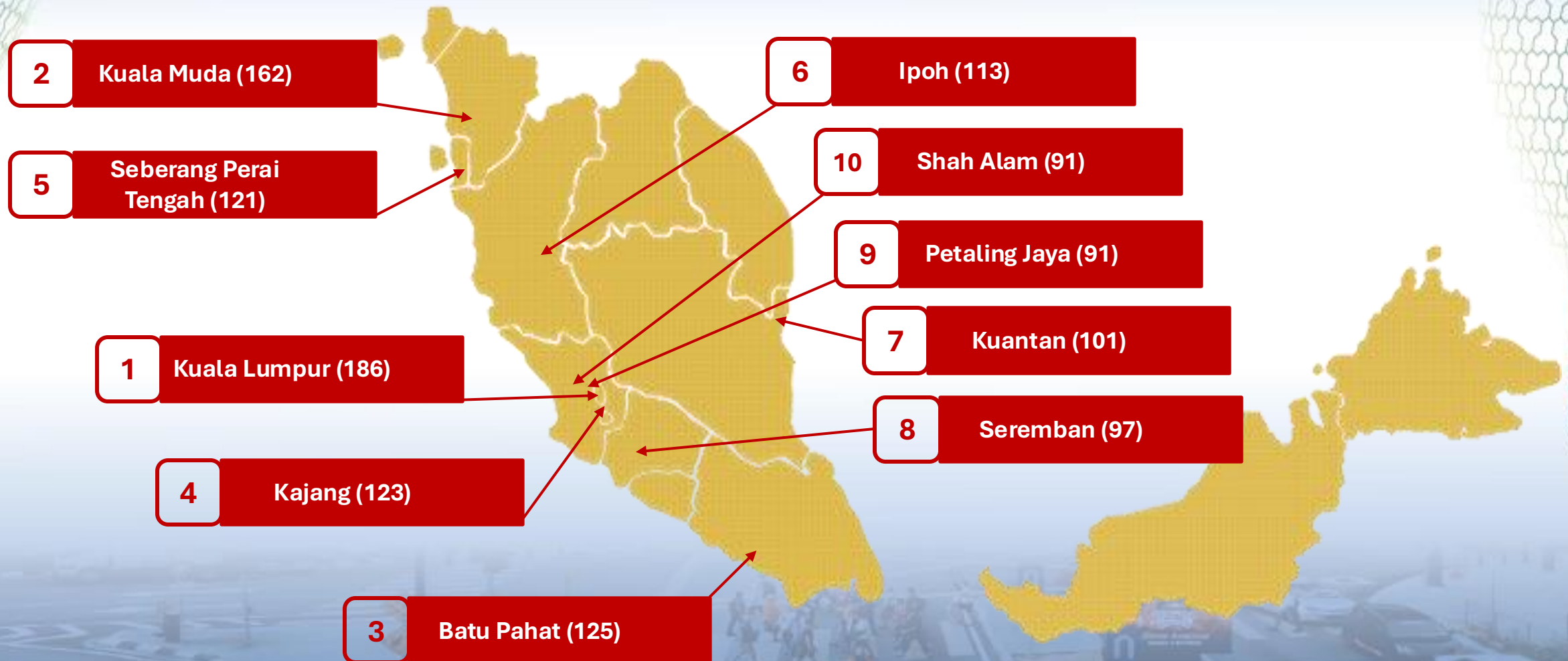
annually as expenditure due to medical cost, productivity loss and other payout.



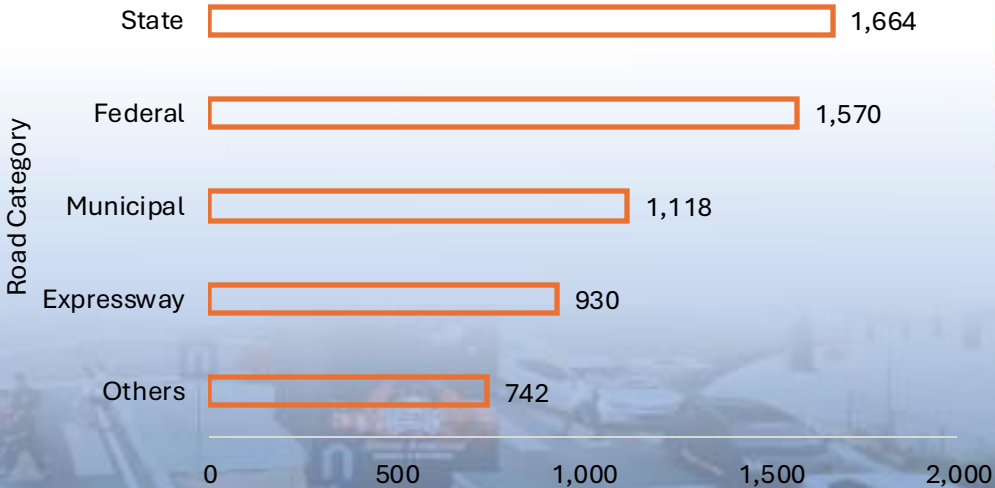
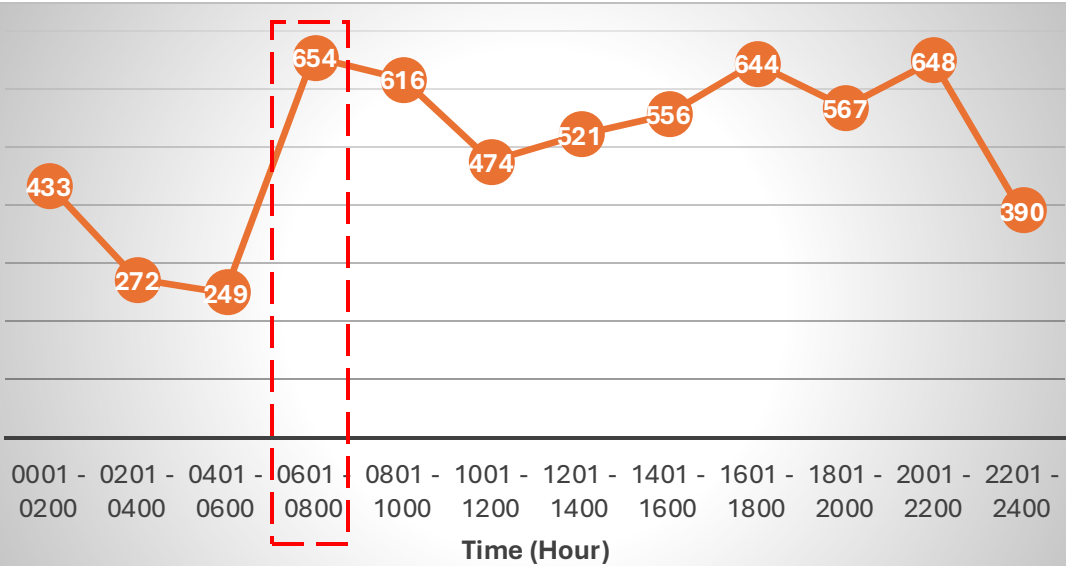
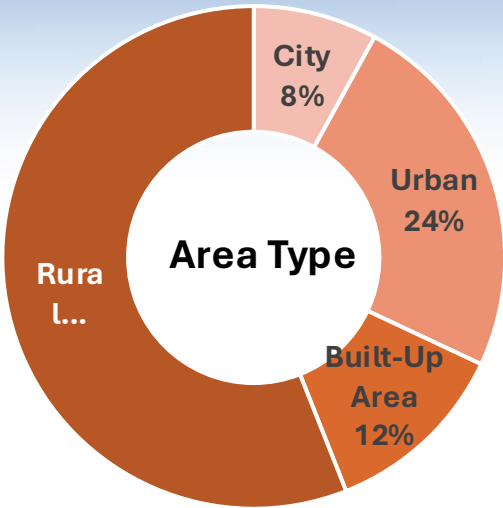
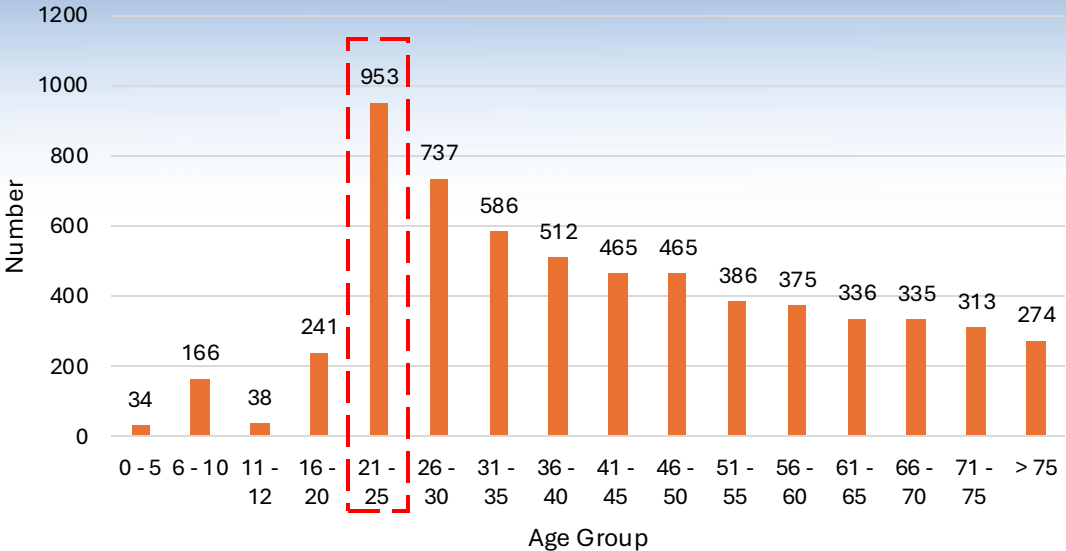
# FATALITIES ACCORDING TO STATE (2023)



# MAPPING BASED ON THE 10 DISTRICTS WITH THE HIGHEST ROAD DEATHS (2023)



# KEY FACTS (2023)





# UN GENERAL ASSEMBLY



In September 2020, the UN General Assembly adopted resolution A/RES/74/299 "Improving global road safety", proclaiming the Decade of Action for Road Safety 2021-2030, with the ambitious target of preventing at least **50%** of road traffic deaths and injuries by 2030.

The Global Plan aligns with the Stockholm Declaration, by emphasizing the importance of a holistic approach to road safety, and calling on continued improvements in the design of roads and vehicles; enhancement of laws and law enforcement; and provision of timely, life-saving emergency care for the injured.

The Global Plan also reflects the Stockholm Declaration's promotion of policies to promote walking, cycling and using public transport as inherently healthy and environmentally sound modes of transport.



# MALAYSIA ROAD SAFETY PLAN

2006 - 2010



Based on the concept of 4E:  
Education, Enforcement,  
Engineering and Environment

2014 - 2020



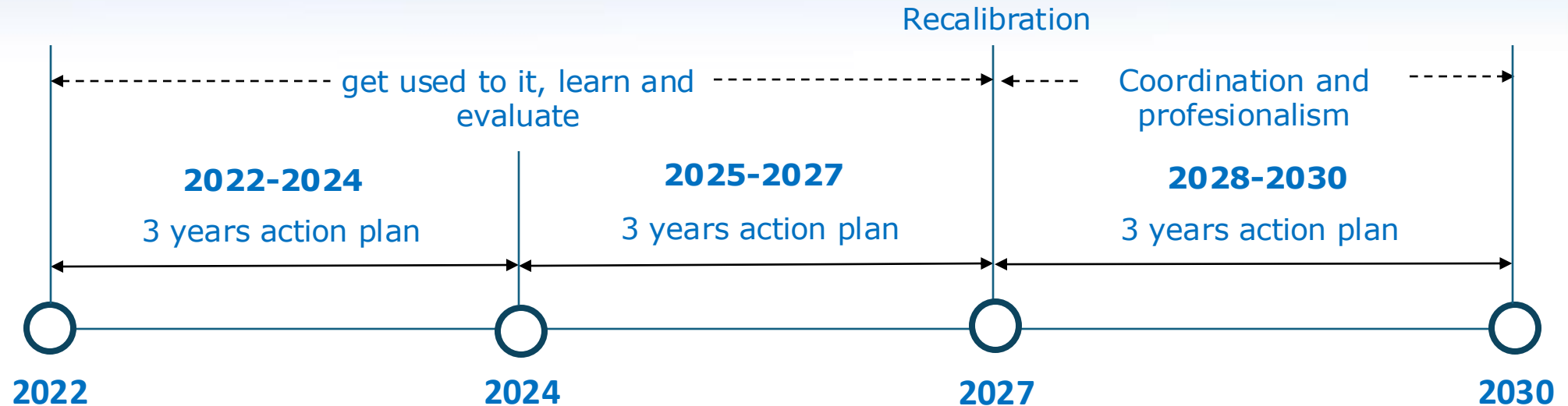
Based on 5 strategic pillars

2022 - 2030



Based on 10 priority areas

# IMPLEMENTATION PLAN



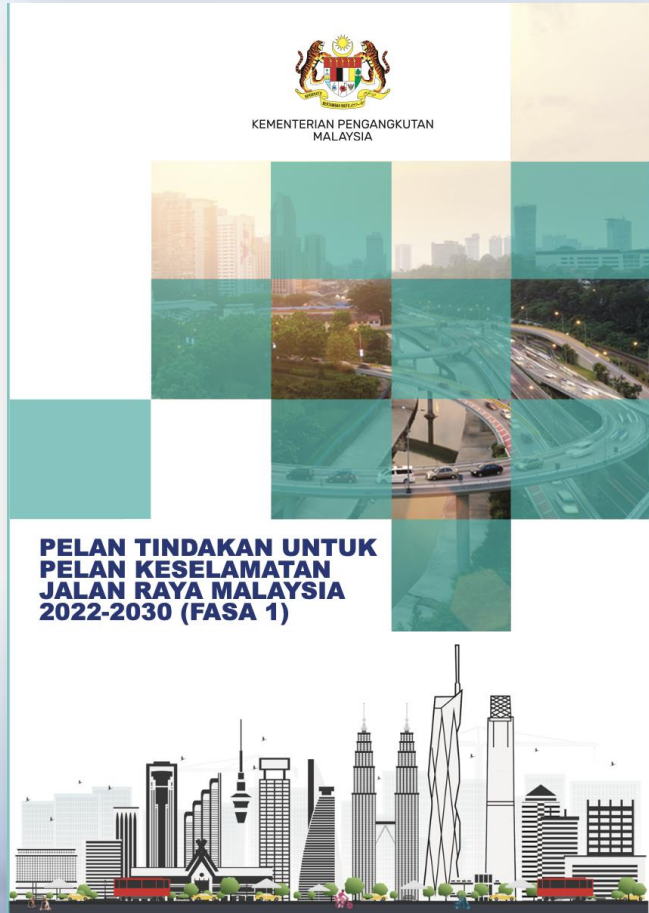
- Establish a platform for governance, monitoring and evaluation at the central and local levels.
- Identify issues, risks and appropriate interventions in high-risk areas.
- Monitor the effectiveness of the intervention according to the set indicators.

- The local community has the experience to implement interventions proactively.
- The government has implemented road safety management practices.
- A comprehensive database is created for more effective planning.

- Realignment of existing plans to address security issues more effectively.
- Private companies are actively involved in road safety management.
- Road safety culture has been formed at every social level.



# ACTION PLAN FOR MRSP 2022 - 2030



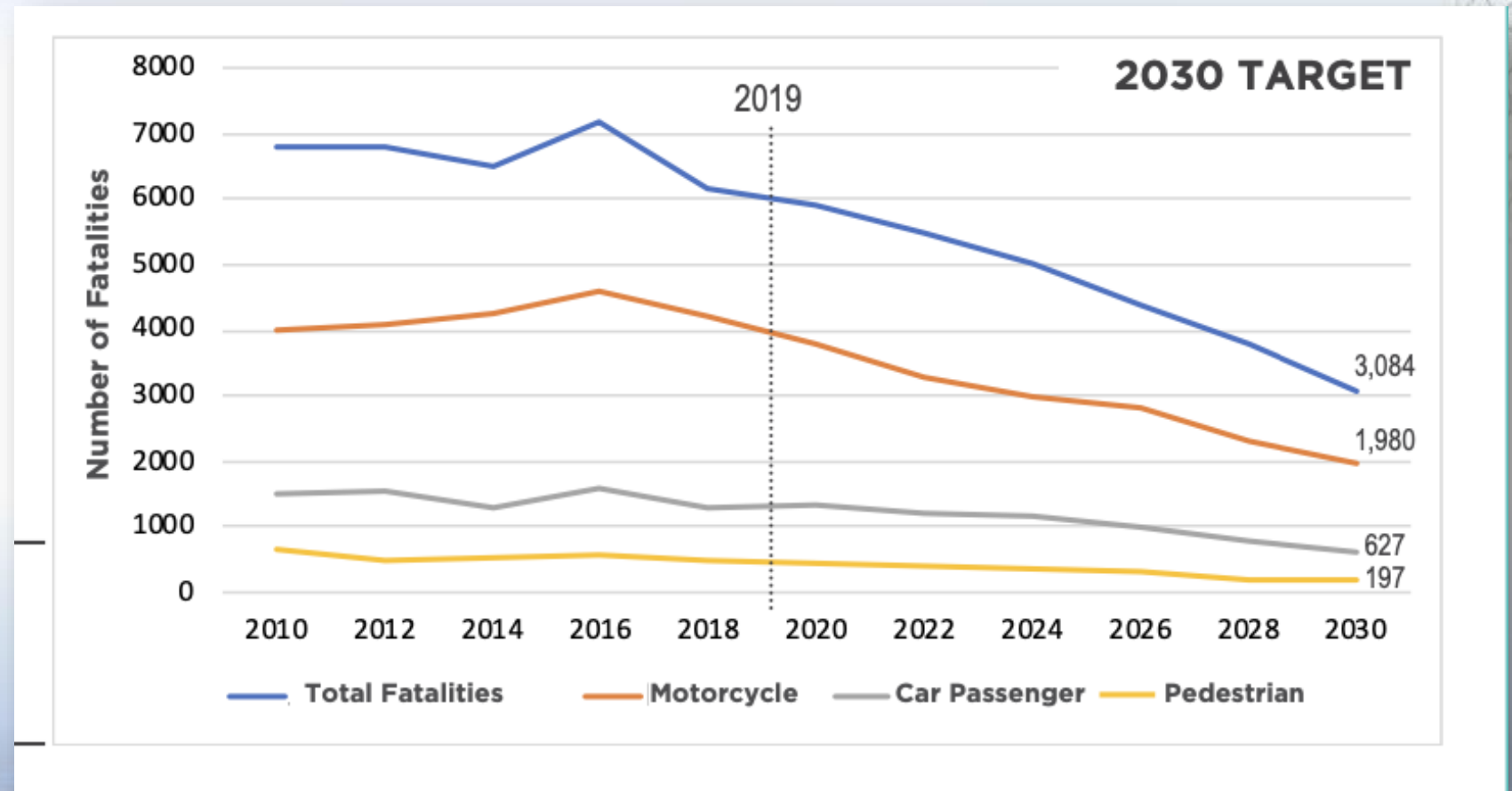
- The Action Plan is a supporting document for PKJRM2022 - 2030
- The plan details the following items to support the Priority Areas, Sub Areas and Implementation Strategies:
  - Activities
  - Indicator
  - Target



# MRSP 2022 – 2024: TARGET FOR THE NEXT 10 YEARS

**-50%**

fatalities by 2030



# MRSP 2022-2030 FRAMEWORK ECOSYSTEM



# PRIORITY AREAS AS A SYSTEM

## Responsive Governance

Coordination

Legislation

Guideline

Policy

Fund

**PA 3:** Safer  
Motorcycle  
Riding



**PA 4:** Speed  
Management



**PA 5:** Safer  
Work-Related  
Journey



**PA 6:** Safer  
Journey for High-  
Risk Group



**PA 7:** Safer  
Infrastructure



**PA 8:** Safer  
Vehicle



**PA 9:** Safer  
Micromobility



**PA 10:** Post  
Crash  
Management



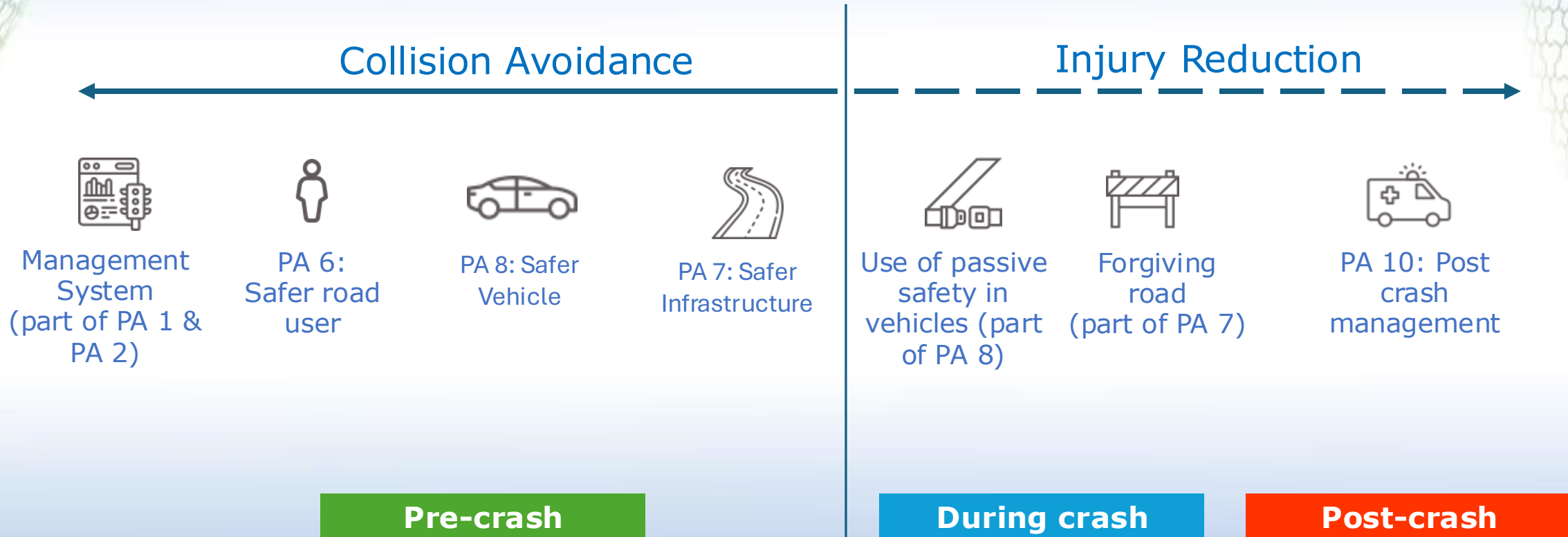
**Target**

-50% deaths

## Effective Monitoring & Evaluation



# SAFE SYSTEM APPROACH



# LOCALIZATION



The proposed framework can be applied in various layers of the social environment to improve road safety at each layer.

# GOVERNANCE STRUCTURE OF THE MRSP 2022-2030 SUB-WORKING COMMITTEE

**\*PDRM JPJ KKR KKM**



**PA 2: Effective  
Monitoring &  
Evaluation**

**\*Lead**

**\*JPJ JPJ JKR**



**PA 3: Safer  
Motorcycle  
Riding**

**\*KKR PDRM JPJ**



**PA 4: Speed  
Management**

**\*PERKESO KSM APAD**



**PA 5: Safer  
Work-Related  
Journey**

**\*MIROS JPJ PDRM**



**PA 6: Safer Journey  
for High-Risk Group**

**\*JKR LLM KPKT MIROS**



**PA 7: Safer  
Infrastructure**

**\*JPJ MARII KPDNHEP**



**PA 8: Safer  
Vehicle**

**\*KPKT KKR JPJ**



**PA 9: Safer  
Micromobility**

**\*KKM LLM BOMBA**



**PA 10: Post  
Crash Management**



# PRIORITY AREA 1: RESPONSIVE GOVERNANCE

**Table 3: Sub-areas and Implementation Strategies of PA 1**

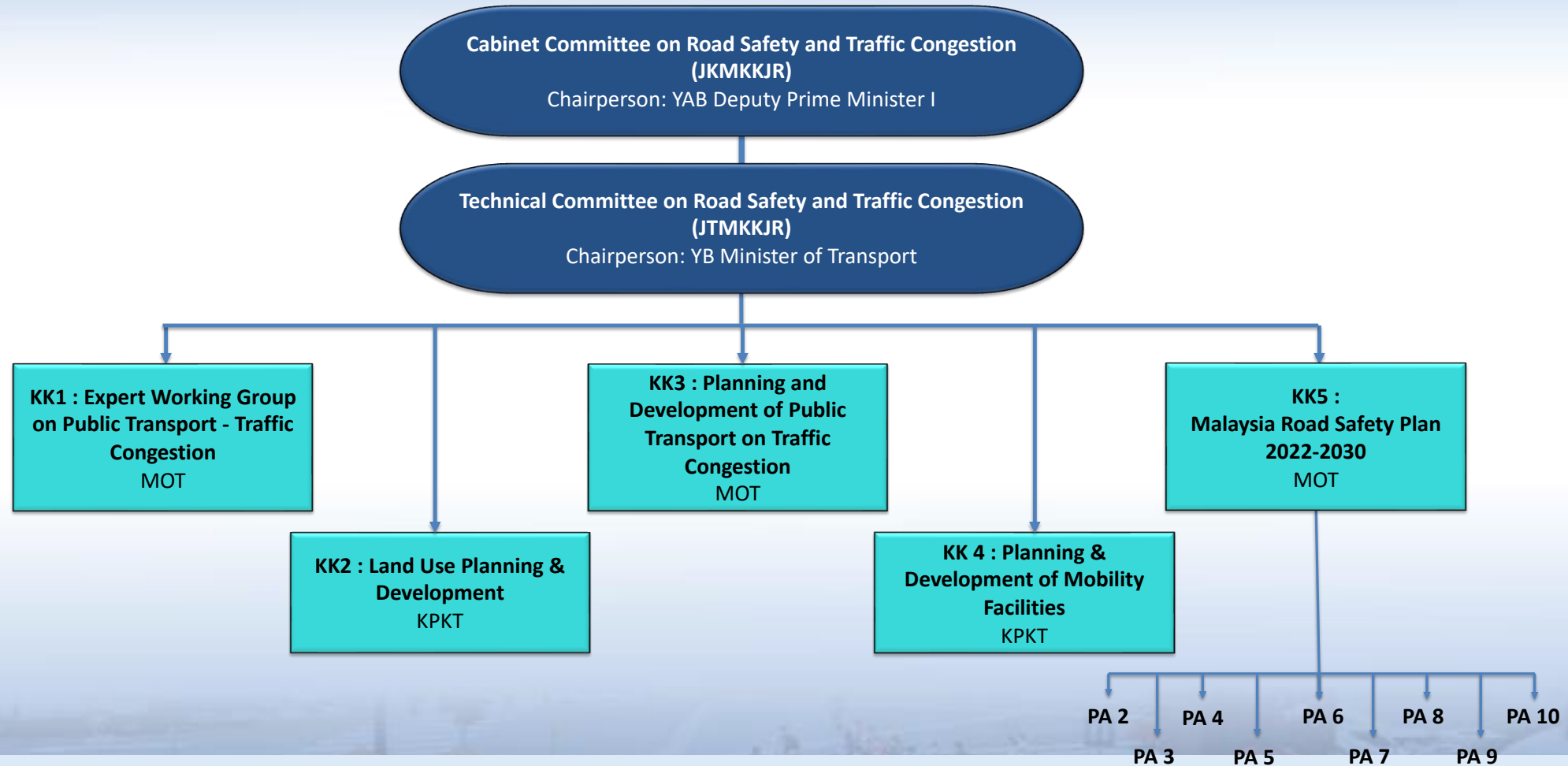
Sub-areas	Implementation Strategies
<b>SA 1.1</b> Streamlining coordination and cooperation between stakeholders related to road safety	<b>IS 1.1.1</b> Dignify leading agencies to regulate road safety activities  <b>IS 1.1.2</b> Reinforcing the structure, function, and commitment of stakeholders concerning road safety
<b>SA 1.2</b> Improving and streamlining legislation related to road safety	<b>IS 1.2.1</b> Strengthening the existing legislation related to road safety  <b>IS 1.2.2</b> Establishing a national committee to review the legislation related to road safety in a more comprehensive manner
<b>SA 1.3</b> Ensuring adequate allocations for the implementation of road safety activities	<b>IS 1.3.1</b> Generating funds for road safety activities  <b>IS 1.3.2</b> Establishing mechanisms to regulate road safety funding

Coordination

Legislation

Enforcement

# CABINET COMMITTEE ON ROAD SAFETY AND TRAFFIC CONGESTION



To strengthen and achieve the goal of Priority Area 1 on responsive governance in the 2024 Malaysia Road Safety Plan (MRSP), the plan has been placed under the oversight of the Cabinet Committee on Road Safety and Traffic Congestion, which is chaired by the Deputy Prime Minister.

# CABINET COMMITTEE ON ROAD SAFETY AND TRAFFIC CONGESTION



The involvement of the **Deputy Prime Minister** ensures that road safety and traffic congestion are treated as national priorities, with direct access to necessary resources and inter-agency cooperation.

This strategic move ensures **high-level coordination, effective implementation**, and a unified approach across all relevant sectors, driving forward our national commitment to enhancing road safety and reducing traffic congestion

The Cabinet Committee on Road Safety and Traffic Congestion is scheduled to convene **three times annually**.





# PRIORITY AREA 2: EFFECTIVE MONITORING AND EVALUATION

## Monitoring

### SA 2.1

Determining the monitoring mechanism for the implementation of road safety plans

### IS 2.1.1

Establishing mechanisms to monitor the implementation of plans at national and state levels

### IS 2.1.2

Ensuring the validity and accuracy of road safety data among agencies for efficient sharing via the National Road Safety Database

## Re-align

### SA 2.2

Evaluating and re-adjusting road safety plans

### IS 2.2.1

Periodic study of the effectiveness of road safety activities

### IS 2.2.2

Re-adjusting plans based on the current situation and latest evidence

## Dissemination information

### SA 2.3

Publicising the current situation and development to stakeholders

### IS 2.3.1

Periodic reporting of the current situation and development of the road safety plan to stakeholders

### IS 2.3.2

Intensifying the activities of spreading information on road safety to the general public

# PRIORITY AREA 2: EFFECTIVE MONITORING AND EVALUATION

## Road fatality statistics to be released daily, says Loke

By TARRENCE TAN, RAGANANTHINI VETHASALAM and GERARD GIMINO



NATION

Wednesday, 06 Mar 2024  
4:12 PM MYT

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KUALA LUMPUR: Statistics on road fatalities will be released on a daily basis to spread awareness on road safety, says Anthony Loke.

The Transport Minister said the Road Transport Department would work with police on making the data public and urged the media to publish the information.



One of the implementation strategies under Priority Area 2, focused on intensifying the dissemination of information on road safety to the general public, was derived from the decision of the Cabinet Committee.

This strategy involves the **daily announcement of road accident statistics** with the aim of raising public awareness, fostering a culture of caution among road users, and ultimately reducing the incidence of road accidents.



# PRIORITY AREA 3: SAFER MOTORCYCLE RIDING

**Traffic  
homogeneity**

**Competency**

**Enforcement**

**Technology**

Sub-areas	Implementation Strategies
SA 3.1 Reducing traffic conflicts involving motorcycles	IS 3.1.1 Improving the homogeneity of traffic involving motorcycles through appropriate policies and infrastructure
	IS 3.1.2 Improving riding competency through effective licensing programmes, advocacy, and continuous training
	IS 3.1.3 Strengthening law enforcement strategically
SA 3.2 Increasing the effectiveness level of motorcycle safety technology	IS 3.2.1 Enforcing mandatory use of Anti-lock Braking System (ABS) for new motorcycles
	IS 3.2.2 Improving motorcycle rider and passenger safety through technology on motorcycles and other vehicles
	IS 3.2.3 Ensuring that riders are competent to use motorcycle technology effectively



# FOCUS GROUP DISCUSSION (FGD - Nov 2023)



Focus Group Discussion on Motorcycle Association representatives consisting of:

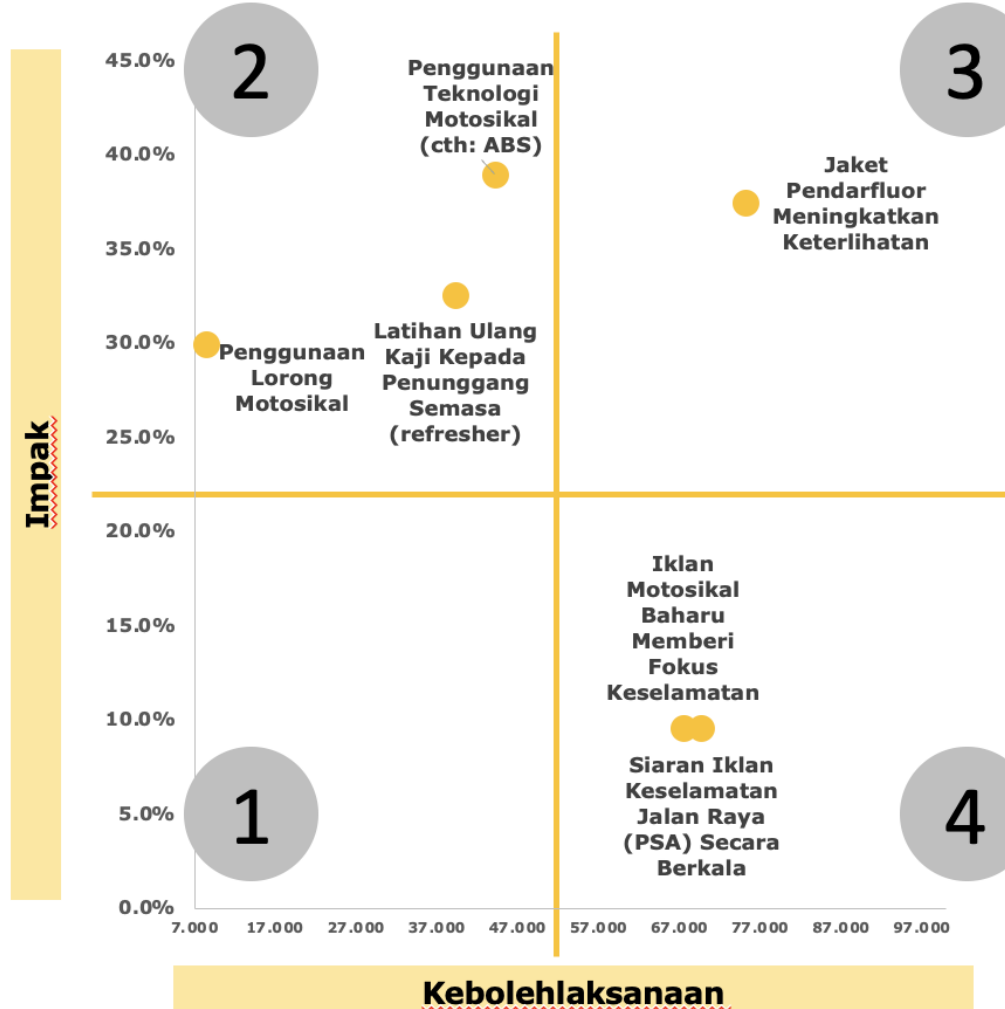
- 31% Mixed
- 26% low power motorcycles
- 43% high power motorcycles

Gender

- Male 86.1%
- Female 11.4%

Age between 25 - 60 years

## Analysis of Acceptance of Initiative Proposals



Quadrant Analysis

1. Impact ↓, practicability ↓
2. **Impact ↑**, practicability ↓
3. **Impact ↑**, **practicability ↑**
4. Impact ↓, **practicability ↑**

## Among other suggestions

Penggunaan Teknologi	<input type="text"/>
Tambah Jam Latihan	<input type="text"/>
Naik Umur Minima	<input type="text"/>
Kerja Dari Mana Sahaja	<input type="text"/>
Naik RM700 Saman	<input type="text"/>
Had Pendedahan	<input type="text"/>
Had Enjin 100CC	<input type="text"/>
Had Kelajuan Maksima 100...	<input type="text"/>
Larangan Lebuhraya	<input type="text"/>

# 1 PROPOSED INITIATIVE 1: FLUORESCENT JACKETS/clothing to IMPROVE VISIBILITY

- Mapping the impact and feasibility as well as acceptance from the FGD session shows that this initiative is a solution for the safety of motorcycle riders and pillion riders.
- Studies have found that motorcyclists are **37%** less likely to be involved in a motorcycle accident when they wear high visibility or fluorescent clothing.
- Implementation recommendations are targeted at high-risk groups
  - Work-based motorcyclists or motorcyclists as a service delivery mode such as P-hailing (Grab, Panda, courier etc.)
  - Motorcyclists in risky conditions such as night, rain and dark weather
  - Motorcyclists in high-risk areas such as highways and federal roads
  - And then extended to all motorcyclists





# 2 PROPOSED INITIATIVE 2: EXISTING MOTORCYCLE LANE IMPROVEMENT PROJECT

## OBJECTIVES

SB 3.1 Reducing traffic conflicts involving motorcycle travel

1. Improve/maintain existing motorcycle lanes to increase usage rates and reduce the risk of crashes.
2. Add exclusive or non-exclusive motorcycle lanes on roads with high fatality rates.

## TARGET GROUP

Motorcyclists

## PARTIES INVOLVED

1. Kementerian Kerja Raya (KKR)
2. Jabatan Kerja Raya (JKR)
3. Lembaga Lebuhraya Malaysia (LLM)
4. Pihak Berkuasa Tempatan (PBT)
5. Konsesi Lebuhraya

## MILESTONES

1. The length of motorcycle lanes maintained in 2023 & 2024
2. The length of the motorcycle lane that has been built in 2023 & 2024

### EXCLUSIVE MOTORCYCLE LANE (EMCL)



### NON-EXCLUSIVE MOTORCYCLE LANE (NEMCL)



## OUTCOME

Reduces the risk of fatal crashes by 74%\* in exclusive motorcycle lanes (EMCL) and 26% in non-exclusive motorcycle lanes (NEMCL).

\*Abdul Manan, M. M. and M. N. Nur Fazzilah (2023). "The Performance of the Exclusive Motorcycle Lane (EMCL) in Reducing Fatal Crashes Among Motorcyclists after 20 Years of Operation." *Construction* 3(2): 285-292.



# 3 PROPOSED INITIATIVE 3: INCREASING THE USE OF MOTORCYCLE SAFETY TECHNOLOGY

The three strategies outlined in the MRSP:

## 1. Expanding the use of ABS; with a view to making ABS mandatory

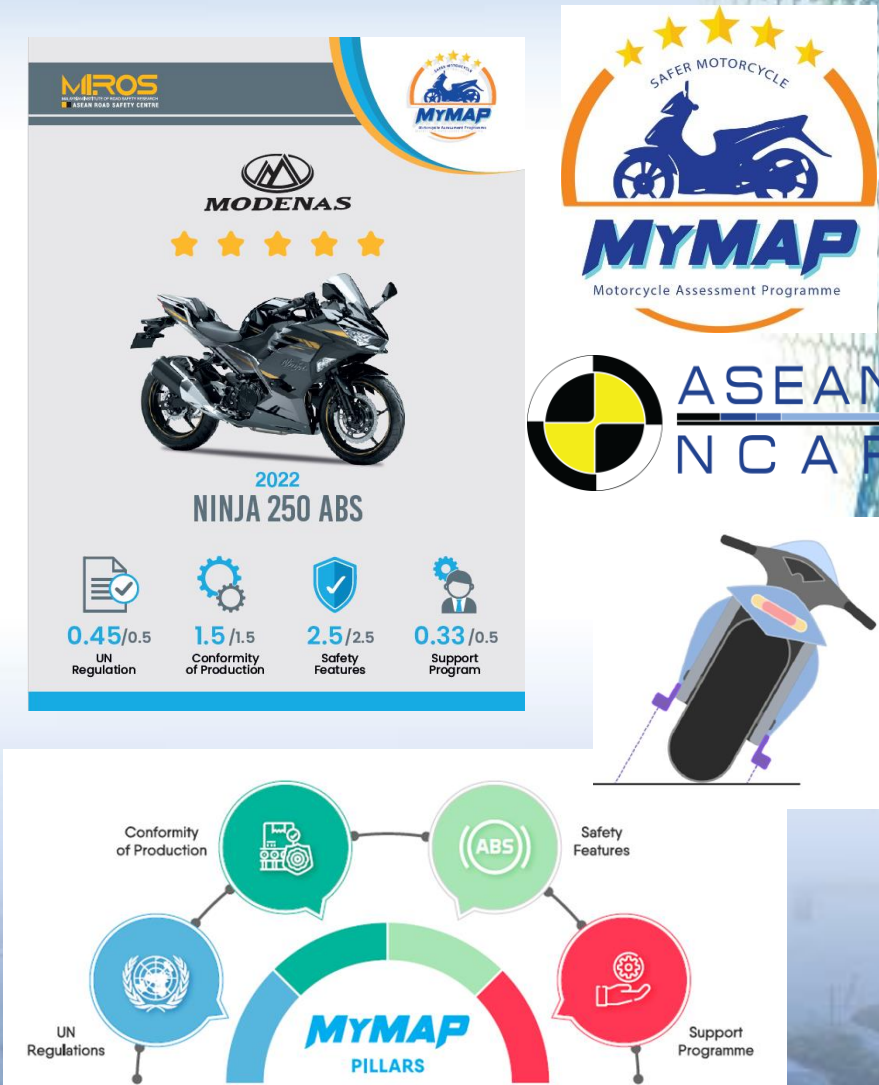
- The **MyMAP** star rating program was introduced with the motive of the prefix clause to increase the percentage of ABS motorcycles
- ABS test validation for VTA (JPJ)

## 2. Use of technology in motorcycles and other vehicles

- Has been promoted in MyMAP star rating (core "Safety Features") as well as ASEAN NCAP (such as "Blind Spot Detection - BSD")

## 3. Ability to use technology

- Driver licensing program (Institute Memandu – JPJ)
- Prompts to OEMs via MyMAP ("Support Program" core)
- Skills recovery program (refresher) including the latest technological techniques (example: MIROS Pro-Rider Program, SIC Sepang and private training companies)



## 4

# RECOMMENDED INITIATIVE 4: CARRY OUT A FOCUSED ROAD SAFETY PROGRAM



## 1. Targeted and data driven

- Taking into account the profile of the target group (eg teenage riders, commuter riders, courier/e-hailing riders, etc.) due to different behavioral tendencies and possible violations of the law

## 2. Using the three main components of deterrence theory (Certainty, Severity, Swiftness)

- Actions such as confiscation of the vehicle for a period adapted to the severity of the offense (example: brake modification, etc.) must be shown directly and implemented immediately after the offense is confirmed

## 3. Classify faults according to impact on safety

- Consider the severity of the offense (eg running a red light, no driving license) and maximize the penalty

## 4. Among the programs that can be targeted based on mapping the districts with the highest crash deaths such as:

- Targeted enforcement
- Treatment of frequent accident areas
- Foster area program
- Safe driving program for District stakeholders
- Youth motorcycle riding program



# 5 PROPOSED INITIATIVE 5: COMMUNITY-BASED SURVEILLANCE

## Community-oriented Policing/Enforcement

### PRINCIPLES

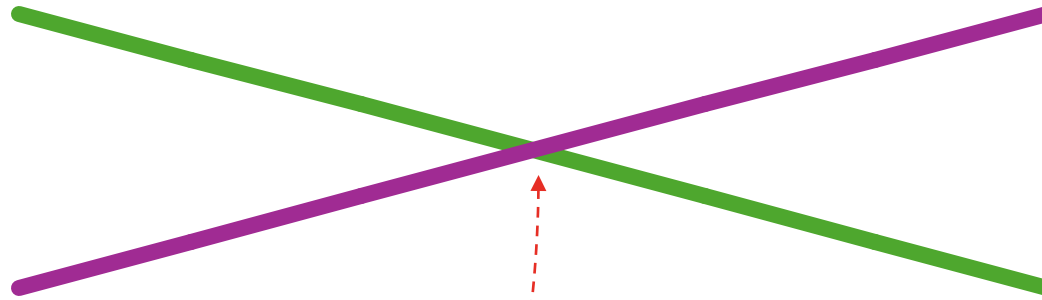
Community problems require solutions & support that involve the community

### FACTS

Public acceptance increased up to

# 36%

— Government — Society



**The current situation**  
*where the role of the government is very high, and society seems to be becoming increasingly oblivious.*

**A superior situation**  
*where the role of the government should be low, and society should be the main driver.*

**We need to be at this level!**

- Changing the narrative/mindset to "our" problems
- Community empowerment to be more active, not just provide information
- PCK is of a long-term nature complementing the current swift enforcement
- **Actions:**
  - Organization of programs at the community level
  - Stakeholder management
  - Technology empowerment (eg: MyJPJ application)





# PRIORITY AREA 4: SPEED MANAGEMENT

## School ahead, slow down

By CHARLES RAMENDRAN



### Speed limit at school zones to be lowered further, says DPM

KUALA LUMPUR: The speed limit at school zones will soon be lowered to 30kph from the current 40kph to lower the rate of accidents and create a safer environment for students, says Datuk Seri Dr Ahmad Zahid Hamidi.

The Deputy Prime Minister said on average, 67 people perished annually at school zones.

Cabinet Committee on Road Safety and Traffic Congestion in July 2024 agreed for MOT and KKR to review the necessity/suitability of enforcing a maximum speed limit of 30 km/h in school zones.



Cabinet Committee on Road Safety and Traffic Congestion in Mac 2024 agreed that AwAS cameras in the Menora Tunnel will be installed immediately. AwAS camera at the Menora Tunnel was enforced on 12 June 2024.





# PRIORITY AREA 5: SAFER WORK-RELATED JOURNEY

Commuting Safety Support Programme (CSSP).



Serves as a guide for organisations on good practice in implementing commuting safety management especially motorcycle safety.

Work-Related Road Safety Support Program (WRRSP)



An intervention program intended for Safety & Health Officer (SHOs), OSH Coordinators, OSH practitioners to ensure systematic and effective implementation of work-related road safety (WRRS) management practices.





# PRIORITY AREA 6: SAFER JOURNEY FOR HIGH- RISK GROUP

The Development of Special Education Modules (Hearing Impairment) for Primary and Secondary School Levels



National Level Road Safety Club Carnival 2024 which include Road Safety Quiz Competition and Digital Road Safety Poster Making Competition







# PRIORITY AREA 7: SAFER INFRASTRUCTURE

## Program To Upgrade Road Safety Infrastructure

Type of treatment	Number of location		
	2023	2024	2025
Road infrastructure treatment at blackspot locations	55	81	85
Construction pedestrian crossings with traffic lights		35	30
Construction of pedestrian overpasses	8	6	
installation of streetlights in accident areas	103	65	112
installation of traffic lights at intersections		13	17



Source : Ministry of Works





# PRIORITY AREA 8: SAFER VEHICLES



ASEAN NCAP's objective is to promote a market for safety by raising awareness among car buyers and encouraging manufacturers to build safer vehicles

## Pemeriksaan percuma kenderaan persendirian

Amir Abd Hamid  
amir\_hamid@mediaprima.com.my



GAMBAR hiasan. Pegawai PUSPAKOM melakukan pemeriksaan pada kenderaan di Petaling Jaya. FOTO arkib NSTP

Kuala Lumpur: Sempena perayaan Tahun Baru Cina, Pusat Pemeriksaan Kenderaan Berkomputer (PUSPAKOM) menganjurkan kempen pemeriksaan percuma kepada semua pemilik dan pemandu kenderaan persendirian bermula 21 Januari hingga 31 Januari 2022.

Kempen itu dianjurkan selaras kempen #drivesafenoregrets iaitu Pemeriksaan Kenderaan Secara Sukarela atau Voluntary Vehicle Inspection (VVI).

Awareness campaigns **encouraging periodic personal vehicle inspections** aim to educate vehicle owners about the importance of regular maintenance to ensure their vehicles meet safety standards





# PRIORITY AREA 9: SAFER MICROMOBILITY



This guidelines have been approved by the KPKT Post-Cabinet Meeting on 12 April 2023.

It is guide to state authorities, local authorities (PBT) and stakeholders involved in planning and design micromobility vehicle path to ensure micromobility vehicles are used in a safe environment and controlled.

## MOT launches National Regulatory Ground Test for micromobility vehicles

12-03- 2023 06:00 PM



The implementation of this ground field aims to monitor the operational feasibility of using micromobility vehicles in terms of enforcement, licensing and usability of the infrastructure based on the guidelines that have been prepared.





# PRIORITY AREA 10: POST CRASH MANAGEMENT



**Improving emergency services response rates** by expanding collaboration between the Ministry of Health (KKM) and organizations such as St. John Ambulance Malaysia (SJAM) and the Malaysian Red Crescent Society (PBSM) in hotspot initiatives.

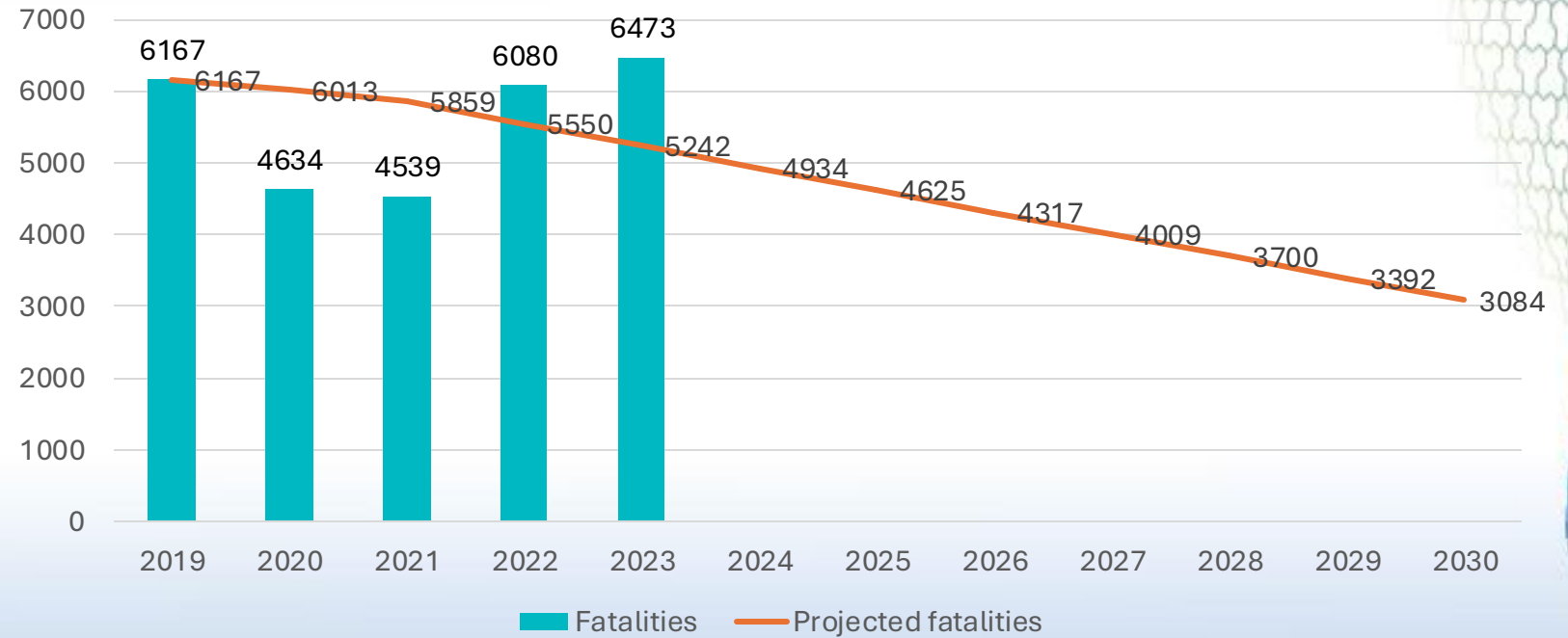
# ACHIEVEMENT OF PREVIOUS & CURRENT PLAN

## MRSP 2006 - 2010

Index	Death index 2006	Targeted death index 2010	Death index 2010
Deaths/10,000 registered vehicles	4.0	2.0	3.4

## MRSP 2014 - 2020

Year	2015	2020
Projected deaths	8,760	10,716
Fatality reduction target	6,570	5,358
Actual fatalities	6,706	4,634
% +/- difference	2.1	-13.5



Although the target set in MRSP 2006-2010 was not fully achieved, the mortality rate for every 10,000 registered vehicles had been reduced successfully from 4.0 in 2006 to 3.4 in 2010.

The target set in the MRSP 2014–2020 was achieved, with the actual number of fatalities in 2010 being 4,634, which is 13.5% lower than the target fatality reduction.

# WAY FORWARD

- 1 The existing Phase 1 Action Plan will end in 2024; therefore, the Phase 2 Action Plan for the period 2025–2027 needs to be developed by identifying the gaps in the current action plan and making improvements based on more up-to-date information.
- 2 Identify and implement quick-win solutions by focusing on the most critical issues that can be rapidly resolved, thereby delivering immediate and tangible improvements via the Cabinet Committee.
- 3 Address gaps in public awareness by launching targeted campaigns that focus on the most significant risk factors identified in the gap analysis such as Community-oriented Policing.
- 4 To ensure achieving the global goal of a 50% reduction in fatalities by 2030, it is essential to implement effective strategies and monitor progress regularly.





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Road Safety Plan  
2022 - 2030

**Thank you**

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