

MALAYSIA ROAD SAFETY POLICY

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1. Allow me to thank Mr Liew Chull-Ho, the organizing chairman of this 13th REAAA Conference and 3rd ROTREX for inviting me to the Conference. Being here at this Conference also gives me the opportunity to experience the beauty and hospitality of Incheon, and to have first hand insight into the progress of South Korea, which has successfully transformed herself to be amongst Asia's pride.

2. It also gives me great pleasure to be with so many distinguished road safety experts and practitioners, in an initiative that I believe could save thousands of lives every year. This conference provides the forum to deliberate on a critical issue that we are all determined to resolve, that is road safety.

3. Malaysia like many developing nations has succeeded in bringing infrastructure development to its people, including roads that network across the country, facilitating not only movement of people, but also goods and services. But like many, Malaysia is faced with the enormous challenge to meet its targeted deliverables on the fatality indices laid out in its National

Road Safety Plan which is 2 deaths per 10,000 registered vehicles or 10 deaths per 100,000 population.

4. Malaysia is linked by 92,000 kilometres of road with 12 million registered drivers. Annually we have about 6,000 fatalities and for the past few years, despite an increasing number of vehicles and new drivers, this number has remained relatively constant. We are however determined to further reduce the number of accidents and fatalities on our roads.

5. Our record shows that motorcyclists are the most vulnerable road users. Any program that successfully reduces casualties among motorcyclists would certainly, make significant impact, on the outcome of the national fatality indices.

6. The Government of Malaysia's vision is to have and provide its people with an efficient, safe and effective transportation system and services. It is towards this goal that the Government has set out a broad and comprehensive framework, drawing up key strategies that are to become the building blocks towards achieving better road safety education, better road safety and vehicle engineering, and effective enforcement.

7. As experienced by many countries, road safety remains a challenge despite the implementation of varied road safety strategies and programmes. Malaysia has recently approved the policy of dedicating 10% of the road infrastructure allocation for road safety. This new policy will further facilitate the integration of planned road infrastructure development with measures to enhance road safety on a sustained basis.

8. The Government of Malaysia is also supportive of the International Road Assessment Programme (IRAP) which aims towards providing a safe environment in achieving the safe system approach (of a 5-star driver in a 5-star vehicle on a 5-star Malaysian road). The Public Works Department of Malaysia will embark on this programme, which will be a tool to assist the Government in prioritizing the implementation of safety engineering countermeasures.

9. Studies have shown that the introduction of dedicated motorcycle lanes along a route can significantly reduce motorcycle accidents. This is due to the fact that segregating slow moving motorcycles from fast moving traffic eliminates traffic conflicts and speed differentials between them.

10. Malaysia has constructed more than 260 km of motorcycle lanes of various specifications and is currently embarking on a programme to construct more motorcycle lanes along the major Federal roads.

11. Road safety is the outcome of the efforts of various parties – both private and government. We have recently launched a campaign which called on Malaysians to Unite for Road Safety (MUFORS) and appealed to all road users to be careful, responsible and ethical when on the road. Quality infrastructure, efficient maintenance, and effective safety programmes must be complemented by responsible road users. Ultimately, it is the individual that is the road user that makes significant difference.

12. The number of road users will increase yearly. The same facilities will have to serve a higher number of road users and the various vehicles that use them. We have to ensure that policies and programmes are able to meet the changing scenario, to ensure road safety over the next decade. While

some policies and programmes remain relevant – new strategies have to be identified to complement these efforts.

13. Although every country in the world has its own road safety challenges, and must develop its own strategy to meet these challenges, I believe that there is much that we can learn from each other. As road safety professionals, our responsibilities and concerns do not stop at national boundaries. It is by working together through initiatives like this REAAA Forum, that we hope to develop effective solutions.

14. In the continuous effort to ensure road safety is always in our hearts, Malaysia is organising the PLUS International Expressway Conference & Exhibition or PIECE - 2010 scheduled from 5 - 6 April 2010 in Kuala Lumpur. This exhibition and conference is organized by Plus Expressways Bhd, Malaysia's main highway operator which manages close to 1,000 km toll roads in Malaysia, in partnership with Ministry of Works Malaysia and REAAA. We look forward to you joining us in Kuala Lumpur where your presence and contribution will definitely make this conference richer and more meaningful.

15. Once again, I express my sincere thanks for the opportunity to be here and I would like to assure you of Malaysia's support for this forum and I am confident it will successfully meet its objectives. Thank you.