

# MOTORCYCLE SAFETY INITIATIVES IN MALAYSIA

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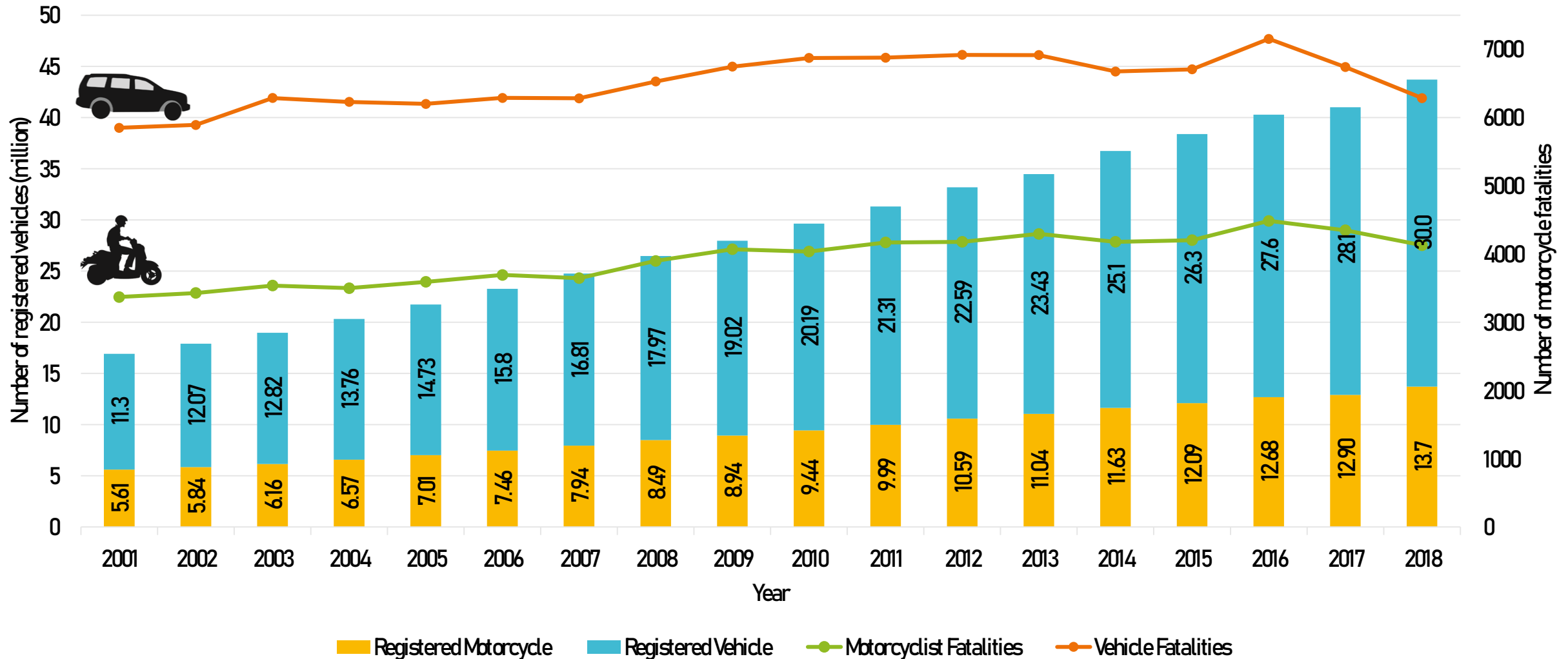
*Malaysian Institute of Road Safety Research*

29<sup>th</sup> October 2019



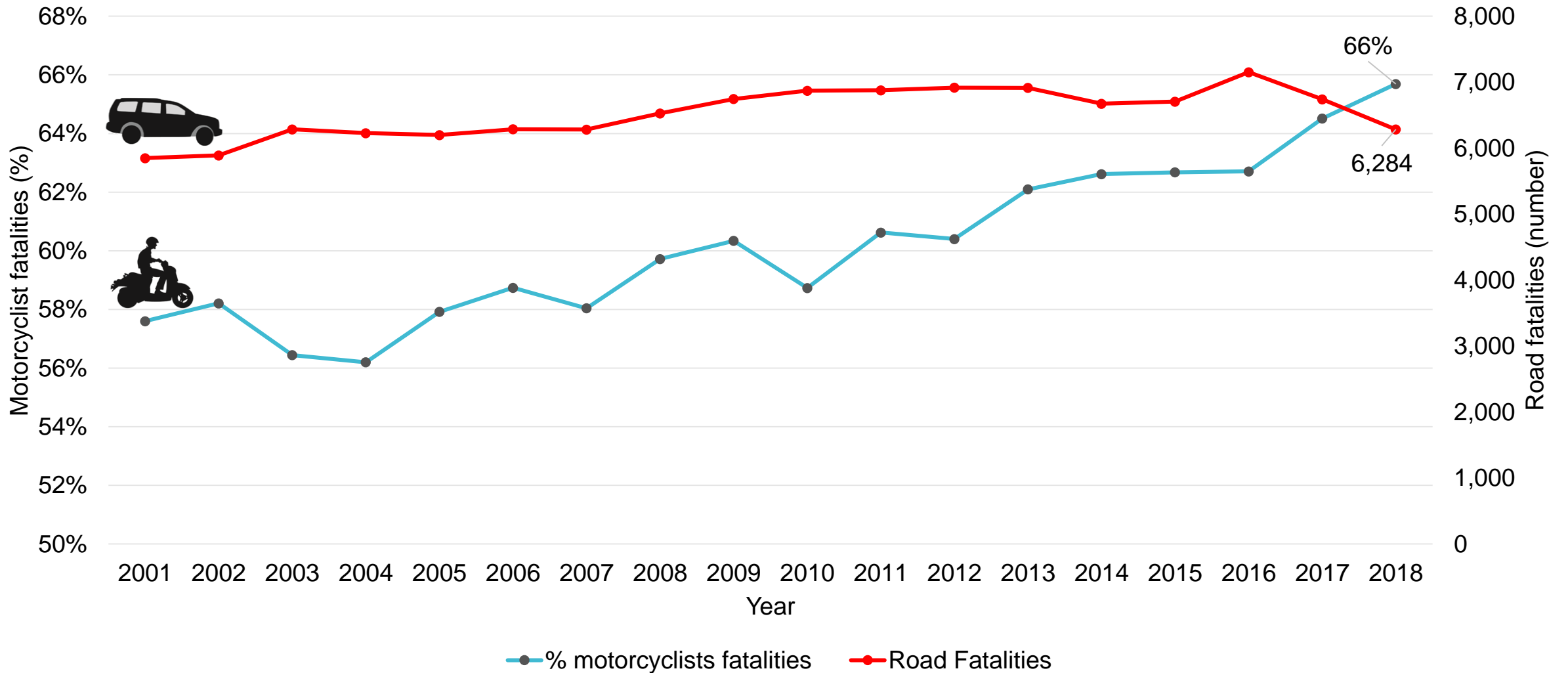
# MOBILITY VS SAFETY

Total registered vehicle and motorcycle fatalities



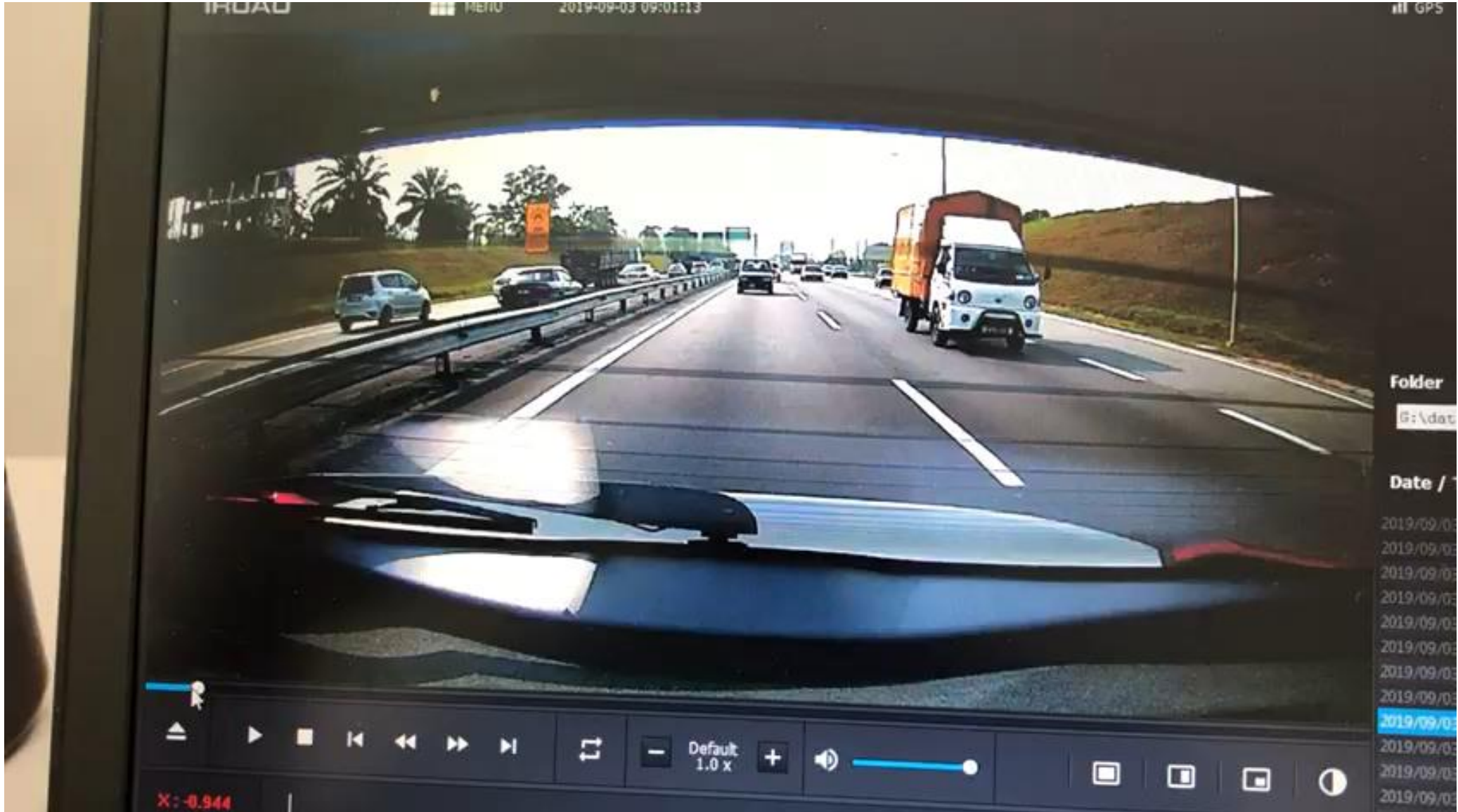
# MOBILITY VS SAFETY – CON'T

Total road fatalities and % of motorcyclist fatalities



Source: Royal Malaysian Police, 2018

# WHOSE FAULT?



# WHOSE FAULT?



# WHOSE FAULT?





# WHAT HAVE BEEN DONE?



# MOTORCYCLE LAW

- Not wearing a helmet contravenes Rule 4 of the Motorcycle (Safety Helmets) Rule 1973
- Carrying more than one pillion rider violates Section 49 of the Road Transport Act 1987.
- “Under Section 119 of the act, a maximum compound of RM300 will be imposed and, if taken to court, offenders can be fined up to RM1,000 or jailed for up to three months, or both,” he said



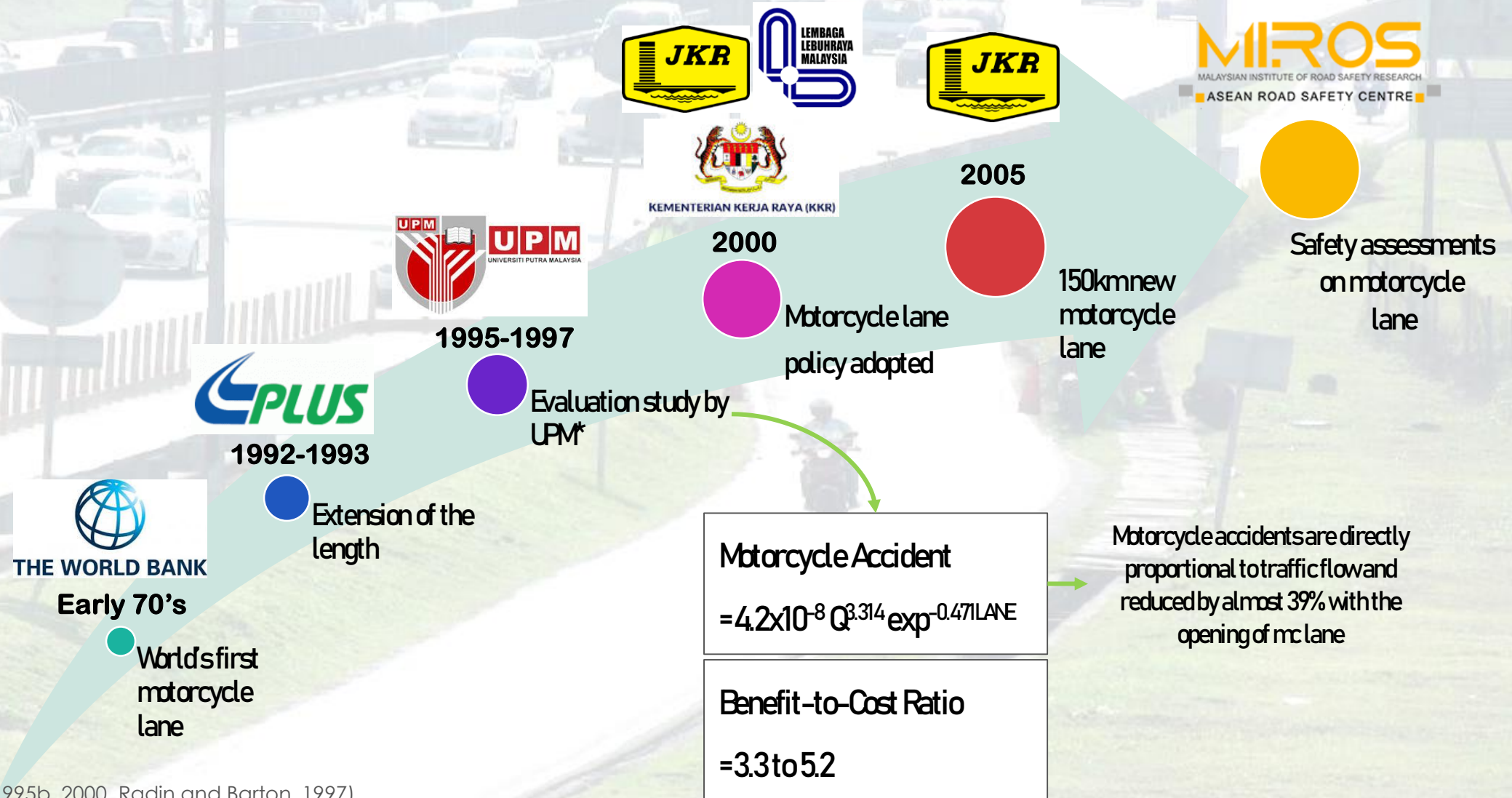


# MOTORCYCLE LAW – CON'T

- Any vehicle used on public roads that has been modified in contravention of its Vehicle Type Approval (VTA), is deemed to be illegal and the user has committed an offence under the Road Transport Act 1987, which allows for action to be taken
- the owner will have to pay a penalty of up to RM3,000 before being able to reclaim their motorcycle with the additional requirement the vehicle has to be returned to original condition within seven days and re-inspected by JPJ



# MOTORCYCLE LANE POLICY



# TYPES OF MOTORCYCLE LANE

## Non-exclusive



## Exclusive





# ISSUES WITH NON-EXCLUSIVE LANE

## Inconsistency in separator design



# ISSUES WITH NON-EXCLUSIVE LANE – CON'T

**Misuse by other vehicle**





# ISSUES WITH EXCLUSIVE LANE

Poor combination of alignment



# ISSUES WITH EXCLUSIVE LANE – CON'T

## Poor design of access points



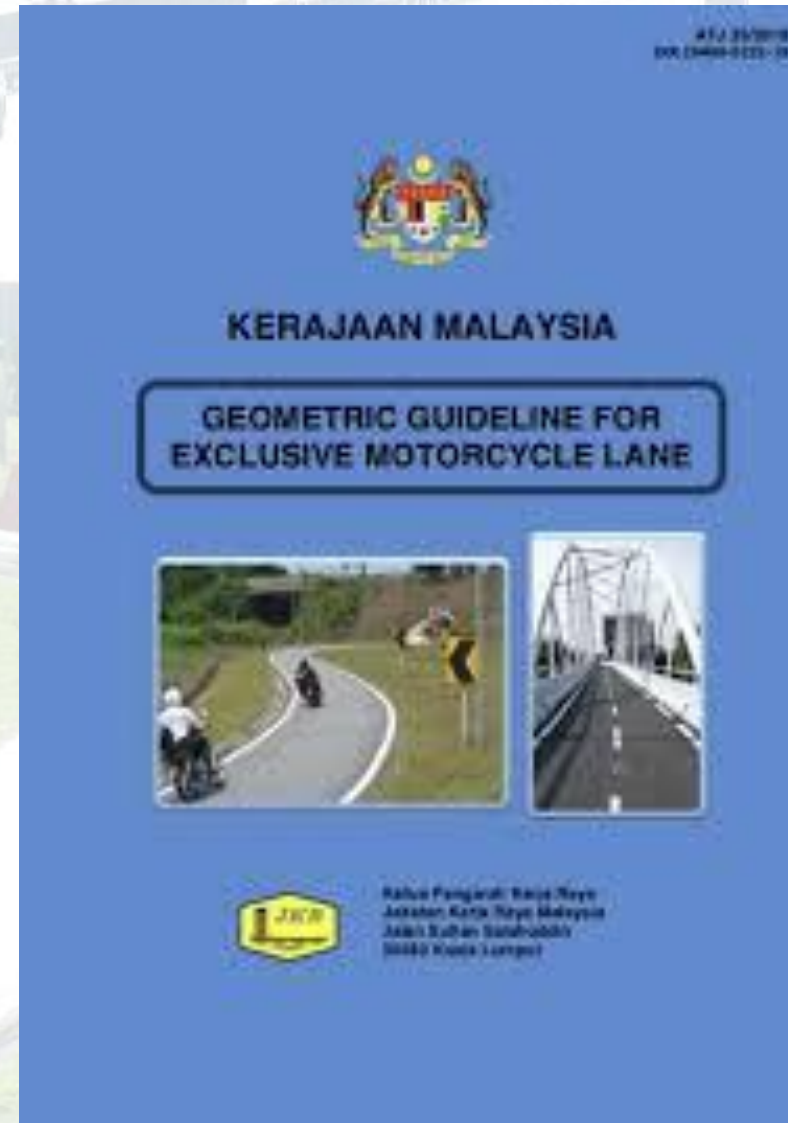
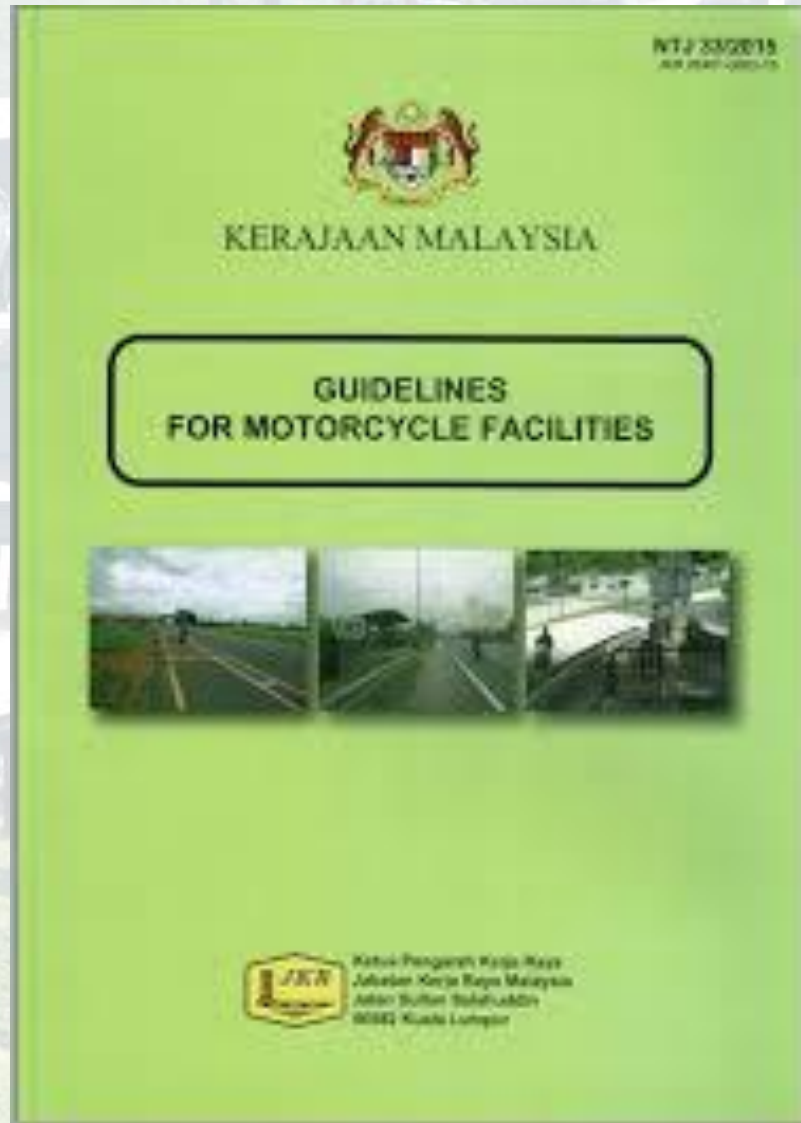


# ISSUES WITH EXCLUSIVE LANE – CON'T

## Roadside hazards



# GUIDELINE FOR MOTORCYCLE LANE





# iRAP ASSESSMENT ON EMCL



- **Operating speed:**  
60 km/h
- **Curvature:**  
Straight
- **Roadside object:**  
Crash barrier
- **Pavement surface:**  
Good
- **Delineation:**  
Good



# iRAP ASSESSMENT ON EMCL – CON'T



- **Operating speed:**  
60 km/h
- **Curvature:**  
Straight
- **Roadside object:**  
Sign post
- **Pavement surface:**  
Good
- **Delineation:**  
Good

# iRAP ASSESSMENT ON EMCL – CON'T



- **Operating speed:**  
60 km/h
- **Curvature:**  
Sharp curve
- **Roadside object:**  
Unprotected barrier  
terminal end
- **Pavement surface:**  
Good
- **Delineation:**  
Good



# iRAP ASSESSMENT ON EMCL – CON'T



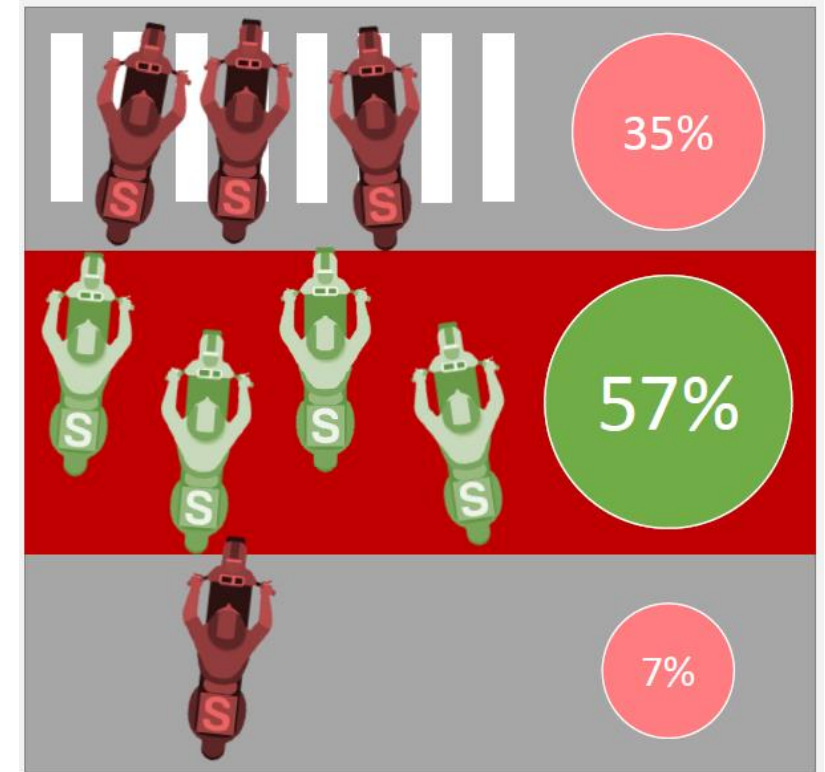
- **Operating speed:**  
60 km/h
- **Curvature:**  
Very sharp curve
- **Grade**  
>7.5% (downgrade)
- **Sight distance:**  
Poor
- **Delineation:**  
Good

# ADVANCE STOP LINE FOR MOTORCYCLE



Advanced stop box or motorcycle, are road markings at signalised intersections allowing motorcycle a head start when the traffic signal changes from red to green

- Area: approx. 100m<sup>2</sup>
- Capacity: 40 motorcycle





# COMMUTING SAFETY SUPPORT PROGRAM (CSSP)

- The CSSP was introduced in 2017 by the Social Security Organisation (SOCSO) in collaboration with MIROS.
- The program aims to facilitate employers' implementation of commuting safety at the workplace through practical intervention.
- It aims to reduce motorcyclist accidents and was initiated through partnership with various stakeholders.
- Results show that 76 per cent of the workplaces in the program have achieved a minimum of 10% reduction in commuting accidents and 21% reduction in unsafe riding behaviour after the program, with participants wearing personal protective gear such as helmets and vests.





# KEY SUGGESTIONS



Proper design and planning are important

Good maintenance culture is equally important

Educate road users on proper use of the motorcycle lane

Ensure an efficient crash data collection and management system

# Thank You

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