LET'S IMPROVE ROAD SAFETY IN ASEAN

FIRST SERIES

MIROS-ASEAN ROAD SAFETY CENTRE
ASEAN
The Association of Southeast Asian Nations

Consists of 7 countries in the Western Pacific Region (Brunei Darussalam, Cambodia, the Lao People’s Democratic Republic, Malaysia, the Philippines, Singapore and Vietnam) and 3 countries in the Southeast Asian Region (Indonesia, Myanmar and Thailand).

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Across ASEAN the motorization rates (including 2- and 3-wheelers) are high in Malaysia but low in Myanmar, Lao PDR and the Philippines.

Motorized 2- and 3-wheelers comprise the majority of vehicles in most ASEAN countries and this is unlikely to change because of their advantages in congested cities.

Yet reliance on these vehicles is associated with higher road fatality rates.

The pattern of use of these vehicles—often as family transport—makes it even more imperative that the road safety strategy should focus on addressing the vulnerability of users to road trauma.
**ROAD SAFETY IN THE REGION**

The road fatality rate per 100,000 populations in Malaysia and Thailand is about 5 times greater than in Singapore.

The Singaporean road fatality rate in (3.6) is similar to that of the world's best performing nations Netherlands (3.4) and the United Kingdom (2.9).

The WHO 2013 Global Status Report on Road Safety has identified that road trauma is generally higher in middle income countries and still increasing - this is also true in ASEAN.

Low income countries (such as Myanmar and Cambodia) generally have lower rates of motorization and so lower fatality rates expressed in terms of population (although the per vehicle rates can be extreme).

Unless strong action is taken, economic development in these countries will be accompanied by increasing deaths and injuries on their roads.

**ROAD FATALITY RATE BY INCOME GROUP**

<table>
<thead>
<tr>
<th>Fatalities per 100,000 population</th>
<th>Low income</th>
<th>Middle income</th>
<th>High income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low (&lt;10)</td>
<td></td>
<td></td>
<td>Brunei, Singapore</td>
</tr>
<tr>
<td>Medium (10-15)</td>
<td></td>
<td>Philippines, Lao PDR</td>
<td></td>
</tr>
<tr>
<td>High (&gt;15)</td>
<td>Cambodia, Myanmar</td>
<td>Indonesia, Malaysia, Thailand, Vietnam</td>
<td></td>
</tr>
</tbody>
</table>

(Source: WHO 2015 Global Status Report on Road Safety and the World Bank)
ROAD SAFETY CHALLENGES

Road Safety Situation

- Inconsistent approach in monitoring road safety between member countries in the region. Not uniformed road safety monitoring will result in unrealistic and inaccurate comparison between member countries.

Different Levels of Economic Development

- There is a need for harmonisation of trade among member countries due to the different economic levels of each country. Through the harmonisation of vehicle safety standards, ASEAN citizens may enjoy the same level of security protection.

Unsustainable Road Safety Initiatives

- Road safety require multidiscipline involvement and action by road safety lead agency alone is not enough. Lack of capacity at various level in member countries lead to unsustainable road safety initiatives. Hence, support for capacity building of various stakeholders related to road safety is a major concern.

Evidence-based Road Safety Initiatives

- Minimal road safety initiatives were conducted based on facts and research in order to ensure that road safety programmes are implemented effectively. However, learning from the experiences of other ASEAN member countries will make it possible to improve road safety programmes rapidly and effectively.
FIVE PILLARS OF ROAD SAFETY: COUNTRIES’ PROGRESS

By 2020, to halve the number of global deaths and injuries from road traffic accidents

Five Pillars outlined in the UN Decade of Action:

- **Pillar 1:** Institutional Framework
- **Pillar 2:** Safer Roads and Mobility
- **Pillar 3:** Safer Vehicles
- **Pillar 4:** Safer Road Users
- **Pillar 5:** Post-crash Response
FIVE PILLARS OF ROAD SAFETY: COUNTRIES’ PROGRESS

Pillar 1
‘Institutional Framework’
has an average maturity score of 89% for the ASEAN region, with all of the ASEAN members having at least 70% of the criteria fulfilled.

Pillar 2
‘Safer Roads and Mobility’
has an average maturity of 66% for the ASEAN region. The development of the infrastructure projects in Southeast Asia incorporates auditing of new road constructions. Almost two-third of the countries have regular inspections for existing road networks, and another third conduct inspections in parts of the network.
FIVE PILLARS OF ROAD SAFETY: COUNTRIES’ PROGRESS

Pillar 3 ‘Safer Vehicles’

has an average maturity of 60% for the ASEAN region. In terms of vehicles, regulations for seat-belts in front and rear seats have not been introduced by some ASEAN members. Likewise, few have accepted the resolution of the UN World Forum on Harmonization of Vehicle Standards or have a new car assessment programme. These results must be interpreted with caution however, because regional initiatives and have allowed sharing resources for safer vehicles. For example, the New Car Assessment Programme for Southeast Asia (ASEAN NCAP) has operated since 2011.

Pillar 3 - Safer Vehicles

- Myanmar
- Laos PRD
- Cambodia
- Viet Nam
- Philippines
- Indonesia
- Thailand
- Malaysia
- Brunei
- Singapore
- ASEAN region
FIVE PILLARS OF ROAD SAFETY: COUNTRIES’ PROGRESS

Pillar 4 ‘Safer Road Users’

has an average maturity of 40% for the ASEAN region. All the countries in the region have national laws relating to speeding, drink-driving and motorcycle helmets.

Pillar 5 ‘Post-Crash Response’

at a regional level, 60% of the countries have 10% or less of seriously injured persons transported by ambulance. Post-crash care is concerning in all the ASEAN community with 60% of the member states lacking emergency room based injury surveillance systems. Only 20% of member countries have data related to injury and disability.
Proposed key Strategic Directions for the ASEAN Regional Road Safety Strategy should focus on those aspects which are most relevant at the regional level and where a regional approach can be more useful than an individual country approach. These aspects have been identified as:

- Harmonisation of standards, road rules and legislation
- Capacity building
- Knowledge development through research and evaluation
- Monitoring and reporting progress

**ASEAN REGIONAL ROAD SAFETY STRATEGIES**
### ROAD SAFETY FACTS

<table>
<thead>
<tr>
<th>Country</th>
<th>Population</th>
<th>Registered Vehicles</th>
<th>Index per 100,000 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malaysia</td>
<td>30,073,353</td>
<td>20,188,565</td>
<td>24.0</td>
</tr>
<tr>
<td>Brunei</td>
<td>411,900 (2014)</td>
<td>285,000 (2014)</td>
<td>5.8</td>
</tr>
<tr>
<td>Cambodia</td>
<td>15,184,116</td>
<td>3,200,320</td>
<td>17.4</td>
</tr>
<tr>
<td>Indonesia</td>
<td>253,609,643</td>
<td>235 motor vehicles / km of road (2014)</td>
<td>15.3</td>
</tr>
</tbody>
</table>

[Source: Association of Southeast Asian Nations (ASEAN): Regional Road Safety Strategy, 2016]
## ROAD SAFETY FACTS

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<th>Registered Vehicles</th>
<th>Index per 100,000 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Myanmar</td>
<td>51,486,253</td>
<td>over 5.38 million</td>
<td>20.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(2015)</td>
<td></td>
</tr>
<tr>
<td>Philippines</td>
<td>98,400,000</td>
<td>7,690,638</td>
<td>10.5</td>
</tr>
<tr>
<td></td>
<td>(2013)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Singapore</td>
<td>5,469,700</td>
<td>972,037</td>
<td>3.6</td>
</tr>
<tr>
<td>Thailand</td>
<td>67,741,401</td>
<td>28,484,829</td>
<td>36.2</td>
</tr>
<tr>
<td>Vietnam</td>
<td>93,421,835</td>
<td>46,792,091</td>
<td>24.5</td>
</tr>
</tbody>
</table>

[Source: Association of Southeast Asian Nations (ASEAN): Regional Road Safety Strategy, 2016]
REGIONAL INITIATIVES

Initiatives that are available for the region to embark on are shown below, and a lot more are needed for the improvement of regional road safety.

www.aseancap.org

www.miros.gov.my

ISO 39001: Road Traffic Safety Management Systems

www.miros.gov.my
ASEAN ROAD SAFETY CENTRE

As a centre, it will help and guide ASEAN countries to reach a higher level of road safety.

- Design and implement road safety programmes based on science and arts for the region;
- Harmonise the standards, guidelines and methods of road safety activities for the region;
- Coordinate and collate the efforts of member countries for knowledge sharing;
- Provide technical guidance and effective leadership to member countries;
- Monitor and evaluate the implementation of the road safety programmes and initiatives by member countries; and
- Evaluate and validate road safety performance for member countries, combine and harmonise regional comparisons so as to represent regional road safety conditions.

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