



# **ROAD SAFETY SITUATION IN INDONESIA**

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# COUNTRY DESCRIPTION

- More than 17.500 islands;
- Land Area 1.9 Million Km<sup>2</sup>;
- Sea Area 7.9 Million Km<sup>2</sup>;
- Population (2004) 227 millions;
- Population growth : 1, 49-2 %;
- GDP : Rp 1,421 trilions



# Road Transportation

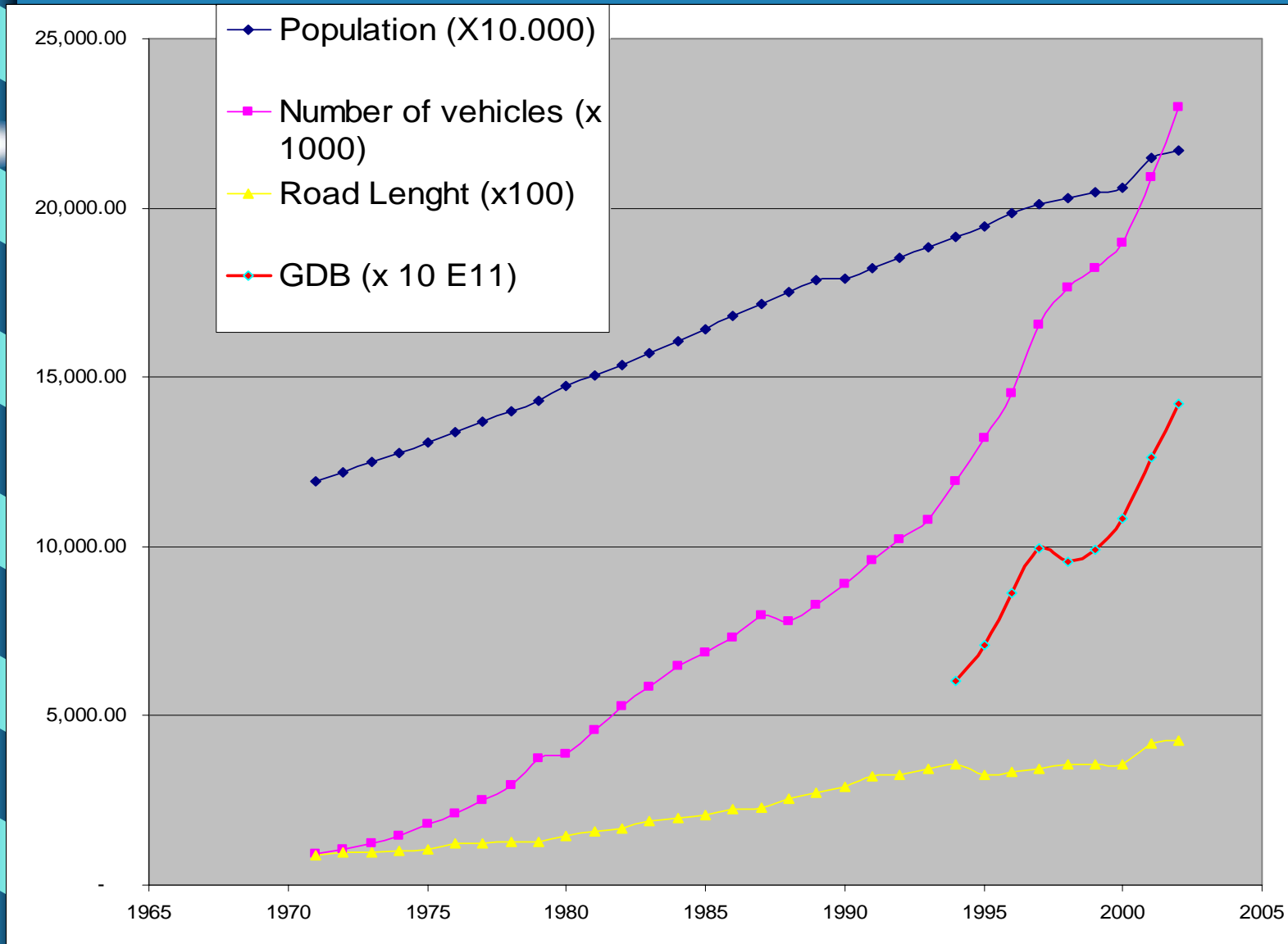
- Road Length in 2003 was 328,313;
- Road class : National, Provinces and Resident/City and toll road
- Road construction and maintenance under Mins of Public Works authority, road traffic and transport under Mins of Transportation.



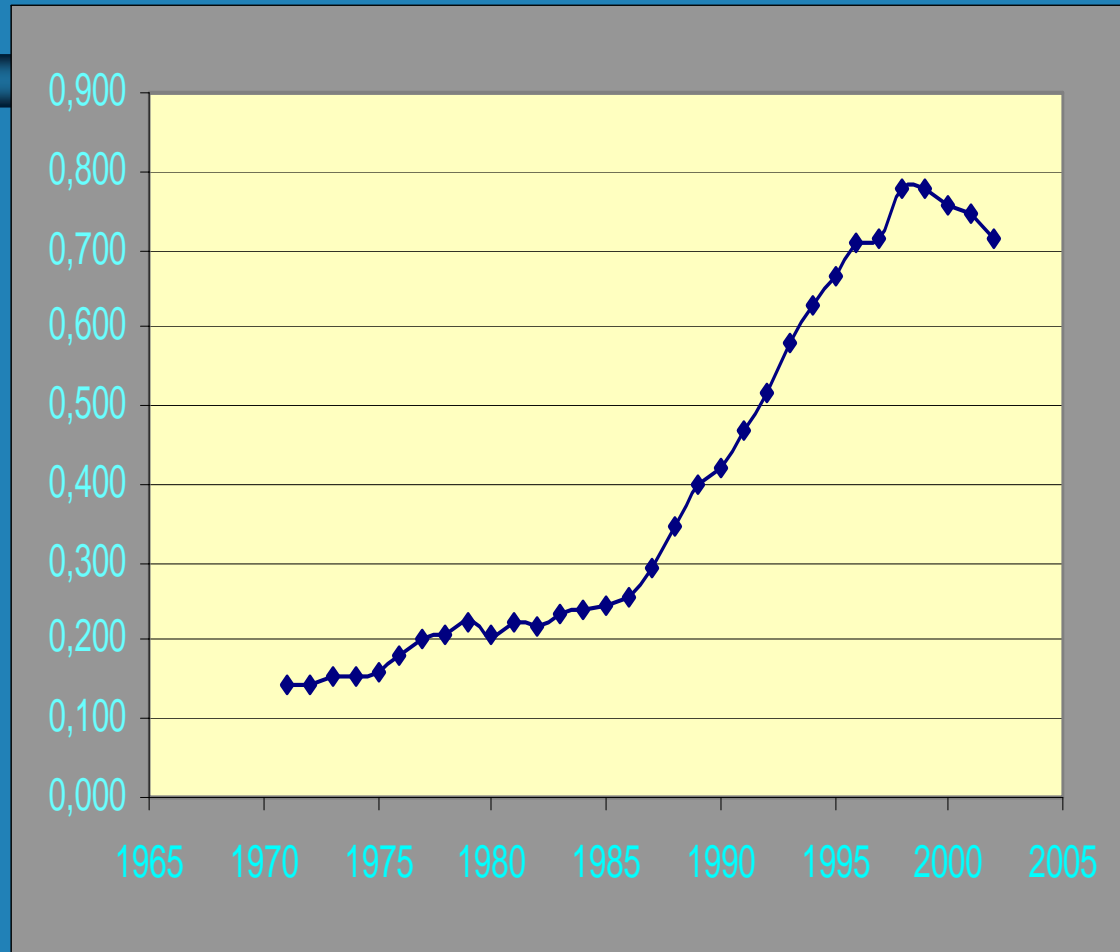
# Definition of Traffic Victims:

- **Fatality:** a person died within 30 days of a road accident due to injuries sustained in the accident.
- **Seriously injured:** a person admitted to hospital from injury due to a road accident and receives treatment for over 30 days.
- **Minor injured:** a person admitted to hospital from injury due to a road accident and receives treatment for less than 30 days.

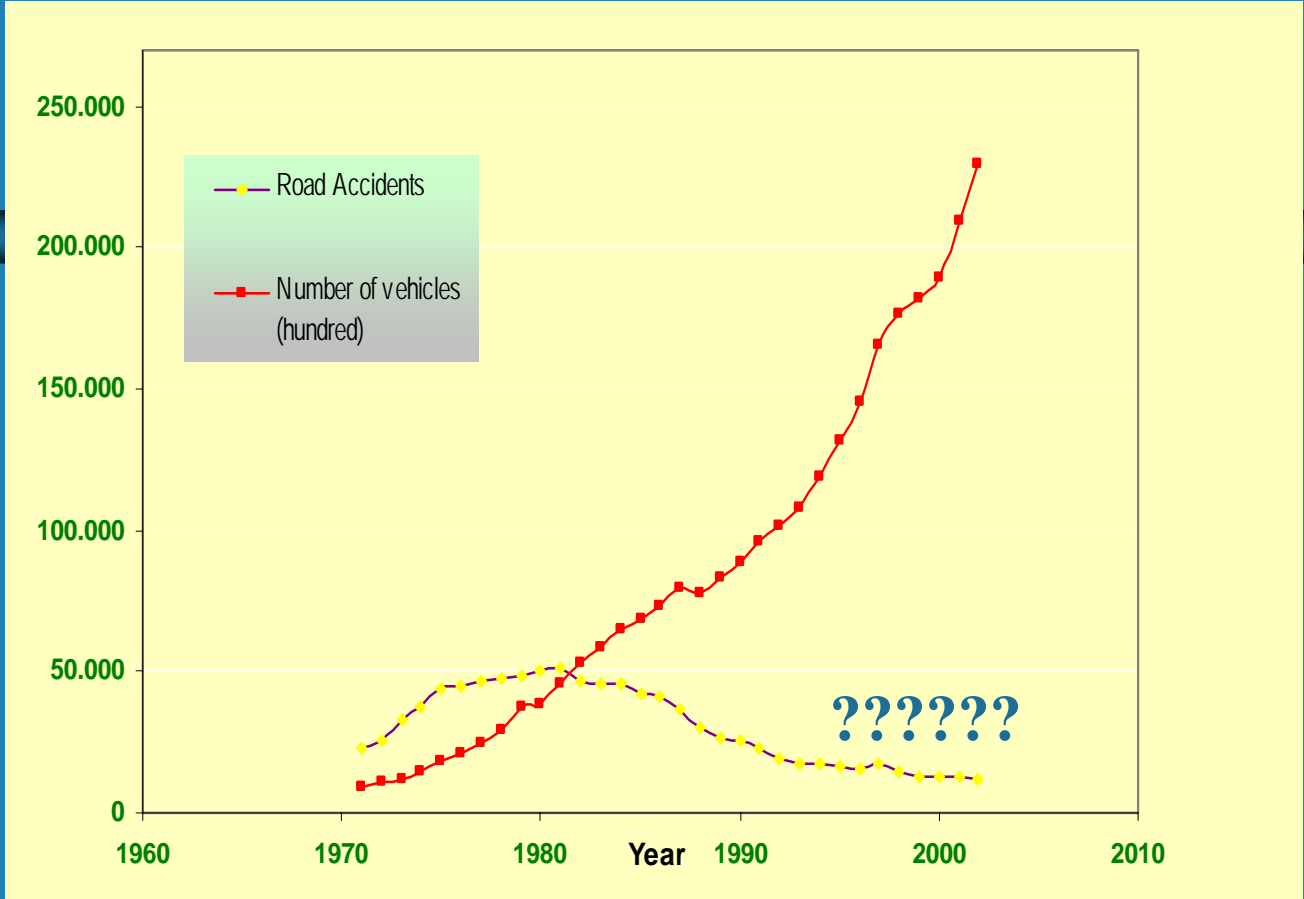
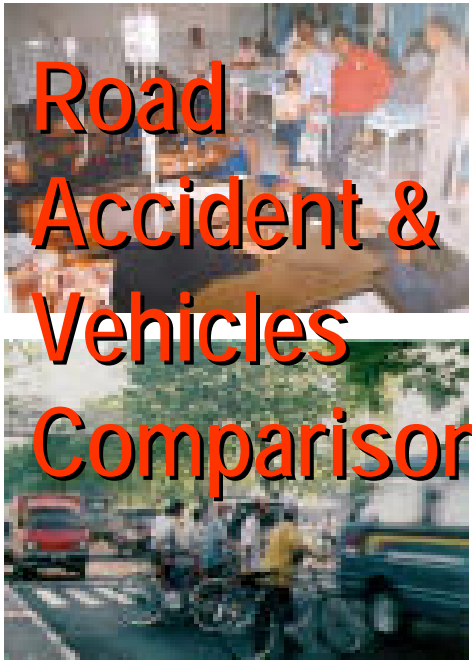
# Growth of Population, GDP, Vehicles, Road



# Ratio Fatality to Accident



Don't experience second accident: death



The data raise controversy

It's unlikely to have such reduction

# Questionable Statistics



- Decreasing accidents: The road safety seems to be properly handled.,
- The national statistics do not represent the otherwise degrading road safety conditions as what public perceived
- The low figures prevent the seriousness of the matter

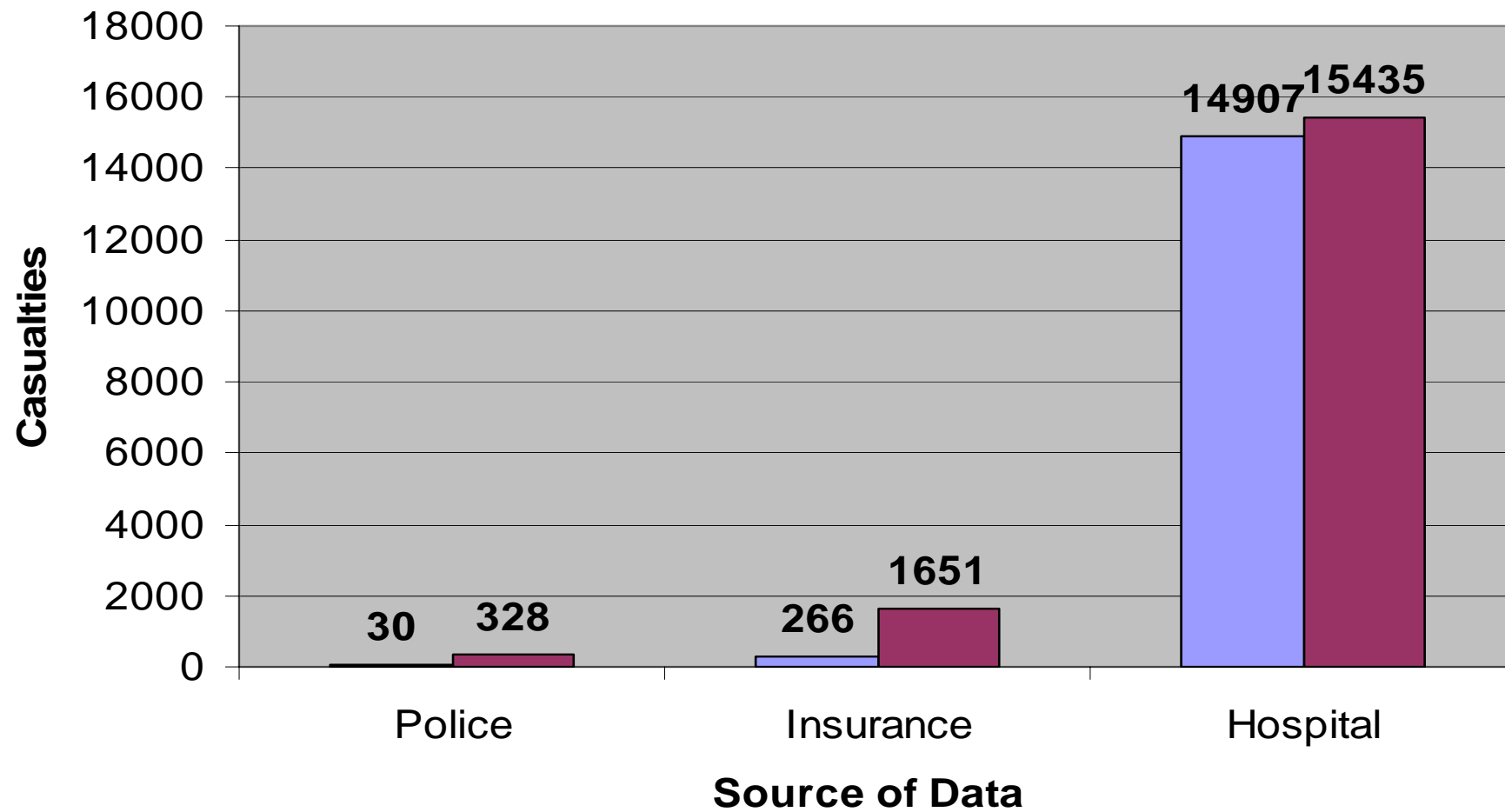
Very serious under-reporting



# Underreported Cases

- Different jurisdictions contribute to overwhelming problems of cases without report (*underreporting*) by the police.
- The police only records reported cases.
- Insurance company only record victims who propose claim.
- Hospitals do not record neither DUA (Died upon Arrival) victims nor victims pass away after completing his/her medical treatment.

## Casualties Recorded at Different Sources (Yogyakarta Case)



■ City of Yogya (1999) ■ Province of Yogyakarta (2001)

# Severe Under-reporting

Traffic Casualties Recorded at Yogyakarta City (1999)

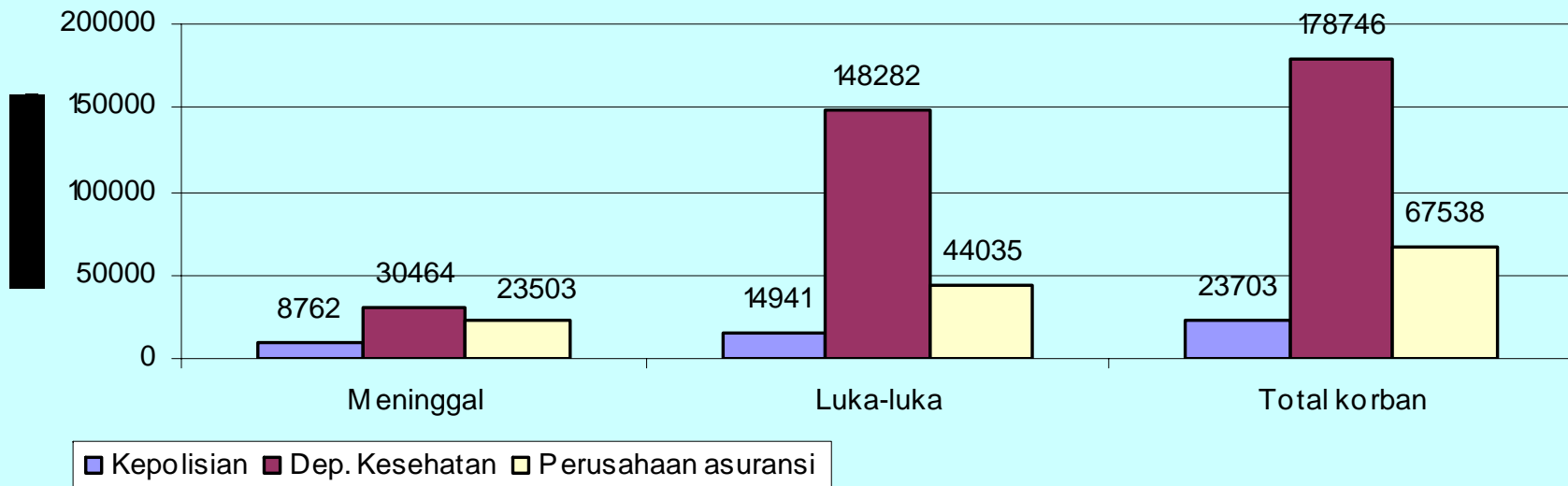
Data Source	Casualties	Percentage
Police	30	0.20%
Insurance	266	1.78%
Hospital	14,907	100.00%

Casualties Comparison at Yogyakarta Province (2001)

Data Source	Casualties	Percentage
Police	328	2.12%
Insurance	1651	10.70%
Hospital	15,435	100.00%

# Statistics of Accident Casualties

(from various sources)



# Casualties Estimation

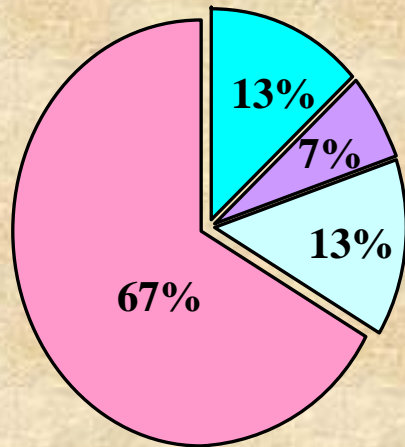
- The following estimation is derived from extrapolation on Yogyakarta's data
- Estimation of casualties killed in traffic accident in Indonesia reaches 123.812 lives in 2002 (the figure covers both under and beyond medical treatment)
- For the same year, Ministry of Health records only 30.464 lives. (the figure is for deaths during medical treatment)



# How Much is National LOSS? (estimation)

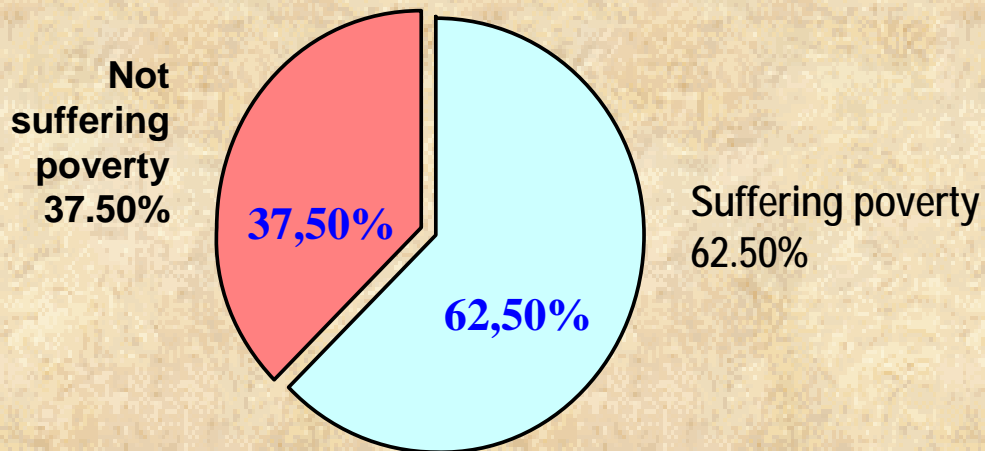
Type of injury	No. of casualties	Total loss (million rupiahs)
Fatal	30,464	9,972,037
Serious	450,000	9,614,672
Light	2,100,000	12,772,448
PDO	13,515,000	9,036,899
	TOTAL	<b>41,396,056</b> <b>US\$ 4.5 BILLION</b>
	GDP	1,421,000,000
	% GDP	<b>2.91</b>

year 2002



- Suffering poverty
- Declining wealth level
- No economic changes
- Economic level recovered

Family with seriously injured victim



Family with fatally injured victim

## Impact on Poverty



# TARGET

1. Save more than 20,411 lives over the five year period by halving the anticipated increase in deaths per year
2. Reduce the death rate (deaths per ten thousand vehicles) by 5.8 % in 2003 down to 3.4 % in 2010 .
3. Increase seat belt wearing to 90% countrywide  
Increase helmet wearing to 90% countrywide

# PROGRESS DONE

- **Preparation of Curricula for Public Driver's Competence ( *Sector 7 : Driver Training and Testing*);**
- **Helmet For Kids Program ( *Sector 6 Road Safety Education for Children*);**
- **Investigation of Fatal Accident ( *Sector 2 : Road Accident Data Systems*);**

# PROGRESS DONE

## Driver Training and Testing;

- a. Public Bus Drivers;
- b. Taxi Drivers;
- c. Hazardous transport drivers.

## Enforcement;

to examine the effectiveness of traffic enforcement systems in many cities, often inspect the driving license (SIM) and the motor vehicle license (STNK) of the drivers

**Physical measures;** Traffic Calming (*Speed Hump, Choker, Raised Sidewalk, Crosswalk Refuge*), Pedestrian Road Crossing (*The Signaled Crossing, Non-Signaled Crossing*)



# CLOSING REMARKS

- Road accident data contains severe under-reporting
- Official figures have created public ignorance on road safety for so many years to the point that putting them right will be a political issue
- Very little safety program existed
- Very poor co-ordination among parties
- Potential participation from public, private sectors and local government
- A common platform to organize roles of many stake holder is needed: GRSP



Thank You  
&  
Be Careful