

ELECTIONS '08 DAILY POLICY FACTSHEET #3 :

URBAN TRANSPORTATION

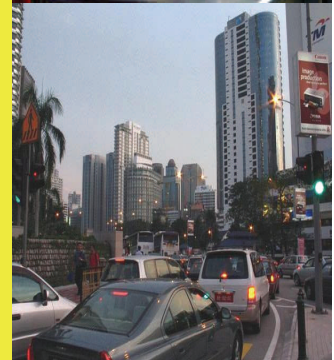
CPPS is pleased to bring to you its “**CPPS Policy Fact Sheet**” as a build-up to the **Malaysian General Elections 2008**. In this daily series between nominations and polling day, we will explore **key policy issues** that we feel are important in informing your voting decision. Policy decisions made by leaders have a direct effect on your life as a citizen, and the elections is this one crucial time you decide on your leaders. We hope these fact sheets will be useful policy briefs as you decide whom to vote for. Here's to an **educated and informed voting public** in Malaysia!

BACKGROUND

National Transportation policies and state development priorities tend to focus mostly on the lack of road space, rather than finding innovative solutions to fully **utilize the existing infrastructures**. The needs and concerns of pedestrians, cyclists and bus users are also seldom taken into consideration, while transportation requirements for the **mobility-impaired and vulnerable groups**, like people with disabilities, the elderly, and the poor are often forgotten.

Unsurprisingly, the **Kuala Lumpur Structure Plan 2020** revealed that public transportation accounted for **only 20 percent** of total Kuala Lumpur passenger movements. The high percentage of vehicle ownership translates to **traffic congestion and pollution**. Also, recent bus crashes have questioned the implementation of preventative measures taken by the government to reduce accidents in the country.

In lieu of these issues, it is essential that the government continues to implement and enforce policies to **reduce** the occurrences of accidents, **improve** our air quality, **maximize** existing infrastructures through public transportation (from 1985-2005, the government allocated 20% of its development funds for transport infrastructure), and **consider** the needs of the disabled and the poor.



FLASH POINTS



- Malaysia's urban centres are among the **most vehicle dependent** in Asia.
- Malaysia is the first country to provide **exclusive motorcycle lanes** along trunk roads to reduce motorcycle crashes. However, motorcycle crashes are still very high. For **statistics on motorcycle crashes**, please see below.
- 'Unfriendly' buses leave the disabled, *Malaysiakini* reports: Barrier-free Environment and Accessible Transport Group (BEAT) wants Rapid KL to provide at least one **disabled-friendly bus** to each area.
- More disabled-friendly public transportations would help **reduce** Malaysia's **high-unemployment rate** amongst the disabled

- **Toll Prices** : Non-governmental organisations (NGOs) are calling for **open tenders** and **transparency** in the award of toll concessions.
- Bernama reported that PLUS Expressway Bhd's pre-tax profit rose to RM684.6 million in the first- half of this year, 91 per cent up over the same period last year. This included the RM331.7 million Johor Baharu-Senai Toll compensation.
- To read more: <http://www.bernama.com/kpdnhep/news.php?id=157231&lang=en>
- **Bus Crashes**: The driver of Malaysia's worst bus crash (in Bukit Gantang) was a serial traffic offender. He had two outstanding arrest warrants and 13 summonses for various traffic offenses. To read more <http://www.iht.com/articles/ap/2007/08/14/asia/AS-GEN-Malaysia-Bus-Crash.php>

Basic Statistics & Facts

- **The transport sector is the biggest polluter.** It consumes some 42 percent of final energy demand, surpassing even industrial use (38 percent), revealed officers from the Malaysia Energy Center in a paper.
- **The number of vehicles rose** from 6.8 million in 1995 to 10.5 million in June 2001 throughout Malaysia.
- **Penang had 1.1 million registered vehicles** compared with Singapore's 693,000 vehicles and Hong Kong's 517,000
- **Motorcycles** constitute more than half the total vehicle population and contribute more than **60% of the casualties** (deaths and serious and slight injuries) in traffic crashes.
- In 2000, 79,816 crashes involved motorcycles, **an increase of almost three-fold** from 1990. Of these, almost 3,000 motorcyclists were killed every year during this period
- **Daily NO2** at Pudu and Cheng Lock Crossings **exceeded WHO guidelines** and 8-hour measurement of CO at busy crossings showed values over the Malaysian guidelines according to a study done in 1997. Nitrogen dioxide pollutes the air mainly as the result of road traffic and energy production. It gives rise to acid rain and affects the health.
- The development of RapidKL has seen a increase in users: In 2000, STAR LRT handled an average of **77 803 passengers per day**; while **PUTRA LRT handled 121 950 per day**. In 2003, Starline had a daily passenger count of 94 480, while Putraline had 150 494, ERL 6014, and KL Monorail 27 000.



VISUALS

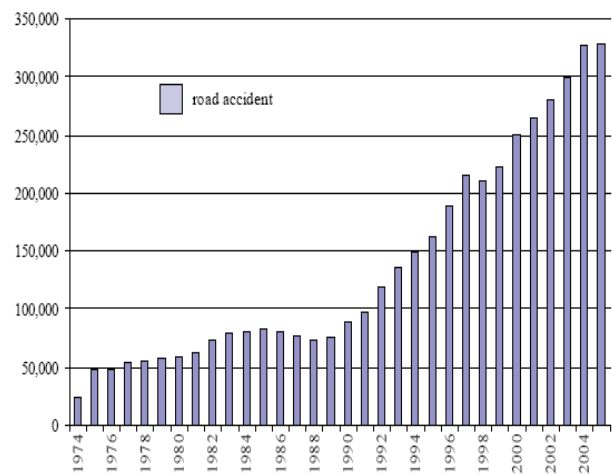
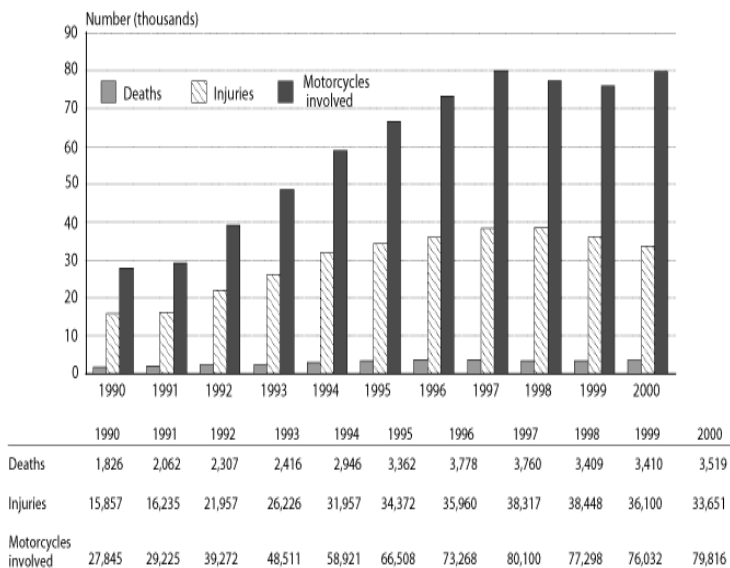


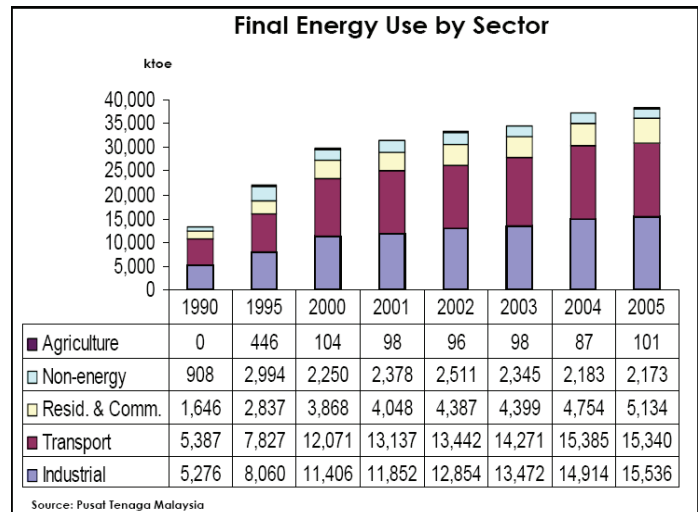
Figure 1: Statistics Road Accidents in Malaysia (2005)
Source: Royal Malaysian Police (PDRM)

Motorcycle Crashes in Malaysia: 2000

Table 2 : Road accident statistics (2005)

Type	Casualties	Percentage (%)
Pedestrian	3,523	7.49
Motorcycle	31,222	66.41
Bycycle	1,679	3.57
Car	7,372	15.68
Van	824	1.75
Bus	359	0.76
Lorry	1,032	2.20
4 Wheel Drive	585	1.24
Other	416	0.88
Total	47,012	100

Source: Statistical Report Road Accident, Royal Malaysian Police. 2005



PARTY STANDPOINTS

- **Ninth Malaysia Plan** has allocated about **RM 200 million** to improve the highest 5 Hazardous locations along state and municipal roads.
- **Budget for 2008** has allotted **RM12 Billion** to improve public transportation system in Kuala Lumpur and Penang. The Budget recognizes that the severity of traffic congestion in Penang and proposes the implementation of Penang Outer Ring Road on a tender basis soon.
- **DAP's shadow budget** allocated **RM 13.6 Billion** to improve the quality of national transportation infrastructure, particularly the public transportation system.
- Key attention is given to the 3 highly congested urban centres: the Klang valley, Penang island and Johor. A Blueprint for the "Valley Circle" rail network will also be developed to improve inter-suburban connectivity.
- **DAP National Deputy Chairman** and **MP for Kepong** Dr Tan Seng Giaw recommends that the government maintains a competitive edge for the market in the public transport. For his comments on this, visit <http://tansenggiaw.blogspot.com/2006/09/rapid-kl-must-also-follow-rules-and.html>
- **PAS's Manifesto** recognizes that the rise in toll prices puts a strain on the people.
- **PAS's Manifesto** promises to ensure that petrol and diesel prices are reduced and maintained at a reasonable price.
- **PKR's Manifesto** states that it would not raise toll and tariff concessions. It also reassures the public that **PKR** will lower the price of petrol.
- **BN's Manifesto** declares that it will upgrade public transportation and reduce traffic congestion, while enhancing road development in rural and other less developed areas.
- **People's Declaration** calls for improvement in all areas of public transport services, including a reduction of domestic fares between Peninsular Malaysia, and Sabah and Sarawak to promote national unity and domestic tourism.

WHAT HAS BEEN DONE

- In lieu of the bus crash last August, the country's police chief officer has proposed the revival of the **demerit system**.
- **RapidKL** has ordered **100 disabled-friendly buses**. However, BEAT says that this is not sufficient to have at least one disabled-friendly bus in each area.
- **RapidKL** is a **more integrated network** for public transportation in the Klang Valley. However, passengers have complained that its shorter routes meant having to switch busses more frequently than before.
- **The transport ministry urged** transport and logistics industries not to be complacent on safety measures in the race to improve their efficiency in daily operations in the Star last year. However, there was no mention of how the ministry might enforce these measures.
- To ensure the **safety of motorcyclists** in Malaysia, the government has designed **motorcycle lanes** on some federal roads and even trunk roads. While the design of these lanes are generally acceptable, some have criticized it for being too narrow, its interchange convergences are at dangerous corners, and improper maintenance.
- **From 1986-2005**, the government had allocated around **20%** of its development expenditure to transport infrastructure.
- In 2007, **Malaysian Institute of Road Safety (MIROS)** was set up to carry out research and development on road safety. The task includes reviewing road safety standard designs and audit, motorcycle lane, the usage of road safety gadget to establish a database for safe vehicles.

Policy Recommendations

- Greater **transparency and accountability** in infrastructure development plans and toll concessions should be maintained.
- **Better road safety policies** should be implemented: Enforcement of **Child restraint seats**, which have proven to reduce death rate in car accidents by 71% among infants, should be instituted; along with the enforcement of **seat belts for all passengers**. This will ensure that car passengers do not exceed the appropriate number.
- **Public-private partnership** programmes should be implemented. For example, regulatory reforms whereby the private bus firms leave route, schedule, and fare decisions to the government. This has been highly successful in Seoul's 2004 Bus system reforms.
- **More effective incentives** should be offered in order to convince the 80% of private car owners to give up this convenience.
- Public transportation should be heavily promoted as one of the solutions to our high dependence on oil and gas resources. (i.e. electric rail transportation)
- **Safety features for disabled people** in all forms of public transportation, while imposing a hefty fine for able-bodied drivers who park in bays reserved for the disabled.
- **Use community-based solutions** to create a Sustainable Urban Transportation System: The *Sustainable Transport Action Network for Asia and the Pacific* has published a Community Action Guide to People-Centred, Equitable and Sustainable Urban Transport that has some innovative solutions to creating a sustainable transport action network: <http://www.geocities.com/sustranet/actionguide/Outline.htm>

How Well Do You Know Your Candidate?

1. What has the incumbent candidate/party done in respect to improving the quality of urban transportation over the past term?
2. What measures would you expect the next transportation minister to carry out to improve urban transportation?
3. What are the concrete measures and strategies outlined by each of the candidates in order to create a *sustainable* transportation system?
4. What policy recommendations have the candidate provided in order to ensure greater *transparency and accountability* in our country's infrastructure development?