

Status update for 51 Recommendations of Genting Crash

Organisation	Ministry of Transport
Agency/Department/ Organisation	Malaysian Institute of Road Safety Research (MIROS)
Recommendation Number	4.3.4
Recommendation title and details	<p>Implement Safety Star Grading Operation and Nationwide Profiling of Public Service and Goods Vehicle Drivers</p> <p>Quality and safety ratings are a well-established and impactful method of forcing service providers by the consumers to improve their services. A good example in road safety would be the Safety Star Grading for bus operators developed and launched by MIROS on 30 July 2013. The Safety Star Grading is an indicator of the safety performance of bus operators which the public can rely on. The Safety Star Grading is currently on voluntary basis and therefore, it shall be made mandatory.</p>
Implementation Plan	<p>Implementation Plan Details</p> <p>Safety Star Grading (SSG) was first introduced by MIROS in 2013 as one of the additional initiatives dedicated to the bus operator based on the Industry Code of Practice for Occupational Safety and Health Activities Road Transport (ICOP) 2010. The main objective of this program is to transform the public transportation sector and allows users to make safer and better choice. SSG will also provide more commercial value by enhancing the image and publicity of the company. It should be expected that they would make continuous improvement.</p>
	<p>Desired Outcome (s) The Safety Star Grading shall be made mandatory.</p> <p>Rationale A couple of approaches have been explored and discussed to make it mandatory, by using which platform. With voluntary approach, many operators are reluctant to participate and the public cannot enjoy the benefit as the number of operators is small. Through mandating this program, all bus operators can improve their operational safety and service performance thus reducing the risk of road crash, and the public can benefit by selecting bus services based reliable safety information by independent, objective and transparent assessment.</p>

Status of implementation, including - outcomes achieved.	<p>Currently, the bus operators' participation in the program is on voluntary basis. To date, 48 bus operators had participated in the briefing organized by the MIROS through a series of briefings conducted. The briefing session attracted 17 companies to join SSG and 6 bus company has received SSG award. List of awarded operators are:</p> <ol style="list-style-type: none"> 1. Sani Express Sdn. Bhd., 5 Star. 2. Konsortium E - Mutiara Berhad, 4 Star. 3. Disitu Holdings Sdn. Bhd., 4 Star. 4. Cepatsedia Tours & Express Transport Sdn. Bhd., 3 Star. 5. Utama Express Sdn. Bhd., 3 Star. 6. Syarikat Pengangkutan Maju Berhad, 3 Star <p>A couple of discussion has been carried out with MOT, JPJ and SPAD to determine the best platform to make it mandatory. It has been identified that SPAD is the best platform by MOT, as one of the permit requirements. Communications have been made to SPAD.</p>
Next action/Justification	<p>Awaiting SPAD decision on making SSG as mandatory requirement.</p>
Issued by Director General/Chairman	
Progress Report Date	<p>22 February 2017</p>

Ministry	<p>Ministry of Transport</p>
Agency/Department/ Organisation	<p>Malaysian Institute of Road Safety Research (MIROS)</p>
Recommendation Number	<p>4.3.5</p>
Recommendation title and details	<p>Implement Safety Star Grading Operation and Nationwide Profiling of Public Service and Goods Vehicle Drivers</p> <p>A systematic nationwide profiling of commercial vehicle drivers is fully supported and the Panel looks forward to its early implementation. This profile is able to determine and identify the driver risk of being involved in road crash. An effective rehabilitation program shall be developed to treat such drivers before allowing them to return to the system</p>

Implementation Plan	<p>Implementation Plan Details</p> <p>The Demerit Points System (KEJARA) is a system whereby drivers who commit specific traffic offences are given demerit points under the Motor Vehicles (Demerit Points) Rules 1997.</p>
	<p>Desired Outcome (s)</p> <p>The elimination of bad driver from the road and profiling database established.</p> <p>Rationale</p> <p>Dangerous driver is not only poses a risk to himself but other road users who are sharing the road.</p>
Status of implementation, including - outcomes achieved.	<p>As updates, KEJARA has been amended and waiting for AG's approval and it will be enforced in the 1st quarter of 2017. Thus, national driver profiling can be in placed after the implementation of KEJARA. The system is to being integrated with the AES for AWAS initiative.</p>
Next action/Justification	<p>SPAD is looking into the implementation of having SPAD driver card to manage the drivers, with its own database system.</p> <p>JPJ is integrating KEJARA with AES into AWAS.</p> <p>MIROS is awaiting for the implementation of the above initiatives to further integrate possible driver profiling to identify high risk drivers with interventions</p>
Issued by Director General/Chairman	
Progress Report Date	22 February 2017