ASEAN
ROAD SAFETY WEEK
2nd DECADE OF ACTION
FOR ROAD SAFETY 2021 - 2030

PROCESS OF DEVELOPING MEASURES RELATED TO VEHICLE SAFETY AND ENVIRONMENTAL PROTECTION

December, 2021

MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF LAND TRANSPORTATION

Streets for Life
#Love30

ACCIDENT DATA IN INDONESIA YEAR OF 2020

100.028

Total Accident

113.518

Minor Injuries

23.529

Died Victim

10.751

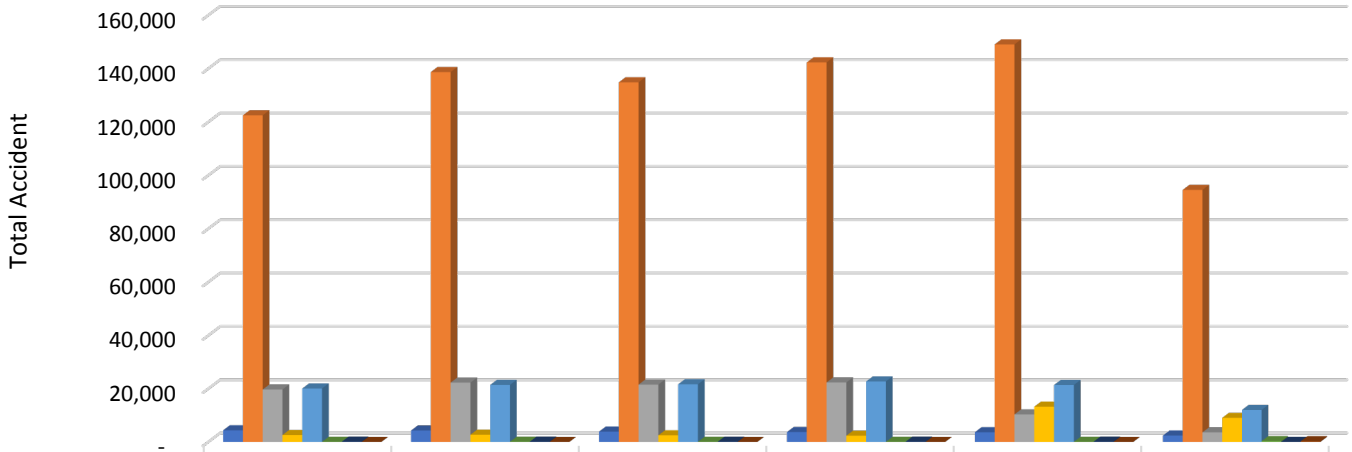
Serious Injuries

Source: Korlantas Polri, 2020

Sayangi Nyawa

#SuarakanKeselamatanJalan

Traffic Accident Data of 2020



	2015	2016	2017	2018	2019	2020 Jan - Sept
Vehicle without engine	4,390	4,311	3,898	3,737	3,669	2,415
Motorcycle	122,510	138,715	134,874	142,323	149,065	94,549
Passenger car	19,716	22,301	21,566	22,360	10,360	3,616
Bus	2,606	2,724	2,500	2,358	13,261	9,057
Delivry truck	20,094	21,444	21,679	22,746	21,422	12,024
Special vehicle	43	67	46	42	48	308
Train	124	106	91	102	115	32
Heavy equipments vehicle	-	-	-	-	-	278

TYPE OF VEHICLE INVOLVED	TOTAL ACCIDENT OF 2020
VEHICLE WITHOUT ENGINE	6,617
MOTORCYCLE	260,963
PASSENGER CAR	7,735
BUS	20,089
DELIVERY TRUCK	25,176
SPECIAL VEHICLE	44
UNKNOWN DATA	87
TRAIN	5,259
TOTAL	325,970

Based on the data, as much as **82.61%** of the motorized vehicle population is motorcycle. The growth of motorized vehicles and the dominance of motorcycle increases the risk exposure for road traffic accidents.

Data Source : National Police of Indonesia

FACTORS THAT CAUSED ACCIDENTS

FACTORS CAUSED THE ACCIDENT TRAFFIC DUE TO DRIVING/RIDING BEHAVIOR:

- Undisciplined (breaking the rules)
- Emotional / Impatien
- Less Concentration
- Incautious
- Low Anticipation
- Sleepy/Tired
- Drunk (drug effect / alcohol)
- No respect for fellow road users

NATIONAL GENERAL PLAN OF ROAD SAFETY

THE 5 PILLARS

PILAR 1
SAFETY MANAGEMENT SYSTEM
Ministry of National Development Planning, Republic of Indonesia

PILAR 2
SAFER ROAD
Ministry of Public Works and Public Housing

PILAR 3
SAFER VEHICLE
Ministry of Transportation of Republic of Indonesia

PILAR 4
SAFER PEOPLE
National Police of Republic Of Indonesia

PILAR 5
POST CRASH
Ministry of Health Republic of Indonesia

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PILAR III
SAFER VEHICLE

- Implementation and Improvement of Vehicle Type Approval Procedures
- Implementation and Improvement of Vehicle Periodic Inspection Procedures
- Implementation of the Motor Vehicle Inspection Information System
- Fulfilling the need for human resources for technical personnel for vehicle periodic inspection
- Motor Vehicle Inspection on the Road
- Application of Motor Vehicle Speed Limits
- Law Enforcement on Compliance with Loading Limits and Dimensions of Goods Transport Vehicles

SAFETY MANAGEMEN SYSTEM IN PUBLIC TRANSPORTATION COMPANY

Safety Management System in Public Transportation Companies is part of the company's management in the form of a safety management carried out by public transport companies, both People and Goods Transportation in a comprehensive and coordinated manner in order to realize safety and manage the risk of accidents.

Public Transport Companies that have a license for the operation of special goods transportation must meet the requirements, one of which is "Safety Management System"

The purpose of Safety Management System in Public Transportation Companies:

- ❑ Prevent losses due to unwanted events due to transportation activities;
- ❑ Ensure smooth transportation;
- ❑ Protect customer safety;
- ❑ Customer satisfaction.

VEHICLE SAFETY STANDARD

PP No. 55 year 2012 :

Vehicles are some of the main elements in the implementation of Road Traffic and Transportation which aim to realize safe, safe, fast, smooth, orderly and orderly traffic and road transportation, comfortable and efficient, able to integrate other modes of transportation, reach all corners of the mainland, supporting equity, growth and stability, booster sand supporting national development

REGULATION

Ministerial Regulation No. 74 of 2021 concerning Motor Vehicle Safety Equipment

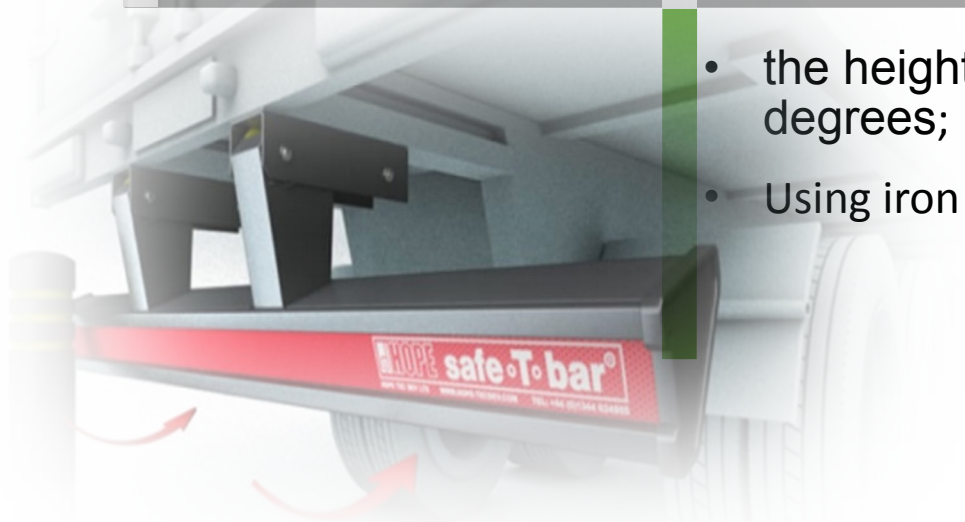
Improving traffic safety and road transportation, preventing and reducing fatalities due to motor vehicle accidents, as well as following developments in motor vehicle safety technology

REAR UNDERRUN PROTECTION DEVICE (RUPD)

PM74 of 2021 Article 17

- must be installed on a motorized vehicle of the type of freight car, trailer with a permitted total weight of 5,000 kg

- In the form of a pipe or square that fully covers the rear side of the vehicle or at least 80% of the total width of the vehicle;
- its installation is at least parallel to or not exceeding 100 mm from the outermost end of the rear wall of the cargo bin.



- the height of the angle is at least 8 degrees;
- Using iron or the like

Firmly attached to the chassis or subframe of a motor vehicle by means of a bolt-nut.

KEMENTERIAN PERHUBUNGAN
DIREKTORAT JENDERAL PERHUBUNGAN DARAT

GEDUNG KARYA
JL. MERDEKA BARAT NO. 8
JAKARTA 10110

Nomor : AJ.310/1/14/DRJD/2020
Klasifikasi : Segera
Lampiran : 1 (satu) berkas
Perihal : Himbauan Pemasangan Bumper Belakang pada Kendaraan Bermotor Jenis Mobil Barang Bak Muatan

Jakarta, 5 Juni 2020

Kepada :
Yth. Pimpinan Perusahaan Karoseri di Seluruh Indonesia

di

TEMPAT

1. Berdasarkan Pasal 41 ayat (1) huruf b Peraturan Pemerintah Nomor 55 Tahun 2012 tentang Kendaraan diatur bahwa bumper harus dipasang di :
   a. Depan dan belakang untuk mobil penumpang, mobil bus dan mobil tangka;
   b. Depan untuk Mobil Barang selain mobil tangki.
2. Dalam rangka meningkatkan keselamatan pada kendaraan bermotor, terutama mengurangi terjadinya tabrak belakang yang mengakibatkan fatalitas korban, perlu dilakukan pemasangan bumper belakang kendaraan bermotor jenis mobil barang bak muatan.
3. Bumper belakang pada kendaraan bermotor jenis mobil barang bak muatan dipasang pada kendaraan bermotor yang memiliki Jumlah Berat yang Diperbolehkan (JBB) mulai 5.000 (lima ribu) kilogram.
4. Bumper belakang yang dipasang pada kendaraan bermotor jenis mobil barang bak muatan, dengan ketentuan :
   a. menggunakan bahan besi atau sejenisnya;
   b. berbentuk pipa atau persegi yang menutup penuh bagian belakang kendaraan atau minimal 80 (delapan puluh) persen dari lebar total kendaraan;
   c. dipasang dengan ketinggian bagian bawah dari bumper ke lantai tidak kurang dari 550 (lima ratus lima puluh) millimeter;
   d. dipasang dengan ketinggian minimal 8 (delapan) derajat sudut pergi;
   e. terpasang kokoh pada chassis atau subframe pada kendaraan bermotor dengan menggunakan *bolt-nut*.
5. Berkaitan dengan hal tersebut di atas, dihimbau agar perakit, pembuat, pengimpor dan pemodifikasi kendaraan bermotor untuk dapat memasang bumper belakang pada kendaraan bermotor jenis mobil barang bak muatan sejak Surat Direktur Jenderal ini ditetapkan.
6. Dapat kami sampaikan bahwa surat Direktur Jenderal Perhubungan Darat ini dapat dipedomani sambil menunggu Surat Edaran Direktur Jenderal Perhubungan Darat tentang kewajiban pemasangan Bumper Belakang pada Kendaraan Bermotor Jenis Mobil Barang Bak Muatan setelah dilakukan evaluasi dalam pelaksanaannya.
7. Demikian kami sampaikan, atas kerjasamanya kami ucapkan terima kasih.

DIREKTUR JENDERAL PERHUBUNGAN DARAT
Pelaksana Tugas

[illegible]ANI, ATD., MT.
Pembina [illegible]ma Muda (IV/c)
[illegible]930 199003 1 003

Tembusan :
1. Direktur Sarana Transportasi Jalan;
2. Kepala Dinas Perhubungan Kab./Kota di Seluruh Indonesia;
3. Kepala Balai Pengujian Laik Jalan dan Sertifikasi Kendaraan Bermotor;
4. Kepala Balai Pengelola Transportasi Darat di Seluruh Indonesia;
5. Ketua DPP ASKARINDO;
6. Ketua GAIKINDO.

CIRCULAR LETTER OF INSTALLATION RUPD

A Circular Letter has been submitted from the Director General of Land Transportation to the Bodybuilding Company regarding the Appeal for the Installation of the Rear Underrun Protector on June 5th, 2020

VEHICLE REFLECTIVE STICKER

INSTALLATION OF THE REFLECTIVE LIGHT

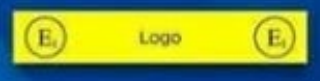
High rates of rear-end collisions or side-vehicle collisions

The accident was caused by the driver not seeing the vehicle in front, because the environment was dark

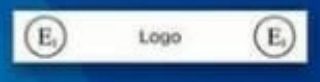
There are case studies in various countries that show the fact that the number of rear and side crashes can be reduced by installing additional Light Reflecting Devices

Shape, Color and Logo of Vehicle reflective sticker

red color on the back of motorized vehicles in the form of goods cars, trailers, and patch trailers.

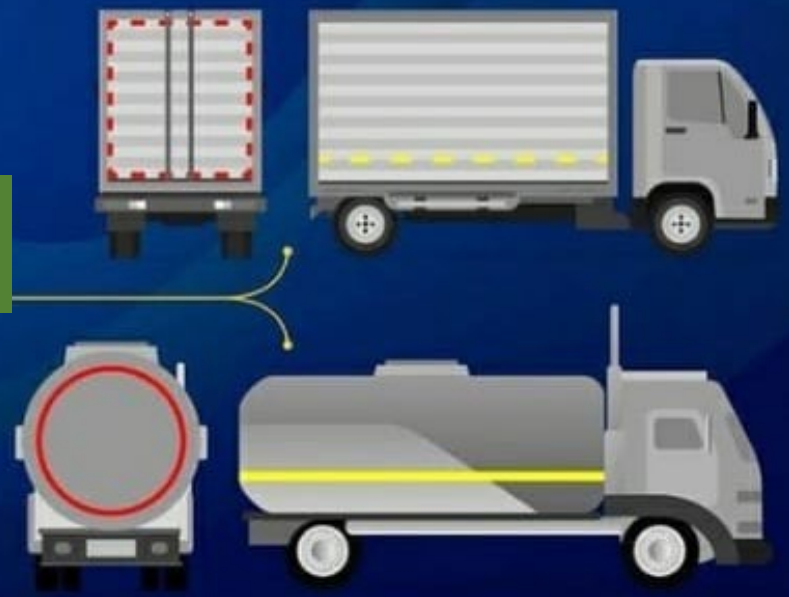


yellow color on the side of motorized vehicles in the form of goods cars



white color on the side of the trailer and patch trailers.

there are 2 options for pasting stickers, namely dashed or full without any pauses



#SADARLAKU

A light reflecting device in the form of a sticker that can be seen by drivers of other vehicles in front, on the side and behind at night from a distance of at least 100 (one hundred) meters if the light reflecting sticker is illuminated by the headlights of an approaching vehicle

APPLICATION OF THE EURO 4 EMISSION STANDARDS IN ROAD TRANSPORTATION

Exhaust gas emission test is one of the submission requirements for roadworthiness of motorized vehicles and is an integral part of testing the type of motorized vehicle.

For current production motorized vehicles with a permitted total weight of <= 3,500 kg, the exhaust emission test is required to use a Motor Vehicle unit whose type is in accordance with the evidence of passing the type test.

For current production motor vehicles with a permissible weight of > 3,500 kg, the exhaust emission test can use the type/model of the driving motor that is in accordance with the evidence of passing the type test.

EURO 4 . UN R49 Emission Test Equipment

Roadworthiness testing on Motorized Vehicles with exhaust gas emission tests must be carried out on New Type Motor Vehicles and Motor Vehicles in Production (current production)

LOW CARBON EMISSION VEHICLE (LCEV) PROGRAM IN INDONESIA

Vehicles under LCEV Scheme

Existed | **Next: Electrified Vehicle** | **Biofuel**

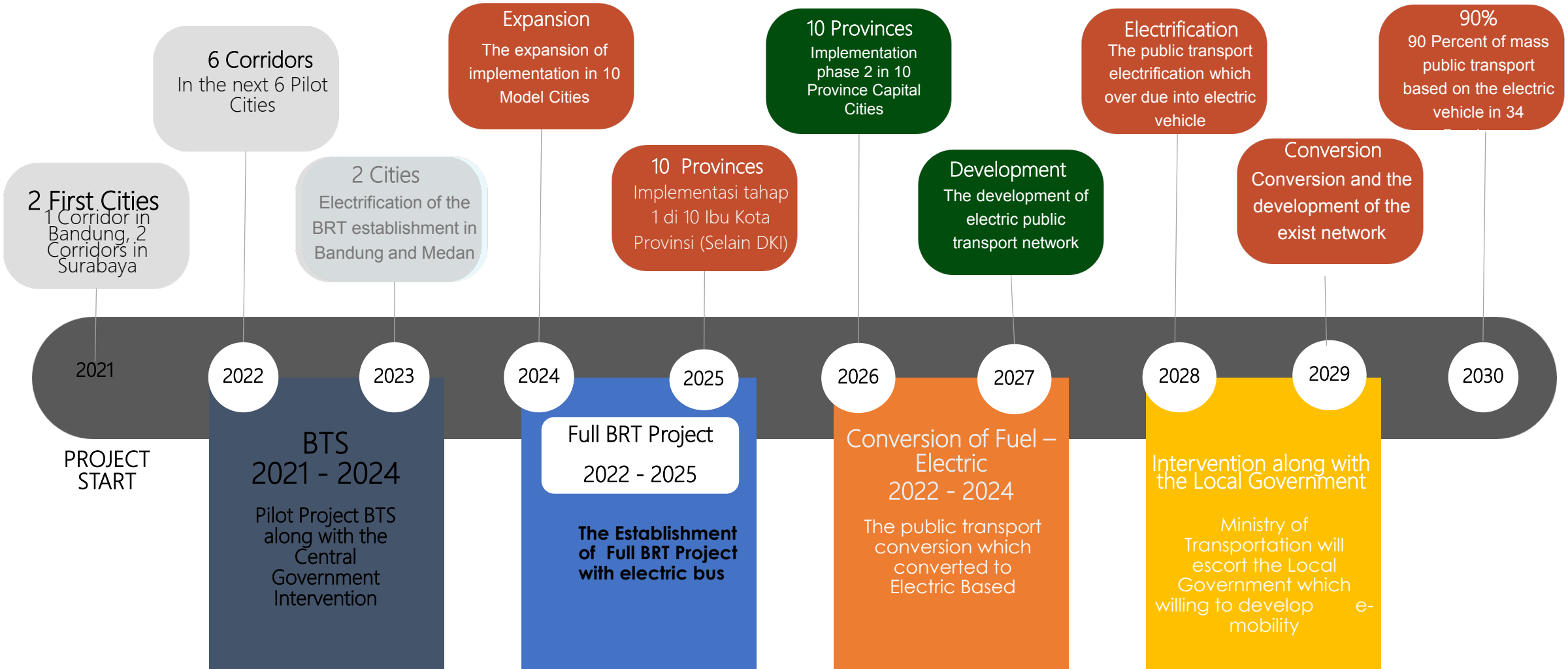
	LCGC	HEV			FLEXY ENGINE (B100/E100)
					
Overview	· Low Carbon Emission Vehicle	· Mostly fuel–powered, but use small battery packs to improve fuel efficiency	· Optimize battery powered, but use a fuel–powered generator (Range Externder)	· Full–electric vehicles that are completely battery powered/Fuel Cell	· Internal Combustion Engine designed to run on more than one fuel
Energy Source	· Gasoline/Diesel	· Gasoline/Diesel	· Gasoline/Diesel · Electricity	· Electricity/Hydrogen	· Gasoline or Diesel blended with Bio–ethanol or Biodiesel
Infrastructure Requirements	· Pump station (Available)	· Pump station (Available)	· Pump station+Charging Station (Alternative)	▪ Charging station/Hydrogen Station (Required)	· None

LCEV Program to achieve the renewable energy use target **> 23% in 2025** and **> 31% in 2050 from total** national energy consumption, and also to support the governmentss commitment in Paris COP–21 regarding reduction green house emission **in 2030 by 29%** Business As Usual and **41%** with international aid

Sumber: Kemenperin

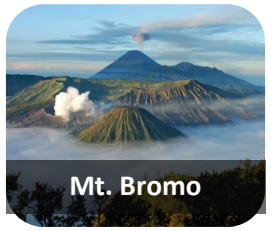
TARGET IMPLEMENTATION OF ELECTRICITY-BASED URBAN MASS TRANSPORT

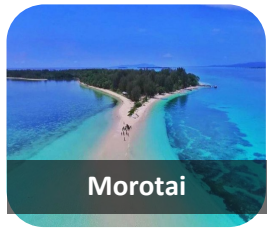
Implementation aside from Transjakarta along with the intervention of Central or Local Government in order to develop public transport outside DKI Jakarta. Intervention using the scheme of buy the service.



ECTRIC VEHICLE AS TRANSPORTATION IN TOURISM AREA

11 National Tourism Strategic Areas (KSPN) or 10 "New Bali"





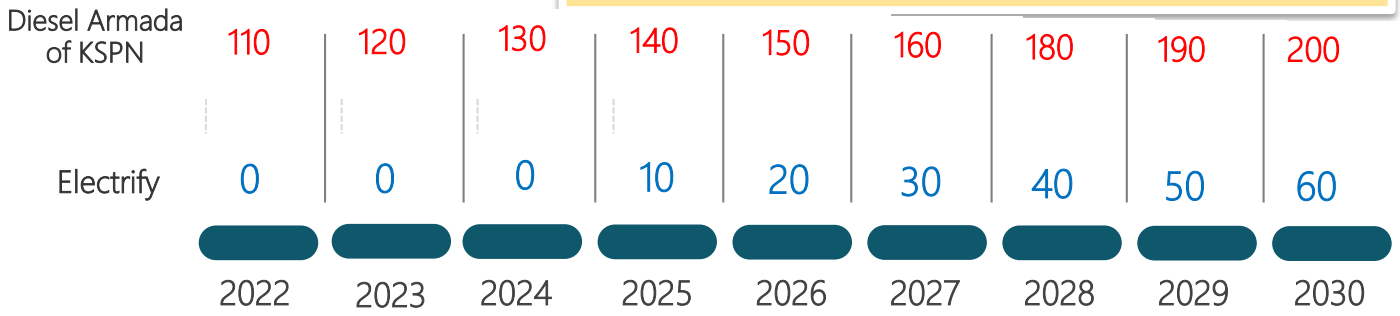
Average Visitor Target : 500k - 1 million per Destination (1.300 – 1.700 people per day). Potensi pertumbuhan wisatawan minimal 10% per year
(based on the history data of Statistics Indonesia).

Charging Infrastructures and the inssuficient availability of electric power in the tourism areas, herewith the target of electrify vehicles in 2025.

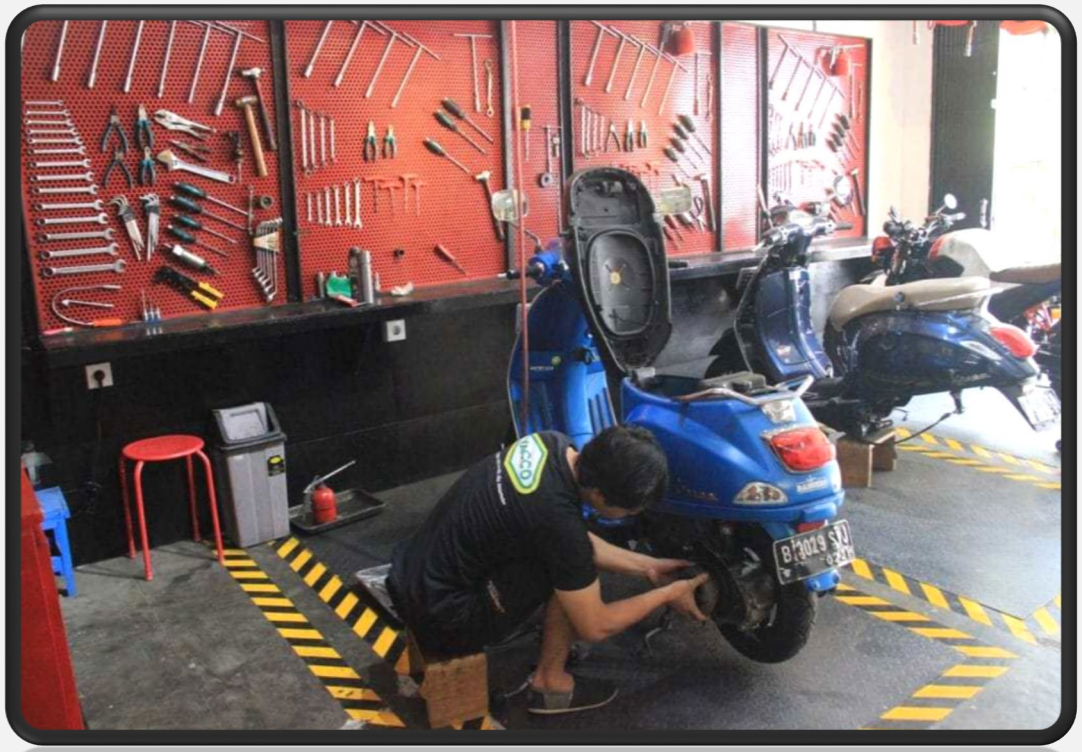
THE TOTAL ROUTES & BUSES OF KSPN (2020)

37 trayek	110 Bus

Tourism getting better after Covid-19 in 2022 Assumption and started with the transportation fleet with the exact amount as in 2020.



THE IMPLEMENTATION OF CONVERSION



Every motorcycle powered by internal combustion engine which has been registered as well as identified, can be converted into Battery-based Electric Vehicles

THE SUPPORT OF MINISTRY OF TRANSPORTATION ON ACCELERATION OF BATTERY ELECTRIC VEHICLES PROGRAM

1. THE MINISTER OF TRANSPORTATION REGULATION NO 65 OF 2020 ON CONVERSION OF MOTORCYCLE POWERED BY COMBUSION ENGINE INTO BATTERY ELECTRIC VEHICLES
2. THE MINISTER OF TRANSPORTATION REGULATION NO 86 OF 2020 ON AMANDEMENT TO THE MINISTER OF TRANSPORTATION NO PM 44 OF 2020 ON PHYSICAL TYPE APPROVAL OF ELECTRIFIED VEHICLES
3. THE MINISTER OF TRANSPORTATION REGULATION NO 87 OF 2020 ON THE PHYSICAL TYPE APPROVAL OF BATTERY ELECTRIC VEHICLES

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THANK YOU

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