



REPUBLIK INDONESIA

Rencana Umum Nasional Keselamatan (RUNK) Jalan 2011 - 2035





REPUBLIC OF INDONESIA

**National Road Safety
Master Plan
2011 - 2035**

INTRODUCTION

This document is the National Road Safety Master Plan (NRSMP) formulated pursuant to Article 203 of Law No. 22 Year 2009 as the manifestation of the Government's responsibility in ensuring road safety.

The formulation of NRSMP aims to give guidelines to policy makers in order that they can plan and implement road safety management in a coordinated and harmonised manner. This NRSMP also serves as a guideline for Regional Governments to elaborate steps of road safety management in their respective territories. This NRSMP has a long-term perspective, namely 25 years. In order to guarantee its sustainability, NRSMP uses the following systematics, i.e. vision, mission, direction, target, strategy, policy, programme and activity.

The formulation of this NRSMP uses 5 (five) pillars approach consisting of road safety management, safe road, safe vehicle, safe conduct of road user and post-accident victim handling. The achievement of this NRSMP target uses safe traffic system, namely a traffic management which accommodates human error and susceptibility of the human body, which is intended for ensuring that road accident does not cause fatality and severe injury.

Thus, this NRSMP has been formulated, and hopefully it will be useful in creating road safety in Indonesia.

Drafting Team



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A. BACKGROUND

Safety is one of the basic principles in transportation management¹. In Indonesia, that principle often does not correspond to what happens on the site. It can be indicated by the ever growing number and fatalities of accident victims. Based on a report issued by the Indonesian Police, in 2010 the total number of fatalities due to accidents reached 31,234 deaths², meaning that within one hour, about 3 – 4 people die of road accident.

On a national scale, losses caused by road accidents are estimated to reach 2.9 – 3.1 percent of the total Indonesian GDP. Considering this fact, road safety should be a national priority to be urgently improved. Road safety issue is not only faced on the national scale, but also as a global issue. Every year, about 1.3 million people die in traffic accidents or more than 3,000 people in a day. If no immediate and effective measures are taken, it is estimated that the number of accident victims will double every year.

World Health Organization (WHO) has published that deaths caused by road accidents are treated as one of non-contagious diseases with the highest rate of fatalities. In 2030, road accident is estimated to be the fifth cause of death in the world after heart attack, stroke, lung disease and upper respiratory tract infection. Following up such data, in March 2010, UN General Assembly declared the

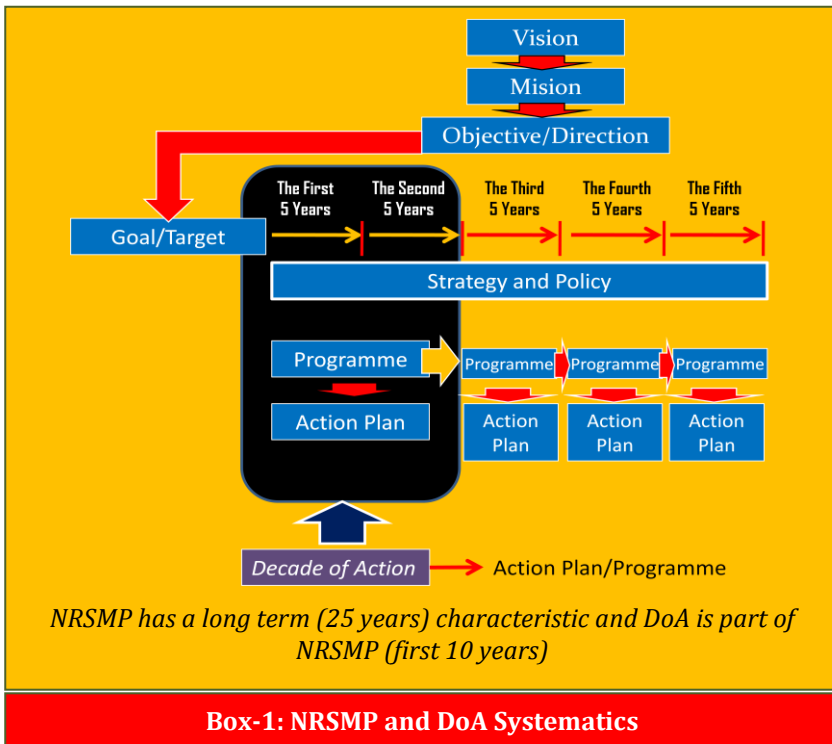


¹ The basic principle of transportation is SEE (Safety and Security, Efficiency and Equity).

² Based on data from the Indonesian Police in 2010.

Decade of Action (DoA) for Road Safety 2011 – 2020, which aims to control and to decrease the fatality rate of road accident victims on a global scale by improving activities carried out at the national, regional and global scales.

The spirit of Decade of Action for Road Safety 2011-2020 declaration is in line with the mandate of Law no. 22 Year 2009 on Road Traffic and Transportation, specifically in Article 203 to formulate National Road Safety Master Plan. In



order to utilise this momentum, the Indonesian government has formulated a long-term NRSMP (25 years) and declared DoA, which will be the part of NRSMP materials.

The principle of NRSMP is sustainable, coordinated, and togetherness, based on the understanding that

road safety is the responsibility of all of us. In order to comply with the UN's DoA for Road Safety programme, the first ten years of this NRSMP is declared as Decade of Action for Road Safety of the Republic of Indonesia 2011-2020.



B. OBJECTIVE OF FORMULATION

The formulation of NRSMP aims to give guidelines/manual to policy makers in order that they can plan and implement road safety management in a coordinated and harmonised manner. Besides that, this NRSMP serves as a reference for regional governments to elaborate steps for road safety management in their respective territories.

C. VISION and MISSION

The results of 2010 accident data analysis shows that road accidents in Indonesia have taken the lives of 86 people every day. Some 67 percent of the victims are in productive age (22 - 50 years old). Loss of productivity of the victims and material losses suffered from the accidents are estimated to reach 2.9 - 3.1 percent of the total Indonesian GDP, or equals to Rp 205 - 220 trillion in 2010 with a total GDP of Rp 7,000 trillion.

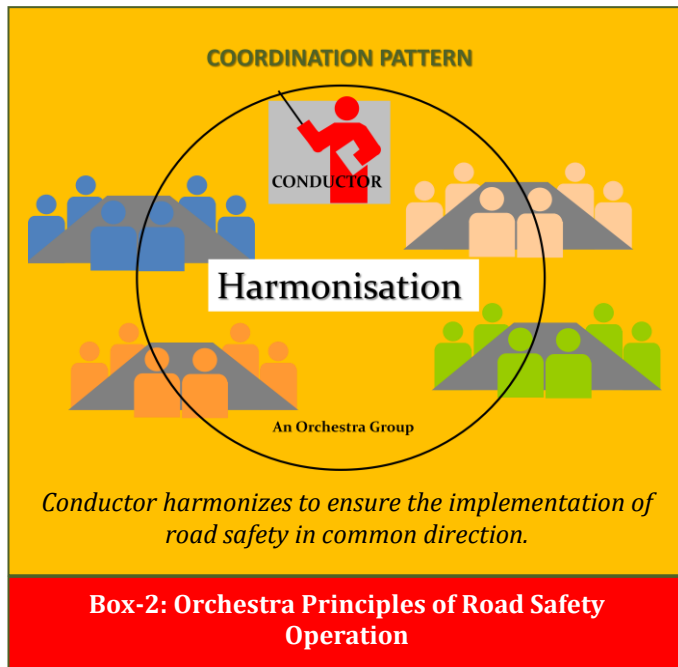
Such a condition has promoted the importance of road safety mainstreaming so that the Government is demanded to be more serious by making it a national priority. In order to realise it, every stakeholder related to road safety, namely the Ministry of Transportation, the Ministry of Public Works, the Ministry of Industry, the Ministry of Research and Technology, the Ministry of Health, the Ministry of National Education, the Ministry of Communication and Informatics, the Ministry of Home Affairs, the Ministry of Finance and the Indonesian Police together with the people and the



business sector must ensure that their work programmes are prioritising safety and synergising all of the potentials. The formulation and implementation of the programmes are carried out in a coordinated manner within the spirit of togetherness by eliminating sectoral ego.

Asian Development Bank (ADB) Report in 2004 explains that one of the weaknesses of road safety implementation in Indonesia is its poor coordination and management³. Coordination is the success key for achieving road safety in a country.

Therefore, the main focus of the government is ensuring the implementation of road safety as a mutual responsibility that should be carried out in a harmonious and coordinated manner by implementing orchestra principles⁴.



³ Indonesian road safety management performance report is in the ninth position out of ten Southeast Asia Countries. For coordination and management aspect, Indonesia is in the tenth position out of ten Southeast Asia Countries (ADB, 2004).

⁴ An orchestra needs a conductor who can direct and guide every player to take role in creating a harmony.

The formulation of NRSMP 2011-2035 vision⁵ uses the following keywords: the best, Southeast Asia, and coordination. In order to support the above vision, aspects which should be accommodated in NRSMP mission⁶ are: national priority, prioritising safety, and synergising all of the potentials.

Based on the above mentioned elaboration, the following is the Vision and Mission of Indonesian Road Safety Management 2011-2035.

Vision :

“The Best Road Safety in Southeast Asia by Strengthening Coordination”

Mission:

1. Mainstreaming road safety becomes a national priority;

Every party realises the large amount of national economic losses due to accidents, therefore they are committed to make road safety issue the main subject in the determination of policies, programmes and development activities.

2. Nurturing safety first in road management;

⁵ Vision is represented as a view to the future related to target and image to be achieved by the management of road safety in the future and uniting the commitment of every stakeholder to guarantee its sustainability.

⁶ Mission is represented as something which should be executed by an institution/organization in accordance with its vision.



Every party is actively involved in generating safety mainstreaming in every chain of road management and road users;

3. Synergising all of the potentials in order to optimise road safety performance;

Empowering the role of the Government, Business Sector, and People to make use of the resources in order to improve national safety. Efforts to synergise start from the planning phase until the implementation phase, by always referring to togetherness that is coordinated harmoniously and balancedly.



D. DIRECTION

The **Direction**⁷ of Indonesian road safety management is as follows:

1. **Formalising⁸ and standardising traffic accident handling procedures**

All of the procedures related to traffic accidents, including the legal process and victim handling, should be standardised and be a public process, victim handling facilities and infrastructures should be standardised as well.

2. **Guarantee system for settlement of losses due to traffic accident**

Creating a guarantee system that can cover all of the expenses and losses, either material and immaterial losses of the victim or infrastructure damages caused by the road accident.

3. **Focused⁹ safety education and law enforcement with deterrent effects**

Guaranteeing the implementation of road safety education that focuses on road safety values in order to generate a culture of being safe on the road. Meanwhile, law enforcement is directed to create deterrent

⁷ Direction is an illustration of final condition to be achieved in the future and which is qualitative.

⁸ Formalising means standardizing the procedures of traffic accident handling in accordance with legal and victim handling processes so that they are carried out in accordance with the procedures and transparently in order for accident handling to be declared as a public process which can be comprehended by every party involved, such as the concerned officials and community.

⁹ Focused education means the materials given are in line with the level of education.



effects by implementing administrative sanction, fine, and/or imprisonment.

4. Provision of sustainable financing to improve road safety

Formulating policies and implementing regulations in order to provide alternative sources of fund originating from the private sector, community, and road users to guarantee the sustainability of road safety programmes.

5. Rights to drive are given strictly

Rights to drive are given strictly¹⁰ to driver candidates who can meet the requirements of knowledge, skill and health by implementing the licensing principles¹¹.

6. Effective road safety institutional management supported by accurate information system

Implementing orchestra principles in the management of road safety requires an effective organisation¹² to ensure coordination among stakeholders with the support of an information system as a



¹⁰ What is referred to by strict is that the procedure of the provision of rights is strict and not the provision requirements are made stricter.

¹¹ Licensing principle is the state's rights transferred to community members who are considered to be capable in receiving the rights. The state reserves the rights to revoke the transferred rights, if it is proved that there is a violation on the rights utilisation.

¹² An effective organization means an effective and efficient management and governance among the stakeholders are well implemented.

supporting device in making appropriate and accurate decisions.

7. Provision of road infrastructures and facilities that meet the viability standard of safety

Providing road infrastructures and facilities that the viability standard of safety as the main prerequisite for the implementation of road safety.





E. TARGET

Long-term Target¹³: Decreasing the fatality rate of traffic accident victims by 80 percent by 2035 based on data from 2010¹⁴ measured based on the fatality rate for every 10,000 vehicles or referred to as fatality index per 10,000 vehicles. In 2035, the targeted fatality index is 0.79.

The long-term target of road safety management in Indonesia will be achieved incrementally as five yearly targets below:

Table 1. Target on Fatality Rate Reduction

Period	Target	Fatality index per 10,000 vehicles
2010 (<i>baseline</i>)	0%	3.93
2011 – 2015	20%	3.14
2016 – 2020	50%	1.96
2021 – 2025	65%	1.37
2026 – 2030	75%	0.98
2031 – 2035	80%	0.79

This NRSMP also uses fatality rate indicator per 100,000 population and case fatality rate (CFR)¹⁵ as a means to measure and evaluate the success of road safety performance. In 2010 the fatality rate

¹³ Long-term target is an achievement within a certain period of time in quantitative terms. In relation to NRSMP formulation, long-term target is a quantitative achievement in the form of fatality index reduction per 10,000 vehicles in 2035 (25 years).

¹⁴ Based on data from the Indonesian Police, in 2010, there were 31,234 fatalities. Total vehicles were 79,553,890 based on the Indonesian Statistical data in 2010, so that baseline in 2010 for the fatality index per 10,000 vehicles was 3.93.

¹⁵ Case fatality rate (CFR) is the total number of fatalities divided by the total number of accident cases.

per 100,000 populations was 13.15¹⁶ and it is targeted that in 2020 and 2035 it will be 6.57 (decreasing 50 percent) and 2.63 (80 percent). The CFR value in 2010 was 50.70 percent, and it is targeted that in 2020 and 2035 it will be 25.35 percent (decreasing 50 percent) and 10.14 percent (80 percent).



¹⁶ Total Indonesian population in 2010 was 237,556,363 people (Population Census, BPS, 2010)

F. STRATEGIES

In order to ensure the achievement of the long-term target, the following strategies¹⁷ are established:

- Harmonising the direction and commitment of road safety management by implementing orchestra principles that coordinate the five pillars¹⁸ inclusively¹⁹;
- Implementing road safety using cost-efficiency approach through curative and preventive measures in order to handle the victims, prevent injuries, and prevent accidents;
- Road safety system approach which can accommodate human error and the susceptibility of human body to ensure that traffic accident does not cause any fatality and severe injury.

To ensure that all of the aspects in road safety management are well managed, in the national level, road safety aspects are categorised into five (5) pillars which represent a simplification from 14²⁰ sectors influencing road safety management, namely:

¹⁷ Strategies are correct methods to achieve long-term targets, while policies are means with which short-term targets will be achieved.

¹⁸ The five pillars represent an approach used by WHO in safety management. The five pillars principles do not separate authority from stakeholders. In their operation, every pillar will be carried out by a working group whose members consist of a combination of ministries or institutions related to road safety.

¹⁹ Mutually inclusive: An integration of the interactions of road safety pillars with an added value.

²⁰ The fourteen sectors influencing road safety management: 1) Coordination and Safety Management; 2) Accident Data System; 3) Road Safety Financing; 4) Road Planning and Design; 5)



1. **Pillar-1: Road Safety Management**, responsible to encourage coordination among stakeholders and the establishment of sectoral partnership in order to guarantee effectiveness and sustainability of road safety strategy planning and development at the national level, including determining achievement target of road safety and performing evaluation to ensure that road safety management is carried out effectively and efficiently.
2. **Pillar-2: Safer Roads**, responsible to provide safe road infrastructures by performing improvement in the planning, design, construction, road operation stage, so that the road infrastructures provided are able to reduce and accommodate road users' errors.
3. **Pillar-3: Safer Vehicles**, responsible to ensure that every vehicle used on the road has a high safety standard, so that it will be able to minimise the number of accidents caused by inaccurate vehicle system. Besides that, the vehicle should be able to protect its user and people involved in an accident from having worse conditions, if they become accident victims.
4. **Pillar-4: Safer Road Users**, responsible to improve the behaviour of road users by developing comprehensive programmes

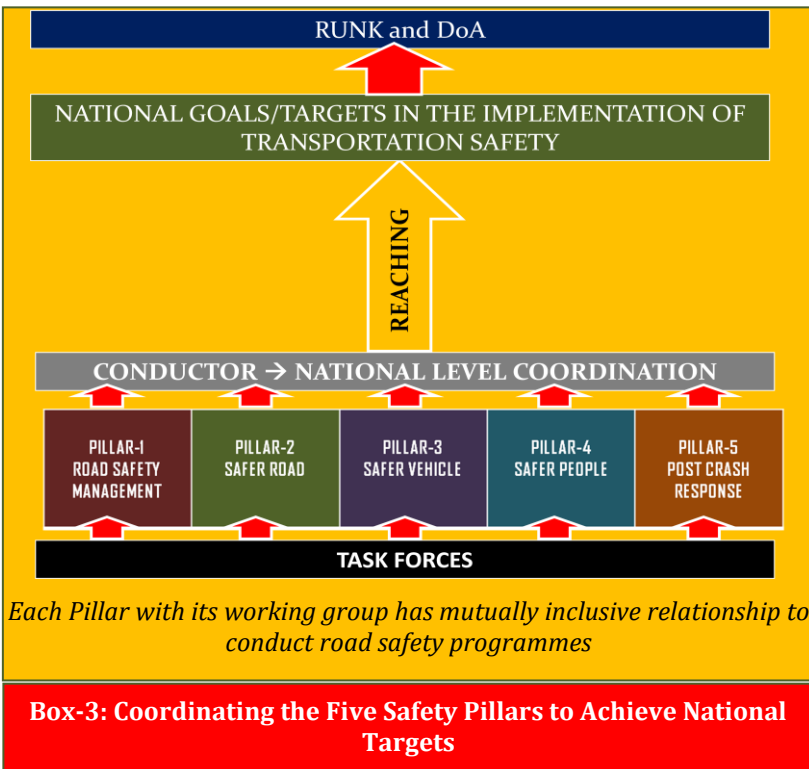


Accident Susceptible Area Handling; 6) Traffic Education for Children; 7) Driver's Training and Testing; 8) Publication and Campaign on Safety; 9) Safety Standard & Vehicle Road Worthy; 10) Traffic Regulations; 11) Police & Law Enforcement; 12) Emergency Assistance for Victims; 13) Road Safety Research, and 14) Calculation of Loss Because of Accident.

including the improvement of law enforcement and education.

5. Pillar-5: **Post-Crash Response**, responsible to improve post-incident emergency response management by improving the capabilities of the concerned stakeholders, both in terms of emergency response system and victim handling, including long-term rehabilitation for accident victims.

In their implementation, the five Pillars carry out their authorities based on a mutually inclusive principle or the integration of road safety pillars interaction with an added value.

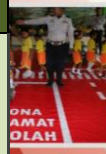




G. POLICIES

Following-up the strategies to achieve long-term targets, policies that are established to achieve five (5) yearly targets shall be as follows:

No	The first 5 years	The second 5 years	The third 5 years	The fourth 5 years	The fifth 5 years
1.	Redefining issues related to accident and formulating crash response procedures.	Socialising crash response procedures all over Indonesia	Improving the standard of crash response procedures all over Indonesia	Improving the standard of crash response procedures all over Indonesia	Improving the standard of crash response procedures all over Indonesia
2.	Developing integrated emergency response services to handle the victims and provide one access code.	Improving the capacity of every agency involved in integrated emergency response for accident victims.	Firmly establishing the capacity of every agency involved in integrated emergency response for the victims and accident victims' rehabilitation	Improving the standard of integrated emergency response procedures for accident victims.	Improving the standard of integrated emergency response procedures for accident victims.
3.	Improving harmony in information, communication, coordination and cooperation among stakeholders	Firmly establishing harmony in information, communication, coordination, and cooperation among stakeholders	Developing harmony in information, communication, coordination and cooperation among stakeholders in the regions	Improving harmony in information, communication, coordination and cooperation among stakeholders in the regions	Firmly established harmony in information, communication, coordination, and cooperation among stakeholders in the regions



No	The first 5 years	The second 5 years	The third 5 years	The fourth 5 years	The fifth 5 years
4.	Providing guarantee for victim's losses caused by accident	Applying third party insurance as the main requirement of going to the road.	Applying third party insurance as the main requirement of going to the road	Applying third party insurance as the main requirement of going to the road	Applying third party insurance as the main requirement of going to the road
5.	Establishing simpler legal procedures for traffic violation with administrative sanction, fine, and/or imprisonment	Establishing simpler legal procedures for traffic violation with administrative sanction, fine, and/or imprisonment	Implementing legal procedures for traffic violation with administrative sanction, fine, and/or imprisonment	Implementing legal procedures for traffic violation with administrative sanction, fine, and/or imprisonment	Implementing legal procedures for traffic violation with administrative sanction, fine, and/or imprisonment
6.	Synergising financing sources of road safety from the government, business sector, community, and road users	Synergising financing sources of road safety from the government, business sector, community, and road users	Synergising financing sources of road safety from the government, business sector, community, and road users	Synergising financing sources of road safety from the government, business sector, community, and road users	Synergising financing sources of road safety from the government, business sector, community, and road users
7.	Establishing a strict procedure in giving the rights to drive for excellent and skilful drivers	Establishing a strict procedure in giving the rights to drive for excellent and skilful drivers	Applying licensing principle as a requirement in driving through multi-stage Driving License	Applying licensing principle as a requirement in driving through multi-stage Driving License	Applying licensing principle as a requirement in driving through multi-stage Driving License



No	The first 5 years	The second 5 years	The third 5 years	The fourth 5 years	The fifth 5 years
8.	Guaranteeing that every vehicle on the road has met the safety standard through periodic testing and type testing.	Improving safety standard on every vehicle by limiting vehicle speed and load	Improving safety standard for every vehicle on the road specifically public transportation	Improving safety standard for every vehicle on the road through techno-based approach.	Limiting vehicle age in order to improve safety standard for every vehicle on the road.
9.	Reducing the risk of severe injuries on the victim and accident cases caused by road infrastructures	Applying road infrastructures that meet self-explaining & self-enforcing aspects.	Applying road infrastructures that meet the principles of forgiving road	Improving infrastructure standards that lead to safe road network	Firmly establishing infrastructure standards on safe road network
10.	Encouraging the involvement of every related agency in communication, information, and education (KIE), road safety research, and data development as well as traffic accident surveillance	Improving the participation of every related agency in communication, information and education (KIE), improving the quality of road safety research, and developing road safety accident information system as a supporting device in making the right decision.	Improving the participation of every related agency in communication, information and education (KIE), improving the quality of road safety research, and developing road safety accident information system as a supporting device in making the right decision.	Improving the participation of every related agency in communication, information and education (KIE), improving the quality of road safety research, and developing road safety accident information system as a supporting device in making the right decision.	Improving the participation of every related agency in communication, information and education (KIE), improving the quality of road safety research, and developing road safety accident information system as a supporting device in making the right decision.

Road safety programmes and activities are formulated using framework of correlation between outputs of the activities, intermediate outcomes of the programme or action plans, and outcomes of the Pillars. Afterwards, the outcomes of the long-term target manifest the combination of outcomes from each Pillar. Considering such an issue, the next stage to be established is determining the contributions of every pillar to the reduction of fatality rate, which is quantified as priority or percentage to the outcomes of the long-term targets.

Based on the characteristics of every pillar, it can be concluded that, Pillar-1 (Road Safety Management) is the main contributor in developing a comprehensive road safety system. Pillar-1 is responsible to ensure the harmony of road safety management based on the interaction of the other four Pillars, so that the outcome indicator of this Pillar shall be effectiveness and sustainability. Based on the outcome characteristic of Pillar-1, the outcome of road safety management long-term target is the combination of outcomes from Pillar-2, Pillar-3, Pillar-4 and Pillar-5.

By considering the above mentioned approach, the priority or percentage of each Pillar to the outcomes of the long-term target shall use the following basis of consideration:

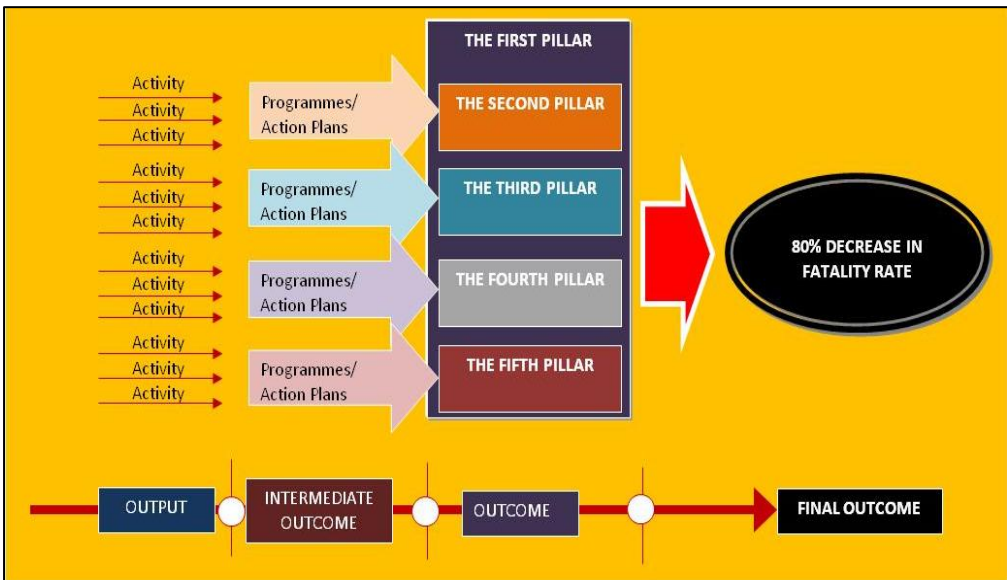
1. The long-term target of road safety management is the decrease of traffic accident victim fatality rate by mobilising all



of the Pillars in managing safety comprehensively.

2. The percentage distribution of the five Pillars (Pillar-1, Pillar-2, Pillar-3, Pillar-4 and Pillar-5) shall be established using the same proportion for every Pillar.

Graphically the relationship between the target outcomes and the Pillar outcomes is as follows:



Picture 1. Relationship between Activities, Programmes/Action Plans with Targets

H. PROGRAMMES AND ACTIVITIES

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
I.	ROAD SAFETY MANAGEMENT	Realisation of mainstreaming road safety as a national priority	Successful/Not successful	n.a							
1.	<u>Harmonisation and Coordination of Road Safety</u>	<u>Harmonization of the implementation of road safety</u>	<u>Effectiveness and sustainability</u>	n.a						BAPPENAS	KEMEN-HUB, POLRI, KEMEN-PU, KEMEN-KES, KEMEN-KOMINFO, KEMEN-RISTEK, KEMEN-DIKNAS, KEMEN-INDUSTRI, COMMUNITY
a.	Establish a forum/coordinating agency for safety programmes	Establishment of Institution/coordination forum	(Available/Not available)		√						
b.	Provide work procedures and governance forums/coordinating agency	Availability of guidelines for work procedures & governance	(Available/Not available)		√						
c.	Establish Working Groups on Accident Response	Formation of working groups for each pillar	(Available/Not available)		√						
d.	Set priorities and ensure effectiveness and sustainability of safety programmes	Implementation of safety programmes	(Done/Not yet done)		√	√	√	√	√		
2.	<u>Emergency Vehicle Traffic Protocol</u>	<u>Willingness of all parties to execute the protocol</u>	<u>(Running/Not yet running)</u>	n.a						KEMEN-HUB	POLRI, KEMEN-PU, KEMEN-KES, KEMEN-KOMINFO
a.	Prepare guidelines for emergency vehicle traffic arrangement	Availability of guidelines for emergency vehicle traffic	(Available/Not available)		√						
b.	Conduct simulation and socialisation of operating	The implementation of activities	(Done/Not yet done)		√	√	√	√	√		

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
		protocol									
3.	<u>Road Safety Research</u>	<u>Research findings that support the improvement of safety and the presence of IRSC and IroS</u>	<u>(Implementable/ Not implementable)</u>	n.a						KEMEN-RISTEK	KEMEN-HUB, POLRI, KEMEN-PU, KEMEN-KES, COMMUNITY
a.	Institutionalizing the governance of research	Availability of an integrated research institute	(Available/Not available)		√	Evaluation					
b.	Undertaking research on Accident Causes	Conduct of research on the causes of accidents	(Done/Not yet done)		√	√	√	√	√		
c.	Undertaking research that suits the needs of road safety	Conduct of research as needed	(Done/Not yet done)		√	√	√	√	√		
4.	<u>Injury Surveillance and Integrated Information System</u>	<u>Accurate information for planning and decision-making</u>	<u>(Supporting/Not supporting)</u>	n.a						POLRI	KEMEN-HUB, KEMEN-PU, KEMEN-KES, INSURANCE COMPANIES, KEMEN-KOMINFO, BUSINESS SECTOR
a.	Collect accident data and develop data structures (data on causes of accidents, data on accident victims, surveillance data)	Availability of the structure and type of data needed	(Available/Not available)		√						
b.	Consolidate accident data from various parties	Availability of integrated data	(Available/Not available)			√	√	√	√		
c.	Develop a safety management information system	Availability of the safety management information system	(Available/Not available)			√	√	√	√		
d.	Disseminate the annual report on accidents	Providing dissemination on accident information	(Done/Not yet done)			√	√	√	√		
e.	Provide easy public access to	Development of data and	(Done/Not yet done)			√	√	√	√		

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
		data	information centre (physical and virtual)								
5.	<u>Road Safety Fund</u>	<u>Effectiveness and efficiency of use of safety funds</u>	<u>(Optimal/Not optimal)</u>	n.a						BAPPENAS	KEMEN-KEU, KEMEN-HUB, POLRI, KEMEN-PU, KEMEN-KES, KEMEN-KOMINFO, KEMEN-RISTEK, KEMEN-DIKNAS, KEMEN-INDUSTRI, INSURANCE COMPANIES, BUSINESS SECTOR, COMMUNITY
	a.	Operate a road safety funding agency	Availability of safety fund management agencies	(Available/Not available)		√	√				
	b.	Ensure the availability of funds for road safety	Availability of funding sources	(Available/Not available)		50%	60%	75%	100%		
6.	<u>Road Safety Partnership</u>	<u>Increase the proportion of funds managed by partnership</u>	<u>(% total requirement of safety funding)</u>	n.a		20%	25%	35%	50%	BAPPENAS	KEMEN-HUB, POLRI, KEMEN-PU, KEMEN-KES, KEMEN-KEU, KEMEN-KOMINFO, KEMEN-RISTEK, KEMEN-DIKNAS, KEMEN-INDUSTRI, MITRA (MISAL: GRSI/GRSP)
	a.	Prepare guidelines for partnership arrangements with the business sector and communities	Availability of arrangement guidelines	(Available/Not available)		√	evaluation				
	b.	Undertake road safety partnership initiatives	Implementation of partnership initiatives	Number of active partners		10 in 10 years	20 in 15 years	30 in 20 years	40 in 25 years		
7.	<u>Public Transport Safety Management System</u>	<u>Decrease in the number of public transport accident victims</u>	<u>(% decrease in number of victims)</u>	n.a		30%	50%	65%	75%	KEMEN-HUB	KEMEN-NAKER, PEMDA, ORGANDA, SBAJ, INSURANCE COMPANIES
	a.	Operation of safer public transport	Number of participating public transport companies	% partisipation		50%	60%	75%	100%		
	b.	Safety of public transport crew	Establishment of crew guarantee that provides cover protection	(Available/Not available)		50%	60%	75%	100%		

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
8.	<u>Improvement of Road Safety Regulations</u>	<u>Regulations that are responsive to road safety</u>	<u>% basic problems resolved</u>	n.a	20%	40%	60%	80%	100%	KEMEN-HUB	BAPPENAS, POLRI, KEMEN-PU, KEMEN-KES, KEMEN-KOMINFO, KEMEN-RISTEK, KEMEN-DIKNAS, KEMEN-INDUSTRI, PEMDA, COMMUNITY
a.	Review and issue new traffic regulations that accommodates safety aspects	Availability of regulations that support the improvement of safety	(Available/Not available)		√	√	√	√	√		
b.	Socialise improved and new traffic regulations	Implementation of socialization	(Done/Not yet done)		√	√	√	√	√		
II. SAFER ROADS		<i>Forgiving Road</i>	Roads that can suppress fatality rate	n.a	30%	50%	65%	75%	80%		
1.	<u>Safer Road Lane</u>	<u>Fulfillment of the safer road</u>	<u>Safer roads</u>	n.a						KEMEN-PU	KEMEN-HUB, PEMDA
a.	Provide road improvement management that pertains to safety appropriateness	Availability of guidelines for road maintenance in relation to safety	(Available/Not available)		√	Evaluation					
b.	Implement closure of potholes	Response in handling potholes	Response time		7x24 hours	5 x 24 hours	3 x 24 hours	2 x 24 hours	1 x 24 hours		
c.	Carry out repairs pertaining to puddles	Response in handling/repairing drainage	Response time		7x24 hours	5 x 24 hours	3 x 24 hours	2 x 24 hours	1 x 24 hours		
d.	Implement the handling of slippery roads	Response in handling of slippery roads	Response time		7x24 hours	5 x 24 hours	3 x 24 j hour	2 x 24 hours	2 x 24 hours		
e.	Carry out road shoulder repairs	Implementation of increased benefits of the road shoulder	Minimum % utilisation		40%	60%	75%	85%	90%		
2.	<u>Planning and execution on Safer Road at Road Works (including</u>	<u>Enhance Self Explaining</u>	<u>Safer roads</u>	n.a						KEMEN-PU	KEMEN-HUB, POLRI,

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
	Road Furnitures)										PEMDA
a.	Provide management on the planning of safe road	Availability of planning guidelines	(Available/Not available)		√					Evaluation	
b.	Provide management on the implementation safe road works	Availability of guidelines for the implementation	(Available/Not available)		√					Evaluation	
c.	Implement safer road planning, from the planning stage through detailed design	Implementation of road planning	Minimum % fulfilment		30 %	50%	80%	100%	100%		
d.	Implement safer roads principle at road works	Implementation of road works	Minimum % fulfilment		50%	100%	100%	100%	100%		
e.	Implement road safety inspections	Implementation of inspection	Minimum % fulfilment		30%	50%	80%	100%	100%		
f.	Implement inventory and investigation of accident-prone locations	Implementation of investigation	Minimum % fulfilment		30%	50%	80%	100%	100%		
g.	Implement improvements of accident-prone locations	Implementation of improvements	Minimum % fulfilment		30%	50%	80%	100%	100%		
h.	Undertake speed management, including traffic calming	Implementation of speed management	Minimum % fulfilment		60%	100%	100%	100%	100%		

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR	
					1	2	3	4	5			
	i.	Support acts of emergencies as caused by traffic accidents and disasters	Implementation of support for emergencies	Minimum % fulfilment		30%	50%	75%	85%	100%		
3.		Implement improvement in the worthiness of operational standards of safer roads	<u>Increases in self enforcing</u>	<u>Safer roads</u>	n.a						KEMEN-PU	KEMEN-HUB, PEMDA
	a.	Provide operational worthiness standards of safer roads	Availability of standards	(Available/Not available)		√	Evaluation					
	b.	Provide management guidelines for the implementation of safer roads	Availability of guidelines	(Available/Not available)		√	Evaluation					
	c.	Apply operational management of safe road	Execution of the operational management of road	Minimum % fulfilment			60%	75%	90%	100%		
4.		<u>Safer road environment</u>	<u>Increases in safer road environment</u>	<u>Safer roads</u>	n.a						KEMEN-PU	KEMEN-HUB, KEMEN-DAGRI, KEMEN-LH
	a.	Provide governance on the control and arrangement of road environment in relation to safety	Availability of road guidelines	(Available/Not available)		√	Evaluation					
	b.	Control roadside space function	Implementation of control over the function of roadside space	Minimum % under control		40%	60%	70%	80%	100%		
	c.	Control activities at roadside	Implementation of control over roadside activities	Minimum % under control		40%	60%	80%	100%	100%		
	d.	Provide pedestrian facilities,	Availability of pedestrian facilities	Minimum %		30%	40%	60%	80%	100%		

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
		including protection for pedestrian with fencing	protection								
III. SAFER VEHICLES											
		Vehicles that can suppress the fatality rate	Fulfilment of safety equipment in vehicle	n.a	30%	50%	65%	75%	80%		
1.	<u>Compliance in Operating Vehicles</u>	<u>Fulfilment of order in traffic operations</u>	<u>Minimum % compliance</u>	n.a	30%	50%	65%	75%	80%	POLRI	KEMEN-HUB
a.	Undertake compliance inspections in the operations of motor vehicles	Implementation of operational inspections	(Done/Not yet done)		√	√	√	√	√		
b.	Undertake compliance inspections - installation - safety equipment (safety belt, helmet, tools of child protection, air bag)	Implementation of installation inspections	(Done/Not yet done)		√	√	√	√	√		
2.	<u>Providing and Improving the Periodic Test and Type Test Procedures</u>	<u>Operational worthiness of vehicles on the road</u>	<u>Compliance level</u>	n.a	60%	70%	80%	90%	100%	KEMEN-HUB	KEMEN-INDUSTRI, POLRI, PEMDA
a.	Improve procedures and manuals for periodic test and type test	Availability of procedures and manual	(Available/Not available)		√	Evaluation					
b.	Develop a techno-based testing system	Availability of techno-based testing system	(Available/Not available)						√		

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
	c.	Evaluate periodic testing and type testing systems (HR, administration, infrastructure, data collection of the information system, implementation of accreditation system)	Implementation of evaluation activities	(Done/Not yet done)	√	√	√	√	√		
	d.	Undertake inspection of vehicles on the road	Implementation of vehicle inspections on the road	Minimum % of inspection execution	10%	15%	20%	25%	25%		
3.	<u>Vehicle Speed Restrictions</u>	<u>Reduce the velocity impact during an accident</u>	<u>Minimum % reduction of fatalities</u>	n.a		20%	30%	40%	50%	KEMEN-HUB	KEMEN-RISTEK, POLRI, PEMDA
	a.	Set speed limits	Availability of guidelines for speed limits in accordance with the technical design of roads	(Available/Not available)		√					
	b.	Establish procedures for handling speed violations	Availability of procedures for handling	(Available/Not available)		√					
	c.	Provide technologies for law enforcement;	Availability of law enforcement technology	(Available/Not available)		√					
	d.	Set a fine system	Availability of a regulation that provides the legal framework for the fine system	(Available/Not available)		√	√	√	√		
4.	<u>Overloading Handling</u>	<u>Control over excessive loads</u>	<u>Minimum % load violation</u>	n.a		30%	20%	10%	0	KEMEN-HUB	KEMEN-PU, POLRI, KEMEN-KOMINFO, BAPPENAS, KEMEN-RISTEK, PEMDA,
	a.	Involve (Participation of) the community in the movement of	Implementation of community participation in the movement of	(Available/Not available)		√	√	√	√		

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
	<i>Say No to Overloading</i>	<i>Say No to Overloading</i>	available)								COMMUNITY
b.	Undertake good governance in the handling of overloading	Implementation of good governance in the handling of overloading	Maximum % load violators not apprehended			30%	25%	15%	5%		
c.	Improve the function of weighbridges	Implementation of effective weighbridge services	(Done/Not yet done)			√	√	√	√		
d.	Implement Intelligent Transportation System (ITS) in the field of freight transport	Availability of ITS for freight transportation	(Available/Not available)				√	√	√		
5.	<u>Elimination of Vehicles (scrapping)</u>	<u>Suppress old/poorly maintained vehicles from returning to the streets</u>	<u>% involvement of ageing/poorly maintained vehicles in accident</u>	n.a					5%	KEMEN-HUB	KEMEN-INDUSTRI, PEMDA
6.	<u>Safety Standards for Public Transport Vehicles</u>	<u>Vehicles that meet safety standards</u>	<u>% public transport vehicles that do not meet standards</u>	n.a			10%	5%	0%	KEMEN-HUB	POLRI, KEMEN-INDUSTRI
7.	<u>Improvement of the Type Test Procedures for Imported Motor Vehicles that have been Modified and Not New</u>	<u>Imported and modified vehicles that pass the type test</u>	<u>% imported and modified vehicles that do not pass type test</u>	n.a			10%	5%	0%	KEMEN-HUB	KEMEN-INDUSTRI
8.	<u>Development of Research and Design of Motor Vehicles</u>	<u>Design of safe vehicles</u>	<u>% motor vehicle types that are dangerous</u>	n.a				10%	0%	KEMEN-RISTEK	KEMEN-HUB

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
IV.	SAFER ROAD USERS	Fulfillment of the terms of competence and health of vehicle users	User behaviour that suppress fatalities	n.a	30%	50%	65%	75%	80%		
1.	<u>Driver Condition Inspection</u>	<u>Accidents caused by the driver's conditions factor</u>	<u>% accident events caused by condition factor of driver</u>	n.a	20%	40%	55%	65%	70%	POLRI	KEMEN-KES
a.	Set a health standard for drivers (age restrictions; high risk disease/birth defect; need for assistive devices; unhealthy behaviors; senility; etc.)	Availability of the driver's health standards	(Available/Not available)		√	Evaluation					
b.	Implement standard examination of the driver's health when obtaining a driving license (SIM)	Implementation of standard examination of the driver's health when obtaining a SIM	(Done/Not yet done)		√	√	√	√	√		
c.	Implement periodic medical examinations	Implementation of periodic medical examinations	(Available/Not available)		√	√	√	√	√		
d.	Implement patrols over behaviours that endanger safety	Implementation of patrols over behaviours that endanger safety	(Available/Not available)		√	√	√	√	√		
e.	Set limitations of the rights to drive in relation to the driver's conditions factor	Availability of arrangements pertaining to the rights to drive	(Available/Not available)		√	√	√	√	√		
2.	<u>Improvement of Facilities and</u>	<u>Improvement of the driver's skills</u>	(Available/Not	n.a						POLRI	KEMEN-HUB, KEMEN-

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
	<u>Infrastructure for SIM Test System</u>		available)								
a.	Improve the quality of SIM test materials	Improvement of test materials	(Available/Not available)		√						RISTEK, PEMDA, COMMUNITY, BUSINESS SECTOR
b.	Improve the quality and quantity of SIM test instructors	Improvement of the quality and the quantity of SIM test instructors	(Available/Not available)		√						
c.	Provide educational facilities for the driver	Availability of educational facilities for the driver	(Available/Not available)		√	√					
d.	Apply electronic SIM	Implementation of electronic SIM	(Done/Not yet done)			√	√	√	√		
3.	<u>Improvement of SIM Test Procedures</u>	<u>Improvement of the driver's skills</u>	(Available/Not available)	n.a						POLRI	KEMEN-KUMHAM
a.	Establish SIM hierarchy	Availability of regulations on SIM hierarchy	(Available/Not available)			√	√	√	√		
b.	Apply De-merit Point System	Implementation of de-merit point system	(Done/Not yet done)			√	√	√	√		
4.	<u>Technical Guidance for Driving Schools</u>	<u>Improvement of the Driver's Skills</u>	(Available/Not available)	n.a						POLRI	KEMEN-HUB, KEMEN-NAKER, PEMDA
a.	Implement Accreditation for Driving Schools	Implementation of Accreditation for Driving Schools	(Available/Not available)			√	√	√	√		
b.	Set standards of technical coaching for driving school	Availability of technical coaching standards for driving schools	(Done/Not yet done)			√					
c.	Provide training for the Human Resources (SDM) of Driving	Implementation of training for the SDM of Driving Schools	(Done/Not yet done)			√	√	√	√		

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
	Schools										
d.	Guarantee the operations of driving schools	Operations of driving schools	(Done/Not yet done)			√	√	√	√		
5.	Handling of 5 Main Risk Factors Plus	<u>Decrease in the fatality rate of accident victims resulting from non-compliance</u>	% reduction of accident victim fatalities	n.a	30%	50%	65%	75%	80%	POLRI/PPNS	KEMEN-KUMHAM, KEMEN-HUB, PEMDA
a.	Enforcing the law against motorcycle riders that make helmet use violations	Fatality of accident victims due to compliance with the use of helmet	% reduction of accident victim fatalities		40%	60%	75%	85%	95%		
b.	Enforcing the law against violators of safety belt usage	Fatality of accident victims due to compliance with safety belt usage	% reduction of accident victim fatalities		40%	60%	75%	85%	95%		
c.	Enforcing the law against speed limit offenders	Fatality of accident victims due to adherence to speed limits	% reduction of accident victim fatalities		45%	60%	75%	85%	90%		
d.	Enforcing the law against offenders of drunk driving	Fatality of accident victims due to drunk driving	% reduction of accident victim fatalities		45%	60%	75%	85%	90%		
e.	Enforcing the law against violators in the use of safety devices intended for vulnerable road users	Fatality of accident victims due to the use of safety equipment intended for vulnerable road users	% reduction of accident victim fatalities		50%	60%	70%	80%	85%		
f.	Enforcing the law against mobile phone usage offenders	Decrease in the fatalities of accident victims due to compliance with the prohibition	% reduction of accident victim		50%	60%	70%	80%	85%		

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
		of cellular phone use.	fatalities								
6.	<u>Use of Electronic Law Enforcement</u>	<u>Ease of recording and prosecution of offenders</u>	(Done/Not yet done)	n.a						POLRI	KEMEN-KUMHAM, KEMEN-RISTEK
7.	<u>Formal and Informal Education on Road Safety</u>	<u>Implementation of road safety education</u>	(Done/Not yet done)	n.a						KEMEN-DIKNAS	POLRI, KEMEN-HUB, KEMEN-NAKER
8.	<u>Safety Campaign: 1) 5 major risk factors plus (helmet, safety belt, speeding, drunkenness, use of cell phone, vulnerable road users), 2) Safer behaviour on the road</u>	<u>Campaign Implementation of the 5 major risk factors plus</u>	(Done/Not yet done)	n.a						KEMEN-HUB	POLRI, KEMEN-DIKNAS, KEMEN-KES, KEMEN-DAGRI, KEMEN-AGAMA, COMMUNITY, BUSINESS SECTOR, PEMDA
V. POST-CRASH RESPONSE											
		Availability of effective handling of emergency situations	% Reduction of accident victim fatalities	n.a	• 30%	• 50%	• 65%	• 75%	• 80%		
1.	<u>Integrated Emergency Services System</u>	<u>Optimise golden moments in the handling of accident victims</u>	<u>% Accident victim handling that can suppress fatalities</u>	n.a	• 20%	• 40%	• 55%	• 65%	• 70%	KEMEN-KES	POLRI, KEMEN-HUB, KEMEN-PU, PEMDA, COMMUNITY
a.	Provide an integrated emergency post (Public Safety Centre)	Availability of PSC	(Done/Not yet done)		√	√	√	√	√		
b.	Provide competent medical personnel	Availability of competent medical personnel	(Done/Not yet done)		√	√	√	√	√		
c.	Establish Standard Operating Procedure (SOP) for emergency	Availability of emergency SPO accident protocol	(Available/Not available)		√	Evaluation					

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
	accident protocol										
	d. Provide trained civil manpower for P3K (accident first aid)	Availability of trained civil manpower for P3K	(Done/Not yet done)			√	√	√	√		
	e. Undertake trials on accident emergency circumstances.	Implementation of trials on accident emergency circumstances	(Done/Not yet done)		√		√				
2.	<u>One Access Code Emergency Communication System (Emergency Number)</u>	<u>One access code is easy to remember and to access</u>	<u>% acceleration of accident victim handling</u>	n.a						KEMEN-INFO	KEMEN-KES, POLRI, KEMEN-HUB, KEMEN-PU, BUSINESS SECTOR, COMMUNITY
	a. Establish one access code	Availability of a hotline service centre	(Available/Not available)		√						
	b. Ensure that the one access code becomes part of the protocol for handling accidents that the people memorise	One access code becomes public awareness in the event of accidents	(Done/Not yet done)			√	√	√	√		
3.	<u>Guarantee/Insurance for Accident Victims that are Treated in Referral Hospital</u>	<u>Every accident casualty is guaranteed to obtain optimal treatment in the Hospital</u>	<u>% reduction of victim fatalities</u>	n.a						KEMEN-KEU	KEMEN-KES, POLRI, INSURANCE COMPANIES, PEMDA
	a. Develop a tiered referral system from primary to tertiary health facilities	Availability of a referral system	(Available/Not available)			√					
	b. Establish rules regarding guarantee/insurance for victims handling in hospital	Availability of rules	(Available/Not available)			√					

No	P I L L A R	Indicator	Parameter	Base line 2010	Five yearly Target					LEADING SECTOR	SUPPORTING SECTOR
					1	2	3	4	5		
	c.	Ensure that the guarantee/insurance scheme can be accepted and implemented by all parties (insurers, hospitals and the riders who take to the streets)	Availability of guarantee against the cost of treatment for traffic accident victims	(Done/Not yet done)		√	√	√	√		
4.	<u>Third Party Insurance</u>	<u>Implementation of third-party insurance</u>	(Done/Not yet done)	n.a						KEMEN-KEU	INSURANCE COMPANIES
5.	<u>Allocation of Part of Insurance Premium for Road Safety Fund</u>	<u>Availability of road safety funds sourced from accident insurance premiums</u>	(Done/Not yet done)	n.a						BAPPENAS	KEMEN-KEU, INSURANCE COMPANIES
6.	<u>Post-Accident Rehabilitation Programme</u>	<u>Implementation of post-accident rehabilitation programme</u>	(Done/Not yet done)	n.a						KEMEN-KES	KEMEN-SOS, PEMDA, COMMUNITY
7.	<u>Research in the Handling of Accident Victims</u>	<u>Research findings that support improvements in the handling of accident victims</u>	(Implementable/Not implementable)	n.a						KEMEN-KES	COMMUNITY, TERTIARY EDUCATION INSTITUTIONS

Note: Action Plan/Programme (Number) and Name of Activity (letter)

I. CLOSING

The NRSMP (National Road Safety Master Plan) as a planning document has a strategic position in supporting the implementation of Law no. 22 Year 2009 on Traffic and Road Transportation. Therefore this NRSMP can be a reference and guidance in establishing policies and programmes that are undertaken within the framework of implementing national road safety both presently and for the future.

With clear vision, mission, direction and targets that have been mutually agreed, This NRSMP will not be meaningful without any follow-up and immediate concrete steps from all the stakeholders involved in the implementation of national road safety. For that, the process of dissemination and socialisation of this document as a form of active participation of all the stakeholders should continue to be pursued in order to better explain the intent and purpose of organising national road safety into the future.

Drafting of the NRSMP has been based on the implementation direction that has been determined for the achievement of ideals into the future. The direction has been set as the final conditions to be achieved in the future and which are qualitative in nature. In the event of a fundamental change in the predetermined implementation direction, the results of the implementation of future plans also need to be adjusted again. Periodically, the NRSMP needs to be re-assessed at least once every 5 (five) years, so that NRSMP can always fit with the times.

Steps that need to be done in case of changes to the implementation direction, include:

1. Identify targets, strategies and policies that are influenced by changes in the implementation direction;
 2. Revise the targets and policies that are influenced by changes in the implementation direction and recast targets, strategies
-

and policies in accordance with the amended implementation direction.

If changes occur to parts of the lower structure, then the changes to be made comprise parts that are within the scope of the changed materials, so that only interlinked parts should be changed.

J. GLOSSARY OF TERMS

ADB	: Asian Development Bank
BAPPENAS	: National Development Planning Agency
CFR	: Case Fatality Rate
DoA	: Decade of Action
IRoS	: Indonesia Road Safety Research
IRSC	: Indonesian Road Safety Centre
ITS	: Intellegent Transportation System
KEMEN-DAGRI	: Ministry of Home Affairs
KEMEN-DIKNAS	: Ministry of National Education
KEMEN-HUB	: Ministry of Transportation
KEMEN-INDUSTRI	: Ministry of Industry
KEMEN-KES	: Ministry of Health
KEMEN-KEU	: Ministry of Finance
KEMEN-KOMINFO	: Ministry of Communication and Informatics
KEMEN-KUMHAM	: Ministry of Law and Human Rights
KEMEN-LH	: Ministry of Environment
KEMEN-NAKER	: Ministry of Manpower
KEMEN-PU	: Ministry of Public Works
KEMEN-RISTEK	: Ministry of Research and Technology
P3K	: First Aid In Accident
PDB	: Gross Domestic Product
PEMDA	: Local Government
POLRI	: Police of the Republic of Indonesia
PSC	: Public Safety Centre

RS : Hospital
RUNK Jalan : National Road Safety Master
Plan (NRSMP)
SDM : Human Resources
SIM : Driving License
SPO : Standar Prosedur
Operasional
UU : Law
WHO : World Health Organization
