



The Star
EXCLUSIVE

For a safer ride

To reduce road fatalities involving bikers, new motorcycles with an engine capacity of 150cc and above must be installed with an anti-lock braking system (ABS) from Jan 1, 2025. Experts are also calling for the creation of 'blue lanes' just for motorcycles, while a food delivery company is testing a computerised method to identify unsafe riding behaviour among its riders. > See reports on pages 4-6 by **MARTIN CARVALHO, JUNAID IBRAHIM, IMRAN HILMI, MANJIT KAUR and VENESA DEVI**

Putting the brakes on accidents

ABS requirement for m-cycles from next year

By **MARTIN CARVALHO**
mart3@thestar.com.my

PETALING JAYA: New motorcycles with engine capacities of 150cc and above sold in the market must be equipped with anti-lock braking systems (ABS) from Jan 1 next year, says Malaysian Institute of Road Safety Research (Miros).

The mandatory requirement follows a two-year study by the Transport Ministry to address the increasing number of motorcycle-related fatalities.

"The ABS system can help reduce crashes and fatalities involving motorcyclists by 30%. It helps prevent skidding so that the rider does not lose control of the motorcycle," Miros chairman Dr Wong Shaw Voon said when contacted.

Asked if the ABS could be retrofitted on older motorcycles purchased before Jan 1 next year, he said it would depend on the model.

"Not all older motorcycles will be able to be retrofitted with the ABS.

"It will depend on whether the manufacturers had designed their bikes to allow for the ABS to be

integrated into the machine as an option."

Wong cautioned owners of older motorcycles against installing the ABS if it is not feasible.

The ABS braking system prevents the wheels of a vehicle from locking when the brakes are fully applied.

The system uses sensors on both wheels to accurately determine wheel speed by preventing the wheels from locking 10 times every second.

This improves the stability of the motorcycle while allowing the rider better control of the machine to prevent it from skidding.

Currently, ABS is mainly found on high-powered motorcycles ranging between 400cc and above, although some motorcycles between 160cc and 200cc are also equipped with the braking system.

Based on the Road Transport Department (JPJ) figures, it is estimated that one fatality occurs every two hours due to motorcycle accidents in Malaysia.

In 2022, 6,080 people were killed in road accidents nationwide. Last year, it rose to 6,443 killed. Of these, about 4,000

involved motorcyclists and pillion riders aged between 16 and 35.

Malaysia Traffic and Road Safety psychologist Prof Dr Rozmi Ismail attributed the increase in road accidents involving motorcyclists to the drastic increase in delivery riders since 2020.

"Most of them had just left school, and the fastest way to earn money during this period is to become a delivery rider.

"Being young, they tend to speed and violate road regulations as they want to earn more by completing more deliveries in a day," he said.

He suggested that delivery riders, many of them youths, be given additional road safety training. He added that training modules can also cover mental and emotional aspects on how to be a safer motorcyclist.

"Incentives can be given to delivery companies with a good safety record involving their riders," he added.

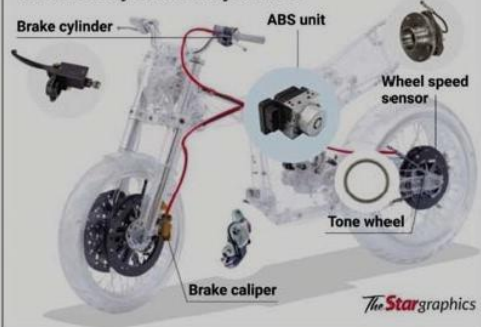
Road Safety Marshal Club founder and president K. Balasubramaniam said the Road Safety Department (JKJR) should be revived.

Rather than focusing on tinted glass on cars, number plates and

How ABS on motorcycle works

> It prevents the wheels on a motorcycle from locking when the brakes are fully applied. This improves the stability of the motorcycle while allowing the rider better control of the machine to prevent it from skidding.

The anatomy of motorcycle ABS



motorcycle licence conversion, he said the authorities should concentrate more on road safety advocacy programmes and enforcement.

He said between 2008 and 2011, advocacy and enforcement on the proper use of certified helmets led to a reduction in fatal accidents involving motorcyclists.

"Head injuries are the main cause of fatal accidents involving motorcyclists and their pillion riders. An increase in advocacy, roadblocks and police presence helped reduce the number of fatal accidents," he said.

His organisation previously gave out 25,000 motorcycle helmets to students who rode pillion

to schools.

Still, there are school students who are riding pillion without wearing helmets, he added.

Motorcycle enthusiast Prof Dr Sharifa Ezat Wan Puteh from Universiti Kebangsaan Malaysia said parents should be held accountable when their children participate in illegal races.

"There should also be penalties for workshops that sell illegal motorcycle parts or carry out illegal modifications of motorbikes," she said.

Besides road safety advocacy, she said issues such as potholes, lack of warning signages and lighting should be addressed promptly.