

Feedback and evaluation

Participants were asked to rate 18 course components from 1 (unsatisfactory) to 5 (very good). Twenty-seven participants responded, though not all components were rated. Overall, ratings were clustered around 4 (good) for all components.

Of the components related to course content and structure (nine items), all received an average rating above 4 (good). These items included “overview of course content”, “overall structure of course”, “relevance of case studies” and “applicability of course to work environment”, as well as individual questions asking the participant to rate the content of each day.

The components related to course delivery (five items) were more variable. “Opportunities to ask questions”, “use of audiovisual aids”, “style of teaching” and “handouts provided” all rated above 4; however, “variety in teaching methods” received a rating less than 4.

The final four items related to logistical issues, with “the lecture room”, “catering” and “timing of the course” receiving the lowest rating of all 18 items, well below the average rating of 4. “Frequency of breaks” was the only logistical item to rate above 4. The free text comments about the lecture room referred to the lack of facilities, i.e., there were more participants than PCs and desks, so some had to share.

Nineteen of the 27 participants supplied comments on their rating forms, while another four ‘Confidential Feedback’ sheets were submitted. There were numerous favourable comments about the presenters: their knowledge, enthusiasm and professionalism. There were a number of favourable comments about the content and other characteristics of the course, as well as suggestions for improvement.

There were several comments about the course being too ambitious, while comments about the case study exercises imply that it was the later part of the course that some participants found challenging. Conversely, other participants made favourable comments about the hands-on aspects of the course, which suggests that there was a significant degree of variation among participants in terms of prior knowledge and mathematical skills. Some participants expressed a desire for a more advanced and focused follow-up course.

There were suggestions about how to improve the course structure and delivery, mostly directed at increasing the variety in the presentations: mixing theory and practice throughout, breaking for group exercises (especially in the afternoon when people were sleepy), setting up some of the course as a computer game with the aim of saving lives (presumably through applying iRAP), etc.

The problem of insufficient PC access was addressed in two comments, which proposed that participants should bring their own notebooks (i.e., laptops/web-books) and be given DVDs containing all the data and presentations.

Conclusions

The planning, development and implementation of this five-day course can be considered successful in terms of the achievement of the stated aim and objectives. Thus, while further revision is required to tighten some of the issues that were raised as part of the evaluation, the overall program can be considered successful in terms of building the road safety capacity for Malaysia.

Notes

1. The final day was shortened to a half day for reasons related to religious observance and standard work practices in Malaysia.

Report on capacity-building workshops for road safety in Indonesia

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Abstract

In addition to the established problem of road safety in developing countries such as Indonesia, the agencies responsible for road safety often lack personnel with professional training in road safety. In Indonesia this is compounded by a need for more effective collaboration between agencies. In 2009, CARRS-Q was commissioned under the Indonesia Transport Safety Assistance Package to provide professional training in

road safety for middle-level officers in Jakarta, the province of Jawa Barat, and the cities of Bandung, Bogor and Sukabumi, aimed at developing action plans and fostering collaboration between agencies. This was achieved through a workshop, which was followed up by a second workshop with the same participants. The course was very well received, action plans were successfully prepared during the first workshop, and most had progressed well by the time of the second workshop. Good

cooperation among agencies was also evident. There would be considerable benefits in extending modified workshops more widely in Indonesia.

Introduction

Road safety in developing countries is now widely recognised as a problem that is in urgent need of addressing [1]. While it is often quite clear that there is a need for a better road infrastructure, safer vehicles, and a mix of enforcement and education that promotes safer road use, the capacity of the organisations and individuals charged with this responsibility may be taken for granted. One of the strengths of the road safety discipline that has evolved in highly motorised countries is a scientific approach based on evidence. However, implementation of effective road safety measures on the ground requires a certain degree of knowledge on the part of people on the front line, and a willingness to be proactive and to cooperate with other agencies. It is necessary, but not sufficient, that government and leaders of key agencies are committed to road safety; translation of this commitment into reality requires the knowledge and commitment of officers further down the chain.

Indonesia is an example of a rapidly motorising country that is exhibiting a growing road crash problem and where the government has shown its commitment to improving road safety. Because of its high population and sprawling territory, a centralised approach to road safety is not possible, so implementation is reliant on middle-level officers at operating within delimited areas of responsibility in the provinces.

The key organisations in Indonesia are the Directorate-General of Land Transport (DGLT) and the broader transport agency (Departemen Perhubungan, or Perhub), Highway Construction (Bina Marga, a Directorate within the Department of Public Works - Departemen Pekerjaan Umum, or PU) and the National Traffic Police. This division of responsibilities at the top level is further complicated by a provincial/city administrative structure within departments, with differing degrees of devolution of responsibility, so it is not surprising that there is often a lack of cooperation between officers of the different organisations at the local level. There is also a lack of training in how to approach road safety, except for road safety audit training for engineers.

Project initiation

Australia has a strong relationship with Indonesia at government level, with transport as one area of focus. In 2008 the Australian Federal Government launched the Indonesia Transport Safety Assistance Package (ITSAP), a \$23.9 million program managed by the former Department of Infrastructure, Transport, Regional Development and Local Government (referred to as 'Infrastructure' below). The great majority of the funding and activities undertaken through ITSAP were directed at capacity building in the aviation safety and (to a much lesser extent) marine transport safety areas.

However, Infrastructure initiated discussion with DGLT on the possibility of a road safety project and invited delegates from DGLT, PU and the Indonesian National Traffic Police to attend road safety seminars in Canberra and Sydney on 18 and 19 February 2009. As a result of these discussions, Infrastructure decided to include a project on the management of road safety in Indonesia. Accordingly, ITSAP commissioned the Centre for Accident Research and Road Safety – Queensland (CARRS-Q) to develop and deliver road safety training materials for Indonesia, with DGLT as the client.

The project's broad objectives were as follows:

- to improve the capacity of Indonesian agencies with responsibilities for road safety management (including officials from DGLT, PU and the National Traffic Police)
- to foster relationships among these agencies, focusing in particular on sustainability.

The project was broken down into several stages, each with its own objectives, which were designed to contribute to the overall project objectives. These stages were as follows:

- initial visit to Indonesia for scoping and familiarisation (4-8 May 2009)
- development of training material (May-September 2009)
- delivery of first workshop (19-23 October 2009)
- preparation for follow-up workshop (February-March 2010)
- delivery of follow-up workshop (26-30 April 2010).

The scoping and familiarisation visit was preceded by discussions with DGLT and Infrastructure about the possible structure and content of the workshops. The visit itself involved meetings and consultation in Jakarta, Bogor and Bandung, primarily with DGLT and Perhub staff, but also with other agency and city officials, police and AusAID staff. Observations were undertaken of traffic and road use behaviour to provide additional context.

On the basis of this consultation and the observations, the following decisions were made:

- The training would be aimed at imparting knowledge and skills to enable participants to undertake road safety-related programs more successfully
- The workshops should involve representatives from Perhub, Bina Marga/PU and police
- Because agency responsibility has been decentralised (except for police), the workshop would involve participants from both the central agencies in Jakarta (which, although a city, is classified as a province with special status), the agencies in the surrounding province of Jawa Barat (West Java), and the agencies in the West Javanese cities of Bandung, Bogor and Sukabumi
- The workshops would include practical exercises aimed at fostering collaboration, with the intention of developing proposed actions at the local level that the participants could implement.

Course structure and content

The program involved two workshops: the first centred on the delivery of a course and the development of action plans, while the second was a follow-up. The course objectives were to provide participants with opportunities to:

- understand the social, economic and human cost of road crashes
- identify the key causal factors involved in road crashes
- recognise the interplay amongst the components in the traffic network that underpin safe and unsafe road systems
- identify interventions that can function as effective countermeasures to crashes
- develop skills in identifying resources that could be invested in their local efforts
- acknowledge the critical importance of collaborative planning, implementation and evaluation.

A five-day program was developed for the first workshop, comprising lectures and practical activities, with the following structure:

- The problem of road crashes
- Why crashes occur
- Addressing the crash problem
- Planning for action
- Evaluating our action.

Delivery and follow-up

The first workshop, titled 'Protecting people on our roads', was held in Jakarta from 19-23 October 2009. (See Figure 1.) There were 17 participants and 18 observers (many of whom attended only one or two sessions, although some were present throughout). Every province was represented by two Perhub staff and one police officer, while staff from Bina Marga/PU supplied one representative each for Jawa Barat and Sukabumi. Two observers from PU in Jakarta asked to become participants for the second workshop.

In addition to delivery by CARRS-Q and Infrastructure staff, arrangements were made for Indonesian guest presenters: Pak Suripno (Director of Land Transport and Safety), Pak Giri Suseno (Indonesia Global Road Safety Partnership, former Director-General of Land Transport), Ibu Besty Ernani (DGLT), Ibu Siti Malkamah (Universiti Gadjah Mada) and Pak Naufal Yahya (Police).



Figure 1. Opening day of the first workshop. All public servants have a uniform, worn here for the opening of the workshop sessions. After this, only police participants continued to wear a uniform.

A key output of this workshop was the development of action plans at the local level, involving cooperation among the agencies involved. The participants took to this task with enthusiasm and showed a high degree of familiarity with the use of information technology to support their planning activities. The action plans addressed issues including high crash routes, helmet-wearing campaigns and Black Spot treatments.

The second workshop was conducted in Bogor, 60km south of Jakarta, from 27-29 April 2010. Almost all the original participants attended again. There were differing degrees of progress on action plans, but much evidence of collaboration among different agencies in each location. In addition to reporting back, the workshop involved delivery of a case study on an Indonesian motorcycle helmet-wearing evaluation, field trips to look at successful implementation and a potential future project, and delivery of information on tools to assist in evaluation.

Both workshops were evaluated, and overall participants rated them highly. Language presented an issue – both workshops were delivered in Bahasa Indonesia with interpreters for the Australian presenters (all teaching materials and presentation slides were translated in advance), but the second workshop utilised professional interpreters with some knowledge of road-related terms and headphone equipment that gave the Australian presenters simultaneous translation of the proceedings. This had advantages in terms of time and immediacy.

A related issue, which is unavoidable in a country as diverse as Indonesia, was the use of local dialects among participants. For example, many West Javanese speak Sundanese in preference to Bahasa Indonesia, and the interpreters (who came from other parts of Indonesia) did not always understand what the participants were saying.

Recommendations for the future

A final report has been prepared for ITSAP on the workshops. It includes a detailed set of recommendations, which can be summarised as follows:

- Extend similar workshops to other regions of Indonesia, with the long-term aim of having them run by Indonesians themselves. By 'similar', it is meant that the multi-faceted approach should be maintained, rather than having specialised workshops, e.g., on road engineering safety
- Enhance the participation of all agencies, especially police
- Improve the workshops themselves by:
 - assisting participants to prepare for them in advance
 - using group development processes
 - taking learning styles into account
 - using experienced and knowledgeable translators for early distribution to participants
 - optimising time allocations for activities
 - increasing the visual content of presentations
 - using respected Indonesian road safety experts, provided it is possible to ensure consistency across presentations.
- Develop higher-level road safety management capacity. Given the Indonesian promotion system, there is no guarantee that trained participants will be promoted into roles that maintain their connection with road safety, so there is a need to supplement the workshops with briefer training for higher-level managers.

A sad postscript



A few weeks after the second workshop was conducted, we received news from Indonesia that one of our participants, Pak Hotman Nainggolan, had been killed in a motorcycle crash as he travelled between Bandung and Jakarta. Pak Hotman was the police representative from Jawa Barat, and the reason he was on the road at the time of the crash was that he had been working on a road safety project with Perhub staff.

Pak Hotman was a committed participant in both workshops, frequently contributing to discussion with his very practical orientation. There is no doubt he would have made a contribution to road safety in Indonesia, and helped to further the collaboration between police and other agencies.

References

1. World Health Organization. Global status report on road safety: Time for action. Geneva: World Health Organization, 2009.

Zenani Mandela Road Safety Scholarship

The family of Nelson Mandela has established a scholarship to support road safety initiatives following the death of the former South African president's granddaughter. Zenani Mandela, aged 13, died in a car crash just before the start of the 2010 football World Cup in South Africa.

Zenani's mother Zoleka and her grandmother Zindzi helped launch the scholarship as part of the UN Decade of Action for Road Safety. The aim of the scholarship is to help young

policymakers tackle the increase in death and injury occurring on South Africa's roads.

The Zenani Mandela Road Safety Scholarship is being coordinated by the FIA Foundation in conjunction with the Nelson Mandela Foundation. For further information see <http://www.fiafoundation.org/news/archive/2011/Pages/ZenaniMandelaScholarshiplaunchedtosupportUNDecadeofActionforRoadSafety.aspx>

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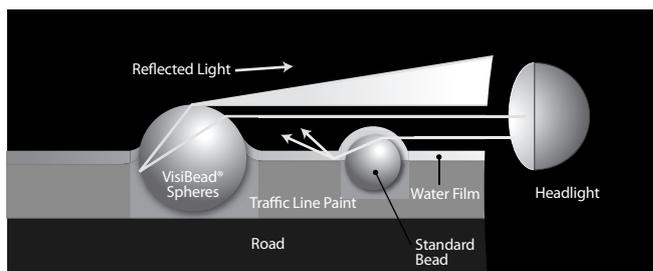
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