

Traffic Safety Socialization for Prospective Motor Vehicle Drivers, at Sanggar Bimbingan At-Tanzil, Kuala Lumpur, Malaysia

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Abstract

Malaysia is the main destination country for placing Indonesian Migrant Workers (TKI) to get a better life. According to the Indonesian Migrant Workers Protection Agency (BP2MI), Malaysia is the third-highest country for the placement of Indonesian migrant workers, namely 34,403 people in the period January–July 2024. During the years of working in Malaysia, many Indonesian Migrant Workers (PMI) have built families in Malaysia and even had children who grew up in Malaysia. Many children born and raised from marriages between Indonesian immigrant workers do not have sufficient documents to attend state or private schools. Many of these children are 15 years old, or the age at which they will soon have the right to have a driving license. Young drivers continue to be overrepresented in the failure of the transportation system as evidenced by the loss of life and injury resulting from road accidents. Transportation system failure is the leading cause of death among young people worldwide. Moreover, most of the congested roads, loss of life, and injury among young drivers aged 15-29 years occur in low- and middle-income countries. Traffic safety issues among children and adolescents occur at a global level, including in Southeast Asian countries. In Southeast Asian countries, many teenagers in junior high school tend to be more independent and travel alone more than elementary school children, so they need understanding and skills to behave safely when carrying out traffic activities on the road. One method to increase awareness and culture of road safety is through education and promotion of the importance of traffic safety. This study is intended to obtain an overview of the level of traffic safety and awareness of traffic behavior in the community, especially among junior high school students so that the level of safety and the need for safety education can be identified and analyzed to determine the form of program that can be implemented both between schools and students and the government with students.

Kata kunci : traffic sign, promotion through education and children

1. INTRODUCTION

Malaysia is the main destination country for placing Indonesian Migrant Workers (TKI) to get a better life. According to the Indonesian Migrant Workers Protection Agency (BP2MI), Malaysia is the third highest country for the placement of Indonesian migrant workers, namely 34,403 people in the period January - July 2024. Some factors that cause traffic accidents are human factors, vehicle factors, road factors (infrastructure), and weather factors [1]. During the years of working in Malaysia, many Indonesian Migrant Workers (PMI) have built families in Malaysia and even had children who grew up in Malaysia [2]. Many children born and raised from marriages between Indonesian immigrant workers do not have sufficient documents to attend state or private schools [3].

To overcome this problem, the Leadership of the Special Branch of Muhammadiyah (PCIM) Malaysia, in collaboration with the Embassy of the Republic of Indonesia (KBRI) Kuala Lumpur, established various Sanggar Bimbingan (SB) in Malaysia. One of these Sanggar Bimbingan is SB AT-Tanzil Hicom, which is located in Kuala Lumpur. Many of these children are 15 years old, or the age at which they will soon have the right to have a driving license. Young drivers continue to be overrepresented in the failure of the transportation system as evidenced by the loss of life and injury resulting from road accidents

Some factors that cause traffic accidents are human factors, vehicle factors, road factors (infrastructure), and weather factors [4]. Where the human factor is the highest factor as a cause of traffic accidents. According to research, human factors include carelessness, disorder, being unskilled, and high speed [5]. The study also stated that most accidents occurred among young people aged 18–23. This may be because the 18-23 age range is an age group that has high mobility with various activities and tends to be unstable in driving due to their young age [6].

Young drivers continue to be over-represented in the failure of the transport system, as evidenced by the loss of life and injury resulting from road accidents [7]. With transport system failure being the leading cause of death among young people worldwide [8]. Moreover, the majority of road congestion, fatalities, and injuries among young drivers aged 15–29 occur in low- and middle-income countries [9]. It is noteworthy that all young drivers, regardless of their country's socio-economic status, are at risk of transport system failure as evidenced by road crashes due to their age and inexperience [10].

One method to increase awareness and culture of road safety is through education and promotion of the importance of traffic safety. The strategies and programs of the Indonesian Government to realise and maintain security, safety, order, and smooth traffic have been implemented in many activities such as Polsana (Child Friendly Police), PKS (School Safety Patrol), Traffic Police Goes to Campus, Safety Riding, Save Our Students, Traffic Safety Campaign, TMC (Traffic Management Centre), Driving School, Saka Bhayangkara Lantas, Traffic Board, Traffic Park, Police Operations, and Law Enforcement. This study is intended to obtain an overview of the level of traffic safety and awareness of traffic behaviour in the community, especially junior high school students, so that the level of safety and the need for safety education can be identified and analysed to determine the form of program that can be implemented both between schools and students and the government and students [11].

2. METHODOLOGY

In this activity, there are 4 stages of activity, namely:

1. Literature study, observation of the number of samples, and determination of the number of samples. At this stage, there are several things that are done, namely: a) Conducting a literature study related to traffic safety, b) Coordinating with SIKL to find out the availability of the location and the sustainability of the cooperation, c) Analyzing the number of students at SB-AT tanzil hicom Kuala Lumpur aged 10-15 years d) Determining the number of research samples
2. preparation of questionnaires and implementation of questionnaires before the activity. At this stage, a questionnaire was prepared consisting of 4 pictures of groups of traffic signs which can be seen in the picture. At the beginning of this session, a questionnaire was given to be filled out by all training participants. This questionnaire was intended to support the achievement of the objectives of this activity. The questions were:

- a) Level of understanding of this figure warning sign question



Fig.1 Warning sign question

- b) Level of understanding of this figure prohibition sign question



Fig.2 Prohibition sign question

- c) Level of understanding of this figure road signs question

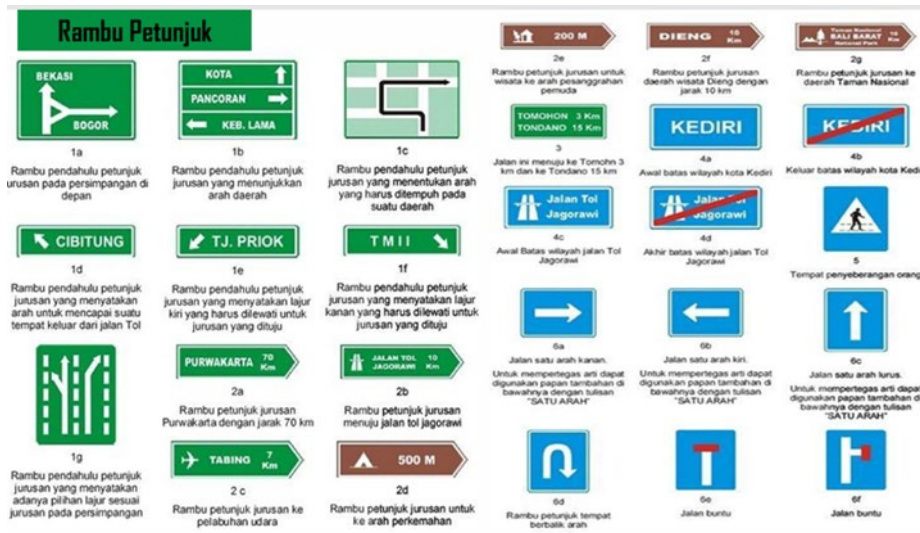


Fig.3 Road signs question

d) Level of understanding of this figure command signs question



Fig.4 Command signs question

Parameters for students' level of understanding of signs: if they can explain the meaning of the signs in the picture, more than 3 answers are correct.

3. Implementation of socialisation and implementation of questionnaires after the activity

Socialization activities were carried out at SB-At Tanzil Hicom Kuala Lumpur on June 5 2024 which can be seen in Figure 5



Fig.5 The process of distributing the questionnaire



Fig.6 Correct helmet usage practices



Fig.7 Group photo after socialization

4. Data analysis and conclusions

3. RESULTS AND DISCUSSION

From the results of the socialisation, the following data distribution was obtained: The total sample was 30 students, divided into 17 male students and 13 female students. For more details, see Table 1 and Figure 8.

Table 1. Grouping samples according to gender

No	Gender	Total sample
1	Man	17
2	Woman	13
Total		30

Source: Author's analysis

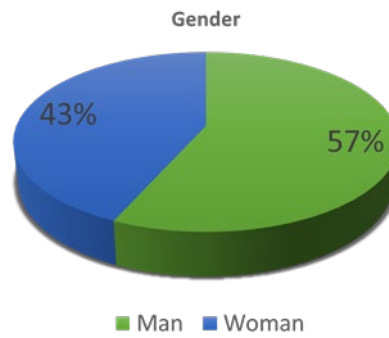


Fig.8 Percentage of sample by gender

From a total sample of 30 students, the sample was grouped at the age of 10-15 years. The grouping of samples based on age can be seen in table 2

Table 2. Grouping of samples by age

No	Age	Total sample
1	10	2
2	11	12
3	12	8
4	13	6
5	14	2
Total		30

Source: Author's analysis

At the beginning of this session, a questionnaire was given to be filled out by all training participants. This questionnaire was intended to support the achievement of the objectives of this activity. The questions were:

1. Explain the function of at least 3 of the following warning signs.
2. Explain the function of at least 3 of the following prohibition signs.
3. Explain the function of at least 3 of the following road signs.
4. Explain the function of at least 3 of the following command signs.

The results of the level of students' understanding of traffic sign images before the socialization was held can be seen in the table 3.

Table 3. Questionnaire results before the activity

No	Question	Accuracy of answering	
		Yes	No
1	Explain the function of at least 3 of the following warning signs.	1	29
2	Explain the function of at least 3 of the following prohibition signs.	0	30
3	Explain the function of at least 3 of the following road signs.	0	30
4	Explain the function of at least 3 of the following command signs.	0	30
Total		1	119

Source: Author's analysis



Fig.9 The process of distributing socialization material

To determine the level of success of this activity, a quantitative assessment was carried out by comparing the results of the questionnaire before and after it was carried out, for after the activity it was filled in by the community service team of Universitas Muhammadiyah Semarang. The results were summarised and compared to obtain the percentage of progress achieved after the training. The questionnaire contains short questions with the answers "Yes" or "No." Yes, answers are worth 2 (two), and no answers are worth 1 (one). A value of 2 identifies the progress of students' knowledge and skills before and after the activity was carried out. This evaluation is useful for obtaining more detailed information about the benefits obtained by participants; the results can be seen in Table 4.

Table 4. SB At Tanzil Respondent Assessment Results

No.	Name	Question										
		A1	A2	A3	Question No.							
					Before				After			
1	2	3	4	1	2	3	4	1	2	3	4	
1	Adam	Imigran	1	10	1	1	1	1	1	2	1	1
2	Jamila	Imigran	2	12	1	1	1	1	2	2	1	1
3	Salwa	Imigran	2	13	1	1	1	1	1	2	1	1
4	Reza	Imigran	1	11	1	1	1	1	2	2	1	1
5	Julie	Imigran	2	12	1	1	1	1	2	2	1	1
6	Mariyam	Imigran	2	11	1	1	1	1	1	2	1	1
7	Nadia	Imigran	2	11	1	1	1	1	1	2	1	1
8	Ain	Imigran	2	12	1	1	1	1	1	2	2	2
9	Della	Imigran	2	13	1	1	1	1	2	1	2	2
10	Putri	Imigran	2	11	1	1	1	1	2	1	1	1
11	Caca	Imigran	2	10	1	1	1	1	2	1	1	1
12	Naura	Imigran	2	11	1	1	1	1	2	1	1	1
13	Khairani	Imigran	2	12	1	1	1	1	2	2	1	1
14	Irfan	Imigran	1	13	1	1	1	1	2	2	2	2
15	Fatimah	Imigran	2	11	1	1	1	1	2	2	2	2
16	Putra	Imigran	1	11	1	1	1	1	2	2	2	2
17	Daffa	Imigran	1	12	1	1	1	1	2	2	1	1
18	Rifqi	Imigran	1	13	1	1	1	1	2	2	1	1
19	Andre	Imigran	1	14	1	1	1	1	2	2	1	1
20	Mamad	Imigran	1	13	1	1	1	1	2	2	1	1
21	Putra	Imigran	1	13	1	1	1	1	2	2	2	2
22	Rafa	Imigran	1	12	1	1	1	1	2	2	1	1
23	Justia	Imigran	2	11	1	1	1	1	2	2	1	1
24	Nado	Imigran	1	11	1	1	1	1	2	2	1	1
25	Caka	Imigran	1	12	1	1	1	1	2	2	1	1
26	Rifqi	Imigran	1	12	1	1	1	1	2	2	2	2
27	Pasya	Imigran	1	11	1	1	1	1	2	2	2	2
28	Johan	Imigran	1	14	1	1	1	1	2	2	2	2
29	Rafi	Imigran	1	11	1	1	1	1	2	2	2	2
30	Sulton	Imigran	1	11	1	1	1	1	1	1	1	1

Source: Author's analysis

Table 5. Questionnaire results after the activity

No	Question	Accuracy of answering	
		Yes	No

1	Explain the function of at least 3 of the following warning signs.	24	6
2	Explain the function of at least 3 of the following prohibition signs.	25	5
3	Explain the function of at least 3 of the following road signs.	10	20
4	Explain the function of at least 3 of the following command signs.	10	20
Total		51	69

Source: Author's analysis

From 4 questions from 30 respondents, the progress of students' knowledge and skills after participating in the activity was calculated by subtracting the questionnaire score after the activity referring to Table 3 and the questionnaire score before the activity referring to Table 5. The percentage of success is as follows:

1. The answer is yes, which indicates knowledge and skills before the PkM activity:

$$\frac{1}{120} \times 100\% = 0.8333\%$$

2. The results of the yes answers indicate knowledge and skills after the PkM activity:

$$\frac{51}{120} \times 100\% = 42.50\%$$

3. The percentage increase in knowledge of traffic signs at SB-At Tanzil Hicom Kuala Lumpur aged 10-15 years is $42.50 - 0.8333 = 41.667\%$

Table 6. Condition of PkM partners before and after the activity

No	Participant	Before PkM	After PkM
1	Student SB-At Tanzil	Lack of knowledge about traffic signs and awareness of driving safety	Improving knowledge of traffic signs and driving safety awareness

4. CONCLUSION

Socialisation and promotion of driving safety for prospective drivers were welcomed with enthusiasm and passion from SIKL. Quantitatively, it can increase knowledge by 41,667% with referenceo the distributed questionnaire and can increase the scientific knowledge about traffic awareness and traffic safety.

5. EXPRESSION OF GRATITUDE

Gratitude is expressed to the Faculty of Engineering and Computer Science (FTIK) and LPPM Universitas Muhammadiyah Semarang, who helped fund and support the activities so that this community service activity can run. Gratitude is also expressed to Sekolah Indonesia Kuala Lumpur (SIKL) for its willingness to be a partner in community service.

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