In Malaysia, annual crash records involving motorcyclists account for more than 60% of the total number of crashes. However, the crash records are typically based on the police records that suffer from severe underreporting (according to a recent study, approximately 5% of traffic-related injuries are reported to the police). This is particularly a problem for vulnerable road users, including motorcyclists, as they tend to be under-reported to a higher degree compared to car occupants and thus the true scale of the problem is not visible. Moreover, the available records are very scarce on the information about the factors that contributed to a crash, making the task of finding good counter-measures very difficult and based on guesses rather than empirical knowledge.

In this study, we explore the behavior of motorcyclists at an unsignalised urban intersection in Malaysia, their involvement in traffic conflicts and the contribution of certain behavior and other factors to conflict situations. Video recording was performed during three months with the ambition to be able to record both conflict situations. Only daylight traffic (7am to 7pm) was recorded. The conflict situations are selected and classified by a human observer trained in the Swedish traffic conflict technique. Even a sample of “regular” encounters of motorcyclists and other road users is analysed to provide the baseline for the “normal traffic” conditions. Factors such as motorcycle speed, trajectory type, looking behaviour, use of the turn indicator, use of helmet, etc. are coded for each analysed encounter.

The initial results indicate that it is very common that motorcyclists perform “strange, unexpected maneuvers” which, in turn, seem to be over-represented in conflict situations. Several collisions have been observed, though they seem to belong to the ‘everyday life’ as the road users did not even stop after these collisions. Once the video analysis is completed, a negative binomial regression model will be developed that will hopefully help to explain which factors contribute to increased conflict probability and, ultimately, to the crash risk.