



GLOBAL
ROAD SAFETY
PARTNERSHIP

Signpost



May 2019

From the CEO

This edition of the Signpost continues to explain the practical, on-the-ground work that the GRSP is involved with globally to reduce road trauma. Our advocacy efforts in the Philippines have resulted in the introduction of important child restraint legislation that will help protect infants and the young from preventable passenger related injuries and death.



Our Botnar Child Road Safety Challenge project underway in Pleiku City (Vietnam) is explained, as is the process of piloting the VIA programme. VIA, funded by the corporate foundations of Michelin and Total, is a new and innovative approach to educating large numbers of young people on road safety. It will serve to improve both their safety on the roads and their understanding of what they can do to protect others.

This edition will also provide details on our ongoing city-based project with Michelin Foundation in Canãa (Brazil), on Save the Children's road safety workshop in Thailand as well as our capacity building work with police in Accra.

We also have inspiring stories to tell from the Global Road Safety Leadership Course which was recently concluded in Buenos Aires. Along with our partners from Johns Hopkins University, we have educated well over 300 road safety practitioners as part of this programme and added to the global network of road safety expertise.

This edition chronicles diverse achievement that can only be delivered with the generous ongoing support of our members and donors who consistently demonstrate their commitment to reducing the preventable epidemic that counts over 1.35 million road deaths each year.

Dave Cliff
CEO, GRSP

The Philippines has a new law on mandatory use of child restraint systems



On 22 February 2019 the Child Safety in Motor Vehicles Act (Republic Act #11229) came into law. With this new law the Philippines has become one of the very few middle-income countries to have a law mandating the use of a child restraint system.

This law—championed by the Philippine Red Cross and GRSP grantees and partners since 2015—requires that children under the age of 12 and travelling in a private motor vehicle be properly secured in the rear seat. Children under 150cm in height must be secured in a standard child restraint which is appropriate for their age, height and weight. Children taller than 150cm must be secured in a seat-belt. Prior to the passage of this law, there was no requirement for the use of child restraints nor that children be secured in the rear seat of private motor vehicles.

The Philippine Department of Transportation (DOTr), and other government agency stakeholders, have already begun the process of implementing the law. On 26 March 2019, the DOTr convened a technical working group with representatives from various government agencies and civil society to lay the groundwork for the law's implementation. Among other critical steps, the government must now launch the process for drafting

the law's Implementing Rules & Regulations.

This is a very significant step forward for child safety in the Philippines. But much of the anticipated impact of this law will rest on its effective implementation and on the government's ability to ensure a sufficient market supply of child restraint systems complying with international standards.

As part of the [Bloomberg Philanthropies Initiative for Global Road Safety](#), GRSP is proud to be working alongside partners, including the [Global Health Advocacy Incubator](#), to support the Philippine civil society as well as the government in implementing the new child restraint law. For more information about implementing key road safety policies, please consult [GRSP's Policy Implementation Campaign Toolkit](#).

Related articles

- [7 Things You Need to Know About the Child Restraint Act](#)
- [Are Filipinos ready for a car seat law?](#)

First Global Road Safety Leadership Course in Latin America



Twice a year 65 people from more than 20 countries participate in the Global Road Safety Leadership Course—a two-week course organized by the Global Road Safety Partnership (GRSP) and Johns Hopkins University's International Injury Research Unit (JH-IIRU). Started in 2016, the Global Road Safety Leadership Course (GRSLC) has trained over 300 people drawn from Governments, NGOs, International Organizations, academia, police and enforcement agencies, and the media.

The GRSLC is conducted twice a year: once in Baltimore, where the main campus of the Johns Hopkins University is located, and the other at a rotating regional location. In March 2019, for the first time the GRSLC took place in Latin America, and more precisely in Buenos Aires, Argentina. The course gathered many participants from the region but also included participants from Africa, Asia, and Europe.

For the Buenos Aires course, instructors included road safety experts from the GRSP, the JH-IIRU, the World

Health Organization, the World Bank Global Road Safety Facility, the Global Designing Cities Initiative, the Global New Car Assessment Programme, the Argentinian National Road Safety Agency, the International Road Assessment Programme, Vital Strategies, the Pan American Health Organization, and the City Institute Foundation.

The GRSLC is funded by Bloomberg Philanthropies and is part of the [Bloomberg Philanthropies Initiative for Global Road Safety](#), which focuses on capacity building across many aspects of road safety related to evidence-based solutions. The GRSLC includes modules on leadership, road safety management, safer roads and mobility, safer vehicles, safer road users, post-crash response, advocating for road safety policy passage and implementation, enforcement, strategic communications, and behaviour change.

GRSP and the JH-IIRU are currently finalizing the course that will take place in September in Baltimore, USA.

VIA pilot projects underway in three countries



The exciting new road safety education programme VIA is well and truly underway with pilot projects being implemented in five cities across three countries: Mumbai and Chennai in India, Douala and Youndé in Cameroon, and Lyon in France.

Under the guidance of a Steering Committee comprising the two corporate foundations and GRSP, the pilot projects are being implemented within schools by carefully selected and fully trained local NGOs and Red Cross National Societies, in close collaboration with the

local Michelin and Total offices.

In each site, support and appropriate approvals from authorities have been secured, schools have been selected and teaching time has been allocated to accommodate and test a range of VIA modules. Across the pilots, local partners are engaging over 700 children and young adults aged 10-18-years.

At the conclusion of each pilot, a thorough evaluation will take place to help tailor the many tools and techniques developed within the VIA platform so as they may be made ready for a global audience. The ambition then for VIA is to hold an official launch in July 2019 in the pilot countries and to rapidly expand to other countries across the globe reaching 100,000 young people in the first three years of implementation.

'VIA: Global Road Safety Education Via a New Generation' is a joint initiative of Michelin and Total through their respective corporate foundations.

<https://www.grsproadsafety.org/programmes/via/>

Botnar Road Safety Challenge: Road Modifications and Public Awareness Campaigns in Vietnam



As part of the [Botnar Child Road Safety Challenge](#), Fondation Botnar and the Global Road Safety Partnership (GRSP) supported AIP Foundation and the Gia Lai Traffic Safety Committee in launching the *Slow Zones, Safe Zones* programme in Pleiku City, Vietnam.

This programme focuses on speed reduction and school-zone safety through tailored infrastructure modifications and road safety public awareness campaigns.

These activities are paired with increased law enforcement, and the development and testing of a nationally-applicable road safety e-curriculum. As well, there is an active advocacy effort at the provincial government level to support and scale programme activities throughout Pleiku City and Gia Lai province.

In Pleiku City, school zones are often located along national and provincial roads where commuting school children are unprotected from traffic, and where the speed limits are 50km/h or higher. To address these issues, *Slow Zones, Safe Zones* installed raised

crosswalks, rumble strips, refuge islands, traffic lights, road markings, speed reduction and school zone signs, and new sidewalks around two programme schools. Another outstanding achievement from this innovative programme is the introduction of a 30 km/h speed limit in school zones - the first time this has been implemented in Vietnam.

In addition to the school-zone modifications, *Slow Zones, Safe Zones* launched a public awareness campaign. This features billboards and a television public service announcement highlighting the consequences of reckless driving and speeding on the lives of children.

“With school zone modifications already in place at two programme schools, we are excited to continue improving road environments at primary schools in Pleiku city” said Mrs. Trinh To Oanh, GRSP representative in Vietnam. “Coupled with the public awareness campaign and police training, these interventions will influence the road safety culture of Pleiku preventing crashes, injuries, and deaths”.

'Educating Cities' programme enters its second year in Canaã dos Carajás, Brazil



During March, GRSP joined again with Canaã dos Carajás City Hall in remote northern Brazil together with project partner Vale Foundation to launch the second year's work plan for the Educating Cities programme, funded by the Michelin Corporate Foundation.

This four-year, public-private-civil society partnership project is based around the understanding that the whole city is an environment for its citizenship and one in which a holistic approach to sustainable urban mobility offers an opportunity to develop better, safer and healthier public spaces.

The main strategic pillars of the partnership are:

- The creation and strengthening of the Intersectoral Committee in the Municipality of Canaã dos Carajás, aiming to improve municipal planning practices, with actions focused on reducing the number and severity of traffic crashes and improving urban mobility conditions. GRSP provides technical support to the committee which is headed by

Mayor Jeova Goncalves de Andrade and comprises the Municipal Secretaries of Education, Health, Transit and Transportation, IDURB, FUNCEL, representatives of Taxistas, Hospital Cinco de Outubro and the Economic and Social Development Agency of Canaã dos Carajás.

- The creation of an information system that allows for the refined analysis of who, where, how, and when traffic crashes happen in the city in order to inform more efficient actions, both for inspection, education and enforcement interventions.
- The development of new methodologies applied to Youth and Adult Education (EJA), with transversal themes related to the quality of urban mobility and public space.
- The engagement of young leaders in strategic actions for the strengthening and implementation of public policies as they relate to safer and healthier mobility.

During the busy three-day agenda, GRSP together with members of the Vale Foundation met with Mayor Jeova Goncalves de Andrade who expressed his commitment to the project and the importance placed by City Hall on data-led strategies to achieve safer and sustainable urban mobility in the city.

GRSP also led the second meeting of the Intersectoral Committee, conducted teacher trainings and facilitated a workshop for potential young leaders. GRSP was able to share experiences from projects around the globe and learn more of the particular challenges faced by this vibrant rural mining city.

Tailored training for Save The Children



Over three days in February in Bangkok, Thailand, GRSP conducted a tailored road safety training session for Save the Children programme and operations teams from Thailand, Vietnam, Lebanon, Pakistan, Indonesia, Kenya and the United States. With road crashes now being the leading cause of death globally for young people aged 5 to 29, the training, supported by GRSP

member the FIA Foundation, focused on mainstreaming holistic aspects of road safety into Save the Children initiatives.

Leveraging aspects of the GRSP / Johns Hopkins-run Global Road Safety Leadership Course, GRSP offers its members like Save the Children the opportunity to gather teams for tailored short form workshops. These address specific aspects of road safety most relevant to their operations including road safety theory, leadership, project design and evaluation, advocacy, media engagement and enforcement strategies.

This workshop also provided time for excellent cross-organizational knowledge-sharing with participants from different countries and departments presenting on their experiences and varied road safety activities, and sought to identify new joint programmatic opportunities.

Road Policing Leadership Workshop in Ghana



Part of the Bloomberg Initiative for Global Road Safety, the [Road Policing Capacity Building Programme](#) entails the development of tailor-made training programmes enhancing road safety knowledge and strengthening the capacity of road policing agencies to enforce laws relating to road safety risk factors. The ultimate aim of this programme is to deter road users from violating laws and thereby reduce the incidence of fatal road crashes and injury.

In the first quarter of 2019, the Road Policing Team conducted a Road Policing Leadership Workshop for Leaders and Senior Managers from the Ghana Police Service's Motor Traffic and Transport Department

(MTTD) and the Accra Metropolitan Assembly (AMA) Traffic Enforcement Office. The workshop was facilitated by GRSP's Senior Road Policing Advisor, Inspector Brett Harman and Senior Road Policing Consultant Mr. Benjamin Van Rooyen.

The 28 participants of the workshop received training focusing on:

- Key road safety principles and international success in road policing enforcement.
- Principles of road policing leadership and the role of Police leadership in the 'Safe System' context.
- Strategic planning for optimising enforcement efforts (includes effective use of resources).
- Effective data management to support intelligence-led policing approach.
- Principles/value of procedural fairness for improving community support towards road policing.
- Deterrence theory and its relevance to road policing enforcement.
- Understanding the effects of speed and its overall contribution to road trauma.
- Use of contemporary enforcement technology.
- Safe and effective roadside enforcement operations.

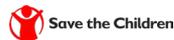
Carmen Koo



GRSP wishes to welcome Carmen Koo as its new *Administrative Officer* based in GRSP's new Kuala Lumpur office. Carmen, who joined GRSP in early January, has over 8 years' experience working for Kechara, a Malaysian NGO where she was a member of the Board of Directors, in addition to holding roles as Senior Administration & HR Assistant and as Personal Assistant to the organisation's Government and Public Relations Director. She also sat as a member on the Board of Committee of Kechara Soup Kitchen, the social arm of the organization, with a focus on the homeless and urban poor communities of Malaysia.

"Being part of the GRSP family gives me the opportunity to develop myself in areas of international advocacy, awareness building, leadership and strategic implementation, especially through working with many peers, colleagues and mentors who possess a wealth of knowledge and skills. More importantly, as I continue to learn more about various aspects surrounding road safety, my interest continues to grow knowing that this is a health epidemic that can be prevented and reduced with greater focus and growing global traction."

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