



GLOBAL
ROAD SAFETY
PARTNERSHIP

Signpost

December 2019

The perennial speed problem

Despite an avalanche of evidence over decades that shows the impact of excessive speed on road trauma risk, it remains an enormous challenge to get real action by governments to set speed limits correctly and enforce them.

As one example, non-divided (i.e. no centre barrier to prevent head on collisions) rural roads should not have speed limits above 70 to 80 km/h. This is to ensure that when crashes on these roads occur, which inevitably they do, collision speeds are survivable. Despite knowing this, many governments choose deadly higher speed limits. As a second example, areas with high volumes of pedestrians and cyclists, such as town centres and around schools should have speed limits of 30 km/h. At this speed, impact forces are dramatically less likely to result in a fatality or serious injury to a pedestrian.

When it comes to speed management, fines are often weak, demerit points systems are not being used or are absent from speed camera penalties, enforcement tolerance is too high, and the volume of enforcement is low. To be effective, speeding drivers who risk the lives of themselves and others must be deterred.

It is still common to find speed cameras being sign posted and made more visible under the mistaken belief that people are only killed by speeders at specific locations and that highly visible speed enforcement at a few specific sites is all that is required. However, we know that speed related trauma can occur anywhere. Unmarked cameras deployed unpredictably and covertly force speeding drivers to slow down everywhere! Police officers deployed randomly and regularly can greatly improve deterrence. The prevention of speeding is not a game to be played with people's lives and we encourage governments to set evidence-based speed limits, strongly enforce them, publicise why speeding kills and actively monitor mean speeds to measure speed management effectiveness.



Dave Cliff
CEO, GRSP

Seventh Global Road Safety Leadership Course, Baltimore, USA



From September 8 – 20, 62 participants from 30 countries took part in the seventh Global Road Safety Leadership Course, which is co-organised by the Global Road Safety Partnership and the Johns Hopkins University International Injury Prevention Unit (JHU-IIRU) as part of the Bloomberg Philanthropies Initiative for Global Road Safety.

The course, which was held in Baltimore, USA, focuses on key leadership principles and explores key topics

relating to the safe system approach and the five pillars of the global plan of action for road safety. During the course participants interacted with lecturers and facilitators from a range of GRSP partner organizations including the World Health Organization, the World Bank Global Road Safety Facility, the Global Designing Cities Initiative, Vital Strategies, the Global New Car Assessment Programme, and from a range of experts from the GRSP and JHU-IIRU teams.

Participants, who were drawn from Government, police agencies, multilateral partners, civil society organizations, academic institutions, the health sector and the media, also travelled to New York to hear from experts at the NYPD and the New York Department of Transport, and to the International Institute for Highway Safety, to witness a crash test and explore elements related to vehicle safety.

The course also featured multiple sessions led by alumni of previous iterations of the course, which provided an opportunity for the participants to explore how the key learnings can be implemented upon completion of the course.

2019 Asia Pacific Road Safety Seminar



On October 29 and 30 in Kuala Lumpur (Malaysia), the Global Road Safety Partnership (GRSP), supported by the Malaysian Institute of Road Safety Research (MIROS) and ASEAN NCAP, hosted the 11th Asia Pacific Road Safety Seminar, which focused on *Road Safety Leadership in the Asia Pacific Region*.

The seminar was attended by 186 participants from 25 countries and was structured around two-days of stimulating capacity building workshops, keynote addresses, high-level panel discussions, plenary sessions, and a site visit to MIROS facilities.

It brought together representatives of governments, international and local institutions, development banks, UN agencies, and private sector organizations active in the region.

The Malaysian Minister of Transport, YB Anthony Loke Siew Fook, also addressed the whole assembly reiterating his Ministry's strong commitment to road safety in Malaysia and formally launched the MyRAP programme along with iRap and MIROS. In congratulating GRSP, MIROS and ASEAN NCAP for the partnership approach to holding the seminar, he stated that he felt it would "provoke new ideas and create strong partnerships to move forward the road safety agenda in Asia and the Pacific."

During the two days, the seminar helped strengthen the networks between road safety stakeholders in the region and provided a platform for knowledge transfer between countries and communities sharing common challenges. It also restated, in the words of Dave Cliff, CEO of GRSP, that allowing road trauma to continue to increase has been described as "a scandal of tolerance". We would never accept losing 3700 lives every day in any other sphere of life. He highlighted that, "in our day to day work, we need to have a clear vision for eliminating preventable road crash death and serious injury and keep that goal top of mind."

The Road Policing Capacity Building team has been engaged in multiple activities across the globe in Q3



VIETNAM

On October 24 and 25, Marcin Fieger, GRSP Road Policing Capacity Building Programme Manager, delivered the first specialized training for professionals focusing on Data-led Enforcement and Road Crash Investigation. The training was co-facilitated by Prof. Dr

Le Huy Tri from Vietnam People's Police Academy and Colonel Dao Hong Thuy from the General Traffic Police Department of the Ministry of Public Security.

Sixty officers of the Ho Chi Minh City Traffic Police attended the capacity-building two-day event that aimed at enhancing knowledge and understanding of intelligence-led road policing, data requirements and practical considerations for road crash data collection. This included the critical need to accurately record crash casualty injury information.

In addition to this training, the GRSP team conducted checkpoint coaching with the Ho Chi Minh City Traffic Police focusing on how to safely carry out drink-drive and seat-belt enforcement. About 150 vehicles were stopped and the drivers checked for alcohol. All drivers and passengers were spoken to by police about the importance of wearing safety belts in the front and rear seats.



COLOMBIA

Within the period of Road Safety Week in Bogota which ran from 30 September to 4 October, GRSP organized a set of capacity building activities. These included the delivery of workshops on how to manage conflict during roadside stops and how to interact with drivers during speed and drink driving checkpoints. The first training exercise focused on how to approach drivers and communicate effectively while avoiding conflict.

GRSP provided training to 30 officers from three jurisdictions (Bogota, Cundinamarca and National Traffic Police). The attendees discussed existing

enforcement practices, challenges and lessons learnt from the five years of the Bloomberg Initiative for Global Road Safety (BIGRS) and planned how to sustain their life saving enforcement efforts.

GRSP representatives also gave a presentation on working with the media at a journalist exchange workshop organized by Vital Strategies for media officers from a variety of Latin American countries. GRSP shared examples of successful media and social media campaigns that publicised and enhanced enforcement activity.

GRSP also delivered lectures and participated in a panel discussion at an International Road Safety Seminar held at the University of Los Andres. The lectures on road safety leadership and automated speed enforcement were well attended and provoked discussion among city officials, academics, international experts and journalists on the Automated Enforcement Programme that was about to be launched. Lastly, in collaboration with the World Resources Institute (WRI) and the Secretary of Mobility, GRSP was honoured to deliver the 'City Road Safety Award' to Colonel Jimenez, head of the Bogota Traffic Police for his dedicated contribution to speed management and the 'Vision Zero' road safety policy of the city.



PHILIPPINES

To complement the nationwide implementation of a new national speed policy in the Philippines, which provides Local Government Units (LGUs) with standards

and guidelines on speed limit setting, road policing trainers from GRSP, together with local NGO partner Imagine Law, delivered training on speed enforcement.

The training was provided by GRSP experts Robert Susanj and Mark Stables and aimed to educate law enforcement officers on how we successfully deter speeding in order to reduce speed related road trauma.

Funded by the United Nations Road Safety Trust Fund, the training included providing practical instruction on speed enforcement principles, deterrence theory, road policing best practice and demonstrated how laser speed detectors work. Officers were trained in how to professionally interact with drivers, how to answer typical questions that drivers may have and how to avoid conflict.

The Manila based training was highly successful and the participants demonstrated real passion and commitment to making their community safer.

Advocacy and Grants Colombia

During October, GRSP`s Advocacy and Grants team organized and facilitated a two-day vehicle safety advocacy workshop in Bogota Colombia. Grantees from Colombia and Mexico are advocating for the introduction of stronger vehicle safety standards. This programme is made possible with the support of Bloomberg Philanthropies. Contributing to the programme were the Global Health Advocacy Incubator (GHAi) and the Latin New Car Assessment Programme (Latin NCAP).

GRSP has been funding vehicle safety advocacy efforts in Mexico for two and half years and the advocacy programme is just beginning in Colombia.

The purpose of the workshop was to facilitate exchange between the Mexican and Colombian grantees to provide an opportunity for information sharing, strategizing on campaigns, network building and sharing lessons learned from Mexico.

During this workshop, Latin NCAP was able to explain the importance of mandating improved vehicle safety standards to reduce the numbers of people killed and seriously injured in crashes involving vehicles with low levels of safety.

Workshop facilitators and participants met with the Agencia Nacional de Seguridad Vial (ANSV or the Colombian National Road Safety Agency) and the Ministerio de Transporte (Colombian Ministry of Transportation) and shared the coalition`s campaign plan. The programme is intended to result in both the car industry and governments adopting regulation that requires higher levels of safety in new cars. Adopting and implementing higher safety standards in vehicles that are manufactured or imported into Mexico and Colombia will significantly reduce deaths and injuries of both vehicle occupants and vulnerable road users.

Speeding and Sustainability



DID YOU KNOW?

*'Not only does excessive speed increase crash risk, it also consumes more fuel and increases greenhouse gas emissions. A car's fuel use increases once it gets past its optimal **speed**. For most cars, this is around 90 km/h. This means that every time a driver travels over this **speed**, they are essentially wasting fuel and money - and creating unnecessary greenhouse gases. For road safety and the good of the planet, slow down!'*

Supporting India's Road Safety Legislation



India enacted an amendment to its Motor Vehicles Act (MVA) by passing the Motor Vehicles (Amendment) Bill (MVAB) 2019 in both houses of the Parliament in July 2019. The new Motor Vehicles Amendment Act (MVAA) 2019 with substantially improved road safety provisions came into force in September 2019. This came as a result of a five-year advocacy campaign by civil society organizations (CSOs) supported by GRSP with funding and technical support.

The advocacy campaign began in 2014 by demanding the introduction and passage of comprehensive road safety legislation titled Road Transport and Safety Bill (RTSB). After initial progress, the Bill ceased to move forward due to opposition from several states and transport unions. The GRSP-supported coalition of CSOs started advocating for amendment of MVA and the government initiated the process to amend the Bill. After initial success with the passage of MVAB in 2017 by the Lok Sabha (the lower house of the Parliament of India), the process further stalled in the Rajya Sabha (the upper house) till the national elections in 2019. The coalition of CSOs with support from GRSP and its partner the Global Health Advocacy Incubator (GHA) continued the advocacy campaign with coordinated

strategies and consistent messaging. As a result, the demand for passage of the legislation kept getting stronger among the public, media and politicians.

In response to the increasing calls for change, in June 2019 the newly formed government prioritized enactment of the legislation and MVAB 2019 was passed within two months. The GRSP-supported coalition of CSOs are now advocating for effective implementation of the new law.

htmetro MUMBAI IN NUMBERS 475 PEOPLE KILLED DUE TO RASH DRIVING IN 2016

'PM Modi, please make way for road safety bill'

REQUEST 71 eminent personalities seek Rajya Sabha's approval for stringent Motor Vehicles Amendment Bill, 2016 in the ongoing monsoon session

RASHNESS NOT OK PLEASE

13,378	People were killed due to rash and negligent driving in India in 2016
31,203	People were injured due to rash and negligent driving in India in 2016
475	People were killed due to rash and negligent driving in Mumbai in 2016
3,900	People were injured due to rash and negligent driving in Mumbai in 2016

CASES OF RASH DRIVING IN INDIA

4,029	2016
4,571	2015
3,48	2014

EXPLANATION

Corrupt, the traffic police do not have the resources to monitor the traffic police in other states, especially in the case of Maharashtra, where the police are working in full force. In Mumbai, the police are not working in full force.

We are the society, it is our duty to identify the corrupt police officers and to report them to the police. The police officers who are corrupt should be removed from the force. The police officers who are corrupt should be removed from the force.

The traffic police cannot investigate these cases because it is not really a criminal offence. But the police has to investigate and report the cases to the court. The police officers who are corrupt should be removed from the force.

Accidents in court: Traffic cops your best chance to get justice

Specialty designated units (crash units) should be deployed to investigate death crashes, heavy goods vehicle crashes, bus collisions. The severity of punishment must be such so that the punishment can affect the driver's behavior.

Fewer convictions in mishap cases as evidence comes crashing down in trials

The police officers who are corrupt should be removed from the force. The police officers who are corrupt should be removed from the force.

IFRC East Asia Youth Camp



GRSP collaborated with the IFRC Country Cluster Support Team office in China to support the IFRC East Asia Youth Camp, held in Mongolia during July. The event was hosted by the Mongolian Red Cross Society.

The Camp's primary focus was 'Youth and Road Safety' and GRSP worked closely with IFRC colleagues to design the camp agenda and training materials. GRSP provided facilitation at the event involving 100 youth participants drawn from the Mongolia Red Cross, China Red Cross,

Japan Red Cross, Korean Red Cross and Hong Kong Red Cross.

As part of the camp, participants had the opportunity to gain a greater understanding of the key risk factors causing young people to die on the roads, and to develop an intervention concept that could be implemented within their own countries. The activities focused on developing ideas to implement a range of measures including public awareness activities using digital campaigns, school road safety activities and policy advocacy.

Colleagues from the IFRC also focused on the critical role of first aid response. GRSP member, the Asian Development Bank (ADB), was also a key contributor. They presented examples of youth engagement in ADB transport projects, which promoted myriad ideas from the youth participants of what they could do in their own countries.

At the completion of the workshop, the participants returned to their countries with specific action plans so that they could engage their leadership. Ideas included lowering speeds, promoting safe bicycle use and preventing drink driving, among others.

Robert Susanj



GRSP welcomes Robert Susanj to Road Policing Capacity Building team. Robert joined in August as a Senior Officer and is from Slovenia where he had a long and decorated career in the Slovenian Police. In 2008, Robert was appointed the Head of the Slovenian Traffic Police and retired in 2017 after reaching the rank of police superintendent.

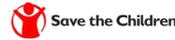
Robert was a co-founder of the European Traffic Police Network (TISPOL), which focuses on making European streets safer and more secure for all users. Robert has collaborated with GRSP in the past in different capacities. "I am very glad to have the opportunity to be part of the team now. I look forward to expanding my work outside Europe and continue contributing to decreasing the number of road traffic deaths and injuries worldwide."

EYElliance

Glasses Change Lives

GRSP is pleased to welcome EYElliance as a new GRSP Member. EYElliance is a multi-sector coalition that drives a global strategy of increasing access to eyeglasses so that those in less developed countries can fully access vital educational and economic opportunities. Proper vision care gives adults as well as young drivers the opportunity to decrease their risk of road crashes. Eyeglasses are often a simple solution that are beyond the reach of millions living in poverty.

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