



GLOBAL
ROAD SAFETY
PARTNERSHIP

Signpost

October 2020

Alcohol Impaired Driving – How do we prevent it?

One of the key priorities of GRSP's Road Policing Team is training police in the most effective strategies to reduce drink driving. Driving a vehicle after consuming alcohol remains an enormous risk. At a global level, WHO report that up to 35% of road deaths are alcohol related. Even small amounts of alcohol begin to impair judgement and increase crash fatality risk.

What is even more alarming is the impact that age has. A study conducted in New Zealand in 2004 showed the profoundly greater risk to the young of involvement in a fatal crash, with even low levels of alcohol. It was found that consuming about one standard alcoholic drink (0.03 g/dl or 30 mg of alcohol per 100 milliliters of blood) increased the risk of involvement in a fatality 15 times. The same study found that those drivers aged 30 and older with a blood alcohol level of 0.05 g/dl (around two standard drinks) were at nearly six times the risk of a fatality as compared with a sober driver.

The WHO recommend a maximum permissible drink drive limit of no more than 0.05 g/dl for the general population and no more than 0.02 g/dl for young and novice drivers. The reason for those recommendations is clear and GRSP strongly endorses them.

However, despite the clear evidence, a number of countries still have very high drink drive limits of 0.08

g/dl and legislation that does not allow random or compulsory breath testing.

Rigorous police enforcement is highly effective at preventing alcohol related road crashes. Conducting mass random and unpredictable highly visible breath testing operations, with a focus on times and days of the week when drink driving peaks (generally weekend evenings) works!

Our call to countries and states globally is to lower maximum permissible drink drive limits to no more than those recommended by WHO and introduce random or compulsory breath testing. By having police routinely conducting roadside breath tests 'anywhere and anytime' prevents drink driving and reduces the trauma that results. We also know that targeted mass media campaigns publicizing drink drive enforcement programmes greatly adds to their positive effect.

The lives of innocent road users should not be placed at enormous risk by those who choose to drive after drinking alcohol and law makers and police can be a powerful force for positive change by following the evidence as to what works.



Dave Cliff
CEO, GRSP

Table 1. Relative risk of fatal crash by blood alcohol level by age

BAC	30+ years	20-29 years	15-19 years
0	1.0	3.0	5.3
30	2.9	8.7	15.0
50	5.8	17.5	30.3
80	16.5	50.2	86.6

Keall, M. D., Frith, W. J & Patterson, T. L. (2004) *The influence of alcohol, age and the number of passengers on the night-time risk of driver injury in New Zealand*. Accident Analysis and Prevention, 36(1), 49-61.

Ms. Anne-Valérie Troy steps down from the position of Chair of the Global Road Safety Partnership.



Ms. Anne-Valérie Troy has stepped down from her position as Chair of the Global Road Safety Partnership following her appointment as General Manager for Total's operation in Madagascar.

Ms. Troy is well known to GRSP membership as she has been a part of the Executive Committee of GRSP since 2015 and is equally as well known to the road safety community through her role with road safety thought leader, Total.

Anne-Valérie has a background in law and has spent more than 20 years working within different departments in Total, where she stood out as a security champion. In 2016 Anne-Valérie was appointed the Corporate Senior Advisor – Road Safety within the new Civil Society Engagement Division; a role to which she applied great passion and vision.

Always a great supporter of GRSP's work and mission, Ms. Troy engaged actively with the projects she supported, latest of which being the [VIA road safety education programme](#).

"I wish to extend my gratitude, both personally and as the GRSP's CEO, to Anne-Valérie" said David Cliff, GRSP's CEO. "As a member of the Executive Committee and as Chair, she brought a wealth of experience in road safety and a deep commitment to the partnership approach that helped us steer the organization, members and partners towards GRSP's vision."

Mr. Laurent Fourier from International SOS, the current vice-Chair, will cover the Chair role until the new election, which will occur during the annual Steering Committee meeting in June 2021.

GRSP's work endorsed by the United Nations General Assembly Resolution 'Improving Global Road Safety'

The Global Road Safety Partnership (GRSP) team is immensely proud to have our work developing road safety partnerships endorsed within the United Nations General Assembly Resolution, '[Improving Global Road Safety](#)'. We particularly wish to acknowledge the enduring support and encouragement of our [members](#), major donors, [Bloomberg Philanthropies](#) and [Fondation Botnar](#) and our host, the International Federation of Red Cross and Red Crescent Societies (IFRC).

Dave Cliff, CEO of the GRSP said, "We believe that the resolution's announcement of a Second Decade of



Action for Road Safety and a renewed target of halving global road deaths by 2030 sends a powerful message to communities everywhere that we cannot continue to tolerate current levels of road trauma."

GRSP is enormously encouraged by the specific references to the importance of the 'UN Sustainable Development Goals' and by applying road safety countermeasures that are proven to work, such as those explained within the outstanding WHO publication '[Save lives: a road safety technical package](#)' we can make an enormous contribution to the safety of ordinary people.

GRSP and Asia Development Bank jointly awarded a grant from the World Bank's Global Road Safety Facility.



ASIAN DEVELOPMENT BANK

In recognition of the vital role that quality crash data plays in informing the implementation of evidence-based interventions to address road crash deaths and serious injuries, GRSP is partnering with our member the Asian Development Bank (ADB) to deliver a new project in 2021 focusing on the improvement of crash investigation and reporting. The project was recently awarded a Road Safety Grant from our member the World Bank's Global Road Safety Facility (GRSF), with funds from UKAID, also a GRSP member.

The primary objective of this research project is to improve the accuracy and reporting rates of Fatal and Serious Injury (FSI) crash data in the target countries, which are Bangladesh, Mongolia, Tajikistan, Uzbekistan and Papua New Guinea. It will assess the barriers to correctly identifying accurate FSI crash numbers, contributing factors, high crash locations, vehicle, road factors and victim demographics.

With the number of official road crash deaths reported by the target countries being consistently different to the World Health Organization's (WHO) estimates in the Global Status Report on Road Safety, this project seeks to identify the gaps and challenges in the national systems, and produce reports that showcase key steps that can be taken to improve these systems. GRSP is delighted to continue our engagement in Bangladesh (current work through the Bloomberg Philanthropies Initiative for Global Road Safety), Mongolia (previous engagement through ADB), Tajikistan and Uzbekistan

(previous engagement through the TRACECA Road Safety II project), and to work for the first time in Papua New Guinea.

The project will also work closely with the Asia Pacific Road Safety Observatory and will use this important platform to share key findings more broadly with member countries so that they may adopt key relevant recommendations for their national contexts. The crash investigation and reporting baseline assessment tool developed for the project will also be outlined in the project's research outputs, so that it can be considered for adoption by countries throughout Asia and the Pacific.

Given the involvement and interaction of three of our key members, including shared implementation with the ADB, this project outlines the core value of GRSP's membership approach. In relation to the interaction between multiple members, GRSP CEO Dave Cliff commented that:

“ It is exactly this type of partnership approach that GRSP seeks to deliver. Having accurate information on the number of fatally and seriously injured crash victims, understanding where, why and when these crashes occurred is essential information required to make informed decisions as to the measures required to prevent them.

Strengthening Speed Enforcement in the Philippines

From September 28 to October 2, ImagineLaw, a partner of GRSP in the Philippines, held a week-long social media event focusing on the impact of speed enforcement training to address speeding, as part of the United Nations Road Safety Fund (UNRSF) pilot project titled 'Strengthening Speed Enforcement in the Philippines', which is implemented by GRSP in collaboration with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)

The project addresses excessive speed, one of the main causes of death and injury on the roads of the Philippines. The country is supported in its efforts to reduce driving speed by building and strengthening the capacity of national police and Local Government Units to effectively enforce the law. *"We are pleased that the work carried out together with our partners, UNESCAP, ImagineLaw Inc., the Land Transportation Office (the Philippines) and the Department of Transportation of the Philippines, has been recognized for its impact on the ground,"* said David Cliff, GRSP's CEO. *"Reducing speed remains one of the most effective ways to reduce road crash deaths and injuries."*

As declared by Sophia Sain Luis, the Executive Director of ImagineLaw, *"Safer Speeds Now: Saving Lives through Speed Enforcement' is our progress report and affirmation of our continuing commitment to help government increase the level of speed enforcement in the country."* With an aim to engage with the public and key Governmental and enforcement stakeholders, ImagineLaw held the online event on social media to share a series of multimedia materials developed in partnership with UNRSF, UNESCAP and GRSP.

"In the past year, ImagineLaw, in partnership with the Global Road Safety Partnership and UNESCAP, and with the support of UN Road Safety Fund, has organized a series of speed enforcement training workshops for more than 150 law enforcement officers," said Sophia. The key outcomes of the National Speed Enforcement Training

delivered by GRSP enforcement experts in October 2019 and February 2020 were featured in these materials, which included video highlights, photos and speed enforcement tutorials.

A particular highlight on Day 4 of the event was a tutorial video that demonstrated insights on conducting effective speed limit enforcement. Viewers were virtually brought to the roads where speed enforcement trainings were translated into practice by local enforcement officers.

In support of the key outcomes of the pilot project, Ishtiaque Ahmed, Economic Affairs Officer and Officer-in-Charge of the Sustainable Transport Section in United Nations ESCAP, shared that *"Improving road safety is now an urgent global as well as a regional priority in the Asia-Pacific region. Through the adoption of Resolution 74/299 on 31 August 2020, the United Nations General Assembly has approved a second UN Decade of Action for Road Safety."* This emphasized the need for further strengthening international cooperation and knowledge sharing on road safety at all levels.

The week culminated in a virtual forum, where the Land Transportation Office (LTO) presented public updates and a report on their plans for speed enforcement, which are a key outcome of the training provided through the pilot project.

In recognition of the pending completion of the pilot project, Sain Luis outlined the way forward and in particular the sustainable outcomes of the project: *"As we move forward, we commit to continuously support the national government towards a Philippines with zero road deaths by assisting the Land Transportation Office in migrating the enforcement trainings to a digital platform. In the same way, we hope that the Department of Transportation and the LTO will follow through on its plans to conduct speed enforcement and ultimately reduce the rising number of deaths on Philippine roads."*

ImagineLaw



Visit [here](#) to view videos from this event.



Global motor fleet safety and captive financing

GRSP's CEO, Dave Cliff, has recently been featured on the Global Captive Podcast (GCP) where, together with a panel of experts, he discussed the growing safety challenges concerning global motor fleets and how a captive can help encourage a cultural shift in risk management.

GCP was launched in 2019 by Richard Cutcher, who is also the host, and provides an independent, expert insight with the international captive community.

The experts who participated to this panel on motor fleet risk management are:

- Lisa Willenegger, Head of Casualty Commercial Insurance at Zurich Insurance Company
- David Cliff, CEO of the Global Road Safety Partnership
- Andrew Bradley, retired Head of Group Risk Services, Nestlé
- Jim Noble, Senior Vice President - Risk Engineering at eDriving
- Paul Wöhrmann, Head of Captive Services for Europe, Middle East, Africa, Asia Pacific and Latin America at Zurich

This diverse panel discussed the state of the motor vehicle insurance market, the concerning trends in motor safety, how to encourage greater fleet risk management and why a captive can play a central role.

Please, listen to the full podcast [here](#) ►

Two Wheels One Life

Motor vehicle crashes are an especially serious health risk for youths. Globally, they are the leading cause of death among young people aged 5 to 29. In India, 40% of road traffic fatalities involve riders of motorised two- and three-wheelers, according to the WHO Global Status Report 2018. With support from UPS Foundation and the FIA Foundation, United Way Mumbai (UWM) is educating college youth about safe and responsible two-wheeler riding practices in Mumbai through the Two Wheels One Life (TWOL) project, with support of GRSP.

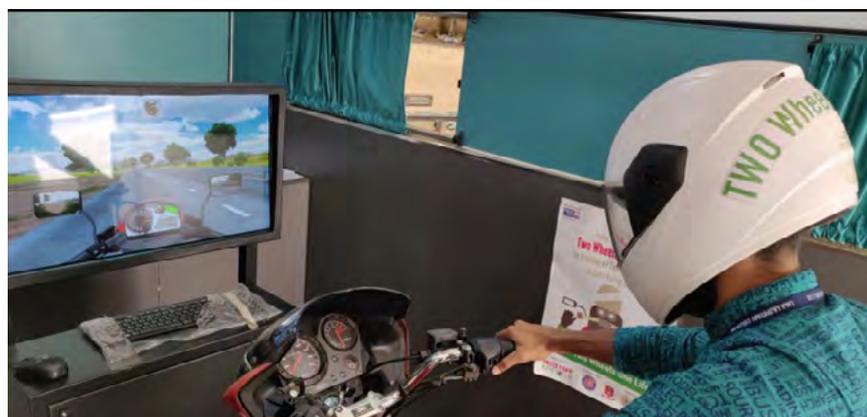
TWOL promotes safe two-wheeler riding among youth in India, aiming to build awareness and equip youth to be safer, more responsible two-wheeler riders. Key activities include the training of 3,150 youths in safe riding skills and the formation of Road Safety Clubs with 1,500 youths. The project also aims to train 12,800 persons in collaboration with the Motor Vehicle Department, who are the applicants of the learner license for two-wheeler riding.

The core strategy is to build awareness through these Road Safety Clubs, which will ultimately impact another 25,000 youths in safer riding. In addition, 10,000 youths will be further educated in the Annual Road Safety Event that UWM plans to organise. These approaches are informed by research and studies on youth behaviour towards safe two-wheeler riding, as well as the training of 200 two-wheeler trainers.

Roadblocks caused by the Covid-19 pandemic have not deterred the training sessions under UWM's Two Wheels One Life campaign. The Safe Rider Training is now conducted through online webinar and focuses on safe and responsible two-wheeler riding techniques. The takeaways of the recent sessions included the importance of safe riding, protective equipment and traffic rules and regulations. Overall, 58 webinars have been completed up until 30th September 2020, supported by UPS Foundation Inc and FIA Foundation, training 1710 youth.

Apart from planting efforts in college outreach to run more TWOL webinars, UWM currently seeks to create visual learning content for greater interaction and engagement during online training. As most educational institutions remain closed in India due to the pandemic, UWM continues to explore ways to digitalise the formation and activities of Road Safety Clubs through online intervention, as part of the TWOL project.

Further, with the government's directions for gradual relaxation of the lockdown, the UWM team is closely in touch with the Motor Vehicle department to start the training for the learner license applicants in the near future.



Interview with: Pablo Salazar, CBMM

1. What was your motivation for CBMM to join the GRSP as a member?

Since the first developments in niobium-bearing steels within the automotive industry, the combination of strength and toughness has helped the industry design and build safer cars.

The materials used for building the body of the vehicles has never had the appeal of other passive safety components as ABS, ESP or airbags, even though it's extremely relevant and key for saving lives in case of a road accident. Recognizing the need to bring material selection into the wider safety conversation, CBMM identified GRSP as a neutral, well-respected organization with a global platform and a singular focus on road safety. Following discussions internally, the decision to join was clear.

2. What are some of your current engagements with road safety?

CBMM is primarily focused on developing niobium-bearing materials for the automotive industry, and through that technology, we are helping manufacturers make vehicles safer. We have been part of the Brazilian initiative [MAIO AMARELO](#), and now as a member, we look forward to working globally on initiatives and

collaborations with GRSP and its many partners.

3. There is much being said about the importance of vehicle manufacturing standards, how does CBMM contribute to this conversation?

CBMM has invested, and continues to invest, significant resources in technology and techniques which greatly enhance the quality of steel used in the manufacture of vehicles. We actively and openly share our knowledge with steel producers and OEMs to build their understanding of how to cost effectively improve vehicle safety through the production and use of better materials. Ultimately, decisions are made by the industry, so this is a conversation that needs to be heard.

4. What is your vision for a sustainable decrease in road crash deaths and injuries?

As we say in CBMM "the best replacement for steel is better steel". For us, continuous improvement in vehicle safety across all price points and in all markets should be a major focus for the industry. Our vision would be to see governments and industry, both manufacturers and retail, work together to promote safe vehicles to an educated public who prioritized safety over big rims or a loud sound system.

Interview With: Alex Ayub, Kenya Red Cross Society.



1. What is VIA to you?

Sadly, Kenyan children are most likely to lose their lives on the roads when travelling to and from school. Clearly, a child should not lose their life while in the process of trying to make it better by attending school. Kenya also does not enjoy the best of safe roads, safe users and safe vehicles. Child-friendly, tailored cognitive road safety education can help reduce the number of road traffic incidences affecting our children on a daily basis. That is what VIA is to us!

2. What are your hopes for VIA?

We all know that without an all-inclusive approach to the safe system approach, we may never eliminate road traffic injuries on our roads. But with education and awareness creation on road safety, a few lives can be saved since knowledge is power, and students can use this power to protect themselves and others on the road. This is my hope for VIA – to bring knowledge and skills to our children in schools and help save lives. Give power to our children!

3. What are the challenges of delivering VIA during the Covid-19 pandemic?

VIA is designed to be delivered in person within the schools. With schools closed and learning institutions shut down, and limited digital capacity within most

schools in Kenya, the pandemic has literally made it almost impossible to deliver VIA. Furthermore, COVID19 has de-prioritised other health risks, including school road safety. This will definitely require VIA implementors to do a little bit more to ensure the safety of our children on the roads becomes prioritised again soon.

4. How has your experience from Kenyan Red Cross Youth helped to deliver VIA?

Kenya Red Cross is a volunteer based organisation with 85% of the volunteers being young people below the age of 30 years. The digital capacity of this age group is higher with access to internet and digitally enabled devices. In addition, our volunteers are community-based, meaning they come from the communities we work in and with. This has helped us design a programme that can be delivered digitally, using the volunteer capacities. With internet data support, the volunteers are able to deliver sessions remotely with students using their devices to learn.

5. Moving forward, how can Implementors strengthen the impacts and outcomes of VIA?

Beyond COVID19, on site learning and follow-up will be done to refresh the learning of the students and deliver some practical modules. Furthermore, a big investment on modules designed specifically for digital delivery could be considered, with offline delivery enabled, which will make delivery without the need for internet possible.

6. What does it mean to be part of the VIA Community?

VIA Community is broad, diverse, differently experienced with a blend of various cultural and country specific contexts on road safety. This is indeed where we want to be if progressive learning and experience sharing is to be achieved. For instance, India, having tested a digital module on VIA delivery, agreed to share this in Kenya. This is what a community is about, and this is what VIA is.

A partnership to improve professional driver training in Tanzania



Transaid was founded by Save the Children, The Chartered Institute of Logistics and Transport (CILT), and its Patron, HRH The Princess Royal. It has more than 25 years' worth of expertise in 23 countries and their work includes improving professional driver training in sub-Saharan Africa, where road deaths are the third biggest killer following HIV/AIDS and Malaria.

Caroline Barber, the Chief Executive of Transaid, explained that many drivers in Africa are at risk every time they sit behind the wheel due to a lack of enforced minimum standards and formal training and in many cases, drivers often have to deal with badly maintained and overloaded vehicles. Improving the standard of professional driver training is a major area of focus for Transaid, who with their local partners have trained nearly 36,000 drivers in the last five years.

One of these local partners is the Tanzanian National Institute of Transport (NIT), with whom Transaid has been working for 10 years. Since 2010, the two organisations have been delivering a professional driver training programme designed to strengthen driver trainer skills and in turn, improve road safety. As part of this programme, Transaid utilises support from the UK transport and logistics industry to deliver training to the NIT's driver trainers. As part of their partnership with Transaid, last year, one of these training inputs was delivered by staff from Fowler Welch, a leading supply chain provider to major retailers and manufacturers in the UK, with over thirty years' experience and a strong road safety focus.

As a point of comparison



Tanzania suffers just over **29 road deaths per 100,000 population each year**, while the UK has just **over 3**. (WHO, 2018).

Why were Fowler Welch involved this in this project?

Jimmy Lee, the Head of Operations, explained that Fowler Welch has invested heavily in driver training and systems. "We analyse the driving behaviour of each driver and we tailor our training to observed behaviours. For example, we know harsh braking indicates a lack of concentration and that excessive speed and hard cornering increases fuel use, maintenance costs and crash risk. We want to ensure we address any unsafe behaviour to keep our drivers and other road users safe."

"This programme provides an opportunity for our best drivers and driver trainers to see first-hand the environment in which professional drivers have to operate in Tanzania. We offer advice on how safety can be improved by improving the skills of driver trainers. We see this type of initiative as important for us, as it allows our most experienced and capable colleagues to share their knowledge and experience in an entirely different culture and environment. Our team members develop a fresh appreciation for the safety systems we have developed over many years and have a deeper understanding of their importance".

What were the key differences between operating in Tanzania and the UK?

Will Robertson, a highly experienced Fowler Welch driver found the experience of training in a commercial vehicle in Tanzania to be particularly challenging. "The culture is very different. I would describe the driving environment as quite chaotic. Roadways are often tracks and it is not uncommon for markets to merge into the main thoroughfare, with the roads heaving with pedestrians, cyclists, motorcyclists and heavy vehicles travelling at speed in all directions. With all this activity crowded into the same space, the potential for a pedestrian to be seriously hurt is a real concern."

Explaining why it is so important to be attentive to pedestrians, the need to slow down and respect other road users were key parts of the training.

Will described some of the other skills he was able to share during the training, "I was firstly able to explain to the trainers the importance of a thorough vehicle check

at the start of every shift. I stressed the importance of checking the condition of tyres, areas of the vehicle chassis that can crack, that mirrors are correctly adjusted, and that brakes and steering are in good order. I explained all the essential pre-driving checks required to identify defects and make sure the vehicle is safe. I was able to explain why these inspections are so important for safety."

In describing the personal impact of the experience, Will explained that he got as much from the experience as he gave. "On one occasion, we broke down and I wasn't able to rely on someone else coming to fix the problem. Thankfully, the NIT Trainers were able to get the vehicle moving again – it taught me a lot about resourcefulness. I definitely learnt life skills and to appreciate the safety systems and maintenance programmes we have in place and not to take things for granted. I feel proud we were able to make a positive difference to road safety in another country."

What do Transaid and Fowler Welch see as the future of the programme?

In summing up the programme and the next steps, Caroline explained, "The relationships with our industry supporters such as Fowler Welch contribute hugely to improving driver training standards in the countries we work. We'd like to continue to evolve this way of working to harness the wider skills that our partners can offer to trainers in Africa. In the longer term our goal is to strengthen how we demonstrate our impact so that we can continue to improve the professional driver training programme".

In the last three years, Transaid's industry partners have contributed 640 hours of technical support to partner training institutions, as well as four short term secondments of between three and six months to support the professional driver training programme in three different countries. This transfer of expertise has been hugely valuable to Transaid and its partners, and has made a significant contribution to improving professional driver training standards in sub-Saharan Africa. If you would like to find out more about this programme please contact Transaid at email info@transaid.org

“By 2025 we can reduce road crash deaths and injuries by 50%”, says Indian Union Minister Nitin Gadkari

Consumer Voice, a GRSP grantee based in India and a member of the Road Safety Network, hosted on September 8, 2020, the “National Webinar on Road Safety”. This online event served as a platform for various important National and International stakeholders to come together and reinforce their commitment to saving lives on Indian Roads through tangible action and effective implementation of the Motor Vehicles Amendment Act 2019.

The Keynote was delivered by the Honourable Union Minister of Road Transport and Highways, Sh. Nitin Gadkari, who stressed the need for collaborative action and innovation. He declared, “While the Government is committed to reducing fatalities and injuries by 50% by 2030, we feel this can be achieved by 2025.” Further, he added, “Road Safety is not a political subject. It is a national challenge to reduce road casualty numbers and we all should work together towards saving lives. MVAA is well appreciated by stakeholders at an international level. Nationally we have a federal system and we need cooperation from State Governments to implement the Act and save lives.”

Dr. Kelly Henning of Bloomberg Initiative for Global Road Safety (BIGRS) and Dr. Judy Fleiter from Global Road Safety Partnership also addressed the gathering.

Dr. Kelly Henning underlined the gravity of road crash death and injury worldwide, especially in relation to youth, and reiterated the commitment of Bloomberg Philanthropies to “continue to support India in its goal of saving lives and providing safer roads.”

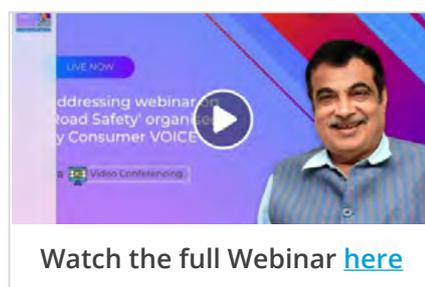
Dr. Fleiter stressed that if we are to achieve the new target set under the recently proclaimed Second Decade of Action for Road Safety (50% reduction in deaths and injuries by 2030), India can and must be a global leader. She added, “The world will look to India to show leadership on this important issue and as we mark the one year anniversary of the passage of the MVAA

2019, we urge all States to implement the provisions. The Global Road Safety Partnership (GRSP) works to strengthen road safety with a multisectoral approach. We believe it is important to focus on key behavioural factors and work together with stakeholders to achieve this goal. GRSP is working with law enforcement agencies in India to enhance traffic law enforcement efforts. I urge all stakeholders to work together to continue to save lives on Indian roads.”

Various MPs intervened to discuss the policy reforms needed to improve road safety.

The final session of the webinar included a discussion with the State Transport Ministers. Shri R.C. Faldu of Gujarat, the Minister of State, Shri Ishwarsinh Thakorbhai Patel, and Shri Yunus Khan, Chairman, GOM on Road Safety & Transport and former Transport Minister of Rajasthan emphasized the need for a multi-stakeholder approach to tackle road safety issues.

In discussing the need for a concerted effort in tackling this important issue, Shri Ashim Sanyal, COO, Consumer Voice said, “It’s been a year since the passage of the Motor Vehicles Amendment Act and Consumer Voice being part of the Road Safety Network felt it was important to bring together all the stakeholders and create a common platform to discuss the strategies for effective implementation of the Act. We hope to see swift action by all government stakeholders in ensuring effective implementation of the Act to save lives.”



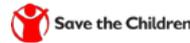
Welcome to GRSP, Yat Ton Goh



GRSP is happy to welcome Yat Ton Goh (Tony) to its Kuala Lumpur office as the new finance analyst for GRSP Asia Pacific projects. He is a chartered management accountant and a coach who worked as a finance officer for multinational corporations in both semiconductor and fast-moving consumer goods sectors before joining the GRSP.

This COVID-19 pandemic had provided him with the opportunity to reflect on his career. During this period, he realised that he cannot turn a blind eye on what he defines ‘his true calling’: “to contribute to humanity as well as mother nature”. He believes that it is more crucial than ever to be part of the Red Cross and Red Crescent movement now as the world is showing signs of imbalance between sustainability and prosperity. “Year 2020 serves as an important alarm for all human beings to wake up and realise what we have been doing for the past few decades is producing destructive consequences,” said Tony. “Through my work with GRSP I wish to contribute to the sustainable decrease of road crash deaths and injury worldwide, and in doing that, to play my part in achieving the United Nations Sustainable Development Goals. Through the safe system approach there is the hope to reach Vision Zero so that everyone will be able to see their beloved ones coming home safely every day.”

Members of the Global Road Safety Partnership:



Global Road Safety Partnership



Geneva Office

P.O. Box 303
Chemin des Crêts, 17
Petit-Sacconex, Geneva
Switzerland

Email: grsp@grsproadsafety.org
Tel: +41 22 730 4249
Fax: +41 22 733 0395



Kuala Lumpur Office

Level 10, Menara Tokio
Marine Life,
189 Jalan Tun Razak,
50400 Kuala Lumpur
Malaysia



For more information about how to join the Global Road Safety Partnership please visit our website www.grsproadsafety.org

Follow us on:



GLOBAL
ROAD SAFETY
PARTNERSHIP
www.grsproadsafety.org



The Global Road Safety
Partnership is hosted by:



What is GRSP?