



GLOBAL  
ROAD SAFETY  
PARTNERSHIP

# Signpost

February 2021

## How Do We Improve Vehicle Safety Standards?

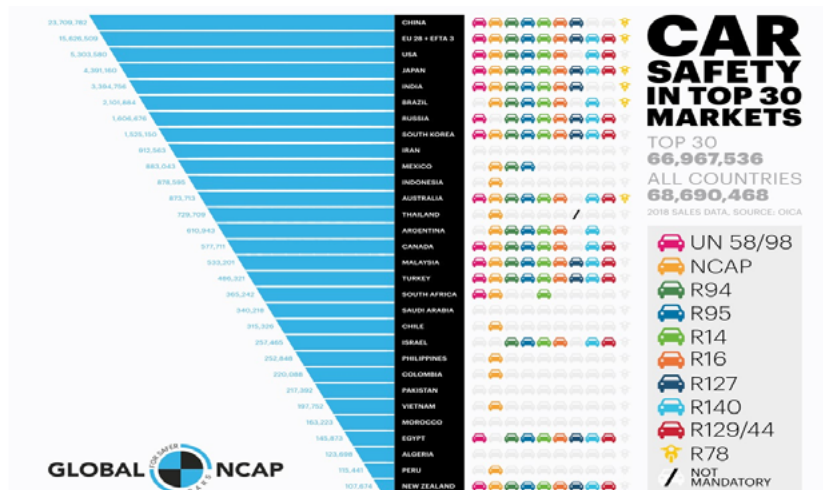
In 2019, over 67 million new cars and 24 million commercial vehicles were produced globally. However, many of these vehicles lacked known and affordable safety technology. The UN has in place clear Priority Safety Standards:

- ▶ Seat-belt anchorages
- ▶ Safety belts and restraints
- ▶ Frontal collision
- ▶ Lateral collision
- ▶ Electronic stability control
- ▶ Pedestrian protection
- ▶ Child restraints
- ▶ Motorcycle ABS



However, out of 193 UN member states, only 40 countries have fully implemented all priority safety standards. The accompanying table prepared by Global NCAP (Global New Car Assessment Programme) shows which, of the top thirty new vehicle purchasing countries, have implemented each of these lifesaving standards.

As examples, both the United States and Canada have still not regulated Pedestrian Protection or Motorcycle ABS resulting in thousands of preventable deaths and injuries every year, while the EU has implemented all standards.



Vehicles equipped with high levels of active and passive safety, and which meet the UN Priority Safety Standards, are at significantly lower risk of crashing and if a crash does occur are much less likely to result in death or serious injury to their occupants or where involved, pedestrians.

Some vehicle manufacturers choose to produce what visually appear to be the same vehicles, but with dramatically different levels of safety for different global markets. [Global NCAP provide one graphic example from Africa of a vehicle achieving poor safety performance.](#)

In summary, a new South African 2019 Nissan NP300 Hardbody was crash tested against a second-hand Nissan Navara NP300 manufactured in Europe in 2015. Visually, the vehicles appear to be very similar. However, the crash test demonstrated that the driver of the new African Nissan would likely sustain fatal injuries in the simulated collision, while the driver of the equivalent second-hand European model would have likely walked away from the crash.





Stringent vehicle safety regulation in Europe ensures that only vehicles meeting high safety standards can be sold. A lack of vehicle safety regulation across Africa and other parts of the world allows some manufacturers to sell vehicles with poor safety standards that could never be sold in Europe.

Global NCAP report that the difference in manufacturing and equipment costs to produce vehicles that meet these standards is only a few hundred dollars per vehicle and producing vehicles that are known to greatly increase road crash deaths and serious injuries is unacceptable.

We call on every government to ensure their local regulation complies with all UN Regulations which is another essential step required to reduce preventable road trauma.

**Dave Cliff**  
CEO, GRSP

## Road Map for Safer Vehicles 2020. UN regulations for:

<b>CAR TESTS</b> 	Frontal Impact (No. 94) Side Impact (No. 95)
<b>SEAT BELTS</b> 	Seat Belt & Anchorages (No. 16 & 14)
<b>ELECTRONIC STABILITY CONTROL</b> 	Electronic Stability Control No. 140 (GTR. 8)
<b>PEDESTRIAN SAFETY</b> 	Pedestrian Protection No. 127 (GTR. 9)
<b>ANTI-LOCK BRAKES</b> 	Motorcycle Anti-Lock Brakes No. 78 (GTR. 3)
<b>AUTONOMOUS EMERGENCY BRAKING</b> 	Autonomous Emergency Braking Systems



## Dr. Judy Fleiter's Return To Queensland, Australia



For the last four years, Judy Fleiter, worked as GRSP's Global Manager, leading the partnership's delivery of the three components of the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS). Over this period, each of the programmes has grown, with the Advocacy and Grants Programme expanding from 7 to 15 countries and adding vehicle safety regulation in Latin America to its focus; Road Policing Capacity Building expanding to 11 cities in 8 countries and the Road Policing Leadership Course being added alongside to the Global Road Safety Leadership Course. In no small way, the enormous success of these initiatives has been due to the depth of knowledge, passion and warm people skills that Judy has brought to her role.

Not only has Judy ably led this work, but she has contributed enormously to a variety of other initiatives including Chairing Pillar Four of the UN Road Safety Collaboration, authoring or contributing to numerous papers, providing advice as well as delivering insightful lectures at an array of international road safety events and educational programmes.

Judy has firmly established her reputation as a global road safety expert, and in so doing, further cemented GRSP as a leader in the development and implementation of evidence-based road safety interventions. Judy's decision to resign from her role has not been an easy one for her to make, but we are extremely fortunate that she will continue to contribute to the GRSP programme as a consultant based in Australia. As Judy prepares for her return home to a hot Queensland summer, we at the GRSP, our partners, donors and grantees wish her well, offer our deep thanks for her extraordinary contribution and look forward to continuing to work with her in coming years.

## UWM Virtual Symposium

On the 25<sup>th</sup> November 2020, a virtual symposium for key stakeholders in road safety education was organised by United Way Mumbai (UWM) as part the VIA Global Road Safety Education Programme in India. VIA was jointly created by the Total Foundation and the Michelin Corporate Foundation and is managed by GRSP.

The symposium focused on the importance of road safety education for school children and its inclusion in the daily education system. UWM shared local experiences in implementing road safety education and unveiled an educational video created on Safe Walking for Children at the symposium.

Ajay Govale, Community Director of Community Impact in UWM, explained the methodology behind VIA modules, and presented the impacts of VIA in 140 schools and 20,000 students across 6 cities in India since 2019. "We want to empower young minds [...] and their ability to take charge of the future and improve their own safety", Ajay said.





Observing that some school children are now more conscious of displaying safer behaviours on the road, several educators from participating schools in Mumbai enthusiastically contributed their personal encounters and interactions with children during the road safety activities delivered by UWM. Anup Sarwade, principal

of Shiv Secondary School (Sion MPS) said, "we have 650 students, who are learning something practical without textbooks... our school is next to a highway, and students come alone as parents are working. When the [VIA] project was introduced, teachers and students were happy. I hope that the [VIA] project can continue for a very long period of time."

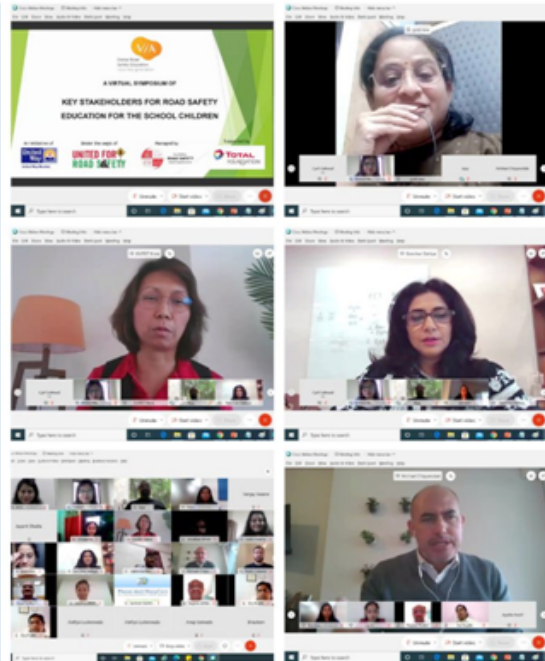
In virtual attendance were officers and field experts from the Municipal Corporation of Greater Mumbai (MCGM), Regional Transport Office (RTO) of Mumbai East and Pune, as well as programme managers from Total Foundation, Michelin, Global Road Safety Partnership, along with representatives of UWM's NGO partners - United Way Delhi NCR, United Way Chennai and Nirmaan Organisation. They each warmly expressed their insights and aspirations for VIA.

Prakesh Jadhav, Deputy Regional Transport Officer in the Regional Transport Office of Mumbai East, "The Road Safety Cell is the primary body established by the Government of Maharashtra for the sole purpose of reaching out to the public [...] road safety education is important for children because they are a vulnerable group." He further commented, "the strategy of Training of Trainers by United Way Mumbai is effective because the outreach is extended to many children across India."

So far United Way Mumbai has shared this road safety education across:

	
<b>140</b>	<b>6</b>
<b>SCHOOLS</b>	<b>CITIES IN INDIA</b>
	
<b>1,867</b>	<b>20,000</b>
<b>TEACHERS</b>	<b>CHILDREN</b>

Symposium was attended by various experts, partners and participants.



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Expressing support for VIA, Mahesh Palker, Education Officer of the Education Department in the Municipal Corporation of Greater Mumbai, highlighted that the fruitful cooperation between GRSP, UWM and private sector was key to making VIA a success. In the symposium, he declared that the Education Department of MCGM will continue to “support the programme and expand it in all schools for all children”.

Apart from highlighting the key impacts of VIA, the symposium gathered a stream of common sentiments from the attendees towards a sustainable approach moving forward, particularly the inclusion of road safety education in the National Curriculum. Kanchan Dahiya from Total Oil India Limited and Nora Guitet from the Michelin Group eagerly encouraged external collaborations with new partners to broaden the outreach of VIA, emphasising that each stakeholder has an essential role to play in VIA, which leads to a greater collective impact.

“The unique feature of the VIA Programme gives children the responsibility of ownership towards safe practices through multiple activities in schools.” Kanchan shared. She is “happy to see how well designed and structured the VIA Programme is, and the level of involvement it gives students with structure to follow”. In efforts to increase the scale of VIA for greater impact, Kanchan urged the road transport, traffic police and education

officials to support private stakeholders in ensuring safer road behaviours in young children to create a sustainable impact in community and in country.

Nora added, “As a parent, I want my child to be safe on the road. Without road safety education, our children are unknowingly exposed to risks on the roads that will not only affect their own safety, but also the safety of other road users.” While VIA focuses on a non-formal approach for children to learn about road safety through engaging activities, Nora stressed the importance of joint cooperation from both the private sector and the government in India to make VIA a sustainable programme.

“We launched VIA in India in February 2019 starting small: only four schools. Less than a year later, it has become the programme’s flagship country with over 150 schools participating. It is remarkable, but we know this is just a drop in the ocean. We need to on-board more corporates and, especially, governments to further widen this VIA Community and really have a long-lasting impact in the life of young people across the country.” said Michael Chippendale, Manager, Communications, Membership and Project Support at GRSP and VIA Global Manager. Michael then concluded, “With the established vision and drive of VIA partners, India truly has been the flagship for the programme and will remain a model for expansion in other countries.”

## VIA Partner Trains Local Stakeholders On Child Road Safety In Mumbai, India



VIA is a global road safety education programme targeting children and youth aged 10 to 18. Jointly created by the corporate foundations of Total and Michelin, the programme is managed by GRSP.

VIA is currently implemented in several countries across three continents by local GRSP partners. In addition to educating young people to practice safer behaviours on the road, the programme aims to raise awareness on the importance of road safety education through stakeholder engagement. The long-term goal is to integrate road safety education into school curriculums, and in this area we have observed promising development in our flagship country, India.

Last year in India, local VIA implementor United Way Mumbai (UWM), through their engagement with schools in the Municipal Corporation of Greater Mumbai (MCGM) conducted road safety training for 271 teachers. One of those sessions was attended by an Education Officer from the Education Department of the MCGM.

“We at United Way Mumbai firmly believe in collective community impact,” said Ajay Govale, Director of Community Impact at UWM. He continued, “While implementing VIA in India, we have been actively engaging various stakeholders including the Motor Vehicle Department, the Traffic Control Branch, the Mumbai Police, and the Education Department of the Municipal Corporation of Greater Mumbai.”

On 2 November 2020, the Motor Vehicle Department of the Government of Maharashtra issued a circular for Education Departments and Institutes to conduct road safety education sessions for school students. “Impressed with the quality of our training,” said Ajay, “the Education Department of Municipal Corporation

invited United Way Mumbai to organise a training on the topic of road safety for children. This was delivered to a total of 2,000 officers from the education department and to selected teachers from all the municipal schools in Mumbai.” The selected school teachers were then tasked to upskill their colleagues from their respective schools on how to conduct road safety sessions with students. This training will be monitored and reported to the Ward Supervisor of Education.

“This is a good development in our journey to make road safety integral to the school curriculum in Mumbai,” added Ajay, who also shared his belief that the collaborative engagement embedded within the VIA Programme will help UWM strengthen their partnerships with local education and road safety stakeholders. The initiative and ability of UWM to engage in stakeholder relations has been inspiring for the whole VIA Community. It has also been an important step forward towards the vision of VIA, a vision whereby every child receives quality road safety education.



### GRSP ANNUAL REPORT 2019

We wish to share with you the GRSP Annual Report 2019. This document shares in quite some detail the different GRSP programmes and their impact right around the world.

We hope you will find it useful, informative and enjoyable. Please feel free to share it with your colleagues and peers should you see fit.

You can find the GRSP Annual Report 2019 [here](#).

## GRSP Partners Are Awarded The Prince Michael International Road Safety Awards



Each year, the most outstanding examples of international road safety initiatives and achievements are given public recognition through the Prince Michael International Road Safety Awards. The Global Road Safety Partnership is thrilled to celebrate and send our heartfelt congratulations to two of our local partners for this honourable acknowledgment.

# ImagineLaw

## Speed Limit Setting And Enforcement In The Philippines Wins Prince Michael Award

[ImagineLaw](#) was awarded recognition for speed limit setting and enforcement projects in the Philippines. In 2018, as a result of continued advocacy by ImagineLaw supported by GRSP's Road Safety Grants Programme within the Bloomberg Initiative for Global Road Safety, the Department of Transportation, Department of Public Works and Highways and the Department of Interior and Local Government issued Joint Memorandum Circular No. 2018-001, which provided an important opportunity to focus much-needed attention on addressing speed with evidence-based interventions across the Philippines. The policy clarified that local government units (LGUs) are empowered to lower speed limits on all roads (including those under jurisdiction of the national government), established coordination mechanisms between the national government and LGUs, and institutionalised the use of the Data for Road Incident Visualisation, Evaluation and Reporting (DRIVER) system. ImagineLaw started providing technical assistance and trainings to LGUs in 2018 to help them enact speed limit ordinances according to their local road conditions. This campaign led to not only the [adoption of the national policy](#) but also the enactment of 15 speed limit ordinances, and three comprehensive road safety ordinances.

To support implementation of the new Circular, ImagineLaw, in partnership with GRSP and UNESCAP (United Nations Economic and Social Commission for Asia) and funded by the United Nations Road Safety Fund, launched a new project in 2019 that focused on

training enforcers on enforcing speed limits, guided by international practices. Through this project more than 170 enforcement officers were trained in best practice speed management and a comprehensive speed enforcement package was shared with the Land Transportation Office (LTO) to ensure sustainability. An online speed awareness campaign also engaged more than 750,000 people, including high level officials and media representatives from across the country.

The Prince Michael Award was duly presented to ImagineLaw in recognition of their sustained focus on the issue of speed reduction in the Philippines that will lead to a reduction in death and serious injuries on the roads.

"While ImagineLaw is deeply honoured to be recognised for our efforts, this award is a testament to how civil society organisations and government agencies can come together to make our road safety laws work for the people. The award is the fruit of ImagineLaw's partnership with the Global Road Safety Partnership, which has always been supportive of our advocacy to increase the level of speed limit enforcement in the Philippines", said Sophia San Luis, Executive Director of ImagineLaw.

### READ MORE

▶ [About the award here.](#)

## Asia Injury Prevention (AIP) Foundation – Vietnamese Government partners win Prince Michael Road Safety Award for the Slow Zones, Safe Zones programme



Vietnam's National Traffic Safety Committee (NTSC) and the Student Affairs Department of the Ministry of Education and Training (MoET) received the prestigious 2020 Prince Michael International Road Safety Award in recognition of their efforts to protect children through the two-year Slow Zones, Safe Zones speed reduction programme.

The pilot programme, implemented in partnership with AIP Foundation and Gia Lai local governments from 2018 to 2020, managed by the Global Road Safety Partnership and funded by Fondation Botnar, has delivered comprehensive safety interventions and [secured a legislative decision](#) that reduces school zone speed limits to 30 km/h in Pleiku City, Gia Lai Province, Vietnam.

"GRSP's role was fundamental in addressing the legislative gaps on road safety in Vietnam. With their support, we were able to successfully develop and implement a programme to improve safety in school zones. Our *Slow Zones, Safe Zones* programme was piloted at two schools where we engineered road modifications with school zone signs, traffic lights, and proper pedestrian footpaths, we led road safety public awareness campaigns and joined forces with local authorities to conduct speed reduction enforcement. The results were overwhelmingly positive. Not only did the local government issue a landmark decision to reduce speed limits around schools to international standards, but also called for an allocation of the city's budget to renovate infrastructure. These changes towards saving lives would not have been possible without the guidance and technical assistance of GRSP," said Nguyen Thi Quy Linh, AIP Foundation's National Programme Director.

Both of these richly deserved awards were for projects that focused squarely on speed reduction and that was for one very sound reason: human beings are fragile and the higher the impact speed in a collision, the greater the injury that results. As impact speeds rise above 30 km/hour (e.g., a car striking a child), the chances of survival fall dramatically. We congratulate both ImagineLaw and Asia Injury Prevention (AIP) Foundation for driving these important projects that are saving lives.

**David Cliff, CEO of GRSP.**

### READ MORE ABOUT

- ▶ The Royal Award announcement [here](#).
- ▶ The *Slow Zones, Safe Zones* program [here](#).

## Kampala Road Policing Leadership Training

In 2020, Kampala joined the group of cities in which GRSP is implementing the Road Policing Capacity Building Programme under the Bloomberg Initiative for Global Road Safety (BIGRS). Based on the experience gained in the previous phase of this programme, high priority was placed on educating the police leadership.

In November 2020, GRSP launched enforcement capacity building activities in Kampala, Uganda, with two training sessions on Road Policing leadership. The two-half day training sessions were delivered online. The 47 attendees that participated in these sessions, hold managerial levels positions at the national and metropolitan levels, and reported having an average of 17 years of police service, with professional experience ranging from five to 33 years.

Through the training, officers enhanced their knowledge on each of the following themes: (i) outline of BIGRS road policing capacity building programme delivered by GRSP, (ii) principles of leadership in the road policing context, (iii) 'Safe System' for road safety

including the scientific evidence base that underpins effective road safety policy; (iv) effective road policing and enforcement strategies, and (v) enforcement strategies and procedures applicable to primary causative road safety risk factors, with an emphasis on speed. Despite the online modality of this training, leaders were able to raise questions and share real-life experiences in their roles as managers. Evaluation forms indicated that particular interest was placed on road policing leadership, enforcement strategies aimed to deter offences, and the importance of improved crash investigation techniques.

Future plans in Kampala include data management training for mid- and high-level officers, and the formation of a road policing task force, the members of which will be trained in the skills needed to become trainers themselves in coming years. These sets of leadership training sessions are paving the road for the next four years of capacity building activities, with speed enforcement as a priority.





# Welcome To GRSP

## **BRETT HARMAN, MANAGER ROAD POLICING AND ROAD SAFETY PROJECTS (BASED IN KUALA LUMPUR)**



GRSP welcomes Brett Harman to its Kuala Lumpur Office as GRSP's new Asia Pacific Manager, Road Policing Programmes and Road Safety Projects. Brett has over 30 years policing experience including specialist duties in Road Policing Enforcement and Road Safety; Intelligence and Covert Support; and Emergency and Major Event Management. Brett returns to GRSP after having performed the role of GRSP's Senior Road Policing Advisor between 2017-19, supporting phase one of the Bloomberg Initiative for Global Road Safety. He has performed secondments to the Transport Accident Commission (TAC, Victoria, Australia) as a Specialist Road Policing Advisor; to Vic Roads International Projects Division as a Road Safety Training Specialist based in Hanoi, Vietnam; and to the Indonesia Infrastructure Initiative based in Jakarta as a Specialist Advisor where he provided technical enforcement expertise to the Indonesian National Traffic Police.

Brett has co-authored several government road safety strategies and road policing organisational strategies and has been involved in a number of research projects including road user behaviour change through analysis of mass crash data. "It's humbling to be able to contribute to GRSP's various programmes of work and I look forward to collaborating with our respective members and partner agencies to reduce the number of preventable deaths and injuries across the globe at a time when our support and expertise is so greatly needed" Brett said.

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## **DR. CRISTINA INCLAN VALADEZ , SENIOR OFFICER ADVOCACY**



Cristina Inclan Valadez has worked in the public health, road safety and the urban mobility fields for a number of years in cities across Latin America, Asia and Africa. Cristina has a Master's Degree in Public Health from Mexico and a PhD in Urban and Regional Planning from the UK.

Having grown up in Mexico City and lived for many years in London, Christina is both curious and passionate about cities, and would like to continue her efforts in making life happier, healthier and more inclusive for the people who live in them. She is a Mexican national and speaks English, Spanish and Portuguese. She loves cooking with her child.

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## **SABRINA GANDER, SENIOR OFFICER ADVOCACY**



Ms. Sabrina Gander comes to GRSP with more than 10 years of experience in the international development sector, advocating for policy change in the areas of public health, education and climate change. Sabrina's most recent experiences include a consultancy with the WHO on active mobility and her work in managing the Benefits Research programme in over 40 cities across seven regions at the C40 Cities Climate Leadership Group.

Her previous work in policy advocacy and grants management includes diverse assignments with Bloomberg Associates, UNESCO and other organisations in Brazil. She has a Master's Degree in International Relations from Geneva. Sabrina is a Swiss national and speaks five languages: English, French, Spanish, Portuguese and German. In her free time, she loves hiking in the mountains and reading books.

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### **CYNTHIA GARIBAY LÓPEZ, GRANTS AND ADMINISTRATION SUPPORT OFFICER**



Cynthia Garibay López is originally from the suburbs of Mexico City, where she commuted for long hours to the University (and the cool areas of the city of course) to get a BA in Sociology. She worked some years in the academia and NGO sector in Mexico as an administrator, project manager and researcher in the field of human rights, getting certified as a yoga teacher along the way - a big passion of Cynthia's and "a much-needed skill when living in a city as big as Mexico City!", she says.

Thereafter, she received a MSc in Conflict Prevention and Peacebuilding by the University of Durham, a little endeavor that took her to Kenya, where she started a year-long engagement in the field of refugee, IDPs and asylum seeker protection. She had the opportunity to collaborate with several grassroots NGOs and other UN agencies while working in refugee camps in Sofia, Bulgaria for about 3 years, before moving to Prague and becoming a full-time consultant on Institutional Development. Cynthia is an avid eater (vegetarian), zen meditation practitioner and doggie lady, and is beyond excited to start this new chapter here at GRSP!

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### **CLARENCE MACKORI, SENIOR OFFICER ADVOCACY**



Clarence Mackori is a seasoned operations professional, IT expert and certified Project Manager with extensive experience encompassing the private and humanitarian sectors. A humanitarian at heart, he has been privileged to serve with several international organisations at country, regional and global levels over a period spanning two decades. Clarence is humbled and extremely motivated to be part of such an important global cause - the sustainable reduction of road-crash death and injury in low- and middle-income countries.

Academically, he has a business background with a Bachelor's Degree in Commerce (Finance), Master's Degree in IT Systems from the U.K., and is nearing completion of his PhD in Management from Switzerland. He is a Kenyan national and speaks English, French and Swahili.

In his spare time (and when not taken by his top priority – family), Clarence is a sports/fitness enthusiast who also loves the arts (music & theatre) and travelling. In the endless pursuit of excellence, he considers himself a student of life, constantly learning, adapting and innovating.

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### **ISOTTA CLEPS, GRANTS AND ADMINISTRATION SUPPORT OFFICER**



Isotta has joined the GRSP office in Geneva to assist with grants administration, and is looking forward to supporting its mission to reduce road-crash deaths and injuries.

Isotta's previous professional experience is in grant management and administration in the areas of health, environment and education, at a private foundation in Geneva. Most recently she worked at an NGO in Geneva, supporting advocacy activities on the adoption of WHO recommendations and access to quality essential maternal health medicines in low- and middle-income countries. Isotta holds an MA in Migration and Diaspora Studies and a BA(Hons) in Anthropology & Communications.

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## Civil Society Coalition Successful In Advocating For Mexican Constitutional Amendment, One Step Closer To National General Road Safety Law



GRSP would like to take this opportunity to congratulate the coalition of Mexican civil society organisations led by Centrico, Bicitekas and Reacciona por la Vida on their most recent and historic accomplishment! Thanks to the persistence and dedication over the past seven years of this broad coalition (comprised of over 60 organisations across the Mexican Republic), Mexico may now be on the verge of creating a General Road Safety and Mobility Law in Mexico, a first of its kind.

Here is a timeline of how quickly this happened in the last few months of 2020:

- On 15 October, the Mexican House of Representatives unanimously voted (351- 0) in favour of a constitutional amendment that would reform the Mexican Constitution and allow for the creation of such legislation. More specifically, a General Road Safety and Mobility Law would grant the federal government the power to legislate on road safety issues, something which is not within the federal government's powers today.
- After the historic vote in the Mexican House of Representatives, the constitutional amendment proceeded to the state legislatures. Each of the 32 Mexican states considered the text and voted for approval of this constitutional amendment to be formally incorporated into the Mexican Constitution.
- Less than two weeks later, on 30 October, 17 out of the 32 Mexican state legislatures required to approve the constitutional amendment had already supported and voted in favour. To date, 25 out of 32 Mexican states have voted in favour.
- On 18 December, the new constitutional amendment became official when it was formally published in the Mexican National Government's official gazette.
- Mexico's national congress is now on the clock and has only 180 working days (not including weekends and holidays) to pass a General Law on Road Safety, which will be instrumental for future federal road safety legislation.

Congratulations, once again, to all the advocates as well as to all the Mexican lawmakers at both the national and state level for their commitment and action towards this important step in road safety and towards saving lives! We look forward to hopefully congratulating you all once again this year when the potential of a General Road Safety Law may become a reality.

## VIA In Morocco



Morocco will be one of the new countries where VIA will be implemented in early 2021 with the support of Total Morocco and in partnership with Foundation Sanady. The project is structured around interventions in 14 schools, seven in Casablanca and seven in Agadir, for a total of approximately 600 students.

One of the peculiarities of the implementation of VIA in Morocco is that it will, from its very start, involve local school teachers, who will be trained on VIA and who will participate in the delivery of the programme in their respective schools. This will provide, as the project continues in years two and three, sustainability and continuity to a programme that can change lives.

“ We are very happy and excited to be working on the VIA Programme in Morocco. We look forward to starting the implementation in the first 14 schools with a vision to increase the number of schools involved as the programme progresses.

**Rim Zouhry, Foundation Sanady's Project Manager in charge of VIA.**



## VIA In Mauritania

Although the pandemic has disrupted the work in schools across the globe this year, there are a few pockets of good news that reach us. The imminent implementation of the VIA Programme in Mauritania is one of those.

In early November, together with the Total local affiliate, GRSP delivered a Training of Trainers (ToT) workshop for three senior educators from the Mauritanian Red Crescent. This two-day workshop commenced the VIA pilot project in Mauritania, which will directly engage three schools in the country's capital, Nouakchott, starting from the end of November 2020. In the following five weeks, the Mauritanian Red Crescent will help children and young adults learn more about road safety and understand its implication in their daily life, making VIA really theirs.

“ At Total E&P Mauritania, we look forward to the implementation of the VIA programme in the three selected schools. This will be a first pilot that will allow us to refine the programme to Mauritanian realities to maximise its impact - which will consequently help ensure the safety of our young people on the road.

**Abdellahi Hourmatalla, Director of Public Relations & Sustainable Development at Total E&P Mauritania.**



## ADB Online Course



From November 10 to December 3, 2020, GRSP delivered an online course on road safety management and leadership in partnership with our member the Asian Development Bank (ADB) and the Asia Pacific Road Safety Observatory (APRO). As the first key pillar of the United Nations Global Plan for the Decade of Action for Road Safety, road safety management is recognised as a central element in reducing road crash deaths and serious injuries. The ability for road safety managers, lead agencies and high-level technical experts to collaborate and implement complementary evidence-based interventions from across the Safe System Approach is vital, and this is precisely why strong management and leadership in road safety is essential. It was in response to the continued need for stronger capacity in these areas that GRSP and ADB jointly developed the course.

The course, which was attended by more than 120 participants, was conducted through eight online interactive modules that allowed for strong engagement between facilitators and participants. The participants were drawn from 23 countries across Asia and the Pacific and came primarily from national governments, including ministries of transport, road safety committees, police, and other relevant agencies. A number of ADB staff also attended the course.

The course was delivered by experts from GRSP and the ADB, as well as many of our partner organisations, including the International Road Assessment Programme (iRAP), Johns Hopkins University International Injury Research Unit (JH-IIRU), the Global New Car Assessment Programme (Global NCAP), the Transport Accident Commission (TAC) of Victoria, Australia and the National Traffic Safety Committee of Vietnam. The National Transport Research Centre from Pakistan also provided a presentation in partnership with the ADB.

Topics covered in the course included:

- ▶ Road safety lead agencies
- ▶ Road safety plans and resource mobilisation

- ▶ Legislation and enforcement
- ▶ Vehicle safety
- ▶ Safer road infrastructure
- ▶ Road safety data and post-crash care
- ▶ Strategic communications and behaviour change

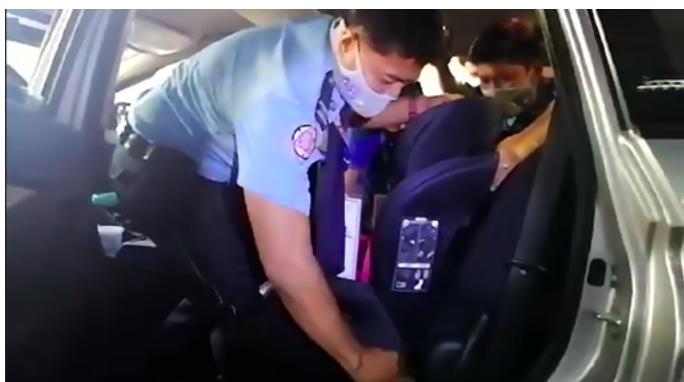
A primary focus was also given to the way in which Governments can link infrastructural interventions with other evidence-based initiatives, such as enforcement and communications campaigns. A number of case studies were also provided to showcase the impact of these approaches.

The response to this activity was extremely positive, with all participants reporting that the course met its objectives and that they had acquired new knowledge and skills as a result of their participation. "It was excellent to see so many senior executives from many countries complete the Road Safety Management and Leadership Course." said Michael Anyala, Senior Road Asset Management Specialist, Asian Development Bank. Adding, "Many thanks to GRSP for bringing together so many international experts to share useful insights in guiding country and regional road safety efforts."

Dave Cliff, GRSP's CEO commented on the course saying: "This training provided an outstanding opportunity to provide much needed capacity building for road safety managers and leaders on the way in which the Safe System can be implemented through a coordinated approach. Delivering evidence-based road safety interventions that complement each other is vital to ensuring we reduce deaths and serious injuries on the roads. We look forward to working further with our member the ADB to continue to deliver high-quality capacity building opportunities for road safety practitioners across the region."

The course presents a fantastic model for tailored online capacity building opportunities and GRSP will continue to work with our partners to identify similar opportunities during the period of restricted travel.

## Child Restraint System Fitter's Training In The Philippines



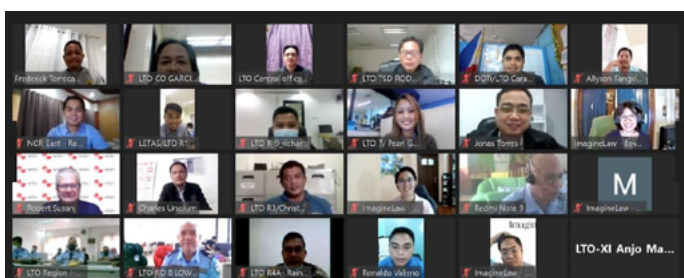
Global Road Safety Partnership (GRSP) and the Global Health Advocacy Incubator (GHA), through the GRSP's Road Safety Grants Programme, supported local non-profit organisation Imagine Law who organised a capacity building training for the Land Transportation Office (LTO) law enforcement officers in the Philippines on childhood injury prevention. On January 12 and 13, GRSP and GHA invited childhood injury prevention experts from Kidsafe Western Australia along with GRSP's expert consultant, Michael Griffiths, to train representatives from the LTO on child restraint systems (CRS).

As the Philippines prepares to implement the 'Child Safety in Motor Vehicles Act' in February, which requires drivers of private vehicles to secure children 12 years old and below in a CRS whilst travelling in motor vehicles, LTO law enforcers from the central office and 17 regional offices underwent this important 2-day training programme. As part of their commitment to provide fitting and inspection services to the public, sessions also emphasised the importance of using CRSs, their correct installation, use, maintenance and inspection.

According to Natasha Daphne Marcelo, Imagine Law's Project Manager for Road Safety, "In 2017, the Philippine Statistics Authority determined that 1,226 children below 14 years old died on Philippine roads due to crashes. That is at least three children a day. Of these numbers, 134 children were motor vehicle passengers".

In addition to completion and passing of the written assessment, Kidsafe Western Australia will also conduct online practical assessments to evaluate each participant's capacity before they are certified as Fitters. These capacity building activities for LTO enforcers are pivotal to minimise risk to children in the event of a road crash and thus keeping them safer on the road.

## Enforcement Training In The Philippines



Following the training of law enforcers from the Land Transportation Office (LTO) on Child Restraint System (CRS) use and installation, officers underwent another three days of virtual training on effective CRS enforcement from 19 to 21 January 2021.

The training was led by GRSP's consultant, road policing expert, and former Director of Slovenian Traffic Police Robert Susanj, and it was organised by ImagineLaw, a non-profit public interest law group based in the Philippines, supported by GRSP's Road Safety Grants Programme.

Coinciding with the mandatory compliance of the "Child Safety in Motor Vehicles Act" in the Philippines,

the 3-day workshop built the capacity of local law enforcers to perform effective CRS enforcement. This equipped the participants with greater understanding and knowledge of the new law as well as best practices in CRS enforcement aimed to ensure the protection of children on the road.

During the training, LTO Law Enforcement Service Deputy Director Roberto Valera presented the draft guidelines on enforcement, including how to conduct visual inspections of motor vehicles during random safety checkpoints. Participants also learned about effective media campaigns aimed at strengthening the implementation of the legislation.

Effective implementation of the act will require LTO enforcers to ensure that children of ages 12 and below are properly secured in CRS and/or car seats that are appropriate to the child's age, weight, and height while in a motor vehicle. Complementing the knowledge gained from their previous training on CRS, Robert Susanj reminded the LTO law enforcers that "children are not the subjects of enforcement, but victims of non-compliance of drivers with the law."

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