



GLOBAL
ROAD SAFETY
PARTNERSHIP

Signpost

July 2021

Reducing speed and saving lives in France

On 1 July 2018, speed limits on non-divided rural roads in France were reduced from 90 to 80 km/hour. The rationale for the speed limit reduction was clear. People make mistakes and it is inevitable that drivers will be involved in collisions. It is well established that in every crash, regardless of what caused it, impact speed always decides injury severity. If on average travel speeds are lower, when crashes occur, the outcome will be less severe.

On 1 July 2020, the **Centre for Studies and Expertise on Risks, the Environment, Mobility and Urban Planning** of the French government (CEREMA) reported the impact of the speed limit reduction for the 18 months after the reduction came into force (before Covid related influences).

- ▶ A 3.3 km/h drop in the average speeds of all users was recorded on the roads impacted by the measure.
- ▶ 12% decrease in the number of deaths on the network (excluding urban areas and motorways), compared to the rest of the French road network.
- ▶ For the 18 months after the implementation of the measure, where the data is final, a decrease of 331 deaths on the effected network.
- ▶ Over the rest of the French road network, the number of deaths remained stable.
- ▶ The study reported than even greater death reduction could be achieved if drivers improved their compliance with the new speed limit.

One of the false claims made by commentators is that reducing speed limits will significantly increase travel times and have no impact on road deaths. The study

calculated an average increase in travel time of 1 second per kilometre. For journeys of 50 kilometres, this corresponds to a loss of 50 seconds on weekdays. This is far less than the time that users perceived they would lose.

The results of this initiative are extraordinary and resulted in over 330 lives being saved in just 18 months.

It is not an ethically justifiable position to trade off a few seconds of increased travel time against people's lives. We strongly encourage all governments to put in place 'Safe System' consistent speed limits, rigorously enforce them and listen to the science.

As has been said repeatedly, small reductions in speed translate into large reductions in trauma.

Dave Cliff
CEO, GRSP



Mr. Bernd Marx appointed as new Chair of the Global Road Safety Partnership



We are delighted to announce that, on June 22 at the annual Steering Committee meeting Bernd Marx of Shell was appointed the new Chair of the Global Road Safety Partnership. Mr. Marx takes over this position from Laurent Fourier, CEO Assistance Services at International SOS.

In accepting the role, Bernd said: "I am very proud and excited to be the new Chair of GRSP. I want to help strengthen the collaboration between all likeminded groups in and outside GRSP to make the Second Decade of Action for Road Safety a real success by protecting and saving as many lives as we can".

Bernd has been working closely with the GRSP for many years as a member of the Executive Committee and via various projects through his role as the Global General Manager Road Safety in Shell, a global leader in road safety.

Bernd has a background in mechanical engineering and business administration at the Cologne University of Applied Science. He has almost 30 years of experience in the energy sector, with over 20 years in Shell.

Bernd spent most of his career in Shell's Downstream business holding a variety of different roles based in locations such as Germany, Norway, The Netherlands, China and Singapore. In September 2015, Bernd was appointed global General Manager Road Safety for the Shell Group, leading the global strategy on digitalisation, new safety technologies as well as fatigue and distraction detection technologies.

Bernd brings his invaluable experience to the role as Chair and his profound commitment to the partnership approach which will help steer GRSP, its members and partners towards the vision of the organisation.

"The GRSP team are delighted to welcome Bernd as our new Chair," said Dave Cliff, GRSP CEO. He added, "We look forward to working closely with Bernd as we share a common road safety vision and a determination to meet the goals of the Second Decade of Action for Road Safety. Bernd brings enormous passion to reducing road trauma and his broad experience of road safety issues in low- and middle-income countries will be an enormous asset."

Professor Barry Watson of CARRS-Q appointed as new Vice Chair of the Global Road Safety Partnership



The GRSP is delighted to announce that Professor Barry Watson has been elected Vice Chair of the Global Road Safety Partnership during the annual Steering Committee meeting that took place on June 22.

Barry is a global road safety expert based at the Centre for Accident Research & Road Safety – Queensland (CARRS-Q), Queensland University of Technology (QUT). He has over 35 years of experience in the road safety field working for governments, academic, and civil society organisations. As a founding member of CARRS-Q, he has been involved in the development and delivery of courses in road safety and traffic psychology for students, researchers and practitioners, as well as leading research teams examining a range of road user safety issues. From 2008 and 2015, he was the Director of CARRS-Q and responsible for the overall operation of the Centre. From 2015 to 2017, he was the Chief Executive Officer of GRSP. Barry is currently also the

Independent Chair of the Australian National Road Safety Partnership Program (NRSP).

In Accepting the role Barry said: "I'm delighted to take on the role of GRSP's Vice Chair and look forward to working with the new Chair, Bernd Marx, and the rest of the Executive Committee to assist GRSP to achieve its goals. GRSP plays a unique role in bringing together government, corporate, and civil society organisations to tackle the humanitarian crisis that road trauma represents, particularly in low- and middle-income countries. I hope my previous experience as CEO of GRSP and my background in road safety research can assist the organisation further strengthen its existing partnerships and identify new opportunities to make a difference."

The GRSP Team is delighted to welcome Barry as our new Vice Chair.

Welcome To GRSP

AL STEWART



Al has recently retired from the New Zealand Police after over thirty years' service, where he held numerous operational and leadership roles, including responses to high-profile events in the Christchurch Area, and a deployment to Timor Leste in 2006/2007 where he established and ran the largest Police Area in the country. His service also included ten years as the Canterbury District Road Policing Manager—responsible for all road safety operations, partnership liaison and enforcement activity—and he has an extensive background in contemporary best practice enforcement and policy. On behalf of New Zealand Police, Al consulted for the World Bank for the past eight years on projects in India, and for GRSP for the past three years in India, Indonesia and Mexico.

He is passionate about road safety, capacity building of police services, and supporting members of police agencies and communities who actively work to reduce road trauma. He qualified as a Barrister and Solicitor of the High Court of New Zealand in 2000 and has spent the past three years leading the Police Prosecution Service for the South Island of New Zealand. An enthusiastic competitor, Al still competes at a regional level in several sports including waka-ma paddling, cycling and orienteering. He is looking forward to establishing new working relationships within the GRSP and with GRSP's wider collaborating partners, grantees, and stakeholders.

ARTUR ZAWADZKI



Artur joins GRSP with over 20 years of policing experience. He has worked at local, regional, and national levels with the traffic police in Poland. As a representative of the Polish Traffic Police, he has also gained experience in international police cooperation within the European Traffic Police Network where he organised pan-European road policing operations, capacity building training, and police officers' exchanges. He also served for nine months under the Special Police Unit on a peacekeeping mission in Kosovo under the auspices of the European Union Rule of Law Mission in Kosovo (Eulex). After extensive police activities, Artur continued working in the field of road safety for the City Hall in Warsaw, leading the Road Traffic and Transport Safety Division.

He is a big fan of sport motorcycles and sports archery.

CRAIG GILLARD



Craig has joined GRSP after a long career with Victoria Police in Australia, retiring at the rank of Superintendent (Divisional Commander) where he led and managed all policing services in the state's second largest city. He has led teams to achieve significant reductions in road trauma over the last four years through the implementation of innovative and targeted strategies. Craig has previous international capacity building experience and thrives on assisting others through professional development to achieve goals and reach their personal and collective potential. With a range of academic qualifications to support his operational police experience, he is very much looking forward to utilising his skills in a new global environment.

Craig lives on the Surf Coast of Victoria and in his spare time enjoys travel, golf and time with his family.

SHARIFAH ABDUL RAHMAN



Sharifah joins GRSP after working as a Project Executive at International Youth Centre, where she had been coordinating, leading and developing International Volunteering Programmes since 2018. During her time there, she managed to conduct three international programmes comprising of 120 participants. She has relevant experience with stakeholder management and partnership, effective communication and team management. Her work also required her to collaborate with international organisations and governmental entities. Sharifah graduated from the International Islamic University Malaysia with a bachelor's degree in business administration. She was an active student who was involved with various local and international student activities. In her spare time, Sharifah enjoys reading, travelling and other outdoors activities.

By joining GRSP, she is eager to contribute to its mission of reducing road crash death and injury. She is more than excited to start a new phase with the GRSP family!

The 6th UN Global Road Safety Week: “Streets for Life” Campaign



From 17 to 23 May, together with the whole road safety community, GRSP celebrated the 6th UN Global Road Safety Week under the slogan “Streets for Life”. This year’s campaign called for 30 km/h speed limits to be put in place where pedestrians and cyclists mix with motorised transport in cities, towns, and villages worldwide.

The 6th UN Global Road Safety Week sought commitments at national and local levels to deliver 30 km/h speed limits in urban areas and generate local support with the aim of creating safe, healthy, green and liveable cities. The Week further highlighted the links between 30 km/h speed limits and attainment of several [Sustainable Development Goals](#), including those relating to road safety, health, education, infrastructure, sustainable cities, climate action and partnerships.

To contribute to the “Street for Life” global campaign, GRSP harnessed the experience and knowledge of its partners, grantees, and colleagues across the globe to produce a video series where they directly advocated for the 30 km/h speed limit and promoted the social media handle “#Love30”. These videos, distributed through our social media, reached a large audience within and outside the road safety community.

Every day, in every part of the world, pedestrians and cyclists are killed and seriously injured in preventable road crashes with a high proportion of victims being our children. We know that as crash impact speeds rise above 30 km/hour, injuries to vulnerable road users dramatically worsen. Introducing 30 km/hour speed limits in locations where vehicles mix with pedestrians and cyclists will save lives and will prevent serious injuries.

Having our partners, grantees and colleagues from four continents raising their hands and contributing to this campaign has been fantastic and it does show the importance placed on achieving speed reduction across regions as well as the willingness of the road safety community to call out for change.

Dave Cliff, GRSP CEO.



Streets for Life
#Love30

unroadsafety.org



Asia Injury Prevention (AIP) Foundation supporting the UN Global Road Safety Week, Streets for Life #Love30 Campaign



Road Policing Capacity Building Activities (Feb – April 2021)

Over the months of February to April 2021, the Road Policing Capacity Building (RPCB) team has been able to deliver 16 training workshops for various traffic police and enforcement agencies in selected priority cities under the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS). Whilst the pandemic has halted in-person workshops, virtual training has allowed GRSP's global road policing team to transcend borders to continue improving and enhancing road safety knowledge, based on recognised international best practice. Some of the training that has been delivered includes:

1 Data and Intelligence-led enforcement training in Accra and Kumasi, in Ghana.



April 2021

During the Strategic Management and Operational Planning Training in Accra.

3 Speed Enforcement training in Kampala (Uganda), Accra (Ghana), Kumasi (Ghana), & Addis Ababa (Ethiopia).



March 2021

Speed Enforcement Training in Addis Ababa.

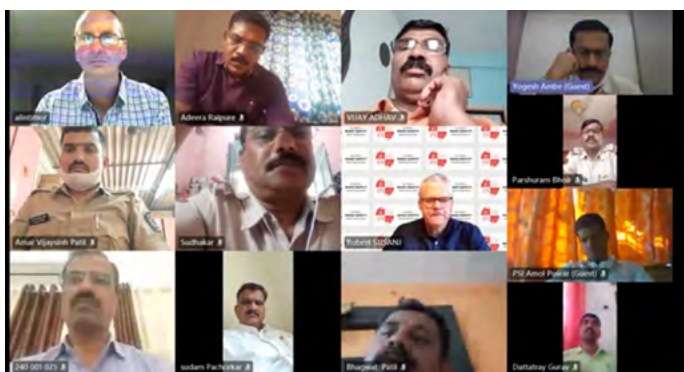
4 Strategic Management and Operational Planning Training in Accra (Ghana).



April 2021

Practical Speed Enforcement Training in Kumasi.

2 Road Policing Leadership Training in Addis Ababa (Ethiopia) and in the State of Maharashtra (India).



February 2021

Virtual Leadership training in Maharashtra, where 31 stakeholders from various enforcement agencies attended.

5 Standard Operating Procedures Workshop in Kampala (Uganda).



February 2021

Officers from the Kampala Traffic Police attending Speed Enforcement Training.

GRPS's RPCB team is constantly trying to increase the effectiveness of training courses especially within the various restrictions caused by of the COVID-19 pandemic. In addition to theoretical training workshops, practical seminars in speed control were also carried out in Accra, Kumasi and Addis Ababa. As GRSP trainers could not be physically present during the practical classes, the role of instructor was led by local officers who had gained practical knowledge and experience during the previous BIGRS 2015-2019 phase. These training workshops have demonstrated that the GRSP-supported Training of Trainers model which provides training to local instructors, is a sustainable model to build the capacity of traffic police and enforcement personnel in BIGRS cities.

With key support from local BIGRS enforcement and initiative coordinators on the ground, the workshops have been a success. Every workshop has been warmly welcomed in each of the cities, with some attended

by senior policing officials. Acting Director of Traffic Police, Commissioner of Police Lawrence Nuwabiine who heads the Directorate of Traffic and Road Safety at the Uganda Police Force attended the SOP and Speed Enforcement training in Kampala, Uganda. In his keynote, Commissioner Nuwabiine said, "Thank you Bloomberg Philanthropies, Global Road Safety Partnership and IFRC for calling us back for another capacity building training workshop. The sequence of training has been very important to us because speed is still a challenge in the country, and we look forward to the practical session after this. I urge the officers to pay attention and ensure to leave with more knowledge than you came with."

The Road Policing Capacity Building programme will continue to engage and train local key enforcement agencies whilst tailoring the workplans and programmes to the local context of each city throughout the 5-year engagement.

Stakeholder Engagement in Gulu City, Uganda



Group photo with teachers and pupils of Gulu Primary School advocating for safer school zones in conjunction with the UN Road Safety Week, Streets For Life #Love 30 Campaign. The school has some pupils with visual impairments and physical disabilities hence a need for safer school zones.

GRSP's grantee, Hope for Victims of Traffic Accidents (HOVITA), a non-governmental organisation based in Uganda commenced their project in February 2021. Supported through the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS), the project "Scaling Up Safer School Zone Advocacy in Uganda" focuses on speed management to reduce road traffic fatalities and injury among school children within Gulu City, Uganda.

The 18-month project includes elements of advocacy to initiate review of the Traffic and Road Safety Speed Limit Regulation (2004) and to include a provision for speed limits in school areas. It also focuses on strengthening the capacity of road safety stakeholders in Gulu City and on supporting the design and implementation of safe school zones around selected schools. To get things underway, HOVITA engaged several stakeholders to ensure formation of safe school zones in Gulu City. Among the stakeholders involved were the City

Mayor Mr. Labeja George, Resident City Commissioner Mr. Nsubuga Bewayo Stephen, the District Police Commander Mr. Bindeeba Dickens, Regional Traffic Officer SP Arinaitwe Godwin, Gulu Primary School headteacher Mrs Oryem Dolly, Mother Angioletta, Primary School headteacher Reverend Sister Acheng Corinna, a director from Responsive Driving (a local partner) Mr Joseph Komakech and the media.

Representing the city government, Mr. Nsubuga endorsed the project, noting its alignment with the government's efforts to reduce road traffic crashes particularly amongst school children and reiterated his commitment for its successful and sustainable implementation. Mrs Oryem Dolly, warmly welcomed the project, especially the efforts to establish a safe school zone after unsuccessful past attempts. As the school is next to a highway, it is unsafe for school children who commute daily. She noted that road traffic crashes involving children have occurred and echoes the importance of this project to protect and save lives. GRSP continues to work closely with HOVITA as the project evolves to achieve its objectives.



The Executive Director of HOVITA Mr Sam Bambanza with the Resident City Commissioner of Gulu City Mr Nsubuga Bewayo Stephen after a meeting advocating for safer roads.

Key Stakeholders in Fiji Officially Launched the VIA Programme



The VIA Global Road Safety Education Programme is aimed at educating children between ten to 18 years of age on the importance of road safety through four structured learning modules. Its participatory approach and methodology can be applied universally, which encourages national adaptation to suit the local contexts and needs. To date, VIA is currently being implemented in 15 countries around the world; and the VIA Community will continue to expand.

In Asia Pacific, Total Fiji adopted the latest implementation of VIA in the country, with the initial goal to deploy VIA in 15 schools. In February 2021, officers from Land Transport Authority Fiji (LTA) and Fiji Police Force attended the VIA Training of Trainers Workshop organised by Total Fiji and delivered digitally by GRSP, the global manager of VIA. On 17 March 2021, the VIA Programme was officially launched at Marist Brothers High School with support from the key stakeholders in Fiji.

The Ministry of Education, Heritage and Arts (MEHA) joined with the LTA, the Fiji Police Force and Total Fiji to embark on the VIA Programme, a new road safety education initiative in Fiji.

"Too many times, we have come across situations where our young ones have shown a blatant disregard for road rules," said Minister Akbar, adding that in recent years, Fiji has seen a steady increase in the number of vehicles on Fijian roads, which also increases the risk of crashes.

"This needs to change... Our children are our future, which means that it is our duty to take all the necessary steps to protect them. This is an important aspect of that duty, and I ask that you help us in keeping our children safe." said Minister Akbar, "The VIA programme is a flexible, cost-effective, easy to integrate and easy to access road safety education programme... We look forward to its success in Fiji with the help of our partners."

The Managing Director of Total Fiji, Kazi Rahman, was also present to officiate the launch of the VIA programme. He expressed his gratitude to all the stakeholders

involved, including principals and headteachers, for their vision and leadership towards making this programme impactful. "Without the wholehearted support and guidance of these stakeholders, all of whom are driven by the vision of creating safer roads for our children, we would not have been able to launch this programme successfully." He also highlighted the approval from the Ministry of Education to roll out the programme in Fijian schools.

Children are some of the world's most vulnerable road users and we know that preventable road crashes are the leading cause of death for those aged from five to 29 years. The number of children and young adults killed and seriously injured every day remains a catastrophe in every country. The VIA programme uses state of the art learning programmes to explain road safety concepts and we at the Global Road Safety Partnership are thrilled at the high level of senior government, police and partner support for the programme in Fiji.

David Cliff, CEO of GRSP

The event was covered by all national media and Fiji Government media personnel and was well publicised on press, air and digital. More than 930 students attended the event.

Please refer to below links for more details on the launch event.

News article

- > [Fiji Times, VIA Programme Targets Safe Road User Behaviour among Children](#)
- > [Fiji Times, Too Many Children Involved in Accidents](#)

Social Media

- > [Fiji Police Force](#)
- > [LTA](#)
- > [Ministry of Education Fiji](#)
- > [GRSP](#)

Bridgestone Asia Pacific Road Safety Essentials Training



BRIDGESTONE
Solutions for your journey



Hosted by:



Between April and May 2021, GRSP conducted a total of 3 virtual training sessions for Bridgestone teams located in the Asia Pacific region. Coordinating closely with the Bridgestone Regional office based in Singapore, GRSP trained more than 19 staff members across Bridgestone offices in Singapore, Malaysia, China, Vietnam, Indonesia, Thailand, New Zealand, Australia, Korea and Taiwan.

GRSP's 'Road Safety Essentials' is a comprehensive training programme tailored to the needs of corporate members, based on data-driven evidence, globally recognised standards and international best practice. The training covers an introduction to the Safe System approach and various components of the five key behavioural risk factors: Speed, Drink-Driving, Helmet Wearing, Seatbelts and Child Restraint, and Distraction.

Of the training, GRSP Manager, Communications, Membership and Project Support Michael Chippendale said: "It has been wonderful working with the Bridgestone teams on the migration to, and delivery of the 'Road Safety Essentials' training in a purely digital format. The training is offered as a service within membership of GRSP and can be tailored to suit CSR teams, sales forces or other departments to strengthen their understandings of the key principles and underlying science of good practice road safety."

With the training now delivered in a digital environment, innovative tools are employed to foster greater interaction and engagement with participants during the virtual training despite the remote distance, through utilising live quizzes and online surveys.

The Road Safety Essentials Training was organised in line with the Bridgestone Regional Road Safety Strategy Plan for Asia Pacific in 2021. Road safety is an essential

contributor towards mobility systems and resilient communities for the Bridgestone Group. In advancing to become a global leader in sustainability by building on its tyre and rubber expertise to create a cleaner, safer future for mobility, one of Bridgestone Group's priority areas is to improve road safety. One way to strategically achieve this is by building road safety awareness through education and increasing safe mobility within the communities through road safety programmes. These programmes can range from distributing safety helmets to the less privileged, to bridge and road building for under-resourced communities, depending on needs across the region.

"Working with Global Road Safety Partnership (GRSP) complements Bridgestone's Road Safety strategy. GRSP has extensive knowledge and research resource, a network of potential partners, as well as an impact assessment methodology that enables us to align and focus our efforts on where help is most needed and impactful," said Tan Mei Ling, Regional Head of Sustainability, Bridgestone China and Asia Pacific.

To measure the impact of the training, both qualitative and quantitative methods were applied in the evaluation survey based on the subjective perception of one's own understanding of road safety knowledge and practices. In summary, it was assessed that the training increased the knowledge of road safety risk factors among participants by 47% on average, and the understanding of the four elements of the Safe System Approach also **doubled**. The Road Safety Essentials programme proved to be a training that can be delivered to corporate members to build greater road safety knowledge and instil safer practices in road traffic among employees.

Impact Evaluation



APRSO and ADB Webinar on School Road Safety



On 15 June 2021, an insightful webinar was hosted by the Asia Pacific Road Safety Observatory (APRSO) and Asian Development Bank (ADB) on innovative approaches to address road safety for children in schools. The webinar aimed to build a deeper understanding of the importance of starting road safety education at a young age and expose participants to a comprehensively designed road safety programme using internationally tried and tested approaches.

Featuring Star Ratings for Schools (SR4S), iRAP's evidence-based tool used for measuring, managing and communicating the risks that children are exposed to on a journey to school, Asia Injury Prevention (AIP) Foundation presented their key practices and outcomes of integrating this tool into the assessment of school environments in Vietnam and addressing any risks identified with quick and effective interventions.

GRSP was also invited to share the key aspects of road safety education, highlighting VIA - Road Safety Education for the Next Generation Programme (VIA) as a global example of road safety education using a structured methodology and modular approach to protect the safety of children on roads. It demonstrated VIA as a modular, accessible, and easily replicable programme for children's road safety education built on internationally recognised best practices.

VIA has been expanded to a total of 17 countries in 319 schools for 18,309 children with 2,940 teaching hours.



17
COUNTRIES
INVOLVED IN VIA



18,039
YOUNG PEOPLE
ENGAGED



319
SCHOOLS
ENGAGED



2,940
TEACHING HOURS
WITH CHILDREN

Safe Systems Approach: An Opportunity for Maharashtra

On the 11th and 18th of February 2021, the Global Road Safety Partnership's (GRSP) Road Policing Capacity Building Team took part in a road safety webinar hosted by India's Maharashtra State Transport Department (DoT). The two-part webinar involved key road safety agencies and road safety stakeholders from across the Maharashtra State which was held to coincide with India's National Annual Road Safety Month. Under the banner of the "Safe Systems Approach: An opportunity for Maharashtra", topics included societal burden of crashes; gender and inequality; strengthening data systems; tackling road safety at the city level in accordance with UN Sustainable Development Goals; mobility and safety needs of women, children and those with disabilities; and the state of road safety in Maharashtra.

GRSP's Asia Pacific Manager, Brett Harman, provided an insightful presentation on the impact of speeding on vulnerable road user safety. GRSP were joined on the panel by other Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) implementing partners Vital Strategies, World Resources Institute, NACTO and the World Bank. Approximately 90 participants joined the event including representatives of the Maharashtra Department of Transport, Maharashtra State Highway Patrol, Municipal Corporation of Greater Mumbai (MCGM), and the Regional Transport Office (RTO).

VIA in Thailand



With support from Total and Michelin country offices in Thailand, GRSP is working with Asia Injury Prevention Foundation (AIPF) to engage a total of 50 schools in Thailand to implement the VIA Programme. VIA Training of Trainers (ToT) was held in February 2021 for AIP Foundation for 15 teachers in Phra Pradaeng District during the first workshop conducted for the VIA Programme.

The initial pilot phase of VIA Thailand involves five schools and aims to influence road safety behaviours of over 500 children who will learn road safety knowledge and skills through this global programme. Based on the WHO Global Status Report, Thailand has the second highest number of road fatalities per capita in the world, at a reported rate of 32.7 road deaths per 100,000 population in 2016.

“ We hope to use skills and lessons learned from this phase to effectively expand to many more schools in the next school semester – particularly, to illustrate that VIA can easily be incorporated in class programmes with full pedagogical values... VIA Programme will surely enhance the capacity of Thai teachers to undertake road safety training.

Mrs. Ratana Winther, Chairperson of AIP Foundation Thailand and AIP Foundation Denmark.



[➤ Read more about Thailand VIA](#)



[➤ View photos from the VIA Teacher's Training](#)

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What is GRSP?