



GLOBAL
ROAD SAFETY
PARTNERSHIP

Signpost

September 2021

The Climate Emergency, Sustainability and Improving Road Safety

The recent release of the U.N.'s Intergovernmental Panel on Climate Change report concluded that it is "unequivocal that human influence has warmed the atmosphere, ocean and land." In a tweet from John Kerry, the US Presidential Envoy on Climate Change, he said, "today's report from the @IPCC_CH shows that we cannot afford further delay. The science has been certain for decades, but the latest report makes it abundantly clear - the climate crisis is not only here, it is growing increasingly severe".



**/// Slow Down to
Save Lives and
Save the Planet**

What are the options for immediate action? With three quarters of transport emissions coming from road transport, one important opportunity to reduce CO2 emissions, which links directly to also making massive gains in reducing road trauma, is immediate global speed limit reduction.

To illustrate this point, a comparison of petrol use has shown that on average, cars traveling at 120 km/hour (75 miles an hour) use 36% more fuel and emitted 36% more CO2 when compared to cars being driven at 90 km/hour (55 miles an hour). The difference in fuel usage and the amount of carbon emitted is staggering.

But what about in urban area? What is the impact of reducing urban speeds from 50 km/hour (30 mph) to 30 km/hour (20 mph) on CO2 emissions? In a 2011 study

from Belgium, it was reported that CO2 and NOX emission reductions of about 25% were found if speed limits are lowered from 50 to 30 km/h. This initiative was the central theme of UN Road Safety week and the #Love30 campaign that GRSP strongly endorsed.



The science that underpins the relationship between mean speed reduction and road trauma reduction is proven. The basic rule of thumb is;

/// A 5% decrease in average speed leads to approximately a 10% decrease in all injury crashes and a 20% decrease in fatal crashes.

We know that in many parts of the world, the pro-speed lobby, those who are unable to connect travel speed with trauma rates are fiercely opposed to reducing speed and seem unable to make the connection to lower speeds resulting in fewer death and injuries. However, the added benefit of lower speeds reducing fuel use and reducing CO2 emissions is inescapable.

Lowering speeds will not only reduce preventable road trauma, but it will also contribute to lowering CO2 emissions and saving the planet.

We strongly encourage governments to take immediate action to lower speed limits to both reduce road trauma and also reduce CO2 emissions. There is simply no time to waste, when speeds reduce, everyone wins.

**Dave Cliff
CEO, GRSP**

Launch of GRSP's Global Road Policing Network



GLOBAL ROAD POLICING NETWORK

The Road Policing Capacity Building programme of the Global Road Safety Partnership (GRSP) has continued to expand over recent years with the generous support of Bloomberg Philanthropies. GRSP has also developed new road policing content including a crash investigation and reporting training programme with the support of our member the World Bank (Global Road Safety Facility with funding from UK Aid), that is being expanded with additional support from another member, the Asian Development Bank. Over recent years, we have received increasing numbers of requests from police agencies and individual police officers who want to have a closer association with the GRSP and learn more about best practice in road policing.

To meet this demand, the GRSP team has established the [Global Road Policing Network \(GRPN\)](#) to allow police officers to register as part of the network and have access to research, articles and training related to global road policing.

While in the early stages, the site already contains content and will be expanding over the coming months with additional material provided.

The Network is supported by the GRSP's team of police officers who currently deliver the road policing capacity building programmes.

Dave Cliff, GRSP's CEO highlighted that the Network allows police officers involved in road policing globally to be part of the network and to both share and receive information on how to most effectively police the world's roads.

“ Our aim is to dramatically reduce the tragic level of road trauma that occurs around the world every day. We know effective road policing is a key component of the safe system based approach and sharing good practice has the potential to save lives and prevent serious injuries.

Dave Cliff, GRSP's CEO

+ REGISTRATION

To register, go to [registration page](#), which will keep all those who join the network up to date on global road policing issues.

Global Road Safety Leadership Course: Initiative Partners 2021



IN TOTAL
99
PARTICIPANTS

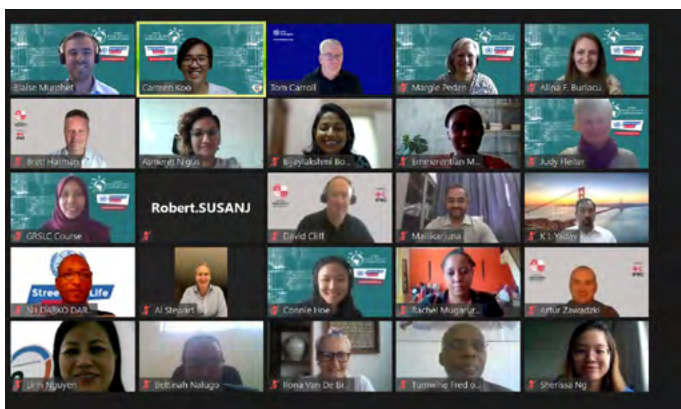


FROM
20
COUNTRIES

Following the success of capacity development and leadership training for road safety professionals around the world via the Global Road Safety Leadership Course (GRSLC), a second iteration of the Global Road Safety Leadership Course: Initiative Partners (GRSLC: IP) was delivered over six weeks between April and June. This iteration of the virtual course was expanded to include participants from GRSP grantee organisations.

Co-hosted by GRSP and Johns Hopkins International Injury Research Unit (JH-IIRU), the GRSLC: IP 2021 saw participants from the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) partner organisations complete four multisectoral online modules and five webinars. Participants from GRSP's grantee organisations completed two additional online modules and attended two additional webinars. Focused specifically on road safety legislation and policy advocacy, the additional modules and webinars aimed to further develop knowledge and build capacity among grantee organisations to advocate for stronger, evidence-based road safety laws.

In total, 99 participants from 20 countries graduated from the course that featured presentations and content delivered from the BIGRS international partner organisations. The course also coincided with the 6th UN Global Road Safety Week. GRSLC organisers incorporated a unique UNRSW-specific online forum on the course platform for participants to access material and resources as well as to discuss country-specific engagement to raise awareness about the week of action and the #Love30 campaign. Evaluated by participants as **“well planned, interactive, comprehensive and engaging”**, the course was described as generating great discussions and providing an opportunity to share global experience among the road safety community.



Crash Reporting & Investigation Capacity Building Programme in the Pacific



Participants from the Samoa Police Service working on the paper-based modules

From June to July 2021, the Global Road Safety Partnership's Road Policing Team delivered a newly developed 'Crash Reporting and Investigation Programme' via distance learning. The capacity building training programme, funded by the World Bank's Global Road Safety Facility and UK Aid, was attended by police agencies from the Pacific Island nations of Samoa, Solomon Islands and Vanuatu. Over the course of the five-week programme, participants completed five sequential, paper-based modules, with each module supplemented by a two-hour webinar session and a knowledge test each week.

Programme modules included:

- 1 An introduction to crash investigation and reporting;
- 2 Identifying and collecting road crash evidence;
- 3 Vehicle dynamics, damage, and equipment inspection;
- 4 Scene diagrammes, plans and photography;
- 5 Crash scene calculations - velocity, reaction time, and speed estimates from skid marks.

Participants also completed practical activities involving sketch and scale plans and mathematical calculations enabling them to estimate speed from skid marks. Police participation in the programme is expected to result in improvements in the quality of crash reporting and investigation of fatal and serious injury crashes over time across each country.

In total, fifty-three (53) Police Officers were trained (30 from the Samoa Police Service, 10 from the Royal Solomon Islands Police Force and 13 from the Vanuatu Police Force). They were also joined by representatives of Samoa's Ministry of Works, Transport & Infrastructure and Samoa's Accident Compensation Corporation.

“ This programme was the first of its kind and offers an enormous potential to begin to systematically improve serious crash reporting. We know that on average in low-income countries, only 16 of every 100 road fatalities are currently reported. We need to ensure every road death and the reasons those deaths occurred are accurately recorded. This programme is our first step in tangibly improving crash reporting.

Brett Harman, GRSP Asia Pacific Road Policing Manager



Participants from the Royal Solomon Islands Police Force attending the Crash Reporting and Investigation Training, delivered virtually by GRSP Road Policing Team

Retirement of Dr Soames Job from the Global Road Safety Facility (GRSF) of the World Bank



The GRSP team expresses congratulations and thanks to Dr Soames Job as he marked his retirement from the GRSF at the end of July. Soames has been Head of the GRSF and Road Safety Global Lead at the World Bank for the last six years, and as such, has been a member of the GRSP Executive Committee during this time. Soames always approached his role on the Executive Committee with huge enthusiasm and has provided wisdom, technical expertise and a true sense of global commitment. He has a passion for empowering countries to rise to the challenge of saving lives on the road.

The GRSP team has enjoyed a strong collaborative relationship with Soames and his GRSF team, and has been delighted to work directly with him on the BIGRS initiative and on various global road safety publications and presentations. We wish him all the very best in his retirement from the GRSF and hope that the field of global road safety will continue to benefit from his extensive expertise and commitment.

GRSP Trains d.light on Road Safety Essentials

Under the Members' Initiatives, GRSP is delivering a series of Road Safety Essentials workshops to d.light staff members in country offices across the African region. Over 100 participants from Uganda joined the virtual training between 16 and 18 June. The training covers an introduction to the Safe Systems approach and dives into the five (5) key behavioural risk factors, namely speeding, drink-driving, restraints, helmet wearing and distracted driving.

One unique aspect about this training is the inclusion of national road crash statistics from the WHO Global Status Report to highlight and compare local and regional trend data, while asserting that road fatalities are a major public health concern that needs

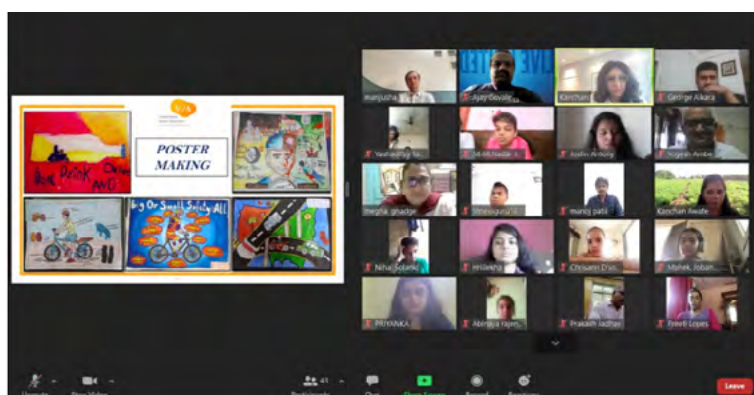


immediate attention. Evidence-based research shows that males, the young and people from lower- and middle-income countries are disproportionately affected. Road traffic laws and regulations of each country are briefly assessed based on the minimum criteria of international best practice and standards for the five (5) key behavioural risk factors.

Next, in the final quarter of 2021, GRSP will be running multiple virtual sessions on the Road Safety Essentials for country offices in Kenya and Tanzania, reaching over 400 d.light employees, as well as focusing on extending the training of Road Safety Essentials to other GRSP members.

Key Highlights of VIA India

1. VIA INTERSCHOOL ROAD SAFETY COMPETITION IN MUMBAI – VIRTUAL PRIZE DISTRIBUTION CEREMONY



A TOTAL OF
452
PARTICIPANTS



FROM
80
SCHOOLS

VIA Implementing Partner in India, United Way Mumbai (UWM), organised an Inter-School Online Competition on the theme of 'Road Safety' for students between the ages of 10 to 16 in collaboration with the Education Department of MCGM (Municipal Corporation of Greater Mumbai), Traffic Control Branch of Mumbai Police, Motor Vehicle Department on "The 32nd Road Safety Month 2021". This campaign was specially designed to enhance the knowledge of school children on road safety by engaging them in various competitions voluntarily through creative and innovative methods.

Given the Covid-19 restrictions, the competition was held entirely online in efforts to expand its reach amongst students in a safe manner. Participants joined the competition remotely and submitted their entries digitally to UWM for four categories, namely poster making, slogan making, song or poem writing and 3D models of safe road infrastructure. These art activities are part of the Creativity Module in the VIA programme. The evaluation juries for the inter-school entries were made up of representatives from GRSP, Education Department, Motor Vehicle Department and road safety experts.

To congratulate the winners, a virtual **Inter-School Award Ceremony** was conducted on the 14th of May 2021. Among the stakeholders present were representatives from the relevant government bodies, Total Oil India, UWM, parents, school principals, teachers and winners themselves.

“ I feel I could not be at any better place than here today. All the entries were equally good and it should not discourage others who did not receive a prize. Road safety is a civil behaviour and traffic rules must be followed to protect vulnerable road users.

Satish Sahastrabudde, Road Safety Advisor from the Motor Vehicle Department

“ Thank you for engaging our school in the global road safety programme...children can be moulded at a very young age and at this age if you are rooting the seeds of road safety, I feel we will be successful in reducing crashes that take place on the road.

School principal of N. E. S. High School, Megha Dhade

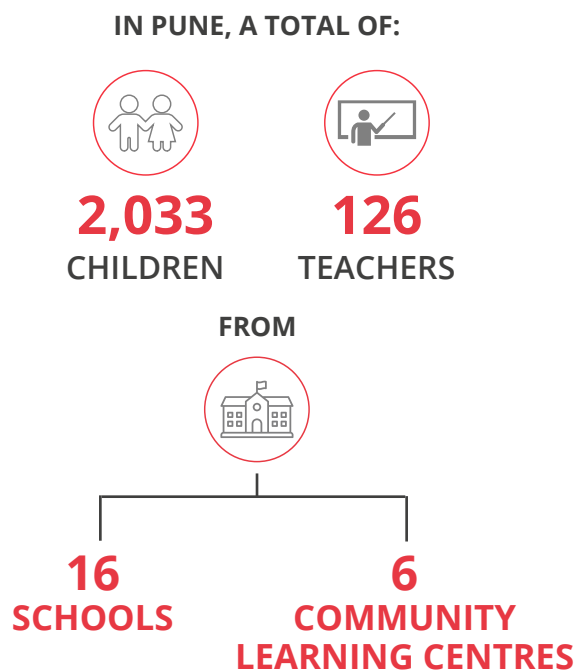
“ In cities like Mumbai it is very important for the young generation to know about road safety while being on the road and UWM is doing a great job educating them at a young age. I appreciate the road safety training conducted for officers from the Education Department and teachers of MCGM.

Mahesh Palkar, Education Officer of MCGM

“ I am happy to see the VIA programme shaping up. We want to create road safety ambassadors. We want children to go home and teach their parents, friends and their social network about road safety.....The kind of participation, involvement, ideas and ownership the children have taken in this competition is really outstanding. We have just started, and it is going to be a long and safe journey.

Kanchan Dahiya from Total Oil India

2. VIA REACHES OUT TO COMMUNITY LEARNING CENTRES IN PUNE



WERE TRAINED ON SAFE WALKING AND CYLING THROUGH VIA MODULES.

The outreach intervention in local community learning centres was a result of extensive school closures due to Covid-19 lockdowns in India and lack of digital capacity among school children.

Being one of the pioneer interventions in the VIA Community, UWM shared that catering to a floating population was a challenge and to keep their participation consistent throughout the 13-hour long engagement was a crucial task. It took several weeks to plan a strategy for implementation and the outcome was a phenomenal success. Apart from executing and monitoring the programme activities, preparations included teachers' consent to attend and mobilise children, gamification of the exercises to increase and retain engagement, ensuring compliance with government Covid-19 guidelines, and communication with relevant stakeholders.

Activities like the cycle demonstration and blind spot were the core exercises for the implementation plan in Pune, while the interview session was an additional exercise successfully carried out in the community learning centres for children, imparting road safety

knowledge and instilling exemplary behaviours in safe walking and safe cycling by emotionally connecting with the value of life.

VIA is currently implemented in eight other cities in India and is also expanding to more schools through the 3rd party funding model.

Blind spot

The aim of the Blind Spot Activity is to raise awareness and highlight the vulnerability that road users can encounter when they are on the road performing routine activities. This is demonstrated by children taking turns to sit in a driver's seat whilst other children hold numbered cards around the vehicle, discovering the blind spots around the vehicle from identifying the cards that are hidden from sight.



Interview

The interview session was mentored by Mr. C.S Chavan Retired Asst. Regional Transport Officer. Children prepared a list of interview questions for the RTO officer during a virtual interview session organised by CLC teachers under the guidance of the VIA team.



Cycling

A professional cyclist who participated in solo cycling expedition for "Global Climate Change Awareness" from Pune to Kanyakumari was invited to educate students about bicycle components, the importance of wearing protective equipment, managing distraction in traffic, and how cycling helps the environment, which is a part of the VIA programme. Children were also invited to recite a pledge to practice safer behaviours and protect lives on the road.

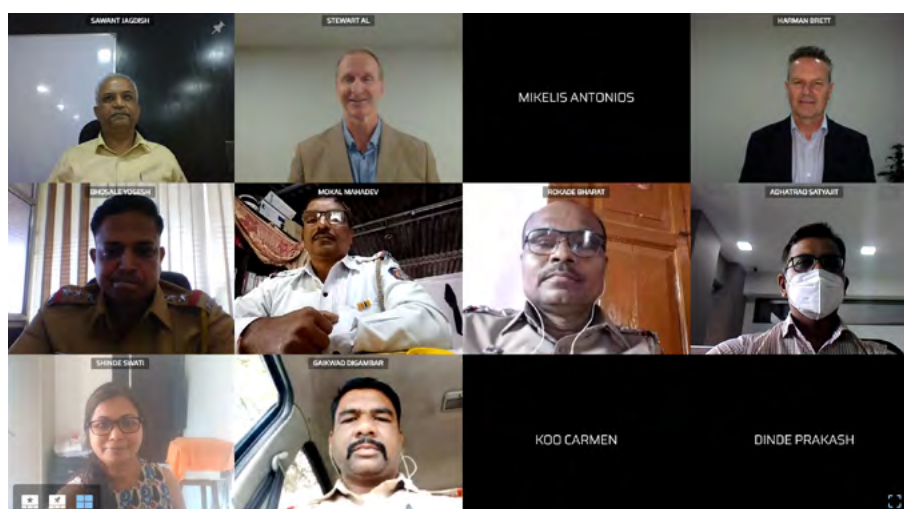


GRSP Virtually Delivers VIA Training of Trainers

Between June and September 2021, GRSP has delivered multiple virtual sessions on VIA Training of Trainers (ToT) for the representatives of Implementing Partners based in Nigeria, Mozambique, Congo, Egypt, France, and United Arab Emirates, who will collaborate with in-country affiliates of TotalEnergies and Michelin to deploy VIA.

Many country offices of the founding organisations are in collective efforts to expand the reach of the VIA Programme as schools across the world begin to reopen in the 4th quarter of 2021, with the aim to carry out VIA activities and exercises until 2022 to impact children in road safety knowledge and displaying safer road behaviours.

Road Policing Leadership Training in Maharashtra



A group photo captured with ADGP Bhushan Upadhyay (top row, first left), GRSP facilitators and some participants

Support for a significant reduction in road trauma in Maharashtra State was evident when GRSP delivered the final Road Policing Leadership capacity building workshop for the Highway Traffic Police (HSP) in August. The training was well attended by senior police. The workshop was delivered after a brief postponement due to the impacts of the pandemic requiring police to focus their efforts on assisting the community in a State-wide, multi-agency response.

Delivered virtually through a simultaneous interpretation platform, one hundred and forty-three police officers from across Maharashtra State were able to enhance their knowledge and skills in all aspects of road safety strategy and enforcement.

This programme content included:

- the principles of leadership in a road policing context;
- discussion on how road safety enforcement can contribute to the United Nations Sustainable Development Goals (SDGs);
- detailed analysis and practical application of enforcement within the 'Safe System' model;
- examples of the benefits of multi-sectoral partnerships in the context of successful international jurisdictions;
- the value of an evidence-based deployment to risks model; and
- the integration of performance setting and evaluation in all management processes.

The training also focused on speed as a major aggravating risk factor in crashes and explained the relationship between speed and serious crash outcomes. Operational strategies and tactics that can be employed to change driver behaviour were discussed including using general and specific deterrence enforcement models. This series of workshops were well supported by the Maharashtra Traffic Additional Director General of Police (ADGP), Bhushan Upadhyay (IPS) who displayed continued leadership in this area by presenting at several of the workshops and reinforcing the importance of its content. The embedded BIGRS team has been integral, as they have continued to support the programme and further develop valuable local relationships required to facilitate these workshops.

The GRSP team looks forward to once again The GRSP and BIGRS teams are now in discussions with the ADGP Upadhyay's office to schedule the delivery of Intelligence-Led Policing training in October and November.

Saving the Lives of Children and Teenagers in Brazil



A child supporting the Streets for Life #Love30 campaign during the 6th UN Global Road Safety Week.

Road crashes are the leading cause of death among children and teenagers aged 0 to 14 years in Brazil, representing 29% of the lives lost in this age group across the country. Governments and legislators who are committed to and focused on designing and implementing evidence based public policies aimed at improving road safety can save lives.

In order to face this challenge, Fundação Thiago Gonzaga (FTG) put together a two-year project titled “*Vida Urgente – Children Safer in Traffic*”, which during round 17 of the Advocacy and Grants programme, secured a project grant from GRSP, with financial assistance from Bloomberg Philanthropies.

FTG is a civil society organisation founded in 1996 by Regis and Diza Gonzaga, after the passing of their son Thiago from a road crash. Aimed at saving lives on the roads, the institution develops programmes and projects together with the public, governments, private and public companies to make urban mobility safer and more humane.

The project “*Vida Urgente – Children Safer in Traffic*” is set to garner support through national engagement to advocate for improved road safety for children and teenagers. The recent amendment of the Brazilian

Traffic Code, Law 14.071, demonstrated that more can be done to inform Brazilian legislators on international best practices related to road safety. FTG will work closely with the National Congress and will contribute to building an online database to provide legislators with relevant data, case studies, policy briefs and other resources to support future road and traffic safety legislation.

“ GRSP is very excited to be working with Thiago Gonzaga Foundation and support this project. We believe it has the potential to become a cornerstone of national advocacy for effective public policies to protect the lives of young people in Brazil.

Taifur Rahman, GRSP’s Manager of the Global Road Safety Advocacy and Grants Programme

The timing of the project is extremely positive as it matches the global launch of the 2021-2030 Decade of Action for Road Safety and, nationally, the implementation of the new National Plan for Reducing Road Casualties and Injuries (*Plano Nacional de Redução de Mortes e Lesões no Trânsito - Pnatrans*), which is expected to be launched in September 2021.

Article submitted by Fundação Thiago Gonzaga. For more information, please visit [FTG’s website](#).

Speed Enforcement Planning Workshop in Kampala



As part of the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS), the Road Policing Capacity Building Programme in Kampala, Uganda, organised a “Speed Enforcement Planning Workshop” during July.

The workshop was aimed at equipping the Kampala Traffic Police with the knowledge and skills to develop a speed enforcement plan, taking into account available crash and enforcement data. Additional information is provided by our partners the Johns Hopkins International Injury Research Unit (JH-IIRU) and the Global Road Safety Facility (GRSF) of the World Bank. The partners conduct observational studies to measure mean traffic speeds and review the safety rating of road infrastructure.

As lowering average traffic speeds is critical to reducing current levels of road trauma, having police focus on speed enforcement has the potential to save lives and prevent serious injuries.

Coordinated and facilitated by GRSP, the workshop

was attended by six senior police officers along with partners from JHU, GRSF and embedded staff who are working within the BIGRS within Kampala.

Drawing from his extensive policing career, Robert Susanj, one of GRSP’s Road Policing Senior Officers, shared his knowledge on strategic and operational planning and gave practical recommendations on how to create an efficient and effective speed enforcement plan. Jemima Nalumansi, the Initiative Coordinator for Kampala, shared the city’s Road Safety Strategy 2021-2030 and explain how to optimise it within the traffic enforcement plan. Results from the observational studies on speeding in Kampala were shared by Nukhba Zia from JH-IIRU and Rachael Nganwa of the GRSF provided a summary of a UNECE study.

The programme generated fruitful discussion from all parties on how collaboration between partners within the BIGRS programme will support police with their speed enforcement planning and operational activities.

GRSP Publication: A Guide to the Use of Penalties to Improve Road Safety (2021), now available in more languages

GRSP is pleased to provide our penalties guidance document. The levels of trauma that occur globally every day from preventable road crashes remains unacceptably high. This guide provides direction on how a suite of penalties can be used to deter road users from behaviours that either cause or worsen road trauma. Enforcement programmes supported by targeted public awareness programmes focusing on alcohol-impaired driving, speeding and use of seat belts, child restraints and motorcycle helmets are highly effective at reducing serious crash casualties. There is an opportunity for law makers to develop programmes that are even more effective by applying a combination of penalties that are known to work. This document will serve as reference for governments wanting to improve their penalty systems to maximise their impact on improving road safety.



[English] [French] [Spanish]
[Russian] [Polish] [Vietnamese]

Available soon in Chinese
and Portuguese.

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