



GLOBAL
ROAD SAFETY
PARTNERSHIP

Signpost

December 2021

Motorcycle Safety – Two Lifesaving Opportunities

Early in my road safety career, I recall hearing a lecturer explain the impacts of road crash death and injury on low-income families. In many emerging economies, as families move their way out of poverty, one of the most devastating events is for the main bread winner to be killed or seriously injured in a road crash.

The first motorised vehicle a family almost always buys is a motorcycle which will likely be used to support the family's ability to earn money, and a single crash will often prevent the injured rider from working. In the case of a serious injury, particularly head injuries, the victim can no longer work and, as in so many cases, there is little formal healthcare available, thus it requires the family to care for the person at home. This is an enormous emotional and economic catastrophe for the family, thrusting them back to poverty.

That situation has not changed, and the risks persist. The enormous expansion in the use of motorcycles provides new economic opportunities, but these come at a high cost for the resulting crash casualties and their families.

The risks associated with motorcycle travel are substantial, with studies showing the risk of death per kilometre travelled for a motorcyclist is around 29 times greater than for a car occupant.



There are a range of measures that can be introduced to keep motorcyclists and their passengers safe, but the evidence supporting two measures, in particular, is compelling.

Firstly, a motorcycle ABS (anti-lock braking system) prevents a motorcycles' wheels from locking during braking. ABS was shown to result in a 33% reduction in all injuries and a 39% reduction in severe injuries during a 2018 study by Monash University (Australia). A 2020 study by the Insurance Institute for Highway Safety (IIHS) in USA reported that fatal motorcycle crashes were 31 percent lower when motorcycles have ABS. The Highway Loss Data Institute (USA) reported that insurance claims for motorcycles using ABS were 20 per cent lower than for motorcycles without ABS.

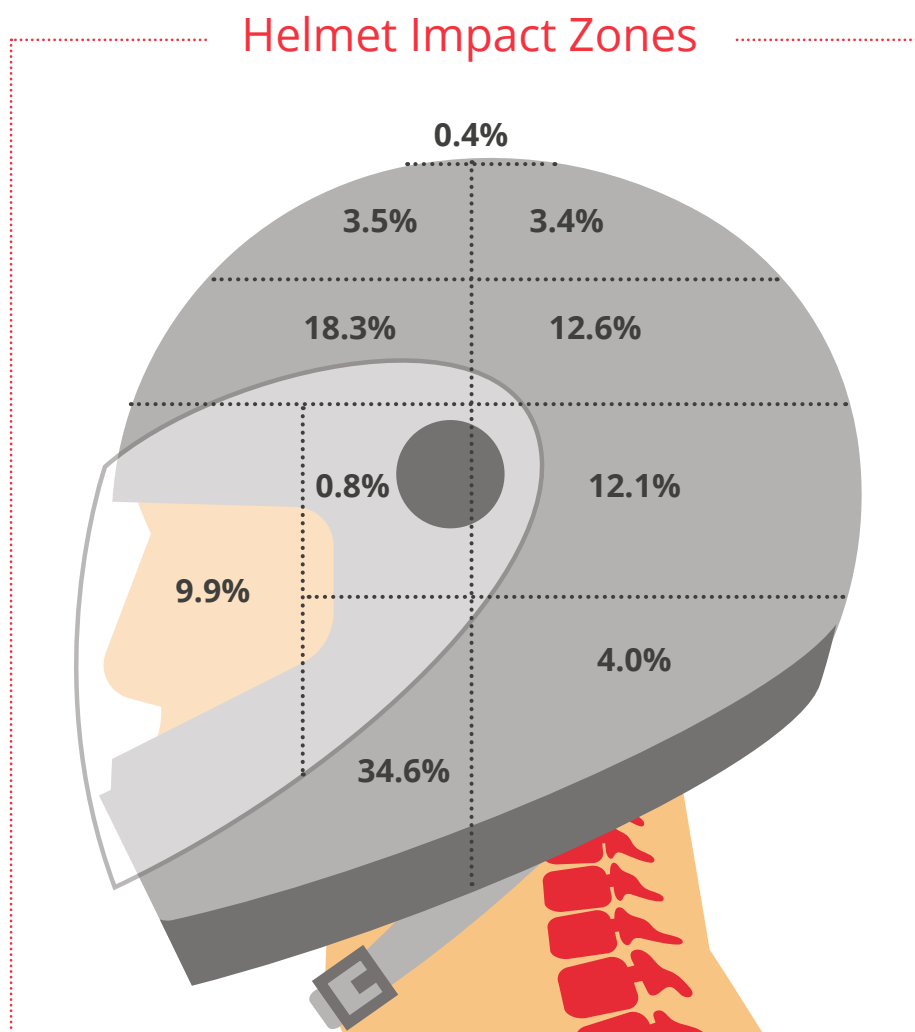
Every new motorcycle sold should be required by law to be equipped with ABS as an essential lifesaving and highly cost-beneficial technology.

Secondly, it is well established that motorcycle helmets save lives by protecting motorcycle riders and their passengers from head injuries. However, open face helmets only protect the back and sides of the skull, but don't protect the front. The front of the skull is the most sensitive and important part, since this is where we see, smell, breath, eat and speak. Hitting the front of the face on the road surface is much more likely. In only 4.2% of crashes will the rider hit the top of the head. The chin and facial area will hit an object in around 45% of all motorcycle crashes and full-face helmets reduce head and neck injuries.

Further, white and high visibility helmets reduce risk of crashing as motorcyclist visibility is important and can be further enhanced with daytime running lights and high visibility protective clothing.

The Global Road Safety Partnership strongly endorses mandatory ABS on all new motorcycles sold and the clear need for quality full face white and high visibility helmets to be used at every opportunity.

Dave Cliff
CEO, GRSP



GRSP Endorses the Global Plan for the Decade of Action for Road Safety 2021-2030



Road traffic crashes have remained a major cause of death globally. Every day, over 3500 people die on the roads. This figure amounts to over 1.3 million preventable deaths and an estimated 50 million injuries each year – making it the leading killer of children and young people aged 5 to 29 worldwide. It is currently estimated that road crashes will account for a further 13 million deaths and 500 million injuries during the next decade, particularly in low- and middle-income countries.

Recognising the importance of the problem and the need to act, governments from around the world unanimously supported the declaration of the second Decade of Action for Road Safety 2021-2030 with an ambitious target to reduce road traffic deaths and injuries by at least 50% by 2030. A [Global Plan for the Decade of Action](#) developed by the World Health Organization (WHO) and the UN regional commissions, in cooperation with other partners in the UN Road Safety Collaboration, was released in the official launch on the 28th of October. The new plan includes the accelerated actions below:

- To make walking, cycling and using public transport safe, as they are also healthier and more climate friendly modes of transport;
- To ensure safe roads, vehicles and behaviours; and
- To guarantee timely and effective emergency care.

“ The Global Plan clearly and systematically shows the link between improving road safety and the broad societal benefits that accrue as a result. For example, we know that lower speeds dramatically reduce crash casualties, however lower speeds also reduce CO2 and NOX emissions, fuel use and noise while increasing feelings of wellbeing and safety for vulnerable road users, particularly children, the elderly and those with disabilities

Cities that are designed to create safe environments for walking and cycling also make cities more liveable and increase community safety and wellbeing. While there are a tremendous number of things we need to do, we also know that the Plan is achievable and, internationally, examples of excellence already exist for us to follow.

David Cliff, CEO of GRSP.

The Global Plan outlines recommended actions drawn from proven and effective interventions, as well as best practices for preventing road trauma. Acting as a blueprint to inform and inspire national and local plans, it is aimed not only to policy makers, but also to other stakeholders who can influence road safety, such as civil society, academia, the private sector, and community and youth leaders.

“ The loss of lives and livelihoods, the disabilities caused, the grief and pain, and the financial costs caused by road traffic crashes add up to an intolerable toll on families, communities, societies and health systems

So much of this suffering is preventable [...] The Global Plan for the Decade of Action for Road Safety lays out the practical, evidence-based steps all countries and communities can take to save lives.”

**Dr Tedros Adhanom Ghebreyesus,
WHO Director-General**

GRSP supports the Global Plan and highlights the pivotal importance of effective and ethical road policing in reducing global road trauma. In this regard, police officers from all over the world are encouraged to [register as part of the GRSP's Global Road Policing Network](#).

“ We at the GRSP strongly endorse the Plan and actively encourage governments, corporates, and civil society to follow the recommendations that we know work. Reducing the unacceptable burden of road trauma, improving sustainability, and making the world safer for people everywhere is at the heart of the 2nd Decade of Action for Road Safety.

David Cliff, CEO of GRSP.

+ READ MORE BELOW

[The Global Plan for the Decade of Action for Road Safety 2021-2030](#)

[WHO kicks off a Decade of Action for Road Safety](#)

[UNECE and partners release Global Plan for the Decade of Action for Road Safety 2021-2030](#)

GLOBAL PLAN

An explanation of the new plan's format and terminology

Part 1

Vision for the Global Plan

SAFE SYSTEM APPROACH

The 'Safe System' components haven't changed:

- Safe Speeds
- Safe Vehicles
- Safe Roads and Roadsides
- Safe Road Users

Part 2

Recommended Actions

The Pillars have been replaced with 'Recommended Actions'

- Multimodal transport and land-use planning
- Safe road infrastructure
- Vehicle safety
- Safe road use
- Post-crash response

The old Plan (2010) referred to the 'Pillars', namely:

- road safety management capacity;
- safety of road infrastructure
- safety of vehicles;
- behaviour of road users; and
- improving post-crash response

Part 3

Requirements for Action

- Financing
- Legal frameworks
- Speed management
- Capacity development
- Ensuring a gender perspective in transport planning
- Adapting technologies to the Safe System
- Focus on low- and middle-income countries

Part 4

Shared responsibility for road safety

- Role of government
- Role of academia, civil society and youth
- Role of the private sector
- Role of funders
- Role of the United Nations

Part 5

Monitoring and Evaluation

- Measuring progress towards the global target
- Monitoring in-country implementation



 [See the Global Plan](#)

GRSP contributes to saving an estimated 311,758 lives between 2007 and 2030

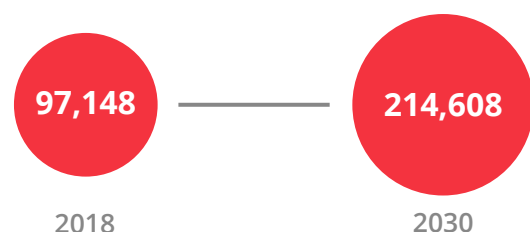
For more than a decade, GRSP has proudly partnered with Bloomberg Philanthropies to improve global road safety. Since 2007, Bloomberg Philanthropies has committed US\$259 million to support road safety interventions in many low- and middle-income countries and cities, noting that:

“Cities and countries, particularly low- and middle-income countries where the vast majority of traffic crashes and deaths occur, often lack the expertise and support they need to tackle key road safety threats: weak and inadequate road safety laws; limited police enforcement of existing laws; minimal or non-existent vehicle safety standards; and streets designed solely for vehicle use that fail to consider other road users like pedestrians.”



An evaluation of the impact of this investment was conducted by researchers from Curtin and Monash universities (Australia). The full paper is [available here](#).

NUMBER OF ESTIMATED LIVES SAVED by these Bloomberg Philanthropies-funded interventions



GRSP is proud to be a long-standing partner in this work. Our **Road Policing Capacity Building programme** has provided expert enforcement training and support over many years to cities participating in the Bloomberg Philanthropies-funded work.

NUMBER OF PROJECTED LIVES SAVED by these activities, among others



Another critical component at the heart of saving lives on the road is strong legislation. **Strengthening road safety laws** is the primary aim of GRSP's Road Safety Grants Programme. We are proud to support in-country partners to achieve stronger, evidence-based laws to protect road users in Latin America, Asia and Africa. The research evaluation highlighted that *'the tightening of weak legislation offers a very simple tool to save lives'*.



This is a tremendous outcome and demonstrates the significant contributions made by the organizations that have received funds through the GRSP Road Safety Grants Programme to support their advocacy efforts in improving laws that focus on reducing speeding and drink driving, and promote the use of helmets, seatbelts and child restraints.

The entire GRSP team congratulates and thanks Bloomberg Philanthropies for undertaking this evaluation exercise and for their ongoing, extensive commitment to improve road safety in low- and middle-income countries.

Safe and Healthy Journeys to School for Children and Adolescents in Tanga, Tanzania

Recently, Amend, a GRSP grantee from the Botnar Child Road Safety Challenge completed Phase 1 of their project. During the first **two years**, the project team improved pedestrian infrastructure at six primary schools in Tanga, Tanzania, where children were at high risk of road traffic injury.



INFRASTRUCTURE IMPROVEMENTS

Amend's infrastructure improvements on these roads included:

- construction of footpaths, installation of road signs - including 30km/h speed limit and relevant warning and information signs
- painting of new zebra crossings and raised crossings but also repainting the existing crossings
- installation of speed humps and sets of rumble strips
- construction of one pedestrian footbridge, pedestrian slabs
- two motorcycle gates on a section of the footpath to control the misuse by the motorcycle riders
- and installation of pedestrian guardrails and rehabilitation of road shoulders.



PROJECT OUTCOMES

Due to these improvements,

- the average speeds of vehicles using Uhuru Road outside the schools reduced from 33 km/h to 25 km/h.
- In another school catchment area around Usagara, average speed on Mnyanjani road reduced from 33km/hr to 23km/hr
- whilst on Jamhuri road average speed decreased from 38km/hr to 23km/hr, during peak morning period.
- With speed being the greatest risk factor for the occurrence and severity of road traffic injury, it is significant to note that average speeds dropped to 30km/h or less.

These improvements have benefited:



**3,265 CHILDREN
FROM THESE SIX SCHOOLS
BUT ALSO STUDENTS FROM NEIGHBOURING
SECONDARY SCHOOLS**

There have been no reported road traffic injuries in these schools since the improvements



ROAD SAFETY EDUCATION AND ROAD SAFETY CLUB

In parallel, Amend also taught road safety education in all six primary schools that received infrastructure improvements.



7,059 STUDENTS

4,001 from primary schools and
3,058 from secondary schools

BENEFITED FROM THEIR ROAD SAFETY EDUCATION.

A ROAD SAFETY CLUB was also established at Usagara primary school. The club involved **20 CHILDREN** who completed in-depth training on road safety and became road safety ambassadors. With this club, kids will continue to learn road safety issues.



After establishing the club, Amend implemented **KIDS' COURT PROGRAMME**. A programme whereby the traffic police stop drivers who are breaking traffic laws in front of the school – by, for instance, speeding or speaking on their mobile phone while driving – then give them the option of being ticketed or appearing before the Kids' Court. Those who appear in front of the Kids' Court face a panel of child "judges" who educate the driver on road safety, the drivers sign a pledge to drive safely in the future, then are free to go.



MOTORCYCLE TRAINING

Within the Phase 1, Amend developed a motorcycle training manual and delivered training to **100 MOTO-TAXI RIDERS** who operate within Tanga city. The training focused on practical training which most of the riders in Tanzania have never undertaken.

The team on the ground worked with an experienced motorcycle trainer who delivered the training to the riders and then trained two traffic police officers and two motorcycle taxi association leaders on how to deliver the training so that they will be able to do it themselves in future.

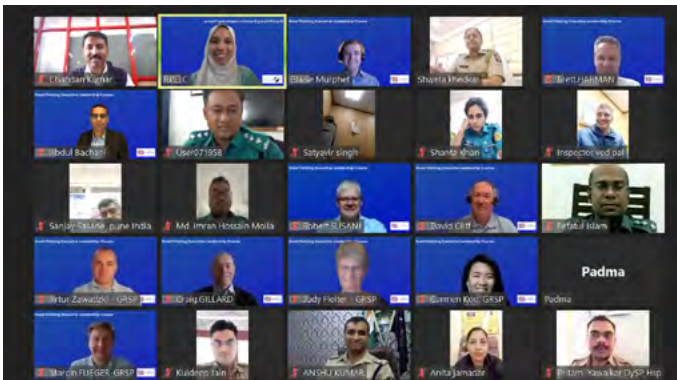


COMMUNITY ENGAGEMENT WORKSHOPS

Amend also conducted **4 COMMUNITY ENGAGEMENT WORKSHOPS**. In these sessions, stakeholders received updates on the progress of the project and discussed road safety challenges in Tanga and their possible solutions.

Throughout the project, GRSP and Amend managed to create a solid relationship with Tanga City Council (especially the City Director and Mayor), Regional Police Commander, Traffic Police through the Regional Traffic Officer, Road Authority (TARURA), Councillors from wards that have been impacted with our work, school head teachers and leaders of the motorcycle taxi association. This continuing relationship and engagement towards multi-sectorial implementation have continued as this project transitions into Phase 2 of the project late in 2021.

The Inaugural Road Policing Executive Leadership Course



The end of 2021 saw GRSP deliver a brand-new course: the Road Policing Executive Leadership Course (RPELC).

Under the auspices of the suite of Global Road Safety Leadership Courses (GRSLC) which have been recognised with a Prince Michael International Road Safety Award for immersive leadership and capacity development training, the inaugural offering of the RPELC was jointly delivered by GRSP and Johns Hopkins International Injury Research Unit. The course ran from 15 November to 9 December 2021.

The need for a programme designed specifically for policing and enforcement agency executive leaders from the priority cities involved in the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) was recognised by GRSP, and soon conceptualisation turned into reality. The RPELC was delivered through an intensive four-week online mode and aimed to build organizational leadership capacity among

senior police leaders by introducing key concepts underpinning evidence-based road safety interventions and contemporary best practice enforcement, while addressing road policing leadership and management challenges in responding to circumstances which apply in high-, middle- and low-income countries. Topics surrounding the enforcement of primary causative risk factors, crash reporting, intelligence-led policing, and the strategic alignment of mass media and public awareness campaigns with enforcement was also discussed.

This first offering was delivered to 18 police officers from Bengaluru, Dhaka North, Maharashtra State and New Delhi from a variety of agencies including the Bangladesh Police, Delhi Transport Department, Dhaka Metropolitan Police, Karnataka State Police, Maharashtra State Highway Police, and the Maharashtra Transport Department. Participants held a variety of senior ranks, including Deputy Commissioner, Assistant Commissioner, Deputy Superintendent and Inspector. All participants had to participate in two live webinar sessions per week, review two case studies, and complete a self-paced assignment in order to complete the course.

GRSP team members extend their congratulations to the first cohort of RPELC alumni and thank all BIGRS partners who contributed towards the successful delivery of the course. We look forward to delivering another RPELC next year for executive policing leaders working in BIGRS priority cities.

Phase 2 of the VIA Road Safety Education Programme is launched in Thailand

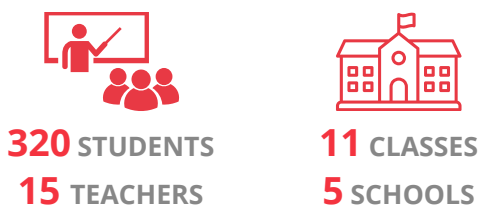


With support from the Ministry of Education and Education Department, Bangkok Metropolitan Administrator, AIP Foundation Thailand held the official launch of Phase 2 (May – February 2022) for the VIA Road Safety Education Programme in Thailand on November 19, 2021. More than 70 attendees were present including representatives from DDPM, Ministry of Education, Ministry of Public Health, School Directors, road safety experts, journalists and representatives from TotalEnergies and Michelin Corporation.

Following this success, executives and officers from the Ministry of Education, executives, and officers from the Education Department, Bangkok Metropolitan Administration, and School Directors and media representatives joined together to mark the launch of Phase 2, supporting the programme's mission to help keep students and young people safer on the road.

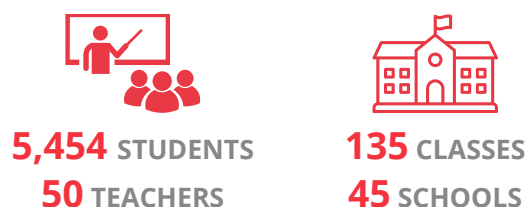
The welcome remarks at the official launch were delivered by Mr. Pascal Laroche, Country Chair TotalEnergies Thailand, and GM TotalEnergies EP Thailand, followed by a report shared by Ms. Pornwadee Piyakun, Director of Government Relations, Michelin Siam Company Limited. A special keynote speech was delivered by Ms. Orpin Petchtut, Secretary to the Minister of Education on the 'Policies of the Ministry of Education to Promote Road Safety Education for Students'. All attending stakeholders pledged their commitment and support for Phase 2 of the VIA Programme implementation to safeguard our next generation.

During the **PHASE 1 (JANUARY – APRIL 2021)** implementation, the VIA Programme has benefitted over:



in **PHRA PRADAENG DISTRICT, SAMUTPRAKARN PROVINCE** with active engagement from Michelin and TotalEnergies representatives in Thailand.

PHASE 2 of VIA Road Safety Education in Thailand aims to scale, reaching in BANGKOK:



and engage with **358 PARENTS**

New China Child Development Outline Includes Child Restraint Systems and Helmet Usage

The Global Road Safety Partnership congratulates China on recent efforts taken to protect children on the road. In September, the State Council passed the Child Development Outline (2021-2030) which includes *the use of child restraint systems and helmet wearing by child passengers*. This new, top-level national policy on child protection was passed on September 8 and took force on September 27.

In the Outline, a new chapter on "Children and Safety" promotes child restraint systems (CRS) and helmets as one of 10 main objectives and commits to reducing child injury-related deaths by 20% based on 2020 data. Under the strategy "Prevention and control of road traffic injuries among children", the following specific measures are directly related to our objective:

- Improve road safety legislation.
- Promote the use of child safety seats and safety helmets.
- Improve the standards of the road safety protective equipment for children, strengthen the production and sales supervision.
- Improve the caretaking ability of children's guardians and educate children to develop good road safety behaviours.

This is a major achievement and landmark moment for child road safety in China. Together with the Minor's Protection Law passed in 2020, the CRS legislation is now solidified in national law and national policy. GRSP wishes China success as they implement the new policy.



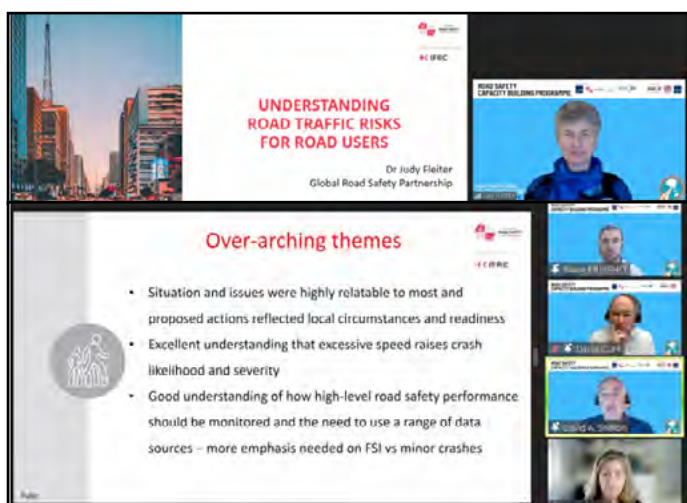
The BIGRS Programme Continued Growing in 2021!

Phase 3 of the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS – 2020-2025) saw an additional country, Ukraine, along with more cities, enrolled this year. The BIGRS expanded from 20 cities in 2020 to 26 cities in 2021. New cities include Campinas (Brazil), Chattogram (Bangladesh), Córdoba (Argentina), Da Nang (Vietnam), Kyiv (Ukraine), and Mexico City (Mexico). As one of the BIGRS project partners, GRSP is grateful for the ongoing support from Bloomberg Philanthropies to address the burden of road trauma globally.



BLOOMBERG INITIATIVE FOR GLOBAL ROAD SAFETY

Road Safety Capacity Building Programme – Module 2 Completed



From September 27 – October 21, GRSP led the delivery of the second module of the Road Safety Capacity Building Programme (RSCBP), which was delivered through the Asia Pacific Road Safety Observatory (APRSO).

The RSCBP is a jointly developed programme with our partners at the International Road Assessment Programme (iRAP) and is a series of online modules

including immersive and targeted workshops and assignments focusing on pillars of the Safe System Approach, translating key theoretical approaches into impactful interventions. The RSCBP is closely aligned with the new plan for the Decade of Action plan for road safety, the Sustainable Development Goals (SDGs) and the WHO Global Road Safety Performance Targets. The programme specifically seeks to provide the key link between these frameworks and achievable implementation in low- and middle-income countries.

Module 2, which was taken by more than 70 participants from across the region, was delivered in partnership with our member the Asian Development Bank (ADB), with guest presentations from our partners at Vital Strategies, Asia Injury Prevention Foundation (AIPF) and the Transport Accident Commission (TAC) of Victoria, Australia. The module focused on safer road users, with a combination of information sharing webinars and practical activity workshops focusing on data, enforcement, strategic communications and the key link between these interventions and the recommended actions within the Decade of Action plan for road safety.

Module 3 of the RSCBP, which focuses on safer roads and mobility, will be delivered by iRAP in 2022.

Safe rohTECH Challenge - Youth Engagement in the Digital Age

In July 2020, Foundation Botnar and the Global Road Safety Partnership initiated the 2nd Phase of the Botnar Child Road Safety Challenge (BCRSC) 'Safer Mobility for Youth' project in Rohtak (in the state of Haryana, India) with the World Resources Institute India (WRI India). The project was in partnership with the District Administration of Rohtak, Rohtak Police, and the Raahgiri Foundation. One of the key components of the project was to explore and amplify the use of technology in addressing issues related to urban mobility and road safety through a Youth Technology-drive Challenge.

The Safe rohTECH Challenge called for young innovators, aged 18 to 25, to develop technological solutions to Rohtak's road safety challenges. The Challenge sought to engage the youth and make youth the change-makers and ambassadors of road safety as well as improve the digital skills of the youth. The Challenge received over 45 well-qualified entries that included applying technology to improve safe infrastructure, deploying drones to investigate traffic crashes, utilizing an app to identify black spots, and other innovative technological solutions. The winning team, Alpha Omega, has developed an alert system to prevent drowsy driving by applying AI technology to detect the characteristics of drowsy driving and alert the drivers when drowsy driving was detected. WRI India and Alpha Omega have

been in discussion with the District Police and the City Administration to adopt the app.

In addition, this activity aligned with the World Health Organization (WHO) Second Decade of Action for Road Safety Global Plan that calls for actions to reach the target of a 50% reduction in traffic deaths and serious injuries by 2030. The plan lays out the actions needed to achieve the target, including youth engagement as part of the shared responsibility for road safety and applying technologies to reduce traffic fatalities and serious injuries.



Contemporary Best Practice Road Safety Enforcement Training for the Transport Department of Maharashtra State

Transport Commissioner of Maharashtra State, Dr. Avinash Dhakne, addressing participants during the virtual training on 20th & 21st October, 2021.



Truck drivers and transport company operators have been put on notice in Maharashtra State after a recent GRSP workshop focusing on heavy vehicle enforcement. On 20 and 21 October, GRSP delivered training to approximately 80 members of the Maharashtra Transport Department following a request from the Transport Commissioner, Dr Avinash Dhakne, for assistance in enhancing his teams' existing skills and knowledge in contemporary best practice road safety enforcement for heavy motor vehicles. This training builds on the current focus of the Transport Department to target unsafe driving practices by heavy motor vehicle drivers, to reduce incidences of speeding and overloading, and to hold transport operators accountable for the overall performance of their fleets.

To assist with this goal, GRSP delivered a training structured around multiple topics, namely: the current

global road safety trends—aimed to quantify the problem; legitimacy in policing and the benefits from professional and equitable enforcement in gaining public compliance; understanding the road safety problem as part of critical command information; approaches to improving road safety and how it can be adapted to the local enforcement environment; deterrence theory—aimed at raising the perception of detection and as such change poor driving behaviour; the importance of safe work environments for staff working on the roadside; and, finally, operational tactics to target heavy motor vehicle offending.

Consistent with the Decade of Action for Road Safety 2021-2030, the Transport Department is committed to changing driver behaviour through consistent high visibility enforcement and multi-sectoral partnerships to reduce road trauma. The training was well supported by a number of members of the senior leadership team from the Transport Department, and Dr Dhakne concluded the training by sharing his thoughts on the importance of utilising the skills and knowledge obtained through the course.

GRSP looks forward to once again being able to travel to Maharashtra State, to see how the enhanced skills and knowledge have been utilised into operational activities, and to deliver further training in person.

Technical Guide: To Assist the Implementation of Child Restraint Systems (CRS) in Low- and Middle-Income Countries

In January 2021, as Philippines prepared to implement the 'Child Safety in Motor Vehicles Act' which was passed in 2019, GRSP and the Global Health Advocacy Incubator (GHA), through the Road Safety Grants Programme, supported local Philippines non-profit organization Imagine Law [to train representatives from the Land Transportation Office \(LTO\) on Child Restraint Systems \(CRS\)](#). In addition, GRSP also led a separate training on effective CRS enforcement to coincide with the implementation of the Act.

Recognising the need from the Philippines and the benefits it would provide to many low- and middle-income countries in a similar situation implementing CRS, GRSP, through lead author and international CRS expert Michael Griffiths, developed a Technical Guide for effective implementation of CRS. This was finalised and launched in November 2021.

Complementing an international programme of work undertaken by GRSP to improve the safety of children when using the road, this technical guide is intended to assist the introduction of CRS into a country once the political commitment has been made to create the necessary regulations. It aims to provide information on how to establish the necessary technical and consumer support to achieve effective implementation of universal use of CRS.

GRSP gratefully acknowledges financial support from Bloomberg Philanthropies in the development of this important technical guide that will assist the implementation of CRS in low- and middle-income countries.



[English]

The technical guide is currently being translated into multiple languages

Road Safety Messages from GRSP on 'World Day of Remembrance for Road Traffic Victims 2021'



 GLOBAL ROAD SAFETY PARTNERSHIP

The GRSP takes the occasion of the World Day of Remembrance to remind every community that the solutions to the road trauma epidemic are known.

The **SAFE SYSTEM APPROACH** is our pathway to radically reducing the trauma



Join us this #WDoR2021 to help #SaveLives

21 November 2021

 **WORLD DAY OF REMEMBRANCE**
FOR ROAD TRAFFIC VICTIMS



What should the target be for the number of people killed and seriously injured in road crashes in your country?

What should the target be for the number of people killed and seriously injured in road crashes in your family?

THE ANSWER IS SIMPLE,
NONE!

THE WORLD DAY OF REMEMBRANCE
REMINDS US ALL THAT NO LIFE LOST OR SERIOUS INJURY INFLICTED IS EVER ACCEPTABLE

 WORLD DAY OF REMEMBRANCE

Join us this #WDoR2021 to help #SaveLives



The World Day of Remembrance is an opportunity to reflect on the lives lost and changed forever as a result of preventable road crashes.

Road trauma doesn't happen to an invisible other, it happens every day to our families, our children, our friends and to us.

WE KNOW WHAT TO DO TO PREVENT IT

 GLOBAL ROAD SAFETY PARTNERSHIP

 WORLD DAY OF REMEMBRANCE
Join us this #WDoR2021 to help #SaveLives

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

GRSP is pleased to share 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 seatbelts, 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] [Chinese]
[Polish] [Portuguese] [Russian]
[Spanish] [Vietnamese]

First In-Person Capacity Building Training in Kampala and Addis Ababa

Since the beginning of the pandemic, GRSP's road policing capacity building activities have been delivered virtually. This approach allowed for continuation to implement theoretical trainings and share with local police agencies knowledge on contemporary best practice in terms of planning and conducting speed enforcement operations, the importance of using data for effective road policing and crash investigation and reporting.

Whilst theoretical knowledge is important, the programme also aims to equip enforcement and police officers with practical know-how on conducting speed enforcement. As a result of some lifting on travel restrictions, the GRSP road policing team were able to capitalise on the opportunity to plan and conduct the first in-person practical training of 2021 for police officers across the cities of Kampala, Uganda and Addis Ababa, Ethiopia.

With financial support from Bloomberg Philanthropies, GRSP recently procured new laser speed devices for both cities, which were donated to the Uganda Police, Addis Ababa Traffic Police and Addis Ababa City Road Traffic Management Agency. GRSP's Road Policing Senior Officer Robert Susanj co-facilitated the product training of these new devices to police and enforcement officers across the cities.

In Kampala, practical speed enforcement operation training for new traffic police officers was organized and conducted at the same time. During this training, the officers were able to gather what they learned from the product training to familiarise themselves with the functions of the new devices. Special emphasis was placed on the health and safety of police officers during roadside enforcement operations.

Additionally in Addis Ababa, GRSP was able to organize a hybrid delivery of the crash investigation and reporting training where GRSP trainers were present both in-city and virtually to deliver the content. Mark Stables, GRSP's crash investigation trainer and Raphael Awuah from Vital Strategies connected into the training virtually whilst Robert Susanj was present on-site to co-facilitate, which made the training more interactive as practical elements and group work were incorporated into the session.

Participants were active and engaged during both indoor and outdoor trainings, asking questions, and sharing their experiences. Between the four successful training sessions across Kampala and Addis Ababa, 141 police officers were trained, and all very much welcomed the presence of a GRSP representative.



Robert Susanj, GRSP's Road Policing Senior Officer, looks on whilst police officers from the Kampala Traffic Police use the new laser speed gun device during the speed enforcement practical training session



In-Person Crash Investigation Training held on 28 & 29 October 2021 in Addis Ababa, Ethiopia.

Introducing Adriana from GRSP



GRSP is happy to welcome Adriana Portillo Lozano as the new Communications Specialist based in the IFRC Budapest Office. Adriana was born and raised in Chihuahua, Mexico, where she obtained her bachelor's degree in Journalism. During and after college, she worked for two media outlets that focused on a wide range of topics, such as health, ecology, the automotive and aerospace industry.

Recently, Adriana relocated to Hungary where she received her MA in Communication and Media Science. Adriana is fluent in Spanish and English and holds a black belt in Taekwondo. Upon her appointment, Adriana commented: "I feel honored to be a part of a project that is imperative for the betterment of road safety around the world. While we may be going through a difficult time, I think this is an opportunity to serve and give more to others. In that sense, I know my role within the GRSP will allow me to do so."

Members of the Global Road Safety Partnership:



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