



# GRPN NEWSLETTER

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## Welcome to the Global Road Policing Network (GRPN) Newsletter



**DAVE CLIFF ONZM MStJ**  
Chief Executive Officer  
Global Road Safety Partnership

Welcome to the first edition of the Global Road Policing Network's (GRPN) quarterly newsletter. The purpose of this publication is to link those involved in road policing and communicate on what's happening globally in this important work to improve road safety.

As the network grows and we receive more information from the Network's members, we'll be publishing information on road policing operations and initiatives that are occurring internationally. We encourage our readers, as members of the Network, to consider submitting articles for publication.

The background to establishing the GRPN were the frequent requests received by the Global Road Safety Partnership (GRSP) from police officers at all levels, and from every continent, to be connected and to share good practice. Road policing is a key component of the 'Safe System' approach to road safety, which involves strengthening all parts of the road transport system to improve road safety.

This edition of the GRPN Newsletter includes articles that explain the way in which police operationally contribute to road safety.

One of the terms we believe is important to clarify is that when we talk about the roles of police officers, we use the term 'road policing'. Road policing embraces all the contributions that police officers make to road safety, which extend beyond the law enforcement role.

Road policing involves a wide range of functions such as: contributing to public awareness programmes, making media commentary on road safety issues, helping victims after a crash, identifying road infrastructure related hazards, as well as a range of other functions. Road policing focuses on activities that prevent road trauma, which is all the harm caused by collisions. That harm includes fatalities, injuries and the emotional and psychological trauma that often results from serious crashes.

Effectively enforcing road safety related legislation is a fundamentally important part of the road policing role, but not the sole focus. Police officers do infinitely more than just enforcement and we believe it's important to recognize that contribution.

We also use terms such as 'crash' or 'collision' and not 'accident'. The implication of the word 'accident' is that a crash is an event that happens by chance, or that is without apparent or deliberate cause. We know that's not the case. We need to move away from describing crashes as random and outside our control. Serious crashes are preventable and we know that effectively delivered road policing can substantially reduce them.

We also know that the laws, systems and contexts within which police operate internationally and sub-nationally within states and cities can vary. For that reason, it's often essential that we take the lessons that we learn from a wide variety of jurisdictions, review published research and consider how to apply the lessons that have been learnt to our own circumstances.

Lastly, we know that not one police agency has all the answers. Every agency can learn something from another. We believe that by sharing good practice, everyone can learn, improve their road policing practice and contribute to reducing global road trauma.

## Meet the GRPN Team



**DAVE CLIFF**

Dave Cliff began his role as the CEO of the Global Road Safety Partnership (GRSP) in April 2017. Previously, he had been the Assistant Commissioner: Road Policing for New Zealand and had a range of criminal investigation, general duties and road policing roles during his 34-year career in police.

He was appointed an Officer of the NZ Order of Merit (ONZM) in the 2012 Royal Honours for leading the police response to the Christchurch earthquakes and other policing initiatives as the Canterbury District Commander. Additionally, Dave received a second Royal Honour in 2013 as a Member of the Order of St John (MStJ), which included recognition of his contribution to road policing.



**MARCIN FLIEGER**

Marcin Flieger joined GRSP in 2017 as Manager of the Road Policing Capacity Building Programme. He oversees the road policing capacity building projects in different parts of the globe. Originally from Poland, he worked for over 23 years for their Traffic Police.

He was the Deputy Head of Prevention and Traffic Police Department for the National Police HQ. During this time, he was responsible for a variety of aspects concerning road policing activities and projects. Furthermore, he served as the first Director of the Polish Center for Automated Traffic Enforcement, as the leader of the task group for "Detection of Drugs in Road Traffic" for the European Union Twinning Project, as well as the Polish traffic police representative in the European Traffic Police Network (TISPOL).



**BRETT HARMAN**

Brett Harman started out at the GRSP as a Senior Road Policing Advisor in 2017 to support road policing capacity building projects associated with the Bloomberg Philanthropies Initiative for Global Road Safety. In 2021, he joined the IFRC's Regional office in Kuala Lumpur, in Malaysia as GRSP's Asia Pacific Manager, Road Policing Programmes and Road Safety Projects.

He has over 30 years of policing experience, including specialist duties in road policing enforcement and road safety, intelligence and covert support and emergency and major event management. Moreover, Brett has co-authored several government road safety strategies and has been involved in several research projects including road user behaviour change through analysis of mass crash data.



**AL STEWART**

Al 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. His service also included ten years as the Canterbury District Road Policing Manager; responsible for all road safety operations, partnership liaison and enforcement activity.

On behalf of the New Zealand Police, Al consulted for the World Bank on projects in India and for GRSP in India, Indonesia and Mexico. He joined GRSP in 2021 as a Senior Officer Road Policing for the Asia Pacific region and is passionate about road safety and capacity building of police services.

**ARTUR ZAWADZKI**

Artur entered GRSP in 2021 as Senior Officer in Road Policing and is based in the IFRC Budapest office in Hungary. With over 20 years of policing experience; he has worked at local, regional, and national levels with the Polish Traffic Police. During this time, he gained experience in international police cooperation within the European Traffic Police Network.

Additionally, Artur 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, he continued working in the field of road safety for the City Hall in Warsaw, leading the Road Traffic and Transport Safety Division.

**CRAIG GILLARD**

Senior Officer Craig Gillard joined GRSP in 2021 for the Asia Pacific region after a long career with Victoria Police in Australia. He retired at the rank of Superintendent (Divisional Commander), where he managed all policing services in the state's second largest city. Moreover, he led teams to achieve significant reductions in road trauma over the years through the implementation of innovative and targeted strategies.

He has previous international capacity building experience and thrives on assisting others through professional development to achieve goals and reach their personal and collective potential.

**ROBERT SUŠANJ**

Robert has had a long professional journey within road safety over the years. His work as a police officer began in Slovenia in 1984. His work as a police officer began in Slovenia in 1984. Afterwards, he became a shift leader in the Traffic Police Station Kranj; where he coordinated enforcement activities and investigated serious road crashes.

He continued his career at all traffic police levels, from Chief Commander to Head of the Slovenian Traffic Police. Additionally, he was responsible for implementing the first stationary speed cameras in the country. Between 2010 and 2017, he worked as the Director of Directorate for Police Specialities. Today, Robert serves as a Road Policing Senior Officer within GRSP, a role he has held since 2019.

## The Global Plan and Road Policing



The [Global Plan](#) for the Second Decade of Action for Road Safety 2021-2030 was released in October 2021. The plan was developed by the World Health Organization (WHO) and the United Nations Regional Commissions, in cooperation with partners in the United Nations Road Safety Collaboration and other stakeholders. The plan is a guiding document to support the implementation of the Decade of Action 2021-2030 and its objectives.

**UN General Assembly Resolution 74/299 declared a *Decade of Action for Road Safety 2021-2030*, with the target to reduce road traffic deaths and injuries by at least 50% during that period.**

An important addition to the new plan is that the importance of road policing is front and centre, with a clear recommendation for governments to:

- Enact and enforce road safety legislation.
- Set maximum speed limits considering the type and function of roads.
- Establish blood alcohol concentration (BAC) limits to prevent impaired driving (drink- and drug-driving) with specific provisions for novice and professional drivers.
- Mandate the use of protective equipment (safety belts, child restraints and helmets).
- Restrict the use of handheld electronic devices while driving and
- ***Establish a dedicated enforcement agency, provide training and ensure adequate equipment for enforcement activities.***

This recommendation is particularly important, as it recognizes that to sustain a focus on preventing road trauma, road policing cannot be routinely deprioritized to focus on other policing activities. A dedicated road policing agency ensures that the number one focus is on those behaviours that either cause or worsen road trauma.

The evidence is clear that, at a global level, prioritizing the policing of:

- Excessive speed.
- Alcohol-impaired driving.
- Failure to use seat belts, child restraints and motorcycle helmets.

offers enormous potential to reduce global road trauma.

The Global Road Safety Partnership (GRSP) fully endorses this recommendation to establish dedicated enforcement agencies to save lives and prevent serious road crash casualties.

**Download the Global Plan** 

## Road Policing and the Safe System

For those new to road safety, the key platform on which it is built is the 'Safe System' approach. This article will explain the origins of the 'Safe System' philosophy and how road policing contributes.

Safe System is the generic term for approaches such as 'Vision Zero', 'Sustainable Safety' and 'Towards Zero'. It is based primarily on Vision Zero, recognising that human beings' lives and health should never be threatened while using the road transport system. Vision Zero states that any fatal or serious injuries that occur within the road system are unacceptable.



In 2017, the World Health Organization (WHO) produced a publication, that the GRSP contributed to:

**Save lives: a road safety technical package** 

The WHO's publication provides a useful summary of the 'Safe System' approach.

### The Safe System Approach

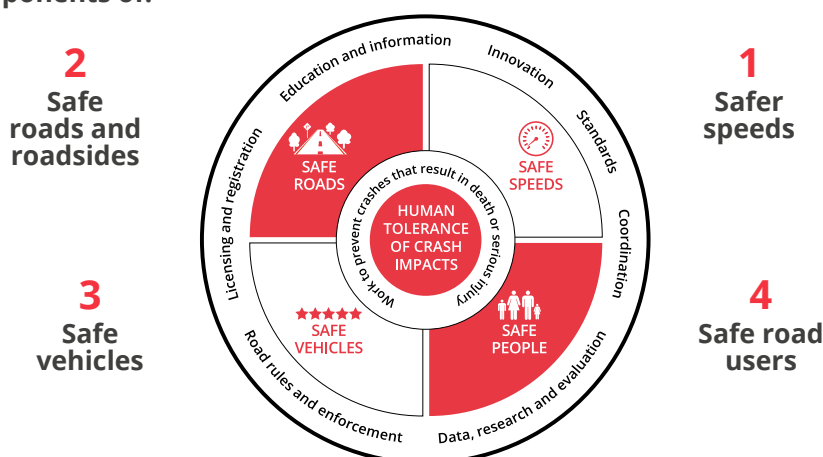
Is based on Sweden's Vision Zero strategy, which has the long-term vision of achieving no fatal or serious injuries within the transport system. The aim of this approach is to inform and guide the building of a safe road system to prevent crashes, and if crashes occur, to ensure that impact forces are not sufficient to result in serious injury or death, that those injured are rescued and that they receive adequate trauma care.

Four guiding principles are central to a safe system:

1. People make mistakes that can lead to road traffic crashes.
2. The human body has a known, limited physical ability to tolerate crash forces before harm occurs.
3. Individuals have a responsibility to act with care and within traffic laws, but a shared responsibility exists with those who design, build, manage and use roads and vehicles to prevent crashes resulting in serious injury or death and to provide post-crash care.
4. In order to multiply their effects, all parts of the system must be strengthened in combination, and road users are still protected if one part fails.

A safe system requires the complex and dynamic interaction between operating speeds, vehicles, road infrastructure and road user behaviour to be understood and managed in a holistic and integrated manner. In this way, the sum of the individual parts of the system combine for a greater overall effect and if one part fails the other parts will still prevent serious harm from occurring.

With this introduction, it's important to explain how road policing contributes to this approach under each of the four components of:



Police have important contributions to make to each of these components. In the following editions of the GRPN Newsletter, we will include articles to explain how police officers contribute to each area of the 'Safe System' to improve road safety.

## The Need for Full and Accurate Road Crash Investigation and Reporting

When being introduced to global road safety trends, reference is commonly made to the numbers of people across the world who are killed and injured in road crashes each year. The World Health Organization's (WHO) [Global Status Report on Road Safety](#) (2018) explains that in 2016, an estimated 1.35 million people were killed and between 20 and 50 million were injured in crashes. These numbers are estimates, based on surveys and formula applied by the WHO, as the absolute number is not accurately recorded within many countries.

Without full and accurate crash data, it is not possible for road safety leaders to fully understand the number of road crash deaths and injuries or to calculate the costs of the road trauma situation in a country, region or city. Information such as: accurate numbers of death and serious injuries, including where, when and why crashes are occurring, the type of vehicles involved, the demographics of victims and their involvement (e.g., car passengers, motor cyclists, pedestrians, etc.) can only be fully understood through accurate crash data. Furthermore, it is through accurate data that fully informed road safety countermeasures can be planned. Such data comes directly from thorough police investigation and reporting.



Initiatives such as targeted road engineering improvements, strengthening or improving legislative measures, targeted police enforcement and supporting public awareness campaigns require accurate crash information to inform their development. Accurate crash data allows the fatal and serious injury (FSI) crash problem to be more clearly understood and enables comprehensive and informed planning to occur. Likewise, accurate crash data allows road safety leaders and authorities to monitor trends over time and the effectiveness of road safety measures that are put in place.

Ultimately, training of police in road crash investigation and reporting is fundamental to improving accuracy of crash reporting rates and to strengthen skill development.

## An Interview with Glenn Weir, Assistant Commissioner for Victoria Police

Assistant Commissioner Glenn Weir has been working for Victoria Police in Australia since 1981. His journey has undeniably been rewarding and fruitful, as new sets of opportunities, strategies and challenges have been emerging throughout the years. In this video interview, Assistant Commissioner Weir gives his take on the biggest risk factors for road safety, the need for collaboration with partners and the usefulness of enforcement technology.

The GRPN team gives its sincere gratitude and appreciation to Victoria Police for the thorough and informative video interview.

► [Watch the interview here!](#)



## Drones as a Component of Road Policing Tactics

Road policing is one of the key factors and elements contributing to the improvement of road safety. The main goal for traffic enforcement is to modify and change road user behaviour. To improve effectiveness of police operations, traffic police leaders should seek new practices and tactics, while using modern equipment, for effective enforcement.

Inevitably, the development of technology has resulted in new devices that could be used for road policing. Since 2020, the Polish Traffic Police has been equipped with drones, which are used to support traffic enforcement activities. This new technology allowed for the modification of daily practices and the introduction of new procedures and tactics to supervise road traffic.

This article presents basic, but critical information, on the practical aspects that encompass the use of drones in road policing operations.

The introduction of drones to traffic policing should be preceded by a formal and technical analysis, as the range of possibilities of using these tools will need to be determined. Moreover, the technical requirements to be met by the drones for the traffic police must be defined.

During this stage, the following aspects should be considered:

- **Legal conditions** - the formal possibility of using drones by the police for road policing. Are police eligible to use drones for the purpose of road policing?
- **Specifying technical requirements for drones** - with special attention to the weather conditions in which they will be operated, such as air humidity, maximum and minimum temperature, etc.
- **Determining technical requirements** - for example, in terms of optical equipment, factors such as camera range, zoom, image stabilization systems, etc.
- **Specifying technical requirements** - for the video capturing system to ensure evidential value of the recorded image, it is imperative to have technical and procedural solutions to guarantee that the image recorded by a drone was not subject to any manipulation. Moreover, it is important for the data and/or metadata of the registered infringement to allow undoubted identification of its location and time.

### The Use of Drones for Road Policing

The basic functionality of drones is the ability to monitor traffic situations. The key element of the drone equipment is a good quality optoelectronic system that allows you to observe, detect and register violations.

In the case of activities carried out by the road traffic police in Poland, drones are used to reveal violations such as:

- Ignoring red lights.
- Ignoring stop signs at road junctions or railroad crossings.
- Reckless and dangerous driving.
- Not using a seat belt or using a mobile phone while driving.



*Recorded offences: using mobile phones and not wearing a seat belt. Drone operated by the Traffic Police Division from the Voivodeship (Regional) Police Headquarters in Poznan, Poland.*

The use of drones allows for the effectiveness of police control activities to increase through, for example:

- The possibility of dynamic observation of vehicles traveling on a longer section of a road.
- The observation of traffic at an intersection, in all traffic directions.
- Monitoring driving behaviour on road sections where physical policing is not possible.

The use of drones allows for the combination of both methods of traffic enforcement, **automated enforcement** and **physical policing**, to occur.

Drones can be used as an element of automated traffic enforcement, where the police activities focusing on registering traffic infringements can use the optical camera installed in the drone. In this case, the use of drones has the same advantages as automatic traffic control, e.g., the ability to enforce traffic law in those locations where police can't physically be due to their own safety. The investigation process is the same as in the case of offences recorded by automated speed enforcement cameras.

It should be emphasized that using drones as an automated enforcement tool, requires the police to be equipped with appropriate support systems allowing for the processing of registered violations and for further proceedings, e.g., an updated database of drivers and vehicle owners.

Another variant of the tactic of using drones is physical road policing. It consists of organizing police operations where drones are used to observe the traffic situation and, if an offence is detected, the driver is stopped at the checkpoint.

The evidence video from the drone's camera is proof of the incorrect behaviour of a road user. By using this tactic, during direct contact with the driver, it is also possible to conduct wider traffic control, e.g., do a sobriety test, check seat belt use by all vehicle occupants or provide immediate feedback to the driver. This tactic of action can also increase driver and passenger perceptions of traffic police action possibilities. In addition, it builds the awareness that traffic violations can also be detected by drones at any time and place; in this sense, the deterrence effect is enhanced.

## Practical Aspects of Using Drones

### a) Site selection

To achieve the most effective results of drone use for road policing, the selection of a control site (area) and time of operation plays a critical role. As for other road policing operations, selecting the location for drone operation should be based on the available crash and enforcement data. The locations with serious crash history should be considered, as well as sections of roads where dangerous behaviour has been observed or could be anticipated.

Another key element for site selection is related to the possibility of drone use. Site selection for drone operations should also consider the assessment of the surrounding area, as well as factors that may interfere with the course of the operations, such as infrastructural constructions, power lines, bridges, etc.



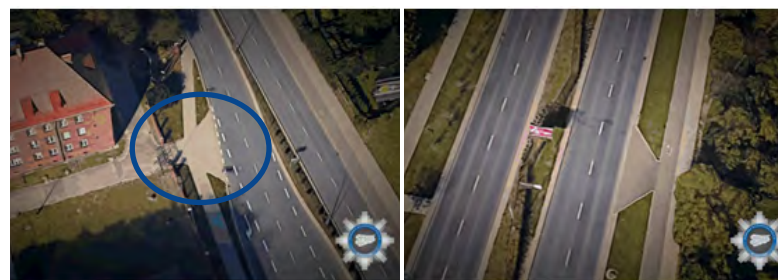
*Pedestrian crossing with a crash history, selected for drone operations.*

*Photo by the Traffic Police Division from Voivodeship (Regional) Police Headquarters in Olsztyn, Poland.*

### b) Checkpoint(s) preparation

When selecting places to stop vehicles during drone operations, all the rules related to the safety of the check point organization apply. Likewise, it's necessary to consider the following elements:

- Monitoring the distance through the done from the point/section to police checkpoint to ensure the possibility of a correct identification of the offender's vehicle.
- Providing a safe place for the vehicle to stop, so that police checks can be carried out, with the possibility of the drone recording the moment the vehicle is stopped.
- Depending on the type of operation, more than one checkpoint should be organized. This should be done so as to cover every traffic direction and to avoid the possibility of an offender fleeing the scene.



*Checkpoints near a dangerous pedestrian crossing, selected for drone operations.*

*Photos by the Traffic Police Division from Voivodeship (Regional) Police Headquarters in Olsztyn, Poland.*

### c) Selection of the drone operator's workplace

When planning to use the drone during road policing operations, it is necessary to designate a suitable place for it to take-off and land. The area designated for this purpose must be located near the point/section that will be monitored. Likewise, the area must be secured and excluded from the movement of other people and vehicles, so that the take-off and landing of the drone can be carried out safely.



*Take-off and landing site for drones near the dangerous pedestrian crossing.  
Photo from Traffic Police Division from Voivodeship (Regional) Police Headquarters in Olsztyn, Poland.*

Take-off and landing site for drones near the dangerous pedestrian crossing.

Photo from Traffic Police Division from Voivodeship (Regional) Police Headquarters in Olsztyn, Poland.

Police drone procedures in Poland provide that air operations are to be performed by a team of two police, a drone operator and an observer.

**Operator** - controls the drone during flight and ensures the safe and correct use of the device during the operation.

**Observer** - operates the video recording system, monitors traffic situations, discloses and registers violations and maintains radio communication with the commander of the checkpoint(s).

It should be emphasized that each team member must have the appropriate training and certificate allowing them to operate the drone.

### Evidence

While monitoring the traffic situation and detecting violations, the picture of the offence and all data necessary to identify the time and place of the offence should be recorded. The scope of recorded data should result from national legal regulations, so that the probative value of the registered material cannot be questioned; for example, the official time stamp and GPS position of the aircraft.

The image and recording with the use of a drone are also subject to appropriate protection against damage and unauthorized interference.

### Cooperation with the Media

The introduction of new tools and tactics for the operation of drones by the police should be widely published by the media and police communication channels. In Poland, the use of drones is posted on Voivodeship (Regional) Police Headquarters' channels, as well as in the local media:

► [Watch video 1](#)

► [Watch video 2](#)

Besides the informational value itself, it allows for the creation of a deterrent element, clearly pointing to the wide possibilities of road policing activities being carried out at any time and any place.

Despite the relatively short period of drone use by traffic police, it is worth emphasizing that new technologies give new opportunities for effective road policing and it is a significant way to reach the main objectives of traffic enforcement—to deter road users from offending and encourage compliance with traffic laws.

## A 'Day in the Life' of a Queensland Highway Patrol Officer



**MAL LILLEY**

Queensland Police  
Highway Patrol Officer



My name is Malcolm Lilley and I work at a Highway Patrol unit in the Queensland Police Service (QPS). We are located about 75 km north of Brisbane, the capital of the state of Queensland, Australia. The patrol group area is of approximately 3000 sq km; this area includes both national and state highways, as well as urban and rural roads. In that sense, speed is a major contributing factor in the crashes that occur in our area and for this reason, speed enforcement, while not our only priority, is high on our task list.

Queensland Police Officers in Highway Patrol, General Duties and Tactical Crime Squads use several speed enforcement devices, similar to all Australian states. It is the QPS who operate the speed camera program that consists of fixed cameras, trailer mounted cameras, point to point (average speed) cameras and the mobile speed camera units. The mobile cameras are operated by serving police officers outside of normal rostered shifts. QPS also use handheld lidar devices, as well as mobile radars fitted to both marked and covert cars and motorcycles.

When Dave Cliff asked me to submit this article, I decided to report on an actual shift I worked recently. Many of you reading this piece will be able to relate to it, as I expect you have worked many similar shifts over the years.

The highway patrol unit where I am stationed has a full strength of 13 officers and comes under the management of a regional police district, which consists of three patrol groups. Each of these patrol groups has a highway patrol unit, whose primary area of patrol is across the various police divisions located within each of the patrol groups. I say primary area of patrol, because we are not confined solely to these areas and the highway patrol units, both within the district and external districts, work together on road policing operations from time to time.

A recent change to the policing service delivery within the community in our district now has response to traffic crashes, traffic complaints and suspect vehicles as the priority role for the highway patrol units. When not responding to these types of calls for service, we are able to focus on road policing enforcement and prevention duties.

The shift I am reporting on started at 5:00 AM and begins with a **mobile speed camera deployment**. Generally, each shift is allocated a task list that is based on crash data; for example, complaint areas, known areas of offending and planned events. The tasks that include the staffing allocation of crews are set by senior highway patrol officers in the unit. Each officer commences their shift by confirming and printing their task list. At the end of the shift, if tasks are not attended, the reason why is to be reported on the officer's daily activity log of events.

The general location of where to conduct the speed camera deployment is on my task list. The specific location of where to conduct the deployment is determined by our speed camera scheduling system, which allocates five possible deployment locations based on a computer program. Said program determines the most appropriate sites for the area, time and day entered in as filters.

I drive to the location, determine it is suitable for deployment, set up the speed camera, undertake the required tests and record the events for the allocated deployment period. At the end of the deployment, the tests are conducted, records are saved and I return to the office.



*Mobile speed camera operation.*

As you would expect, correspondence and records of events are needed to be saved to the network and I commence my rostered shift from 9:00 AM. My tasked area for this shift is the eastern sector of our patrol group and I will be primarily focused on speed enforcement throughout the day.

Today I will be working as a single officer patrol and I sign out the relevant equipment I need. Furthermore, I will be driving a marked Kia Stinger sedan car that is fitted with a **Kustom Raptor mobile radar and an Automatic Number Plate Recognition (ANPR) unit**.



*QPS Highway Patrol Kia Stinger.*

The compliance tests required at the start and end of shift are conducted on the lidar and mobile radar. My kit bag and the other equipment required for the shift for breath testing and drug testing goes into the Kia and the patrol begins.

In addition, we are issued with a tablet that is used for undertaking checks of persons and vehicles, as well as electronically issuing infringement notices, the recording of occurrences and completion of my daily shift log of events. I, like the other highway patrol officers, am also issued with and wear an **Axon flex 2 body-worn camera**.



*Testing of Lidar at fixed testing range.*

Patrolling from the station to my tasked location, I travel through various townships and on some rural roads and highways. The **mobile radar** is used often and a number of infringement notices are issued. We have a policy in the QPS that every driver who is intercepted is also to undergo a roadside breath test. As you all know, many drivers who commit offences may be affected by alcohol or drugs and many drunk drivers can be detected after being intercepted for traffic infringements, including exceeding the speed limit.



*Mobile radar showing the detected speed of a motorbike of 90 km/h in a signed 60 km/h zone.*

Various checks are conducted while patrolling to my first static **speed detection site**. The site is chosen for many reasons. The road has a high crash rate and I am able to park the police vehicle in a safe location off the road; in addition, there is ample room to intercept speeding vehicles.

A site safety plan with a risk factor matrix that considers the speed limit, the number of lanes of travel, the number of vehicles using the road, the length of time planned to be at the location and the time of the day is completed prior to commencing the lidar duties.



*Speed detection site for lidar use.*

After some infringements were issued at the static interception site, further patrols are conducted and some static observations of vehicles and driver behaviour are undertaken before a static random **breath testing (RBT)** location is chosen at 2:30 PM. Once again, the site safety plan is completed and a RBT is conducted. While no drunk drivers were detected on this occasion, some drivers were issued infringement notices for offences, such as using an unregistered car and failing to display P plates as required.

More patrols and more lidar are undertaken in the tasked area before heading back to the office. Once again, the mobile radar is used to detect speeding vehicles while patrolling to the station. As is often the case, one of the offending drivers exceeding the speed limit returns a positive roadside drug test.



*The positive roadside drug test.*

The driver is issued with the infringement notice for speeding and taken to the police station for a saliva analysis. The analysis is positive for both Methylamphetamine and Delta-9-tetrahydrocannabinol. Consequently, the driver is issued a notice to appear in court in a few weeks for the offence of driving with a relevant drug in their saliva. The saliva sample is packaged and lodged at the station to be later transported to Brisbane for analysis by the Health Department.

After the lidar and mobile radar are tested again as required, the car and equipment are signed back in, the relevant correspondence for the shift is completed and lodged. It is time to go home. Thankfully, I wasn't required to attend any series calls for service and I was able to concentrate on activities focused on the prevention of road trauma.

As you will have noticed, there is nothing special or out of the ordinary for this shift. However, I firmly believe that a shift like this, like so many others like it, contributes to the deterrence effect we are constantly trying to achieve to reduce trauma on our roads.

Thank you for your time. Stay safe out there.

## GRSP and Johns Hopkins International Injury Research Unit launch the Road Policing Executive Leadership Course



*The participants were required to complete a variety of tasks in order to finish the four-week course.*

Between 15 November and 9 December 2021, GRSP and Johns Hopkins International Injury Research Unit (JH-II-RU) delivered a newly established 'Road Policing Executive Leadership Course (RPELC)'. The course is designed specifically for police, enforcement agency executives and emerging executive leaders from priority cities enrolled in the Bloomberg Initiative for Global Road Safety (BIGRS). The course also featured guest presentations from Vital Strategies and the International Association of Chiefs of Police (IACP).

The inaugural course was delivered via an intensive four weeks of online sessions aiming to build leadership capacity and capability by introducing key concepts and evidence-based road safety interventions and best practices, while also addressing leadership and management challenges in various settings. Topics included leadership theory and application, enforcement of primary causative risk factors, crash reporting and performance monitoring, intelligence-led policing and the strategic alignment of mass media and public awareness campaigns with enforcement. Participants were required to complete two live webinar sessions per week, peer discussions, case study reviews and completion of a self-paced assignments to successfully graduate from the course.

This first offering was delivered to 18 participants from Bengaluru, Dhaka North, Maharashtra State and New Delhi and from a variety of police and government transport agencies.

GRSP extends our congratulations to the first cohort of RPELC alumni and thanks all BIGRS partners who contributed towards the successful delivery of the course. We look forward to delivering another RPELC for executive and emerging executive leaders working in BIGRS priority cities in the latter half of 2022.

## Practical Recommendations for Enforcement of Child Restraint Systems



Enforcement of child restraint systems (CRS) is a relatively unexplored area within the traffic enforcement arena and most commonly associated with seat belt enforcement. Unfortunately, many countries do not have adequate legislation regarding the safe transportation of children and the mandatory use of CRS in vehicles. Additionally, in countries where regulation does exist, there are still many challenges in everyday use. Therefore, effective and sustainable CRS enforcement is essential, and it is important to emphasize that this is a specific and sensitive type of enforcement, having its own unique nuances.

In 2008, a [study](#) was conducted in the USA to evaluate the implementation of state booster seat laws (enhanced child restraint laws) that examined the most effective strategies to enforce booster seat laws. Eight enforcement agencies from Delaware, New Jersey and Pennsylvania participated.

All enforcement agencies received brief training in child occupant protection, used an enforcement prompt card with a description of all child restraint laws, followed an enforcement schedule during the project's six-month enforcement period—March to September 2008—and participated in debriefings.

During the debriefings, officers indicated that the **most effective approaches** for enforcing booster seat laws were dependent on the following: a primary booster seat law, leadership support, resources to support dedicated booster seat enforcement programs, enforcement methods dedicated to booster seat and other child restraint laws including checkpoint operations, dedicated roving patrols, or stationary spots, training and enforcement or reference cards.

Barriers that can inhibit enforcement of booster seats and other child restraint laws include: weaknesses of booster seat laws (secondary law), inefficient methods (routine patrol, limited staff resources), physical barriers (obstructed views due to glare or tinted windows), officer discretion issues (costs associated with multiple child restraint offences), inability to identify age of children (especially six- and seven year-olds) and the roadway environment.



One of the best sources of information on how to create a system of use of restraint systems in vehicles is the following publication:

**Seat-Belts and Child Restraints: A Road Safety Manual for Decision-Makers and Practitioners** 

**Based on experiences from some of the best performing countries, the manual defines four fundamental principles of enforcement of CRS, which must be considered when conducting CRS enforcement operations:**

### 1. Increased visibility of enforcement

This includes highly visible and strategically located checkpoints and roadblocks, which must be varied in location, intensity and time of day or night. Visibility includes displaying signage informing the public of the enforcement activity being undertaken, safety vests for police and adequate lighting at night. Additionally, there should be sufficient enforcement personnel in each enforcement team.

### 2. Frequency of enforcement campaigns

This indicates to motorists that the risks of being caught are high— ‘anyone, anywhere, anytime’.

### 3. Strict and consistent enforcement

After an initial public warning period, enforcement should be strict, non-discriminatory, fair and consistent on roads and where enforcement can be anticipated. If there is no enforcement, there will be limited to no compliance.

### 4. Well-publicised enforcement

To achieve maximum impact and effectiveness, compliance-driven enforcement must be combined with coordinated education and public awareness campaigns and involve key stakeholders such as other government road safety agencies, depts of health, civil society organisations such as maternal child and health groups and even retailers at the point of sale. Public awareness campaigns should be conducted before, during and after enforcement activities are carried out, reinforcing the safety benefits and the importance of the enforcement activity. Safety brochures on correct child restraint use may be handed out with a warning as an alternative to issuing a fine, particularly during the initial phase of a campaign.

During the implementation of CRS enforcement, many enforcement agencies gained practical and valuable experience. These experiences vary and depend upon availability of (human) resources, leadership support, scope of campaigns, the gaining of public support and other relevant social and cultural circumstances. Nevertheless, some key and practical elements of effective CRS enforcement have emerged that are worth mentioning:

- The enforcement agency needs to establish a **high-level of expectation** that the driver transporting a child in a vehicle will be stopped and dealt with accordingly (particularly at the beginning of implementation). Therefore, a sufficient number of trained enforcement officers must be part of the operation.
- This level of expectation should be **higher in locations and times where the transportation of children in vehicles is more frequent** (vicinity of schools, kindergartens, shopping malls, playgrounds, etc.)
- **Morning versus afternoon operations:** In addition to creating a deterrent effect, a further objective of CRS enforcement is to educate drivers about the risk of death and injury of incorrectly or unrestrained child passengers, which can be time consuming. As there is often a sense of haste as many parents drop their children to school before going to work in the morning, the impact of police providing instruction about CRS use may be diminished because some parents may want to leave the location as soon as possible and not be ready for a prolonged engagement with police. Some may even consider this as an unnecessary intrusion which could reduce the intended impact and effect of enforcement. In view of these concerns, the proportion of morning and afternoon enforcement operations should be carefully considered, and undertaken using an evidence-based intelligence led approach.
- In order to increase deterrent effect, it is useful to **create signage with the notice “Child Restraint enforcement operation in progress.”** This signage should be placed in prominent locations at the site of the enforcement checkpoint to inform all passers-by about the purpose and intent of the enforcement activity. Consequently, the “halo effect” of CRS enforcement can be increased.
- **Enforcement must be sustainable, repetitive and unpredictable.** Planning operations according to a repetitive pattern is predictable and therefore, could become easy to avoid by potential offenders. Random enforcement that helps create unpredictability is strongly recommended by adopting an ‘anybody, anywhere, anytime’ approach.

As noted above, CRS enforcement is a specific and sensitive form of enforcement, as it involves children and use of child specific restraint systems. As such, enforcement operations require properly selected and professionally trained personnel who will be able to carry out the prescribed enforcement procedure correctly.

The role of enforcement personnel in CRS enforcement is not limited to monitoring compliance with the law and regulations governing the use of in-vehicle restraint systems. Enforcement personnel can also provide useful information about the types of child seats, the fitting mechanism, and other practical advice that parents or drivers need. Therefore, enforcement personnel can serve as instructors and advisors as well; roles they must be properly trained in.



A special element of this type of enforcement is the presence of children. A variety of relevant tips on how to deal with children can be found in the UN publication:

**Training Programme on the Treatment of Child Victims & Child Witnesses of Crime for Law Enforcement Officials** 

This publication explains how to communicate with children as victims of crime; however, other parts are also relevant for communication during CRS enforcement operations. Combining this information with practical policing experience leads us to the following recommendations:


- **Children are not a subject of enforcement:** Children are not responsible for not being properly secured in child seats or not wearing a seat belt. This is the responsibility of the parent, guardian, caregiver or driver. Therefore, children cannot be the target of enforcement warnings. Children have to be treated with consideration and care.
- **Children are vulnerable:** It is our duty to protect them. Hence, in the event of a detected CRS violation, the children's transportation must be stopped if it is not possible to properly secure them at the enforcement location. Every reasonable step must be taken to ensure the child is able to continue their journey safely and within the parameters of the law.
- **Children are not small adults:** Children will not understand the importance of using restraint systems as adults and adolescents do. They need to be educated by their parents and those who drive them. The importance of using the correct restraint can be learned through daily reminders and encouragement for the process to become routine.
- **Avoid talking about circumstances regarding violations near children:** Approach with a smile and communicate with the parent, guardian, caregiver or driver outside of the vehicle. Make sure not to stand too close, but not too far away. Do not increase the volume of your speech, as this could cause distress in children.

Enforcement is an integral part of the process of establishing a system of mandatory use of restraint systems in vehicles. In addition to the legal regulations on CRS use, media campaigns and the process of informing the public, it is essential that road users can also see that these regulations are adequately and effectively enforced.

Ultimately, highly visible, sustainable and unpredictable CRS enforcement operations will discourage potential offenders from not using CRS and convince them to purchase appropriate equipment to safely transport children.



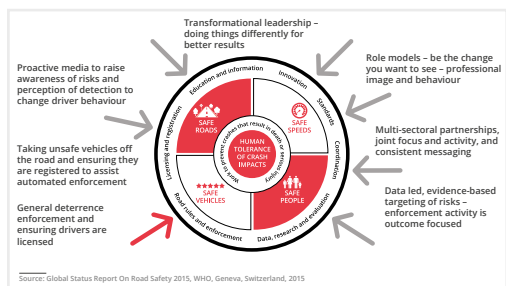
More information about implementing CRS laws, including enforcement aspects, can be found in:

**GRSP's Technical Guide to Assist the Implementation of Child Restraint Systems (CRS) in Low- and Middle-Income Countries** 

*The guide has been published in multiple languages and is freely available from the GRSP website.*

The next edition of the GRPN Newsletter will provide information about CRS Enforcement training that GRSP delivered in the Philippines to support the implementation of the Child Safety in Motor Vehicles Act, which was passed in 2019.

## GRSP Delivers First Training of 2022 to Transport and Police Members of Maharashtra



The GRSP team was well supported in the delivery of our first online road policing training for 2022 in Maharashtra, India, with Joint Transport Commissioner Jitendra Patil attending the course. In addition, we were joined by 39 Transport Department and Police members in contemporary best practice road safety enforcement, with a focus on heavy motor vehicles.

This continued a high-level leadership shown from senior Transport Department officials, with Commissioner Patil explaining that this course was an opportunity to benefit from international experts in the

road safety enforcement environment. Likewise, it was a chance to acquire skills and knowledge to enhance their own understanding of road safety theory and operational strategies that can be applied to their area of operations.

The course was structured on a prevention-based enforcement model; with high-visibility, deterrence focused enforcement aimed at reducing the level of offending and associated crash rates, which can be adapted to the local enforcement environment. GRSP looks forward to continue working with these enforcement teams and ultimately, to see how this training has assisted their operational activities towards a reduction in road trauma.

## The Future of Roads Policing

**The article below is a contribution from Ruth Halkon - Research Officer at the Police Foundation, where she describes the status of road policing in the UK and outlines a new report on the topic.**

Despite many more people dying on the roads than from terrorism or knife crime, roads policing in England and Wales has been significantly cut over the past decade. Now the Police Foundation, the UK's only policing think tank, has published a report calling for a reinvestment in roads policing, as Ruth Halkon and Rick Muir explain.

The UK reportedly has some of the safest roads in the world. Yet, progress on road safety has stalled and our roads are becoming more dangerous. Around 25,000 people are killed or seriously injured on UK roads each year. This number had been constant for the last decade. This contrasts starkly with the rest of Europe where, on average, fatalities have fallen by 23% in the same period.

Between 2010 and 2018, the UK was among the few European countries in which fatalities among pedestrians increased. The stalling in road death reduction is linked to cuts in police numbers. Between 2010 and 2014, numbers of road police officers fell by 22%; between 2015 and 2019, numbers fell by a further 18%. Some UK police forces do not have a single dedicated roads police officer.

Fewer officers leads to less enforcement. Detection rates of all offences bar speeding, which is mostly detected by cameras, have fallen dramatically. This decline in police enforcement activity is significant, because it is very effective at reducing road deaths. The perceived risk of being caught powerfully influences driver behaviour. Yet, numerous surveys show drivers think

it is unlikely police will catch those driving carelessly or using a mobile phone behind the wheel.

It is tempting to argue new technologies, such as in-car drowsiness detectors or speed limiters, will reduce the need for traffic police. However, technology is no panacea and some forms of automation actually make drivers slower to intervene when necessary.

So, what can be done to reverse the de-prioritization of roads policing?



### The new Police Foundation report

**We call for greater accountability for road safety. 'Cops in cars' will always be central to an effective road safety programme. Police chiefs should be judged on their road safety record just as they are held accountable for reducing homicide.**

We call for a new UK Road Safety Commissioner to champion roads safety across government and beyond. We also call for a new body of experts to anticipate future road dangers, such as caused by technological changes and ensure police and other actors are equipped to deal with them. Ultimately, we should all work towards a future in which no one is killed on our roads.

The international evidence shows coordinated action, blending partnership working, strong communication, a visible police presence and smart use of technology, can reduce road deaths. It is time to stop tolerating 25,000 avoidable deaths and serious injuries each year and reinvest in roads policing.

# Global Road Policing Network



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The GRPN welcomes member contributions in the form of articles, letters and comments. We can all help the Network by sharing reports on road policing operations, by describing the road safety issue, the response, the outcome and any lessons that were learnt. Remember that a picture can tell a thousand words so, please try and include quality photographs to illustrate your operation.

Contributions can be sent to email **[GRSP@ifrc.org](mailto:GRSP@ifrc.org)** with 'GRPN Submission' in the subject line.

For more information please visit our website:

**<https://www.grsproadsafety.org/global-road-policing-network/>**



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