



GLOBAL
ROAD SAFETY
PARTNERSHIP

Signpost

March 2022

GRSP Offers its Support to the People of Ukraine

The horrendous violence that has been inflicted upon the people of Ukraine has shocked the world. This man-made humanitarian crisis has already resulted in enormous loss of life and caused millions to be displaced. The effects of this war are already being felt through increasing loss of life, grievous injuries, the destruction of homes and infrastructure and growing health and economic impacts.

We offer our support to the people of Ukraine. GRSP and our members are already looking at ways to provide greater support, beyond the direct support we provide to our Ukraine-based grantees.

We will continue to provide updates on opportunities to provide desperately needed humanitarian support. One immediate opportunity is to contribute to the humanitarian work of our host, the International Federation of Red Cross and Red Crescent Societies (IFRC), by providing direct financial assistance at this appeal site ([IFRC Ukraine Support Appeal](#)).



The Low Hanging Road Safety Opportunity We Must Take

I am writing this while on leave in my homeland of New Zealand. Locally, there is excellent work being led by Waka Kotahi New Zealand Transport Agency to reduce rural non-divided road speed limits to those consistent with "Safe System" speed limit principles.

However, this work has sparked fierce and ill-informed debate. The fact is, speed kills and studies have shown that as speeds reduce, so does road trauma. Recent articles have appeared in local media on speed limits, and I have noted comments being made on the impacts of speed limit reduction that are not based on science or fact. Speed management is a fundamental component of the "Safe System" approach to road safety. Speed determines both the likelihood of a crash occurring and the severity of the outcome.

As speeds increase, so does the likelihood that any crash outcome will be more severe. It is globally recognized that even small reductions in average vehicle travel speeds result in large reductions in trauma.

There are numerous peer-reviewed studies that have measured real-world impacts of speed reduction. These studies tell a consistent story. As speeds reduce, so does road trauma. This basic "rule of thumb" applies when calculating casualty reduction.

/// A five per cent decrease in average speed leads to about a ten per cent decrease in all injury crashes and a 20 per cent decrease in fatal crashes.

In a non-divided rural road environment, where vehicles are capable of involvement in head-on collisions, speed limits of no more than 70 km/h to 80 km/h should be in place to ensure crashes are survivable.

To further illustrate the impact of rural speed limit reduction, when the speed limit was reduced in Sweden from 90 km/h to 80 km/h on a large portion (21 per cent) of the state road network (mainly undivided rural roads), the mean speed was found to have reduced by more than 3kmh and the number of fatalities was reduced by about 40 per cent.

In a bigger sample size, in France, where speed limits on similarly undivided rural roads were reduced in 2018 from 90 km/h to 80 km/h, fatalities were reduced by 12 per cent on the relevant part of the network, with an overall reduction of 331 deaths on an annual basis compared with the previous four years.

The European Traffic Safety Council (ETSC) reported in 2019 that:

“ Countries with a significantly lower road mortality rate than the European Union average of five deaths per 100,000 population apply a 70 km/h or 80 km/h standard speed limit on rural, non-motorway roads.

The science is very clear. Reducing the speed limits on rural non-divided rural roads in New Zealand and any other country will prevent an enormous number of road deaths and serious injuries.

It is a global problem that there is a lack of understanding by members of the public about the link between mean travel speeds and trauma rates. Higher speeds are perceived to be safe because at an individual level, serious crashes are rare events. However, the science is clear that small decreases in speed, when multiplied across a population, generate large decreases in road trauma.

It is a common international phenomenon that commentators will want to attribute road trauma rates solely to behaviours such as driver distraction, driver inexperience or driver education. While these issues are important, they avoid a fundamental truth. Regardless of the reason a crash occurs, impact speed always decides injury severity and lowering speed limits and rigorously enforcing them has globally proven to be a highly effective casualty reducing strategy.

Further, there are major consequential benefits to rural speed reduction as lower speeds will also generate fuel savings and reduce CO2 emissions, which will assist the contribution of all countries to global sustainability targets.

Claims that small increases in travel time are more important than saving lives and preventing serious injuries contradicts all contemporary understanding of how the “Safe System” approach to road safety should operate.

The fundamental principle is that no one using the road system should be killed or seriously injured and trading lives in the interests of saving a few minutes in travel time is not an ethically justifiable position. How could anyone seriously justify their desire to save a few minutes in travel time is worth the life of a daughter or a son?

In New Zealand, a small pacific country with just five million people, the Ministry of Transport calculated that road crashes cost New Zealand \$4.6 billion in 2019. The costs are staggering and reducing rural non-divided road speed limits is essential to reducing road deaths and serious injuries.

Rapidly increasing fuel prices, the ever-increasing effects of climate change and the need to reduce road trauma means it has never been more important for every country to reduce speed limits, reduce road trauma, reduce fuel use and reduce emissions.

**Dave Cliff
CEO, GRSP**

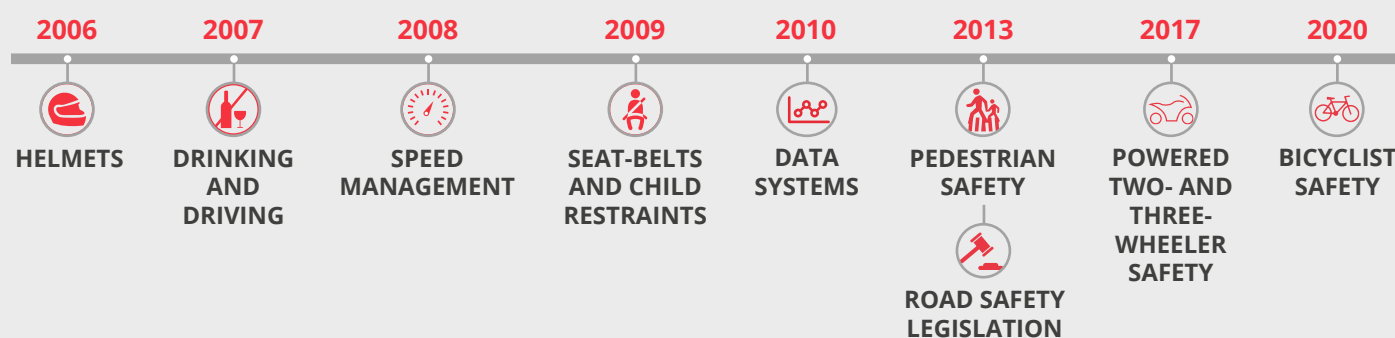


**WHEN
SPEEDS
REDUCE,
EVERYONE
WINS**

Green Manuals Undergoing Revision and Updating

Following the publication of the *World report on road traffic injury prevention* in 2004, GRSP collaborated with the World Health Organization, the FIA Foundation and the World Bank to produce a series of good practice manuals to assist with the implementation of road safety interventions outlined in the report. Often called the 'Green manuals' because of the colour of their covers, these manuals are aimed at policy makers and practitioners.

Freely available in multiple languages, the series of manuals includes the following topics:



The manuals can be freely downloaded from the [GRSP](#) and [WHO](#) websites.

GRSP is currently revising and updating the *Drinking and Driving: a road safety manual for decision-makers and practitioners (2007)*, which will be available soon. The manual has been refreshed to include more specific information about the role of alcohol in road trauma, suggested language to include in drink driving legislation, updated enforcement protocols and new case studies from jurisdictions that have strengthened their communications and enforcement efforts to reduce the incidence of drink driving and associated harm.

Celebrating Ten Years of the Road Safety Grants Programme



India - survivors of road crashes in a walkathon to support strengthening of road safety legislation.

In March 2012, the first call for grant applications was released by GRSP's Road Safety Grants Programme. The Programme is made possible with support from Bloomberg Philanthropies and is a key part of the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS). Round 1 of the Programme provided grant funding to six organizations in four countries. During the subsequent ten years, it has supported 120 grantee organizations in 18 countries with 172 grants totaling nearly 15 million American dollars. The

Programme has 52 active grants in 13 countries and is currently managing Round 20 of the competitive process of grants selection.

In its ten years of operation, the Road Safety Grants Programme has supported successful road safety advocacy campaigns through the work of grantees in a range of countries. In that sense, grantees achieved significant and notable successes with funding and technical support.

For instance, examples of successes include: supporting enactment and implementation of the Land Traffic Law in Cambodia, supporting formulation and implementation of the National Child Helmet Wearing Action Plan in Vietnam, developing an advocacy campaign for the Traffic Amendment Bill in Kenya, supporting enactment and implementation of the Motor Vehicles Amendment Act 2019 in India, advocating for the passage and implementation of the Child Safety in Motor Vehicles Act 2017 in the Philippines, supporting passage of the General Law of Mobility and Road Safety in Mexico and building an effective coalition of road safety advocacy organizations in Tanzania demanding amendment of the Road Traffic Act. These policy advocacy successes help ensure that evidence-based road safety laws are in place to help save lives.

A recent [publication](#) estimated that Bloomberg Philanthropies-funded road safety interventions have saved 97,148 lives up until 2018 and will save a projected additional 214,608 lives by 2030. Legislative changes accounted for 75 per cent of the estimated 311,758 lives to be saved by 2030. This is a tremendous outcome, which demonstrates the importance of the many significant contributions made by organizations that have received funds through GRSP's Road Safety Grants Programme to support their advocacy efforts in improving laws that focus on reducing speeding and drink driving and promoting the use of helmets, seatbelts and child restraints.

The Road Safety Grants Programme has also focused on building capacity of grantee organizations in the areas of road safety, advocacy and project management. Along

with supporting reputed and established road safety organizations, it has supported the growth process of several grantee organizations from modest beginnings, to becoming champions in road safety advocacy. The Programme is exceptionally proud of the achievements of grantee organizations and is proud to collaborate with all the BIGRS partners, particularly the World Health Organization (WHO), Global Health Advocacy Incubator (GHAi) and Vital Strategies in supporting policy advocacy efforts.

The Road Safety Grants Programme continues to administer two competitive grant rounds each year, awarding grant funding to local organizations in the 15 countries currently participating in the BIGRS initiative.

► **For further details, please visit the [website](#).**



“ *When we started funding global road safety efforts, we immediately recognized an opportunity to increase and strengthen civil society engagement in countries. Working in partnership with GRSP, the Road Safety Grants Programme was developed to provide much-needed funding opportunities to organizations that lead the call for action in their respective countries. Over the past ten years, we’ve been impressed watching this programme grow – funding 172 grants across 18 countries since inception. GRSP’s leadership and support of this successful programme has helped countries adopt evidence-based policies to reduce road crashes and fatalities.*

Kelly Larson, Bloomberg Philanthropies



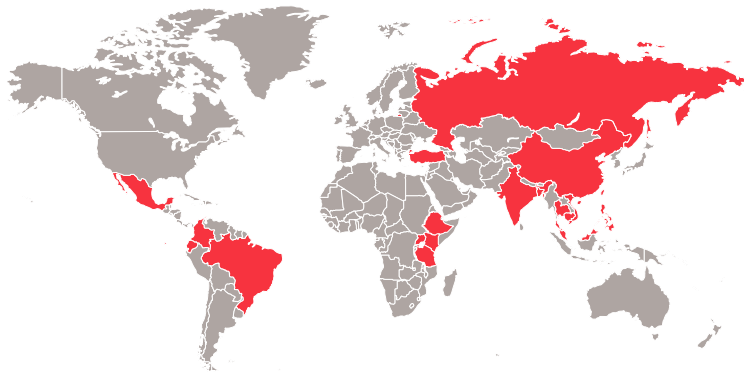
“ *SaveLIFE Foundation's partnership with GRSP is one of our longest-standing institutional alliances. GRSP's unrelenting support to SLF over the past decade has enabled us to drive wide-ranging reforms in road safety in India including India's first-ever Good Samaritan Law and a much-needed update to India's road safety legislation through the Motor Vehicles (Amendment) Act, 2019. In addition to the grants programme, we have immensely benefited from GRSP's suite of resources including training programmes, actionable research and a global network of experts. Thanks to them, India now has a strong and collaborative network of NGOs and academic institutions working in tandem to ensure safe roads for all. This has enhanced the discourse, as well as on-ground action, around the issue. We congratulate GRSP and its passionate team of road safety champions for a decade of achievements and hope that our collaboration strengthens even further in the coming years.*

Piyush Tewari, SaveLIFE Foundation

Global Advocacy and Grants Programme (January 2012 – January 2022)

According to the World Health Organization, evidence-based legislation which is effectively enforced reduces road traffic injuries and fatalities. However, only 7% of the world's population is covered by adequate laws which addresses key behavioural risk factors. Through the Global Advocacy & Grants Programme, GRSP provides financial and technical support to organizations advocating for the passage and implementation of evidence-based road safety policies in order to achieve long-term and sustainable reductions in road traffic deaths and injuries.

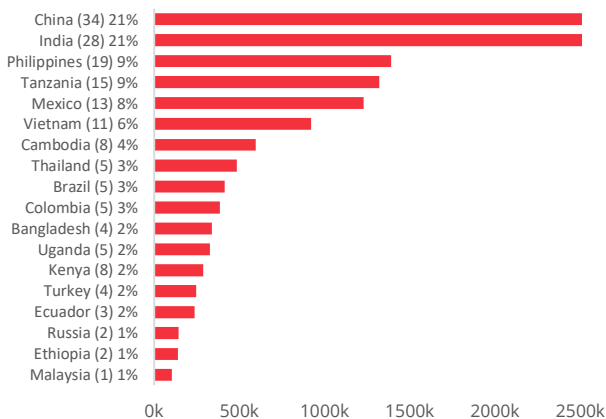
Key figures at a glance



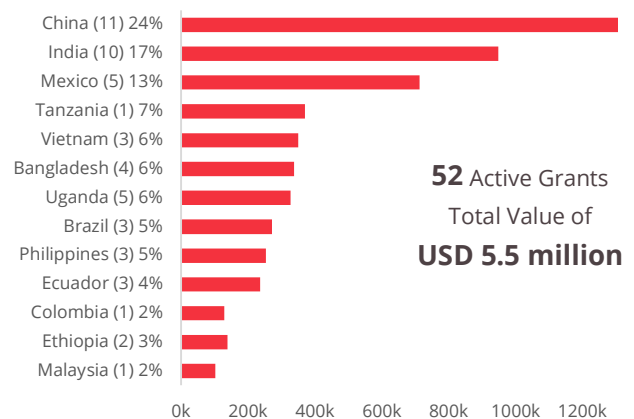
The boundaries on this map do not imply the expression of any opinion on the part of the International Federation of Red Cross and Red Crescent Societies and are used for illustrative purposes only.

- Awarded **172** Grants in total
- Implemented projects in **18** countries
- Partnership with **120** civil society organizations and government agencies
- Allocated total value of **USD 15 million**

Overall Grants Programme

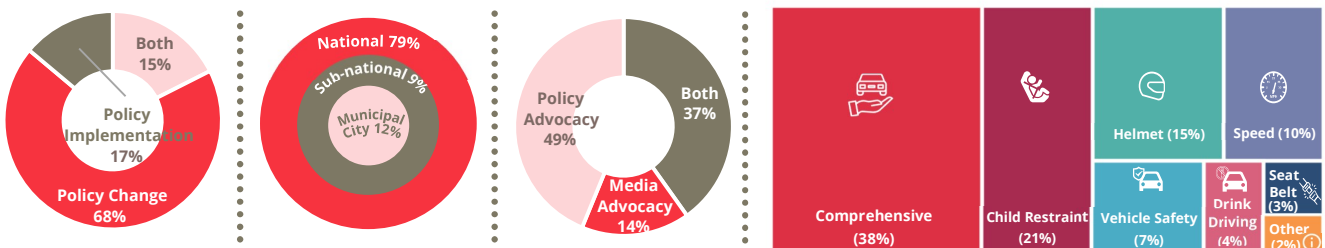


Active Grants



52 Active Grants
Total Value of **USD 5.5 million**

Primary Programmatic Focus



Capacity Building

Provided training to over **800** individuals in road safety, advocacy, project management and grant financial management in **10** countries over the last **6** years.

Grant Applications

Processed over **1700** applications and over **3800** external reviews

Award Received

Prince Michael International Road Safety Awards (2017)
In recognition and commendation of the Global Advocacy & Grants Programme's successes as well as its support to advocate, especially in low- and middle-income countries, to move road safety up the legislative agenda.

Engineering Remediations in Mexican Cities to Increase Road Safety

Calles + Seguras in Sinaloa is a Mexican initiative run by the alliance of the state government and the NGOs Centrico and Refleacciona, with support from GRSP and Fondation Botnar. The initiative redesigned three major road crossings within entourages near schools and high-traffic roads in three cities. Infrastructure improvements for all the sites included:

- Modifications to corner radii to reduce speed.
- Accessible ramps built in pedestrian crossings.
- Improvement of sidewalk pavement quality and horizontal and vertical signaling.
- Extended medians.
- Planting small shrubs and trees.
- Demolishment of obstacles, such as old lamp post bases.

The projects had several innovative characteristics:



Mazatlan

This is the first documented example of a road safety intervention within a state highway in an urban context, where distances between pedestrian crossings and their exposure to car flow were reduced instead of the traditional construction of pedestrian bridges; it sets a new standard for interventions in urban highways. As a result, one high school received improvement in their itineraries, which benefitted **up to 700 students**.



Angostura

These interventions were scarce in smaller towns given the lack of adequate budgets. A variety of road users are present (cyclists, motorists, farming tractors, boat trailers and horse carriages); in that sense, two school entourages and **around 300 students** were positively impacted by this improvement.



Culiacan

Public space was reclaimed from an invading business, as a restaurant had taken up sidewalk space and built a terrace. The municipal government took administrative action and sidewalk space was given back to road users. This project is at the intersection of a botanical garden, a cultural centre and the state's university campus. **More than 2,000 local users** have benefitted from this improvement.



All in all, an estimated 3,000 students have been directly benefited from these interventions, and twice that number when local residents and visiting pedestrians are taken into account.

VIA on its Way to 100,000 Children Reached by the End of 2022



After establishing itself in over 25 countries across the globe and strengthening its offer by including the contributions of the colleagues and partners in the field, the VIA Programme has entered a new phase focusing on reaching the stated target of 100,000 children receiving an average of eight hours of structured education by the end of 2022.

Thanks to the support of VIA founders Michelin Corporate Foundation and TotalEnergies Foundation, GRSP has developed an acceleration model for engagement for six focus countries: India, Kenya, South Africa, Mexico, Brazil and Uganda.

This approach entails larger than average investments and the clustering of operations in slightly more circumscribed urban areas with high population density. In this way, it has been possible to use an implementation model maximizing the school visits—a *de facto* multiplier effect. This model is based on the simple concept of targeting all classes at all levels in a given school, rather than targeting only one class. This seems logical and quite straight forward, but the complexities involved in securing teaching hours are substantially more than they seem from the outset.

Fortunately, VIA has a great network of local implementing partners, carefully selected by GRSP and the in-country affiliates of Michelin and TotalEnergies. They play a pivotal role in making this approach possible by negotiating school access and advocating for public health programmes geared around road safety education. Their pleas did not fall on deaf ears. Local educational authorities proved very receptive providing teaching hours in their busy schedules centred on recuperating the time lost during the long months of COVID lockdown.

Seeing the recognition of road safety as a necessary element of child education, as a public good that can mitigate risks and provide the knowledge and behaviours to avoid trauma, should make everyone involved in VIA proud and strengthen the resolve to go further. VIA might not be the solution, but certainly is proving to be part of the response. Reaching 100,000 children with an average of eight hours of structured education will be just one milestone along the VIA journey.

► **Learn more about [VIA](#).**



Crash Reporting & Investigation Training in Rwanda, Tanzania & Uganda

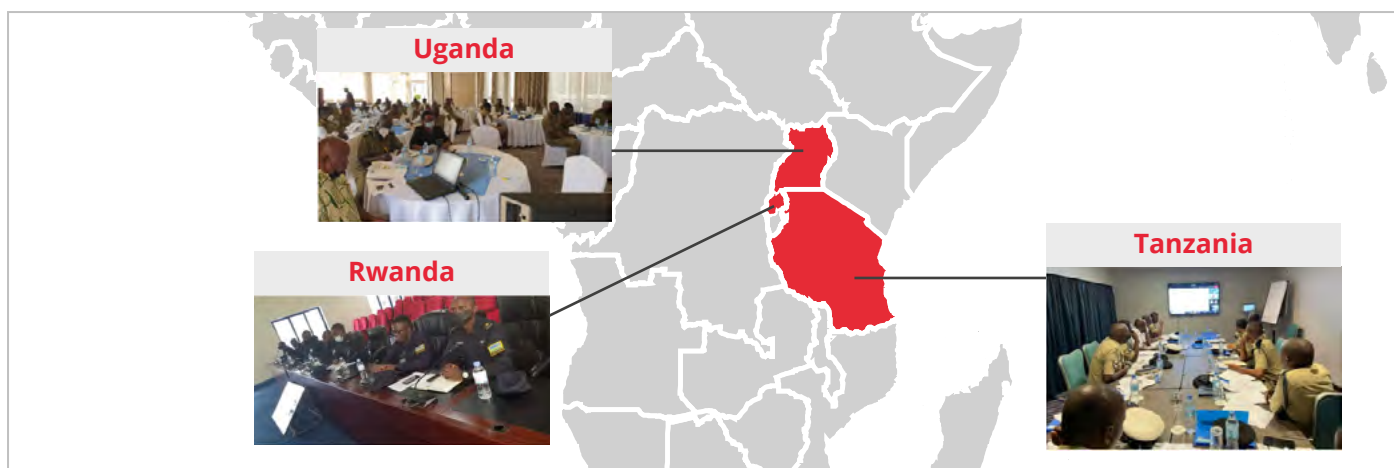
In late 2021, the Global Road Safety Partnership's Road Policing Team delivered a virtual crash reporting and investigation training programme for police officers from Uganda, Rwanda and Tanzania. The programme was made possible through funding from the World Bank's Global Road Safety Facility and UK Aid.

The main objective was to develop and deliver a locally relevant training programme to improve both the reporting rate of serious crashes and allow officers to correctly identify the contributing factors involved in collisions.

Under-reporting of fatal and serious injury crashes is a major global problem. On average, in low-income countries, 84 per cent of crash fatalities are not reported and, when they are, the key causes are often not identified. This means there is a major gap in knowledge on the number of serious crashes, the number of casualties and who they are, as well as where, when and why these crashes occur. Assessments were carried out in each of the three countries, which informed the adaptation of the training material to the needs of local police.

The training began in November 2021, with topics ranging from identifying and collecting road crash evidence, vehicle dynamics, crash scene calculations, skid mark analysis, scene photography and vehicle equipment examination. Moreover, the training explained the importance of correctly recording all victim information and injuries. Training across all three countries was conducted by senior experts from GRSP, Robert Susanj and Mark Stables, who have many years of experience in the field of road policing and crash investigation. At the end, a total of 92 police officers were trained.

Post evaluation results saw around 90 per cent of participants rating the training as extremely beneficial and relevant to their work and responsibilities. The vast majority agreed that their level of knowledge in the field of crash investigation had increased significantly and that they were better equipped to apply the knowledge gained through the programme.



Kenya returns to the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS)

Kenya returns as a priority country in the current phase of the BIGRS programme. During the first phase of the BIGRS Initiative (2010-2014), Kenya was one of ten priority countries receiving support and investment from Bloomberg Philanthropies to reduce road trauma and strengthen road safety legislation. At that time, GRSP's strategic focus in Kenya was to work with a consortium of local organizations, funded through the Road Safety Grants Programme, to advocate for the safe passage of children to and from school through supporting the approval and implementation of the Traffic (Amendment) Bill 2014. After four years of extensive and successful advocacy, the bill was passed in July 2017 by the Kenyan President—a huge win for all involved.

It is timely for Kenya to re-join the BIGRS initiative in 2022, which coincided with GRSP launching a Call for Proposals for Round 20 of the Road Safety Grants Programme early in January. Preliminary assessments are underway, which will inform the strategies and focus for Kenya over the next four years of the BIGRS Initiative.

In addition, GRSP's Road Policing Capacity Building Programme will also work with police in selected locations within Kenya to help strengthen local capacity to enforce laws relating to key behavioural risk factors, including speeding, drink driving and the non-use of helmets and restraints. The entire GRSP BIGRS team looks forward to many successful partnerships with colleagues in Kenya to improve road safety for everyone in the country.

New ADGP for Traffic in Maharashtra Shows Support for GRSP's Road Policing Capacity Building Programme



The GRSP Asia-Pacific road policing team members were joined by our Bloomberg Initiative for Global Road Safety (BIGRS) local initiative partners to welcome Shri. Kulwant Sarangal, the newly appointed Additional Director General of Police (ADGP) for Traffic in Maharashtra, India. The meeting took place to brief ADGP Sarangal on GRSP's Road Policing Capacity

Building Programme, currently underway in his area of operations.

After outlining a successful year of training delivery in 2021—that saw 353 participants from the Maharashtra Highway State Police's (HSP) headquarters and front-line operational staff enhance their skills and knowledge in road policing leadership, intelligence-led policing and crash investigation—discussions turned to proposed training in speed enforcement for 2022. ADGP Sarangal showed clear support for this critically important focus and outlined his expectations regarding the inclusion of procedural justice and effective use of data to inform deployment decisions as part of ongoing training for his staff.

GRSP's training delivery has benefitted from the support of both past and present members of the HSP leadership team; moreover, we look forward to continuing our relationship with them as we work together to reduce road trauma in Maharashtra for the remainder of 2022 and beyond.

GRSP and the Hungarian Road Safety Partnership Strengthen Liaison

In early 2022, GRSP met with the Hungarian Road Safety Partnership (HRSP) to fortify the link between the two organizations, as well as to go over road safety progress made on both parts. GRSP was able to provide solid summaries on projects and programmes that are being carried out on different continents around the world, such as the VIA Global Road Safety Education Programme and the Road Policing Capacity Building Programme.

Dr. Mária Heinczinger, managing director of HRSP, shared that the 17-year-old organization has been working on multiple road safety angles. In that context, they have been able to move forward with their own projects by placing sidewalk graphics—in relation to pedestrians being prone to getting distracted when using their mobile phone and crossing roads at the same time—posting billboards to call people to buckle their seat-belts and aiding Hungarian municipalities with road safety strategies.

HRSP also aims to support the road safety of people that could be found in vulnerable situations, such as



The meeting was held at the IFRC's office in Budapest, Hungary.

senior citizens, parents with newborns and disabled people. Additionally, the partnership has been able to work with different industries within the country, such as the Hungarian transport and science sectors.

Finally, both parties agreed to boost their relationship through potential areas of cooperation and open lines of communication. GRSP and HRSP are enthusiastic and eager to collaborate in favour of positive road safety outcomes in Hungary.

Members of the Global Road Safety Partnership:



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What is GRSP?