



GRPN NEWSLETTER

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CEO Dave Cliff Speaks at the UN High-Level Meeting on Global Road Safety



DAVE CLIFF ONZM MStJ
Chief Executive Officer
Global Road Safety Partnership

For more details regarding his speech, watch the video below.



On 30 June and 1 July 2022, the General Assembly of the United Nations held the first High-Level Meeting on Global Road Safety in New York, USA. Multiple road safety leaders and ministers attended the meeting, which gave them a platform to stress the need for effective and concrete action within the road safety arena.

Furthermore, the High-Level Meeting allowed them to address challenges and progress related to the [Global Plan for the Decade of Action for Road Safety 2021–2030](#), which aims to halve road traffic deaths and injuries by 2030.

The Global Road Safety Partnership's (GRSP) CEO, Dave Cliff, gave a speech during the meeting and declared that GRSP strongly endorses the global plan and its guidelines. Additionally, he listed three key recommendations to help accelerate the plan's implementation:

1. Improve serious crash investigation and data quality, particularly in low- and middle-income countries.
2. Enact and enforce better legislation.
3. Improve road policing.

The UNGA's resolution explicitly recognized the role of GRSP as a civil society organization assisting countries in "advancing progress towards achieving all road safety-related SDGs [Sustainable Development Goals] and targets.

You can find our CEO's remarks below.



- ▶ To learn more about the UN High-Level Meeting on Global Road Safety, click [here](#).
- ▶ To watch the opening segment, click [here](#).

GRSP Holds Several In-Person Capacity Building Training Sessions in Ghana

Virtual training throughout the pandemic allowed for continued sharing with local police agencies on knowledge of best practice planning for and conducting speed enforcement. The importance of using data for effective road policing and the value of crash investigation and reporting to identify where, when and why serious crashes are occurring is essential. However, the inability to conduct in-person training sessions meant that equipping police with practical knowledge was limited. With the easing of travel restrictions, GRSP was finally able to conduct in-person capacity building training workshops in Accra and Kumasi, Ghana.

In early May, the GRSP Road Policing team undertook training in practical speed enforcement operations across both cities, giving the opportunity for in-situ monitoring and mentoring. This was followed by a debriefing session where feedback was shared with the police officers from the Motor Traffic and Transport Department (MTTD) in Accra and Kumasi. Special emphasis was placed on the health and safety of officers during roadside operations.

Additionally, GRSP was able to organize data analysis training in both cities. GRSP's Senior Road Policing Officer Artur Zawadzki presented the use of data for planning, monitoring, and preventing serious crashes and explained how police performance can be assessed.

Participants were active and engaged during both indoor and outdoor training sessions. Between the four sessions across Accra and Kumasi, 66 police officers were trained.

In the course of this visit, GRSP welcomed the opportunity to meet with the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) embedded team, who have been instrumental in coordinating and progressing work in both cities. Fruitful meetings were also held with the MTTD of the Ghana Police Service leadership, including the Director General of the MTTD, Commissioner of Police Nyarko Aboagye in Accra, the Regional Police Commander DCOP Mr. Afful Boakye Yiadom in Kumasi, along with the Honorable Mayor of Kumasi Mr. Samuel Pyne.



Meeting the Regional Police Commander, DCOP Mr. Afful Boakye Yiadom in Kumasi, Ghana

During the team's second visit to Ghana in late June, GRSP delivered speed enforcement training sessions for MTTD Kumasi police officers and several Kumasi Metro guards. They had the opportunity to undertake activities under real road conditions.

The training proved to be a valuable opportunity to put into practice the SOP (Standard Operating Procedure), for speed enforcement which resulted in well-conducted and safe operations. Throughout the course of the practical sessions, 28 drivers were stopped for failing to comply with traffic regulations.



June's practical enforcement training in Kumasi, Ghana

The second workshop in June was focused on speed and helmet-wearing enforcement principles in Accra, where officers were provided information regarding their own safety during roadside checks.

In July, MTTD officers in Accra and Kumasi attended training sessions on the proper use of speed measuring devices, together with an official handover of brand-new equipment supplied by BIGRS. The practical workshops allowed them to test the devices under real road conditions, both during the day and night. The operations in both cities allowed a total of 74 officers to explore and learn about the devices' different features, including the Nighttime Infrared Illuminator and the automatic measuring mode.



With the Director General of the Motor Traffic Transport Department (MTTD) Commissioner of Police Nyarko Aboagye in Accra, Ghana



Watch the video here!

To close off the activities in Ghana for the month, a training session focused on the four main road safety risk factors of drink driving, speed and use of motorcycle helmets and seatbelts. The importance of basing enforcement actions on deterrence theory principles were also explained to the 43 Kumasi Metro guards and four municipal clerks who attended. The engagement of the attendees was clear throughout the period that training was delivered.

Altogether, the series of theoretical and practical road policing workshops hosted in Ghana helped strengthen the capacity of officers to enforce road safety laws.



Road Safety Problems training for KMG officers in Kumasi, Ghana

Speed Detection, the Bread and Butter of Highway Patrol Work



CONSTABLE BEN GRANT
Member of the Aoraki Highway Patrol

Nau Mai Haere Mai – a warm welcome to the not-so-warm Aoraki Highway Patrol (HWP) district in Canterbury, New Zealand. My name is Ben Grant, and I am a member of the Aoraki HWP team based in Timaru. We have a great team of ten staff members, based out of four different stations throughout our district. We cover over 600 kilometers of highway on some of the most diverse roads in the country.

Additionally, we have a mix of long straight roads on the Canterbury plains, to alpine passes nestled among the spectacular high-country lakes. Our area covers the

south of Christchurch all the way down to the Southern border at Glenavy, and then right through to the southern alps at the base of Aoraki/Mount Cook.

Although each day brings policing our roads on differing landscapes, we are all driven to achieve the same goal, to prevent harm on our roads. We play a significant part in Waka Kotahi's (NZ Transport Agency) *Road to Zero* strategy 2020-2030, which looks at five key areas:

- Infrastructure improvements and speed management
- Vehicle safety
- Work-related road safety
- Road user choices
- System management

In addition, not only can we have a significant influence on driver behaviour, but we are able to provide regular advice on road design, required maintenance and new risks that arise.

Our unit works ten-hour shifts, working 24 shifts every six-week roster cycle. As we are rostered to demand, we only work shifts that predominantly cover the period between 6:00 AM and 11:00 PM. This factors in crash time analysis, high-traffic volumes, and periods identified by risk factors such as fatigue.

We have a range of different patrol vehicles, which are mainly all fully marked. With the transition between contracts from Holden to Skoda, we have a mix of the two vehicle types. We do have the one unmarked vehicle for our group, being an SUV to blend in with the high number of SUVs on our roads. Visibility is a key part of our role, hence the high proportion of marked vehicles. With an ever-increasing list of general policing administration being able to be done on our mobility devices, we are able to see on the roadside more than ever before, even if we are actively detecting offences or not.

Our main focus for each and every shift is to target what we call 'RIDS' offending on our roads. These are the four types of offending that have been identified as the main contributors to serious injury or fatal crashes. 'RIDS' stands for:

- Restraints
- Impaired Drivers (alcohol and drugs)
- Distractions (mobile phones)
- Speed

The targeting of the above offending forms the basis of our shifts. However, from time to time, we also find ourselves being involved in general police response to priority calls. Given the nature of working in isolation—both alone in a patrol vehicle and secluded from back-up—we often find ourselves being the initial response to a range of incidents off the highway. These can be the simplest and most routine of jobs, to significant events requiring fast-thinking and excellent decision-making skills. On some occasions, you have back-up just around the corner. But in others, they can be well over an hour away. It is what makes no day the same as the last.

Our supervisor provides us with a weekly patrol plan that gives general direction as to patrol areas and specific risk times. He also gives us the trust that we know our area well and are able to self-deploy to the areas that we know provide increased risk at different times of the day. This can mean we focus on rural schools at times when children are being dropped-off and picked, areas that are susceptible to black ice and areas that are dense with tourist traffic.

Speed detection would be the 'bread and butter' of highway patrol work and is the significant portion of offending detected on our roads. Our speed detection is largely carried out using mobile radar units that are in each of our patrol vehicles. These units can detect vehicle speeds when both stationary and mobile from both in front and from the rear. Additionally, the units are calibrated annually and tested daily. With radar detectors not being illegal in NZ, the art of detection is one crafted over time. The ability to gain a visual indicator of the target vehicle's speed before activating the radar, in order to limit the time the radar is transmitting is paramount to detect the offending of those most actively avoiding apprehension.

One of the most rewarding parts of the job is the opportunity to have an impact on road safety through partnerships that we have with partner organizations. We have strong relationships with the local council authorities who employ road safety coordinators. These people have the ability to influence decision-making on enhancements to local roads, which feed onto the highway network. We also have a strong relationship with our local Waka Kotahi (NZTA) staff who have the best ability to advance cases for road improvements and safety engineering.

Three years ago, the local council at Lake Tekapo removed a large section of tall trees that previously obscured the view of the lake as vehicles entered Lake Tekapo from the south. The removal of the trees removed the risks associated with ice build-up in the shaded area during winter. Moreover, the removal of the trees made the view of Lake Tekapo quite stunning, so much so that it was very hard for drivers to keep their focus on the road rather than the spectacular view.

It became very apparent that a new risk had come from the tree removal, in that any vehicle that was to leave the road to the left was at risk of rolling all the way down to the campground below. We were able to make an immediate recommendation to Waka Kotahi that safety barriers were recommended for the site to prevent such events. These barriers were normally only recommended on sites that already had a crash profile due to statistical data. But as this posed a new risk due to an environmental change, this site was not deemed a priority. We persisted with the case that the area was at high risk, and as a result, the barriers were installed within 12 months.



The site before the installation of the barriers

Although it is currently winter and we are dealing with floods and icy roads, in the summertime we deal with high heat, where a bottle of water can be your best friend. Through our regular contact with the local council's road safety coordinator, he was able to provide funding to purchase 5,000 bottles of water with a fatigue-based road safety message printed on the bottle. These were personalized and distributed over the summer months on roads heavily populated by those traveling long journeys for the holidays. These were extremely well-received and positively contributed to the trust and confidence the public has in the police.



Even though our core role is road safety, by having a high presence on our roading network we naturally are best placed to provide intelligence and a watchful eye

on gang (organized crime) movements. Only a few days ago, I was parked on the roadside when two known gang vehicles drove past, one of which was riding a motorcycle erratically. One of the occupants was sought by police. I was able to stop both vehicles, deal with the offending, but, most importantly, provide intelligence information by way of noting. This was all completed on the roadside using my mobile device.

Although the bulk of our work is detecting offending, stopping vehicles and issuing notices, the above hopefully gives a little insight into the fact that we can contribute on many different levels to achieving less harm on our roads. Each day is never the same, in a job that is as unpredictable as ever and a scenic backdrop that changes all the time. We live and work in a special part of the country – a part of the country we want everyone to be able to enjoy safely.

Smart Tachographs vs. Truck Drivers' Fatigue, a Short Review of an Existing Problem

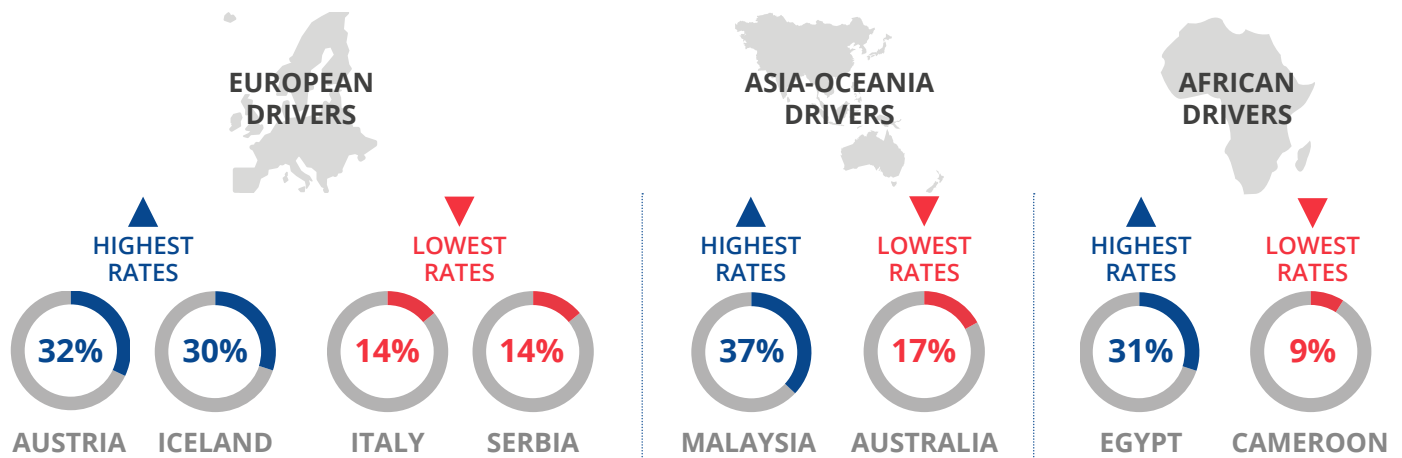


According to the European Commission, **DRIVING FATIGUE** is a major road safety problem worldwide.

10 to 20% of road crashes might be caused by driver fatigue.

These conclusions are based on, among other components, the *Driver Fatigue* report by the E-Survey of Road Users' Attitudes (ESRA), a global initiative comprised of road safety institutes, research centres, public services, and private sponsors. Its aim is to collect and analyze comparable data on road safety performance, specifically on road safety culture and road user behaviour.

PERCENTAGE OF FATIGUED DRIVERS (Latest ESRA report)



Unfortunately, fatigue affects both non-professional and professional drivers. In-vehicle detection and warning systems to alert drivers to fatigue may be a possibility in the future. The European Commission is implementing innovative solutions to increase the security of the tachograph system (reducing fraud and its possible manipulation), to reduce fatigue and the number of fatigue related crashes in Europe.

Fatigue is not only a road safety issue, but it all impacts on the quality of the truck driver’s life. Fatigue can be the result of insufficient sleep, long working hours, and physical or mental strain that hinders driving performance.

Driver fatigue and sleep deprivation symptoms resemble the symptoms of being under the influence of alcohol. Some drivers use energy drinks or other substances, including medications, to stay awake while driving. This can impair judgment, response time and reflexes. In extreme cases, commercial truck drivers may use amphetamines, which can make them feel more alert; nonetheless, it does not lead to better driving and can ultimately lead to impairment.

In all EU Member States and beyond, commercial truck drivers are required by law to comply with limits on their working hours, days worked each week, and which define required rest breaks. Truck drivers may feel pressured to drive, even when fatigued, potentially resulting in excessive speed to arrive at their destination more quickly. Transport companies can sometimes set deadlines, without taking potential delays into account, resulting in pressure on commercial truck drivers to violate road traffic rules.

Furthermore, some truck drivers are paid by the kilometers, instead of the hour. If they are delayed by a road crash or traffic jams, they may feel financial pressure to make up for the time lost.

To prevent the negative behaviours noted above, all those involved in commercial road transport are required to equip their vehicles with tachographs. By way of background, tachographs are divided into analogue and digital. The former records information on a tachodisc, while the latter on an electronic card, and in a tachograph memory. In Europe in 2006, the mandatory digital tachograph appeared as a successor to the analogue tachograph.

It's well-known that, in some cases, both drivers and their management look for ways to circumvent tachograph devices, as they are seen as an inconvenience for both parties. In the past, dishonest employees opened analogue tachographs and disabled the driving recorders found within. However, digital tachographs are not as easily fooled. To do this, one would need the minimum skills to tamper with the “black box” software within the vehicle.

No matter what attempts are made to alter data in a tachograph, whether it is disconnecting power from the device, installing a magnet on a speed sensor, or creating an artificial open circuit between the sensor and the tachograph itself, any attempt is easily detected when the device is inspected by a qualified police officer. However, police must be equipped with the necessary equipment to analyze the data.

Currently, the second generation of digital tachograph systems, named Intelligent Tachograph, became mandatory in Europe in 2019 for every bus and truck. All buses and all trucks were required to install these systems to remain road-worthy (Regulation (EU) No 165/2014 of the European Parliament and Council).



Source: VDO Fleet

This current generation of smart tachographs allows enforcement of legislation introduced by the EU relating to driving hours and rest periods for professional drivers. According to the [EU’s Joint Research Centre](#),

“ The new features make full use of advanced digital technologies, such as satellite positioning, short-range communication for enforcement agencies and links to other telematics applications, through a harmonized Intelligent Transport System interface.

The device’s features require, among other elements, the recording of starting and ending points within a journey through a Global Navigation Satellite System (GNSS). This data can assist in determining the amount of time drivers are spending in a particular country.

As specified by [Tachogram.com](https://www.tachogram.com),

/// Another feature introduced in the new tachographs is a DRSC (Dedicated Short-Range Communication) interface that allows roadside inspectors to check the vehicle’s tachograph data remotely using short-range radio devices without stopping the vehicle. This interface serves purely as a selection tool to proceed with further inspection.

The introduction of new, smarter devices is the next step to ensuring no rules are broken, which will, in turn, make European roads safer by eliminating fatigued drivers. Naturally, the older tachograph technology may still be used in existing vehicles. However, the problem of fatigue remains within nations that have not yet adopted advanced monitoring systems of work and rest periods for commercial drivers.




OUR TEAM IS HIRING



As an International Federation of Red Cross and Red Crescent Societies (IFRC)-hosted programme, the Global Road Safety Partnership (GRSP) builds the capacity of road police in a broad range of countries under various road safety initiatives to strengthen their ability to enforce road safety policies. GRSP’s Road Policing Capacity Building Programme’s objective is to support the on-going development of road policing agencies in selected countries and/or cities to effectively and efficiently conduct enforcement utilizing international good practice methods.

Our team is looking for a Road Policing Senior Officer who will provide technical advice and guidance to support the implementation of the Road Policing Capacity Building Programme.

 Closing Date
06-SEP-2022

 Location
MALAYSIA

▶ You can learn more about the position [here](#).

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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 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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