



GLOBAL  
**ROAD SAFETY**  
PARTNERSHIP

# ANNUAL REPORT



# 20 20

GRSP is a hosted programme of:



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## Message from the CEO

**Dave Cliff**  
**Chief Executive Officer**

We entered 2020 with the promise of the Third Global Ministerial Conference on Road Safety held in Stockholm in February. This was a major event on the world's road safety calendar and the Global Road Safety Partnership team and many of our members and partners led and took part in numerous presentations during the conference. It concluded with renewed determination to improve global road safety and the 'Stockholm Declaration' was presented by the Swedish Minister for Infrastructure as the outcome document. The global nature of the road safety challenge calls for international cooperation and partnerships across many sectors of society.

The 10th of April 2020 marked the end of United Nations' first Decade of Action for Road Safety. The target for this Decade was to reduce global road fatalities by 50% of the projected deaths of around 1.9 million – to below 900,000 deaths. However, by the year 2016 we saw global road fatalities rise and the World Health Organization's Global Health Estimate in 2018 reported just over 1.4 million road deaths occurring each year. The positive news was that the rate of road deaths, as measured by deaths per 100,000 population, had stabilised.

On the 18th of August 2020, the United Nations General Assembly endorsed a new resolution, titled 'Improving global road safety' within which it proclaimed the period from 2021 to 2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030. The resolution also calls upon businesses and industries of all sizes and sectors to contribute to the attainment of the road safety-related Sustainable Development Goals, including by applying safe system principles to their entire value chain, as appropriate and in line with national laws. The resolution also encourages further partnership activities and initiatives and highlighted the work of the GRSP. This international endorsement of GRSP serves to add to the global mandate with which we operate.

Road trauma has costs for everyone, but low- and middle-income countries continue to suffer much higher rates. Annually, it is estimated that more than 50 million people are injured in collisions with life changing impacts that impose huge financial and emotional burdens on families and communities. Road crashes also result in damage to property and infrastructure. In 2020, the World Bank reported that in low- and middle-income countries, road crashes result in more than 19.63 million deaths and serious injuries annually, and cost economies 1.7 trillion dollars and over 6.5 percent of GDP.

With this background, 2020 saw the world facing a new challenge in the form of Covid-19. The pandemic closed borders, schools, shops and businesses and resulted in new terms such as, 'lock-downs', 'bubbles' and 'R0' rates becoming part of our everyday language. With working from home becoming the norm and international travel virtually coming to a halt, GRSP redesigned its training, education, and programmes so they could be delivered remotely. This report for 2020 is truly one that catalogues resilience, adaptability, and determination to continue to deliver road safety initiatives despite the hurdles. It is a tribute to our staff, our members, our donors, our grantees and our partners for the way in which they responded, maintained faith in our capacity to adapt and continued to support the road safety cause.





## Our vision

**A world free of road crash death and injury**

## Our mission

**The sustainable reduction of road-crash death and injury in low- and middle-income countries**

## Who we are?

GRSP is a globally focussed road safety programme hosted within the world's largest and most-respected humanitarian organization, the International Federation of Red Cross and Red Crescent Societies (IFRC). This gives us true global reach through 192 Red Cross/Red Crescent national societies and other partners.

We are part of an extensive international multi-sector network of partners committed to reducing road trauma which include governments, civil society and corporate communities.

**Our people are road safety professionals with extensive expertise that includes:**



## What we do

- ① Advocating for evidence-based legislation focused on key risk factors (i.e. alcohol impaired driving, speed, use of seat belts, child restraints and motorcycle helmets) and improved vehicle safety standards.
- ② Providing training, leadership development and capacity building for road policing agencies.
- ③ Delivering road safety and leadership education, training and capacity building.
- ④ Designing, tailoring and delivering international road safety grants programmes.
- ⑤ Designing, developing and implementing evidence-based road safety projects.
- ⑥ Providing expert review and technical advice on road safety strategy, policy and projects.
- ⑦ Building partnerships between government, civil society and corporate communities.

## How we do it

We form partnerships between the private sector, civil society and governments to apply best practice road safety policy and practice, primarily in low- and middle-income countries and can utilise our extensive network of partners to reach every corner of the globe.

We act with the humanitarian values and ethics of the IFRC as our guiding principles.

We actively contribute to the achievement of the **UN Sustainable Development Goals and Decade of Action for Road Safety 2021 to 2030.**

**THE  
SECOND  
DECADE OF  
ACTION FOR  
ROAD  
SAFETY**





## Programme Updates

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# Botnar Child Road Safety Challenge (BCRSC)

The Botnar Child Road Safety Challenge (BCRSC) aims to improve the safety of children on the road, with a focus on municipal-level projects in medium-sized cities in seven priority countries: India, Mexico, Tanzania, Tunisia, Romania, South Africa and Vietnam.

In early 2020, at the onset of the pandemic, the BCRSC quickly mitigated risks relating to the delivery of its programmes so that they can continue delivering road safety outcomes. During this period, GRSP took a flexible and empathetic approach in working with the grantees through virtual means, ensuring delivery, support and capacity building.

As we all learnt, there were different government responses to the pandemic, and its severity continued to play a major part in the way the BCRSC 13 projects in seven countries were able to move forward. With most things outside of grantees' control, such as the closure of schools, curfews or shift of government priorities, GRSP remained responsive in providing guidance. Through the shifting workplans, changing activities and objectives or providing contract amendments to grantees, we believe that it was important to remain supportive to each grantee's circumstance in their ability to progress project delivery.

Virtual technical assistance from the GRSP team members to all grantees persevered. There was some peer-to-peer, inter-project learning, along with

continuing technical support from our monitoring and evaluation, enforcement, road safety education and engineering specialists providing inputs throughout the year. Despite the challenges, there were some outstanding outcomes that were realized during 2020, some of which included:

- GRSP joined Fondation Botnar and its partners at WUF10 in Abu Dhabi in early 2020. A networking event and panel discussion was held with the Eastern Regional Organization for Planning and Housing (EAROPH), the Federation Internationale de l'Automobile (FIA), Despacio and Fondation Botnar.
- WRI Mexico's construction of the permanent infrastructure intervention was completed the first week of February 2020.
- Phase 2 of the BCRSC started on 1 July 2020, where the following grantees: India Resource Institute, Plan International, Asia Injury Prevention Foundation (AIPF), Save the Children, Refleacciona, Centrico and Les Ambassadeurs de la Sécurité Routière completed their negotiations.
- The Mexican Red Cross completed four road safety audits and sent to CESVI, the contracted engineering firm, for the development of the modification plans.

- In Pleiku, Viet Nam, AIPF advocacy efforts were successful where the People's Committee of Pleiku City authorized the reduction of speed limits to 30 or 40km/h in all school zones for Phase 2 of BCRSC.
- AIPF was also able to complete 26 pre-intervention iRAP Star Rating for School (SR4S) assessments.
- Save the Children completed their "animated" public service announcement, which encouraged child helmet wearing and completed the tender process for the selection of a construction firm for the engineering interventions in My Tho City, Vietnam.
- In Culiacan, Mexico, a collaboration agreement was formally signed by the State Secretariat of Sustainable Urban Development (SEDESU) with Refleacciona and Centrico for Phase 2. Call for proposals to participate in the Calles+Seguras challenge was launched as well.
- In Cluj, Romania, through the hard work of Fundatia Crucea Alba (FCA) and despite the local COVID-19 pandemic situation, the Security Directorate held seven rounds of child restraints safety enforcements during the late 2020.
- In the City of Tunis, Tunisia, with the great advocacy work of Les Ambassadeurs de la Sécurité Routière (ASR), the Ministry of Interior appointed the Road Safety Observatory as the lead for a crash data digitization pilot in Tunis.
- In Tanga, Tanzania, Amend completed two road safety remediations along with the practical, basic training of 50 motorcycle (boda-boda) taxi riders. Moreover, they completed the draft of the Tanga Road Safety Action Plan.



“

*The onset of the pandemic in 2020 was challenging for the Botnar Child Road Safety Challenge (BCRSC) to navigate through. Yet, with the mandate and support from the donor, and working closely with our grantees, we were able to be flexible and innovative in our approach and learnt a whole lot in terms of quickly shifting our support online. I am very proud of our team, grantees and partners in being able to be adaptive and compassionate last year throughout the adversity of implementing our programme in the midst of a pandemic*

**Atsani Ariobowo**  
Manager, Road Safety Projects



**10**  
Million



**13**  
Cities



**7**  
Countries



# Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS 2020-2025):

## General Overview for 2020-2025

The first phase of the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) initiative ended 31 December 2019. Bloomberg Philanthropies reinvested in road safety, with a new, expanded second phase that commenced 1 January 2020. This new, expanded initiative will span six years (2020-2025) and GRSP is proud to continue serving as one of ten international partners working on this global road safety programme.

### The GRSP team continues to provide services in three areas:

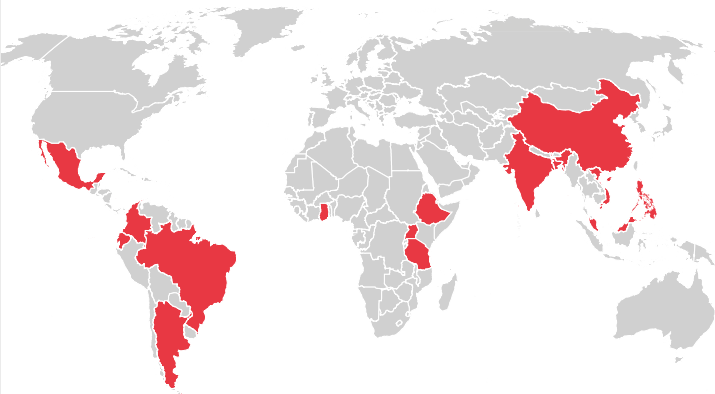
- Road Safety Grants programme expanded from 7 countries (in 2019) to 15 countries (in 2020). These countries account for approximately 60% of all road traffic deaths globally; with grants funds allocated to support advocacy for evidence-based road safety laws relating to key behavioural risk factors. The countries included within the expanded BIGRS programme are: Argentina, Bangladesh, Brazil, China, Colombia, Ecuador, Ethiopia, Ghana, India, Malaysia, Mexico, Philippines, Tanzania, Uganda and Viet Nam.
- Road Policing Capacity Building programme expanded from supporting 9 cities (in 2019) to a maximum of 14 cities in 2020.
- In the previous BIGRS phase, Global Road Safety Leadership Courses were conducted in person twice each year. In the new phase of the initiative, GRSP will continue expanding the suite of course offerings to include a GRSLC Master Class for senior decision makers, a Road Policing Leadership Course for senior police from BIGRS priority cities and countries, and courses tailored to staff working within the BIGRS International Partner organizations, as well as to the organizations who receive grant funds under our Road Safety Grants programme. All courses will continue to be developed and delivered in collaboration with Johns Hopkins International Injury Research Unit.

At the beginning of 2020, our team was ready to meet the many challenges associated with working in the expanded BIGRS programme. This was to be a significant and important expansion year across the whole BIGRS body of work. There were a significant number of new staff to be hired and new countries and cities to become acquainted with. Little did we realise that, after the first two months of 2020; our work on the expanded programme needed to radically change to respond to a global pandemic.

Despite having to alter the way we conduct our work in the nominated cities and countries, the GRSP team worked constructively, and with empathy for in-country partner organizations, to navigate the ever-changing landscape resulting from the ongoing pandemic. The GRSP BIGRS team began the year mapping out the foundations for the six-year programme. We soon realised that the implications on our work would be profound. Yet, the work continued. Some of the organizations that receive funds from the Road Safety Grants programme have been unable to conduct their advocacy work to seek the strengthening of road safety laws. Much of our team's work, including grant negotiations, road policing capacity building trainings, leadership course delivery and stakeholder meetings, moved from in-person to virtual. Overall, these shifts have brought new opportunities that we could not properly have appreciated in the pre-pandemic world.

The GRSP BIGRS team continued to expand in 2020 to match the expanded country and city portfolios. I owe a huge debt of gratitude to our team, as they carried on delivering our programme commitments during a period of extreme difficulty in an immensely challenging year. I also pay tribute to the people who, in the midst of an uncertain world, decided to take the leap of faith and apply to become new GRSP team members.

Our expanded BIGRS team is stronger because of the challenges that 2020 delivered to us; therefore, we established a way to continue to support road safety improvements in our partner countries, despite disruptions and challenges of the ongoing pandemic.



# Road Policing Capacity Building

## Overview of 2020 programme

As the new phase of the BIGRS initiative kicked off, our team focused on conducting capacity assessments in the new cities that joined the programme. For the majority of the year, police priorities in the cities that we support were focused on pandemic response and population movement control. Understandably, this had significant impact on some of our work throughout the year.

To prepare the foundations of the programme in each city, remote assessments were undertaken and completed in seven cities: Accra, Kumasi, Addis Ababa, Kampala, Maharashtra State, Hanoi and Ho Chi Minh City, along with an in-person introductory visit in Dhaka during a scoping visit to Bangladesh at the beginning of the year.

The assessments included key outputs, such as a review of the current situational context in each city, development of information collection plans, analysis of training needs, and the review of existing policing plans, procedures and resources. These items have all been key to informing the preparation of workplans and development of training along with identifying the in-country support needed during the first two years of the programme. In addition, crash data collection assessments were carried out jointly with the Vital Strategies surveillance team.

As the year progressed and capacity assessments were completed, the first round of virtual Road Policing Leadership trainings were delivered in Accra, Kumasi, Addis Ababa and Kampala. The learnings from the delivery of these workshops have been pivotal and assisted our team to adapt the delivery of the workshops, along with activities planned for 2021.

The year ended with the successful recruitment of an additional road policing manager based in Kuala Lumpur, along with four new Road Policing Senior Officers who were to start in 2021. With occupational health and safety of all staff and stakeholders at the forefront of our training deliveries, the programme also saw standardised uniforms and high-visibility clothing to ensure that personnel remain safe on the roads.



*The year 2020 was a challenging time for the GRSP Road Policing team. We welcomed new cities in the BIGRS Road Policing Capacity Building programme portfolio: Kumasi, Kampala, Dhaka and Hanoi. We continued our support to the cities of Accra, Addis Ababa and Ho Chi Minh City. In addition, we extended the project's range in India to the entire state of Maharashtra, whereas in previous years, we were supporting capacity building in the city of Mumbai. The global pandemic meant that we had to change our methodology of capacity building project implementation, with virtual support becoming the only mechanism for engagement with our partners in each city. However, this difficult time was an opportunity to demonstrate great flexibility and our ability to quickly adapt our delivery and support to meet the new challenges. It is a source of great satisfaction for all of us and, thanks to the great collaboration of the GRSP Road Policing team members, local coordinators, and BIGRS partners, the goals set for 2020 were achieved.*

**Marcin Fleiger**  
Manager, Road Policing Capacity Building



# Advocacy and Grants

## Overview of 2020 programme

The Road Safety Grants Programme successfully expanded to all new BIGRS countries, considering several concept notes and full proposals from each of them. The Grants Programme made significant progress in negotiating and finalizing new grants in these new locations, along with maintaining grant funding in the continuing countries.

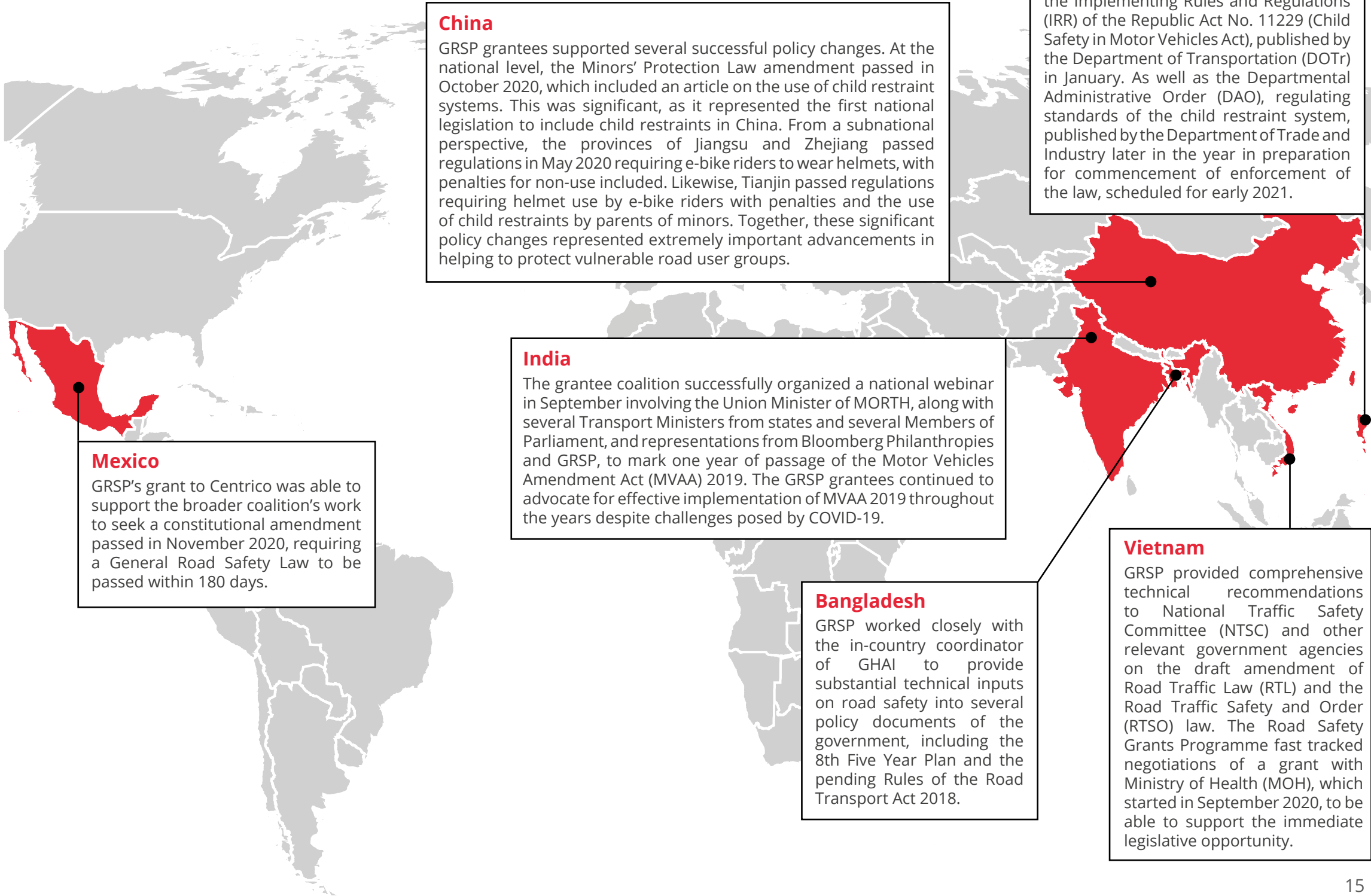
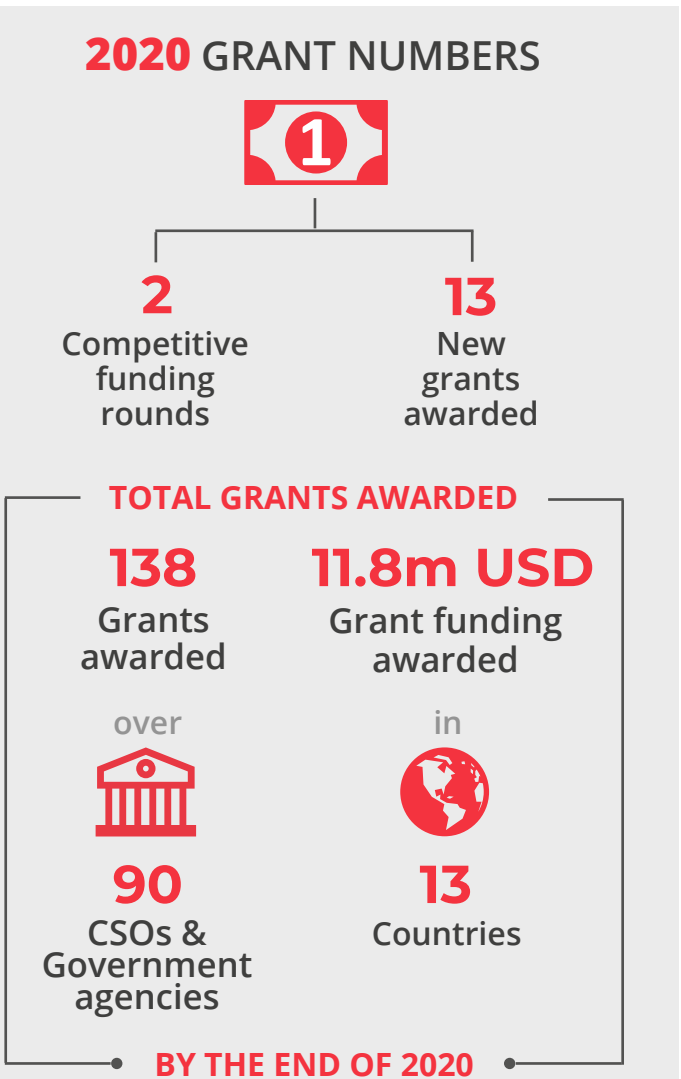
The programme was able to collaborate effectively with global partners, mainly Global Health Advocacy Incubators (GHAi) and Vital Strategies (VS), in conducting scoping and mapping exercises in all the new BIGRS countries. This was done through in-person meetings in Bangladesh and virtual meetings in all the other countries. The team contributed significantly in the GHAi-led process of developing 2021 country strategies for the national level policy advocacy in the ten priority countries.

Despite the challenges posed by the spread of the COVID-19 pandemic, the Advocacy and Grants Programme was able to make notable progress at the country level.



**Despite major challenges caused by the pandemic, the Advocacy and Grants Programme of GRSP was able to make significant progress in 2020 by effectively expanding the presence of the programme in all the new BIGRS countries. As it was difficult to expand the size of the team during this challenging year, the small team accepted the challenge of taking substantially added responsibilities, to ensure that the expansion of the programme activities in the new countries could happen as early as possible at the beginning of the new phase of BIGRS. I congratulate the team members for their efforts to make the year a successful one in the midst of a truly challenging year for everyone on the globe. We are proud of all our grantees who continued their great advocacy efforts despite the major restrictions and difficulties that they had to face throughout the year.**

**Taifur Rahman**  
Manager, Advocacy and Grants Programme







# Global Road Safety Leadership Course (GRSLC)

## Overview of Course Development and Delivery

The year commenced with strategic discussions conducted with a focus to plan and deliver, for the month of May, a two-week GRSLC Course in Baltimore, United States. As well as two new courses at the end of the year, the GRSLC: Master Class - catering for senior and key decision makers; and a Road Policing Leadership Course, for senior police and enforcement officers from the priority cities of the BIGRS programme.

With the onset of COVID-19, GRSP and our partner Johns Hopkins University (JHU) had to quickly pivot from an in-person delivery to developing an innovative and engaging course that could reach our audience through the virtual world. As a result, the team created a bespoke online version of the GRSLC course for staff of initiative partner organizations of the BIGRS programme, which was particularly important, given the commencement of the expanded phase of the BIGRS initiative this year.

**The GRSLC: Initiative Partners course was delivered in November-December 2020, with 87 participants from 21 countries joining through a dynamic, purpose-built online education platform.**

They completed a series of four online modules and five live webinars, which introduced participants to a comprehensive approach to road safety, outlining key road traffic fatal and serious injury risk factors, concepts underpinning evidence-based road safety interventions and the way in which various element of the transport system must be addressed to save lives on the roads.

The course content and webinars were developed and delivered by GRSP and JHU, with support from our partners at the WHO (World Health Organization), Vital Strategies, Global New Car Assessment Programme (Global NCAP), World Resources Institute (WRI), Global Health Advocacy Incubator (GHAi) and the National Association of City Transportation Officials (NACTO).

The course was extremely well-received, with an evaluation indicating that participants found the content comprehensive, relevant to their work, and interactive, whilst experience of presenters on the webinar was crucial in complementing and reinforcing key concepts. Additionally, evaluation results indicate that course objectives and expectations were met. At the completion of the course, the GRSLC team immediately commenced preparations for the delivery of the next GRSLC: Initiative Partners, scheduled for quarter 2, 2021.



*It was extremely rewarding to interact with such an outstanding array of participants for our first online offering of the Global Road Safety Leadership Course: Initiative Partners. We know just how isolating the sudden forced disconnection during 2020 was for so many working within the BIGRS initiative. So, in such a short time to be able to imagine, design and then implement a platform for more than 80 people to share time, learning and experiences, and to see and hear the great value they drew from the course, really emphasised the importance of this project. We are always thrilled to share and learn from our partners and participants on global road safety best practice. However, that added aspect of creating a way for the new staff of the initiative to meet and interact in such challenging circumstances was particularly special.*

**Blaise Murphet**  
Manager, Asia-Pacific Consultant



1  
Courses delivered



87  
People trained



# Member Initiatives

## Road Safety Management and Leadership Course

In November and December, GRSP worked with our member, the Asian Development Bank (ADB), to develop and deliver an online course focusing on road safety management and leadership. Delivered through the auspices of the Asia Pacific Road Safety Observatory (APRSO), the course engaged 129 road safety managers, leaders, senior road safety technical experts and ADB staff in a series of webinars. Likewise, the focus was on the Safe System Approach, while providing an understanding of evidence-based interventions to address fatal and serious injuries on the roads. Furthermore, it touched upon making strategic human and financial resourcing decisions to empower local agencies and the ADB to implement system-based initiatives.

We were joined by key experts to facilitate the course, from our partners at the International Road Assessment Programme (iRAP), Johns Hopkins University (JHU), the National Transport Research Centre of Pakistan (NTRC), the National Transportation Safety Committee of Viet Nam, the Global New Car Assessment Programme (Global NCAP), and the Transport Accident Commission of Victoria (TAC) in Australia.

All the participants, who were drawn from 23 countries across Asia and the Pacific, reported that the course met its objectives and that they had acquired new knowledge and skills as a result of their participation. In particular, the participants found it useful to understand the practical implications of evidence-based approaches and the key element of utilizing management principles to coordinate initiatives. Following completion of the course, GRSP commenced working with ADB to design a follow-up suite of courses to be delivered in 2021.



## VIA

VIA is a global road safety education programme for children aged 10 to 18. Designed as a modular, flexible, accessible and easily replicable programme, VIA can be implemented anywhere in the world. It is built to work in different contexts, adapting to the local needs and environment, based on internationally recognised best practices of child road safety.

Developed to be easily integrated, VIA can be delivered in lieu of road safety programmes in schools or incorporated to complement existing road safety curricula. As part of VIA, local Implementing Partners across the world will engage with key stakeholders to raise awareness on the importance of road safety education.

VIA is jointly funded by the Michelin Corporate Foundation and the TotalEnergies Foundation. This programme is developed with the support of Global Road Safety Partnership (GRSP), which is hosted by the International Federation of Red Cross and Red Crescent Societies (IFRC).

### VIA Vision

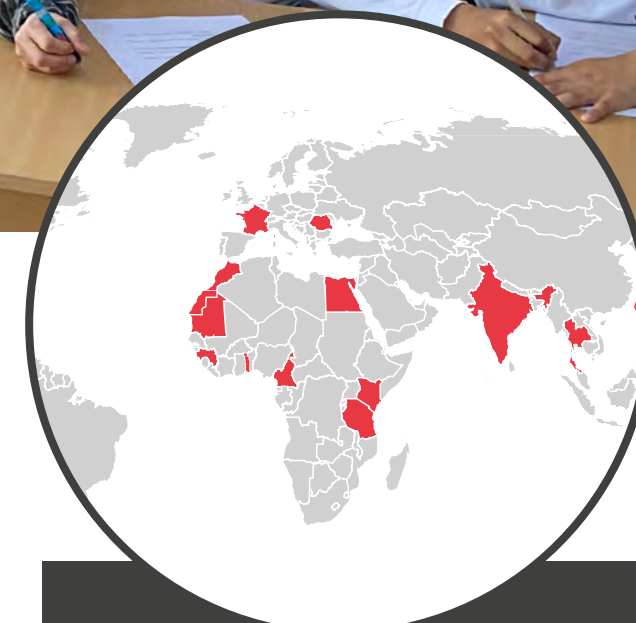
Our vision is for all children to receive quality road safety education through a structured learning approach.

### VIA Key Objectives

- ▶ To educate children on behavioural risk factors on the road.
- ▶ To educate children on how to avoid traffic-related injuries on the road.
- ▶ To raise awareness with government and key stakeholders of child road safety.
- ▶ To engage with ministries and relevant stakeholders to encourage the inclusion of road safety education into national curricula.

### The VIA Approach

Education programmes targeting children and young people are central in sustainably impacting knowledge, attitudes, and behaviours. Designed by road safety and education experts, VIA takes an innovative and structured approach to learning that connects the value of life with safer practices in traffic, taught through an active, emotional, and creative methodology. This focus delivers greater learning successes than traditional methods.



### VIA presence worldwide

**14**  
Countries  
activated

**292**  
Schools  
engaged

**463**  
Classes  
taught

**17,289**  
Children  
reached

**2,731**  
Modules  
Implemented



Global Road  
Safety Education  
via a new generation





## IFRC & NSs development

The very inception of the GRSP is the result of the recognition of road trauma as a man-made humanitarian crisis by the International Federation of Red Cross and Red Crescent Societies (IFRC). Being an integral part of the largest humanitarian network on the planet, and working with local Red Cross and Red Crescent National Societies in 192 countries, provides GRSP with possibility to engage with communities everywhere.

As IFRC's reference centre on road safety, GRSP supports National Societies by building their capacity on how to avoid road trauma and facilitating their access to road safety global expertise.

In 2020, despite the pandemic sweeping across the five continents, GRSP worked closely with a number of Red Cross and Red Crescent National Societies, demonstrating their appetite to address road traffic fatalities both in their countries and internationally.



15

NS  
engaged

### Italian Red Cross



*This year the Italian Red Cross embarked in an amazing journey that brought together GRSP, Bangladesh Red Crescent, Nepal Red Cross and Pakistan Red Crescent, joining forces to develop a pilot Regional Road Safety Programme. Through this initiative, along with these partners, the Italian Red Cross will be able to bring VIA Programme (Road Safety Education for the Next Generation) in many schools in these three countries.*



*It was a first for Italian Red Cross to support such an extensive Road Safety intervention. Thanks, to the positive feedback received from community members as well as other partners involved in previous experiences in the Region, and after having taken into consideration the inputs from our partner National Societies of Bangladesh, Nepal and Pakistan, it was decided to support it, and included it in the programmatic priorities of the Italian Red Cross.*

*It was also the first collaboration with GRSP, helping in structuring the proposals with the inclusion of the VIA component in a way that it would be feasible and relevant. It was great to see how positively the National Societies responded to the possibility of disseminating VIA in the schools through their networks of youth clubs and volunteers, as they have recognized the benefit it could bring to their current educational programmes. The projects will kick off soon in each of the countries and we are excited to see where this journey will bring us.*

**Riccardo Bagattin**  
Regional Representative for Asia-Pacific  
Italian Red Cross

### Kenya Red Cross



*VIA School Road Safety Program has been revolutionary in our work as the Kenya Red Cross Youth. Before VIA, our school programming was based on physical modules that were not necessarily contextualised, specific to student learning. Today, we can confidently say we have a tried and tested module for delivering road safety programmes targeting students in Red Cross Clubs, beyond Nairobi County (implementation area).*



*Our implementation was even made easier through the support, both technical and operational that, we continue to receive from the GRSP team. The team has been flexible enough to allow adaptation to emerging needs and the COVID-19 pandemic which necessitated digital delivery. We are sincerely grateful, and we can only hope for better days to come and lesser deaths/injuries on roads among school going kids.*

**Alex Ayub**  
National Youth Program Coordinator  
Kenya Red Cross Society

## Other Initiatives

### United Nations Road Safety Fund - Philippines Pilot Project

The year 2020 saw the completion of the United Nations Road Safety Funds' (UNRSF) supported project 'Strengthening Speed Management in the Philippines'. The project, which commenced in 2019, was finalized in October 2020 after meeting its objectives of enhancing the capacity of a core group of national-level police to train Local Transportation Office (LTO) enforcement officers. In that regard, said officers were trained to conduct effective speed enforcement and to institutionalize best practice speed enforcement operations among agencies in the Philippines.

Furthermore, GRSP joined our implementing partner Imagine Law to facilitate and mentor more than 70 speed enforcement trainers to help support their role in institutionalizing good practice within the LTO. In addition, high-level participants were given training on speed enforcement planning.

Due to COVID-19, the national stakeholder engagement was forced to adjust to an online engagement. Consequently, both GRSP and Imagine Law worked with our implementing partner, the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), to implement an online speed management stakeholder campaign that reached more than 760,000 people, including almost 200 participants from key national stakeholders to an online webinar.

The online engagement also involved the development and circulation of a Declaration of Commitment of stakeholders to speed enforcement, which was adopted by LTO's throughout the country, as well as the Philippines National Police. The document was supported by project partners and the UNRSF Secretariat. Ultimately, the project was finalized through the development of a comprehensive speed enforcement package, which was officially handed to the LTO for continued utilization in the country.





# Focus on Health and Safety

Staff health and safety is at the forefront of our operations. As part of the work of the GRSP team, travelling globally has always been a major part of what we do. To enhance staff safety, we undertook two initiatives during 2020.

## High-Visibility Clothing

Our road policing team has an essential role in providing on the road practical training to traffic police and enforcement officers in the most effective ways to conduct breath testing, speed and other enforcement operations. One key aspect in establishing safety in the practical workshops and trainings is to ensure that all participants, including GRSP personnel, are wearing high-visibility, reflective clothing so that drivers can see them, day and night.

The items include high-visibility raincoats, jackets, vests, as well as other items to ensure GRSP staff and consultants are safe and professionally presented.



## Travel and Security Guide

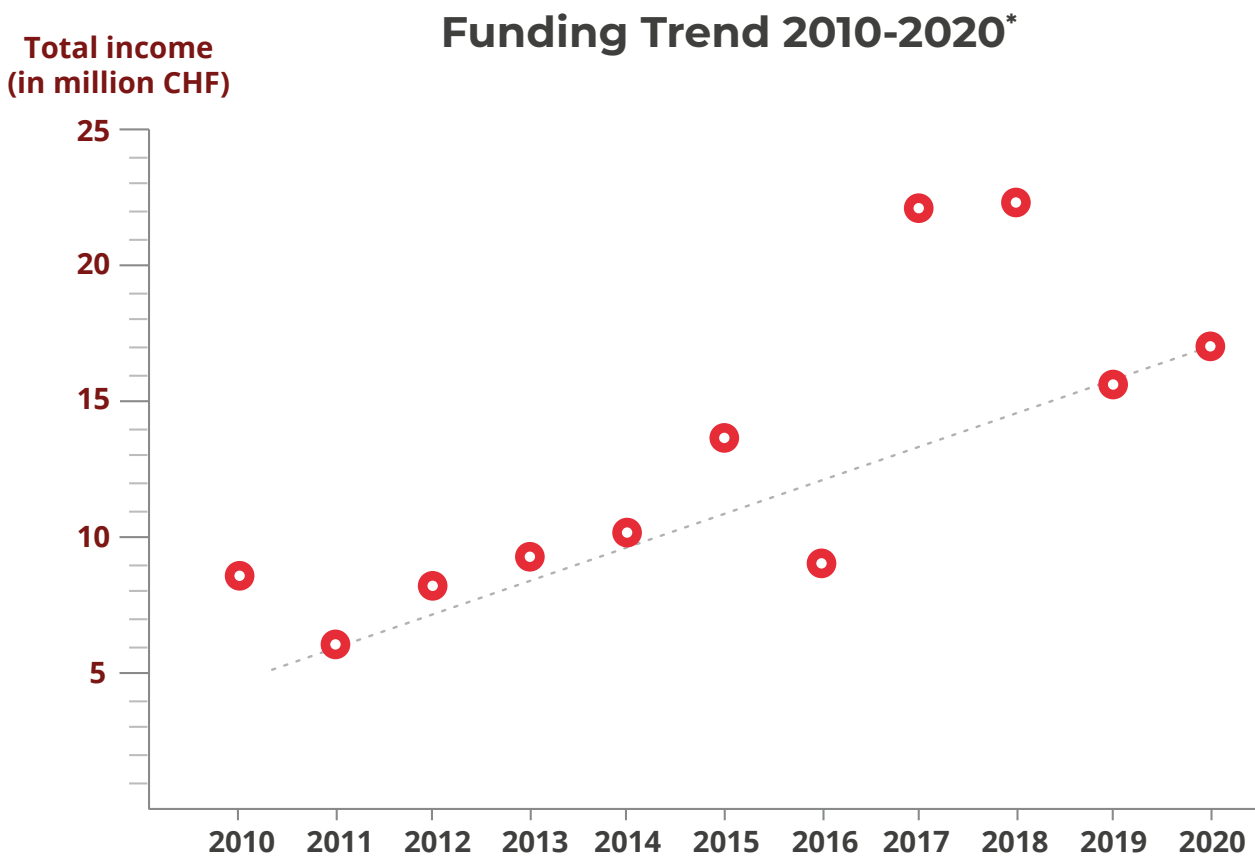
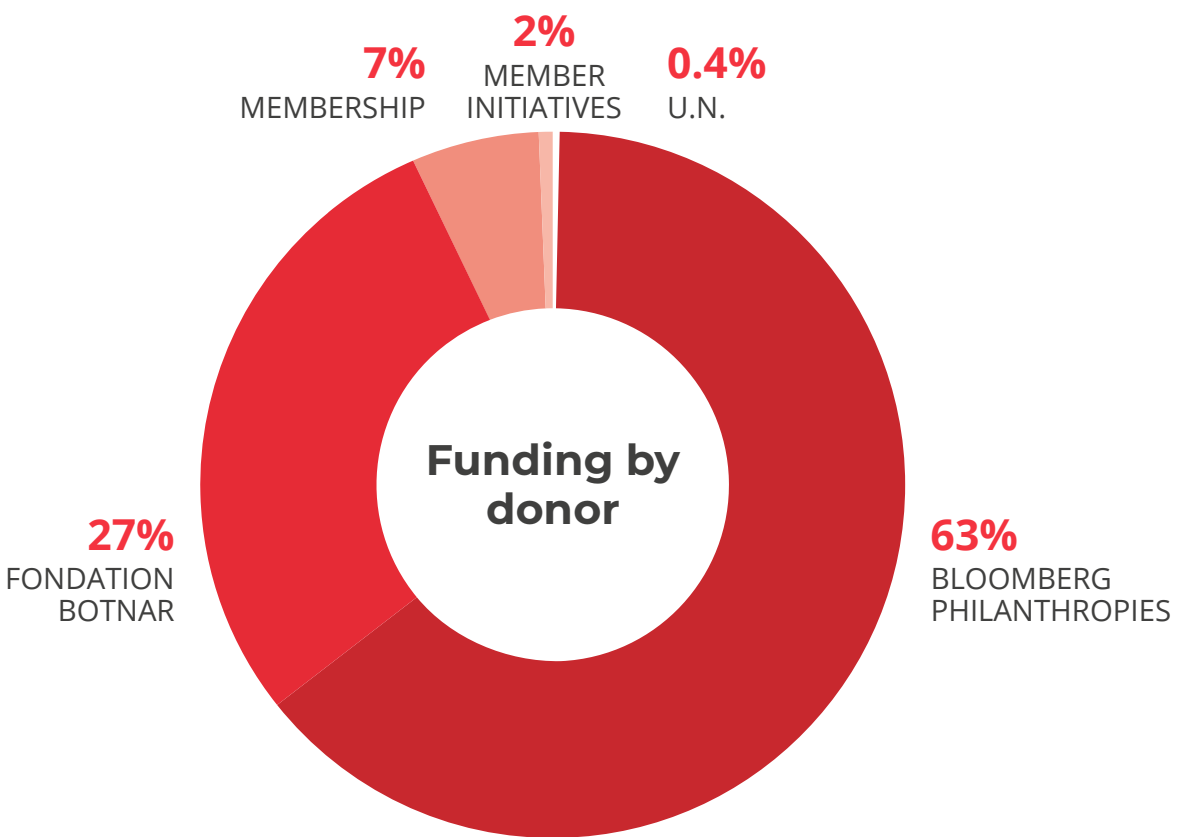
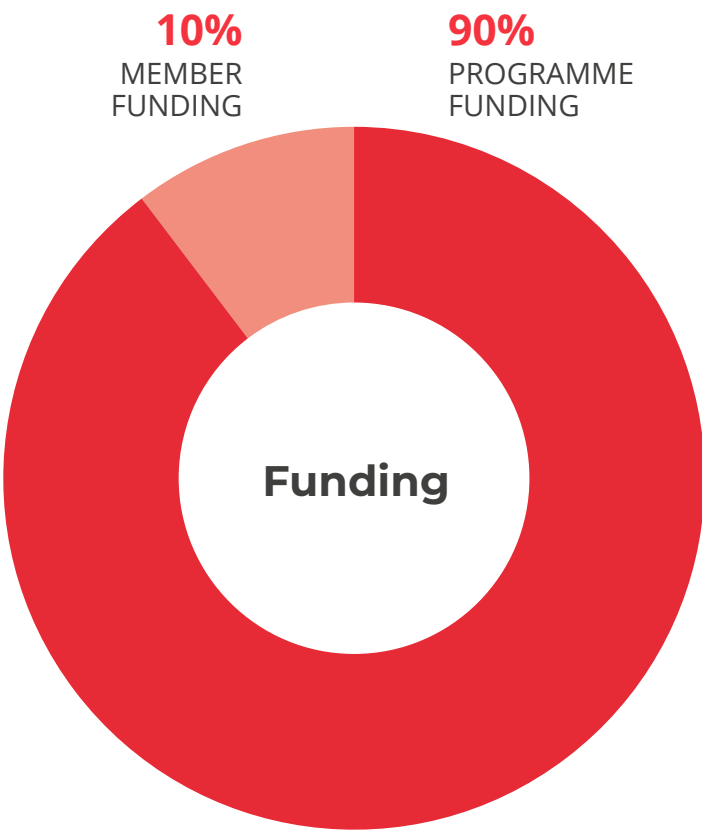
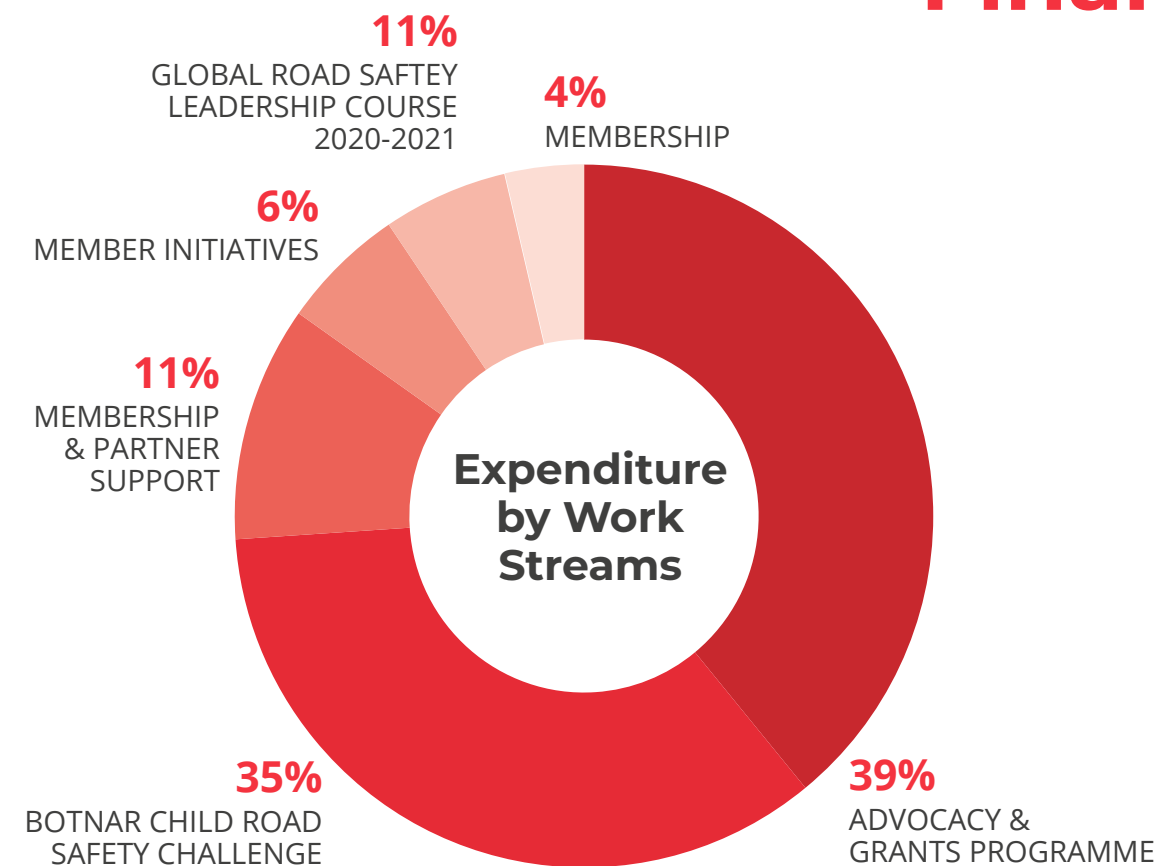
GRSP operates multiple global road safety programmes and projects, with our staff being some of the most active international travelers within the IFRC. We saw the need to develop our own *Travel and Security Guide for GRSP Staff* to supplement our host organization's own Travel Policy and Stay Safe travel guide. This includes more practical, step-by-step guidelines on what GRSP staff should do when they travel overseas.

We felt that this guide is necessary to ensure the health, safety and well-being of our staff in mitigating the myriad of risks of international travel. GRSP staff members and our consultants were engaged and given the opportunity to provide their input in the development of the guide. The document is organic, and it will be regularly reviewed by the GRSP management team to ensure there is continuous improvement over time.





# Financial snapshot



\*The funding trend over the 2010-2020 period illustrates GRSP's success at attracting and increasing funding in ever-changing market conditions.  
Note: Some year-to-year fluctuation is related to the up-front receipt of funds to support multi-year interventions.



# Members of the Global Road Safety Partnership



## Donors



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