

# GRSP'S EXPERIENCE IN DEVELOPING ROAD SAFETY PROJECTS



*Geneva Friends of Road Safety Network Meeting – 5 November 2019  
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GLOBAL  
ROAD SAFETY  
PARTNERSHIP

CELEBRATING 20 YEARS

The Global Road Safety Partnership is hosted by:



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1919-2019

# THE GLOBAL ROAD SAFETY PARTNERSHIP (GRSP)



- **Hosted by the International Federation of Red Cross and Red Crescent Societies (IFRC)**
- **Headquartered in Geneva**
- **Founded in 1999 after IFRC's 1998 World Disasters Report:**
  - ✓ **Identified catastrophic number of traffic injuries and deaths and dramatic consequences on people and their livelihoods**
  - ✓ **IFRC, World Bank and British Govt's Dept for International Development (DFID) decided to create the GRSP**
  - ✓ **Member-based organisation**
  - ✓ **Bring together government agencies, private sector & civil society to address road safety**

## **OUR VISION**

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

## **OUR MISSION**

**The sustainable reduction of road-crash death & injury, with a focus on low- & middle-income countries**

# PROJECTS IN PARTNERSHIP

## **We specialise in:**

- Bringing together relevant stakeholders from business, government & civil society
- Helping them implement good practice road safety solutions adapted to local language & culture.

## **The 3 “voices” of business, government & civil society each have something unique to bring to road safety solutions:**

- Civil society voice brings the voice of change & societal improvement
- Business voice brings target setting & focused efficiency of action
- Government voice brings ability to enshrine efficient social change into legislation.

# GRSP & THE BLOOMBERG PHILANTHROPIES INITIATIVE FOR GLOBAL ROAD SAFETY

**1**

**Support civil society to advocate for stronger road safety policies and their implementation**

- Road Safety Grants Programme
- Technical support to grantees

**2**

**Enhance capacity of road police and enforcement agencies:**

- Develop/strengthen road policing leadership and enforcement strategies
- Provide training on risk factors & technical assistance with international good practice enforcement strategies
- Train local police so they can continue training their colleagues to improve sustainability
- Support professionalisation of road police

**3**

**Global Road Safety Leadership Course**

# GRSP & BOTNAR CHILD ROAD SAFETY CHALLENGE

- **Launched 2017**
- **GRSP = implementing partner**
- **New donor to road safety – Fondation Botnar (Switzerland)**
- **Encouraging NGO, Govt & Private sector collaborations**
- **Focus on enhancing child road safety in**
  - **7 priority countries**
  - **medium sized cities**
- **12 projects launched 2018 + 1 in 2019**
  - **Tunisia (1), Vietnam (3), India (2), Romania (2), South Africa (1), Mexico (3), Tanzania (1)**

# GRSP & MEMBER INITIATIVES

- **Working in partnership with GRSP members**
- **Develop road safety projects in countries of interest to our members**
- **Safe to School, Safe to Home**
  - School routes, infrastructure, speed limits
- **Educational improvements in school**
- **High risk corridor identification and associated driver awareness campaigns**



# DEVELOPING PROJECTS

## 1. Understand the need

- Scope local context (country/city)
- Consult locally

## 2. Capitalise on established local & regional contacts

## 3. Develop a scope of work that suits local needs

## 4. Match to donor requirements



# GRSP UNRSTF-FUNDED PROJECT

## *Strengthening Speed Management in the Philippines*

### Capitalise on established local & regional contacts

- UNESCAP – have developed a strong working partnership
- Philippines context
  - *Critical work already completed (speed limit ordinance passed due to GRSP-funded advocacy efforts under the BIGRS initiative)*
  - *5 years direct working experience with govt and NGOs (trust established and built)*
  - *Strong local relationships – NGO and Government*
  - *Enforcement training needed to allow nation-wide enforcement activity*

# GRSP UNRSTF-FUNDED PROJECT

## *Strengthening Speed Management in the Philippines*

### Overall objective:

Contribute to reductions in speed-related road crashes and their severity levels in the Philippines by improving road user behaviour

### Specific objective:

To help achieve this, GRSP will provide best practice speed enforcement training via Train the Trainer methodology to a core group of national level police who will then spread the training to Local Transportation Office (LTO) district level in the Philippines to promote a **systematic approach to speed enforcement**.

# PROGRESS TO DATE AND ONCOMING ACTIVITIES

**MoU between Department of Transportation, Local Transport Office and ImagineLaw (NGO partner) established**

**Scoping assessment of local enforcement regime**

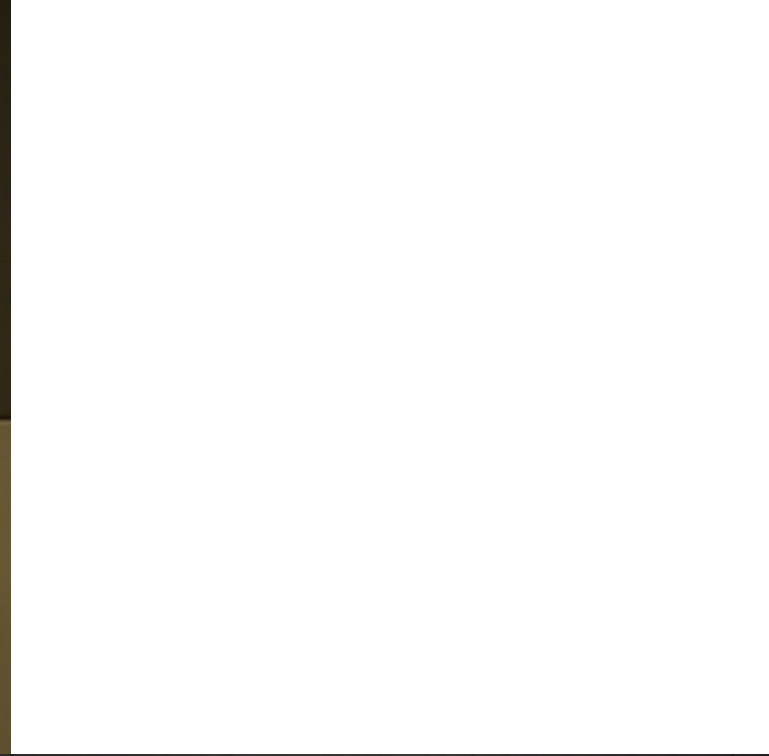
**Speed management module developed**

**Train the Trainer workshop delivered**

**Local speed enforcement training supervision**

**Coaching and monitoring speed enforcement operations**

**National Stakeholders Workshop**



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# OUTCOMES

- ✓ Deep and detailed assessment of the current situation in speed enforcement in Philippines was completed as a base for speed training package preparation.

- Current legislation
- Equipment for speed enforcement
- Identified training needs



# OUTCOMES

- ✓ 45 officers from Land Transport Office, Philippines National Police - Highway Patrol Group (PNP-HPG), Metropolitan Manila Development Authority (MMDA), Pasig City, and Quezon City Traffic Management Offices were trained on theoretical and practical aspects of speed enforcement
- Principles of a Safe System
- The problem of speeding
- Countermeasures to Speeding
- Different types of speed enforcement



# OUTCOMES

- ✓ 45 officers from Land Transport Office, Philippines National Police - Highway Patrol Group (PNP-HPG), Metropolitan Manila Development Authority (MMDA), Pasig City, and Quezon City Traffic Management Offices were trained on theoretical and practical aspects of speed enforcement

- How to prepare speed checkpoint
- Safety rules
- Practical aspects of speed enforcement



# OUTCOMES

- Officers had a chance to touch and use different type of speed measurement devices.



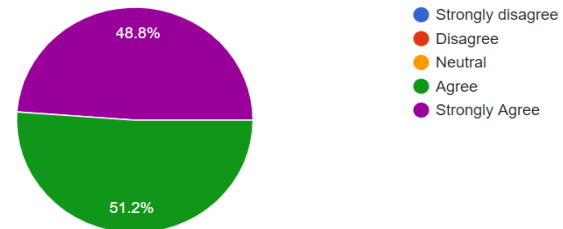


# OUTCOMES

## ✓ High level of satisfaction with the speed training :

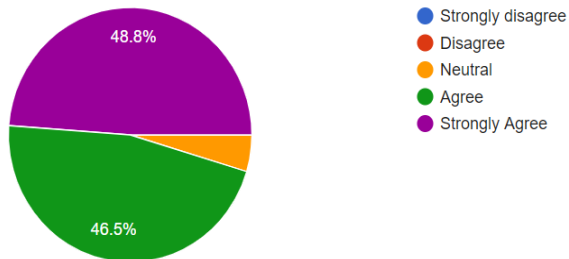
My knowledge and skills of speed enforcement theory and practice has improved considerably

43 responses



The importance of applying speed enforcement principles to target risk behaviors on a sustained basis

43 responses



# OUTCOMES

## Guideline for officers developed - how to be well prepared for speed enforcement:

- Site selection
- Checking speed measure equipment before starting enforcement
- Safety rules on establishing checkpoints
- Speed enforcement data records



UNIT \_\_\_\_\_

### LASER SPEED MEASUREMENTS – REPORT

Type and serial number of speed device: \_\_\_\_\_

Date: \_\_\_\_\_ Time from / to: \_\_\_\_\_

Location: \_\_\_\_\_

Officer who conduct measurements: \_\_\_\_\_

Officer has successfully completed training in the correct use of this device, as evidenced by the certificate No. \_\_\_\_\_

Device has been regularly maintained/ calibrated, as evidenced by the certificate No. \_\_\_\_\_

#### CHECKS BEFORE MEASUREMENTS:

Self test	«Zero measurement»	Temperature check	Labels checks	Certificates checks
YES / NO	YES / NO	YES / NO	YES / NO	YES / NO

# OUTCOMES

**Training/educational video to be produced as a resource for local police to use for ongoing training.**

**GRSP trainers prepared scenario for training/educational video, which will be recorded during local trainings.**

**This video will be distributed internally into LTO and PNP as training material and as a way to unify the speed enforcement procedures within the whole country.**

# Press Release by NGO Partner

## International road safety experts trained LTO enforcers on speed enforcement

**Quezon City** – “Let’s not wait for more tragic crashes to happen. As law enforcers, it is our duty to focus on preventive and proactive actions to save lives on the road,” said Land Transportation Office Assistant Secretary Edgar Galvante as the speed enforcement training of trainers opened Monday, October 7, at Seda Vertis North, Quezon City.

To complement the nationwide implementation of Joint Memorandum Circular (JMC) 2018-001, which provides local government units (LGUs) with standards and guidelines on speed limit setting, road classification, and road crash data collection, ImagineLaw invited experts from Global Road Safety Partnership (GRSP) to train our local law enforcers on speed enforcement.

The training covered good practices on speed enforcement based on experiences of GRSP experts Robert Susanj and Mark Stables in their decades as Chief of Slovenian Traffic Police and Police Calibration Services Manager of New Zealand’s Ministry of Transport respectively.

Funded by the United Nations Road Safety Trust Fund, this training fulfills the DOTr’s and LTO’s responsibility to provide capacity building on speed limit enforcement, under JMC 2018-001.

“Enforcement is essential to make speed limits effective. Where countries have changed their speed limits but have taken little action to enforce them, there have been very limited benefits,” said Robert Susanj, a former Director of Slovenian Traffic Police, founding member of TISPOL: European Traffic Police Network, and now a consultant for GRSP.

Aside from lectures, the participants headed to North Luzon Expressway (NLEX) on Tuesday, October 8, for practical speed enforcement exercises.

**THANK YOU VERY MUCH**

**Any questions?**

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# GLOBAL ROAD SAFETY PARTNERSHIP SECRETARIAT



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