

INTRODUCTION – GLOBAL ROAD SAFETY PARTNERSHIP (GRSP)



GLOBAL
ROAD SAFETY
PARTNERSHIP

The Global Road Safety Partnership is hosted by:

+C IFRC

ABOUT US

- Hosted by the International Federation of Red Cross and Red Crescent Societies (IFRC)
- Headquartered in Geneva, Switzerland
- 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 GRSP
 - Member-based organisation
 - Bring together governments, government agencies, private sector and civil society to urgently address road safety



Our vision:

A world free of road crash death and injury



Our mission:

Sustainable reduction of road-crash death and injury with a focus on low- and middle-income countries



Our governance:

Elected Chair and Board (Executive Committee)

WE SPECIALISE IN:

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



The three “voices” each have something unique to bring to road safety solutions:

- **Civil society** brings the voice of change and societal improvement.
- **The business** voice brings target setting and focused efficiency of action.
- **The government** voice brings the ability to enshrine efficient social change into legislation.

BLOOMBERG PHILANTHROPIES INITIATIVE FOR GLOBAL ROAD SAFETY (BIGRS)



BIGRS PROGRAMMES (BLOOMBERG INITIATIVE FOR GLOBAL ROAD SAFETY)



The Global Road Safety Partnership is hosted by:



1. Support civil society to advocate for stronger road safety laws and their implementation:

- Road safety grants programme
- Technical support to grantees

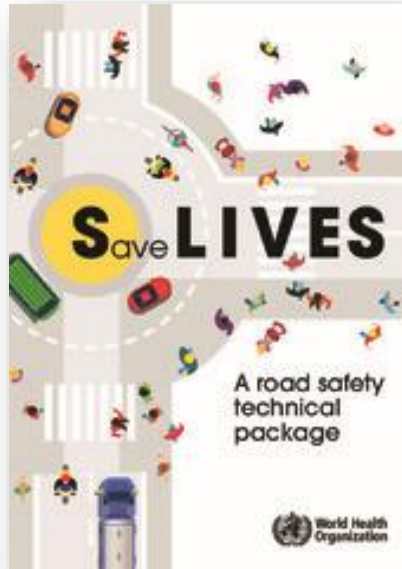
2. Enhance capacity of police and enforcement agencies:

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

3. Global Road Safety and Road Policing Leadership Courses

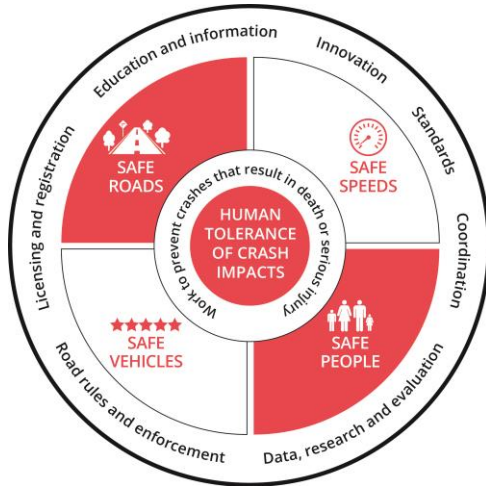
DO WE NEED ENFORCEMENT?

“Strong and sustained enforcement of road safety laws, accompanied by public education, has positive effects on road user behaviour and thus has the potential to save millions of lives.” (WHO, 2017)



POLICING AS PART OF THE SAFE SYSTEM

Effectively conducted enforcement is a key component of the 'Safe System' approach to improving road safety.



Numerous studies have shown the positive impact of enforcement on reducing road trauma.

The lesson in all this is clear: when we think we'll get caught, we're far less likely to break the rules.

IMPACT OF ENFORCEMENT ON CRASHES

- Theoretical estimates based on enforcement inducing full compliance: 40-50% reduction.
- Estimates based on empirical studies: about 10% reduction.
- Estimates of some well-implemented and sustained enforcement efforts: 20-25% reduction.

There are impediments to implementing effective road policing programmes. The Global Plan recommends:

“Establish a dedicated enforcement agency, provide training and ensure adequate equipment for enforcement activities.”



PROCEDURAL FAIRNESS

- Criminological perspective focusing on our perceptions toward police decision-making and their use of authority.
- Police legitimacy can be enhanced through employing procedurally fair principles.
- Stronger perceptions of procedural fairness have been found to be associated with:
 - Stronger perceptions of police legitimacy
 - Greater cooperation with police
 - Greater trust of police
 - Lower recidivism



Source: Bates (2014); Mazerolle et al., 2012

DETERRENCE THEORY

General Deterrence

Impact of the threat of legal punishment on the public at large.

(e.g., Highly-visible enforcement and public awareness programmes such as breath testing large numbers of drivers.)



General Deterrence is most effective at deterring 'simple' unsafe behaviours e.g. drink driving.

Specific Deterrence

Impact of the actual punishment on those who are apprehended.

(e.g., Intensive enforcement operations penalising large numbers of speeding drivers.)



Specific Deterrence is most effective at deterring 'complex' behaviours e.g. speeding.

SAFE ROAD USERS – THE ENFORCEMENT FOCUS

- **Reduce speeding** – **Globally, the number one cause of road trauma.**
- **Increase the perception of enforcement:**
 - Alcohol-impaired driving
 - Safety belts and child restraints
 - Motorcycle helmets

There are other behaviours that require enforcement, but the 'Fatal Four' require the most focus.

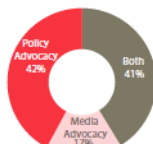
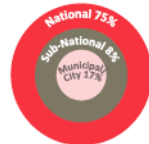
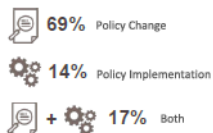
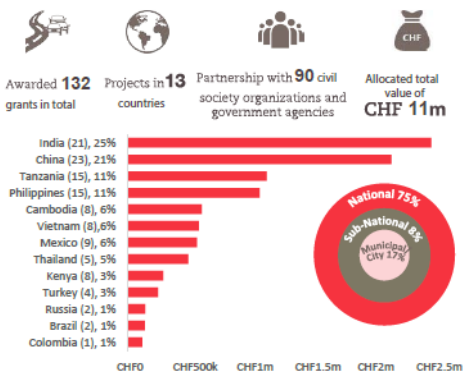
Other behaviours can include: **Texting while driving, commercial driver fatigue, red light running, drug driving...**





Global Road Safety Partnership - Grants Programmes

Road Safety Grants Programme (since 2012)



Framework for the Decade of Action for Road Safety

Global Outreach



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.

Capacity Building

Provided training to over 1065 individuals in road safety, advocacy, project management and grant financial management in 20 countries over the last 8 years.

Grant Applications

Processed over 1100 applications and over 3000 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.

Botnar Child Road Safety Challenge (since 2018)



Framework for the Decade of Action for Road Safety

BOTNAR CHILD ROAD SAFETY CHALLENGE

- Programme launched 2017 with GRSP the implementing partner
- New donor to road safety – **Fondation Botnar (Switzerland)**
- Encouraging NGO, government and private sector collaboration
- Focus on enhancing child road safety in:
 - **Seven priority countries**
 - **Medium-sized cities**
- Thirteen projects - **Tunisia (1), Vietnam (3), India (2), Romania (2), South Africa (1), Mexico (3) and Tanzania (1)**



OTHER PROGRAMMES

- **Member-Funded Initiatives:**

- Total and Michelin Foundations – VIA Educational Programme
- Michelin – Canaa, Brazil Project
- Bridgestone – Asia/Pacific Programme under development
- Impact Catalyst – Limpopo province South Africa



- **Other Projects:**

- Country Reviews – ADB
- Crash Investigation and Reporting Training – World Bank
- Road Policing Measures Development and Speed Limit Guide – Waka Kotahi New Zealand Transport Agency



GLOBAL ROAD SAFETY PARTNERSHIP SECRETARIAT



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