WORKSHOP ON SAFE SYSTEMS AND POLICE ENFORCEMENT FOR ROAD SAFETY IN SELECT PACIFIC ISLAND COUNTRIES

27–30 November 2017
Melbourne, Australia
MEETING REPORT

WORKSHOP ON SAFE SYSTEMS AND POLICE ENFORCEMENT FOR ROAD SAFETY IN SELECT PACIFIC ISLAND COUNTRIES

Convened by:

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NOTE

The views expressed in this report are those of the participants of the Workshop on Safe Systems and Police Enforcement for Road Safety in Select Pacific Island Countries and do not necessarily reflect the policies of the conveners.

This report has been prepared by the World Health Organization Regional Office for the Western Pacific for Member States in the Region and for those who participated in the Workshop on Safe Systems and Police Enforcement for Road Safety in Select Pacific Island Countries in Melbourne, Australia from 27 to 30 November 2017.
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Accidents, Traffic – prevention and control / Traffic safety / Police – manpower / Pacific islands
SUMMARY

Road traffic injury is the leading cause of death and disability for those aged 10–49 years in the WHO Western Pacific Region. The importance of road safety as a public health and national development issue is reflected in its inclusion in the Sustainable Development Goals (SDGs). SDG target 3.6 calls for a 50% reduction in road traffic deaths and injuries by 2020. The United Nations General Assembly has designated WHO the lead agency for road safety within the United Nations system. The role requires WHO engagement with all relevant stakeholders including in the police, transport and health sectors.

While road safety is an intersectoral issue requiring whole-of-government coordination and collaboration, the police sector has a unique ability to unilaterally achieve road-user behaviour change (and resulting public health benefits) through intensive and stringent enforcement. As such, the police are the lead agency for road safety across government in a majority of countries in the Region and intimately involved in the development and implementation of national road safety policy.

To further develop national capacity for implementing safe systems approaches to road safety enforcement, WHO, in conjunction with Monash University Accident Research Centre, a WHO Collaborating Centre for Violence and Injury Prevention in the Western Pacific Region, hosted a four-day workshop on enhanced enforcement and effective road policing. Major topics in the programme included behavioural risk factors, standard operating procedures for roadside enforcement, operational data and intelligence-driven enforcement, crash scene investigation, enforcement equipment, and engagement of external stakeholders. The programme was a mix of classroom-based presentations and open discussions, as well as field visits and practical demonstrations to highlight key principles and approaches in action. The support of Victoria Police in the implementation of this programme was vital and greatly appreciated by all.

Senior police officers from Fiji, Kiribati, Samoa, Solomon Islands and Vanuatu participated. Reflecting the importance attached to the programme, Fiji and Solomon Islands nominated assistant commissioners, and Fiji, Solomon Islands and Vanuatu also nominated the officer in command of traffic police/road policing to participate in the proceedings.

The objectives of the workshop were:

1. to share technical knowledge on safe systems for road safety including the scientific evidence base that underpins effective road safety policy;
2. to share technical knowledge on effective road policing and enforcement strategies; and
3. to develop enhanced enforcement strategies and procedures applicable to the situation in participating countries, particularly for speed and alcohol infringements.

This workshop represented the first time that the WHO Regional Office for the Western Pacific has held a programme specifically for police on enforcement for road safety. Reflective of their role and jurisdiction, the police are in a largely unique position to achieve substantial public health outcomes with regard to the prevention of death and disability due to road traffic injuries.

Representatives of the various police services from the five participating countries appreciated the capacity development components of the programme as well as the opportunity to share experiences, challenges and opportunities with colleagues from other Pacific island countries. The following
requests for further technical assistance are currently being followed up with each country, in conjunction with the WHO Division of Pacific Technical Support and country offices:

- Fiji
  - Revise legislation to reduce the blood alcohol concentration (BAC) threshold from 0.08 g/dl (grams per decilitre) to 0.05 g/dl.
  - Strengthen role of enforcement and road policing as part of the update of the national road safety strategy.

- Kiribati
  - Operationalize essential equipment (donated by WHO) to develop national capacity for enforcing legislation against drink–driving and speeding.
  - Consider revision to legislation to reduce the BAC threshold from 0.08 g/dl to 0.05 g/dl.

- Samoa
  - Operationalize essential equipment (donated by WHO) to develop national capacity for enforcing legislation against drink–driving and speeding.
  - Consider revision to legislation to reduce the BAC threshold from 0.08 g/dl to 0.05 g/dl.

- Solomon Islands
  - Operationalize essential equipment (donated by WHO) to develop national capacity for enforcing legislation against speeding.
  - Expand current implementation of roadside enforcement for alcohol and drink–driving to the provinces.

- Vanuatu
  - Finalize revisions to national road safety legislation.
  - Operationalize essential equipment (donated by WHO) to develop national capacity for enforcing legislation against drink–driving and speeding.
  - Consider revision to legislation to reduce the BAC threshold from 0.08 g/dl to 0.05 g/dl.

Member States are encouraged to do the following:

1. Introduce safe systems principles and approaches for road safety to high-level national stakeholders for consideration of adoption and implementation as part of national strategies and programmes.

2. Strengthen police data systems to cover injuries, deaths, enforcement operations and risk factors. Police investigation and data reporting of non-injury/damage-only crashes should be discouraged as a hindrance to limited police resources.

3. Strengthen coordinated intersectoral collaboration between relevant national road safety stakeholders, including clearly defining the scope of police roles in road safety.

4. Adopt model legislation for major behavioural risk factors (speed, alcohol, helmets, seat belts, child restraints), consistent with WHO’s evidence-based recommendations.
5. Introduce road safety to the agenda of bilateral or multilateral technical assistance programmes for national development priorities.

6. Introduce road safety to the agenda of various Pacific forums to gain high-level international political support.

WHO is requested to provide technical and other support for the following:

1. Advocate at a high level the introduction and adoption of safe systems principles in national strategies and programmes for road safety.

2. Strengthen national capacity to collect, analyse and utilize data for informing road safety policies and programmes.

3. Develop standardized tools and templates to facilitate sharing of data between Pacific island countries as well as prioritizing data to action.

4. Build capacity for strengthening coordinated intersectoral collaboration between relevant national road safety stakeholders, including clearly defining the scope of police roles in road safety.

5. Assist Member States to revise national legislation for major behavioural risk factors (speed, alcohol, helmets, seatbelts, child restraints), consistent with WHO’s evidence-based recommendations.

6. Advocate road safety to be included in the agenda of various Pacific forums to highlight the magnitude of road traffic injuries as well as common challenges and shared solutions for Pacific island countries.

7. Develop enforcement programmes (in consultation with national counterparts) and submit to relevant donors for their consideration of funding.

8. Facilitate further country-specific technical support as requested.
1. INTRODUCTION

1.1 Meeting organization

The Workshop on Safe Systems and Police Enforcement for Road Safety in Select Pacific Island Countries was held in Melbourne, Australia from 27 to 30 November 2017.

The programme included the participation of senior police officers from Fiji, Kiribati, Samoa, Solomon Islands and Vanuatu. Reflecting the importance attached to the programme, Fiji and Solomon Islands nominated assistant commissioners, and Fiji, Solomon Islands and Vanuatu also nominated the officer in command of traffic police/road policing to participate in the proceedings.

This workshop was cosponsored by Monash University Accident Research Centre (MUARC), a WHO Collaborating Centre for Violence and Injury Prevention, based in Melbourne, Australia. The Road Policing Command of Victoria Police, as well as their direct operational units, provided invaluable support with operational demonstrations.

Melbourne, the capital of the State of Victoria, has one of the lowest road traffic mortality rates in the world (at 4.1 deaths per 100 000 populations) and four times lower than the average for the WHO Western Pacific Region. Victoria is also the best performing jurisdiction in Australia with a road traffic mortality rate 22% lower than the national average in 2017.

Contributing to this low mortality rate is the formal adoption of a safe systems approach to road traffic injury prevention. It also brings with it the perspective that humans are fallible and make mistakes, but that those mistakes should not result in a fatal or serious injury. Recognizing the finite tolerances to energy that the human body can be exposed to before serious or fatal injuries occur, the designers of the road traffic system have the responsibility to ensure that these tolerances are not exceeded and the individual users of the system have the responsibility to comply with all required behaviours under road safety legislation.
The safe systems approach in Victoria has been the basis for successive evidence-based road safety strategies, including the current one, which aims for a further 20% reduction in death and 15% reduction in serious injury on Victoria’s roads between 2016 and 2020.

1.2 Meeting objectives

The objectives of the workshop were:

1. to share technical knowledge on safe systems for road safety including the scientific evidence base that underpins effective road safety policy;
2. to share technical knowledge on effective road policing and enforcement strategies; and
3. to develop enhanced enforcement strategies and procedures applicable to the situation in participating countries, particularly for speed and alcohol infringements.

2. PROCEEDINGS

2.1 Opening session

Mr Jonathon Passmore, Technical Lead for Violence and Injury Prevention, WHO Western Pacific Region and Professor Judith Charlton, Director of MUARC welcomed all participants to this first collaborative workshop on policing for road safety in priority Pacific island countries. Organized under the auspices of WHO’s Regional Action Plan for Violence and Injury Prevention in the Western Pacific (2016–2020), the rationale of the workshop was to facilitate practical and interactive opportunities for capacity development for police officers in road safety. Considering the political prioritization of road policing, the Australian State of Victoria is an important international example of experience and technical expertise. Despite being a high-income country and having resources unavailable to many other countries in the Region, the principles that inform road policing strategies are highly pertinent to other countries, including low- and middle-income countries.

Participants introduced themselves and provided an example of a national road safety enforcement challenge and what they hoped to achieve from this workshop in relation to that challenge. They most commonly cited enforcement strategies for speed and alcohol as well as limitations in human resources and coverage of police data systems.

Reflective of the objective of building national capacity in best practice, this workshop was based on the safe systems approach to road safety. As introduced by Professor Charlton, a so-called safe system, which is the basis of WHO’s recommendations for road safety action, is a complex model that can be summarized by the following five principles:

1. Human life is of paramount importance and can never be secondary to infrastructure transportation efficiency or any other needs.
2. Human beings are fallible and make mistakes. Those mistakes may result in a crash, but should never result in a fatal or serious injury.
3. The human body has finite tolerances of how much energy they can be exposed to before fatal or serious injuries occur. Therefore, the amount of energy in a safe system must be minimized below tolerance thresholds.

4. Simultaneous action is required to maximize the safety of five key pillars: road safety management, road infrastructure, vehicles, road user behaviour and post-crash care.

5. Road safety is a shared responsibility and everyone (from governments to the road designers to the individual users) have a role to play in achieving road safety.

This session provided an overview of safe systems: origins and motivation and the required paradigm shift in how the safety of road users is managed. Fundamental to safe systems is to: acknowledge that people make mistakes in traffic; know the limits of the human body to absorb kinetic energy before harm occurs; and require understanding/managing the complex and dynamic interaction between operating speeds, vehicles, road infrastructure and road user behaviour in a holistic way.

Australia and New Zealand are the only two countries in the Western Pacific Region to have formally adopted safe systems principles into their national and subnational road safety strategies and action plans. Reflecting the state’s long-term vision, Victoria’s safe systems approach is appropriately called Towards Zero.

Building on the safe systems principles introduced by Professor Charlton, Mr Passmore gave an overview of road safety in the Western Pacific Region. With 328 000 people killed on the Region’s roads each year, road accidents are the leading cause of death for those aged 10–49 years. Road traffic mortality rates in the Western Pacific Region vary widely, with some countries having some of the lowest mortality rates in the world (e.g. Singapore, Australia and Japan) and others having some of the highest (e.g. Malaysia and Viet Nam). This range highlights the inherent preventability of road traffic injuries through the implementation of evidence-based interventions to relevant and prevailing risks in different countries. Australia is one of the most experienced countries in the Region when it comes to road safety action. With road traffic injuries peaking in 1970 at more than 30 deaths per 100 000 population (almost double the current regional average), systematic actions have in combination achieved a fivefold reduction in road traffic deaths over the past half century. Such actions include mandating seatbelts and child restraints, enforcing speed and alcohol limits, designing and maintaining safe road infrastructure, and the introduction of vehicle safety technologies.

Professor Max Cameron, MUARC introduced the links between enforcement, safe systems and the wider objectives of the criminal justice system. The safe system approach represents a holistic view of the road transport system. It captures the interactions among roads and roadsides, travel speeds, vehicles and road users. It is an inclusive approach that caters for all groups using the road system. Law enforcement influences potential traffic law offenders, through their perception of detection and the consequences, to avoid offending and reoffending.

2.2 The Victorian road policing context

Assistant Commissioner Doug Fryer, Commanding Officer, Victoria Police, Road Policing Command introduced Victoria’s approach to road policing, providing context on how police enforcement forms part of Victoria’s Towards Zero strategy. Primarily influencing road user behaviour, Victoria Police implement high-volume covert and overt enforcement, particularly targeting speed, illicit drugs, alcohol, and the use of restraints, helmets and mobile phones.
Unlike police forces in other jurisdictions, Victoria Police place a very high priority on road policing, recognizing that road traffic injuries are a leading cause of death and disability of Victorians and that enforcement of road safety is a highly effective strategy for the prevention of road trauma as well as the greatest application of police time and the most frequent interaction between police and the civilian population. This priority translates into the dedication of human and financial resources for maximizing all aspects of road policing, which in turn influences road user behaviour.

Victoria Police’s actions are defined by their 2016–2020 road police strategy (which all participants where provided a copy of). This strategy reflects the role of the police in contributing to achieving the objectives of the wider state road safety strategy: Towards Zero.

### 2.3 Site visit to the Victoria Police Road Safety Command headquarters

The afternoon session included a site visit to the headquarters of the Road Safety Command. This purpose-built facility is the base for more than 100 officers working for the Major Collision Investigation Unit, the Heavy Vehicles Unit (including its Crimes Investigation Unit) and the State Highway Patrol.

Detective Inspector Stuart McGregor, Commanding Officer of the Major Collision Investigation Unit, welcomed participants and introduced the functions of the Unit. It is a specialized branch of the Road Policing Command investigating all road traffic crashes that result in more than one death or serious injury. The Unit is a criminal investigations unit that examines the circumstances behind the serious injury or death, informing the coronial inquiry that can make recommendations for scaling up future prevention efforts.
The Heavy Vehicles Unit is a criminal investigations team that enforces against breaches of road safety legislation involving heavy freight or passenger vehicles and also investigates when a serious injury or fatal crash involving a heavy vehicle occurs. The Unit also enforces “chain of responsibility” regulations, which place legal responsibility for breaches of road safety and transport legislation not only with drivers, but also owners and operators of the vehicle.

The State Highway Patrol is a mobile road policing enforcement unit operating on major road networks around Victoria. It is designed to be a highly visible deterrence to road users from violations of road safety legislation and also to be self-contained and independent in implementing a wide range of enforcement activities against speed, alcohol, drugs and other offences.
2.4 General and specific deterrence

In this session, Professor Max Cameron, Associate Professor Michael Fitzharris and Associate Professor Stuart Newstead, all of MUARC, introduced two key concepts to road policing: general and specific deterrence. General deterrence is that which influences a potential offender, through fear of detection and the associated consequences, to avoid offending. Specific deterrence involves encouraging an offender, through experience of apprehension and the associated consequences, not to reoffend.

For example, random breath testing (RBT) for alcohol is highly effective at providing general deterrence of drink-driving and should be preferred over operations aimed principally at apprehending alcohol impaired drivers. Roadside oral fluids testing (ROFT) for illicit and pharmaceutical drugs also contributes to general deterrence. Characteristics of RBT operations that maximize effectiveness have been identified. While labour-intensive, RBT has shown to reduce alcohol-involved crashes by 17% and all crashes by 10–15%. It is so effective that testing rates per licensed driver can be increased to high levels and still justify their cost by the savings in road trauma.

Specific deterrence for road safety can be seen as the impact of the actual legal punishment on those who are apprehended. The key types of specific deterrence used by police services in many countries include speed and red light cameras, laser and radar speed detectors. The Victorian speed camera programme is unique in that it is aimed to reduce speeding everywhere at all times and not just a crash “black spot” treatment.

Overt operations have strong local effects, especially fixed speed cameras. Overt mobile cameras can have general effects across the road system, especially if operations are randomly scheduled in time and space. Hiding the cameras also adds to the general effect in these cases. Covert mobile cameras reduce crash injury severity (especially fatal outcomes) as well as have a general effect on crashes. The highest impact on casualty crashes occurred when high awareness of mass media publicity
accompanied mobile radar operations. The effect was greater when publicity was specific to mobile radar enforcement.

2.5 Demonstration and training in police enforcement equipment

This session (as well as others held opportunistically throughout the programme) provided participants with an introduction to operating two pieces of equipment that were procured by WHO for donation to police forces in all five participating countries: the Alcolizer LE5 and the Kustom Signals Laser Cam 4.

WHO has previously procured the Alcolizer LE5 in large numbers and supplied to national police counterparts in Cambodia, the Lao People’s Democratic Republic, Solomon Islands and Viet Nam, facilitating a previously absent enforcement capacity. Police participants were introduced to the basic operations of the device, including conducting passive and active tests, printing the results and replacing the sample module. For speed enforcement, participants were introduced to the basic operations and functions of the Laser Cam 4. It is a long-range handheld/tripod mounted LIDAR (light detection and ranging) system with inbuilt ability to capture photographic and videographic evidence of speed infringement, to facilitate successful prosecutions. All participants had the opportunity to trial LIDAR units in the field with Victoria Police officers.

2.6 Roadside observation of random breath testing for alcohol

Police participants observed a routine RBT operation conducted by the Traffic Drugs and Alcohol Section of the Victoria Police. The operation involved the use of several enforcement support vehicles including a so-called Booze Bus and patrol vehicles for pursuing drivers who try to evade testing.
Following an initial briefing on roadside operations and scene safety, participants had the opportunity to observe and discuss police procedures and operational practices with experienced members as well as new academy graduates.

Under the command of a senior sergeant and the direction of roadside operational safety officers, five testing stations were staffed for an eight-hour shift, which resulted in the random testing of hundreds of drivers for alcohol and the detection of at least one driver exceeding the legal blood alcohol concentration limit.
2.7 Incapacitation, rehabilitation and intersectoral collaboration

Professor Max Cameron and Dr Belinda Clark, MUARC introduced participants to the concepts of incapacitation. Incapacitation for road safety involves placing an offender in a position that prevents reoffending. The key types of rehabilitation in Victoria include: demerit points, licence withdrawal, vehicle impoundment/confiscation and automatic number plate recognition (ANPR).

The demerit point system is nationwide and a different number of penalty points are assigned to various traffic offences, a higher number of points for increasing severity of offences. Fully licensed drivers can typically accrue a maximum of 12 points in a calendar year with additional offences resulting in license suspension. The demerit point system allows for incremental deterrence and has a rehabilitative effect of 12-month deferral at 12 points.

Unlicensed drivers are 4.4 times more likely to be drink–driving in crashes. Licence disqualification/cancellation is the penalty for high-risk offences (e.g. alcohol offences, recidivism). There are challenges regarding compliance with sanctions (60% admit driving), but the role of the ANPR in remotely detecting and apprehending unlicensed drivers is showing promising effectiveness.

Vehicle impoundment/confiscation is carried out in all states in Australia. It is enforced usually for antisocial high-risk driving, high-level speeding (45+ km/h), repeat drink/drug driving. It involves immediate punishment (vehicle stored, wheel clamp) or in some cases incremental punishment leading to vehicle crushing for recidivism. This method effectively reduces recidivism and crashes, while access to their vehicle is denied. A minimum one-month impoundment for a first-time offence is required to be effective.

Superintendent Richard Watkins introduced participants to the concept of rehabilitation. Rehabilitation for road safety involves the treatment of an offender in order to change behaviour. The key types of rehabilitation in Victoria include diversion and treatment programmes and therapeutic and restorative justice. Courts play an important role in applying incapacitation sanctions and
addressing sanction non-compliance. The courts can review individual circumstances where necessary and give them restricted licenses (only travel to and from employment). There are also dedicated road traffic courts.

Acting Inspector Cath Wilkins from the Road Safety Command introduced participants to Victoria Police’s approach to intersectoral collaboration and how Victoria Police work with other sectors to achieve overarching road safety objectives. Participants were reminded that road safety is a multidisciplinary issue and that safe systems recognizes shared responsibilities for action. As one of five road safety agencies in Victoria, Victoria Police work very closely with VicRoads, the Department of Justice, the Department of Human Services and the Transport Accident Commission on the implementation of the Towards Zero strategy. The current intersectoral coordination mechanisms include: (i) a Ministerial Council for Road Safety comprising the Ministers of Police, Roads, Justice and Human Services and (ii) an Executive Committee for Road Safety comprising the Commissioner of Victoria Police, the CEOs of VicRoads and the Transport Accident Commission and the Secretary of the Departments of Justice and Health and Human Services.

2.8 Roadside observation of automated number plate recognition

Participants observed a field operation for ANPR. The technology allows the detection of persons of interest, through the rapid scanning of licence plates. Police and other enforcement agencies use ANPR in mobile operations with scanners on the exterior of their vehicles or in a fixed position in conjunction with a roadblock.

When a vehicle of interest is identified, it can be intercepted for further follow-up. ANPR is routinely used in Victoria and other Australian states to identify drivers with cancelled or suspended licences and unregistered vehicles. However, the application of such technology goes far beyond road safety benefits.
The technology is also used to identify persons with unpaid fines or those with active arrest warrants in criminal or civil proceedings. The functionality of ANPR is dependent on the quality and completeness of the databases it is accessing. As such, the use of ANPR is a collaborative programme between Victoria Police, the Department of Justice and VicRoads.

Officers took the opportunity of being in the field to also conduct further familiarization training with the Kustom Signals Laser Cam 4 devices.

2.9 Opportunities for scaling up enforcement for speed and alcohol in Pacific island countries

Senior Superintendent Mahesh Mishra (Director of the Traffic Division of Fiji Police), Inspector Chris Edwards (Commanding Officer of the Betio Police Station in Kiribati, and Commanding Officer designate for the Traffic Division), Senior Sergeant Sekai Liuteine (Ministry of Police of Samoa), Inspector Brian Surimalefo (Director of the Traffic Division of the Royal Solomon Islands Police Force) and Inspector Josua Krem (Director of the Traffic Division of the Vanuatu Police Force) presented on the current situation of road policing and road safety in their respective countries. Officers outlined their particular priorities for action based on their experiences from the programme. Self-identified priorities as well as specific assistance required from WHO are outlined in the recommendations section.
2.10 Post-training evaluation and feedback

At the conclusion of the training, a short evaluation questionnaire was completed by all participants. Results show that the programme was very well received by all concerned, with an overall ranking of 100% satisfaction.

Participants were asked to identify the most beneficial components of the programme, which for 70% of participants included the specific enforcement strategies (particularly for speed and alcohol). Half of the participants cited the detailed discussions on Victoria’s model of intersectoral coordination and collaboration for road safety, 30% the practical approaches to safe systems and 20% the collection and utilization of road safety data by various partners in Victoria.

Only one participant expressed concern about the introduction and familiarization of participants with advanced enforcement equipment in that such equipment was unobtainable for police in Pacific island countries.

All participants reported agreement or strong agreement that the training was relevant to their vocational needs, and confirmed they will use the knowledge and information gained in the programme in their road safety work.

Participants were also asked to comment on future capacity develop requirements for road safety. Further training for road policing capacity (including both regional and country specific training) was requested by 50% of participants, followed by data collection and analysis (40%) and strengthening legislation for behavioural risk factors (30%).

WHO will use this feedback to inform further programmes to develop national capacity for effective prevention of road traffic injuries. Further follow-up with participants will be scheduled for June 2018, approximately six months after the completion of the training programme.

3. CONCLUSIONS AND RECOMMENDATIONS

3.1 Conclusions

This workshop represented the first time that the WHO Regional Office for the Western Pacific has held a capacity development programme specifically for police on enforcement of road safety.

National capacity for road policing in Pacific island countries is currently low. This is a confluence of several factors, including:

1. limited systems and procedures to accurately capture road traffic events and strategically utilize the data for informing required road safety action;

2. insufficient human resources allocated specifically for road policing or traffic and opportunities for professional development and technical expertise;
3. none or very limited equipment for enforcing road safety legislation, particularly equipment such as alcohol breathalysers and LIDAR or radar speed detection equipment; and
4. extremely limited patrol assets for effective road policing, which requires mobility.

Reflective of their role and jurisdiction, the police are in a largely unique position to achieve substantial public health outcomes with regard to the prevention of death and disability due to road traffic injuries. Representatives of the police services from the five participating countries appreciated the capacity development components of the programme, and the opportunity to share experiences, challenges and opportunities with police colleagues from other Pacific island countries.

3.2 Recommendations

3.2.1 Recommendations for Member States

Member States are encouraged to do the following:

1. Introduce safe systems principles and approaches to high-level national stakeholders for consideration of adoption and implementation.
2. Strengthen data systems to cover injuries, deaths, enforcement operations and risk factors.
3. Strengthen coordinated intersectoral collaboration between relevant national road safety stakeholders, including clearly defining the scope of police roles in road safety.
4. Adopt model legislation for major behavioural risk factors (speed, alcohol, helmets, seat belts, child restraints), consistent with WHO’s evidence-based recommendations.
5. Introduce road safety to the agenda of bilateral or multilateral technical assistance programmes for national development priorities.
6. Introduce road safety to the agenda of various Pacific forums to gain high-level international political support.

3.2.2 Recommendations for WHO

WHO is requested to provide technical and other support for the following:

1. Advocate at a high level the introduction and adoption of safe systems principles in national strategies and programmes for road safety.
2. Strengthen data systems including national capacity to collect, analyse and utilize data for informing road safety policies and programmes.
3. Develop standardized tools and templates to facilitate sharing of data between Pacific island countries as well as prioritizing data to action.
4. Build capacity for strengthening coordinated intersectoral collaboration between relevant national road safety stakeholders, including clearly defining the scope of police roles in road safety.
5. Assist Member States to revise national legislation for major behavioural risk factors (speed, alcohol, helmets, seatbelts, child restraints), consistent with WHO’s evidence-based recommendations.
6. Advocate road safety to be included in the agenda of various Pacific forums to highlight the magnitude of road traffic injuries as well as common challenges and shared solutions for Pacific island countries.

7. Develop enforcement programmes (in consultation with national counterparts) and submit to relevant donors for their consideration of funding.

8. Facilitate other country-specific technical support as requested.
ANNEXES

ANNEX 1. LIST OF PARTICIPANTS, TEMPORARY ADVISERS, OBSERVERS AND SECRETARIAT

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4. SECRETARIAT

Mr Jonathon Passmore, Technical Lead (Responsible Officer) in Violence and Injury Prevention, WHO Regional Office for the Western Pacific, Manila, Philippines. Fax No.: (632) 521 1036. Tel. No.: (632) 528 9856. Email: passmorej@who.int

Professor Judith Charlton, Director in Clayton Campus, Monash University, 21 Alliance Lane Melbourne, Victoria 3800, Australia. Tel. No.: (613) 9905 1903. Email: judith.charlton@monash.edu

Associate Professor Stuart Newstead, Clayton Campus, 21 Alliance Lane Melbourne, Victoria 3800, Australia. Tel. No.: (613) 9905 4371
### ANNEX 2. WORKSHOP PROGRAMME

<table>
<thead>
<tr>
<th>Time</th>
<th>Monday, 27 November</th>
<th>Tuesday, 28 November</th>
<th>Wednesday, 29 November</th>
<th>Thursday 30 November</th>
</tr>
</thead>
<tbody>
<tr>
<td>0900 to 1015</td>
<td>Registration (0900)</td>
<td>1. Welcome (0915)</td>
<td>14. Introduction, background and principles of general and specific deterrence</td>
<td>21. Background and principles of incapacitation</td>
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<tr>
<td></td>
<td></td>
<td>2. Introduction to the agenda</td>
<td>15. Examples and evidence of general deterrence from Victoria/Australia</td>
<td>22. Examples and evidence of incapacitation from Victoria/Australia</td>
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</tbody>
</table>
|            |                     | 3. Overview of Safe Systems approach to road safety | 23. Rehabilitation programmes in Victoria | 30. Opportunities for scaling up enforcement for speed and alcohol in pacific island countries (10 minutes per country)  
  • Fiji  
  • Kiribati  
  • Samoa  
  • Solomon Islands  
  • Vanuatu |
<p>|            |                     | 4. Participant and facilitator introductions | | |
|            |                     | 5. Overview of road safety in countries of the Western Pacific Region | | |
|            |                     | 6. Safe Systems and its relation to enforcement | | |
| 1015 to 1145 |                     | 16. Examples and evidence of specific deterrence from Victoria/Australia | 24. Coordinated collaboration | 31. Individual discussion session with facilitators to explore specific questions in more detail |
|            |                     | 7. The Victorian road policing context | 25. Communications | 32. One-on-one follow-ups with key resource persons |
|            |                     | 8. Opportunities and challenges for application in pacific island countries | 26. Opportunities and challenges to implementation in pacific island countries | |</p>
<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
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<tbody>
<tr>
<td>1300</td>
<td>9. Site visit: Victoria Police facility at Notting Hill</td>
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<td>10. Demonstration of specialist enforcement equipment</td>
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<td>11. Major Collisions Investigations Unit presentation</td>
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<td>12. Heavy Vehicle Unit presentation</td>
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<td>(Detective Inspector Stuart McGregor and Detective Inspector Paul Lineham)</td>
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<td>13. State Highway Patrol presentation</td>
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<td></td>
<td>18. Demonstration and training for Kustom Laser Cam 4 and Alcolizer LE5</td>
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<tr>
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<td>19. Presentation from Victoria Police about Booze Bus operations</td>
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<tr>
<td></td>
<td>27. Demonstration and training for Kustom Laser Cam 4 and Alcolizer LE5</td>
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<td>28. Site visit -</td>
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<td></td>
<td>• ANPR joint operation with Highway Patrol, Sheriff’s Office and VicRoads</td>
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<td></td>
<td>• Moving Mode Radar demonstration</td>
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<td>29. Site visit -</td>
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<td>• Road side testing of LC4</td>
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<tr>
<td>1630</td>
<td>20. Site visit – Booze Bus operation</td>
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<tr>
<td></td>
<td>21. Site visit -</td>
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<tr>
<td></td>
<td>• ANPR joint operation with Highway Patrol, Sheriff’s Office and VicRoads</td>
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<tr>
<td></td>
<td>22. Site visit -</td>
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<tr>
<td></td>
<td>• Moving Mode Radar demonstration</td>
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<tr>
<td>1930</td>
<td>33. Participant feedback on workshop content and site visits</td>
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<td>34. Next steps and follow up</td>
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<td>35. Concluding remarks</td>
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<td>36. Closing: Presentation of certificates of participation (1430)</td>
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