



Global Road Safety Partnership:

**NATIONAL SOCIETY
ENGAGEMENT IN ROAD SAFETY**



The Global Road Safety Partnership is hosted by:



International Federation
of Red Cross and Red Crescent Societies



**GLOBAL
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PARTNERSHIP**



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Explanatory note

This report is divided into five parts. The first provides an overview of the IRFC's commitment to reducing road crash injuries and deaths and the role that Red Cross Red Crescent National Societies (NS) play in responding to this "man-made disaster". The second part outlines the objectives of the report and makes some methodological observations with regard to data collection and analysis. The third collates the findings provided by 142 NS. This part goes on to map out current road safety interventions undertaken by NS, the factors that are enabling or hindering NS to undertake these interventions, and the expectations to strengthen or to increase road safety interventions in the near future. An assessment of the state of NS with regard to road safety is provided with a classification of NS according to three levels of engagement. The final section summarizes the conclusions and makes recommendations for further studies. Case studies, graphs, maps and tables are included in the report to allow the reader to explore the topics in greater detail.

Acronyms

AzRC	Azerbaijan Red Crescent
CRS	Cambodian Red Cross
CRCYP	The Cambodian Red Cross Youth Programme
CRRC	Costa Rica Red Cross
Europe	Europe and Central Asia
GRC	Gambian Red Cross
GRSP	Global Road Safety Partnership
IFRC	International Federation of Red Cross and Red Crescent Society/ies
IRC	Italian Red Cross
MENA	Middle East and North Africa
MRC	Mexican Red Cross
NS	National Red Cross and Red Crescent Society/ies
TRCS	Turkish Red Crescent Society
PRC	Portuguese Red Cross
RCRC	Red Cross and Red Crescent
UN	United Nations
UNDP	United Nations Development Programme
WHO	World Health Organization

Forward

There can be no doubting that the figures illustrating the scope of road crash death and injury on a global level are alarming. They must also serve as a wake-up call. In this, the UN Decade of Action for Road Safety 2011-2020, action is required to curb, then reduce the numbers of men, women and children killed or seriously injured on our roads. Further, this action must take place on a truly global level to have real impact.

Fortunately, good practice exists that is proven to reduce road crash death and injury. Methodologies have been developed and tested and these are replicable in countries, cities and communities throughout the world. To coordinate action on such a global level however, a workforce of such magnitude is required that to many, the task seems insurmountable. Yet through the International Federation of Red Cross and Red Crescent Societies, through the 189 National Societies, a workforce of some 17 million active volunteers can be mobilized. This is an opportunity I see as having truly globally changing potential.

Further, each National Society's position as auxiliary to government gives unique access to those making decisions on road infrastructure, road rule legislation, education and enforcement. This too is an opportunity to save literally millions of lives.

This mapping project has been undertaken with the potential to harness the power of the Movement toward an achievable goal firmly in mind. Already many National Societies are powerful agents of change in road safety terms. Many more have identified road safety as an issue of priority. The challenge now is to share good practice road safety knowledge, build awareness and capacity at all levels, engage with stakeholders across all sectors and encourage collaboration with a clear, focused goal.

The data presented in this document will serve to provide the greatest-to-date level of visibility of the scope of work currently being undertaken in this field through the National Society and volunteer networks. It will also serve as both a guide to the potential work that could be instigated, and a conduit for enhanced sharing and communication on matters of road safety between National Societies themselves, and with the Global Road Safety Partnership.

May it serve its purpose well.

Dr Pieter Venter
CEO Global Road Safety Partnership



1.

Introduction

The Global Road Safety Epidemic

According to the World Health Organization, nearly 1.3 million people will die this year on the world's roads and an additional 20 to 50 million will suffer serious injuries (WHO, 2013 Global Status Report). When compared with other major leading causes of death globally, road traffic injuries ranked eighth (WHO, 2013 Global Status Report). For men, ages 15 - 29, road traffic injuries are the leading cause of death worldwide (WHO, 2013). While not an issue that always generates popular support among the world's

politicians and decision makers, road traffic injury and death remains a serious global crisis.

IFRC's Road Safety Engagement

In 1998, the IFRC's *World Disasters Report* described road crashes and subsequent injuries and deaths as a hidden humanitarian disaster. With the publication of this report and the spotlight which was shown on the road crash epidemic, the IFRC became one of the first international organizations to recognize the alarmingly high number of traffic deaths and injuries globally and their consequences on people and their

livelihoods. In 2011, the IFRC included the importance of addressing road traffic crashes and related injuries and deaths in its Strategy 2020 (IFRC, 2011a). Since that time, road traffic injuries and deaths continue to be highlighted as a major humanitarian concern (ICRC, 2011b).

Given the nature of road crash injuries and deaths as a humanitarian crisis, there is a very real role for Red Cross Red Crescent National Societies (NS) in addressing it. A number of key global resolutions have strengthened the role of the NS in road safety. The United Nations General Assembly recognized the importance of this humanitarian call for improved road safety by acknowledging the NS as key partners in the Decade of Action for Road Safety (UN, 2012). In 2011, at the 19th IFRC General Assembly and the 31st International Conference, 186 NS approved the Framework for Action on Road Safety and conference participants signed official road safety pledges that recognized the commitment of States and NS in addressing the serious problem of road crashes in their countries (ICRC, 2011c). In approving both the Framework for Action and the Road Safety Pledges, the NS confirmed the important role they play as auxiliaries to governments in advocating for strong road safety policies (WHO, 2011). Disappointingly, to date, just 7 governments and 25 NS have signed the road safety pledge.

In order to build the capacity of NS staff and volunteers, the IFRC has conducted workshops on fundraising, project implementation and advocacy principles for road safety. In 2010, the zone offices conducted road safety workshops in Dakar, Nairobi, Tashkent and Panama. NS staff and volunteers attended these workshops which were focused on undertaking road safety interventions and fundraising for road safety programming (IFRC, 2010a). One year later, the IFRC supported and funded selected NS road safety projects over a period of two years. This funding provided important opportunities to implement good practice road safety interventions.¹ Finally, during the 2013 IFRC General Assembly, GRSP organized two workshops to promote the engagement of NS in advocating for road safety. 100 NS participated in the workshops and committed to expanding and improving their work in the field of road safety (GRSP, 2013c).

Global Road Safety Partnership

The Global Road Safety Partnership (GRSP), as a hosted programme of the IFRC, is the Federation's resource centre for road safety and provides support to NS to implement road safety interventions. GRSP was created in 1999 under the World Bank's Business Partners for Development programme. Its role is to establish and support multi-sectorial road safety partnerships between governments, civil society and business sectors which, in turn, implement good practice road safety interventions, particularly in low-and middle-income countries. By bringing together multiple voices, experiences, expertise and resources in the field of road safety, GRSP plays a powerful role in improving the skills of road safety practitioners, as well as in actively engaging in advocacy campaigns on the international, national, and sub-national levels (GRSP, 2014).



2. Objective

This report provides a comprehensive map of NS current actions, capacities and interests to promote road safety and synthesizes this knowledge into practical recommendations to better position road safety in NS development plans.

This mapping exercise employed quantitative and qualitative data to identify:

- The main activities being carried out by NS in the field of road safety, as well as the gaps in knowledge and challenges that arise when carrying out road safety activities.
- The ways in which NS cooperate with governments, the private sector and/or civil society to influence and undertake work on road safety.
- Evidence of best practices and potential road safety measures that are emerging in different NS around the world.
- Potential areas of interest in the field.



3.

Methodology

Data collection was carried out between January and March 2014 through a self-responding questionnaire and qualitative interviews (see Annex 1). The questions were formulated to explore three key areas: (i) the current involvement of NS in road safety interventions, (ii) resources and established partnerships to promote road safety, and (iii) the potential future involvement of NS in road safety. Where the activities were neither underway nor planned, NS were requested to indicate if there were any factors that prevented the implementation of the measures and whether road safety activities should be integrated in the future.

Data collection was supported by IFRC Zone Directors as well as regional and country representatives. To begin, GRSP asked Zone Directors to distribute the questionnaire, introduce the purpose of the study, and pass on responsibility to the GRSP team for collecting the answers and submitting them for processing. The primary methods of data collection involved e-mail and telephone communications. Internal validity was achieved in two ways. First, GRSP piloted the questionnaires in 14 NS where English, French and Spanish are spoken. Secondly, through the quality check of the 142 received questionnaires. Incomplete questions were sent to NS for clearance to obviate the risk of any inconsistencies. As a means of supplementing the aggregated data, key informants in the

NS who were willing to share road safety success stories were interviewed by telephone. This consultation provided further opportunity to draw on the experience in the field and take into account wider evidence of how NS design, innovate and foster change through successful interventions.

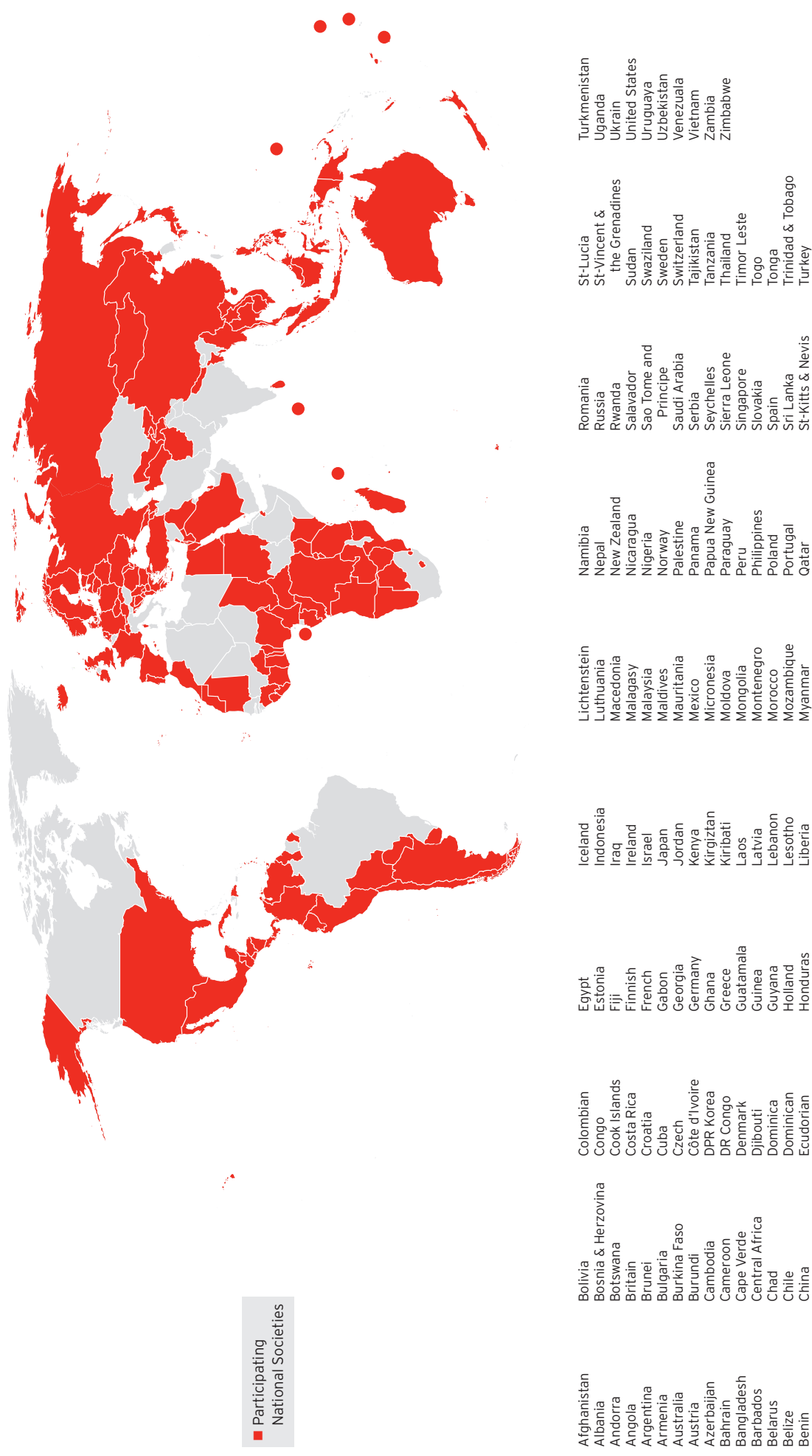
142 NS participated in the survey (See map 1). These represent 76.3 % of the total number of NS. Most of

the data collected through this project are examined in this document. The main text contains an analysis of aggregated information, while the boxes summarize NS good practices in road safety. Incomplete data (particularly from the European NS) affected the accuracy of the analysis and comparison of results.

Table 1. Participating National Societies

Region	NS participating	Non participating
Americas	26	7
Africa	36	13
Asia Pacific	27	7
Europe	43	9
Middle East and North Africa	10	8
Total	142	44

Map 1. Participating National Societies





4. Key findings

- Of those NS that participated in the survey, 70 per cent have placed road safety on their agendas and are subsequently carrying out road safety interventions. Of these, the MENA region reports the highest percentages of NS engaged in road safety (80%) and the Europe zone reports the lowest (60%). The three most common interventions are education for specific groups (74%); training and education for staff and volunteers (47%); and, programmes for the protection of road users (46%). No differences were reported between the zones.
- 117 (82%) NS expect to play a broader role in road safety through first-aid training (84%), education for road users and population groups (72% and 78% respectively), and advocating for road safety policies (63%). NS in the Africa, Americas and the Asia Pacific zones, where road traffic injuries and deaths are a growing problem, show particular interest. Nearly half of the NS in the Europe zone did not report any interest in strengthening or expanding actions in the field (Table 2).
- Almost one third of the NS (N=73) in the Africa, Americas, Asia Pacific and MENA zones carry out road safety activities with government funding. The second most common source of funding for road safety activities comes in equal proportions from the IFRC and donor NS (27% respectively). Funding from the private sector only represents 19% of the funds used for road safety, with no sig-

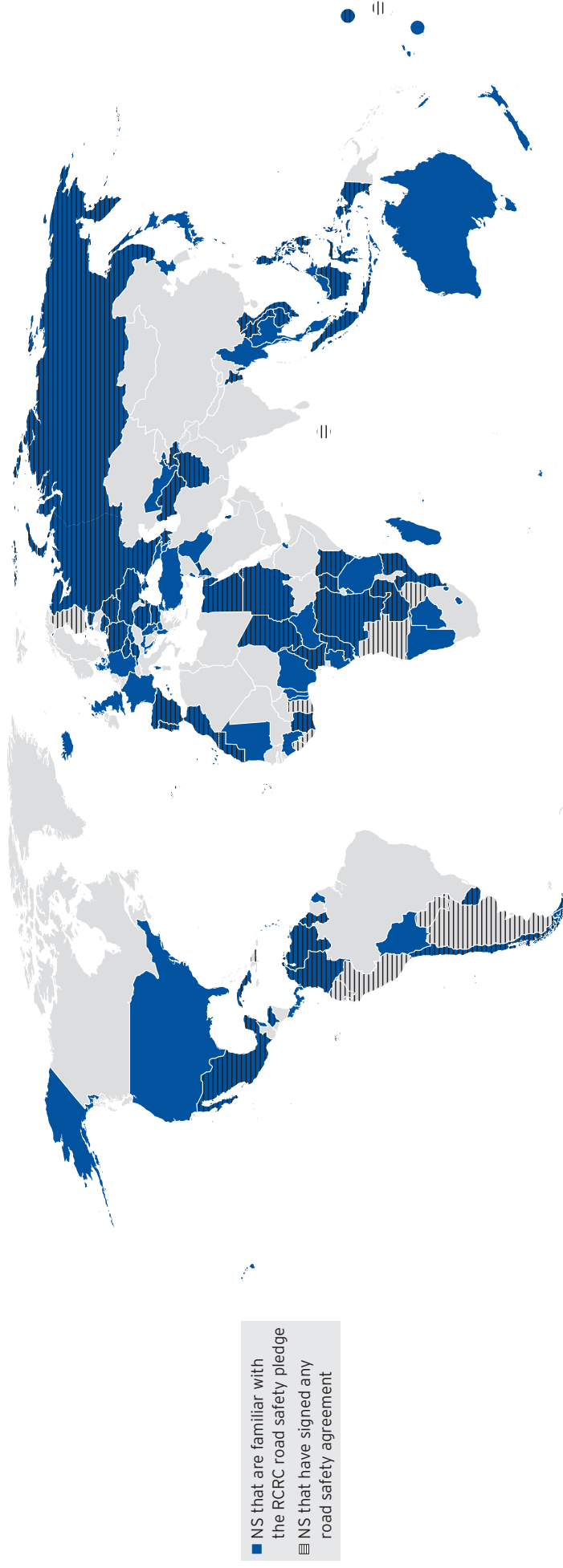
- nificant differences between the zones.
- Most NS are not leveraging their positions as auxiliaries to government to promote the passage and implementation of evidence-based road safety policies. The literature suggests that the passage and implementation of evidence-based road safety policies is one of the most effective and sustainable ways to achieve reductions in road traffic injuries and deaths, particularly in low- and middle-income countries (WHO, 2013).
- A small number (12) of NS possess the potential to be leaders in NS-led road safety interventions and serve as technical resources within the Red Cross Red Crescent Movement.
- Based upon past and current activities, there appears little interest on the part of NS to engage in international road safety interventions. While 70% (N=131) of NS are familiar with the IFRC's Road Safety Pledge, only 14% have signed it. The level of familiarity varies by four percentage points, with NS in the Africa zone reporting the highest percentage of knowledge (74%) while NS in the Americas zone reported the lowest percentage (63%). (See Map 2a and 2b for key findings).

Table 2. National Societies with current road safety activities and planned future involvement in the field (Total and by Zones)

America			Africa		MENA		Asia Pacific		Europe		Total		P-value*
N	%		N	%	N	%	N	%	N	%	N	%	
NS familiar with the RCRC road safety pledge													
No	10	37.0	9	25.7	3	30.0	8	28.6	13	30.2	43	30.1	0.91
Yes	17	63.0	26	74.3	7	70.0	20	71.4	30	69.8	100	69.9	
NS that have signed any road safety agreements													
No	11	40.7	20	57.1	3	30.0	17	60.7	24	55.8	75	52.5	0.19
Yes	14	51.9	15	42.9	5	50.0	11	39.3	17	39.5	62	43.4	
Missing	2	7.4	0	0.0	2	20.0	0	0.0	2	4.7	6	4.2	
NS currently undertaking road safety activities													
No	7	25.9	9	25.7	2	20.0	9	32.1	17	39.5	44	30.8	0.63
Yes	20	74.1	26	74.3	8	80.0	19	67.9	26	60.5	99	69.2	
NS interested in undertaking /expanding road safety activities													
No	2	7.4	0	0.0	0	0.0	5	17.9	19	44.2	26	18.2	0.00
Yes	25	92.6	35	100	10	100	23	82.1	24	55.8	117	81.8	

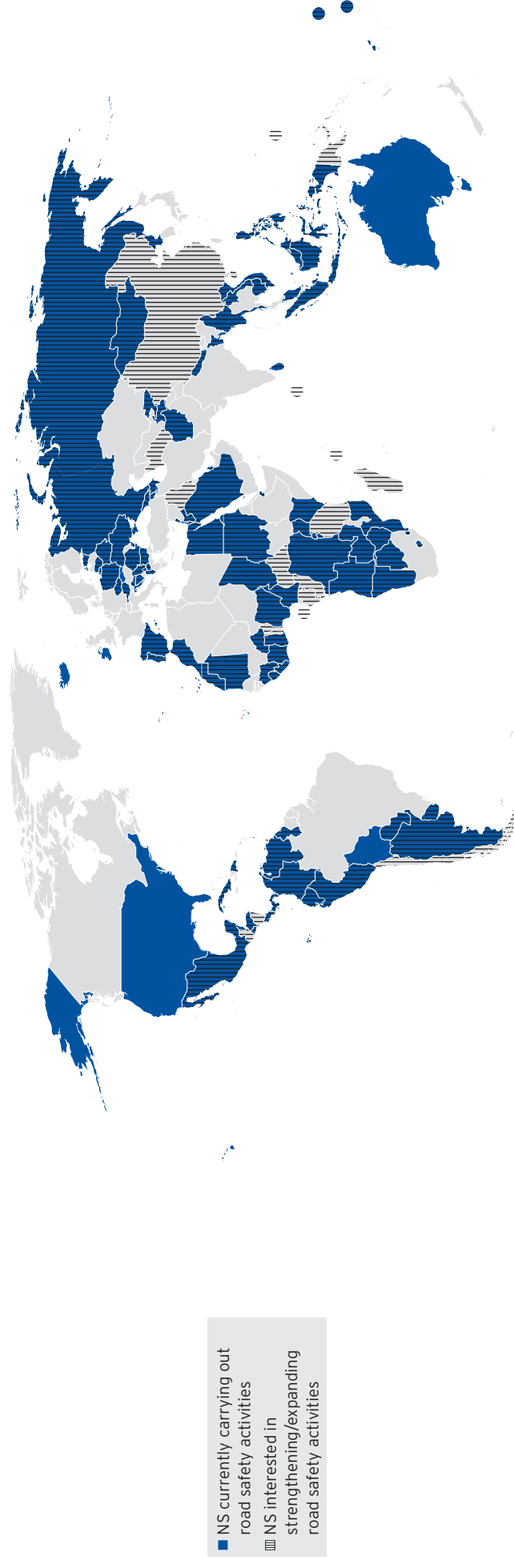
*P-value=Fisher's exact test

Map 2a. Key findings – Current and potential collaboration of National Societies



NS that are familiar with the RCRC road safety pledge	NS that have signed any road safety agreement	NS that are not familiar with the RCRC road safety pledge and have not signed any agreement
Britain Brunei Bulgaria Burundi Cambodia Cameroon Cape Verde Central Africa Chad Chile Colombia Congo Costa Rica Croatia Cuba Czech Côte d'Ivoire DPR Korea Botswana	DR Congo Denmark Djibouti Dominica Egypt Estonia Fiji French Gabon Georgia Germany Guinea Guyana Honduras Iceland Indonesia Iraq Japan	Jordan Kenya Kiribati Laos Lebanon Lesotho Luthuania Macedonia Malagasy Malaysia Mauritania Mexico Morocco Mozambique Myanmar Namibia New Zealand Nigeria
	Palestine Panama Philippines Poland Portugal Qatar Romania Russia Serbia Singapore Slovakia Spain St-Kitts & Nevis St-Lucia Sudan Swaziland Tajikistan Tanzania	Thailand Timor Leste Togo Tonga Turkey Turkmenistan Uganda Ukraine United States Uruguay Uzbekistan Venezuela Vietnam Zambia
	Cook Islands Cuba Czech Côte d'Ivoire DR Congo Dominican Ecuadorian Egypt Estonia Finnish Ghana Guyana Honduras Indonesia Israel Jordan Kenya Kiribati	Laos Liberia Luthuania Maldives Mexico Morocco Mozambique Paraguay Peru Philippines Poland Portugal Qatar Romania Russia Sierra Leone Slovakia Spain
	the Grenadines Sudan Tajikistan Turkmenistan Uganda Ukraine Uruguay Venezuela Vietnam Zambia Zimbabwe	

Map 2b. Key findings – Current and potential collaboration of National Societies



NS currently carrying out road safety activities

Afghanistan
Albania
Andorra
Angola
Argentina
Armenia
Australia
Azerbaijan
Bangladesh
Belarus
Belize
Bolivia
Bosnia & Herzovina
Botswana
Bulgaria
Burkina Faso
Burundi
Cambodia

Iceland
Indonesia
Ireland
Israel
Jordan
Kenya
Kirgizstan
Kiribati
Laos
Lebanon
Lesotho
Liberia
Lithuania
Macedonia
Malaysia
Mauritania
Mexico
Mongolia
Morocco
Mozambique
Myanmar
Namibia
Nepal

Nigeria
Palestine
Panama
Paraguay
Peru
Philippines
Poland
Portugal
Qatar
Romania
Russia
Rwanda
Salvador
Saudi Arabia
Serbia
Sierra Leone
Slovakia
Spain
Sri Lanka
St-Kitts & Nevis
St-Lucia
Sudan
Swaziland

Tajikistan
Timor Leste
Uganda
Ukraine
United States
Uruguay
Venezuela
Vietnam
Zambia
Zimbabwe

NS interested in strengthening / expanding road safety activities

Afghanistan
Albania
Andorra
Angola
Argentina
Armenia
Austria
Azerbaijan
Bangladesh
Belarus
Belize
Bolivia
Bosnia & Herzovina
Botswana
Bulgaria
Burkina Faso
Burundi
Cambodia

Bahrain
Bangladesh
Barbados
Belarus
Belize
Benin
Bosnia & Herzovina
Botswana
Brunei
Bulgaria
Burkina Faso
Burundi
Cambodia
Cameroon
Cape Verde
Central Africa
Chad
Chile
China
Colombian
Congo
Cook Islands
Costa Rica

Croatia
Cuba
Czech
Côte d'Ivoire
DPR Korea
DR Congo
Djibouti
Dominica
Dominican
Ecuadorian
Egypt
Estonia
Fiji
Gabon
Georgia
Ghana
Guatemala
Guinea
Honduras
Indonesia
Iraq
Israel

Jordan
Kenya
Kirgizstan
Kiribati
Laos
Lebanon
Lesotho
Liberia
Lithuania
Macedonia
Malagasy
Malaysia
Maldives
Mauritania
Mexico
Micronesia
Mongolia
Morocco
Mozambique
Myanmar
Nambiar
Nepal
Nicaragua

Nigeria
Palestine
Panama
Papua New Guinea
Paraguay
Peru
Philippines
Poland
Portugal
Qatar
Romania
Russia
Rwanda
Salvador
Sao Tome and Principe
Saudi Arabia
Serbia
Seychelles
Sierra Leone
Singapore
Spain
Sri Lanka

St-Kitts & Nevis
St-Lucia
St-Vincent & the Grenadines
Sudan
Swaziland
Tajikistan
Tanzania
Timor Leste
Togo
Trinidad & Tobago
Turkmenistan
Uganda
Ukraine
Uruguay
Venezuela
Vietnam
Zambia
Zimbabwe



5.

National Societies In Action

Introduction

Global surveys conducted in 1999 and 2008 showed that NS have helped to reduce the number of road crashes and their tragic consequences mainly through the following strategies:

- Advocating for the passage and implementation of strong road safety policies.
- Fostering an internal road safety culture for their staff and volunteers.
- Conducting public awareness campaigns on the safe use of roads.
- Promoting road safety education for students and supporting safe routes to school.
- Providing first aid courses for key road users such as novice and commercial drivers, and the general public (GRSP, 1999, 2013b)

These surveys further revealed that, at the time, 99 NS across the five IRFC zones were carrying out road safety interventions. The most common interventions were education for specific groups (74%), followed by training and education for staff and volunteers (47%) and programmes for protection of road users (46%), with no differences found between the zones (Table 3).

Today, road safety is one of the five top priorities for 41 NS and is concentrated in the Africa and MENA zones. Priority for road safety is lower in the Ameri-

cas and Asia Pacific zones; where, more than half of the NS (55% and 53% respectively) reported that road safety activities are conducted on a sporadic basis and are mostly linked to events designed to increase funding and/or the celebration of the Decade of Action (Table 3).

Based on this most recent survey, globally, NS carry out, on average, two types of interventions (mean

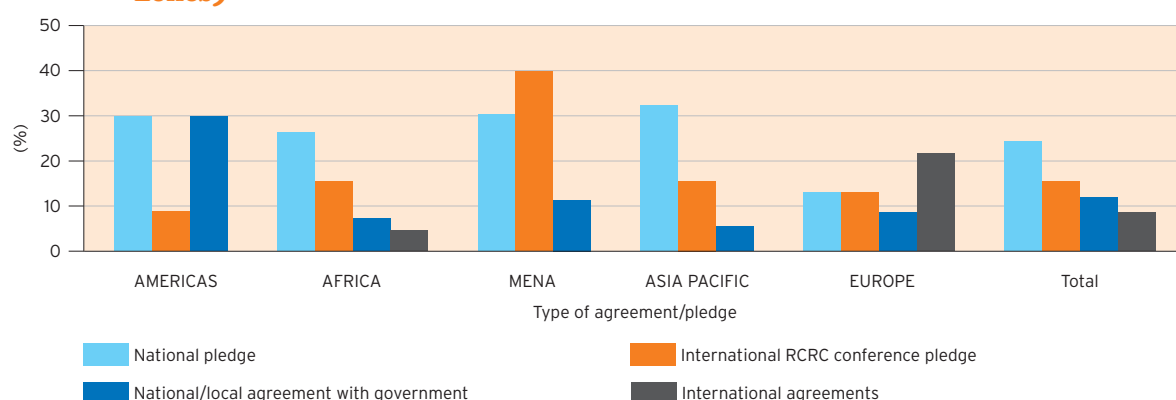
2.91). However, when broken down by zone, NS in the Africa and MENA zones tend to undertake an average of four interventions. NS in the Americas and Asia Pacific zones conduct an average of three interventions. Based on the average number of road safety interventions, NS in the Europe and South America zones are the least involved in road safety. In these zones, only two out of every five NS carry out one road safety intervention.

Table 3. Road safety activities as measured by time, number and degrees of priority (Total and by Zones)

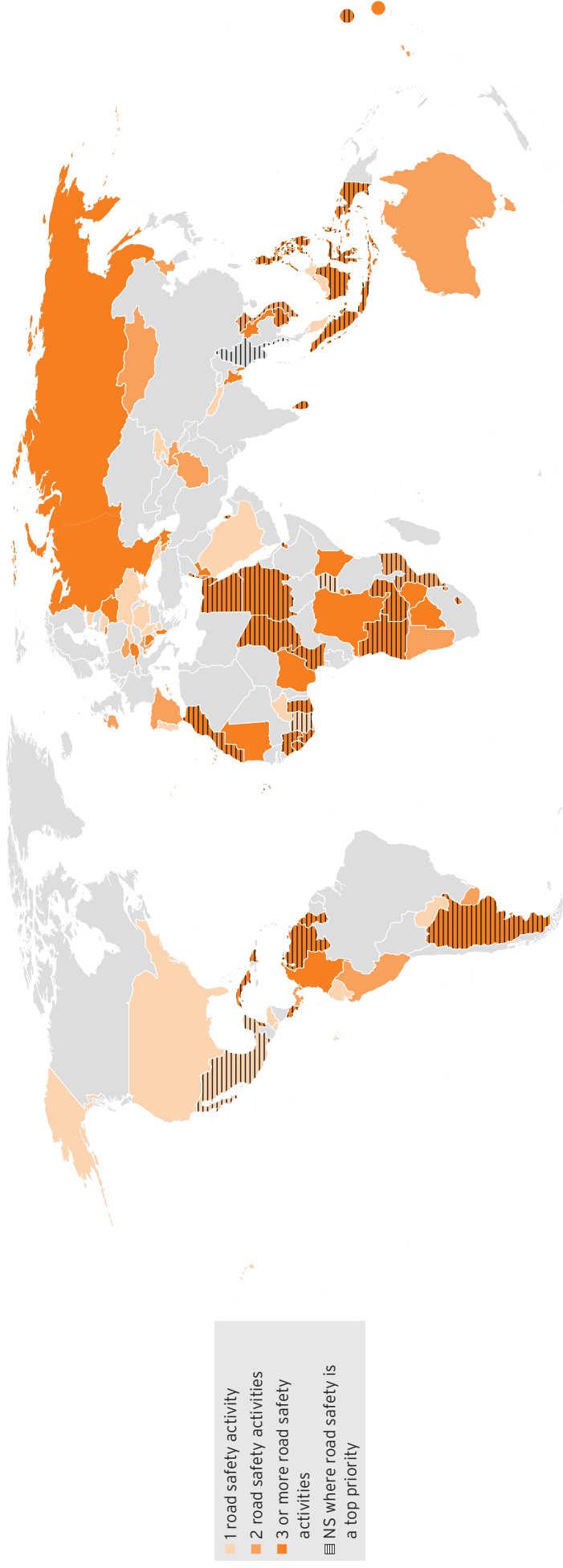
	Americas		Africa		MENA		Asia Pacific		Europe		Total		P-value
	N	%	N	%	N	%	N	%	N	%	N	%	
Activities carried out by NS													
Education for groups (e.g. children, youth, novice drivers, police officers)	15	75.0	20	76.9	7	87.5	11	57.9	20	76.9	73	73.7	0.16
Road safety education for staff and volunteers	11	55.0	16	61.5	6	75.0	10	52.6	4	15.4	47	47.5	0.00
Programmes for protection of road users	9	45.0	19	73.1	3	37.5	10	52.6	5	19.2	46	46.5	0.00
Road safety capacity building or training (ie. first-aid training)	9	45.0	19	73.1	5	62.5	7	36.8	6	23.1	46	46.5	0.00
Advocacy for road safety interventions	9	45.0	19	73.1	6	75.0	10	52.6	1	3.9	45	45.5	0.00
Information dissemination/awareness	0	0.0	4	15.4	1	12.5	0	0.0	0	0.0	5	5.1	0.02
Number of activities													
1 activity	7	35.0	3	11.5	1	12.5	2	10.5	10	38.5	23	23.2	0.01
2 activities	3	15.0	3	11.5	0	0.0	6	31.6	6	23.1	18	18.2	
3 or more activities	9	45.0	20	76.9	7	87.5	10	52.6	6	23.1	52	52.5	
Road safety activities considered as a priority													
No, we only carry out sporadic road safety activities	11	55.0	9	34.6	2	25.0	10	52.6	0*	0*	32	43.8	0.34
Yes, they are among our top 5 priorities	9	45.0	17	65.4	6	75.0	9	47.4	0*	0*	41	56.2	

*There is no information for this region
P-value=Fisher's exact test

Graph 1. Road Safety agreement or pledge signed by National Societies (Total and by Zones)



Map 3. Activities carried out by National Societies (differentiated by number of activities and whether road safety is a top priority)



NS carrying out 1, 2 and 3+ road safety activities

1 activity
 Burkina Faso
 Côte d'Ivoire
 Ecuadorian
 Estonia
 Georgia
 Honduras
 Kirgizstan
 Lufthuania
 Macedonia
 Malaysia
 Mexico
 Nepal
 Paraguay

2 activities
 Afghanistan
 Armenia
 Australia
 Croatia
 Czech
 DPR Korea

3 or more activities
 Albania
 Angola
 Argentina

Fiji
 Ireland
 Mongolia
 Mozambique
 Namibia
 Panama
 Peru
 Spain
 Swaziland
 Tajikistan
 Uruguay
 Vietnam

3 or more activities
 Albania
 Angola
 Argentina

Austria
 Azerbaijan
 Bangladesh
 Belarus
 Belize
 Bosnia & Herzovina
 Botswana
 Brunei
 Burundi
 Cambodia
 Cameroon
 Cape Verde
 Chad
 Colombia
 Cook Islands
 Costa Rica
 Cuba
 DR Congo

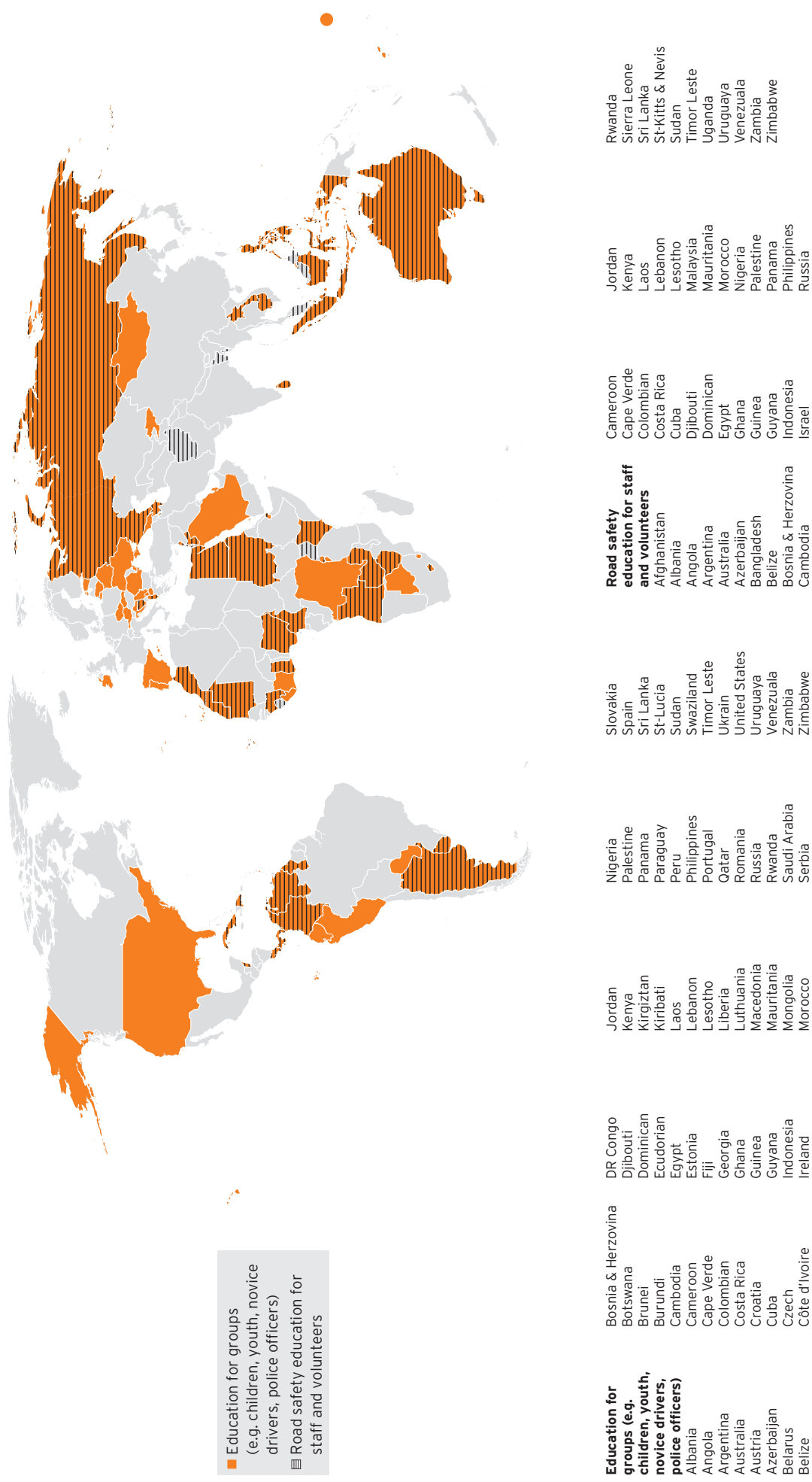
Djibouti
 Dominican
 Egypt
 Ghana
 Guyana
 Indonesia
 Israel
 Jordan
 Kenya
 Kiribati
 Laos
 Lebanon
 Lesotho
 Liberia
 Mauritania
 Morocco
 Nigeria

Palestine
 Philippines
 Qatar
 Russia
 Rwanda
 Sierra Leone
 Sri Lanka
 St-Kitts & Nevis
 Sudan
 Timor Leste
 Venezuela
 Zambia
 Zimbabwe

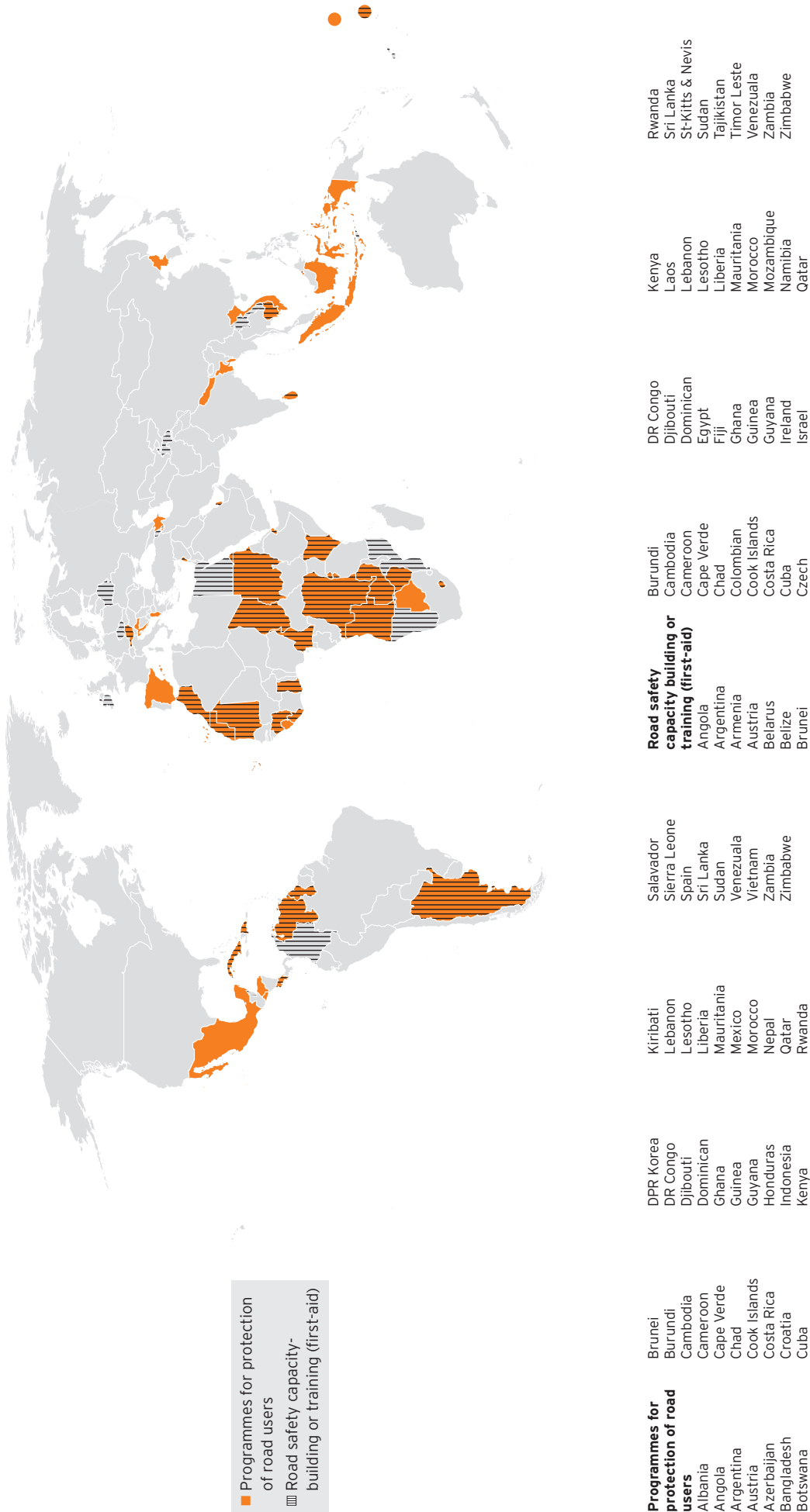
Ghana
 Guinea
 Guyana
 Indonesia
 Kiribati
 Lebanon
 Lesotho
 Liberia
 Mexico
 Morocco
 Mozambique
 Myanmar
 Palestine
 Philippines
 Qatar
 Sierra Leone
 Sri Lanka

St-Kitts & Nevis
 Sudan
 Swaziland
 Timor Leste
 Uganda
 Venezuela
 Vietnam
 Zambia

Map 4a. Four most extensive activities carried out by National Societies



Map 4b. Four most extensive activities carried out by National Societies



Road Safety and Volunteering

Road safety interventions are mostly carried out by Youth and Volunteer departments and/or programmatic areas (62%), followed by the Community Preparedness and Risk Reduction (53%) and Health departments (52%) (Table 4).

There is a huge potential to leverage the capacity of Red Cross and Red Crescent volunteers. Almost half of the 17 million volunteers are young volunteers and valued for their roles as “innovators, early adopters

of communication, social media, and other technologies, inter-cultural ambassadors, peer-to-peer facilitators, community mobilizers, agents of behavior change, and advocates for vulnerable people” (IFRC, 2011b). With these combined skills, young volunteers make a vital contribution to the Red Cross Red Crescent Movement. The call for action on road safety on the part of youth is seen in several NS. Young volunteers have the potential to act as road safety ambassadors through innovative awareness campaigns that can be rapidly expanded (Box 1).

Table 4. Road safety activities in programmed areas (Total and by Zones*)

	Americas		Africa		MENA		Asia Pacific		Total		P-value*
	N	%	N	%	N	%	N	%	N	%	
Programmatic areas											
Youth and volunteering	12	60.0	15	57.7	7	87.5	11	57.9	45	61.6	0.49
Community preparedness and risk reduction	8	40.0	19	73.1	5	62.5	7	36.8	39	53.4	0.05
Health	10	50.0	12	46.2	5	62.5	11	57.9	38	52.1	0.82
Disaster	3	15.0	12	46.2	4	50.0	3	15.8	22	30.1	0.03
NS and knowledge development	3	15.0	7	26.9	3	37.5	2	10.5	15	20.6	0.30
Development and community work	4	20.0	6	23.1	0	0.0	2	10.5	12	16.4	0.50
Humanitarian diplomacy	2	10.0	6	23.1	1	12.5	0	0.0	9	12.3	0.12
First-aid training	3	15.0	4	15.4	0	0.0	1	5.3	8	11.0	0.01
Do not have a defined programmatic area	0	0.0	2	7.7	0	0.0	2	10.5	4	5.5	0.01
Migration	1	5.0	2	7.7	0	0.0	0	0.0	3	4.1	0.84

*Europe excluded from this analysis

**P-value=Fisher's exact test

Box 1. Inspiring leadership in road safety. Youth voices from Gambia, Italy and Portugal

A road safety Ambassador at the Portuguese Red Cross

Irena Vincente, Head of the Youth Department of the Portuguese Red Cross (PRC), is an inspiring road safety leader and advocate. She was one of the key speakers at the road safety workshop at the IFRC General Assembly in 2011.

The Portuguese Red Cross is active in road safety, has run campaigns, and participated in forums, seminars and World Days”, - Irena noted, shortly after the World Day of Remembrance for Road Crash Victims in November 2012.

“We work with public and private institutions as well as with non-governmental organizations. We are currently engaged in discussions with the National Authority for Road Safety. Participation in EU road safety campaigns has given us a lot of experience in this field and today the voice of the Red Cross on road safety is highly valued in Portugal. Aside from being a board member of the National Strategy for Road Safety, we are often invited to give our opinion in various road safety forums.

WHO information on road safety has helped us to formulate our road safety action plan and we often refer to their website. New information is always important – it helps us work better. We appreciate having new knowledge, particularly when it enables us to evaluate the effects of campaigns,” Irena said.

Youth voices in road safety in Solferino. The Gambian and the Italian Red Crosses

In 2009, along with over 500 youths from 149 countries, youth representatives of the Gambian Red Cross signed the Youth Declaration in Solferino. In 2010, some of the young participants excitedly reported how they had turned their voices from Solferino into action. The Gambia Red Cross Society, for example, signed a Memorandum of Understanding with the National Youth Parliament, in which it gave a commitment to disseminate information on road safety among their 30,000 volunteers and advocate a safe roads policy.

The Italian Youth Red Cross has leveraged its social media to raise awareness and promote a change towards safe behaviours. Volunteers from different branches participated in the design of nearly 300 media spots on the impact that driving under the influence of alcohol plays on youth physical and mental health. Videos were uploaded to Facebook, many of which involved conversations, testimonials on the subject and peer group pledges to reduce drinking and driving: *“We need to reduce drinking and driving... As youth we have to believe in social pressure as an effective mechanism of control... Don’t ever let your friends drive after drinking. Take away their keys, have them stay the night, have them ride home with someone else, or do whatever else is necessary - but don’t let them drive!”*

<https://www.facebook.com/giovani.cri>



Irena speaking at the road safety workshop in Geneva. (IFRC General Assembly November 2011)

First Aid and Road Safety

NS are recognized globally as leaders in first aid. In many countries, Red Cross and Red Crescent ambulances constitute the first, if not only, available resources for post-road crash care. Red Cross Red Crescent volunteers organize first-aid courses for the general public and key groups and this has strengthened the ability of communities to respond to road crashes.

Costa Rica is an example of a NS building on first-aid interventions and evolving towards integrated road safety intervention. In the highlighted intervention, the Costa Rican Red Cross uses an ambulance as the main vehicle to reach communities throughout the country and enable road safety educational programmes to be spread and monitored in the nine regions of the country (see Box 2).

In the case of the Mexican Red Cross (MRC), first-aid training forms one part of the management of a post-

crash system. With the support of 1,834 ambulances and a network of more than twelve thousand paramedics scattered over 200 cities, the MRC is leading the way in attending to victims (either by treating them or taking them to hospital) within one hour following the traumatic injury caused by a crash. An accurate medical attention within what is known as the “golden hour” in medical emergencies significantly improves chances of survival and reduces the risk of serious disabilities (WHO, 2004).

Road Safety Education and Awareness Raising

In addition to first-aid activities, 47% of NS are actively involved in preventative road safety prevention activities for students and teachers such as indicating safe routes to schools.

Box 2. Welcome!!! You're travelling on... The Route to Road Safety

The Costa Rica Red Cross (CRRC) is a key contributor to the UN Decade of Action for Road Safety. In the context of the 2010 Regional Youth Encounter (Americas Region), and with funding from the IFRC and Finnish Red Cross, in 2010, the CRRC launched “The Route to Road Safety” programme. “The Route” is designed to raise public awareness about road safety and, specifically, about the appropriate behaviour of all road users.



Under the CRRC project, road safety experts travel around on the country's highways in a CRRC vehicle to provide educational materials on road safety to school workshops and for use in community activities. Together with various games such as *Vialandia* (Roadland), a giant board game in which children play as pedestrians while learning about road safety behaviour, the CRRC road safety experts are attempting to improve road user behaviour among drivers as well as pedestrians. To date, the message of “The Route” has reached over 1,000 people in all of the country's nine regions. The CRRC has learnt the lessons about road safety that can be found in the *Costa Rica Red Cross Road Safety Education Manual*, a valuable handbook for advice about road safety.

It is also important for the CRRC to adopt a multi-sector approach to road safety. The CRRC works closely with the Costa Rican National Road Safety Council (COSEVI) and has formed a cohort of volunteer road safety trainers. These trainers carry out training sessions in local communities around the country. The CRRC staff are also given road safety training. Further, the CRRC is collaborating with COSEVI and private sector partners to devise other road safety games and educational materials for community members. With the support of the German Red Cross, the Youth and Volunteering department at the CRRC has been compiling and systematizing road safety data with the use of the PRODA System. This software makes it easier for the CRRC to assess activities carried out, as well as to work in coordination with Shelter, Culture of Peace, and Non-violence movements.



Advocating for Policies that Impact on Road Safety

Only half of NS play an official role in developing policies that impact on road safety. With the exception of the MENA zone, where the majority of NS (87%) state that they are active players in road safety policy making, NS only operate on the margins of official government road safety policy making (Table 5). As such, there remains a significant untapped potential to utilize the NS' position as auxiliaries to government.

Nearly half (49%) of the NS which report to play a role in government policy making act as a National Reference Centre for First Aid. This role is predominant in the Africa, Americas, Asia Pacific, and MENA zones. In the Asia Pacific zone, three out of every five NS constitute the foremost National Reference Centre for First Aid. In the Africa zone, two out of every five NS report the same pattern. Conversely, only a small portion of NS play a national technical expert role. Those which do play this role supply input to improve the road safety laws, or international and national mandates (14%, and 11% respectively).

Table 5. Financial and technical sources to carry out road safety activities (Total and by Zones*)

	Americas		Africa		MENA		Asia Pacific		Total		P-value*
	N	%	N	%	N	%	N	%	N	%	
Primary source of funding for RS activities											
Government	6	30.0	8	30.8	4	50.0	5	26.3	23	31.5	0.71
Partner / Donor National Society	5	25.0	9	34.6	0	0.0	6	31.6	20	27.4	0.28
IFRC	3	15.0	5	19.2	3	37.5	9	47.4	20	27.4	0.09
NS internal	4	20.0	5	19.2	1	12.5	5	26.3	15	20.6	0.91
Private sector	4	20.0	4	15.4	2	25.0	4	21.1	14	19.2	0.86
Civil society	6	30.0	2	7.7	2	25.0	2	10.5	12	16.4	0.15
GRSP (Global Road Safety Partnership)	0	0	3	11.5	2	25.0	3	15.8	8	11.0	0.14
International agency	0	0	3	11.5	0	0	0	0	3	4.1	0.29
Reference centres for road safety technical support											
National source in country	11	55.0	13	50.0	2	25.0	15	79.0	41	56.2	0.06
In-house	9	45.0	9	34.6	5	62.5	5	26.3	28	38.4	0.32
IFRC	7	35.0	8	30.8	6	75.0	6	31.6	27	37.0	0.15
GRSP (Global Road Safety Partnership)	3	15.0	4	15.4	3	37.5	7	36.8	17	23.3	0.20
Global Reference Centre for First Aid	3	15.0	4	15.4	1	12.5	1	5.3	9	12.3	0.76
International organisations/other funds	2	10.0	2	7.7	0	0	1	5.3	5	6.9	1.00
We do not receive any technical support	0	0	2	7.7	0	0	0	0	2	2.7	0.47

*Europe excluded from this analysis

**P-value=Fisher's exact test

The governments' approaches to road safety in some of the countries in the South-east Asia sub-region of the Asia Pacific zone include a strong multi-sectorial element in which the enactment of good laws and their enforcement plays a significant role in improv-

ing safety standards. The Cambodian Red Cross proves how NS humanitarian diplomacy can be an effective form of advocacy for the passage and implementation of road safety laws (see Box 3).

Box 3. Creating a helmet-wearing culture among Cambodia's youth

Over the last 8 years Cambodia has witnessed a significant increase in traffic volume with a 300 per cent growth in motorcycle ownership. As a result, road-crash deaths have doubled, and the fatality rate sharply increased to 13.4 out of every 100,000 inhabitants. The annual economic cost of road crashes in Cambodia is now about 329 million US dollars annually. Motorcyclists are the most vulnerable road users, and comprise 68 per cent of all combined road fatalities. With two thirds of the population under the age of 25, Cambodia's youth are disproportionately affected. As a result of these alarming statistics, in 2004, the Cambodian Red Cross Youth Programme (CRCYP) launched a road safety scheme which aimed at addressing the increasing risk faced by young adult motorcyclists.



In tackling these troubling statistics, the main strategy of the Cambodian Red Cross (CRC) has been to empower youth through its large youth-volunteer network within Cambodian schools. Through their strong capacity to influence and educate their peers, these schools have actively encouraged motorcyclists to wear helmets, as well as fostering a behavioural change with regard to road safety in general.

With the support of the Swedish Red Cross, the CRC piloted a project in three provinces – Phnom Penh, Kompong Speu and Battambang. Trained advisors in road safety together with youth leaders, carried out a number of activities such as opening up road safety youth clubs, supplying helmets, and launching school-based awareness campaigns targeted at secondary school students. In their role of “road safety ambassadors” this group of trainers and volunteers gradually expanded the programme to other Red Cross branches throughout the country and this gathering momentum led to the adoption of the Cambodian Red Cross Road Safety Strategy (2009-2013) in 2008.

The success and sustainability of the project rests on the road safety skills of the strong expanding network of young volunteers throughout the country whose activities were grouped in five categories:

(1) *Creating a helmet wearing culture* in which young volunteers serve as role models by wearing crash helmets on a daily basis, and spreading information on the value of helmet protection. Since 2006, and with the support of the Australian Red Cross, an ongoing “helmet library” has been set up to increase access for low-income students. This activity has been supported by the dissemination of information on helmet protection and correct usage.

(2) *School-based road safety campaigns* have led to road safety youth clubs being set up within a number of schools. Examples of school activities include helmet-wearing demonstrations, song and drama performances, poster sessions and debates on road safety and helmet-wearing to heighten awareness and encourage greater involvement. In addition, the clubs also train new volunteers and thus increase the outreach of the project.

(3) *Community-based education* encourages youth volunteers to work with traffic police to disseminate road safety information to drivers at enforcement checkpoints. The Red Cross volunteers also play an advocacy role for road safety in local councils so that it can be included in their future action plans.

(4) *Building capacity, support and partnerships* sees the Cambodian Red Cross conduct annual fundraising workshops on road safety aimed at increasing dynamic participation and encouraging donations from private partners. In exchange, the Cambodian Red Cross encourages private companies to improve road safety awareness for their employees.

(5) *Road safety advocacy project:* In coordination with the Global Road Safety Partnership (GRSP) and funded by Bloomberg Philanthropies, the Cambodian Red Cross leverages its auxiliary status to influence decision-makers and legislators to strengthen national road traffic laws and ensure that they are strictly enforced.

As a result of its constant activities in road safety, the CRC has been able to witness encouraging results. Since the beginning of the project, more than 25,000 helmets have been issued, predominantly to economically disadvantaged students. Through well-structured financial mobilization schemes from the business sector, and a long-term strategy plan supported by the Australian and the Swedish Red Crosses, the CRC has managed to ensure the sustainability of the project. Finally, as an auxiliary body to the government, the CRC has played an important role in the advocacy of new road traffic laws.

Overall, the Cambodian Red Cross Road Safety Strategy is one of the most successful examples of long-term road safety initiatives within the RCRC Movement, and has shown a strong commitment to ensuring a significant improvement in the area of road safety in Cambodia.



6.

Funding for Road Safety

Introduction

Funding for road safety interventions is largely provided by the public sector, the IFRC, donor NS, public donations, the private sector, and various international agencies. The results from 73 NS in four zones (Africa, Americas, Asia Pacific and MENA zones) show a diversified funding scheme formed primarily by the following four sources:

1. Government sources: nearly one third of NS carry out road safety activities with the aid of government funds.
2. IFRC: 27% of NS are funded with grants from the IFRC.
3. Partner/donor NS grants: 27% of NS activities are funded with grants allocated by NS partners or donor NS.
4. NS in-house sources: 20% of the funds for road safety interventions come from NS budgets, mostly the allocation of public donations (Table 5, page 27).

Taken together, these four funding sources account for three quarters of total financial support for road safety within NS. NS in the MENA zone fully depend on government funds and have not established a funding diversification strategy to make their road safety activities sustainable. In the Asia Pacific zone, nearly half of the NS obtain road safety funds via IFRC grants or appeals as well as through a donor/partner NS collaboration strategy (32%). For its part, the Americas zone has a relatively homogeneous financing scheme, operating with funding from governments, IFRC, partner/donor NS and civil society groups. The funding sources in the Africa zone are highly differentiated. Road safety actions carried out by NS in Central Africa and the Sahel (such as Guinea and Zambia) are funded by a variety of sources, differing sources while road safety activities carried out by NS in the Southern Africa sub-zone are primarily funded by governments.

Funding from civil society groups is the largest among the five zones (30%) and is largely a result of fundraising campaigns (e.g. national fundraising days or fixed collecting/donation points for contributions by

the general public, which are widespread in the region (Table 5, page 27).

Funding for Road Safety from the Private Sector

The results of this survey show that private funding to NS for road safety remains a small percentage of overall road safety-related funding. Overall (and with no significant differences between zones), only 19% of total amount of funds allocated to road safety come from the private sector. For purposes of comparison, this percentage is lower than NS in-house funds allocated to road safety which are generally acquired through donations from the general public or larger donations from unknown private sources. NS also secured funding from GRSP and other international agencies. This funding only accounted for 11% and 4% of the total amount of funding for the road safety interventions, respectively, and tended to focus on capacity building and policy advocacy (see Box 4).

Box 4. The Turkish Road Safety Advocacy Programme

Road crashes are one of the main causes of mortality in Turkey, with an average of 1.5 deaths every hour, and ten thousand reported deaths every year. In May 2013, the Turkish Red Crescent Society (TRCS) launched a nation-wide advocacy campaign to strengthen current seat-belt legislation in order to reduce the number of injuries and deaths resulting from accidents. Within the Turkish Traffic Law, there are exemptions for certain groups from the national seat-belt mandate and it is this which was the driving-force behind the campaign. TRCS sets out to advocate necessary policy changes among government officials, policy-makers and the wider public.

To achieve this policy goal, the TRCS is employing key “humanitarian diplomacy principles” to promote and strengthen Turkish road safety regulations. In August 2013, the TRCS along with the WHO’s Turkey office and the “Road Safety Platform” – the leading coalition of private, public and non-government organizations that promote road safety in Turkey – held a press conference to call for stronger seat-belt laws and better enforcement. The Vice-president of TRCS called on parliament to address the question of legal exemptions from seat-belt use.

In January 2014, the TRCS organised a breakfast meeting with 77 parliamentarians to advocate changes in the Traffic Laws which would make the use of seat-belts mandatory for all motor vehicle users. Ongoing meetings with key parliamentary committees have helped to build up support for the recommended legal and regulatory changes, and this has further heightened the profile of the campaign.

In an attempt to increase grassroots support for policy changes, the TRCS staff and volunteers are also helping to build the capacity of regional and local offices to advocate changes in seat-belt regulation among local communities, and their local parliamentary members. TRCS has also formed partnerships with key road safety organizations, such as the Turkish Road Association and the Turkish Medical Association. This has involved publishing advertisements and other public awareness materials designed to build public support for the policy proposal. Together, they have paid for advertisements to be included in one of Turkey’s main newspapers, which are designed to urge political leaders to make a further effort to strengthen the Turkish Traffic Laws.

The TRCS campaign is continuing in close partnership with key civil society organizations and supportive policy-makers. One secret to their ongoing success is the high-level support for road safety received from the TRCS’s President, Vice-president and Secretary General. This support has provided the campaign team with significant exposure and access to key decision-makers within the Turkish government.

Funding for Road Safety from Government Sources

Upon analyzing the main cited sources for technical support to launch or maintain road safety interventions, it is clear that more than half of NS have benefited from government funding.

Donor National Society Funding

Establishing a partnership between donor and recipient NS to fund road safety schemes is the second strongest source of road safety funding. In the Africa and Asia Pacific zones, funding from donor NS accounts for 35% and 32% of the total funds respectively, a relatively high sum when compared with the financial and/or technical support received from other IFRC bodies such as GRSP or the Global Reference Centre for First Aid (Table 5, page 27).

Table 6 provides an initial overview of the partnerships established between donor and receiver NS. These are mostly located in the Asia Pacific zone. The Australian, Japanese and New Zealand NS appear to be the most actively involved in financially supporting smaller NS. A more comprehensive analysis of the network of collaboration between NS is required to understand to what extent these horizontal alliances of support/collaboration are encouraging long-term initiatives.

Since 1912, The Empress Shôken Fund, formed by the Japanese government, the Japanese Red Cross Society, the Japanese Imperial Family and the Meiji Jingu shrine, has provided funding to a large number of NS. In 2010 and 2012, the Georgian and Azerbaijani NS were awarded funds for multi-faceted road safety projects which involved: (i) building the capacity of staff and volunteers in first-aid and post-crash management, (ii) making pilot community-based road safety interventions and, (iii) employing humanitarian diplomacy strategies to advise authorities on how to make road safety a governmental priority (see Box 5).

Table 6. Partner / Donor National Society in road safety

	Australia	USA	Argentina	Belgium	Denmark	Finland	France	German	Japan RC	Sweden	New Zealand
Burkina Faso				✓							
Cook Islands									✓		✓
Costa Rica						✓		✓			
Kiribati	✓										
Cambodia	✓									✓	✓
Venezuela			✓								
Lao					✓						
Myanmar	✓										
Thailand	✓						✓	✓			
Indonesia	✓	✓			✓				✓		
Azerbaijan									✓		
Georgia									✓		

*Responses given by 15 NS in the Americas, Asia Pacific, Americas and Europe region

Box 5. The Empress Shōken Fund – Alleviating the strain on rural Azerbaijani families. Lessons from the Azerbaijan Red Crescent

The Azerbaijan Red Crescent Society promotes road safety in a number of key ways. With funding from the Empress Shoken Fund (Japan) in 2012, the AzRC implemented a pilot programme in central Azerbaijan which included a road safety component. Through a “Safe to School – Safe to Home” intervention, the AzRC worked with school children to ensure safer road crossing, the use of reflective clothing, and provided school buses to transport children to school. In addition, under this pilot programme, AzRC volunteers conducted trainings for local community members on the dangers of excess speeding, drink driving and risky pedestrian behaviour. Finally, recognizing that road crashes will occur despite important road safety interventions, AzRC volunteers conducted first-aid training for community members. In all, the programme targeted over 100 families in an area of the country with limited access to more prominent government campaigns which are typically geared towards urban areas.

Following up on this pilot programme, the AzRC partnered with the United Nations Development Programme to promote the United Nations Road Safety Week. Along with nearly 200 community members and volunteers, the AzRC worked to reinforce key pedestrian safety messages. They did this through the distribution of educational materials, airing of informational videos, and other community-based engagement. Although small in scale, both of these important projects were aimed at vulnerable families in Azerbaijan in order to change attitudes towards road safety.



7.

Technical Support
Provided To
and For National
Societies

Introduction

Technical assistance and training, known together as capacity building, are important complements to the IFRC core functions of providing aid and promoting social development in the nearly 200 countries where the movement operates. In the road safety field, specialized technical support from RCRC bodies (IFRC, GRSP and partner NS) has helped NS institutional and human capacity for effective programme implementation. Practical advocacy-oriented courses, hands-on workshops and seminars for fundraising, and for first-aid updates have strengthened staff and volunteer capacity to formulate and implement road safety initiatives. However, much needs to be done in the field. Achieving greater integration between technical assistance, training, monitoring of good practice, and sharing of material is a key priority for GRSP to help National Societies to advance in the field of road safety.

Technical Support from the IFRC & GRSP

IFRC (37%), GRSP (23%) and the Global Reference Centre for First Aid (12%) are cited sources for technical support. The low level of technical support supplied by GRSP and IFRC to NS contrasts with the number of resources made available by these organizations to assist the road safety field globally. It is worth noting that a number of key IFRC and GRSP technical resources are available; however, they may

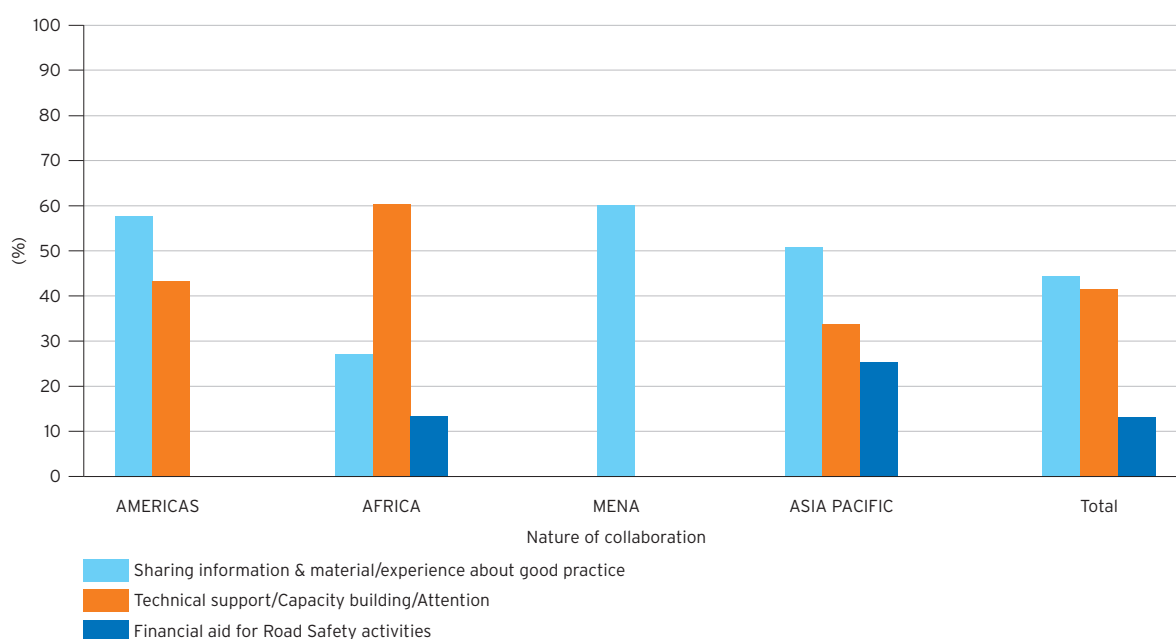
not be adequately promoted. The “*Community-based health and first aid*”, or the “*What a National Society Can Do For Road Safety*” are examples of a dozen on-line guidelines, toolkits and manuals available at the GRSP website (www.grsp.ifrc.org). The aim of these is to help NS to decide what kind of interventions have proved successful, and to comply with the general guidelines of educational programmes, or awareness campaigns designed to be adapted locally (IFRC & GRSP, 2007, IFRC, 2009).

Technical Support from Donor National Societies

More than half of the NS in the Americas, Africa, MENA and Asia Pacific zones reported collaboration (technical, or financial) with the IFRC, donor NS or other Red Cross Red Crescent Movement bodies. The Asia Pacific zone had the highest collaboration (63.2%) and the Americas zone had the lowest (30%).

Graph 2 shows that while financial support remains quite low (13%), collaboration within the Red Cross Red Crescent Movement is largely designed to help ensure that road safety is a core element within NS action plans. This technical support is directed towards capacity building (41%), and good practice information sharing (44%). When observed on a regional basis, the Africa zone NS receive the largest share of technical support for capacity building (60%+).

Graph 2. The nature of the collaboration with different RCRC bodies (Total and by Zones)





8.

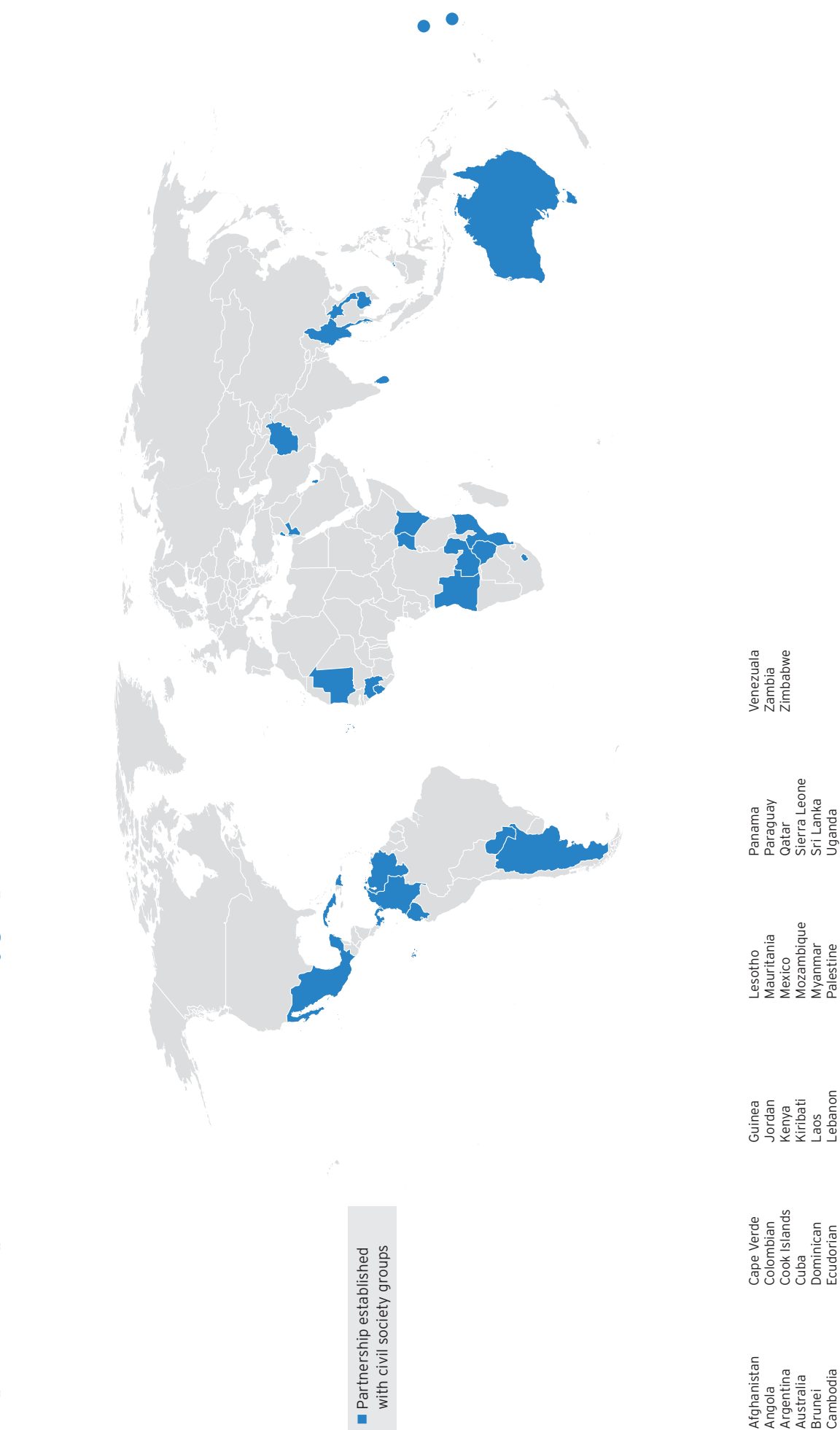
Partnership to Promote Road Safety

Introduction

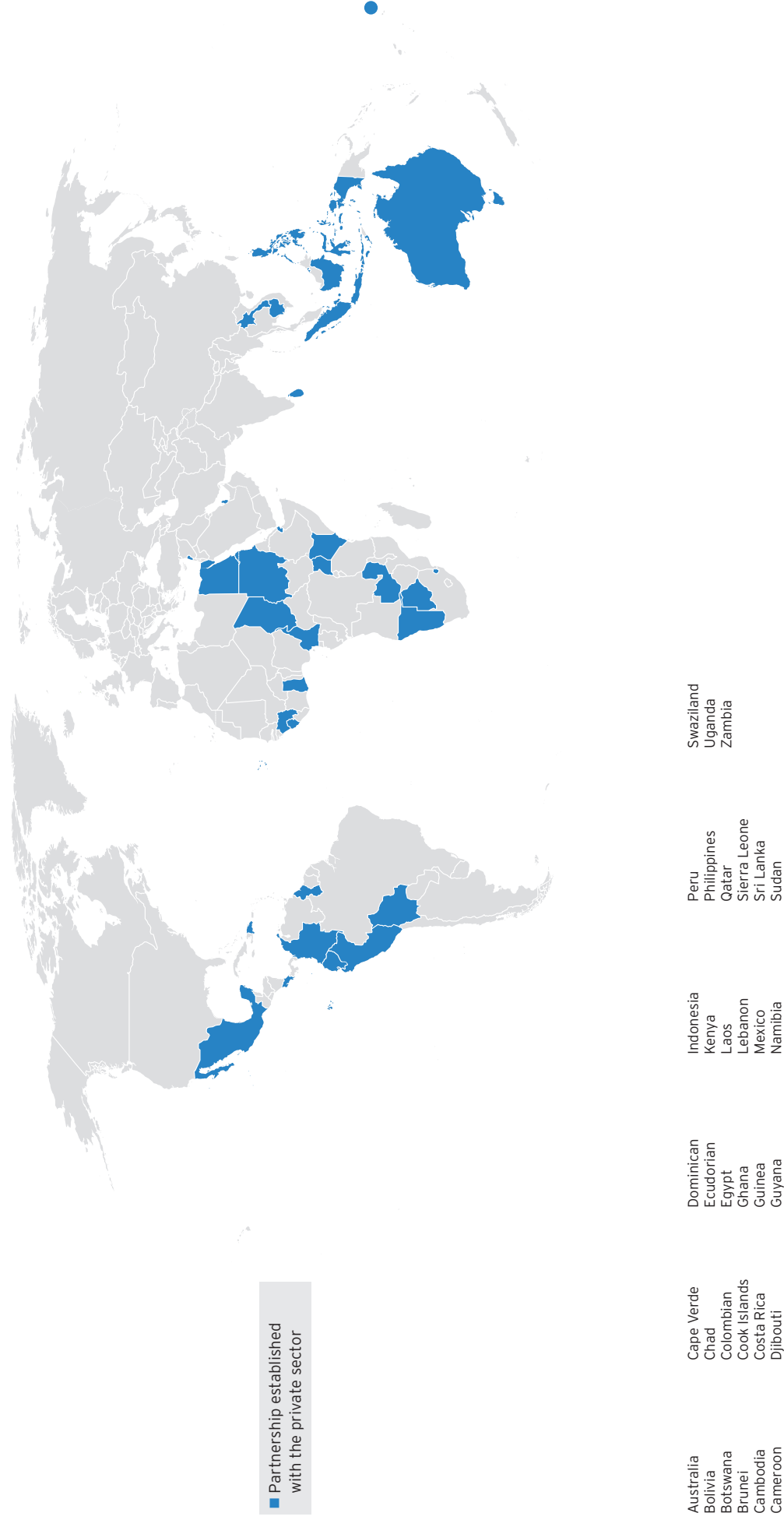
The road safety problem is more effectively addressed when relevant partners are connected and empowered to participate in a process to bring about change. The UN General Assembly resolution for the Decade of Action states: *"The solution to the global road safety crisis can only be implemented through multi-sectorial collaboration and partnerships"* (WHO, 2011). Following this international pledge, the

GRSP as a hosted programme of the IFRC has increasingly promoted actions in coordination with development banks, bilateral donors, businesses, and civil society groups, which can positively influence road safety through investments, technical support and advocacy in the countries in which they operate. There are no possible excuses to disregard the promotion of partnership to advance road safety. Maps 6 and 7 show visible differences between zones in terms of NS partnership with the government, civil society and private sector.

Map 5. Partnership established with civil society groups



Map 6. Partnership established with the private sector



Working with National Governments

All of the NS which reported the implementation of road safety interventions reported doing so in collaboration with their national governments. This collaboration is mainly undertaken at a national level (73%) with no apparent differences between zones. (Table 7). Almost half of NS collaborate with Transport Ministries and Road Safety Lead Agencies while a minority do so with Interior or Security Ministries (27%). (Graph 3a and 3b).

Nearly 90% of the NS in the MENA zone work primarily with Road Safety Lead Agencies as well as with police and Education and Interior Ministries (63% respectively). A similar proportion of NS in the Africa zone reported partnering with police and Transport Ministries (65% and 62% respectively). This suggests that road safety interventions in Africa tend to be aligned towards enforcement and depend on the capacity of staff and volunteers to act as agents of change to train, support and help legitimize the activities of traffic police officers in their daily work. The NS in the Americas zone report that there has been cooperation with Transport Ministries, Road Safety Lead Agencies and Education Ministries (40% respectively). (Graph 4).

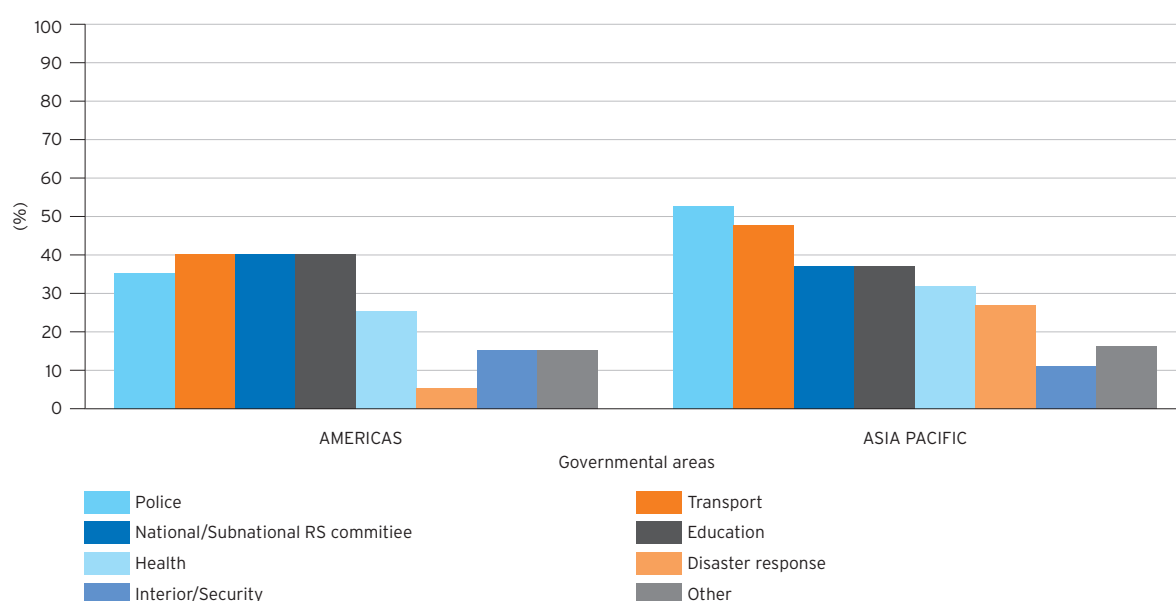
Table 7. Partnerships established with the government (Total and by Zones*)

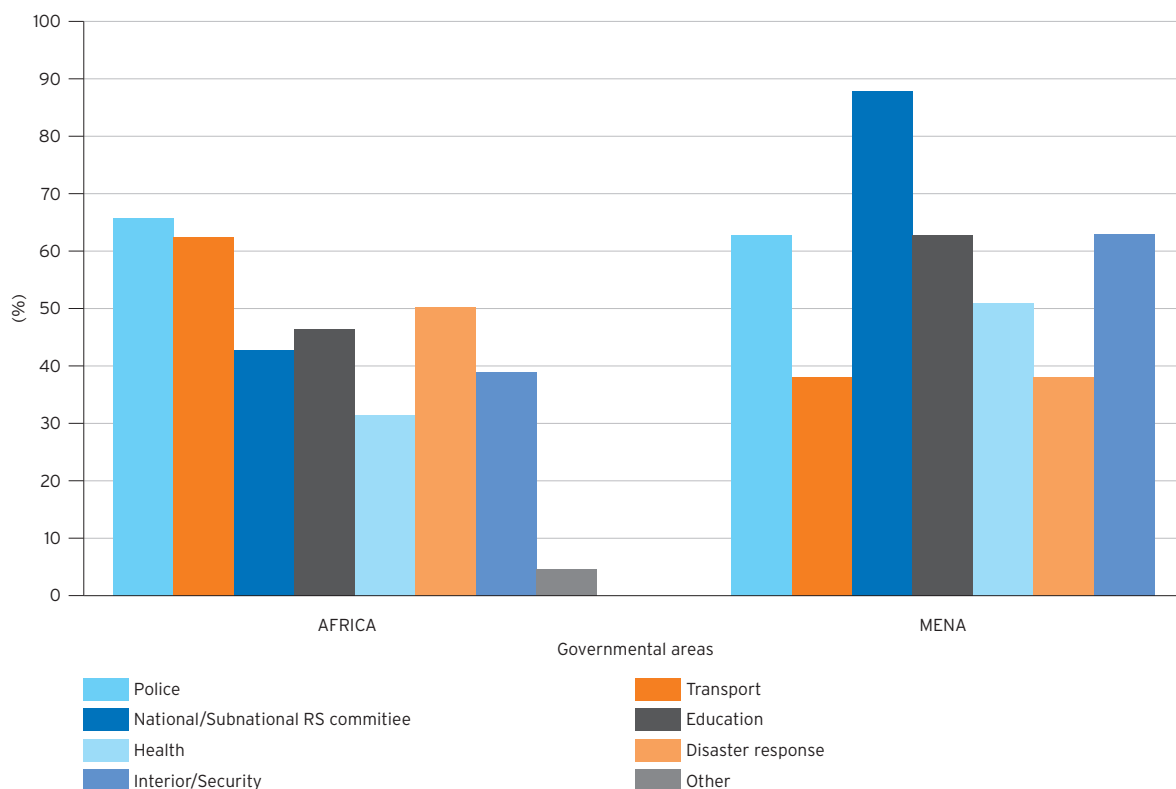
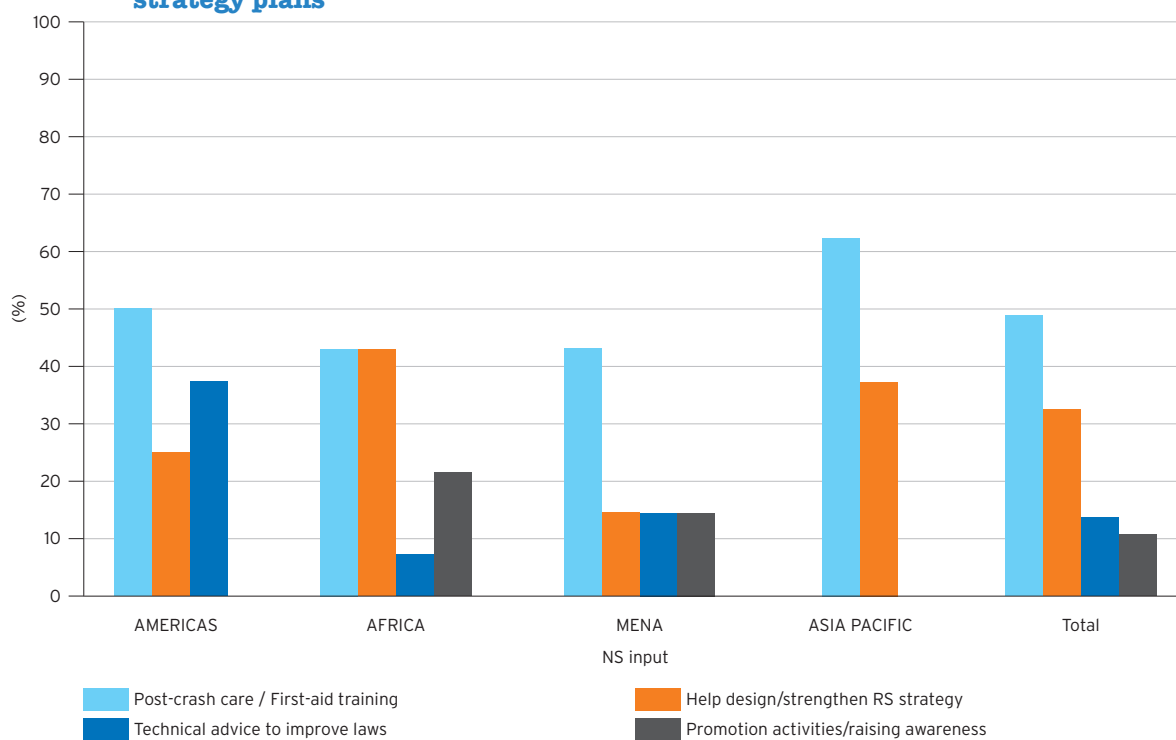
	Americas		Africa		MENA		Asia Pacific		Total		P-value**
	N	%	N	%	N	%	N	%	N	%	
Partner with government											
	20	100	26	100	8	100	19	100	73	100	
Level of Partnership											
National	13	65	19	73.1	7	87.5	14	73.7	53	72.6	0.71
State	2	10	5	19.2	4	50.0	2	10.5	13	17.8	0.10
Province	6	30	11	42.3	3	37.5	3	15.8	23	31.5	0.29
Local community	5	25	8	30.8	3	37.5	4	21.1	20	27.4	0.79
Hold an official role in the government strategy / action plan for road safety											
	8	40.0	14	53.9	7	87.5	8	42.1	37	50.7	

*Europe excluded from this analysis

**P-value=Fisher's exact test

Graph 3a. In-country government partners reported by National Societies (Americas and Asia Pacific Zones)



Graph 3b. In-country government partners reported by National Societies (Africa and MENA Zones)**Graph 4. Role / input provided by National Societies in the government road safety strategy plans**

Partnerships with Civil Society and with the Private Sector

Overall, there are no significant differences between the zones in terms of work with civil society or the private sector. Two-thirds of the NS state that they have partnerships with both civil society and the pri-

vate sector to implement road safety interventions. The Africa zone has the lowest collaboration (42%). The MENA zone has the highest (50%) (Table 8). Graph 5 shows that in-country civil society groups (whether nationally or regionally based) represent the largest share of collaboration and this is 36% above the level of collaboration with international organizations such as WHO, Handicap International, German Aid, and FIA.

Table 8. Partnerships established by National Societies with civil society, the private sector and RCRC bodies to carry out road safety activities. (Total and by Zones *)

	Americas		Africa		MENA		Asia Pacific		Total		P-value*
	N	%	N	%	N	%	N	%	N	%	
Partnership with civil society and/or private sector											
No	7	35.0	7	26.9	3	37.5	8	42.1	25	34.3	0.75
Yes	13	65.0	19	73.1	5	62.5	11	57.9	48	65.8	
Partnership with civil society											
No	11	55.0	15	57.7	4	50.0	10	52.6	40	54.8	0.99
Yes	9	45.0	11	42.3	4	50.0	9	47.4	33	45.2	
Partnership with private sector											
No	12	60.0	11	42.3	5	62.5	11	57.9	39	53.4	0.78
Yes	8	40.0	14	53.9	3	37.5	8	42.1	33	45.2	
Missing	0	0.0	1	3.9	0	0.0	0	0.0	1	1.4	
Partnership with RCRC bodies											
No	12	60.0	11	42.3	3	37.5	7	36.8	33	45.2	0.38
Yes	7	35.0	15	57.7	5	62.5	12	63.2	39	53.4	
Missing	1	5.0	0	0.0	0	0.0	0	0.0	1	1.4	

*Europe excluded from this analysis

**P-value=Fisher's exact test

A growing number of private companies in the food, media, tyre, car manufacture, and oil and gas sectors have been increasingly supporting road safety interventions in low- and middle-income countries. Graph 5 shows that two-thirds of the NS in the MENA zone have partnerships with the local car manufacturing industry. Three out of four NS in the Asia Pacific zone collaborate with the private sector (including petrochemicals, IT, the food industry and real estate industries). The involvement of private companies in the Africa and Americas zone is less extensive. In the Af-

rica zone, 30% of NS partner with cooperatives or groups of local taxi and bus drivers to support road safety interventions.

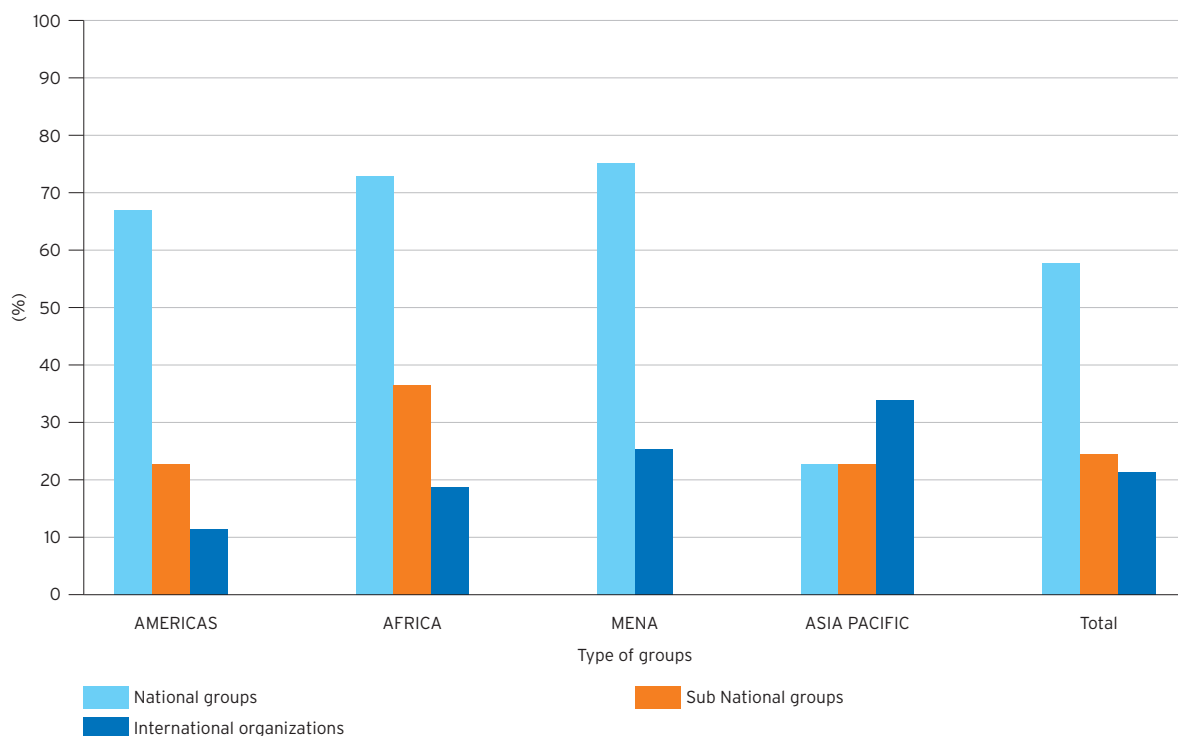
Graph 5. Partnership with civil society groups (Total and by Zones)

Table 9 shows that road safety partnerships with civil society and the private sector increase the number of road safety interventions which NS undertake. NS that build partnerships tend to implement

three times as many activities as those that confine their partnerships to government bodies. In this regard, there were no difference between the zones (Table 9).

Table 9. Number of activities carried out by National Societies when a partnership is formed with a civil and/or private sector group. (Total and by Zones*)

	NS that partner with civil and/or private sector groups									
	AMERICAS		AFRICA		MENA		ASIA PACIFIC		TOTAL	
	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Number of activities carried out in NS										
1 activity	57	43	100	0	100	0	100	0	73	27
2 activities	33	67	0	100	100	0	57	43	43	57
3 or more activities	20	80	24	76	17	83	27	73	23	77
P-value**	0.59		0.32		0.38		0.04		0.01	

*Europe excluded from this analysis

**P-value=Fisher's exact test

Table 10. Potential involvement in the field of road safety and possible activities (Total and by Zones)

	Americas		Africa		MENA		Asia Pacific		Europe		Total		P-value*
	N	%	N	%	N	%	N	%	N	%	N	%	
NS interested in carrying out / expanding road safety schemes													
	25	92.6	35	100	10	100	23	82.1	24	55.8	117	81.8	0.00
Motivations for implementing road safety actions													
It is seen as a humanitarian concern	15	60.0	26	74.3	6	60.0	14	60.9	6	25.0	67	57.3	0.00
Top priority of the government	8	32.0	21	60.0	6	60.0	8	34.8	12	50.0	55	47.0	0.00
Requirement of the community	7	28.0	18	51.4	5	50.0	10	43.5	2	8.3	42	35.9	0.00
It is a private sector interest	5	20.0	10	28.6	1	10.0	2	8.7	10	23.9	28	23.9	0.00
NS interest / commitment	2	8.0	3	8.6	1	10.0	4	17.4	3	12.5	13	11.1	0.01
Road safety actions that could be carried out													
First-aid training/first responder (ambulances and attention)	24	96.0	33	94.3	9	90.0	18	78.3	14	58.3	98	83.8	0.04
Education for different population groups	22	88.0	29	82.9	7	70.0	18	78.3	15	62.5	91	77.8	0.29
Education for different type of road users	23	92.0	32	91.4	7	70.0	15	65.2	7	29.2	84	71.8	0.00
Advocacy around road safety	15	60.0	27	77.2	5	50.0	18	78.3	9	37.5	74	63.2	0.03
Technical advice to change/improve the laws	8	32.0	14	40.0	2	20.0	4	17.4	4	16.7	32	27.4	0.18
Depends on availability of the funds	1	4.0	0	0.0	0	0.0	0	0.0	2	8.3	3	2.6	0.31
National Road Safety Plan	0	0.0	0	0.0	0	0.0	1	4.4	0	0.0	1	0.9	0.66

*P-value=Fisher's exact test



9.

Moving Forward

National Society Interest in Increasing & Expanding Road Safety Activities

82% of the NS are concerned with increasing and strengthening their road safety activities in the near future. In the case of more than half of the NS, the main reason for this interest is that road traffic inju-

ries and deaths are a humanitarian concern. This factor is very prevalent in the Africa zone (74%). This confirms the important role that NS in the zone are starting to play in implementing policies and carrying out activities in the field. In the MENA, Americas and Asia Pacific zones, the reasons for involvement in road safety are divided between regarding road safety as a requirement of the community and as a governmental priority (Table 10).

Box 6. Building partnership for road safety activities

Australian Red Cross – Cambodian Red Cross

In 2011, the Australian Red Cross funded the *Cambodia Initiative for Disability Inclusion*, under the Prevention programmatic area. The objective was to encourage young people- including those with disabilities- to play an active role in taking steps towards road crash prevention and to become involved in disability inclusion issues. Strengthening partnerships was a key feature in ensuring the sustainability of the project. The Initiative comprised three essential components, which are intertwined:

1. Empowerment of young people including those with disabilities
2. Road crashes, prevention of disabilities and awareness raising.
3. Emergency and Relief Assistance

French Red Cross – Lao Red Cross

In May 2011, the French Red Cross in collaboration with the French Embassy in Lao provided both technical and financial (CHF 75,000) support for road safety initiatives. The measures included general public awareness of road safety and training in first aid. The staff and volunteers from the Community, First aid and Youth areas made a joint effort to form a public-private collaboration to raise awareness in schools and local communities on the use of helmets and speed control. The partners in the project included Handicap International, Ministry of Education, Road Safety National Committee and private companies.



IFRC – Thai Red Cross

With the aid of funding and technical support from the IFRC, a road safety public awareness campaign was launched in Pathumwan, one of the busiest districts in Bangkok, with the aim of obtaining road safety and blood donations during New Year celebrations. Club 25” (a youth blood donation group) in collaboration with the private company LPN Development Ltd., the Ministry of Health and dozens of police stations in the Pathumwan District worked together to encourage people to donate blood for the victims of road crashes. This collaboration included the first-aid courses and the distribution of 500 road safety commitment cards.

NS foresee the need for the Movement to play a more wide-ranging role in road safety, including: first aid (84%), education for both different types of road users and different population groups (72% and 78% respectively), and advocating for road safety policy passage and implementation (63%). This last activity is very prevalent in the Africa and Asia Pacific zones, and is possibly linked to the current role played by the NS in designing and implementing of road safety plans. Only a quarter of the total number of participating NS expressed a desire to provide technical advice to change or to improve road safety laws or regulations.

19 of the 26 NS that see no motivation for carrying out or expanding road safety schemes are in the Europe zone and the majority (including NS in countries which are the best performing road safety countries – Sweden, the United Kingdom, Germany, France, the Netherlands and Norway) do not regard their role as that of humanitarian agents in the field of road safety. Their

responses might be linked to the fact that national governments and dedicated private and civil society groups are already working to ensure safe roads and to make successful interventions. However, at the same time, the role of some of the NS that are ‘uninterested’ in road safety contrasts with their role as ‘donors/ partners’ of poorly performing RCRCs (mostly located in the southern hemisphere) (see Box 6).

Technical Assistance Needs of National Societies

Traditionally, the role of NS in tackling major humanitarian and developmental challenges has been through service delivery and public campaigns, and in most cases, has been handled intermittently, as the need arises. However, in light of the pressing need to free the world of road traffic fatalities and injuries, it

is the role of the GRSP to continue “saving lives and changing minds” by preparing staff and volunteers to provide a humanitarian service through evidence-based education and awareness campaigns, and to act as advocates to improve road safety policies and laws (Elseroad, 2013).

As seen in Table 11, one of the main outcomes of this mapping exercise was the discovery that there is a need for information sharing. While many NS are generally familiar with the field of road safety, they lack basic knowledge about risk factors and how to make effective interventions. In an attempt to address this need, general secretaries and/or staff members at 103 NS were added to the GRSP monthly newsletter list. (See Annex 3 for key contacts).

Table 11. The main five reasons for not carrying out / expanding road safety actions in the near future*

It is not seen as an area within the humanitarian field	1
Road Safety is the responsibility of another organization	2
Lack of / limited knowledge on road safety activities	3

lack of / limited knowledge on the field	4
Not a matter of interest for potential partners (such as private sector)	5

Grouping of National Societies by Levels of Capacity

Clustering countries in accordance with their level of engagement in road safety makes it possible to assess the current state of the Movement in road safety. In conducting this analysis, the 100 National RCRCs Societies that reported carrying out road safety schemes were classified into three groups on the basis of the following criteria (Table 12):

- Familiarity with national and international road safety commitments
- Current involvement in road safety interventions (number of activities carried out and whether they are a priority within the NS development plan)
- Resources and partnership to back up the road safety interventions
- The expectations for undertaking or expanding interventions in the field

Table 12. Classifying National Societies in accordance with their level of engagement in road safety

Key areas	Compliance with road safety commitments	Engagement in road safety actions	Resources and partnership	Expectations for undertaking / expanding road safety activities
Group 1 Possible “leading” NS	Familiar with RCRC road safety pledge, and have signed agreements to show nat/int commitment to road safety.	Carrying out 3+ schemes, and recognizing that road safety is a priority within the NS action plan.	Multi-partner approach (collaborate with government, civil society and/ or private sector, and with RCRC bodies.	Show interest to undertake / expand road safety schemes.
Group 2 With some capability and prospects in the field	Familiar with the RCRC road safety pledge, but have not signed any nat/int agreement to show their commitment to road safety.	Undertaking 1-2 activities, although road safety is not necessarily a priority.	Partner with government, but has a limited degree of collaboration with civil society, private sector; and/or RCRC bodies.	Show interest to undertake implement / expand road safety schemes.
Group 3 Low capability and prospects in the field	Not necessarily familiar with the RCRC road safety pledge, and have not signed any agreement with regard to nat/int commitment in road safety.	Carrying out schemes although they are not a priority.	Unilateral partnership with in-country government. Do not partner with any civil society / private sector groups or RCRC bodies.	May or may not expect to undertake / expand road safety schemes.

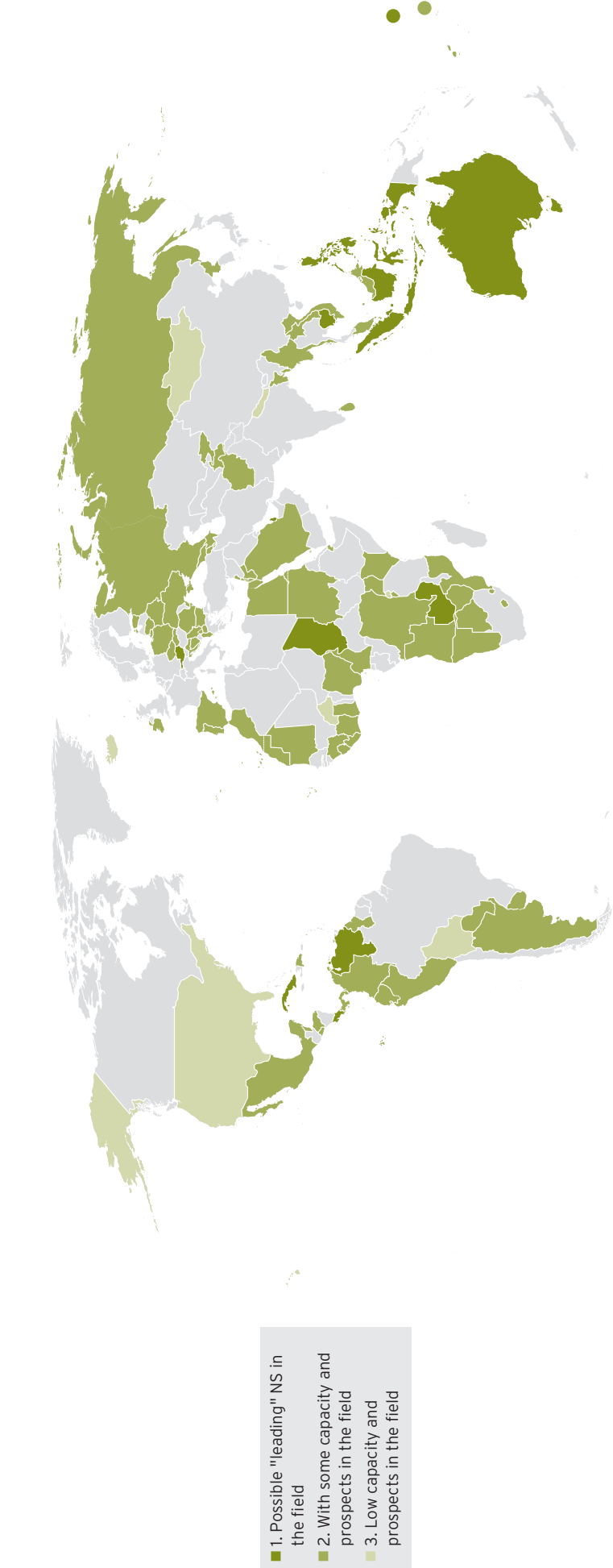
Table 13 indicates that:

- 78 NS that carried out road safety activities showed varying levels of capacity in the field of road safety. The staff and volunteers in these NS are familiar with international and national road safety agreements and are currently carrying out one or more road safety interventions. In addition, they have formed a partnership to undertake them and have expectations of being able to continue or expand these activities.
- An additional 12 NS have the necessary skills to act as potential 'leaders' in the field.
- 8 NS do not have any skills or a real prospect of making progress in the area.

Table 13. Country groups by level of capacity

Group 1. Possible «leading» NS in the field	Group 2. With some level of capacity and prospects in road safety		Group 3. Low capacity and prospects in road safety
N= 12 (13%)	N= 78 (79%)		N= 8 (8%)
Austria Australia Cambodia Chad Cuba Costa Rica Indonesia Kiribati Philippines Qatar Venezuela Zambia	Afghanistan Albania Andorra Angola Argentina Armenia Azerbaijan Bangladesh Belarus Belize Bosnia & H Botswana Brunei Bulgaria Burundi Cameroon Cape Verde Colombian Cook Islands Croatia Czech Côte d'Ivoire DPR Korea DR Congo Djibouti Dominican Ecuador	Estonia Egypt Fiji Georgia Ghana Guinea Guyana Honduras Ireland Israel Jordan Kenya Kirgizstan Laos Lebanon Lesotho Liberia Lithuania Macedonia Malaysia Mauritania Mexico Morocco Mozambique Myanmar Namibia Nigeria	Palestine Panama Paraguay Peru Poland Portugal Romania Russia Salavador Saudi Arabia Serbia Sierra L Slovakia Spain Sri Lanka St-Kitts & N Sudan Swaziland Tajikistan Timor Leste Uganda Ukraine Uruguay Vietnam Zimbabwe
			Bolivia Burkina Faso Iceland Mongolia Nepal Rwanda St. Lucia United States

Map 8. Country groups by level of capacity



- 1. Possible "leading" NS in the field
- 2. With some capacity and prospects in the field
- 3. Low capacity and prospects in the field

- Group 1.**
Possible "leading" NS in the field
- Austria
 - Australia
 - Cambodia
 - Chad
 - Cuba
 - Costa Rica
 - Indonesia
 - Kiribati
 - Philippines

- Angola
- Argentina
- Armenia
- Azerbaijan
- Bangladesh
- Belarus
- Belize
- Bosnia & H
- Botswana
- Brunei
- Bulgaria
- Burundi

- Cameroon
- Cape Verde
- Colombian
- Cook Islands
- Croatia
- Czech
- Côte d'Ivoire
- DPR Korea
- DR Congo
- Djibouti
- Dominican
- Ecuador

- Estonia
- Egypt
- Fiji
- Georgia
- Ghana
- Guinea
- Guyana
- Honduras
- Ireland
- Israel
- Jordan
- Kenya

- Kirgizstan
- Laos
- Lebanon
- Lesotho
- Liberia
- Lithuania
- Macedonia
- Malaysia
- Mauritania
- Mexico
- Morocco
- Mozambique

- Myanmar
- Namibia
- Nigeria
- Palestine
- Panama
- Paraguay
- Peru
- Poland
- Portugal
- Romania
- Russia
- Salvador

- Saudi Arabia
- Serbia
- Sierra L
- Slovakia
- Spain
- Sri Lanka
- St-Kitts & N
- Sudan
- Swaziland
- Tajikistan
- Timor Leste
- Uganda

- Ukraine
- Uruguay
- Vietnam
- Zimbabwe

- Group 3.**
Low competences and prospects in the field
- Bolivia
 - Burkina Faso
 - Iceland

- Mongolia
- Iceland
- Mongolia
- Nepal
- Rwanda
- St. Lucia
- United States

Conclusions and Recommendations

Major Conclusions

This mapping of engagement in road safety constitutes an initial attempt to summarize current schemes, viewpoints, needs and future expectations in road safety of 142 (73%) National Societies located in the five IFRC zones. The following are the main conclusions:

- Although road safety has not been a traditional “service” of the Movement, more than 70% of NS are familiar with the IFRC Road Safety Pledge and are carrying out road safety activities to reduce the number of road crashes and injuries in their communities. Moreover, a significantly large number (82%) of the NS are willing to expand their road safety schemes.
- The NS expressed their desire to increase and strengthen their ability to respond to the road traffic injury and death humanitarian crisis and to act as a counterpart to government bodies involved in the field of road safety. Nearly half of them have signed and expressed a willingness to ratify national or international road safety agreements.
- Resources and planning are necessary to allow NS to make progress in the field. The NS are primarily interested in strengthening links between first aid and educational programs for road users and for population groups (84%, 78% and 72% respectively).
- Only a quarter of NS regard themselves as “technical experts” in advocating for road safety policy passage and implementation. Even though service delivery and public campaigns constitute the backbone of the Movement, (in line with the IFRC 2020 Strategy Plan), there is a need to strengthen the capacity of the NS to influence road safety policies, legislation and power structures by means of sustained “advocacy” activities.
- There are many clear opportunities for NS to improve and expand road safety interventions in partnership with the private sector. The results show that progress by the NS in the field of road safety has been achieved largely with in-country partners (governments and national donors). Less than half of the NS stated that they had implemented road safety programmes in partnership with the private sector and private sector funds account for less than one quarter of the total funds allocated for road safety by NS. The private sector can and should play an active role in raising general awareness and spurring political action. Private companies are actively engaged in advocacy and communication activities and their political influence is commensurate with

their financial standing within the economies of different countries.

- There is real need to assist NS to design and carry out road safety interventions within existing areas (e.g. health, disaster, youth or emergency response). Case studies of best practices suggest that successful interventions arise from the commitment of management; leadership skills; clear plans with realistic timelines; appropriate allocation of funds and resources; a continual focused approach, and shared learning and experience.

Recommended Next Steps

- *Leverage the progress made by ‘leading’ NS in the field of road safety.* Twelve NS (see Table 13) have the potential to become ‘leaders’ in the field. The leading NS could play the role of advisors or be the focal point for each region, by providing technical assistance to neighbouring NS, and guidance on local fund raising for road safety activities.
- *Help build the capacity of NS to implement road safety interventions.* Set up an online library with guidance on road safety for NS in the following key areas: (i) existing GRSP and IFRC tools and manuals; (ii) existing technical and funding partners (GRSP, Global Reference Centre for First Aid, the corporate sector and funding agencies); (iii) good practice examples from NS and specialist agencies (EC, OECD, WHO World Bank); (iv) results from similar IFRC mapping exercises that highlight road safety initiatives and/or motivating factors (e.g. The IFRC GRoV Global Review of Volunteering).
- *Provide technical support to NS to advocate for the passage and implementation of evidence-based road safety policies.* The NS can effectively help to reduce the mortality rate and number of injuries on the world’s roads by undertaking road safety advocacy work. The GRSP has created unique resources and tools to support NS to understand, design and implement the “advocacy plan” (GRSP, 2013a, 2014).
- *Assist NS in forming working groups on “road safety and first aid” and “road safety and youth”* which can be undertaken in collaboration with the IFRC Global Reference Centre for First Aid and the Youth Engagement and Volunteer Department. First aid and educational programmes for / with young people could help to expand and strengthen activities in the field. The working group could also foster peer-to-peer support, networking and knowledge sharing.
- *Appoint a person dedicated to the improvement of interaction between GRSP and the NS.*

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Annex 1. Key findings by country

[illegible]

Country	Is your NS familiar with the RCRC road safety pledge?	Has your NS signed any road safety commitments?	Is your NS currently implementing any road safety activities?	Do you think road safety activities could be implemented/expanded?
Angola	Yes	Yes	Yes	Yes
Benin	Yes	Yes	Yes	Yes
Botswana	Yes	Yes	Yes	Yes
Burkina Faso	Yes	Yes	Yes	Yes
Burundi	Yes	Yes	Yes	Yes
Cameroon	Yes	Yes	Yes	Yes
Cape Verde	Yes	Yes	Yes	Yes
Central Africa	Yes	Yes	Yes	Yes
Chad	Yes	Yes	Yes	Yes
Congo	Yes	Yes	Yes	Yes
Côte d'Ivoire	Yes	Yes	Yes	Yes
Djibouti	Yes	Yes	Yes	Yes
DR Congo	Yes	Yes	Yes	Yes
Gabon	Yes	Yes	Yes	Yes
Ghana	Yes	Yes	Yes	Yes
Guinea	Yes	Yes	Yes	Yes
Kenya	Yes	Yes	Yes	Yes
Lesotho	Yes	Yes	Yes	Yes
Liberia	Yes	Yes	Yes	Yes
Madagascar	Yes	Yes	Yes	Yes
Mali	Yes	Yes	Yes	Yes
Mauritania	Yes	Yes	Yes	Yes
Mozambique	Yes	Yes	Yes	Yes
Namibia	Yes	Yes	Yes	Yes
Nigeria	Yes	Yes	Yes	Yes
Rwanda	Yes	Yes	Yes	Yes
Sao Tome and Principe	Yes	Yes	Yes	Yes
Senegal	Yes	Yes	Yes	Yes
Sierra Leone	Yes	Yes	Yes	Yes
Sudan	Yes	Yes	Yes	Yes
Swaziland	Yes	Yes	Yes	Yes
Tanzania	Yes	Yes	Yes	Yes
Togo	Yes	Yes	Yes	Yes
Uganda	Yes	Yes	Yes	Yes
Zambia	Yes	Yes	Yes	Yes
Zimbabwe	Yes	Yes	Yes	Yes

■ YES ■ NO

☐ YES
 ☐ NO

Is your NS familiar with the RCRC road safety pledge?	Australia				
	Afghanistan				
	Bangladesh				
	Brunei				
	Cambodia				
	China				
	Cook Islands				
	DPR Korea				
	Fiji				
	Indonesia				
	Japan				
	Kiribati				
	Laos				
	Malaysia				
	Maldives				
	Micronesia				
	Mongolia				
	Myanmar				
	Nepal				
	New Zealand				
	Papua New Guinea				
	Philippines				
	Sri Lanka				
	Thailand				
	Timor Leste				
	Tonga				
	Vietnam				
	Singapore				

☒ YES
 ☐ NO

EUROPE				
Is your NS familiar with the RCRC road safety pledge?	Has your NS signed any road safety commitments?	Is your NS currently implementing any road safety activities?	Do you think road safety activities could be implemented/expanded?	
Albania				
Andorra				
Armenia				
Austria				
Azerbaijan				
Belarus				
Bosnia & Herzovina				
Britain				
Bulgaria				
Croatia				
Czech				
Denmark				
Estonia				
Finnish				
French				
Georgia				
Germany				
Greece				
Holland				
Iceland				
Ireland				
Kirgizstan				
Latvia				
Lichtenstein				
Luthuania				
Macedonia				
Moldova				
Montenegro				
Norway				
Poland				
Portugal				
Romania				
Russia				
Serbia				
Slovakia				
Spain				
Sweden				
Switzerland				
Tajikistan				
Turkey				
Turkmenistan				
Ukrain				
Uzbekistan				

■ YES ■ NO

Annex 2. Questionnaire

National Societies competencies on road safety.

Questionnaire for NS

Road traffic injuries are a recognized humanitarian crisis. More than a million people die each year on the world's roads. Twenty to fifty million more people sustain non-fatal injuries from a collision, and these injuries are an important cause of disability worldwide. Unless immediate action is taken, road traffic injuries are predicted to become the fifth cause of death in the world (WHO, 2013).

Road safety is a key component of the *IFRC's 2020 Strategy*. In 2011, the federation aligned with the UN Decade of Action for Road Safety (2011-2020) and developed the *Framework for Action for National Societies* in the field of road safety. In collaboration with the Global Road Safety Partnership (GRSP), a hosted programme at the Federation Secretariat, the federation has endorsed the National Societies to initiating public dialogue and advocacy to strengthen the capacities for implementing programmes that could reduce road traffic injuries.

The project "*National Societies competencies on road safety*" aims to understand the capacities, needs and opportunities in the field of road safety for National Societies in the five IFRC zones. The GRSP team would like to ask for your cooperation to complete the following questionnaire on road safety. Questions are divided into three areas: (i) NS current involvement in road safety activities, (ii) resources and partnership established, and (iii) potential future involvement of NS in the field. I will take you 15 minutes for you to answer it.

Your participation is completely voluntary but nonetheless essential to help the IFRC to identify ways to strengthen actions on road safety of National Societies across the world. Respondents will not be individually identified and all responses will be aggregated for the report.

National Society

1. Involvement in Road safety activities

- 1.1. Is your NS familiar with the RCRC road safety pledge?
- | | |
|------------------------------|---|
| <input type="checkbox"/> Yes | 1 |
| <input type="checkbox"/> No | 2 |
- 1.2. Has your NS signed any road safety commitments?
- | | |
|---|---|
| <input type="checkbox"/> International RCRC conference pledge | 1 |
| <input type="checkbox"/> National pledge | 2 |
| <input type="checkbox"/> Other (please specify) | 3 |
| <input type="checkbox"/> None of them | 4 |
- 1.3. Is your NS currently implementing any road safety activities?
- | | |
|---|---|
| <input type="checkbox"/> Yes | 1 |
| <input type="checkbox"/> No (go to section 3) | 2 |
- 1.4. If **YES**, what activities/programmes are implemented in your NS?
Please choose from the list provided.
(You may indicate more than one option)
- | | |
|--|---|
| <input type="checkbox"/> Advocacy for road safety interventions | 1 |
| <input type="checkbox"/> Road safety capacity building or training | 2 |

- | | |
|--|---|
| <input type="checkbox"/> Programmes for protection of road users
(e.g pedestrians, motorcycle users, commercial drivers) | 3 |
| <input type="checkbox"/> Education for particular population groups
(e.g. children, youth, novice drivers, police officers) | 4 |
| <input type="checkbox"/> Road safety education for staff and volunteers | 5 |
| <input type="checkbox"/> Other (please specify): | 6 |

1.5. If YES, under which programmatic area(s) are you implementing the road safety activities stated above? (You may indicate more than one option)

- | | |
|---|---|
| <input type="checkbox"/> Disaster | 1 |
| <input type="checkbox"/> Youth and Volunteering | 2 |
| <input type="checkbox"/> Community preparedness and risk reduction | 3 |
| <input type="checkbox"/> Health | 4 |
| <input type="checkbox"/> National Society and Knowledge Development | 5 |
| <input type="checkbox"/> Development work | 6 |
| <input type="checkbox"/> Humanitarian diplomacy | 7 |
| <input type="checkbox"/> Migration | 8 |
| <input type="checkbox"/> Other (please specify):..... | 9 |

1.6. Are road safety activities a priority in your NS?

- | | |
|---|---|
| <input type="checkbox"/> Yes, they are on our top 5 priorities | 1 |
| <input type="checkbox"/> No, we implement sporadic road safety activities | 2 |

2. Resources and partnership established

2.1. What is your primary source of funding for road safety activities?

- | | |
|--|---|
| <input type="checkbox"/> Private sector | 1 |
| <input type="checkbox"/> Civil society organization | 2 |
| <input type="checkbox"/> Government | 3 |
| <input type="checkbox"/> Partner / donor National Society | 4 |
| <input type="checkbox"/> IFRC | 5 |
| <input type="checkbox"/> GRSP (Global Road Safety Partnership) | 6 |
| <input type="checkbox"/> Other (please specify)..... | 7 |

2.2. Where does your NS get technical support on road safety issues?

- | | |
|--|---|
| <input type="checkbox"/> In-house | 1 |
| <input type="checkbox"/> National source in country | 2 |
| <input type="checkbox"/> IFRC | 3 |
| <input type="checkbox"/> GRSP (Global Road Safety Partnership) | 4 |
| <input type="checkbox"/> Global Reference Centre for First Aid | 5 |
| <input type="checkbox"/> Other (please specify)..... | 6 |

2.3. Do you partner with government to implement road safety activities?

- | | |
|--|---|
| <input type="checkbox"/> I don't have partners in government | 1 |
|--|---|

- My partners in government are:
- ☐ Health 2
 - ☐ Transport 3
 - ☐ Interior / Security 4
 - ☐ Education 5
 - ☐ Police 6
 - ☐ Disaster response 7
 - ☐ National/sub-national road safety committee/council 8
 - ☐ Other (please specify):..... 9
- 2.4. Is it a national or a subnational (province, community) level partnership?
- ☐ National 1
 - ☐ State 2
 - ☐ Province / municipality 3
 - ☐ Local community 4
- 2.5. Does your NS have an official role in the government strategy / plan of action for road safety?
- ☐ Yes 1
 - ☐ No 2
- 2.6. If yes, provide details of your role.....
.....
- 2.7. Do you partner with the civil society and/or with the private sector to implement road safety activities? Who are your main partners?
- ☐ We don't partner with the civil society 1
 - ☐ Yes, partners within the civil society are..... 2
.....
 - ☐ We don't partner with the private sector 3
 - ☐ Yes, partners within the private sector are 4
.....
- 2.8. Do you collaborate with other RCRC bodies (NS, IFRC/Geneva, IFRC/ Regional Office, GRSP) on road safety? Please specify
- ☐ No, we do not collaborate with RCRC bodies 1
 - Yes, we collaborate with:
 - ☐ IFRC/Geneva 2
 - ☐ Regional Zone Office 3
 - ☐ GRSP (Global Road Safety Partnership) 4
 - ☐ Other National Societies 5
 - ☐ Other (please specify):..... 6

- 2.9. Please specify the purpose of the collaboration with the RCRC bodies mentioned above, and how often do you collaborate with them?

.....

.....

3. Potential future involvement in road safety

- 3.1. Do you think road safety activities could be implemented/expanded in your NS?

- ☐ Yes (go to question 3.4) 1
- ☐ No 2

- 3.2. If NO, what is the reason your NS IS NOT interested in implementing or in expanding road safety activities?
(You may indicate more than one option).

- ☐ Road Safety is another organizations responsibility 1
- ☐ It is not seen as an area within the humanitarian field 2
- ☐ It is not a demand/need of the community 3
- ☐ It is not a top priority for the government 4
- ☐ It is not an matter of interest for the private sector 5
- ☐ Lack of/limited financial/human resources 6
- ☐ Lack of /limited knowledge on road safety activities 7
- ☐ Other (please specify):.....8
-

- 3.3. If YES, what is pushing your NS to implement road safety activities?

- ☐ It is a community demand 1
- ☐ It is a top priority of the government 2
- ☐ It is a private sector interest 3
- ☐ It is seen as a humanitarian concern 4
- ☐ Other (please specify):.....5
-

- 3.4. If YES, Which following road safety actions could potentially be implemented in your NS?. (You may indicate more than one option)

- ☐ Advocacy around road safety 1
- ☐ Education for different type of road users 2
(e.g. pedestrians, private drivers, commercial drivers)
- ☐ Education for different population groups 3
(e.g. children, youth, elderly)
- ☐ Technical advice to change/improve the laws 4
- ☐ First responder - first aid training 5
- ☐ Other (please specify):.....6
-

- 3.5. If you are interested in getting information and advice to strengthen or progress in road safety, who is the contact person to exchange information?
-

Thanks for your participation!

The Global Road Safety Partnership team

Enquires and follow up can be directed to the project coordinator
Cristina Inclán- at GRSP in Geneva, Switzerland.

Annex 3. Contact details of participating NS

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