More than 3,700 people around the world die every day from road traffic injuries, the equivalent of 15 average-sized passenger planes, making these preventable tragedies the eighth leading cause of death globally and the number one killer of 5–29-year-olds.

These deaths seem to be accepted as the cost of motorization and progress, but each one represents a mother, father, child, sibling, friend, or husband who will never come home—a family torn apart. Yet, road safety still does not receive the level of attention and funding that other public health issues do.

Around the world, NGOs are working tirelessly to bring this public health crisis to their governments’ attention, to remind them of their global commitments and to help them implement effective solutions that will save lives on the road.

Politicians, police, UN agencies, and the private sector are starting to take notice of what NGOs are doing and to realize how valuable they can be as partners in solving this crisis on the roads. In several countries, Alliance members have earned a seat at the decision-making table, through their perseverance, commitment, and work quality.

As a representative for NGOs, the Alliance is gaining traction with a wider field of stakeholders: this year, we were invited to represent civil society on the board of the UN Road Safety Trust Fund and have built connections with organizations both inside and outside of the traditional road safety sphere.

As the 2020 deadline to reduce road deaths by 50% approaches and is unlikely to be met, we have reflected on the global targets and their role. Our NGO members tell us that these targets have given them leverage with their governments and provided a useful framework for road safety in their countries.

Therefore, we seek a renegotiation of the 2020 target: a new goal by which to measure the commitments and progress made by governments and a benchmark for accountability that can be used by NGOs in their push for stronger laws, better enforcement, and more stringent road and vehicle standards.

There is much to be done in the year ahead as we prepare for the end of the decade and the Third Global Ministerial Conference on Road Safety in Sweden, in 2020, where these targets will be discussed. Join us in making sure that the voice of civil society is heard.

Thank you to our sponsors, partners, and members. By working together and utilizing our different strengths, skills, and resources, we are a force for change.

Lotte Brondum
Executive Director
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1ST AFRICAN ROAD SAFETY FORUM
In December 2018, WHO published its Global Status Report. The report is the most significant source of objective, global road safety data available. It demonstrates that, globally, road deaths are not decreasing. The picture is particularly depressing in those countries where the need is greatest: no low-income country has reduced road deaths since the 2015 report and a person living in a low-income country is at least three times more likely to be killed in a road traffic crash than a person living in a high-income country. The differential is higher still between some of the best- and worst-performing countries: for example, someone in Liberia is 13 times more likely to die of a road traffic injury than someone in Norway. Despite pockets of progress, insufficient commitment has been made toward the global goals. Urgent action is required to address the crisis on our roads, and NGOs are part of the solution.

Although only 1% of the world’s motor vehicles are in low-income countries, 13% of [road traffic] deaths occur in these countries.  

Global Status Report on Road Safety 2018

CASE STUDY

NIRAPAD SARAK CHAI (WE DEMAND SAFE ROADS)

Bangladesh became the focus of international media attention in July 2018 when, following the death of two young people in a bus crash, students in Dhaka organized protests demanding action on the estimated 25,000 road deaths that occur in Bangladesh each year.

Under heavy pressure, the government quickly pushed through several road safety laws to appease the students. Officials sought advice from Alliance member Nirapad Sarak Chai (We Demand Safe Roads)—the slogan adopted by the protesters. Nirapad Sarak Chai’s founder, Ilias Kanchan, is a well-known road safety campaigner and film actor in Bangladesh. He has been advocating for road safety for more than 25 years. His outspokenness has not always been welcome—he has received threats on a number of occasions—but his persistent willingness to speak out and the practical work that Nirapad Sarak Chai has continued to do, including driver training and awareness campaigns, have given the organization recognition and respect among decision makers.
As 2020 approaches, the Alliance has gathered a unified testimony on the Decade of Action as seen from the eyes of the world’s NGOs: its successes, its shortcomings, and the roles of different partners. The purpose of the testimony was to present personal accounts and views to complement the statistical evidence presented in the Global Status Report and to inform the advocacy work of the Alliance up to and beyond the Third Global Ministerial Conference on Road Safety to be held in Sweden in 2020. The testimony highlighted some notable successes that could be replicated among NGOs and some significant challenges that NGOs face in pushing forward the road safety agenda in their countries. The findings have been used to formulate advocacy statements, presentations to the global road safety community, capacity building activities, and the Africa Chapter and will continue to guide our advocacy and campaigns in the run-up to 2020.

**Key Findings**

- In many countries, road safety does not have a natural ministerial “home.” This reduces the efficacy of interventions.
- Lack of reliable data at both local and national levels is hampering the efficacy of interventions.
- The Decade of Action framework has been instrumental in opening doors for NGOs.
- The Decade of Action represents an implicit commitment to road safety by UN Member States, making it easier to put road safety on national agendas.
- Many NGOs have embraced the principle of partnership embodied in the SDGs.

**Recommendations**

- Every country needs a single, national, coordinating body to act as a focal point. This will ensure effective implementation.
- The Decade of Action should be replaced with a similar global structure that can guide national dialogue.
- NGOs need to work together to ensure that they have representation on national government road safety committees.
- Funding must be scaled up for road safety.

**Case Study**

**ARRIVE ALIVE**

Trinidad and Tobago

“I had lost my son, and I was fearless. I didn’t know what I was doing, but I knew that 200 deaths on a small island was too many.

“I found out about the Decade of Action by researching on the Internet and brought it to the attention of the government. I used the...”

Sharon Inglefield, President
To be a member of the Alliance, an organization must be an NGO registered with their government, with a primary focus on road safety and at least three years’ track record of implementation of road safety or post-crash care and response activities. Our members are spread across the globe. Some members work at local levels, others at national levels, and a few at global levels. Many work across a number of areas, some focus on just one. 63% of members say that their role has changed in the past decade, moving away from downstream service delivery toward upstream policy making and advocacy. Most NGOs are using a mixed approach, partly because of the challenges of securing funding for policy work. They also reported a shift toward partnership working: NGOs are recognizing that the most effective way to effect change is to work together with other NGOs from different sectors, government officials, police, private sector, and academics for a shared goal.

ASIRT – Kenya is an example of how NGOs can become influencers at the government level through constructive advocacy and evidence-based work. ASIRT – Kenya has been at the forefront of NGO advocacy for road safety and a key member of a coalition of road safety NGOs in Kenya campaigning together for a national road safety action plan. Through consistent activities and advocacy, it has gained the trust of government officials and media.

In 2012, the National Transport Safety Authority (NTSA) was established as the lead agency for transport and safety, and in 2013, Bright Oywaya, ASIRT – Kenya’s Executive Director, was appointed to the inaugural board. This gave her a say in the priorities and activities of the authority, and through her, provided a route for NGOs to be heard. She advocated for the Child Safety Traffic Amendment Bill and was instrumental in its drafting. It was signed into law in 2017, and Bright is currently involved in its operationalization. She is seen by many as a bridge between decision makers and civil society.
WHAT WE DO

OUR VISION:
A world where everyone has the opportunity for a just life and is safe from preventable road traffic deaths and injuries

OUR MISSION:
To unite, empower, and strengthen NGOs to stimulate collaborative advocacy, action, and accountability for road safety

Campaigns reaching five million-plus people
Webinars viewed 1,460 times
1,560 newsletter subscribers
70 Alliance Advocates trained face-to-face
5,584 Facebook and 2,870 Twitter followers
17 schools assessed in Africa and one in India
87,340 website page views

Networking & Sharing
- Sharing member and global news
- Opportunities to gather and learn
- Best practice sharing

Advocacy
- Mobilizing NGOs in global campaigns
- Amplifying NGOs’ voices
- Enabling NGOs to connect with the global road safety agenda

Capacity Building
- Face-to-face training
- Online training
- Mentoring
- Seed grants for demonstration projects

The Alliance is the bridge between global road safety stakeholders and grassroots NGOs. It is our role to equip and mobilize NGOs, to disseminate global messages and ways to translate them at national and local levels, and to showcase how NGOs are making a difference around the world. We have seen in 2018 that global influencers and decision makers are beginning to recognize the role that road safety NGOs have to play in the global goals, and we push for NGOs to be treated as valued partners by their governments and other institutions.
ALLIANCE EMPOWERMENT PROGRAM

Through capacity building, the Alliance equips its members to grow their potential and strengthen their work, basing everything they do on evidence of what really works. The Alliance Empowerment Program, sponsored by FedEx Corp., empowers grassroots NGOs to implement evidence-based programs, advocate more effectively for change, and increase their value as road safety partners. The program incorporates face-to-face training through the Alliance Advocate scheme, online webinars, mentoring, and seed grants.

The Alliance Advocate program is the flagship element of the Alliance Empowerment Program, a growing movement of Alliance member NGOs advocating for road safety around the world. Graduates of previous programs have used their action plans to achieve legislation change and start campaigns that have contributed to significant road fatality reductions.

In 2018, two regional Alliance Advocate training courses were held in Kenya and India. The training focused on a demonstration safe school zone project. Advocates learned, through first-hand experience, how to collect meaningful data, form evidence-based recommendations, and create an advocacy message. Each training culminated in a panel event where Advocates presented their messages to decision makers and influencers and received their feedback. With this training, the Alliance Advocates are now replicating the demonstration project in their own communities, collecting data to advocate for safe school zones and tracking commitments.

2018 ANNUAL REPORT
GLOBAL ALLIANCE OF NGOs FOR ROAD SAFETY
14

PRIVATE SECTOR ROAD SAFETY FORUM (PSRSF)

Horst Heimstadt has been working in road safety for 10 years, founding PSRSF in Namibia in 2013. In March 2018, Horst was one of the 2018 Africa cohort of Alliance Advocates. PSRSF was already working in schools, doing safety assessments, and implementing infrastructure improvements and school patrols, so many aspects of the training were familiar to him. One aspect, however, was particularly insightful: Horst had the opportunity to present the findings of the Advocates’ school assessment to Kenyan government representatives.

Horst says, “The advocate training came at the right time amidst our negotiations with the local authority with whom we had been discussing a reduction in speed limits around schools. Having the opportunity for a ‘practice run’ in front of the Kenyan panel showed me how my advocacy message was received by the decision makers, and therefore how we could present our message more effectively in our discussions with city local authorities in Namibia. As a result, we now have a written commitment from the City of Windhoek that all signage around schools can be changed to reduce the speed limit from 40 to 30 kilometers per hour.”

CASE STUDY

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In **Kenya**, during the Alliance Advocate training, decision makers committed to implementing changes outside St. Dominic’s School, Nairobi. So far, a train stop has been moved so that the train no longer stops across the road outside the school. Advocates continue to push for further implementations.

In **Nigeria**, Advocates at Kwadada’s Road Safety Demand (KRSDD) Trust have obtained the commitment of the Minister of the Federal Capital Territory Authority to implement zebra crossings and signage outside schools in Abuja.

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In **Namibia**, commitment has been given toward mandated 30 kilometer per hour speed limits around schools in Windhoek. The Private Sector Road Safety Forum (PSRSF) has worked with Amend to erect signs at 10 schools and plans to implement them at all Windhoek schools by the end of 2019.

In **Botswana**, the Society of Road Safety Ambassadors (SOSA) has signed a memorandum of understanding to work with Amend to implement infrastructure changes around a school in Gaborone.
AFRICA CHAPTER OF THE GLOBAL ALLIANCE OF NGOs FOR ROAD SAFETY

Lack of road safety in Africa is a burden for people, the environment, and the economy. To achieve the Sustainable Development Goals, we must engage, empower, and protect the people of Africa. We must act now!

Alliance statement at the closing plenary of the 1st African Road Safety Forum

In November 2018, the Alliance launched its Africa Chapter during the 1st African Road Safety Forum (page 22). The Africa Chapter will strengthen and unite road safety NGOs in Africa, equipping them to take the forefront of the combined effort to transform Africa’s roads and address the SDGs’ challenge.

Some African countries have taken strong steps to address the road death pandemic, but, overall, progress is uneven and largely off-track. Action is hampered by gaps and shortcomings in responses at regional and national levels. Momentum is growing for an evidence-based approach to road safety that incorporates multiple stakeholders including NGOs.

Despite increasing motorization in Botswana, donkey carts are still the main means of transport in rural areas. However, inadequately maintained infrastructure has made this transport mode unsafe among the rising number of motorized vehicles, in both urban and rural areas, and worse, the needs of these road users are routinely omitted from road-improvement designs. As a result, animal-drawn cart users are among the most vulnerable of road users.

The project engaged rural communities along Botswana’s busy A1 highway. SORSA created awareness and fixed reflective tape to the donkey carts—simple and cheap but very effective. Since the project, the number of crashes involving donkey carts fell from 299 in the year before the project to 176 in the year following—a drop of more than 40%.

The Africa Chapter calls for governments in Africa to:
- Take the lead and walk the talk in road safety
- Put people first in road safety actions through road safety actions that respond to people’s health and well-being and involve NGOs
- Scale up financing for road safety
- Base road safety action on evidence and be accountable

NGOs in Africa commit to:
- Raise awareness among policy makers and the community, aligning our work with the voluntary targets
- Contribute constructively to government action, continuously evaluating and improving our work
- Work through partnerships and coalitions
- Base work on evidence and assessing governments’ responses

CASE STUDY

More than 270,000 people in Africa die from road traffic crashes every year

The Alliance has 60 members in 25 countries across Africa

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By mobilizing NGOs to participate in global campaigns, we amplify their voice on the ground and give them a brand and cause bringing greater traction with their governments, both local and national. This Child Health Initiative-led campaign by FIA Foundation focused on the fundamental right of every young person to access safe and healthy streets. 22 Alliance member NGOs took part in the Global Week of Action, mobilizing young campaigners, engaging leaders, organizing events, and gathering signatures for the #EveryLife declaration.

**GLOBAL WEEK OF ACTION**

- **14,000 people** participated in events
- **28,000 people** reached through interactions with participants

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**WORLD DAY OF REMEMBRANCE FOR ROAD TRAFFIC VICTIMS**

The theme of the 25th World Day of Remembrance for Road Traffic Victims, created and owned by the European Federation of Road Traffic Victims (FEVR), was “Roads have stories.” The Alliance worked with WHO and Alliance member NGOs to promote key messages centered on individuals and their stories. The stories were presented as a series via social media.

Alliance members shared the banners and their own stories and held events, including vigils, rallies, blood donations, and school events.

**CASE STUDY**

**SAFER AUSTRALIAN ROADS AND HIGHWAYS (SARAH) **

Australia

Peter Frazer’s daughter, Sarah, was killed by a distracted driver on a busy highway. Her death prompted him to start SARAH to prevent similar deaths.

In 2013, SARAH launched Yellow Ribbon National Road Safety Week. Iconic Australian buildings and landmarks are lit in yellow and events are held across the country. More than 21,000 drivers have signed the campaign’s driver pledge.

Peter says, “Through Yellow Ribbon National Road Safety Week and our support of UN Global Road Safety Week campaigns, we have gained significant traction with our national, state, and local governments. It is heartening to see our Deputy Prime Minister demonstrating his steadfast support by wearing a yellow ribbon and encouraging politicians and the public to do the same. Our yellow ribbon has now become the national symbol for road safety and is widely used to remind every road user to show their commitment to others and drive safely. It is also used to honor those who have been killed and show solidarity with seriously injured loved ones and their families. Campaigns not only mobilize support but show politicians that the community is serious about road safety.”
UN GLOBAL ROAD SAFETY TRUST FUND

The UN Road Safety Trust Fund was launched in April 2018. Lack of funding for road safety and lack of transparency in the way that funds are awarded and spent have been significant hindrances in the past to achieving the global road safety goals. The Alliance has been among voices calling for a targeted fund to support evidence-based road safety initiatives and greater accountability for use of global public funds. The UN Secretary-General’s Special Envoy for Road Safety, Jean Todt, was a driving force behind the implementation of the new UN Road Safety Trust Fund and it is co-ordinated by the UN European Commission for Europe (UNECE).

We are delighted that the UN Road Safety Trust Fund has come to fruition and are proud to have been invited by UNECE to represent civil society on its advisory board and steering committee.

In her speech at the launch of the fund, Lotte Brondum said:

“Funding is our NGOs’ biggest worry and their greatest constraint. The UN Road Safety Trust Fund is a major milestone in our work to save lives on the world’s roads. The fund will facilitate more durable and productive partnerships between NGOs, their governments, and other stakeholders, and it will make scaling up national and local road safety interventions more feasible.”

Lotte Brondum

1st AFRICAN ROAD SAFETY FORUM

The 1st African Road Safety Forum, organized by the Comité National de Prévention des Accidents de la Circulation (CNPAC), brought together road safety experts, government officials, and NGOs to focus on action for safer roads across Africa. CNPAC invited the Alliance to be a key partner in the forum. This honor increased the profile of civil society among governments in Africa and gave NGOs a prominent role at the event.

The Alliance facilitated three sessions that enabled member NGOs to share their experiences of data collection, partnerships, and the combined effort to achieve the SDGs.

At the final plenary session, Ndèye Awa Sarr, Alliance Board Member and founder of LASER International, presented the Africa Chapter’s NGO commitments and calls to action for governments.

CASE STUDY

Ndèye Awa Sarr has been advocating for road safety since 1998. As the founder of LASER International, she was heavily involved in Senegal becoming a signatory to the Moscow Declaration and played a lead role in the launch of the Decade of Action in Senegal. Awa has a significant role among road safety NGOs in West Africa, advising other countries, leading the Alliance Francophone pour la Sécurité Routière, and organizing the Global Road Safety Film Festival. She was a prominent figure at the 1st African Road Safety Forum in Morocco, coordinating the film festival, as a speaker, and presenting the Africa Chapter on behalf of the Alliance in her capacity as board member.

Awa says, “Africa has the highest rate of road traffic fatalities in the world. NGOs are highly important in tackling this urgent problem. The 1st African Road Safety Forum has raised the profile of NGOs in the region and shown that they can be serious partners to their governments. The launch of the Africa Chapter of the Alliance at the forum will bring our NGO community into greater unity and will help to amplify our voice.”
Funded by the Puma Energy Foundation, the Alliance is working with local partner, Meditech, to pioneer a community-based intervention model for post-crash response and emergency care in Colombia that will empower communities to take ownership for road safety in their local areas—an effort that could be replicated in other communities in Colombia and other countries. Through awareness, education, and simple life-saving training, the program equips community volunteers to become agents for change, advocating with and for their communities. We hope that the project will lead to a community-based engagement model that will strengthen grassroots advocacy and enable local communities to push for better post-crash responses and victim-care policies.

What works in one country can often provide inspiration for another. The Alliance promotes evidence-based solutions that can be replicated. The Alliance shares global and local road safety news through its newsletters, website, and social media. Member features showcase the work that NGOs are doing around the world.

Webinars, presented by member NGOs and global experts, are made publicly available via the website and YouTube. The Alliance published two webinar series in 2018: NGOs and the Voluntary Targets and Fundraising for Road Safety NGOs.

The UPS Foundation commissioned the Alliance to perform an in-depth review of its road safety projects implemented in the Africa, Americas, European, and South-East Asia regions between 2012 and 2017. The Alliance reviewed project activities, achievements, challenges, best practices, and lessons learned, as well as the contribution that the Foundation’s work has made toward the Decade of Action.
C O L L A B O R A T I O N S

Road safety is not a stand-alone issue. To achieve real change, NGOs must work with a diverse range of stakeholders toward a common goal: the right to safety for every person.

UN Road Safety Collaboration (UNRSC)

The UNRSC is a collaboration of road safety stakeholders. Some Alliance members are members of the UNRSC themselves but the Alliance is the gateway for smaller NGOs to engage. To facilitate this, the Alliance coordinates five working groups. At the October UNRSC meeting, Rochelle Sobel, Association for Safe International Road Travel (ASIRT), an Alliance Board Member, presented case studies from Alliance members to demonstrate NGO best practices.

Network of Employers for Traffic Safety (NETS)

NETS is a collaborative group of employers whose objective is to advance road safety for their employees and communities. Lotte Brondum and Shane O'Connor, FedEx Corp, presented on road safety sustainability at the NETS Strength in Numbers Annual Conference. The presentation focused on the impact of the Alliance's collaboration with FedEx through the Alliance Empowerment Program to empower other NETS members to engage with NGOs.

UN Children’s Fund (UNICEF) Safe and Healthy Journey to School Workshops

UNICEF is mandated to advocate for the protection of children’s rights, to help meet their basic needs and to expand their opportunities to reach their full potential. Road safety is an integral element of children’s rights. The Alliance assisted UNICEF by sharing our expertise in advocacy to train staff involved in the agency’s child road traffic injury prevention program to use power mapping and strategic partnerships for activating road safety change.

Advocacy for Voluntary National Reviews

Each year, UN Member States gather at the High-Level Political Forum to review progress toward the SDGs with selected countries undertaking voluntary reviews of progress at national level. Reviewing individual targets spotlights them and can incubate stronger action toward their achievement. Alliance members worked with FIA Foundation to advocate with their governments to include SDG 11.2 in their voluntary reviews.

S P O N S O R S

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AFRICA

- ALGERIA
  - E-Consumer Protection Association
  - Les Amis de la Route Association Tariq Essalama Bejaia

- BENIN
  - ONG Alinagnon

- BOTSWANA
  - Society of Road Safety Ambassadors (SORSAS)

- BURKINA FASO
  - ReJSER-BF

- CAMEROON
  - Association des Familles de Victimes des Accidents de la Circulation du Cameroun (ARVAC – CAMEROUN)
  - Association Des Personnes Préférées (amputées)
  - Cameroon Association for the Defense of Victims of Accident (CADVA)
  - Cameroon Road Safety Foundation (CAROSAF)

- CÔTE D’IVOIRE
  - Organisation des Jeunes Ivoiriens pour la Sécurité Routière (OJISER)

- ETHIOPIA
  - Save the Nation Association (SNA)

- GAMBIA
  - National Youth Parliament – the Gambia

- GHANA
  - Amend Road Safety – Ghana Centre for Road Safety and Accountability Africa (CROSA)

- KENYA
  - Association for Safe International Road Travel (ASIRT) – Kenya
  - Charities of Destiny Organization (COD) – Kenya
  - Injuries Prevention & Information Centre – Kenya
  - Pamoja Road Safety Initiative
  - RoadWise Network
  - SafeDive Africa Foundation (SDAF)
  - Save the Children
  - Smart Drivers Organization
  - Usalama Watch Initiative

- LIBERIA
  - Save Life Liberia Inc.

- MALI
  - Action et Jeunesse pour le Développement – Sécurité Routière (AJD – Sécurité Routière)

- MOZAMBIQUE
  - Amend – Mozambique Mozambican Association for the Victims of Road Insecurity (AMVIRIO)

- NAMIBIA
  - Private Sector Road Safety Forum (PRSFS) – Namibia

- NIGER
  - ONG Fondé Ma Bori

- NIGERIA
  - Arrive Alive Road Safety Initiative (AARSI)
  - Highway Safety Initiative
  - Kwapda’as Road Safety Demand (KRS) Trust Fund
  - Lifestyle Health Education and Safety Foundation
  - Prompt Assistance to Victims of Road Accidents (PATVORA) Initiative
  - Road Accident Information & Rescue Organization
  - Road Accident Prevention Network Center (RAPNEC)
  - Safety Beyond Borders

- RWANDA
  - Healthy People Rwanda (HPR)

- SENEGAL
  - LASER International
  - Sierra Leone
  - Road Safe Salone

- SOUTH AFRICA
  - Childsafe South Africa
  - South Africans Against Drunk Driving (SADD)

- TOGO
  - Association des Victimes d’Accidents du Togo (AV – Togo)
  - Association Nationale des Victimes de la Route (AVR)

- UGANDA
  - Hope for Victims of Traffic Accidents (HOVITA)
  - Road Safety Initiative (RISI) – Uganda
  - Road Safety Trust (RST) – Uganda
  - Safe Way Right Way – Uganda
  - Uganda Red Cross Society (URCS) – Mbarara
  - Uganda Road Accident Reduction Network Organization (URRENO)

- UNITED REPUBLIC OF TANZANIA
  - Amend – Tanzania
  - Helmet Vaccine Initiative Tanzania Foundation

- ZAMBIA
  - Zambian Road Safety Trust (ZRTST)
GLOBAL ALLIANCE OF NGOs FOR ROAD SAFETY
2018 ANNUAL REPORT

AMERICAS

ARGENTINA
A.C.T.I.V.A.S. Asociación Civil Trabajar contra la Inseguridad Vial y la Violencia con Acciones Sustentables
Asociación para la disminución de sinistros viales ADISIV
Asociación Civil Madres del Dolor
Bien Argentino
Conduciendo a Conciencia
Luchemos por la Vida – Asociación Civil MINU Asociación Civil
Tecpremier Asociación Civil

BRAZIL
Criança Segura Safe Kids Brasil
Fundação Thiago de Moraes Gonzaga
Instituto de Ética e Comportamento no Trânsito (EICT)
Observatório Nacional de Segurança Viária (ONSIV)

CANADA
Canadian Association of Road Safety Professionals (CARSP)
Mothers Against Drunk Driving (MADD)
Canada Parachute Leaders in Injury Prevention

COLOMBIA
Fundación IRM (Inclusion, Resiliency, and Mobility)
Meditech Foundation
Por la Vida Por la Vida – Liga Contra la Violencia Vial

COSTA RICA
Asociación de deportistas Contra la Violencia Vial y el Irrespeto (ACONVIP)
Fundación S.O.S. Paz en las Carreteras

DOMINICAN REPUBLIC
Accidom, Inc

ECUADOR
Fundación CAVAT – Nicole Paredes

MÉXICO
Fundación Tiempo para Vivir, AC
Instituto Profesional de Capacitación para el Transporte Público, AC
Jóvenes Salvaguarda, AC
México Prevene
Movilidad y Desarrollo México, AC
Movimiento de Activación Ciudadana, AC
NACE No A Conducir Ebrío AC
Víctimas de Violencia Vial, AC

PARAGUAY
Asociación de Familiares, amigos y Víctimas de la Inseguridad Vial (AFAVIV)

PERU
Limacómo Vamos

TRINIDAD AND TOBAGO
Arrive Alive

UNITED STATES OF AMERICA
Amend
Association for Safe International Road Travel (ASIRT)
Institute for Transportation and Development Policy (ITDP)
International Road Federation (IRF)
Mothers Against Drunk Driving (MADD)

National Organizations for Youth Safety (NOYS)
Shudhanna Migrant
Trek Medics International
Youth Service America (YSA)

VENEZUELA (BOLIVARIAN REPUBLIC OF)
Asociación Civil Paz Activa
Asotránsito

EASTERN MEDITERRANEAN

EGYPT
Egyptian Society For Road Safety (ESRS)

IRAN (ISLAMIC REPUBLIC OF)
Road Safety Pioneers (RSP)
Road Safety Supporters Society (RSSS)

JORDAN
The Royal Health Awareness Society (RHAS)

LEBANON
Adel Metni Foundation (AMF)
Association ZeinaHalsh
Kunhadi
Roads for Life

MOROCCO
Association M2ab Prévention Routière et Développement (AMPROUD)

OMAN
Sustainability LLC

PAKISTAN
Centre for Development Innovation (CDI)

TUNISIA
Les Ambassadeurs de la Sécurité Routière

EUROPE

ARMENIA
National Road Safety Council (NRSC)

AZERBAIJAN
Hayat International Humanitarian Organization
National Automobile Club of Azerbaijan – Azerbaiyanc Milli Avtomobil Klibu (AMAK)

BELARUS
Belarusian Auto Moto Touring Club (BKA)

BELGIUM
OTA – International Motor Vehicle Inspection Committee
Eurocare (European Alcohol Policy Alliance)
European Cyclists’ Federation (ECF)
European Federation of Road Traffic Victims (EVVR)
Handicap International Federation

BULGARIA
Open Youth Institute for Research, Education and Development (RED)

CYPRUS
Reaction – Youth for the Prevention of Road Traffic Accidents

DENMARK
Dansk Fodgøder forbund

FRANCE
Fédération Internationale de l’Automobile (FIA)

GEORGIA
Georgia Alliance for Safe Roads (GASR)

GREAT BRITAIN
Make Roads Safer Helas
The Hellenic Organisation for Victims of Road Accidents of Rhodes (EFTHTA Rhodes)
You Are What We Do / Kostas Kouvidis

IRELAND
Irish Road Victims’ Association (IRVA)

ITALY
Associazione Italiana Familiari e Vittime della Strada onlus (AIFVS onlus)
Italian Association of Road Safety Professionals (APISS)

KAZAKHSTAN
Road Safety Association of Kazakhstan

KOSOVO
Kosovo Association of Motorization (AMRKS)

LUXEMBOURG
Kryzgzstan

LATVIA
Latvian Auto Moto Society (LAMB)

NETHERLANDS
La Prévención Routière Internationale (PRI)

POLAND
The Association for Improving Safety of Road Traffic

PORTUGAL
Associação de Cidadãos Auto-Mobilizados (ACA-M)

REPUBLIC OF MOLDOVA
Automobile Club of Moldova (ACM)

ROMANIA
Asociatia Siguranza Auto
CCVR România

RUSSIAN FEDERATION
Road Safety Russia

SLOVENIA
Vozim, Zavod za inovativno izobraževanje o varni vožnji (Zavod VOZMI)

SPAIN
Asociación Internacional de Profesionales para la Seguridad Vial (APISEP)
Asociación para el Estudio de la Lesión Medular Espinal (AEMSLE)
Federación Iberoamericana Asociaciones de Víctimas Contra la Violencia Vial (FIVCV)
Instituto Internacional de CienciasPolíticas (IICP) Asociación para la Prevención de Accidentes de Tráfico (PAIT)

SWEDEN
Kids Non-Profit Organization (KNPO)

SWITZERLAND
International Federation of Pedestrians

TAJIKISTAN
Young Generation of Tajikistan (YGT)

TURKEY
International Police Association (IPA) – Turkey

UKRAINE
Safe City-Lviv

SOUTH-EAST ASIA

BANGLADESH
Association for the Prevention of Accidents (AIP)

INDIA
ArriveSAFE

BANGLADESH
BRAC
Centre for Injury Prevention and Research, Bangladesh (CIPBR)
Eakok Attomanobik Unnayan Sangstha
Nirapad Sarak Chai (We Demand Safe Roads)

INDIA
ArriveSAFE
Avoid Accident
Forum for Prevention of Road Accidents (FFRA)
Indian Federation of Road Safety (IFROS)
Indian Head Injury Foundation (IHIF)
Muskaan Foundation for Road Safety
National Safety Council – Maharashtra Chapter
Patala Foundation
People’s Trust Jaipur
Safe Drive Save Life
Safe Kids Foundation (SKF)
Save Road Foundation (SRF)
SaveLIFE Foundation
Sudheeshkhan foundation
The Ability People
TRAX S. Society
United Way Mumbai
Women & Child Welfare Society
Youth Task Force

INDONESIA
Road Safety Association (RSA)

NEPAL
Nepal Automobiles’ Association (NASA)

NEPAL
Swatantrata Abhiyan

Nepal Automobiles’ Association (NASA)

SAFETY

NEPAL
Abhiyan

ORTHOPEDEZACK!

Nepal Automobiles’ Association (NASA)

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