

Capacity of National Societies with regard to Road Safety

Survey performed may and july 1999



GLOBAL
ROAD SAFETY
PARTNERSHIP

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FOREWORD

To improve the lives of vulnerable people by mobilizing the power of humanity. This is the heart of the mission and work of the International Federation of Red Cross and Red Crescent Societies. The International Federation's Strategy 2010 addresses the key issues of vulnerability, the need to support National Society capacity building and the desirability of building appropriate ties of cooperation and long-term partnerships with international organizations, including the UN, WHO, the World Bank, as well as with national and international business communities.

In nearly every country and for nearly all of its history, the Red Cross and Red Crescent has addressed the needs of vulnerable road users: the victims of road accidents, the poor, pedestrians, children, cyclists, motorcyclists, users of public transport, etc. Most recently, the Federation's own 1998 World Disaster Report was instrumental in raising global awareness regarding the scale of the road safety problem: the large number of deaths, injuries and economic costs. It calls road accidents "a worsening global disaster destroying lives and livelihoods, hampering development and leaving millions in greater vulnerability."

On account of its ongoing role in this field, the Federation Secretariat was invited to be a founding member of the Global Road Safety Partnership which brings together stakeholders from civil society, government and the business community to pro-actively tackle the problems of road accidents in developing and transition countries. The program was initiated by the World Bank and the Federation Secretariat agreed to host the GRSP Secretariat as its objectives fit within the framework of Strategy 2010 and the Plan of Action outlined by the 1999 International Conference of the Red Cross and Red Crescent.

Survey of National Societies on road safety activities

Many Red Cross and Red Crescent National Societies are already active in promoting road safety and responding with aid to victims. As a first step of mapping National Society competencies in this area, the Federation Secretariat undertook a survey of its National Society members during the summer of 1999. This Report reflects the findings of that survey and reflects the common experiences and challenges facing National Societies in this field. It also provides many new ideas and points of view on how National Societies could address the issue of road safety in the future.

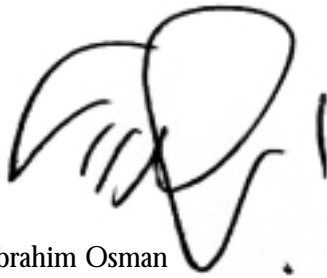
The survey results demonstrate that Red Cross and Red Crescent Societies have the key competencies in the following areas:

1. National Societies provide a forum for helping to prevent road crashes through cooperation with governments, private sector and communities;
2. National Societies ensure assistance to victims through first aid training, ambulance services, psycho-social support and first aid posts;
3. And National Societies contribute to efforts to improve the road safety environment through road safety awareness campaigns of decision-makers, of drivers, and of the population at large.

Our next steps in this area include:

- Establishing a network among National Societies which are interested to develop capacity in these domains, especially for the development of related guidelines for road safety in schools, ambulance services, first aid training for road users, psycho-social programmes for road victims, etc.
- Encouraging and facilitating National Society participation in road safety projects in the field through the Global Road Safety Partnership;
- Assisting in the implementation of commitments made under the Plan of Action of the 1999 International Conference: to “respond to the growing global problem of road accidents through, for example, the further development of road safety measures in collaboration with all concerned partners, in particular National Societies. Concerned National Societies will develop their role in support of first aid training and public awareness activities to reduce levels of road accidents and the resulting casualties, especially amongst vulnerable populations.”

In Annex One you will find a helpful list of National Society focal points for further development of these activities. If your National Society has not participated in the original survey, you are invited to complete the survey that you will find at the end of this report and return it to the Federation Secretariat. Please contact me at the Federation Secretariat with any suggestions or ideas you may have regarding this important issue.



Ibrahim Osman
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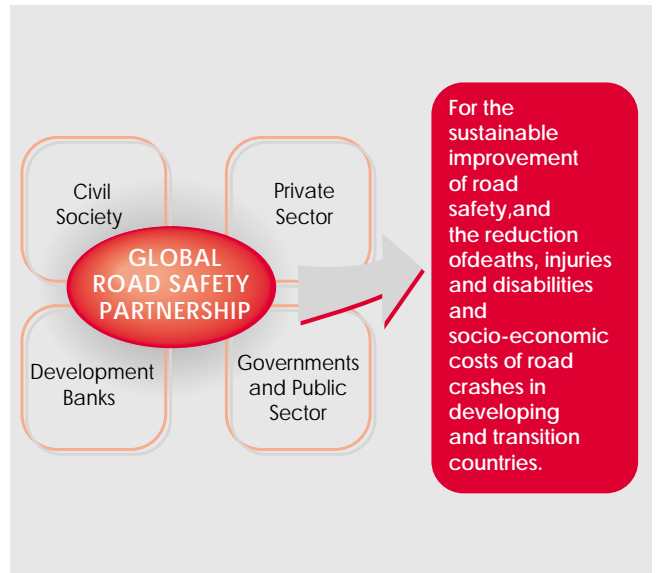
INTRODUCTION

Road accidents cause serious social and economic problems and concern is growing within the international community about how to tackle increasingly urgent road safety issues. The World Bank-WHO-Harvard University study on the Global Burden of Disease (1996) cites, road traffic accidents as the world's ninth most significant burden on health. By the year 2020, this study forecasts that, after heart disease and clinical depression, road accidents will be the world's third most significant burden on health. In the World Disasters Report 1998, the International Federation of Red Cross and Red Crescent Societies highlighted the fact that traffic accidents are “a worsening global disaster destroying lives and livelihoods, hampering development and leaving millions in greater vulnerability”. Support for this statement can be found in the following statistics:

- Every year, nearly 1 million people die as a result of road accidents and a further 10 - 15 million are injured or disabled;
- Among the males aged 15-44 worldwide, road accidents are now the leading cause of death and/or disablement and the fifth leading cause of death for women;
- The developing world accounts for 75 per cent of all road fatalities;
- The global cost of traffic accidents amounts to US\$ 500 billion a year, i.e, losses of 1 to 2 percent of annual gross national product;
- The cost to developing countries alone is estimated at between US\$ 84 – 112 billion – nearly double the total combined development assistance these countries receive each year from bi-lateral and multi-lateral government organizations.

GLOBAL ROAD SAFETY PARTNERSHIP

In February 1999, the Global Road Safety Partnership (GRSP) was launched at a meeting convened by the World Bank Group and involving over 70 international organizations. The participants recognized the urgency of the problem and the need to identify ways in which the private and public sectors, together with civil society, could work to promote road safety around the world. A GRSP Secretariat has been established at the headquarters of the International Federation in Geneva¹.



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The Global Road Safety Partnership aims to identify innovative ways to improve road safety by applying the business partnership approach. It hopes to produce solid evidence that partnerships between business, civil society and government offer win-win benefits for all three parties and that this approach can be widely used throughout the world. The overall approach is to build the capacities of local institutions by providing professionals and communities with the knowledge and means to pro-actively tackle safety problems.

The GRSP is not a funding agency and does not finance road safety interventions of the type normally financed by governments, bilateral and multi-lateral donors. Rather, on the one hand, it will identify and share lessons learned from ongoing projects being implemented or involving the business sector and aim to demonstrate that partnerships for development can be replicated and scaled up at regional and national levels. This will include both success stories and learning experiences.

At the same time, GRSP aims to develop and implement with its partners new demonstration projects in selected developing and transition countries. By engaging in new projects, GRSP partners can learn from and illustrate to others the benefits of this approach, i.e., more effective and sustainable road safety. Good practices arising from the GRSP partnership projects will then be widely disseminated, so as to influence the quality and quantity of road safety activities.

THE ROLE OF THE RED CROSS AND RED CRESCENT

The International Federation's involvement in this global strategic alliance is proof of its ability to recognize current global trends and adapt existing programmes to the new challenges facing communities and countries in their development. However, the subject of road safety is not a new one for the International Red Cross and Red Crescent Movement.

Under the Plan of Action for 2000, adopted by the XXVII International Conference in November 1999, states are being asked to respond to the growing global problem of road accidents by developing further road safety measures in collaboration with all concerned partners, in particular National Societies. Concerned National Societies are to develop their role by supporting first aid training and public awareness activities to reduce the number of road accidents and casualties, especially among vulnerable populations.

Many National Societies are already carrying out activities related to road safety: first-aid training for the general public and different target groups, distribution of education materials, information campaigns for prevention of road accidents, volunteer activities and events, etc. The aim of this report is to encourage National Red Cross and Red Crescent Societies to gain a better understanding of road safety problems and develop their capacity to deal with and contribute to alleviating them. The GRSP initiative is therefore an excellent opportunity for National Societies to either reinforce existing services and resources, or identify ways to become more involved in road safety activities and improvement.

THE SURVEY

Purpose of the survey

- To create a database of information on programmes developed by National Societies on road safety;
- To compare how road safety problems are dealt with in different countries;
- To share initiatives among National Societies and make this information accessible;
- To visualize a possible network between those National Societies with experience in implementing road safety activities, and those that are interested in developing their capacity in this domain.

To enable the International Federation to better position itself within the GRSP, the National Red Cross and Red Crescent Societies were surveyed on their implementation of road safety initiatives. Where activities were neither underway nor concretely planned, the National Societies were requested to indicate areas of interest. Consequently, **this survey is just the first step in an ongoing process** to which all partners are invited to contribute further information, so as to provide a complete map of Red Cross and Red Crescent capacity in terms of improving road safety.

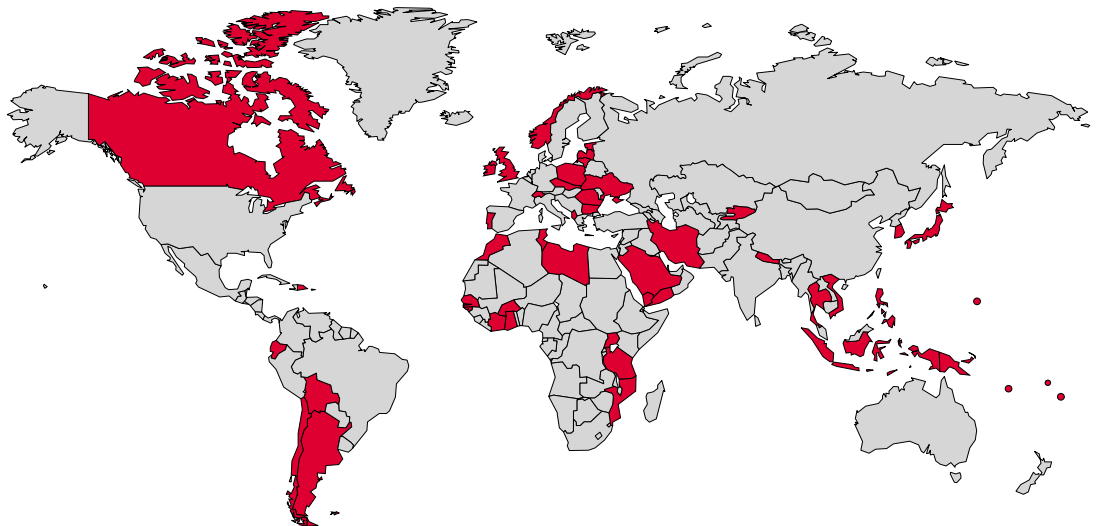
Methodology

The survey was implemented via a questionnaire (see Annex 1), sent to all 175 National Societies and copied to all Regional Delegations, in four official languages: English, French, Spanish and Arabic. The 16 questions were formulated to explore key areas related to road safety in which National Societies have a role or an interest, i.e., national legal and working environments, first aid, psycho-social support, and other community services.

Response

In all, 56 National Societies, representing all regions, responded to the survey. This percentage of return (almost 31 per cent) is one of the highest for such a global Red Cross/Red Crescent survey.

A total of 56 National Red Cross and Red Crescent Societies, representing all regions, responded to the survey on activities related to road safety.



Summary of the findings

Overall, the responses indicate that National Societies are interested in road safety from two complementary angles. Firstly, they provide assistance for the victims of road accidents, for example first aid training and posts, psycho-social support programmes. Secondly, they contribute to efforts undertaken by the authorities and/or other organizations to improve road safety, for example by participating in national commissions, and getting involved in awareness campaigns. Road safety services, particularly those relating to first aid provision and training, can also be an important source of revenue.

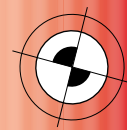
The key road safety-related activities carried out by the National Societies who responded to the survey can be classified as follows:

- Cooperation – with government, non-governmental organizations, or the private sector
- Awareness-raising and first aid provision and/or training
- Other (psychological or social support, rehabilitation, etc.)

Maps and charts

The responses of each National Society are presented visually in a series summary charts which illustrate in detail how the 56 respondent National Societies answered each question.

You are strongly encouraged to contact those National Societies that have indicated an experience in areas in which you would like to develop similar activities.



KEY ACTIVITY TYPES

COOPERATION

Public authorities

Most National Societies who responded to the survey indicated that their services were auxiliary to those of the government, or that they worked in tandem with other partners in providing road safety activities. In some countries there is specific legislation concerning the role of the Red Cross/Red Crescent in terms of road safety and/or are members of national road safety councils.

Examples

The Saudi Arabian Red Crescent has been providing medical and relief services for the injured by Royal decree since 1966. The Society also runs a national emergency helpline. The Libyan Red Crescent is about to start a two-year Road Accident Prevention Programme in cooperation with the General Directorate of Traffic. The aim is to disseminate information and knowledge on risk behaviour, traffic rules and first aid. The Burkinabe Red Cross has been a member of its National Committee for Road Safety since 1994. The Czech Red Cross is a member of the governmental council for road safety. The Lebanese Red Cross is a member of the road safety commission of the Ministry of Health and the Lebanese General Surgery Association. The Canadian Red Cross and the Chilean Red Cross are involved in research commissions on road accidents in their respective countries.

Non-governmental organizations

The International Federation Secretariat has been invited to participate in the road safety working group of the United Nations Economic and Social Council, whose role is to advise the governments of UN member states about legislation and regulations related to road safety.

The Secretariat was also recently contacted by the Fédération Internationale de l'Automobile on the subject of a generic first aid system which the it could use to advise its members when organizing auto events (e.g., races).

Examples

The Haitian National Red Cross works with five other organizations (Civil Protection, Road Safety, Fire Brigade, Traffic Service and Road Signing Service) in the field of road safety. It has also assisted the Haitian Medical Association in setting up related workshops. The British Red Cross published a first aid manual for motorists with the British School of Motoring. The Gambia Red Cross managed an annual road safety campaign with the Scout Association.

Private sector

The private sector is increasingly aware of the significant role it has to play in improving road safety conditions. Businesses realize that promoting road safety is part of corporate responsibility as well as linked to business interests such as product development, risk mitigation, marketing, health and safety of employees, consumers and communities.

Examples

The Fiji Red Cross works with major companies, such as Mobil and Shell, and with local transport companies, to provide first aid training for over a thousand people a year. The Web site of the British Red Cross was sponsored by Vauxhall (a General Motors company) for a period. Elf Oil Gambia Ltd collaborated with the Gambia Red Cross on a 'Road Safety Week'. For 12 years the Philippine National Red Cross has been supported by Petron Philippines and the Philippines National Construction Company in the provision of first aid and medical services along motorways during the Lenten season.

AWARENESS AND FIRST AID TRAINING

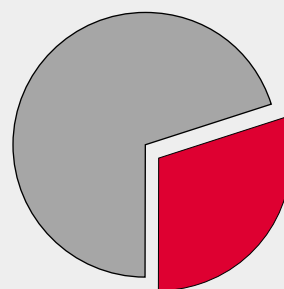
Nearly 50 per cent of the 56 National Societies who responded to the survey have developed specific road safety-related first aid training programmes. Most target drivers (of all types of vehicle). In some countries, driving schools use Red Cross/Red Crescent first aid manuals, leaflets and course contents for training drivers.

For the general public

The survey indicated that a variety of first aid training programmes and special road safety awareness campaigns have been established by many National Societies to improve the knowledge and skills of pedestrians and motorists alike.

Examples

In 1998 alone, the Ecuadorean Red Cross trained 14,200 people – 70 per cent of them drivers – as part of its first aid programme. The Red Cross Society of Côte d'Ivoire has organized four national 'Road Safety Days', under the auspices of the Ministries of Public Health and Transport. The Latvian Red Cross runs an awareness campaign on risk behaviour on the roads and how to avoid it. The British Red Cross provides specific information on road safety for its staff and volunteers, and distributes a related booklet.



Ecuadorean Red Cross

Trained 14,200 people in first aid in 1998

70% of them were drivers

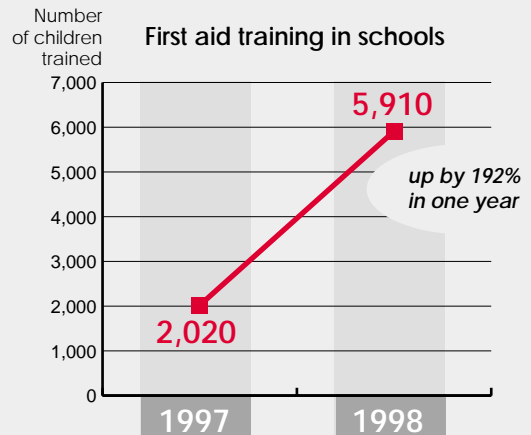
For children

According to official data, children are one of the groups most affected by road accidents. Nearly 15 per cent of road fatalities and injuries involve children under the age of 15.

Examples

Some National Societies, such as the Gambia Red Cross, provide courses in schools, or produce documents for use by them.

The Lithuanian Red Cross is active in promoting road safety education for children. The Nepal Red Cross is developing a special package on first aid in case of road accidents with an introduction by the Junior Red Cross.



What do you think?

Is your National Society interested in working on a common framework for educating schoolchildren in road safety?

If so, please contact the International Federation Secretariat.

For drivers

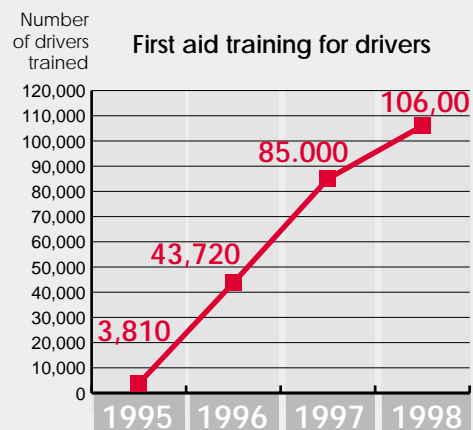
First aid training for drivers is not a new idea: "Every effort must be made to attain as final aim that every motor vehicle... driver should be the holder of a first aid certificate..." (Resolution XLIX of the XVIIth International Conference. In some countries drivers must hold a first aid certificate by law in order to gain their driving licence.

Every effort should be made to promote the adoption of a regulation requiring drivers to hold a first aid certificate – to be renewed regularly – and have first aid material constantly in the vehicle.

Examples

The Bulgarian Red Cross trained 106,000 future drivers in 1998, up from 85,000 in 1997 – a growth rate of over 30 per cent.

In Bosnia and Herzegovina, learner-drivers are obliged by law to obtain a first aid certificate before being awarded a driving licence. There were 25,377 learner-drivers in 1998.



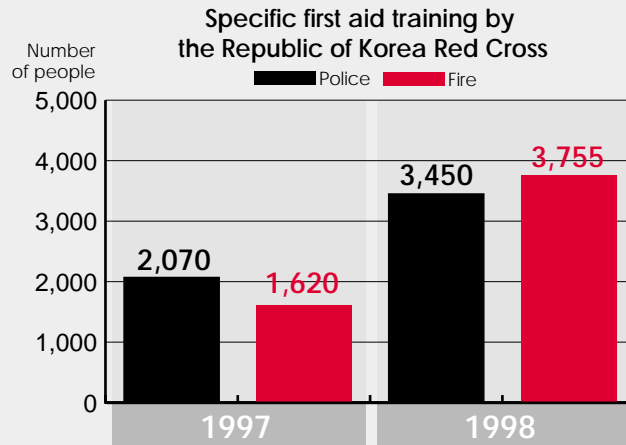
For specific groups

Apart from drivers, there are other groups who need to know first aid to carry out their jobs, e.g. firemen, policemen, etc. Road safety-related first aid programmes can be adapted to target specific groups such as these.

Examples

The Ecuadorean Red Cross has an agreement with the Ministry of Public Health to provide first aid training for all rescue organizations. The Republic of Korea National Red Cross trained 3,450 policemen and 3,755 firemen in 1998. The Cook Island Red Cross trained 40 firemen in 1998. The Slovenian Red Cross trained the medical personnel of the armed forces, members of the Civil Defence and the police. The Tunisian Red Crescent trained 1,000 taxi drivers in 1998, while the Yemen Red Crescent trained 172.

The Red Cross Society of Côte D'Ivoire spoke to 70 transport companies in 1998 regarding the implementation of a specific first aid training programme for public transport drivers (this programme has existed since 1974). The Senegalese Red Cross is submitting a first aid curriculum for truck drivers to the Ministry of Transport and transport organizations.



The multiplicity effect

Some National Societies are implementing a system whereby awareness and training are spread among the population via special groups, such as first aid trainers, who then, in turn, train others.

Examples

In 1998, the Japanese Red Cross trained 11,000 trainers who then went on to teach first aid to 1,300,000 drivers in driving schools. This is equivalent to one trainer training 118 persons in the year. The Ghana Red Cross trained 206 'mothers' clubs' leaders who, in turn, were able to include related information in their community health education activities for the clubs' 4,500 members. Similarly, the Rwandan Red Cross trained 60 first aid trainers for the army in 1998.



OTHER SERVICES

Apart from first aid training, prevention campaigns and safety research, National Red Cross and Red Crescent Societies have long been involved in other ways to combat the effects of road accidents.

Psychological support and rehabilitation

Anyone involved in a road accident, regardless of whether they are physically injured, may need psychological support. For those who have perhaps lost a loved one, or who are suffering from shock, psychological support is just as important as physical care. It is increasingly being seen as an integral part of the support required by victims of road traffic accidents, and their relatives.

Some National Societies provide material support for people in need: wheelchairs, walking frames and/or crutches are donated free of charge, or sold at reduced prices.

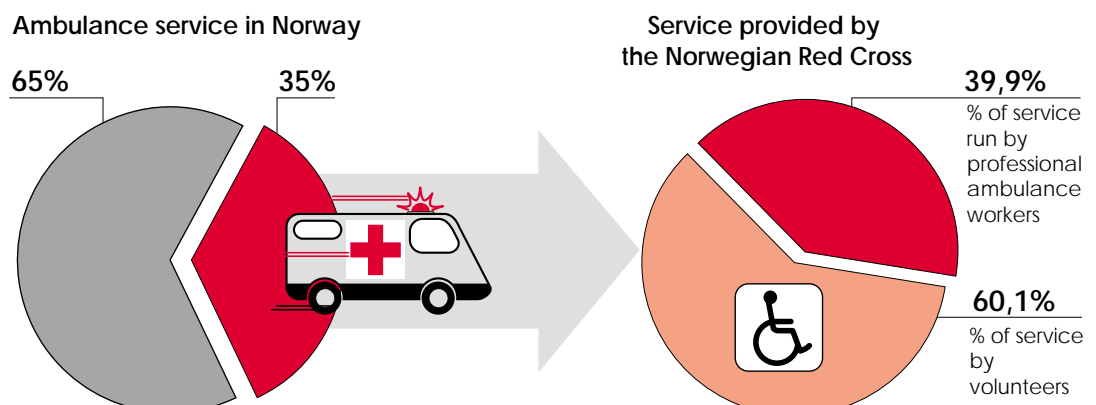
Examples

The Lithuanian Red Cross offers psychological support as an integral part of its first aid or social services programmes. At the Indonesian Red Cross, psychological support provision is part of the first aid training programme. The Senegalese Red Cross and the Rwandan Red Cross are endeavouring to provide assistance for those injured on the roads, where possible. Volunteers of the Haitian National Red Cross collect information at accident scenes and inform relatives accordingly. The Fiji Red Cross and the Vanuatu Red Cross are the biggest importers of ambulatory aids. The Armenian Red Cross manages an international post-trauma rehabilitation centre, where it takes care of road accident victims, among others.

Ambulance and other transport services

Of the 56 National Societies who responded to the survey, 22 manage an ambulance service and a further ten are interested in doing so.

The **Norwegian Red Cross** indicates that 35 per cent of ambulances operating in the country are Red Cross ambulances (243 vehicles). They cover mainly rural areas and communities. A total of 93 are staffed by professionals – 50 as a supplement to the public health ambulance service and 90 providing a transport service for people with disabilities. The remainder are operated by volunteers.



Examples

The Lebanese Red Cross manages 120 ambulances from 37 centres served by 1,600 volunteers. The Society also offers a safe ride home for people who have had too much to drink. The Saudi Arabian Red Crescent runs an operations dispatch centre for its ambulance fleet, contactable by a national phone number (997). The Yemen Red Crescent transports people from hospital to home, or other places of care. Over the two-week New Year period in 1998, the Iranian Red Crescent attended to almost 28,000 people in 28 provinces. This service involved 2,700 volunteers and 415 vehicles, based at 360 locations.

What do you think?

Would your National Society be interested in working on a series of draft guidelines on how to establish and sustain an ambulance service?

If so, please contact the International Federation Secretariat.

Do you think forming a global partnership with the major ambulance manufacturers would bring benefits, e.g. reducing the price and maintenance costs of vehicles, agreement on a centralized buying system and standardization of vehicle equipment and contents? If so, then please contact the International Federation Secretariat.

First aid posts

Most National Societies operate permanent or temporary first aid posts along roads and highways. Most of these services are staffed voluntarily. Responses to the survey indicate that services can be adapted to particular needs, and that National Societies are flexible enough to provide services at specific times of the year (weekends, holidays, times of pilgrimage or celebration, etc.) according to the requirements of the authorities and needs of communities.

Examples

Permanent first aid posts: The Iranian Red Crescent operates 30 posts on the roads all year round. The Ecuadorian Red Cross operates 20 posts on three or four occasions during the year. The Red Cross of Viet Nam has just set up four pilot posts along the country's road no. 5.

Temporary first aid posts: During the summer, the Togolese Red Cross provides 90 posts. First aid posts for up to four million pilgrims are run on roads leading to Mecca by the Tunisian Red Crescent and the Saudi Arabian Red Crescent. This service is linked to the latter's relief centre in the city itself. The Bolivian Red Cross mobilizes up to 300 volunteers to man posts during pilgrimages.

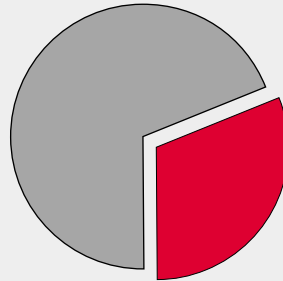
First aid posts for special events: The Red Cross of Monaco provides first aid during the famous Formula One Grand Prix. The Czech Red Cross, Indonesian Red Cross and Rwandan Red Cross operate first aid posts during rallies or cycling tours. These posts are usually set up at the request of the authorities or the organizers of the event. For two weeks of the Iranian New Year, the Iranian Red Crescent took care of more than 27,700 injured in 1998. These services were provided in 28 provinces with near 2,700 people, 360 bases and 415 vehicles.

First aid material

National Societies have an important role in supplying first aid equipment for training purposes, and for the provision of assistance for road accident victims. The XIVth International Conference in 1930 resolved that 'every vehicle, or at least those used for public transport, (should be equipped with) a first aid kit', and indeed, the sale of first aid kits is an important fundraising activity for many National Societies.

Examples

The Canadian Red Cross and the Dominica Red Cross have a policy of harmonization of first aid kits in their respective countries.



Dominica Red Cross

Percentage of the First Aid services in the total budget of the Society in 1998

31% First Aid services

Production and sale of first aid publications

To provide first aid training, it is necessary to produce clear and informative manuals, books, and leaflets for specific groups.

Examples

The Norwegian Red Cross distributes leaflets. The British Red Cross has printed books (First Aid for the Motorist, 1997). The Slovenian Red Cross sells its own handbook for drivers containing first aid information, a leaflet on emergency first aid measures, a leaflet for children on the rules of the road, and a leaflet for learner-drivers. The Philippine National Red Cross distributes handouts giving safety tips on a range of issues, including road safety. In Mozambique, driving schools use the Mozambique Red Cross first aid training manual.

What do you think?

Would it be useful to have a common framework for such publications, which can be adapted locally according to the type of user (children, truck drivers, learners, etc.) and community? Please contact the International Federation Secretariat with your ideas.

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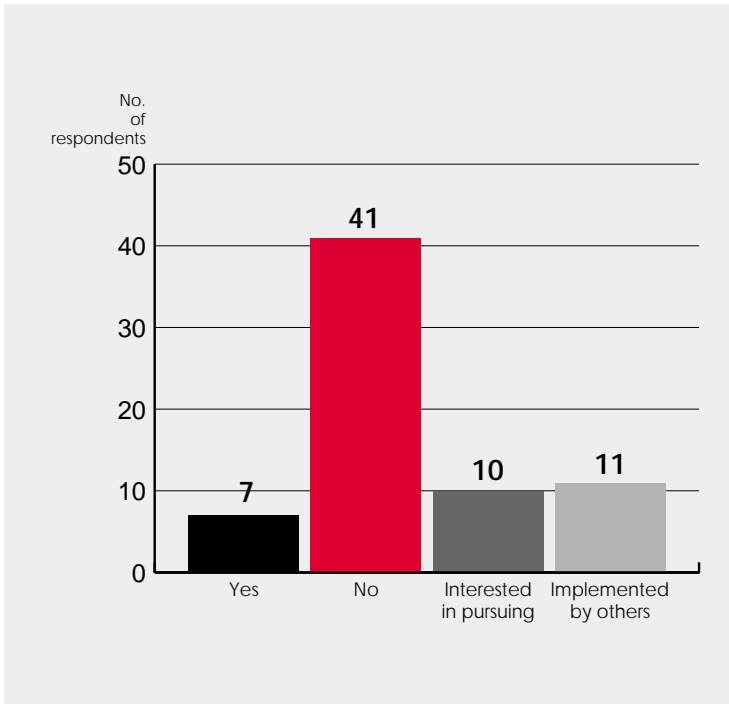
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Irish Red Cross Mr. Hogan Patrick	353.1.676.5135	353.1.661.4461	phogan@redcross.ie
Indonesian Red Cross Drg. Susilo Yuliaty	62.21.799.2325	62.21.799.5188	
Gambia Red Cross Mrs. Mendy Juliet-julie	220.39.69.66	220.39.49.21	redcrossgam@delphi.com
Iranian Red Crescent Mr. Khaleghi Lili	98.21.884.9077	98.21.884.9079	helal@www.dci.co.ir
Japanese Red Cross Mr. Khnami Yutaka	81.3.3438.1311	81.3.3435.8509	rcjpn@ppp.bekkoame.ne.jp
Korea (Republic of) Red Cross Mr. Rheem Yong-Hoon	82.2.755.9301	82.2.752.0258	knrc@redcross.or.k
Kyrgystan Red Crescent Mrs. Abaikhanova Sophia	996.312.22.24.14	996.312.66.21.81	redcross@imfiko.blshkek.su
Latvian Red Cross Mrs. Cernavska Irena	371.731.0902	371.731.0902	
Liechtenstein Red Cross Mrs. Frommelt Wally	43.232.2294	43.232.22.40	
Lithuanian Red Cross Mr. Ciutiene Nijole	370.2.611.914	370.2.619.923	redcross@tdd.lt
Malawi Red Cross Mr. Kanongodza Mc Bain	265.731.302	265.730.210	mrcs@unima.wn.apc.org
Mozambique Red Cross Mrs. Teixeira Fernanda	258.1.497.721	258.1.497.725	cvm@mail.tropical.co.mz
Nepal Red Cross Mr. Dhakhwa Dev Ratna	977.1.270.650	977.1.271.915	nrcs@kalimati.mos.com.np
Norwegian Red Cross Mrs. Langaas Heidi	47.220.54000	47.220.54040	heidi.langaas@redcross.no
Portuguese Red Cross Mr. Mendes Mario	351.21.397.7053	351.21.395.3064	mario.mendes@individual.eunet.pt
Portuguese Red Cross Mrs. Horta Conceição	351.21.395.3064	351.21.395.1045	cvp.sede@mail.telepac.pt
Palau Red Cross Mrs. Chin Miriam R.	680.488.5780	680.488.4540	palredcross@palaunet.com

National Society/Name	Telephone	Fax	E-mail
Papua New Guinea Red Cross Mrs. Hill Maureen	675.325.8577	675.325.9714	
Philippine Red Cross Mrs. Loyola Lourdes	63.2.527.0866	63.2.527.0857	pnrchq@redcross.org.ph
Polish Red Cross Mrs. Stepinska Katarzyna	48.22.621.36.25	48.22.628.55.46	pck@amg.gda.pl
Slovenia Red Cross Mr. Ulcar Metka	386.61.126.1200	386.61.125.2142	rdeci.kriz-slo@guest.arnes.si
Slovakia Red Cross Mr. Bezova Olga	421.7.529.67.157	421.7.529.23.279	
Thai Red Cross Mrs. Kongsomboon Wantanee	662.252.7853	662.252.7976	wmaster@redcross.or.th
Ukrainian Red Cross Mr. Khabarova Alla	380.44.225.01.57	380.44.246.56.58	redcross@ukrpack.net
Vietnam Red Cross Dr. Van Tran Dao	844.8225.680	844.8266.285	vnrchq@netnam.org.vn
Vanuatu Red Cross Mrs. Gray Lynn	678.274.18	678.225.99	
Kuwait Red Crescent Dr. Al-Flajj Samiha Youssif	965.481.5478	965.483.9114	krcc@kuwait.net
Libyan Red Crescent Dr. Al-Tawil Muftah Mohammed	218.61.909.5202	218.61.909.5829	
Saudia Arabia Red Crescent Mr. Al-Hazzaa Abdulla M.	966.1.474.0027	966.1.478.7135	redcrescent@zajil.net
Yemen Red Crescent Dr. Al-Khamissi Abdallah Hammoud	967.1.283.132	967.1.283.131	

SURVEY

QUESTION 1

Is there specific legislation giving your National Society a role related to road safety?



Yes

Bulgaria, Ecuador, Lebanon, Saudi Arabia, Slovakia, Slovenia, Switzerland.

No

Argentina, Belgium, Bulgaria, Burkina Faso, Canada, Chile, Cook Islands, Côte d'Ivoire, Czech Rep., Dominican Rep., Estonia, Fiji, Gambia, Ghana, Haiti, Iran, Ireland, Japan, Kyrgyzstan, Latvia, Lithuania, Malawi, Monaco, Morocco, Mozambique, Nepal, Norway, Palau, Papua New Guinea, Philippines, Poland, Rwanda, Senegal, Thailand, Togo, Tunisia, Ukraine, UK, Uruguay, Viet Nam, Yemen.

Interested in pursuing

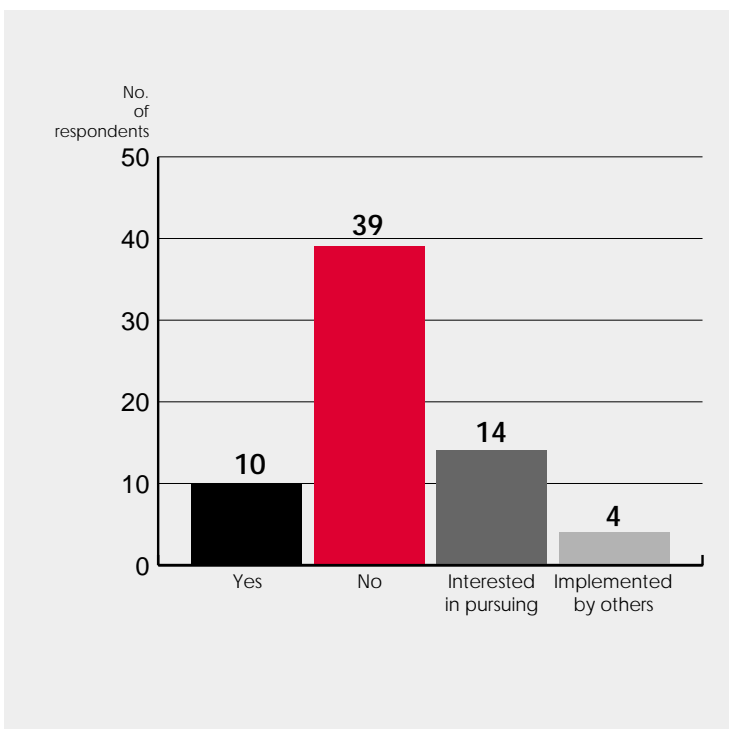
Armenia, BiH, Dominican Rep., Estonia, Kyrgyzstan, Latvia, Libya, Lithuania, Portugal, Vanuatu.

Implemented by others

Canada, Cook Islands, Côte d'Ivoire, Czech Rep., Indonesia, Kyrgyzstan, Liechtenstein, Rep. of Korea, Romania, Thailand, Viet Nam.

QUESTION 2

Does your National Society have an existing partnership in the country, related to road safety?



Yes

Argentina, Ecuador, Japan, Lebanon, Malawi, Morocco, Philippines, Portugal, Ukraine, UK.

No

Bolivia, BiH, Burkina Faso, Canada, Chile, Cook Islands, Côte d'Ivoire, Czech Rep., Dominican Rep., Estonia, Fiji, Gambia, Ghana, Haiti, Iran, Ireland, Japan, Kyrgyzstan, Latvia, Liechtenstein, Lithuania, Monaco, Mozambique, Norway, Palau, Papua New Guinea, Poland, Romania, Rwanda, Saudi Arabia, Senegal, Slovakia, Slovenia, Togo, Tunisia, Uruguay, Vanuatu, Viet Nam, Yemen.

Interested in pursuing

Armenia, Belgium, Bulgaria, Chile, Côte d'Ivoire, Dominican Rep., Estonia, Gambia, Kyrgyzstan, Latvia, Lithuania, Nepal, Switzerland, Thailand.

Implemented by others

Côte d'Ivoire, Kyrgyzstan, Rep. of Korea, Viet Nam.

QUESTION 3

Does your National Society participate in a road safety commission, workshops, or research?

Yes

Argentina, Bolivia, Burkina Faso, Canada, Chile, Czech Rep., Ecuador, Fiji, Gambia, Ghana, Haiti, Indonesia, Japan, Lebanon, Libya, Malawi, Monaco, Nepal, Philippines, Portugal, Saudi Arabia, Senegal, Slovenia, Thailand, Togo, Tunisia, Ukraine, Uruguay, Yemen.

No

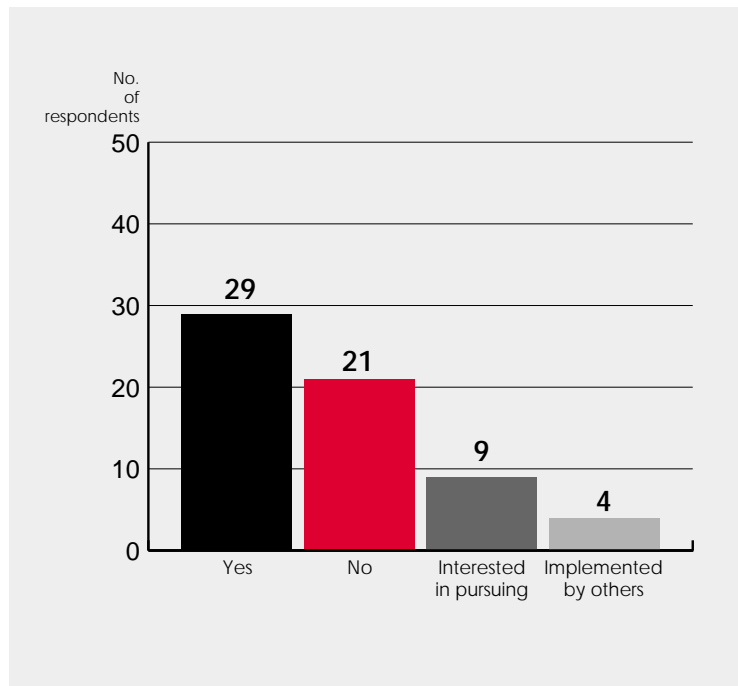
BiH, Bulgaria, Côte d'Ivoire, Dominican Rep., Estonia, Iran, Ireland, Kyrgyzstan, Latvia, Liechtenstein, Lithuania, Mozambique, Norway, Palau, Papua New Guinea, Poland, Romania, Rwanda, Slovakia, UK, Vanuatu.

Interested in pursuing

Armenia, Belgium, Cook Islands, Côte d'Ivoire, Estonia, Kyrgyzstan, Latvia, Switzerland, Viet Nam.

Implemented by others

Canada, Kyrgyzstan, Morocco, Rep. of Korea.

**QUESTION 4**

Does your National Society carry out awareness campaigns on risk behaviour on the road, and related counter measures?

Yes

Argentina, Armenia, Bulgaria, Burkina Faso, Cook Islands, Côte d'Ivoire, Gambia, Ghana, Latvia, Malawi, Nepal, Papua New Guinea, Philippines, Poland, Saudi Arabia, Slovakia, Tunisia, Ukraine, Yemen.

No

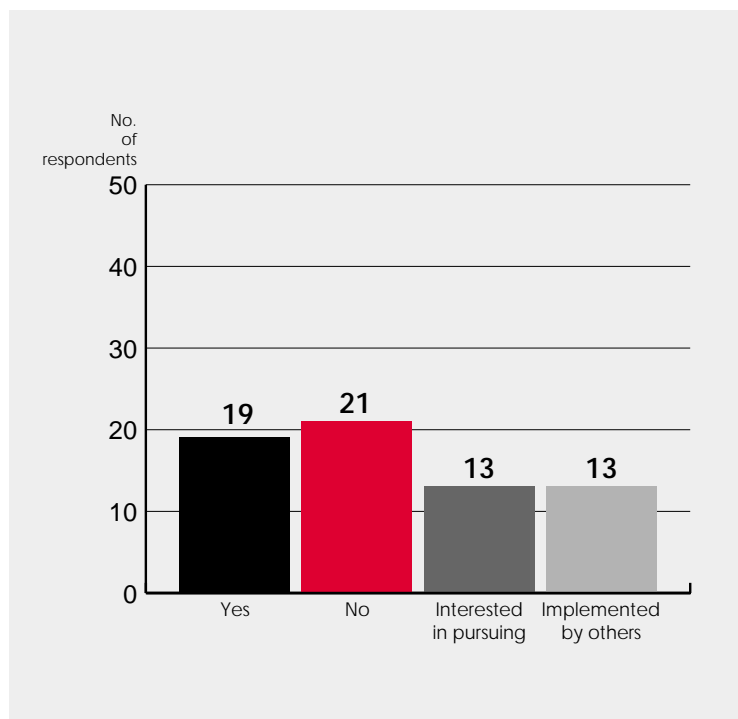
Bolivia, Canada, Czech Rep., Dominican Rep., Ecuador, Fiji, Iran, Ireland, Japan, Lebanon, Liechtenstein, Lithuania, Monaco, Mozambique, Norway, Palau, Romania, Rwanda, Slovenia, Switzerland, UK.

Interested in pursuing

BiH, Chile, Estonia, Haiti, Kyrgyzstan, Lebanon, Libya, Portugal, Senegal, Thailand, Uruguay, Vanuatu, Viet Nam.

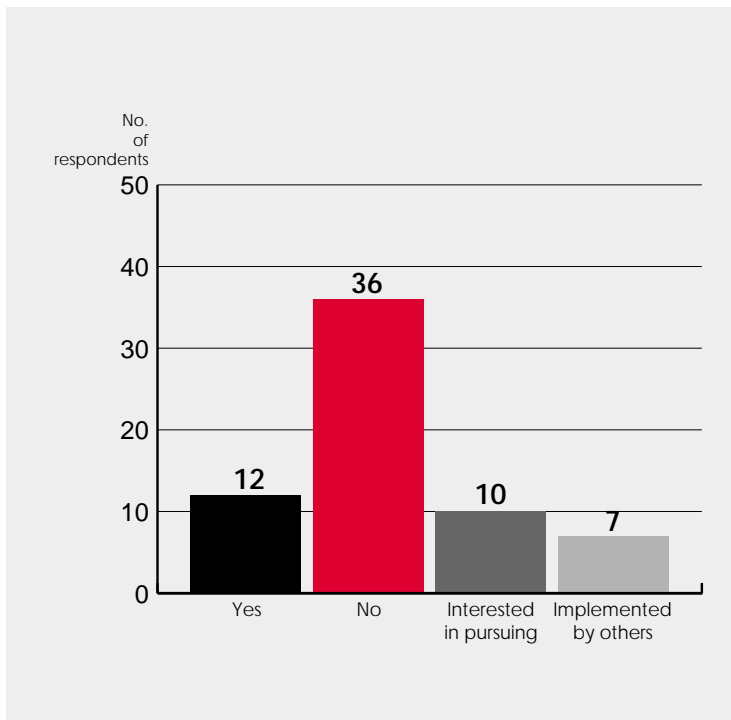
Implemented by others

Belgium, Canada, Czech Rep., Estonia, Indonesia, Kyrgyzstan, Liechtenstein, Morocco, Rep. of Korea, Senegal, Slovenia, Thailand, Togo.



QUESTION 5

Has your National Society developed specific documents related to road safety?

**Yes**

Argentina, Armenia, Haiti, Indonesia, Japan, Libya, Portugal, Poland, Saudi Arabia, Senegal, Tunisia, UK.

No

Bolivia, BiH, Bulgaria, Burkina Faso, Canada, Cook Islands, Côte d'Ivoire, Czech Rep., Dominican Rep., Ecuador, Estonia, Fiji, Ghana, Iran, Ireland, Kyrgyzstan, Latvia, Lebanon, Liechtenstein, Lithuania, Malawi, Monaco, Morocco, Mozambique, Norway, Palau, Papua New Guinea, Rwanda, Slovakia, Slovenia, Switzerland, Thailand, Ukraine, Uruguay, Vanuatu, Yemen.

Interested in pursuing

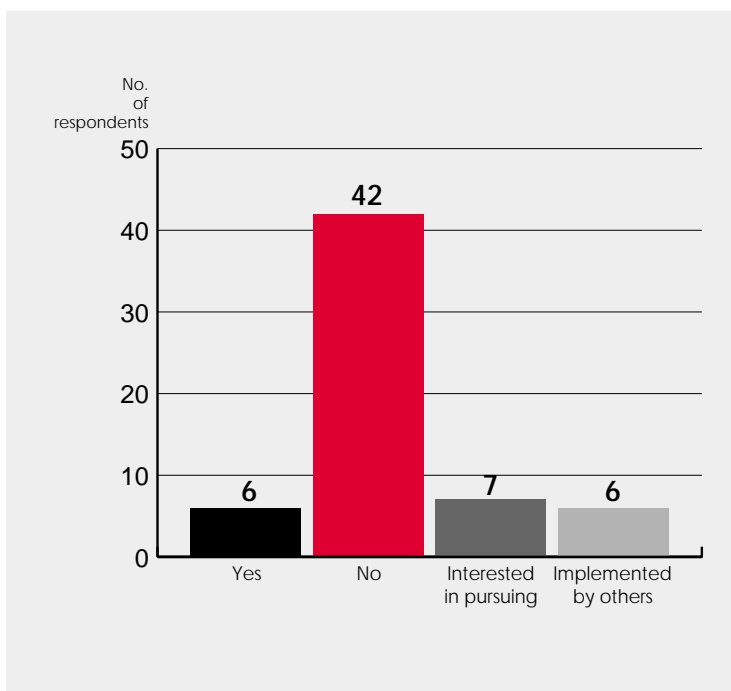
Chile, Côte d'Ivoire, Gambia, Kyrgyzstan, Latvia, Lebanon, Nepal, Philippines, Ukraine, Viet Nam.

Implemented by others

Belgium, Canada, Kyrgyzstan, Rep. of Korea, Romania, Thailand, Togo.

QUESTION 6

Does your National Society carry out specific actions related to road safety?

**Yes**

Ecuador, Iran, Lebanon, Nepal, Togo, Ukraine.

No

Argentina, Bolivia, BiH, Bulgaria, Burkina Faso, Canada, Chile, Côte d'Ivoire, Czech Rep., Dominican Rep., Estonia, Fiji, Gambia, Ghana, Indonesia, Ireland, Japan, Kyrgyzstan, Latvia, Libya, Liechtenstein, Lithuania, Malawi, Monaco, Morocco, Mozambique, Norway, Palau, Papua New Guinea, Portugal, Romania, Rwanda, Senegal, Slovakia, Slovenia, Switzerland, Thailand, Tunisia, UK, Uruguay, Vanuatu, Yemen.

Interested in pursuing

Armenia, Haiti, Kyrgyzstan, Latvia, Philippines, Poland, Viet Nam.

Implemented by others

Belgium, Cook Islands, Kyrgyzstan, Rep. of Korea, Saudi Arabia, Thailand.

QUESTION 7

Does your National Society implement first aid training for drivers?

Yes

BiH, Bulgaria, Burkina Faso, Canada, Cook Islands, Côte d'Ivoire, Czech Rep., Dominican Rep., Ecuador, Estonia, Fiji, Ghana, Japan, Latvia, Lebanon, Libya, Lithuania, Mozambique, Poland, Saudi Arabia, Senegal, Slovakia, Slovenia, Switzerland, Thailand, Togo, Tunisia, Ukraine, UK.

No

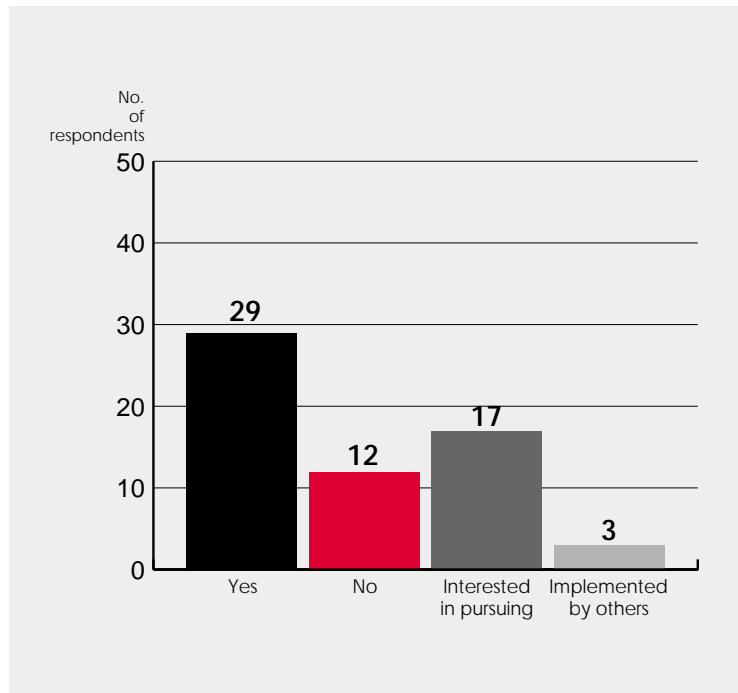
Argentina, Belgium, Bolivia, Iran, Ireland, Kyrgyzstan, Liechtenstein, Monaco, Norway, Palau, Rwanda, Yemen.

Interested in pursuing

Armenia, Chile, Gambia, Haiti, Indonesia, Kyrgyzstan, Malawi, Morocco, Nepal, Philippines, Papua New Guinea, Portugal, Romania, Rwanda, Uruguay, Vanuatu, Viet Nam.

Implemented by others

Japan, Kyrgyzstan, Rep. of Korea.

**QUESTION 8**

Does your National Society implement first aid training for other specific groups?

Yes

Argentina, Bulgaria, Burkina Faso, Canada, Chile, Cook Islands, Dominican Rep., Ecuador, Estonia, Fiji, Gambia, Ghana, Haiti, Iran, Japan, Latvia, Lebanon, Libya, Lithuania, Malawi, Monaco, Mozambique, Nepal, Palau, Papua New Guinea, Poland, Portugal, Rep. of Korea, Rwanda, Saudi Arabia, Senegal, Slovakia, Slovenia, Switzerland, Thailand, Togo, Ukraine, UK, Uruguay, Vanuatu, Yemen.

No

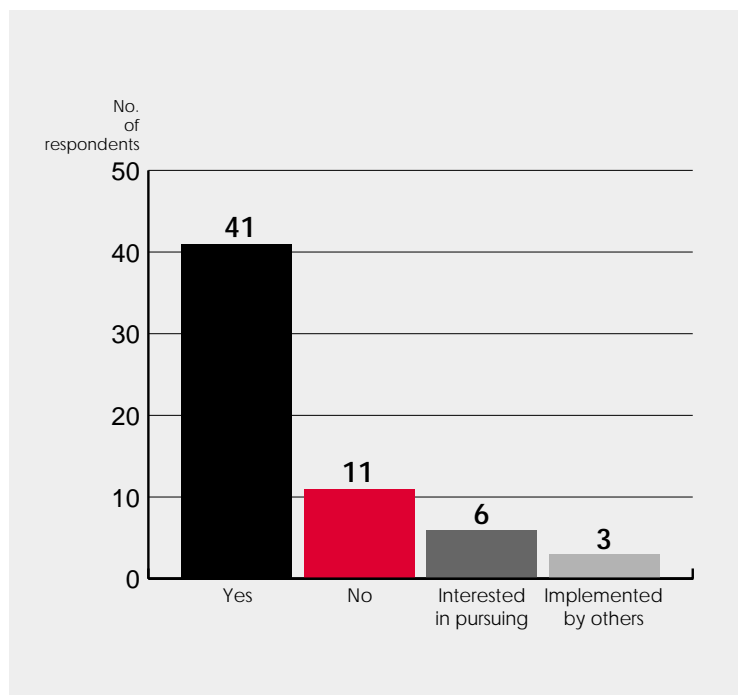
Belgium, Bolivia, BiH, Côte d'Ivoire, Czech Rep., Ireland, Kyrgyzstan, Liechtenstein, Norway, Tunisia, Viet Nam.

Interested in pursuing

Armenia, Côte d'Ivoire, Indonesia, Kyrgyzstan, Philippines, Romania.

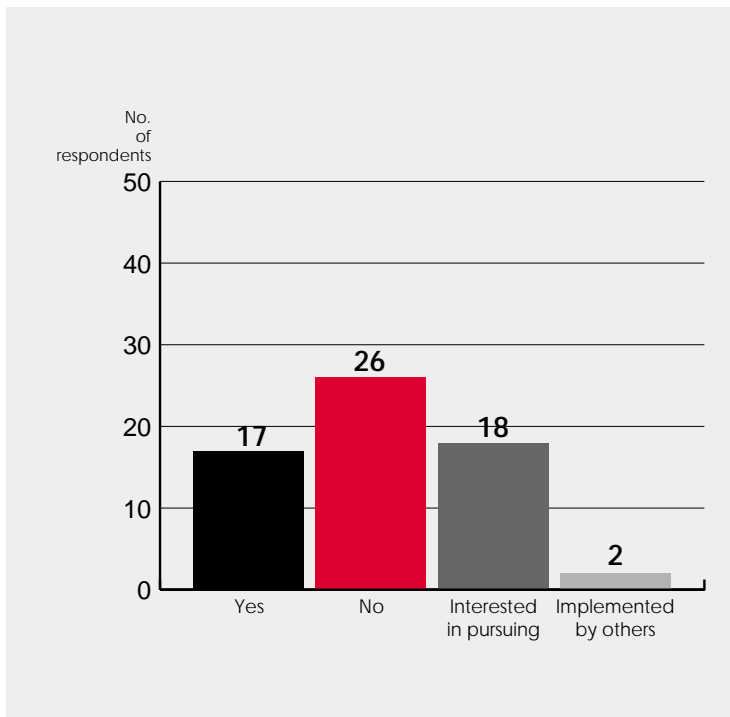
Implemented by others

Côte d'Ivoire, Kyrgyzstan, Morocco.



QUESTION 9

Does your National Society sell/distribute first aid leaflets, manuals, etc. specifically designed for road users?

**Yes**

Bulgaria, Estonia, Ghana, Lithuania, Malawi, Nepal, Norway, Poland, Portugal, Rep. of Korea, Saudi Arabia, Senegal, Slovakia, Slovenia, Switzerland, UK, Yemen.

No

Argentina, Belgium, Bolivia, Burkina Faso, Canada, Côte d'Ivoire, Czech Rep., Dominican Rep., Fiji, Iran, Ireland, Japan, Kyrgyzstan, Latvia, Liechtenstein, Monaco, Mozambique, Palau, Romania, Rwanda, Thailand, Togo, Tunisia, Ukraine, Uruguay, Vanuatu.

Interested in pursuing

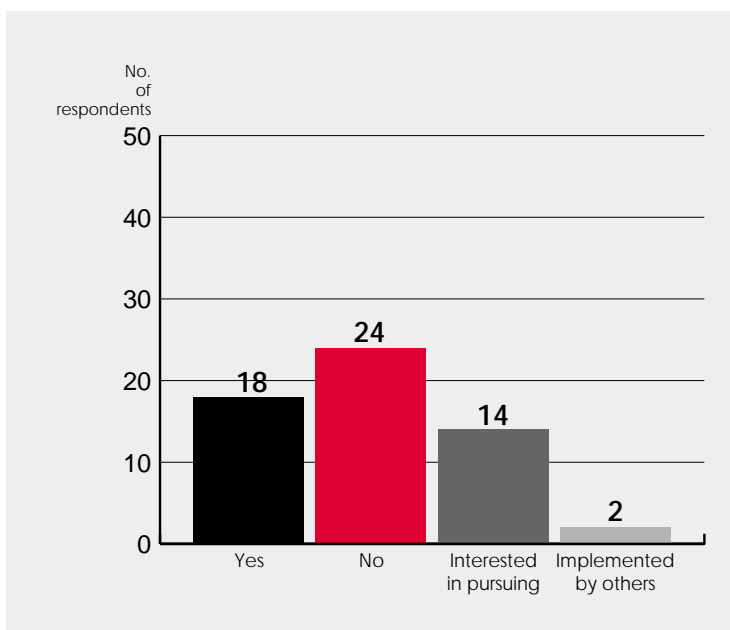
Armenia, BiH, Chile, Cook Islands, Côte d'Ivoire, Ecuador, Gambia, Haiti, Indonesia, Kyrgyzstan, Latvia, Lebanon, Philippines, Papua New Guinea, Rwanda, Ukraine, Viet Nam.

Implemented by others

Kyrgyzstan, Morocco.

QUESTION 10

Does your National Society sell/distribute first aid kits for cars and/or other vehicles?

**Yes**

Armenia, Canada, Côte d'Ivoire, Dominican Rep., Estonia, Fiji, Gambia, Ghana, Malawi, Norway, Philippines, Saudi Arabia, Slovakia, Switzerland, Thailand, Togo, UK, Yemen.

No

Argentina, Bolivia, Bulgaria, Burkina Faso, Chile, Czech Rep., Iran, Japan, Latvia, Liechtenstein, Lithuania, Ireland, Kyrgyzstan, Mozambique, Nepal, Palau, Papua New Guinea, Romania, Rwanda, Slovenia, Tunisia, Ukraine, Uruguay, Vanuatu.

Interested in pursuing

Belgium, BiH, Cook Islands, Ecuador, Haiti, Indonesia, Latvia, Lebanon, Libya, Morocco, Poland, Portugal, Senegal, Ukraine.

Implemented by others

Rep. of Korea, Viet Nam.

QUESTION 11

Does your National Society manage first aid posts along roads (permanent or temporary, mobile or fixed)?

Yes

Bolivia, Bulgaria, Burkina Faso, Côte d'Ivoire, Ecuador, Indonesia, Iran, Japan, Lebanon, Morocco, Philippines, Portugal, Rwanda, Saudi Arabia, Togo, Tunisia, Viet Nam, Yemen.

No

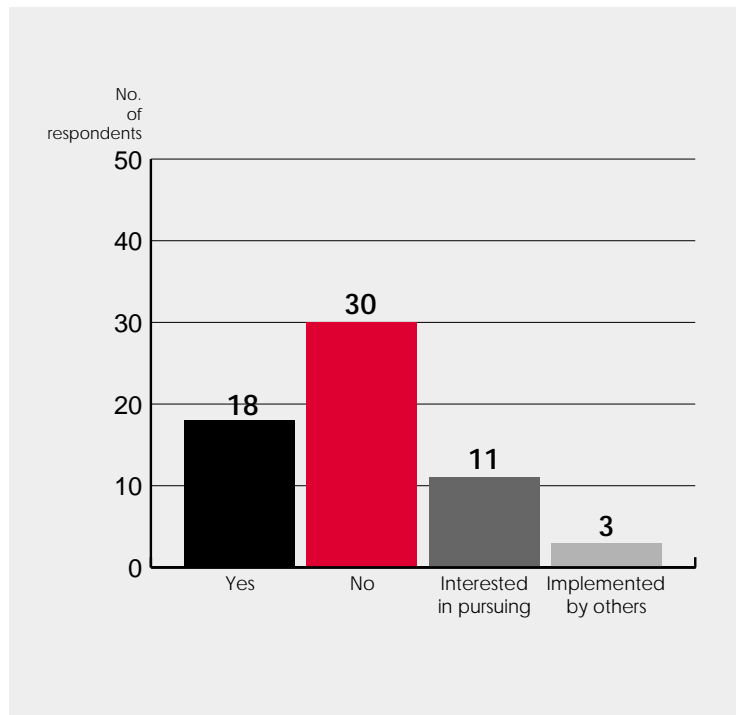
Argentina, Belgium, BiH, Canada, Chile, Cook Islands, Czech Rep., Dominican Rep., Estonia, Fiji, Ghana, Ireland, Kyrgyzstan, Latvia, Libya, Liechtenstein, Lithuania, Malawi, Monaco, Mozambique, Nepal, Norway, Palau, Papua New Guinea, Romania, Slovakia, Slovenia, Ukraine, Uruguay, Vanuatu.

Interested in pursuing

Armenia, Gambia, Haiti, Latvia, Libya, Poland, Rep. of Korea, Senegal, Switzerland, Thailand, Ukraine.

Implemented by others

Kyrgyzstan, Libya, Monaco.

**QUESTION 12**

Does your National Society manage first aid posts during vehicle races?

Yes

Argentina, Belgium, Bolivia, Bulgaria, Burkina Faso, Canada, Cook Islands, Côte d'Ivoire, Czech Rep., Ecuador, Estonia, Gambia, Haiti, Indonesia, Ireland, Lebanon, Lithuania, Monaco, Morocco, Nepal, Norway, Philippines, Portugal, Rwanda, Saudi Arabia, Senegal, Slovakia, Slovenia, Togo, UK, Vanuatu, Yemen.

No

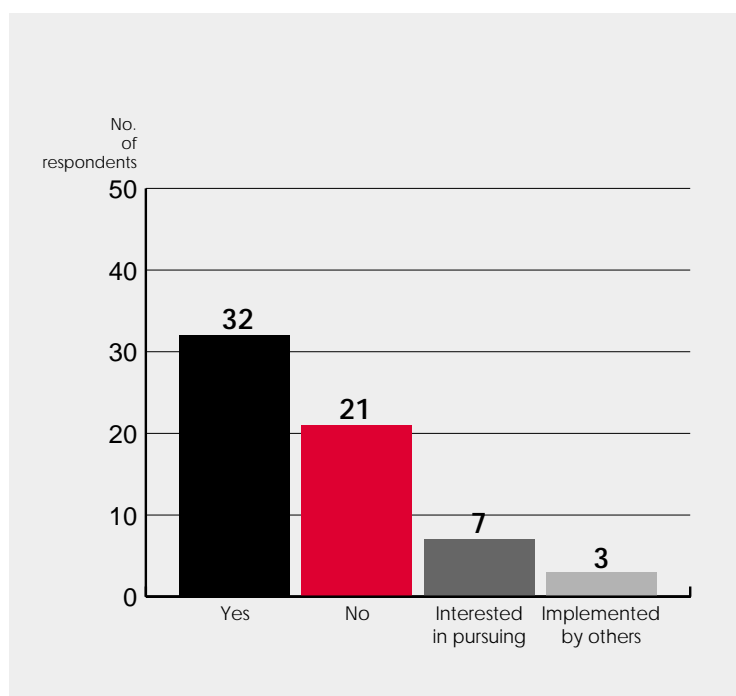
BiH, Chile, Dominican Rep., Fiji, Ghana, Iran, Japan, Kyrgyzstan, Latvia, Liechtenstein, Malawi, Mozambique, Palau, Papua New Guinea, Romania, Switzerland, Thailand, Tunisia, Ukraine, Uruguay, Viet Nam.

Interested in pursuing

Armenia, Kyrgyzstan, Latvia, Libya, Poland, Rep. of Korea, Ukraine.

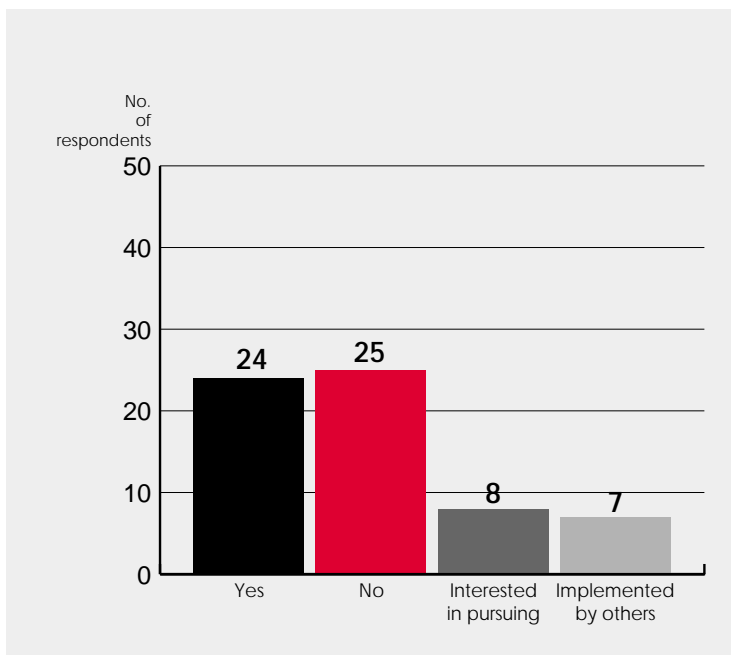
Implemented by others

Kyrgyzstan, Libya, Thailand.



QUESTION 13

Does your National Society manage an ambulance service?

**Yes**

Belgium, Canada, Côte d'Ivoire, Czech Rep., Ecuador, Fiji, Ghana, Haiti, Indonesia, Iran, Ireland, Lebanon, Liechtenstein, Morocco, Nepal, Norway, Philippines, Portugal, Saudi Arabia, Thailand, Togo, UK, Uruguay, Yemen.

No

Argentina, Bolivia, BiH, Bulgaria, Burkina Faso, Chile, Dominican Rep., Estonia, Japan, Kyrgyzstan, Latvia, Lithuania, Malawi, Monaco, Mozambique, Palau, Papua New Guinea, Poland, Rep. of Korea, Rwanda, Senegal, Slovenia, Tunisia, Ukraine, Vanuatu.

Interested in pursuing

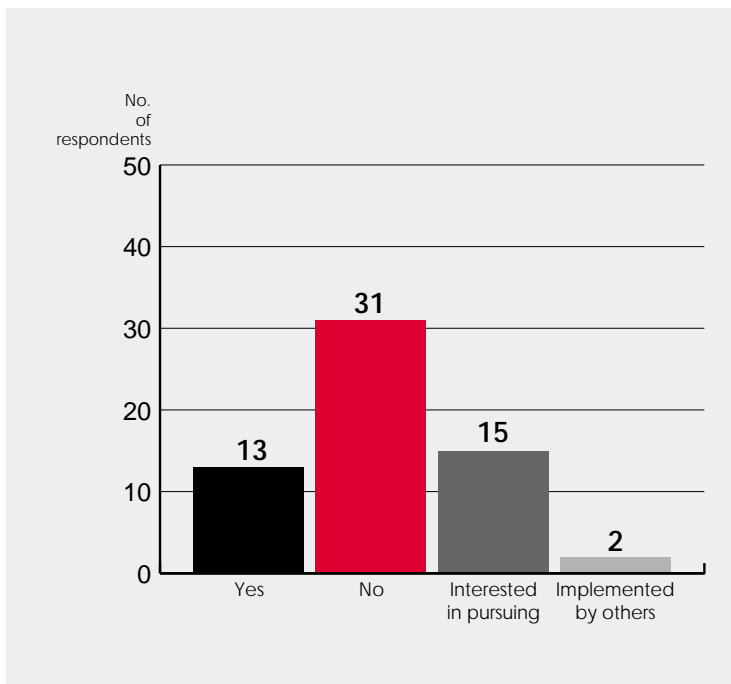
Armenia, Gambia, Kyrgyzstan, Latvia, Libya, Rwanda, Slovakia, Switzerland.

Implemented by others

Canada, Cook Islands, Kyrgyzstan, Monaco, Romania, Slovenia, Viet Nam.

QUESTION 14

Does your National Society implement psychological support programmes?

**Yes**

Argentina, Belgium, Bulgaria, Côte d'Ivoire, Estonia, Ghana, Indonesia, Lithuania, Mozambique, Philippines, Rwanda, Ukraine, Yemen.

No

Bolivia, BiH, Burkina Faso, Canada, Czech Rep., Dominican Rep., Fiji, Iran, Ireland, Japan, Kyrgyzstan, Latvia, Libya, Liechtenstein, Malawi, Monaco, Morocco, Nepal, Norway, Palau, Portugal, Romania, Slovenia, Switzerland, Togo, Tunisia, Ukraine, Uruguay, Vanuatu, Viet Nam.

Interested in pursuing

Armenia, Chile, Cook Islands, Ecuador, Gambia, Haiti, Kyrgyzstan, Latvia, Lebanon, Papua New Guinea, Poland, Saudi Arabia, Senegal, Slovakia, Thailand.

Implemented by others

Cook Islands, Kyrgyzstan.

QUESTION 15

Does your National Society organize social assistance for people affected by road accidents?

Yes

Ecuador, Ghana, Haiti, Malawi, Nepal, Philippines, Senegal, Thailand, Togo, Yemen.

No

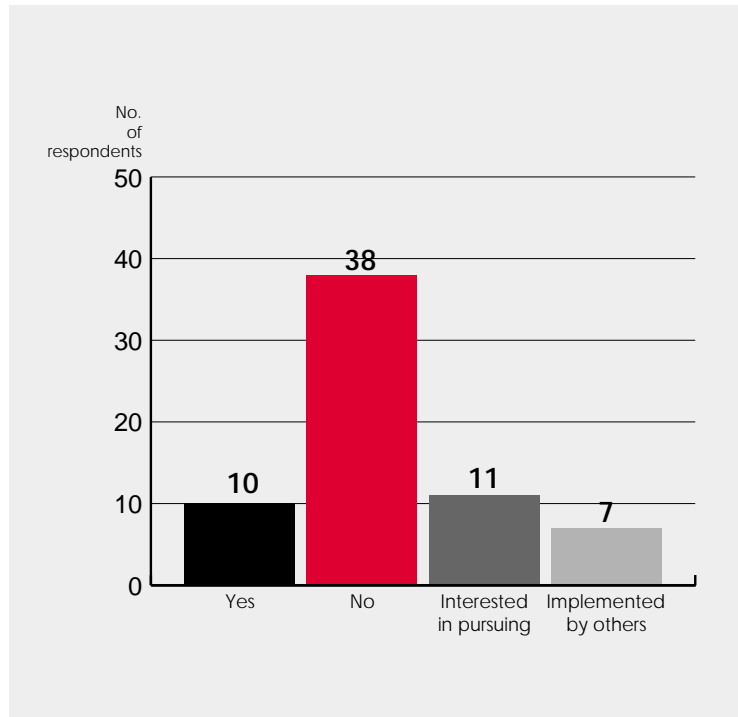
Argentina, Belgium, Bolivia, BiH, Bulgaria, Burkina Faso, Canada, Czech Rep., Dominican Rep., Estonia, Fiji, Gambia, Indonesia, Iran, Ireland, Japan, Kyrgyzstan, Latvia, Libya, Liechtenstein, Lithuania, Monaco, Morocco, Mozambique, Norway, Portugal, Palau, Papua New Guinea, Romania, Rwanda, Slovakia, Slovenia, Switzerland, Tunisia, Ukraine, UK, Uruguay, Vanuatu.

Interested in pursuing

Armenia, Chile, Estonia, Kyrgyzstan, Latvia, Lebanon, Poland, Saudi Arabia, Slovakia, Ukraine, Uruguay.

Implemented by others

Canada, Cook Islands, Côte d'Ivoire, Indonesia, Kyrgyzstan, Rep. of Korea, Viet Nam.

**QUESTION 16**

Does your National Society manage rehabilitation services for people with disabilities?

Yes

Armenia, Bulgaria, Ecuador, Fiji, Gambia, Ghana, Iran, Japan, Philippines, Poland, Portugal, Thailand, UK, Vanuatu.

No

Argentina, Belgium, Bolivia, BiH, Bulgaria, Burkina Faso, Canada, Chile, Côte d'Ivoire, Czech Rep., Dominican Rep., Estonia, Haiti, Indonesia, Ireland, Kyrgyzstan, Latvia, Liechtenstein, Lithuania, Malawi, Monaco, Morocco, Mozambique, Nepal, Norway, Palau, Papua New Guinea, Rep. of Korea, Romania, Rwanda, Senegal, Slovakia, Slovenia, Switzerland, Togo, Tunisia, Ukraine, Yemen.

Interested in pursuing

Côte d'Ivoire, Estonia, Kyrgyzstan, Latvia, Lebanon, Saudi Arabia, Uruguay.

Implemented by others

Canada, Cook Islands, Indonesia, Kyrgyzstan, Libya, Slovenia, Viet Nam.

