Annual Report
2021

Eastern Alliance for Safe and Sustainable Transport

Supporting
DECADE OF ACTION FOR ROAD SAFETY
2021 - 2030
The Eastern Alliance for Safe and Sustainable Transport (EASST) is an independent UK-registered charity working to promote road safety and sustainable mobility across Eastern Europe, Central Asia, the Caucasus and South-East Europe.

Photographs credited to EASST and EASST partners as listed on page 17.
Welcome from the Chair

This year we have celebrated the start of the new Decade of Action for Road Safety and seen many achievements across the region. We are so proud of our EASST Partners and the remarkable resilience, innovation, and commitment that they have demonstrated in this challenging year.

Indeed, 2021 has been another year in which we have continued to adapt in response to the ongoing Covid-19 pandemic. We also sadly lost our Patron, Max Mosley – a great champion for road safety and a great supporter of our work. His impact was felt across our many countries and projects. It is in his memory that we dedicate the achievements highlighted in this Annual Report.

We have been unable to meet in person, but our network seems more connected than ever. For the first time, our partners’ annual grant projects are all working towards a common goal as part of our work with the FIA Foundation Advocacy Hub. Across nine countries, we are advocating for safe school zones and low-speed streets. This work is bringing our partners together in a new way, enabling them to learn from and build upon each other’s successes.

We have also implemented several sub-regional projects, including our work to promote walking and cycling in Central Asia, as well as to encourage more accessible public transport systems across Moldova, Azerbaijan, and Belarus.

In partnership with the Safer Roads Foundation, we have completed two infrastructure projects in Bishkek and Dushanbe which are already having a massive impact, and we are looking forward to seeing more completed next year.

We have continued to work with Shell and Eni in Kazakhstan, and FedEx Express Europe in Ukraine, as well as working with the European Bank for Reconstruction and Development (EBRD) across a number of areas from post-crash response to road safety engineering, and gender-sensitive transport planning.

This year we also welcomed the National Automobile Club of Uzbekistan (NACU) as an official EASST partner, and Dr Soames Job and Darren Lindsey to our Board of Trustees.

Looking forward to next year, we are excited to continue this spirit of cooperation. In particular, we are looking forward to partnering with the Ministry of Economy and Sustainable Development of Georgia and the International School of Economics at Tbilisi State University (ISET) to host the Regional Eastern Partnership Road Safety Observatory (EaPRSO) funded by the European Commission—DG NEAR, under the umbrella of the World Bank support to the Eastern Partnership Transport Panel (EaP).

This is an exciting development for EASST and I am looking forward to the many opportunities it will bring to further achieve our goal to improve road safety in the region.

LORD WHITTY
Chair of EASST
A new Decade of Action for Road Safety

This year has marked the beginning of the UN Decade of Action for Road Safety 2021-2030.

In October we saw the launch of the new Global Plan for Road Safety setting out a comprehensive strategy for reducing the number of road casualties globally by 50% by 2030.

The Global Plan has been developed by the World Health Organisation and the United Nations Regional Commissions, in cooperation with partners in the United Nations Road Safety Collaboration and other stakeholders, as a guiding document to support the implementation of the Decade of Action 2021–2030. It emphasises a shared responsibility for road safety by calling on governments, civil society, the private sector, funders, and UN agencies to implement an integrated safe system approach.

EASST is particularly pleased to see capacity development and gender as core elements of the Plan. EASST is founded on the principle that road safety expertise should be homegrown. Governments and other key stakeholders, particularly in low- and middle-income countries, should be supported in developing Safe Systems relevant to the local conditions. We look forward to supporting this and other aspects of the Plan over the next decade.

Many of our EASST partners marked the launch of the Global Plan by organising meetings with decision makers in their countries to introduce the Plan, explain its core components, and remind governments of their obligations to ensure it is implemented. Already, we have seen a Presidential Decree in Kyrgyzstan which uses the Plan to set out the country’s national road safety agenda for the next decade.

The Global Plan is a starting point for all stakeholders for the next decade. The more our partners learn about the Plan and their responsibility for achieving the objectives of the Decade, the more results can be achieved. Our daily work in this area is our contribution to the achievement of the Global Plan. The Plan will help us promote road safety in Kyrgyzstan, and remind our partners of the commitments we have made as a nation. I would like to see purposeful activities of stakeholders and look forward to seeing the results of our joint activities to improve road safety locally and globally.

Public Association ‘Road Safety’ Kyrgyzstan
Advocating #Love30 for Safer School Zones

In May we marked the 6th UN Global Road Safety Week by joining global calls for 30km/h speed limits to be the new norm for cities, towns and villages in the EASST region.

For EASST, Road Safety Week also marked the beginning of a new project supported by the FIA Foundation’s Advocacy Hub involving our partner network. Together we are working towards the reduction of speed limits to 30km/h around schools and on routes to school across nine partner countries.

The average speed limit around schools in our region is 40km/h, and even this is frequently exceeded due to low levels of enforcement, high tolerance limits for speeding, and a lack of speed management infrastructure.

We worked with our EASST partners to conduct a region-wide survey of local communities to establish a baseline at the start of the Decade of Action on what the public feel about speeding and lowering speed limits on local urban roads, including around schools.

Analysis of the results found that 80% of those surveyed believe that speed limits around school zones should be 30km/h or lower. However, less than 50% would support making 30km/h the new normal in all urban areas.

By focusing on schools, where there is clear public support for lower speeds, we will be able to make tangible changes and, crucially, use our experience to build a strong evidence base for countering the myths around low-speed areas more generally.

Our partners’ projects are seeking to raise awareness on a range of interrelated issues as they campaign for better enforcement, safer streets, cleaner air, an improved environment for walking and cycling, and improved infrastructure around schools. Across the region, they have been working with traffic police to identify high-risk schools in their cities and use global tools such as Star Ratings for Schools and the NACTO Designing Streets for Kids Guide to assess and advocate for improvements, including lower speeds.

With added support from the Global Alliance of NGOs for Road Safety’s Incubator Project we have been able to offer further support to our partners enabling them to organise high-level roundtable meetings promoting the benefits of 30km/h speed limits; encouraging decision makers to support and endorse the safer streets for life message; national media appearances; special police patrols; public awareness events; training for road engineers, journalists, parents; and so much more.

To support the campaign, EASST produced a short animation calling on drivers to lower their speeds to 30km/h around school zones. Translated into 7 languages, our partners are using this video locally to raise awareness of the importance of 30km/h limits. Over the next decade we will continue to monitor public opinion on issues of speed, hopefully soon we will see more people supporting 30km/h speed limits as the new normal in urban areas.
National Road Safety Council NGO, Armenia

The new National Road Safety Action Plan includes a recommendation to implement 30km/h speed limits around all schools. Legislation will be introduced to parliament in 2022.

National Automobile Club of Azerbaijan (AMAK)

Data mapping of Baku has identified five high-risk schools. Each one has been assessed using Star Ratings for Schools. AMAK are in discussions with the Baku Transport Agency to encourage them to implement improvements.

Belarusian Auto Moto Touring Club (BKA)

BKA has conducted training in road safety engineering, based on NACTO guidelines, at the Belarusian National Technical University. They have assessed two high-risk schools and are preparing recommendations for improvement.

Partnership for Road Safety, Georgia

The municipalities of Tbilisi and Zugdidi have reduced speeds to 30km/h and improved speed management infrastructure around 35 schools. Policy reports with recommendations for city and nationwide 30km/h limits have been presented to Tbilisi City Hall and the Parliament of Georgia.

Automobile Club of Moldova (ACM)

Compulsory 30km/h speed limits around schools and on urban streets where pedestrians and cyclists frequently mix with motorised traffic is being written into the new National Road Safety Strategy which will be recommended to Parliament in the New Year.

Public Association ‘Road Safety’, Kyrgyzstan

Two high risk schools have been identified and assessed in Bishkek. Recommendations passed to the city authorities have been approved with plans to implement improvements in early 2022.
As part of our work with the FIA Foundation, EASST has developed a Toolkit to assist EASST partners in identifying, assessing, and reporting on school zone safety. The document is designed to help them evaluate the immediate area around schools – to assess the key risks and consider interventions that could be made to improve safety for vulnerable and young road users. It signposts partners to additional resources such as iRAP Star Rating for Schools, NACTO ‘Designing Streets for Kids’, and the Child Health Initiative ‘Traffic Conflict Technique’ toolkit.

The toolkit is helping EASST partners to select priority schools and work through a series of structured topics and questions (including issues such as speed management, parking, and infrastructure to name but a few) to produce a standardised written report on the current safety around an individual school to help identify areas for improvement and develop recommendations.
Delivering road safety engineering e-learning

Throughout the year, we have worked with the European Bank for Reconstruction and Development and Asian Development Bank to deliver Road Safety Engineering training in Azerbaijan, Belarus, Serbia, and Uzbekistan.

Road designers, planners, engineers, investors, and other relevant individuals have a huge role to play in reducing road casualties. They can influence the design of roads to make them safer, which includes donor funded road projects. The aim of the training was to raise awareness of this role and provide a better understanding to designers of road safety engineering principles that can be implemented while working within national level technical road standards.

In each case, the training sessions included key elements of the EBRD’s Road Safety Engineering E-learning course with topics ranging from crash causation, intersection safety, accessibility and vulnerable road users, and climate resilience. Sessions were carried out interactively, with Q&A opportunities and discussions where participants could raise issues of specific concern locally.

Following the training in Azerbaijan, our EASST partners, the National Automobile Club of Azerbaijan (AMAK) met with representatives of the Baku Technical University and University of Architecture and Construction, who agreed to include Azerbaijani translated materials into their course curriculums – enabling many more road planning and engineering students to benefit from the training in years to come.

“Organisation of these webinars and training is practically vital and important for us. Because they help our experts to get to know international best practices and new approaches. I think it is very important to continue organising such training in the future.”

“With the help of this training, students have opportunities to enhance their knowledge on their specialty, learn new up-to-date knowledge and information in the field. Moreover, this training expanded the source of references for us. We would like such training to be organised regularly.”

Participants from Azerbaijan
In Ukraine, with the support of grants from FedEx Express Europe, Kier Group and the Kier Foundation, we have been working with Impact NGO, to turn used high visibility PPE into mascots or tags for school bags and children’s coats to promote visibility and safety on the roads on dark winter evenings.

Kier Group donated hundreds of items of surplus hi-visibility PPE that was in good condition but no longer needed by their staff. This was shipped to Lviv in Ukraine to be upcycled.

Lady Di Atelier in Lviv was commissioned to design and produce the tags for children. Lady Di Atelier is an inclusive organisation that provides employment for women with disabilities and creates items for sale to fund art therapy sessions for disabled children. Their team created three fun designs and produced over 2000 road safety items.

“We are delighted that the reflective items turned out so well. And it is even more gratifying that this project gave work to the employees of our social studio, women with disabilities. All of them have a permanent job, receive a salary and, most importantly, feel needed.” Yaryna Yanchak, Lady Di Atelier

Since the tags were produced in the summer, Impact NGO have been working with local kindergartens and distributing them to children along with age-appropriate road safety information ready for the winter evenings.

The Impact team also joined St Nicholas when he brought his traditional gifts to classrooms before Christmas. St Nicholas’s bag was filled with high visibility gifts which were given to the children along with road safety information.

“Projects like this – arming young children with a reflective item to wear during dark roadside journeys – seem so simple on the face of it but shouldn’t be underestimated in terms of their lifesaving potential. It’s important that these activities continue to be made possible in communities and that road safety education continues to reach our most vulnerable young pedestrians.”

Rock Sherman, Vice President Road Network Europe, FedEx Express

“Kier are grateful for the opportunity to work with EASST and the social enterprise to help support child road safety in the Ukraine. Social sustainability is at the core of Kier objectives and projects such as this allow Kier’s long-term working partnership with EASST to grow as well as supporting others in a positive way.”

Jamie Edmonds, Senior Sustainability & Environmental Manager
Promoting Road Safety Education in Armenia

With schools either closed or not allowing external visitors, delivering road safety education over the last couple of years has been a challenge. This year National Road Safety Council NGO Armenia (NRSC) partnered with the European Investment Bank and Ogilvy Social Labs to successfully launch an age-appropriate online road safety course based on our EASST Road Safety Education Pack that meets the needs of schools, teachers, and children.

The Ministry of Education was keen to engage in this low-cost approach and made it compulsory for all schools to participate in the programme during May 2021.

The major launch and focus of the project took place from May 3 to 10. During this time, over 150,000 children completed the modules and quizzes for their age range and over 2000 teachers and nearly every school in Armenia received online teacher training. As many of the sessions were completed at home, there was significant evidence of parents also engaging with the sessions.

There was also wide social media coverage around the project with the Facebook activity during the implementation of the project (which lasted 3.5 months) securing over 19 million impressions. It has been featured by Meta (parent company of Facebook) as a case study on their company website.

Road safety training for couriers that use Glovo in Tbilisi

Delivery services are expanding worldwide, due to economic viability and COVID-19 pandemic. With expansion of delivery services, the use of motorcycles and mopeds is increasing significantly. Riders often form part of the so-called ‘gig economy’ – contracted on an ‘on demand’ basis.

While this model has its benefits, it often means that riders do not have the same assurances and training when it comes to road safety. Motorcycle users are also amongst the most vulnerable of all road users and 27 times more likely to die in a traffic crash than occupants of passenger vehicles. At the same time, one in three road traffic accidents occur when people are driving for work purposes.

EASST and Partnership for Road Safety Georgia have teamed up with tech-first delivery company, Glovo, which is currently operating in over 20 countries worldwide – including 7 EASST partner countries. We are working to support their Courier Pledge to establish better safety regulations and ensure social rights for couriers.

This has included the delivery of 10 road safety workshops reaching 300 couriers that use Glovo in Tbilisi. The pilot programme will focus on both road awareness and improving the practical knowledge of motorcycle and moped riders.
In Dushanbe, the underpass by the zoo and state university is the only way pedestrians are able to get to these destinations without crossing the busy eight-lane highway above. However, till now, the underpass has been rarely used, and was closed off at night for security reasons. Over the last 5 years the traffic police have recorded 5 pedestrian fatalities and 22 serious injuries as a result of pedestrian-vehicle collisions on the road above.

During a visit to Dushanbe in 2018, this underpass came to the attention of EASST and the Safer Roads Foundation. Together we committed to doing something about it. In May this year, with local support from Young Generation of Tajikistan and the Dushanbe Mayor’s Office, we were delighted to see the newly renovated underpass unveiled.

Renovations carried out by local company iDesign have included: improved lighting, improved flooring, walls & ceiling, new pedestrian signage, the installation of CCTV cameras, and new disabled access ramps.

An agreement with Dushanbe authorities has committed them to ensuring the underpass is monitored and cleaned regularly so that it remains inviting for pedestrians.

Already many more people are using it including university students, women, families, and people with disabilities. As we continue to collect data, we hope it will lead to a significant reduction in pedestrian casualties around the zoo.
Based on pedestrian casualty data collected as part of our 2018 project ‘Pedestrian Safety in Bishkek’s Smart City Complex’, EASST and PA ‘Road Safety’ identified the intersection at Ryskulowa-Molodyaya Guardia as a particular cause for concern, accounting for 11 pedestrian collisions within 2 years with 12 people being injured, including 4 children.

The site was inspected by our EASST Expertise engineer Tolga Imamoglu who presented a set of recommendations to the Mayor’s Office and the Infrastructure Department of the Republican Traffic Police, on how the road could be made safer for pedestrians and other vulnerable road users.

Working closely with the Safer Roads Foundation, local contractors, and local authorities these recommendations were developed into a viable design that met both local standards and international best practice.

After some delays caused by the Covid-19 pandemic, in 2021, work has been completed on Ryskulowa-Molodyaya Guardia. This included a set of modern LED pedestrian signals with countdown indicators being installed, dropped curbs for accessibility, re-painted zebras using thermoplastic paint as well as high-visibility reflective road signs including ‘Pedestrian Crossing Ahead’ and ‘Pedestrian Crossing’ warning plaques for drivers.

Our aim is that this crossing will serve as an example of best practice for the rest of the city. We will continue to monitor the crossing but hope to see a significant reduction in pedestrian collisions and casualties over the next year as we look to improve more dangerous crossings in Bishkek.
In May, the EBRD, with support from UK Aid through the World Bank’s Global Road Safety Facility (GRSF), launched a new training toolkit to enhance the effectiveness of post-crash emergency medical and rescue operations. The toolkit was developed for the EBRD through a partnership of EASST Expertise, FIRE AID, SharedAim, and the George Institute for Global Health UK, on the basis of capacity reviews carried out in four countries: Kyrgyzstan, Tajikistan, Lebanon and Egypt. These reviews found that – despite pronounced differences in circumstances – common improvements were needed across all four countries.

The toolkit targets basic principles in effective post-crash response, and includes six easy-to-follow video animations covering the key stages of the post-crash response lifecycle. It has been designed as a helpful resource for joint planning, to assist all stakeholders in the management of post-crash response to save lives and improve outcomes for survivors. It covers basic best practice around strategic planning and investment, good coordination, communication, equipment and training.

The toolkit was presented at a series of high-level meetings hosted by the EBRD and local partners in Tajikistan, Kyrgyzstan, and Lebanon where key stakeholders including representatives from the Ministries of Internal Affairs, Ministries of Transport, Ministries of Health, and other relevant agencies discussed post-crash vehicle collision response systems – beginning from the point of the vehicle collision, taking in the full lifecycle of immediate post-crash response, emergency medical care, trauma care and victim rehabilitation.

We have also continued to support improvements in essential equipment for post-crash response. Building upon FIRE AID and EASST’s 2019 project, which was supported by FedEx Express Europe, in November, we supported FIRE AID to deliver its first donation of fire and rescue equipment in two years – and it was the biggest yet.

A convoy of six fire appliances and a lorry carrying over 2,000 sets of personal protective equipment (PPE) and seven road traffic extrication sets were sent to Zhytomyr and Poltava in Ukraine. The donation and training brought together 15 different organisations from across the UK and Ukraine, including EASST and our local partner, Impact NGO.

The team arrived in Ukraine three days after leaving the UK and took part in three days of familiarisation training with the Ukrainian fire services to ensure they are confident in handling the donated equipment. The team trained a total of 50 fire fighters in road traffic response, as well as using ladders and pumps.
Promoting active travel for more sustainable cities

This year, with the support of the Federation Internationale de l’Automobile (FIA) Road Safety Grant Programme we have been working with our partners in Tajikistan and Uzbekistan to mobilise young people to call on authorities in Dushanbe and Tashkent to promote walking and cycling as an official policy, considering issues around road safety, health, the environment, and sustainable urban development.

The project has included empowering young people through awareness and capacity building to ensure their meaningful participation in project implementation and to support them as future advocates for road safety and sustainable mobility.

The project has included: the publication of a policy report based on youth consultations, data analysis, and legislative reviews; feasibility studies on introducing safe cycle infrastructure in each city; a campaign promoting non-motorised transport as a viable everyday alternative to car travel; raising awareness on cycle safety; and finally, a Policy Dialogue in each country to engage decision makers in the benefits of investing in active mobility.

In each country, young people were engaged to lead project activities including conducting research, delivering training, and participating in high-level meetings.

Young people were also the target of consultations in the form of surveys and focus groups to better understand their perceptions of road safety and active mobility.

With the support of Dr. Carl Smith of the University of Arkansas and his students, we also conducted a series of art workshops with young people in Dushanbe and Tashkent to better understand their lived experiences as road users, the barriers they face (including the struggle with gender norms), and how they envision the future landscape of their cities. As a separate side project, students in Arkansas even began working collaboratively with young people in Dushanbe to put together a project for their own on how they viewed the future of the city.

In Dushanbe, the project has resulted in the local authorities pushing forward with plans to introduce safe cycle infrastructure with the support of EASST and the Young Generation of Tajikistan (YGT). We will be exploring this opportunity more in 2022.

In Tashkent, the project has garnered a lot of media attention putting active mobility firmly on the agenda of local authorities. The Policy Dialogue meeting on 19 November led to the issuance of a joint statement by EASST partners, the National Automobile Club of Uzbekistan (NACU) and local campaigners to the Ministry of Transport, Ministry of Internal Affairs, the media, and others calling for improved infrastructure standards and greater attention on active travel in line with recommendations set out in the Global Plan for the UN Decade of Action.
Gender-sensitive transport planning in rural Tajikistan

In March, we shared the results of our Transport Needs Assessment: to demonstrate how the relationship between women and transport in rural Tajikistan can impact on their ability to pursue economic opportunities and present an evidence-base for gender-sensitive transport planning through stakeholder engagement.

The project is a continuation of our technical cooperation assignment with the European Bank for Reconstruction and Development (EBRD), working with the Young Generation of Tajikistan (YGT), FIRE AID, and the National Technical University of Athens (NTUA). For further background, see our 2020 EASST Annual Report.

The survey found very high rates of unemployment, especially among women (81%). 70% of all adults considered their transportation as difficult or very difficult, with most stating that it is difficult or impossible to travel for any reason during the winter period. Almost everyone surveyed (96-98%) said their transport needs for work were unmet.

When they do travel, the usual mode of transport for villagers is walking (for short distances) and informal taxis/marshrutkis (for longer distances) due to the lack of public transport and the low private car ownership rates. None of the women surveyed were drivers. They rely almost entirely on male-driven taxi services, which present their own set of issues in terms of availability and security.

It was clear from our survey that transport choices and economic opportunity are closely linked in the villages along the Obigarm-Nurobod road development. We have been exploring ways in which these issues might be addressed, including the possibility of improving public transport links, and supporting local women in the pursuit of employment opportunities which do not require frequent transport to markets or outside workplaces (e.g., small scale manufacturing or crafts).

We will draw on lessons learnt through the project as part of a national workshop in partnership with the Ministry of Transport and other stakeholders early next year.

In almost every country of the world, women’s transport needs are frequently overlooked when it comes to transport planning - particularly in rural areas. It is our hope this project will demonstrate how listening to women’s local transport needs is vital for road infrastructure developments everywhere and show that it can have a real impact on social and economic development too.
Creating an inclusive public transport environment

Since 2016 we have been working with the Automobile Club of Moldova (ACM), the Belarusian Auto Moto Touring Club (BKA), and the National Automobile Club of Azerbaijan (AMAK) to better understand the needs and problems faced by people with disabilities in these countries as drivers, pedestrians, and public transport users with the aim of learning how to address such issues proactively.

We surveyed each country and found that in addition to issues of infrastructure, overt discrimination by public transport drivers and the disrespect of other public transport users were cited amongst the main reasons people with disabilities avoid traveling.

To address these problems, this year we have been supported by the Federation Internationale de l’Automobile (FIA) Sustainable Mobility Programme to develop a Disability Awareness Training course aimed at public transport managers and senior drivers in low- and middle-income countries, which was piloted by our partners in collaboration with local disability groups in all three countries.

A critical aspect of the project has been the involvement of local people with disabilities who have shared their experiences of using bus and trolleybus services and how they think things can be improved. In addition to piloting the training course, our partners in Azerbaijan, Belarus and Moldova have brought together disabled people’s organisations and local transport companies in dialogue to discuss what measures can be made to improve the public transport environment.

The course itself has built on these experiences to offer practical guidance on how to better understand and support passengers with different types of disabilities, emphasising the importance of stakeholder consultations, as well as explaining how an inclusive public transport strategy can boost business.

The course materials and guidance notes for trainers are available to download from the EASST Academy website. And, in early 2022 we will be launching an adapted version of the course which can be taken online.
Implementing a Safer System in West Kazakhstan

This year, we have continued our work with Shell and Eni in the West Kazakhstan Region to support the implementation of their 5-year road safety action plan to reduce road casualties by 25% and child mortality by 50% by 2025.

Building on previous work, we have been working to build the capacity of young people and NGOs in order to strengthen local advocacy efforts for safer roads. We have delivered seminars and workshops centred on the global road safety goals and how road safety links to other areas such as climate change and sustainable urban development. We have worked with local NGOs to conduct research into disability, mobility, and road risk in the region with a view to making urban planning more inclusive.

We have continued to support local authorities and engineers to train in and carry out road safety audits at high-risk crossroads in Aksai and Uralsk as well as conducting Train the Trainer training sessions on safe routes to school using the iRAP Star Rating for Schools App. Based on data collected and road assessments, local authorities have agreed to reconstruct at least two pedestrian crossings and two dangerous intersections in Uralsk.

This year, the project is also looking at issues around post-crash response. We are conducting a needs assessment and capacity review to better understand the local context and will be delivering training around how local emergency services can improve their response using the EBRD Post-Crash Response Toolkit we helped to develop.

The project will conclude next year with a strategic roundtable meeting in the capital, Nur-Sultan, with the aim of raising awareness of our work at the State level and sharing our model across the country.
EASST PARTNERS

ALBANIA
Automobile Club Albania (ACA)

ARMENIA
National Road Safety Council NGO

AZERBAIJAN
National Automobile Club of Azerbaijan (AMAK)
HAYAT NGO

BELARUS
Belarusian Auto Moto Touring Club (BKA)

GEORGIA
Partnership for Road Safety (PfRS)

GREECE
Make Roads Safe Hellas

KAZAKHSTAN
Urban Forum Kazakhstan

KYRGYZSTAN
Public Association ‘Road Safety’

LATVIA
Latvian Auto-Moto Society (LAMB)

MOLDOVA
Automobile Club of Moldova (ACM)
Protect MD Foundation

MONGOLIA
Global Shapers Ulaanbaatar Hub

RUSSIA
Road Safety Russia NGO

TAJIKISTAN
Young Generation of Tajikistan (YGT)

UKRAINE
Road Safety Support Foundation (RSSF)
Impact NGO

UZBEKISTAN
National Automobile Club of Uzbekistan (NACU)

WE ARE GRATEFUL TO OUR FRIENDS & DONORS FOR THEIR SUPPORT

[Logos and icons of various partners and donors]
Financial Report

Despite the impact of the pandemic, our consolidated annual accounts for 2020 (available in more detail on the Charity Commission website) show a reasonable year. We ended 2020 with a strong balance sheet and a good level of reserves. This put us in a good position for 2021 which has been a more challenging financial year as the impact of the pandemic and other funding changes have been felt more widely. The consolidated financial report for 2021 will be published later in 2022.

Statement of financial activities

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Breakdown of expenditure by area of work

- 60% Capacity building
- 15% Donations programme
- 12% Post-crash response (FIRE AID)
- 12% Road safety projects
- 2% Support costs
Looking to the future

There is a global determination that the new road safety Decade of Action launched in 2021 achieves its ambitious targets of halving road death and injury by 2030. EASST and our partners will continue our work across all pillars of the new UN Decade to achieve these goals. Many of our EASST partners are FIA Clubs, and our collaboration with the FIA in support of their many road safety and safe mobility programmes will certainly be part of these efforts.

In addition to our EASST network, we will continue our strong contribution to the work of other global partnerships and initiatives, including the UN Global Road Safety Collaboration, Global Alliance of NGOs for Road Safety, CAREC Road Safety Strategy, International Transport Forum (ITF), International Road Federation (IRF) and International Road Transport Union (IRU). We will also be working with the UN Road Safety Fund to make the best use of their resources to promote global road safety.

The new UN Resolution declaring the Decade of Action calls upon the World Health Organisation to leverage the efforts of regional road safety observatories to harmonize and make road safety data available and comparable. EASST will now play a direct role in these efforts as a key partner in the Technical Secretariat of a new road safety observatory for Eastern Europe.

At the Eastern Partnership Transport Ministerial Meeting, on 6 June 2019 in Luxemburg, the six Eastern Partnership countries bordering the European Union endorsed a joint declaration announcing their intention to work together towards the establishment of a Regional Eastern Partnership Road Safety Observatory (EaPRSO). The European Commission (DG NEAR and DG MOVE), jointly with the World Bank, are supporting this regional observatory.

The Ministry of Economy and Sustainable Development of the Republic of Georgia submitted a bid to host this new Observatory working with a consortium of the International School of Economics at Tbilisi State University (ISET) and EASST. This bid was successful. Beginning in 2022 ISET and EASST will begin work.

The new EaPRSO will work closely with the governments of Armenia, Azerbaijan, Georgia, Moldova and Ukraine to improve road safety data and delivery.

EASST and our partners in the region are looking forward to this tremendous opportunity to improve road safety data and delivery. As we have seen in our work, good data underpins effective policy and smart decision-making. The new Observatory will build partnerships with key stakeholders across these EASST partner countries. Our input will ensure that civil society is involved and that data is publicly available.

We look forward to our next report, when we can show the first results of this exciting new development!

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UK charity registration number 1133552.