

The background of the entire page is a photograph of several children's hands holding up white speed limit signs. The signs are circular with a red border and the number '30' in the center. Some signs also have 'KM/H' written below the number. The children's hands are visible at the edges of the signs, and the signs are held up in a way that they overlap each other.

east

2024

Annual Report

EASST (Eastern Alliance for Safe and Sustainable Transport)

Charity number: 1133552. CIO number: 1205232.

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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.

Unless otherwise stated photographs are credited to EASST and EASST partners as listed on page 20.

Introduction

It has been an especially busy and successful year for EASST. We have expanded our network to welcome the Bosnia and Herzegovina Automobile Club (BIHAMK) as a new EASST partner, started several new multi-year projects, including beginning work on the new Eastern Partnership Road Safety Observatory, continued to promote 30km/h school zones through our regional advocacy project supported by the FIA Foundation, and concluded our 5-year project to improve road safety in the West Kazakhstan Region. Throughout the year, we have also consolidated our transition from a Charitable Trust to a Charitable Incorporated Organisation (CIO).

This Annual Report will cover each of these areas (and more) in detail and celebrate some of the significant milestones and successes achieved by our NGO partners this year.

Some notable mentions include: the Automobile Club of Moldova (ACM), which has worked with the National Government to develop an excellent and comprehensive new National Road Safety Strategy; Public Association 'Road Safety' in Kyrgyzstan, which has productively collaborated with the Republican Traffic Police to reduce speed limits at over 100 school zones and taken the first steps in the legislative process to making 30km/h the default speed around all schools; the Young Generation of Tajikistan (YGT) which has been working with EASST and the Ministry of Transport to increase seat belt use; and the National Automobile Club of Azerbaijan (AMAK) which took advantage of COP29 being hosted in Baku to raise awareness of road safety in the context of sustainable development and the climate agenda.

It was gratifying and exciting to meet in person in Tbilisi with our partners in April to begin planning for the Fourth Global Ministerial Conference on Road Safety, which will take place in Morocco in February 2025. This Conference will be a key moment for road safety advocacy and an important occasion to mobilise political will and wider stakeholder engagement. Our meeting therefore aimed to raise awareness of, and encourage meaningful engagement with, the Ministerial Conference from high level representatives across EASST's countries of operation. We hope that this will help us to maximise opportunities and set a strategy for following up on any outcomes that result from the Conference next February – including embedding road safety interventions into a Safe System approach and linking to the wider Sustainable Development Goals.

As we move towards the halfway point of the Second UN Decade of Action for Road Safety 2021-2030, we look forward to what the next five years will bring. We will continue to focus on evidence-based measures, build partnerships, and develop capacity to support our countries of operation to meet the global target to reduce road casualties by 50% by 2030.

LARRY SHERWIN
Chair of EASST

Safer Roads for Children

Children's road safety has always been a core focus for EASST. This year, we have continued our regional advocacy project to make the journey to and from school safer for every child.

With the support of the FIA Foundation Advocacy Hub, we have provided small, mentored grants to our partner NGOs across seven countries – Armenia, Azerbaijan, Georgia, Kyrgyzstan, Moldova, Mongolia, and Tajikistan – to advance for 30km/h speed limits around schools and implement school zone infrastructure improvements.

This year alone, we have seen speed limits reduced to 30km/h at over 200 schools across the region with approximately \$650,000

invested by Local Public Authorities to make this happen. 22 schools have undergone extensive safety assessments (many using the Star Rating for Schools App) with at least 16 schools installing further traffic calming measures (such as speed bumps and traffic signals) to support speed limit reductions.

Our partners have collectively organised at least 15 high-level roundtable meetings, involving over 200 decision makers, advocating for a 30km/h policy change. In addition, approximately 250 police inspectors, engineers, and local authority employees have been trained on implementing and enforcing 30km/h school zone policies.





Partner Highlight: Moldova



It has been an award-winning year for the Automobile Club of Moldova (ACM) who received the 2024 Vision Zero for Youth International Leadership Award and a Prince Michael International Road Safety Award in recognition of their successful advocacy campaign to reduce speed limits to 30km/h around schools and in other urban areas.

Throughout 2024, the ACM have continued to support local authorities in implementing this policy. Supported by EASST, the FIA Foundation, FIA and UNICEF Moldova, they have upgraded infrastructure at a number of schools across multiple localities. These

works have included narrowing carriageways, re-painting pedestrian crossings, installing bollards to prevent parking on crossings, installing reflective markings and road signs, and adding dropped kerbs for accessibility.

Each school zone has been assessed using the Star Rating for Schools App to demonstrate how modern infrastructure and the prioritisation of child pedestrians and vulnerable road users in street design can improve road user behaviour, support speed limit enforcement, and reduce road casualties.



Partner Highlight: Kyrgyzstan



This year, over 160 schools across Kyrgyzstan have seen speed limits reduced to 30km/h in an effort to improve children's road safety.

The widespread measures, which encompass all regions of the Kyrgyz Republic, were implemented on the recommendation of the Head of the Republican Traffic Police, Mr. Jenishbek Jorobekov, after he joined EASST's Regional Road Safety Summit in Tbilisi, Georgia in April.

School zone road safety was a core theme of this Summit, at which Mr. Jorobekov spoke of the need for more regulations related to road standards and speed management around Kyrgyz schools. On returning home, he held further meetings with EASST partner Public

Association 'Road Safety' (PARS) and set to immediate work piloting this expansive speed reduction programme.

With 23% of road crashes nationally involving children under the age of 16, the Traffic Police are keen to put in more permanent measures to protect their safety. They are now working with PARS to advocate for 30km/h school zones to be written into the country's road safety legislation. This is an important step forward for school zone road safety in Kyrgyzstan and, as we move forward, we will work with the police to demonstrate the important impact lower speed limits can have on reducing road casualties, especially when implemented alongside strong enforcement and in conjunction with traffic calming infrastructure.



Partner Highlight: Ukraine

In July, EASST was delighted to enable the launch of the Global Designing Cities Initiative's Global Street Design Guide and Designing Streets for Kids Guide in Ukrainian, supported by the European Bank for Reconstruction and Development (EBRD).

EASST worked in collaboration with Impact NGO and the Ukrainian Association of Road Safety Auditors to facilitate the translation of these Guides, which are now available to download on the Global Designing Cities Initiative (GDCI) website.

The Global Street Design Guide helps practitioners to redefine the role of streets in cities around the world. Created with the input of experts from 72 cities in 42 countries, the Guide offers technical details to inform street design that prioritises pedestrians, cyclists, and transit riders. The guidance in Designing Streets for Kids captures international best practices, strategies, programs, and policies that cities around the world have used to design spaces that enable children of all ages and abilities to utilise cities' most abundant asset – streets.



Partner Highlight: Georgia

In Georgia, there have been some significant steps forward to prioritise children's road safety as a result of the advocacy efforts of the Partnership for Road Safety (PfRS). 30km/h school zones are now an official recommendation within the National Road Safety Strategy, with an expectation put on all municipal authorities to implement safer school zones. Furthermore, in April, EASST and the FIA Foundation met with representatives of the Tbilisi Transport and Urban Development Agency to witness the impressive work being done in the city to improve road safety, particularly around school zones.

The meeting at Tbilisi City Hall included an introduction to the work of the 'Safe Way to School' Working Group, which is assessing and implementing improved road infrastructure

at schools across the city in which child pedestrians are prioritised. This has been a popular policy introduced by the incumbent Mayor in 2019 to improve mobility in the city. So far, the policy has seen dramatic transformations along key avenues including new bus lanes, cycle lanes, and upgraded pedestrian infrastructure. A number of dangerous and underused pedestrian bridges have been removed in favour of surface level signalised crossings, and speed limits have been reduced to 30km/h in dozens of school zones. PfRS are a key part of the Working Group and were actively involved in discussions around the content of the National Road Safety Strategy, ensuring all recommended measures follow international best practice and place children's safety at the core.



Partner Highlight: Mongolia



In May, EASST and the FIA Foundation travelled to Ulaanbaatar to attend the launch of the Asian Development Bank (ADB)-funded initiative aimed at improving transport services in the Ger areas of Ulaanbaatar and meet with local partners and key stakeholders to discuss improvements to road safety and traffic congestion around schools.

Road safety is a particular issue in the Ger areas, where poor road infrastructure increases the risk of crashes, especially for pedestrians and public transport users. Traffic congestion is also a problem around school zones where there is a lack of parking infrastructure and parents are forced to drop their children off on the roadside.

To address these issues - and in collaboration with the ADB - EASST and FIA Foundation

have been working with local partner NGOs, Global Shapers Ulaanbaatar Hub and GerHub, to promote road safety in school zones and in key corridors to effectively utilise schools as an engagement platform to improve road safety. GerHub has worked with the road police department, school communities, and local residents to co-design infrastructure solutions at two high-risk schools along the Chingeltei Corridor. As a result, two new zebra crossings were added and a Kiss and Ride Zone was established to solve issues of parking. Looking ahead, they will begin implementing a community engagement plan to raise awareness and promote positive road user behaviour through workshops and collaboration with the school administration and road police in the community.

Safe Walking and Cycling

Globally, over a third of road casualties involve pedestrians and cyclists and in some EASST countries of operation, vulnerable road users account for over 50% of fatalities. Furthermore, according to the WHO Global Status Report on Road Safety (2023), the number of pedestrian and cyclist deaths is increasing.

Promoting safe active travel is therefore a key priority for EASST. Not only is it essential

for protecting vulnerable road users, but it is also key to supporting the transition to more sustainable modes of everyday transport and reducing car dependency - which in turn leads to safer streets by reducing exposure risk. Promoting safe active mobility also contributes as an important enabler for several of the Sustainable Development Goals.



Partner Highlight: Uzbekistan

In an effort to enhance road safety on the streets of Samarkand, Uzbekistan, a new pilot training program for bike couriers was launched in May at the FIA Extraordinary General Meeting, which was being hosted in the city.

EASST joined with local partners the National Federation of Autosport and Karting of Uzbekistan (NAFKU) and the FIA to provide road safety training to bike couriers from Uzum, a local delivery company. The training focused on promoting helmet use to protect riders and reduce head injuries as part of the FIA's helmet-wearing programme as well as aiming

to give courier riders the skills and strategies needed to navigate city streets safely.

Cycling is increasing in Uzbekistan's cities both as a means of everyday transport and for business. Like many places across the world, food and grocery delivery companies are also increasingly using bike couriers to by-pass traffic congestion and deliver quick and efficient services.

Over the next year, this work will be expanded to provide further training to food delivery companies in Uzbekistan.



Partner Highlight: Azerbaijan



This year, the United Nations' World Day of Remembrance for Road Traffic Victims (WDoR) fell within the same timeframe as COP29, which was hosted by the Government of Azerbaijan in Baku from 11-22 November.

The coinciding of these two events presented an ideal opportunity to promote the link between road safety, active mobility, and sustainable development to a wider global audience, and call for more attention to be placed on road safety as a sustainable development issue.

In September, therefore, with the support of the FIA Road Safety Grant Programme, we joined forces with the National Automobile Club of Azerbaijan (AMAK) and the Global Youth Coalition on Road Safety to organise a workshop for students of the ADA University in Baku looking at the links between road safety, youth, and the COP29 agenda.

During the half-day event, we explored a number of themes and issues around road

safety and its impact on youth. We also used the time to explore ideas for an impactful World Day of Remembrance commemoration event to be held in Baku alongside the COP29 meeting to raise further awareness of the issue and encourage more meaningful engagement in road safety at a global level.

As such, on Sunday 17 November, AMAK led a dedicated event at the Deniz Shopping Mall in Baku. Based on the World Day of Remembrance slogan 'Remember. Support. Act.,' the event included an Interactive Memorial Display on which shoppers and passersby were encouraged to write names of people they know or have known to be involved in road traffic crashes and stick them on a visual representation of a car to create a striking image of the impact of road crashes on people's lives. This was accompanied by workshop activities for children designed to engage them in road safety issues in a fun and age-appropriate way.



Partner Highlight: Tajikistan



As part of our FIA Road Safety Grant 'Reclaiming Space for Walking and Cycling' we have been working with Young Generation of Tajikistan (YGT) to build capacity and implement Tajikistan's first ever Tactical Urbanism pilot in the Rudaki district. This is an area about 30 minutes from Dushanbe with a large commuting population and high number of road casualties.

In April, YGT organised a Tactical Urbanism training seminar for road engineers and engineering students, as well as key road safety stakeholders from the Ministry of Transport and Traffic Police in Tajikistan. It covered an overview of road safety and active travel in Tajikistan as well as an introduction to the core principles of tactical urbanism projects and the benefits they can bring to local communities.

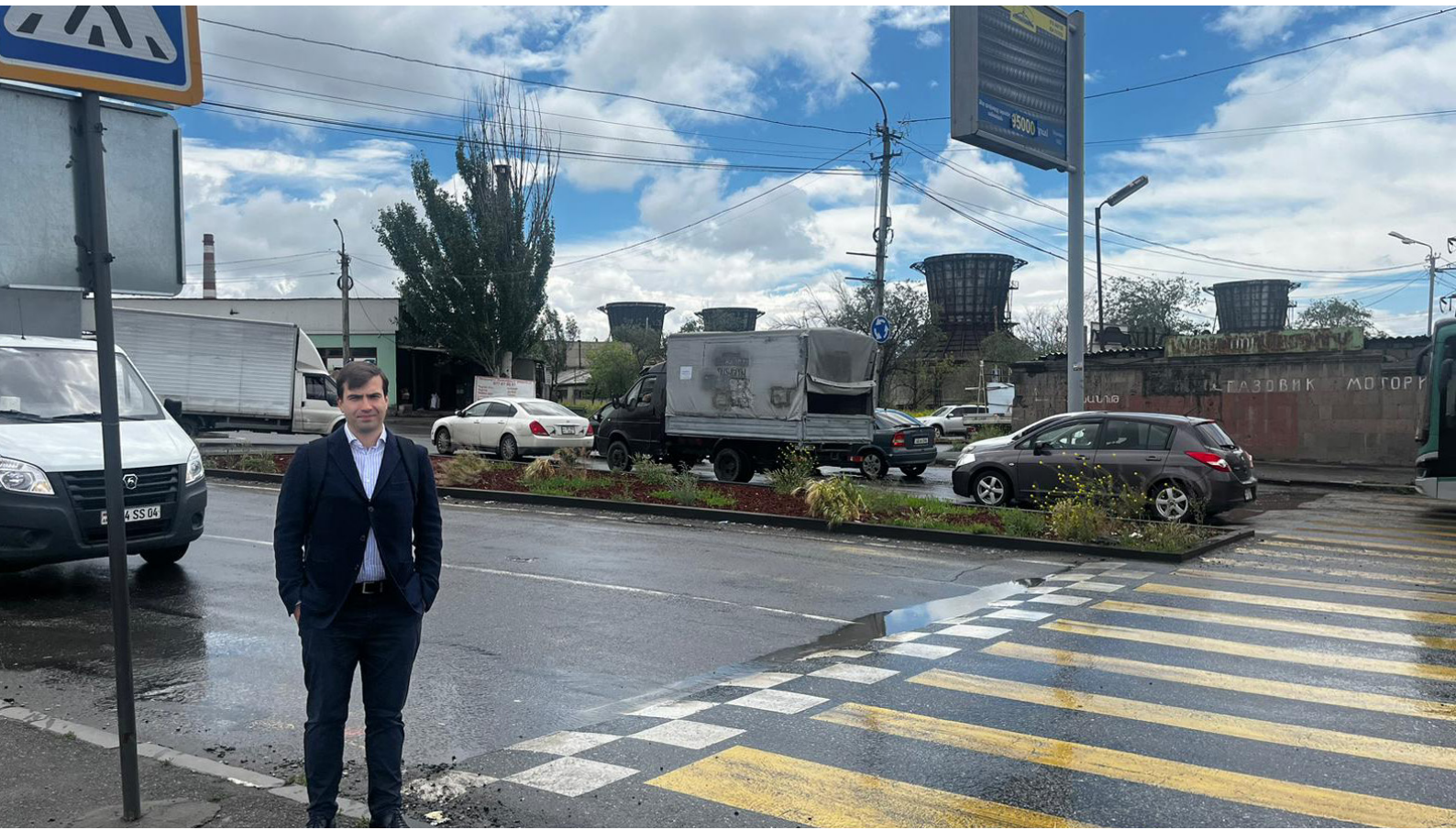
Professor Carl Smith from the Fay Jones School of Architecture and Design at the University of Arkansas, who supported the

design of our Tactical Urbanism intervention along with a local Tajik Urbanist and construction company, also gave examples of projects implemented in the USA and Latin America. These examples had a strong focus on community participation and embedding cultural features into the design: an element we are keen to replicate in our pilot project which will be implemented in early 2025.

In addition to this, we developed and published a user-friendly guide for city authorities and businesses in Tajikistan on how they can support active travel policies and initiatives within their institutions.



Partner Highlight: Armenia



As part of the EASST Step by Step: Safe Crossings Initiative, we have been working with our local partner National Road Safety Council NGO and the Safer Roads Foundation to upgrade infrastructure near the roundabout connecting the Artashat Highway with Arin Berd Street in Yerevan, Armenia.

Our project involved installing raised pedestrian crossings on each of the roundabout's approaches to slow traffic and provide a designated safe space for pedestrians to cross.

EASST visited the site in May as part of a mission to Armenia that involved meeting local stakeholders and presenting on road safety and sustainable infrastructure to the Board of Directors at the EBRD (European Bank for Reconstruction and Development) Annual Meeting.

As a member and Chair of the EBRD CSO Steering Committee, EASST is delighted to represent road safety and sustainable mobility as a critical development issue. This year alone we have contributed to consultations on the EBRD's Environment and Social Policy and EBRD's Approach to Civil Society.

Examples such as the Arin Berd roundabout in Yerevan demonstrate the tremendous benefits that can be gained from building sustainable infrastructure around the needs of all road users. Indeed, we were delighted to learn from the Republican Traffic Police that there have been no road casualties since the introduction of these measures at Arin Berd, and that the Police are now also looking actively at implementing similar measures at other dangerous sites in the city.

Eastern Partnership Road Safety Observatory



This year, we were delighted to officially commence work on the Eastern Partnership Road Safety Observatory (EaP RSO) along with ISET Policy Institute in Tbilisi, Georgia.

This important regional endeavour, which is funded by the European Commission and supported by the World Bank, is dedicated to contributing swiftly and efficiently to the global target of reducing road traffic death and injury by 50% by 2030 across the five Eastern Partnership (EaP) countries – Armenia, Azerbaijan, Georgia, Moldova and Ukraine.

The Observatory's primary focus is to enhance the capacity of member countries in data collection, reliability, and analysis, crucial for informing road safety policy development.

Decision making in road safety management is highly dependent upon road safety data. The use of reliable data to identify problems and target resources more effectively is a key element of the Safe System Approach to road safety and is vital to making roads safer for all users. Accurate and detailed road crash data helps stakeholders assess issues and solutions such as: analysing risk factors; pinpointing priority issues; formulating strategy and policy; setting targets; monitoring progress and

evaluating impact. Without long term data-led management of road safety there will not be a reduction in exposure to crash risk, injuries, or deaths.

As part of the Technical Secretariat, we have supported the development of a new website and social media channels. We have undertaken a number of missions to each member country to meet the national focal points, discuss training and capacity building needs, and begin the process of developing a database aligned to the European Union's Common Accident Data Set (CADaS) framework. While the Observatory will centralise some country-level data, its primary role is to catalyse the development or reinforcement of national road safety data collection, management, and analysis systems, encompassing key road risks beyond crashes.

We hope that our role will also bring new opportunities for EASST to work even more closely with the governments of member countries to improve road safety data and delivery, and ensure civil society organisations are fully involved in road safety implementation.





Safe & Inclusive Road Designs in Central Asia .

Improved road design standards across the Central Asia Regional Economic Cooperation (CAREC) countries is the goal of a new United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) project being implemented this year by EASST, iRAP and the International Road Federation (IRF).

Funded by the United Nations Road Safety Fund (UNRSF), the project focuses on three pilot countries – Kyrgyzstan, Tajikistan, and Uzbekistan – from within the CAREC region. Project activities officially kicked off in March with the team travelling to each of the pilot countries to meet with local partners and relevant government agencies to introduce the project and explore local needs in terms of road design and mobility.

Safe road infrastructure is an essential component of the Safe System approach and improving design standards are highlighted as a priority by both the Global Plan for the Decade of Action for Road Safety (2021-2030) and the CAREC Regional Road Safety Strategy (2017-2030).

Working in partnership with multilateral development banks and the relevant government entities of each pilot country, the project has involved reviewing national (GOST-SNiP) design standards and developing a set of recommended updates that include aspects of safe road design within the national standards.

The next phase of the project, which concludes next year, will involve integrating the results of the GOST-SNiP reviews and proposed updates into a draft regional standard for the whole CAREC region that aligns with the Global Road Safety Targets and international best practices for safe road design.

By including a focus on pedestrians, bicyclists and other vulnerable road users, the enhanced design standards created in this project will also support several complementary development objectives, including improved accessibility and inclusivity, promoting sustainable cities, low-carbon transport solutions, and good health and well-being.



Seat Belt Use in Tajikistan



Since April, EASST has been working with the Ministry of Transport of the Republic of Tajikistan and our local partner Young Generation of Tajikistan (YGT) to increase seat belt use across the country, supported by the World Bank.

Not using seat belts is a very high risk factor globally for road death and injury. The WHO estimates that wearing a seat belt reduces the risk of a fatality among front seat passengers by 40-50 per cent and among rear-seat passengers by 25-75 per cent.

However, initial results of our baseline surveys found that only 13.4% of all vehicle passengers in Tajikistan use seatbelts, with this figure falling to 1.3% in some regions. Increasing the use of seat belts could therefore have a major impact in Tajikistan, where road fatality rates are also high.

Our project, which will continue to run throughout 2025, includes conducting a detailed review of current legislation on seat belt use including the requirements to wear belts, penalties for non-use, and standards for the manufacture and installation of seat belts, and recommending improvements with a view to significantly increasing long-term use rates.

This review is being complemented by a 12-month national media campaign, which launched in October, to challenge common misconceptions and promote the benefits of seat belt use amongst the general public. So far, the campaign has had over 5 million impressions across TV, radio, social media, and billboards.

Over the next year, we will continue to monitor seat belt use across the country in addition to working with the local road police to improve education and awareness around using seat belts at all times, for every journey.

Building a Safe System in the West Kazakhstan Region

This year, our five-year project to improve road safety in the West Kazakhstan Region came to a close. Implemented in close partnership with the Akimat (regional government), and with support from Shell Kazakhstan and Eni, the impact of the project has been significant and puts the region on the right trajectory towards reducing road casualties.

The project began in 2019 with the development of a five-year regional road safety strategy with the aim of reducing road casualties by 25% by 2025. This strategy was the first of its kind in Kazakhstan and was based on an integrated Safe System approach, bringing together a range of stakeholders and focusing on 4 priority areas: safe roads, safe speed, safe road users, and safe vehicles.

Over the past five years, numerous initiatives have been implemented under the guidance of this strategy including: delivering over 500 master classes on road safety, reaching over 29,000 students in the region; training over 1300 police officers, engineers, instructors and drivers, fleet managers, teachers, NGOs, media representatives, youth, and civil society on road safety and their role in the safe system; involving over 10,000 participants in surveys and studies into pedestrian safety, speeding, and seat belt use; and publishing reports on disability and road risk, and post-crash response.

The project also involved conducting road safety audits at 27 high-risk intersections in Uralsk. Recommendations from these audits were then used in the transformation and reconstruction of thirteen intersections with the aim of reducing road crash risk: six of

these transformations were funded through the project with additional funds from the Safer Roads Foundation covering four more, and the city budget covering three. This work included the installation of raised pedestrian crossings, pedestrian traffic lights, and high-visibility road signs in addition to re-surfacing works and in some cases narrowing of the carriageway and corner turns.

As a result, significant reductions have been measured in the city in relation to the most serious consequences of road crashes, with police data showing a 55% reduction in pedestrian fatalities and a 38% reduction in the number of road fatalities.

In August, a conference was organised in Uralsk to showcase and celebrate these achievements, assess how road safety in the region has changed over the course of the project, and identify priorities for the future.

During the conference, the Deputy Akim emphasised that road safety had become an important priority for the region and that the project marked “a starting point for further development and improvement of road safety.”

As the West Kazakhstan Region moves into the next phase of its road safety journey, we hope to see the commitment it has made grow and see even more lives saved. The Region has demonstrated what is possible and proven the Safe System approach can have a significant impact when implemented holistically. We hope that this serves as an example to other regions, and with five more years of the UN Decade of Action for Road Safety and global goals to reduce road fatalities by 50% by 2030, much more can be accomplished.



Financial Report

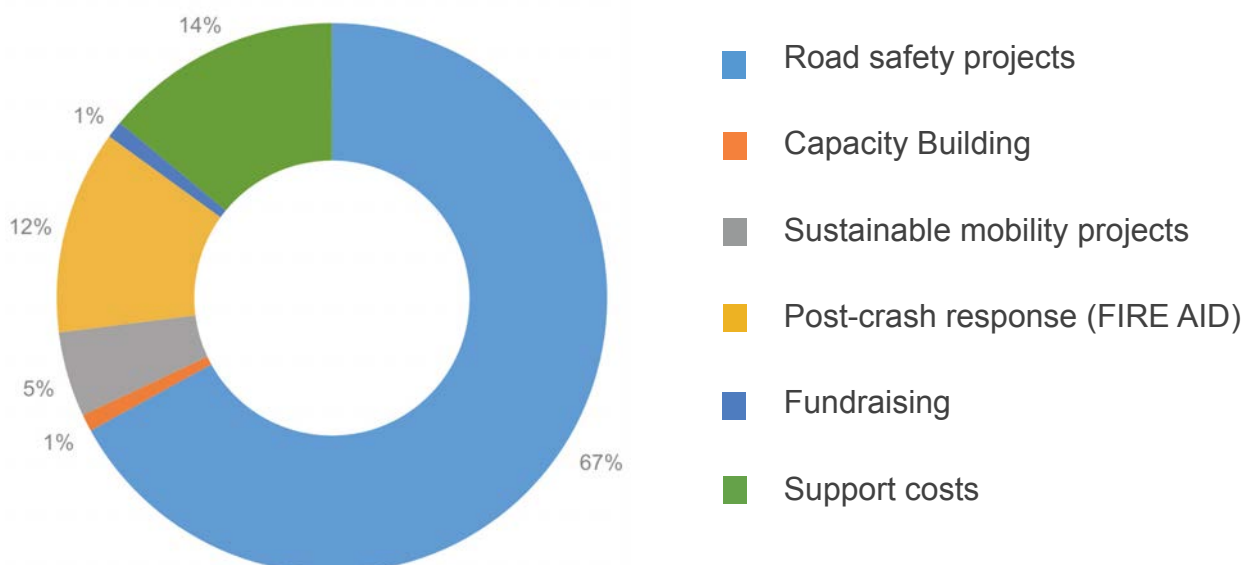
EASST experienced a transformative year in 2023, undergoing significant operational changes. A notable development was the conclusion of our direct support for FIRE AID. While EASST no longer carries out FIRE AID work on an operational basis, we are still involved as founding members and sit on the Board of Trustees, ensuring continuity and expertise in supporting global post-crash response. Another major milestone was beginning the transition of EASST's legal structure to a Charitable Incorporated Organisation (CIO). A key advantage of this change is that it gives EASST a separate legal identity distinct from its Trustees, widening the range of projects we can take on in line with our charitable objectives.

Our financial performance in 2023 highlights a year of stabilisation and progress. Income totalled £872k, representing a decrease of 12% compared to 2022. However, expenditure also decreased by 18%, partly a reflection of improved efficiency, and we recorded an overall surplus of £23k. Our unrestricted reserves, while slightly reduced to £537k, remain robust and above our target level. These reserves ensure our financial resilience and our ability to invest in the impactful work that lies ahead. Full financial details are available on the UK Charity Commission website.

Statement of financial activities

	RESTRICTED	UNRESTRICTED	TOTAL
FUNDS BROUGHT FORWARD 2022	£ 50,147	£ 577,559	£ 627,706
INCOME 2023	£566,641	£305,598	£ 872,239
EXPENDITURE 2023	£492,668	£357,008	£849,676
TOTAL FUNDS 2023	£113,327	£536,942	£650,269

Breakdown of expenditure by area of work



Looking forward

2025 will be a milestone year for the UN Decade of Action 2021-2030. The Fourth Global Ministerial Conference on Road Safety in February is an opportunity for countries to assess where they are at in terms of meeting national and international road safety targets, and will help set the agenda for the next five years. We will pull out all stops to support representatives from our countries of operation who are attending the Conference to make tangible, SMART commitments that will put them on the right path forward.

In May, we will mark the Eighth UN Global Road Safety Week. The theme will be Safe Walking and Cycling, which is a key priority for EASST, and we will support our partners in delivering effective advocacy campaigns to ensure the safety needs of every road user are included in active travel policy making.

We also look forward to continuing our partnership with ISET Policy Institute as part of the Technical Secretariat of the Eastern Partnership Road Safety Observatory. Having established a good foundation in 2024, we will begin to focus more on data analysis and

training to provide country focal points with the information and skills they need for effective road safety decision-making.

At a regional level, we hope to continue our collaboration with the FIA Foundation Advocacy Hub calling for safer school zones and lower speeds around schools. We will seek opportunities to build the strength and depth of our partner organisations to implement evidence-based advocacy projects and support further capacity building through the launch of our new Partners Knowledge Hub via our EASST Academy platform.

Finally, we will start preparing for the UN Decade of Sustainable Transport 2026-2035. Within our countries of operation, we will seek to raise awareness of road safety and sustainable transport as interconnected areas with mutual benefits not only in reducing road death and injury, but also as an enabler of many of the Sustainable Development Goals.



EMMA MACLENNAN
Director

EASST PARTNERS

ALBANIA

Automobile Club Albania (ACA)

ARMENIA

National Road Safety Council NGO

BOSNIA & HERZEGOVINA

Bosnia and Herzegovina Automobile Club (BI-HAMK)

AZERBAIJAN

National Automobile Club of Azerbaijan (AMAK)
HAYAT NGO

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

TAJIKISTAN

Young Generation of Tajikistan (YGT)

UKRAINE

Road Safety Support Foundation (RSSF)
Impact NGO

UZBEKISTAN

National Federation of Autosport and Karting
of Uzbekistan (NAFKU)

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EASST is a member of the UN Road Safety Collaboration and has consultative status with the Economic & Social Council of the United Nations enabling us to actively engage with ECOSOC and its subsidiary bodies.