<table>
<thead>
<tr>
<th><strong>2020</strong> AT A GLANCE</th>
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</thead>
<tbody>
<tr>
<td><strong>$ 2,735,268</strong> USD raised</td>
</tr>
<tr>
<td><strong>31,105</strong> helmets delivered to vulnerable children preventing brain injury</td>
</tr>
<tr>
<td><strong>31</strong> projects across <strong>7</strong> countries in <strong>26</strong> cities and provinces</td>
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<tr>
<td><strong>763</strong> road modifications installed in school zones to save lives</td>
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<tr>
<td><strong>6,623,184</strong> people served through our programs</td>
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<td><strong>59%</strong> increase in helmet use at new intervention sites</td>
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<tr>
<td><strong>27</strong> factories committed to improving workers’ safety</td>
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<tr>
<td><strong>415,624</strong> people participated in traffic safety education</td>
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<tr>
<td><strong>144,402</strong> students educated to use their roads confidently</td>
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<tr>
<td><strong>62,676</strong> women empowered to advocate for their rights</td>
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<tr>
<td><strong>2,720</strong> teachers equipped with safety tools and resources</td>
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<tr>
<td><strong>171</strong> schools and universities engaged in our programs</td>
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<tr>
<td><strong>763</strong> road modifications installed in school zones to save lives</td>
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<tr>
<td><strong>6,130</strong> factory workers trained with safety skills</td>
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<tr>
<td><strong>11</strong> policies influenced to transform lives</td>
</tr>
<tr>
<td><strong>3 MILLION</strong> people benefitted from road modifications per week</td>
</tr>
<tr>
<td><strong>435</strong> times featured in media</td>
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<tr>
<td><strong>14 MILLION</strong> people reached through billboards</td>
</tr>
<tr>
<td><strong>899,274</strong> public service announcements aired to raise awareness</td>
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Dear Friends,

It is with great pleasure that I introduce our 2020 Impact Report.

We have all spent the past year watching the world around us change and redefining what a new “normal” means in our daily lives. The pandemic taught us that if we don’t act decisively, the losses will be staggering. What many do not realize is that we have already been dealing with an equally deadly and devastating epidemic that has been quietly taking away so many innocent lives.

The road crash crisis has been neglected for far too long and treated in isolation. Addressing it is critical for both sustainable development and human rights. The United Nations has set an ambitious target of reducing deaths and injuries from road crashes under its Sustainable Development Goals. It will only be achievable, however, if we recognize that each person, each organization has a responsibility and role to play.

When joining efforts and taking rigorous action, we will see far greater benefits than just decreasing road fatalities. Lowering speeds, for example, will create more walkable, cyclable, and healthier cities in which our children can play, exercise, and breathe cleaner air.

As we work to create a world that future generations will inherit, the greatest gift we can give is a world of equality, accessibility, and inclusion. We owe this to them. They deserve to live life without limitations.

As you read on, you'll find that so much of our work is more than just improving road safety. It's about uplifting and connecting with people. Together, with your unwavering support, we have come so far and accomplished so much, and we will continue until all individuals are ensured the right to move safely in their community.

Sincerely,

Mirjam Sidik
CEO
THE GLOBAL ROAD CRISIS

Road crashes still represent one of the top ten leading causes of death. We lose more than 1.35 million lives each year and up to 50 million are injured. That is a loved one lost every twenty-four seconds.

This silent epidemic affects everything:

- **More people are living in poverty.**
  Low and middle-income countries account for 93% of traffic deaths in the world slowing down the development of these countries.

- **We are losing our next generation.**
  Children and young adults aged 5-29 are more likely to die from a traffic crash before any other cause of death.

- **Vulnerable populations are at risk.**
  People with disabilities, women and children, cyclists and pedestrians face far greater risks while traveling on roads.
We are more susceptible to health risks.
A lack of infrastructure or reliable public transport to encourage physical activities like walking or cycling affects our health making us more susceptible to noncommunicable diseases.

Gender equality and women’s rights are threatened.
Women represent the largest population using public transport, yet face challenges limiting their mobility and accessibility to be active members in their community.

We are consuming toxic air and compromising our health.
More vehicles on streets mean more carbon emissions and lower air quality. Motorized traffic is a major source of pollution, which contributes to the seven million people who die each year from air pollution.

Climate change affects our safety while traveling.
Extreme weather caused by climate change negatively impacts road infrastructure and our safety.

A setback in economic growth is a financial burden for families.
Traffic crashes cost countries anywhere from 3-6% of their GDP running into billions of dollars lost in medical expenses, loss of income, and a burden on our health, insurance, and legal systems driving families into further poverty.

We can change this.
OUR MISSION

AIP Foundation is a non-profit organization delivering effective and sustainable road safety interventions to build resilient communities and save lives.
Since 1999, AIP Foundation has been designing and implementing evidence-based road safety programs to save lives in low- and middle-income countries.

We work for vulnerable communities in developing countries that are disproportionately affected by preventable injuries and fatalities. Our work spans across Africa, Asia, and Latin America with current programs in Cambodia, China, India, Myanmar, Thailand, the Philippines, and Vietnam and satellite offices in Denmark and the United States.

We are dedicated to ending the silent epidemic that takes away millions of lives each year for a world with zero road injuries and fatalities, where private corporations, government agencies, and the public sector collaborate to develop sustainable, positive changes in policies and practices, and individuals are empowered to make intelligent decisions about their safety and security.
HELMET SAFETY
We prioritize people’s well-being by putting safety equipment into the hands of those who need it most.

PEDESTRIAN SAFETY & SCHOOL ZONES
We advocate for legislative change for walkable cities where every child can use their road safely.

OCCUPATIONAL SAFETY
We design programs that serve workers and create space for them to speak up about issues that affect them most.

ANTI DRINK-DRIVING
We focus on changing public perception and government legislation into sustainable actions.

DRIVING SKILLS
We empower individuals to be in control of their environment through defensive driving skills.

SPEED MANAGEMENT
We implement infrastructure that promotes speed reduction to save as many lives as possible.

SEATBELTS & CHILD RESTRAINTS
We develop awareness campaigns targeting the behavior and attitudes of parents to keep their child safe.

POST-CRASH CARE
We deliver resources to recovering victims for smooth transitions back into the workforce.
FROM TWO SCHOOLS TO A WHOLE CITY: A case study in Vietnam

We researched the crisis: In Pleiku City, existing safety parameters were insufficient to protect children on their commutes to school. Vehicles were driving as fast as 80 km/h, well over the international recommended speed for school zones.

We implemented change: We developed and introduced the Slow Zones, Safe Zones program where we installed road treatments like crosswalks, refuge islands, traffic lights, speed reduction and school zone signs, and sidewalks.

We invested in young road users: We partnered with the Government to develop a play-based e-curriculum where teachers were trained on how to effectively implement the safety education into their classroom.

We communicated for change: We collaborated with the Government and law enforcement to implement a public awareness and speed enforcement campaign using mass media reaching more than 9 million people.

Change is here: Through our research-driven work, the Government issued a landmark decision, a first of its kind in August 2020 stating Pleiku City will reduce and enforce speed limits around schools thereby designating school zones and allocating city funds for school zone infrastructure.

OUR FIVE GEARS MODEL

The road crisis is a complex issue and requires a multifaceted approach. We design and implement programs using our five-gears model with each component valuable independently, but most effective when implemented in coordination with one another. Our holistic, inclusive interventions lead to transformational change.
A PATH FOR SOCIAL EQUITY

Those who contribute least to the problem bear the greatest burden of consequences. Social equity matters.

Cyclists and pedestrians are the most vulnerable road users, especially in rural areas. The majority of those who make up this population are poor with limited access to education and resources, which perpetuates the cycle of poverty.

We served 144,402 disadvantaged children and their families with educational activities, skill-building games, and access to safety equipment and resources to keep them safe while traveling. Through our programs, children and their families feel like they are in control and in the driving seat when it comes to their decisions.
Students face less barriers gaining access to better education in China just by living in the city. They are better equipped to learn about road safety from their teachers and their well-educated parents. Students in rural areas, many of whom live in poverty, are less likely to get the support they need despite the fact that they are more susceptible to road injuries and fatalities.

The most vulnerable population has very little influence on decisions or are excluded from shaping policies. Traffic crashes are the quickest way to destroy a child’s right to succeed before they even have the opportunity to try.

Programs like Walk Wise target rural mountainous regions encouraging children to take back the roads that belong to them. By supporting children in this capacity, we’re giving them a chance to break the cycle of poverty, which will help them and their families and subsequently create a more prosperous, equitable generation.

Ms. Xiaoyan Xu, Country Manager for China, AIP Foundation
KEEPING DREAMS ALIVE

Linh has dreams of becoming a mathematics teacher inspiring young students the way her homeroom teacher, Mrs. Chau, inspires her. She loves her friends and believes in the golden rule of treating others as you want to be treated—with generosity and kindness, the way her Grandmother taught her.

She was only in the second grade when she rode on the back of her Uncle’s motorbike with her older Brother and Grandmother before a stranger rear-ended her family. Fortunately, Linh wore a helmet and survived with minor bruises and scratches, but her Grandmother suffered from severe brain injury and did not survive. The traumatic experience and loss devastated Linh and her family.

Traffic crashes and injuries take dreams away from our young people before they can even try to make them come true. If it weren’t for that helmet, that could’ve been Linh.

But stories like Linh are more common than we’re comfortable to admit. The stories of tragedies and near-misses create a public health crisis that often receive very little financial support to adequately address the underlying issues.

Linh*, primary school student in Vietnam

*A pseudonym has been used in accordance with AIP Foundation’s Child Protection Policy & Code of Conduct and upholding Article 19 of the UN Convention on the Rights of the Child.
Traffic crashes are a public health issue that hinders economic growth. Each year, billions of dollars are senselessly spent to manage injuries. Nations bear the costs of treatment and loss of productivity where resources are scarce. These costs should be spent reinvesting into the economy to fuel growth.

But road crashes are personal and everyone pays a price, especially families. The human and financial costs of traffic injuries and post-crash care are far worse for those living in low- and middle-income countries driving them further into poverty.

By providing safety equipment like helmets into the hands of those who need them, lives are being saved. Our interventions protect them from brain injury or living with physical disabilities.

**We increased helmet use resulting in an economic savings of $16.6 million USD** setting future generations that come into this world up for success. They deserve the opportunity to live and thrive without carrying the economic burden that’s not theirs.
PRIORITIZING HEALTHIER HABITS FOR HAPPIER HEARTS

I always see news of kids who were hit by a car going too fast or dying from a motorcycle crash. Dad said it would be too dangerous for Mommy and I to walk, so we’d always take our motorbike, but motorbikes go too fast and I don’t feel safe on that either. I’d get so nervous going to school, because I felt unsafe, but my teachers did road safety training with all of us.

We played different games and came up with new ideas to stay safe while walking, crossing, or riding on the back of our parent’s motorcycles. We now have sidewalks and crosswalks so I feel more confident going to school. Now I walk to school all the time.

My Mom will take me to school. We talk about my day and I also ask my Mom what she will do for the day too. There’s a dog down the road from the school that I greet on our walks. My Dad is usually working early in the morning so he doesn’t walk with me to school often, but when he does--those days are my favorite!

Kraisee*, primary school student in Thailand

*A pseudonym has been used in accordance with AIP Foundation’s Child Protection Policy & Code of Conduct and upholding Article 19 of the UN Convention on the Rights of the Child.
Children’s needs are often overlooked in urban planning and traffic management. Speeding vehicles, noisy traffic, and missing sidewalks deprive children from walking and playing outside.

Street design affects the ways communities operate and can have a profound impact on public health. When infrastructure is designed to encourage active transport such as walking or cycling, it lowers health risks such as obesity, diabetes, and heart disease. By addressing physical health, we’re also improving emotional and mental health.

We invested in 5,167 meters of warning lines and 763 road modifications including raised crosswalks, speed bumps, refuge islands, speed limit signs around schools, traffic light alarms, protective barriers around school gates, and warning lines. Our interventions encourage people to use public transport, to cycle, walk, and play outside, because it’s safer to do so.
A PATH FOR YOUTH EMPOWERMENT

Young people are effective advocates for road safety amongst their peers when they have access to engaging and interactive programs and resources. As road crashes continue to be a leading cause of death for children and youth, they are leading the fight towards a safer future for themselves. These are their roads that they’ll inherit and they’re leaving nothing to chance.

Our trained Youth Ambassadors for Road Safety raised their voices to advocate for reduced speeds, and harsher enforcement for drink-driving and distracted driving. Young students participated in campaigns to educate the community and push for change on issues that affect them most.

We rallied beside 145,271 children and youth in support of their social media campaigns, public awareness campaigns, and local government policy discussions. We want younger generations to thrive in a world where they can use their roads confidently and safely.
I’ve been a Youth Ambassador of Road Safety (YARS) through AIP Foundation for almost a year. I first learned about the program from a friend who was going into his second year as a YARS. I love my country and I want to make sure that I’m contributing to positive change.

It’s hard to put into words exactly what being a YARS means to me and all the things I’ve learned, but I think the best way I can explain it is that I always feel like I’m a part of the solution and not the problem. We learn a lot about traffic laws, what it means to be a responsible driver, consequences of not following traffic laws, and how to create educational and meaningful road safety discussions with our peers. More than that, we learn about what can happen if the traffic climate doesn’t change long-term and the negative impact that it has on my country.

When I am on the ground with my peers talking to others and educating them, I realize that I’m making a difference. I am not only a better Cambodian citizen, but also a better global citizen. I feel like anything is possible. There are no limits to what we can do to make the world a better place.

Ms. Theara Choeun, student at Human Resources University and member of YARS in Cambodia

SETTING OUR FUTURE LEADERS UP FOR SUCCESS
Ethnic minorities and people with disabilities are often marginalized, not by their differences or living with impairments, but by society creating barriers to accessibility.

Those who are minoritized are less likely to access education or basic care. Children living in rural areas or mountainous regions face challenges sometimes preventing them from attending school. Designated pedestrian walkways help our young people get to school and home safely.

We are transforming the way developing countries view and accommodate people with disabilities. People come first. Our social enterprise, Protec, ensures the facility, production lines, and commuting vehicles are modified to be wheelchair accessible. Management and staff are encouraged to learn basic sign language and train through the see-and-repeat method to accommodate team members with disabilities.

**We served 7,797 people from ethnic minority groups or living with disabilities.** We drive social change for a more inclusive world so that people can live to their full potential.
CREATING A SENSE OF BELONGINGNESS

Before I joined Protec, I was working for a small factory at the time. We didn’t have collective transport or transportation that was wheelchair-accessible, so I’d have to travel more than 1 km to get to work by wheelchair. I was always so stressed because the job was seasonal, so my wages would fluctuate depending on the time of the year. I only managed to save up enough to last the whole year, but it only covered my personal expenses. I was never able to support my family.

I thought there would be a lot of uncomfortable moments having to rely on my coworkers to help me when I started at Protec, but everything from the building infrastructure to the assembly line is designed to be accessible. It’s easy to adapt when you work with such a strong team and leadership that cares.

I’ve been with Protec for over 14 years now and a lot has changed since then—I didn’t even think about that until now! I feel like a completely different person. My heart is full of love from a boyfriend, who I can share my life with and a home that I built with the wages I independently earned. For years, I felt like a burden on my family, but these days I’m able to support them.

Getting back some sense of normalcy is so valuable to me when living with a disability. I don’t feel like an outsider and I think all of my coworkers with disabilities at Protec can say the same. Companies like Protec help people like me be able to stand on our own feet and feel like we’re a part of our community and not an outsider looking in.

Ms. Nguyen Thi Huong, employee of Protec in Vietnam
A PATH FOR GENDER EQUALITY

Every day, women leave home risking their lives and enduring dangerous commutes in order to provide for their families, many as primary care providers. The lived experiences of women worldwide with harassment, fear of violence, and lack of safety are real and become severe barriers negatively impacting women’s rights to work. Women’s rights are human rights.

The world needs women in the workplace and represented at every stage of the decision-making process. When women are represented in leadership positions they become allies for all who are marginalized. Our Road Safety Working Groups encourage women to use their voice to shape and influence transport policies.

We empowered 62,676 women by imparting knowledge and tools to speak up about unsafe and inequitable work conditions including dangerous commutes, low pay, sexual harassment, and discrimination.
CHANGING THE LANDSCAPE
BY SUPPORTING WOMEN AS LEADERS

Collective transport vehicles are often overcrowded with no designated seats and travel at high-speed. What’s worse is the sexual harassment we deal with. As a woman who is the primary income earner for my family, like so many factory workers, it puts a lot of pressure on me. I can’t take days off, because a day’s wage carries so much value and yet so much is at risk.

It’s no surprise women are working through their pregnancy. It creates a cycle of negative consequences: working in the final weeks of pregnancy can lead to stress and health complications, which can lead to miscarriages, and miscarriages can result in discrimination that affect the way women are perceived. This could in turn affect relationships with her family, in-laws, the community... It’s not right, but it’s our reality.

As an active member of the Commuting Safety for Cambodian Workers program’s Road Safety Working Group, I’m proud to know that I’m keeping my coworkers and the community safe. More importantly, I work with factory administration and team leaders to help develop and implement policies, which observe the necessary safety precautions with commuting and COVID-19.

I’d like to see workers get the support in resources and education not just in road safety, but safety in all capacities with practical training. It’s been a relief to have someone outside come in and work with leadership to improve our work conditions. There’s always more work to be done, but change is already happening with policies so I’m hopeful for what’s to come in the future.

Mrs. Sao Saroun, Worker Team Leader at a garment factory in Cambodia
A PATH FOR CLEAN AIR

Low- and middle-income countries are the least to blame for climate change, yet are disproportionately impacted, further widening global inequality. Children and women are the most vulnerable population carrying the burden and suffering from health complications as a result of toxic emission consumption.

Transport is one of the main causes of air pollution directly affecting mortality and taking lives prematurely. We believe in creating a greener world for a segment of the population who have been left out of the decision-making process, but are severely impacted by the decisions made. Not only do we create programs that focus on sustainable, walkable, cyclable cities, in our fight for cleaner air, we also teach ecological and safe driving techniques.

The Eco-Safe training educates drivers on defensive driving, fuel-efficiency, and vehicle safety. Eco-Safe driving reduces damage to our planet and the air we breath.

**We improved the quality of life and life expectancy for 7,003 people** by enabling drivers to contribute towards a greener community.
FOSTERING POSITIVE PHYSICAL & MENTAL HEALTH

The roads I’m taking every day to work are crowded and unpaved creating dirty dust clouds. I see traffic crashes all the time. I can’t tell you how many times I’ve lost friends, because of how unsafe it is, especially in collective transport vehicles, but there wasn’t any affordable or safer option before this.

It was easier to just take a motorbike, because I felt I had more control, but it would get so dusty that my clothes and skin would get discolored by the time I reached my destination. Over time, I developed breathing complications, sinus infections, and I’d always feel sluggish, but what choice do I have? Neither collective transport vehicles nor motorbikes are safe. I had to weigh up my options and the risks.

I’m glad my factory is prioritizing our welfare by working with AIP Foundation. The Commuting Safety for Cambodian Workers program allows me to take public transport in a safe, reliable way. There’s a sense of relief knowing that I am going to be able to come home each night and my family doesn’t have to worry about me. These days, I’m not avoiding potholes on the way home. Instead, I’m able to jump on a bus and call my kids.

Mrs. Art Tola, Worker Team Leader at garment factory in Cambodia
TEACHING NEW GENERATIONS OF SMART ROAD USERS

Traditionally, the majority of educational materials and lesson plans on road safety were desk-taught through books or integrated into other subjects. It wasn’t prioritized as its own subject even though crashes happen so frequently. Children rarely participated in games or interacted with each other.

Students are enthusiastic about the e-curriculum, because it has a lot of animated illustrations and sounds to keep them engaged through auditory and visual learning. Children are learning faster and finding practical applications on a daily basis especially when riding through traffic with their parents.

Gia Lai is in a mountainous region with steep hills, so I’m impressed to see the road safety curriculum adapted to fit the cultural context while also being diverse and expanding to water safety. When my students return from summer break, they’ll tell me stories of where they went, many times by ferry. They’ll demonstrate how they wore their life vest and are proud to announce that they also showed their parents how to secure theirs as well. It’s exciting to see how much they remember and retain!

What I love most about the e-curriculum is that it brings out a good balance of competition and teamwork. During revision, children are in small groups trying to beat other groups analyzing real-life traffic situations. At the same time, they encourage each other to speak up. I find that it’s making them more confident as individuals and as road users.

Mrs. Duong Thi Hien, teacher at primary school in Vietnam
A PATH FOR INNOVATION

People are not statistics. Lives are at risk every single day and we need to act with urgency, because safety is not a privilege. Safety is a right. We should feel safe moving about where we live, yet, in reality that’s not always the case.

To make sure our campaigns are effective in saving lives, we’re using innovative approaches, practices and tools. We apply novel data sources to improve the accuracy of planning. We develop interactive programs in a way that cultural needs of high-risk groups are addressed. We use new evaluation methods to better identify lessons learned.

We designed and implemented award-winning public awareness campaigns that reached more than 54 million people and received recognition from HRH Prince Michael of Kent for our achievements and innovation.

Through our evidence-based solutions, we empower communities to make intelligent, well-informed decisions about their lives.
PUTTING PEOPLE FIRST

The explosion in Beirut devastated our community and country. We were already dealing with an economic crisis long before COVID-19, but the explosion only exacerbated complications in Lebanon. Our hospital staff have been working overtime, overcapacity, but who is caring for them as they risk their lives exposed to the pandemic or the large amounts of ammonium nitrate?

When the Honorary Consulate of Lebanon in Vietnam contacted me about Protec wanting to donate face masks and gloves in support of frontline workers, I was moved by the sense of urgency and generosity of the global community. I learned after the fact that Protec is primarily a social enterprise focused on manufacturing high-quality helmets, but in light of how the pandemic completely flipped the world upside down, they expanded their facilities to respond to the global crisis with mask production.

Though it will take time, members of the global community like Protec, have enabled us to work towards getting back on our feet.

Mr. Jaoudat Hoyek, Director of hospital in Lebanon
A PATH FOR GLOBAL CITIZENSHIP

We owe it to the next generation to lead by example by recognizing and valuing our differences across the world. By approaching crises with empathy, compassion, and solidarity, we are demonstrating that each person has a responsibility to take an active role in society.

People everywhere around the world have been hurting and grieving over the loss of loved ones due to the pandemic and other disasters, and doing so in confinement. This drove us to urgently assist people beyond road safety, because we believe in fostering a global community, which spans across different cities, regions, and nations.

Since the pandemic, we transformed Protec’s helmet factory to make space for personal protective equipment production. Through this initiative to aid those severely impacted by the pandemic, we donated face masks and gloves to Africa, Asia, Europe, North America, and South America.
Different partnerships provide different strengths to our programs. Our partners understand that supporting AIP Foundation means more than just road safety. Their support in our on-the-ground work transforms and empowers lives.

We collaborated with 46 organizations to scale up our work in road safety while addressing issues like climate change, public health, economic growth, gender equality, and social equity.

This could not have been possible without our supporters and partners.

You helped save lives, thank you.

Supporters
ABF Investments PLC (PRIMARK)
Australian Volunteers Program funded by the Australian Government
Bloomberg Philanthropies
Chevron Corporation
Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)
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Fédération Internationale de l’Automobile (FIA)
FIA Foundation
Global Alliance of NGOs for Road Safety
Protec
Safe Kids Worldwide
Star Rating for Schools
United Nations Road Safety Collaboration

In gratitude
ACCOMPLISHING MORE TOGETHER

It was exciting to collaborate with AIP Foundation to pilot the Traffic Conflict Technique (TCT) Toolkit. The team enthusiastically applied the TCT method to a real-world situation in Vietnam and evaluated the impact of newly implemented road safety interventions near Minh Duc School. I am very pleased to see the TCT method has made a difference in injury prevention and helped to make the journey to and from school safer for these students.

Ms. Jennifer Swanson, CDC (Centers for Disease Control and Prevention) Foundation

It’s inherent in Danish culture to work cohesively to uplift your neighbors. AIP Foundation Denmark is special in its ability to create a “borderless partnership” that is volunteer-based and made up of experts and caring individuals who are passionate in building sustainable cities. Support exists beyond borders and comes in many forms. By providing capacity-building, we’re helping others to be leaders in their own country.

Mrs. Ratanawadee H. Winther, Chairperson, AIP Foundation Denmark and AIP Foundation Thailand

True public safety requires collaboration between private and public sectors. At AA Vietnam, we continue to be at the forefront of child road safety by campaigning for child seats, speed reduction, and against drink-driving. By utilizing strengths from different partners, we are putting a stop to this preventable epidemic.

Mr. Greig Craft, President and Founder, AA Vietnam and AIP Foundation
IN 2020, WE RAISED:

- Foundation and Non-Profit Organizations (59%): $1,613,443
- Corporate (33%): $909,827
- Bilateral and Multilateral Agencies (7%): $179,252
- Others (1%): $32,746

Total: $2,735,268

IN 2020, WE INVESTED:

- Programs (70%): $1,811,837
- Operations (26%): $664,131
- Fundraising and Development (4%): $108,659

Total: $2,584,627

The balance is allocated to projects but not yet expended as of December 31, 2020.
Founder

Greig Craft
President, AIP Foundation
Hanoi, Vietnam

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Dynamic Research Institute
Torrance, CA, USA

Ratanawadee H. Winther
AIP Foundation Denmark and AIP Foundation Thailand
Copenhagen, Denmark
For over 22 years, AIP Foundation has been breaking barriers for a world where younger generations can live and thrive. We aren’t stopping here. Join us on the journey towards safe roads for life.