

Conclusions The research revealed that OHSAS 18001 certification contributes strongly to formal safety elements. However – its contribution to the real safety elements was partial, e.g., to such elements as top management commitment to the safety policy, dissemination of safety policy and resources. For many real safety elements strong demands from corporations influence safety activities more than requirements derived from OHSAS 18001 standard, for example suggestions for improvements; general communication procedures; promotion, rewards and career planning and safety knowledge among supervisors, line managers and top managers. Concerning combined elements, many of them – such as workplace hazards analysis, assessments of working environment, evaluation of safety training needs are dependent on OHSAS 18001 certification.

421 COALITION BUILDING TO ADVOCATE FOR SAFER PASSAGE TO AND FROM SCHOOL IN KENYA

¹Daphne Kemunto, ²Bright Oywaya, ³Stephanie Aketch, ⁴Olivia Achieng. ¹Usalama Watch Initiative, Kenya; ²ASIRT-Kenya, Kenya; ³Handicap International TUSK, Kenya; ⁴Gertrude's Children's Hospital, Kenya

10.1136/injuryprev-2016-042156.421

Background In Kenya, many of the crashes involving children occur as they are travelling to and from school. The number of children who have died in the last five years is the equivalent to the loss of two entire primary schools. The legal framework in Kenya is insufficient to address this problem.

Description of the problem Multiple organisations in Kenya worked on improving the safety of children going to and from school, but from different angles. Usalama Watch Initiative focused on creating crosswalks, ASIRT Kenya educated school children on road safety, Gertrude's Children's Hospital treated victims, and Handicap International worked to enforce speed laws. A cohesive voice was needed to tackle the root problem—speed reduction to 30 km/h as recommended by the World Health Organisation and United Nations Economic Commission for Europe.

Results In 2014, the various civil society groups working on road safety joined to form the Kenya Road Safety Taskforce, and began advocating for the Traffic (Amendment) Bill, 2014. The bill would reduce speeds around schools to 30 km/h, create designated crosswalks, and set school transport standards. The Taskforce created a joint strategy to garner political and public support for the bill, tapping into each organisations' strengths and network. As a Taskforce, they received the support of key government entities, including the National Transport Safety Authority, Kenya Parliamentary Human Rights Association, and Kenya Women Parliamentary Association.

Conclusions By creating a coalition, organisations were able to mobilise each other's resources, including political and media contacts, to advocate for the bill's passage.

422 SCOTLAND'S BIG BOOK OF ACCIDENT PREVENTION

Karen E McDonnell. *Head of RSPA Scotland, IOSH President, and Elizabeth Lumsden MSP, Community Safety Manager RSPA Scotland*

10.1136/injuryprev-2016-042156.422

Background The over-arching goal of the Scottish Government is to 'make Scotland a better place to live and a more prosperous and successful country'. Subtitled 'Accident Prevention- a leading

priority for Scotland' this document highlights the better outcomes for the health of Scotland's population that can be achieved by partnership working in the areas of accident prevention and safety awareness.

Description The document acts as a touchstone for practitioners providing useful insights into 'what works' and a manifesto for RoSPA in Scotland delineating the role the charity plays in setting the unintentional harm prevention agenda in Scotland and the wider United Kingdom.

Results Endorsed by leaders within Scotland's Accident Prevention community the document clearly identifies why accident prevention should be the top priority for public health. Approximately 30% of Accident and Emergency attendances in Scotland are due to accidental injuries, the financial burden associated with this burden is unsustainable, requiring more resources, a challenge in a period of austerity or early intervention, accident prevention being the easiest and cheapest way to save a life. Scotland's Big Book of Accident Prevention presents case studies linked to the positive benefits of early intervention which can be easily adapted and adopted by organisations across the globe to reduce the burden of injury on the global economy.

Conclusions In Scotland, accidents cost Society more than £12.4 billion per annum, of which Accident & Emergency attendances cost the NHS £1.48 billion. Accident prevention strategies as outlined in Scotland's Big Book of Accident Prevention are clearly identified as being 'low cost and high impact' contrasted with the expense of healthcare linked to unintentional injury.

423 STRENGTHENING LEGISLATION FOR IMPROVED ROAD SAFETY IN THAILAND

¹Thaweesak Taekratok, ²Liviu Vedrasco, ³Kritsiam Arayawongchai. ¹Naresuan University, Thailand; ²World Health Organisation Country Office for Thailand

10.1136/injuryprev-2016-042156.423

Background Following the United Nations General Assembly resolution 64/255 proclaiming a "Decade of Action for Road Safety 2010–2020", Thailand developed a Road Safety Master Plan and established an inter-ministerial coordinating mechanism. Road safety legislation and proper enforcement are essential for achievement of the Road Safety Master Plan. Half way through the Decade, it is vital to review the established road safety management structures and existing legislation to identify areas of further improvement.

Methods An institutional and legislative assessment was conducted outlining institutions involved in national road safety activities, their roles and responsibilities. The legislative review explained the steps and timeframes of road safety legislation and specified parliamentary committees and other institutions involved in the process. A preliminary review of national road safety laws and regulations was conducted, taking into account previous analyses and reviews.

Results Thailand has a lead institution and a national structure to drive the Road Safety Master Plan. It is complemented by sub-committees following the UN's Five Pillars. Despite these mechanisms, the structures rely mainly on politicians who are members to hundreds other committees, resulting in sporadic meetings and dysfunctional operation. Evidences suggest that mismanagement of manpower, ineffective enforcement and the public awareness of road safety laws contributed to the status quo. The review shows that Thailand has most of the necessary laws, yet road traffic fatalities remain high. Several areas for new legislation and