passengers in a light truck (compared to sedan) had higher odds of rear seatbelt use in Bandung, while a belted front passenger was associated with rear seatbelt use in Bangkok.

**Conclusions** Rear seatbelt use was low in Bangkok and even lower in Bandung. Gender, age, and the behavior of other occupants were key predictors of rear seatbelt use.

**Learning Outcomes** Findings highlight the need for rear seatbelt laws in Bandung and improved enforcement of existing rear seatbelt laws in Bangkok.

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**ROAD SAFETY PEER EDUCATION IN BELGRADE – AN EXAMPLE OF GOOD LOCAL PRACTICE**

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**Background** Road traffic injuries are the leading cause of death and disability at the age of 15–19. Accordingly, the Institute of Public Health of Belgrade introduced peer education on road safety in Belgrade’s high schools. Since November 2016, 13 educations with 665 participants have been held. The aim of our research was to evaluate the impact of peer education on road safety knowledge of high school students.

**Methods** A field survey was conducted in the period January–December 2018. The 218 peer education participants completed pre and post-test of knowledge. SPSS -20 was used for statistical analysis. Hi-square test was used to compare the pre and post-tests results.

**Results** The advancement in knowledge was noticeable in our aspects of road traffic behavior, especially the knowledge of the correct emergency services numbers. After the education, the percentage of incorrect answers to this question was almost twice lower - only 7, 4%, (p <0.001, $\chi^2 = 77,654$). Also, the percentage of those not knowing the proper treatment of injured decreased significantly (p <0.001, $\chi^2 = 33.683$).

**Conclusion** Study results have shown the improvement of knowledge among high school students and confirmed the fact that peer education is an effective way of transferring and acquiring knowledge and skills in the field of road safety since the message is transferred through the age-adjusted language, which makes it more accessible to the target population.

**Learning Outcomes** Our study indicates the need to increase the coverage of older adolescents with this type of education.

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**EVALUATING THE IMPACT OF A ROAD SAFETY EDUCATION PROJECT IN MADAGASCAR SCHOOLS**

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**Context** Road crashes are the leading cause of death for children and young adults aged 5–29 worldwide. Education is an important part of a safe systems approach to improve road safety. However, evaluating the effectiveness of road safety education projects is challenging. This presentation shares the experience of a quasi-experimental approach to assess the impact of an NGO project implemented in six primary schools in Antananarivo, Madagascar, between 2017–2018.

**Analysis** The project evaluation was conducted in August 2019. Photos showing nine Malagasy road crossing scenarios were presented to students in random order. Students should consider that they were in the perspective of the person who took the photo and wanted to cross the road. They must therefore indicate the areas of the photo where they would look at first, at second and third.

**Outcomes** Data was analyzed for two samples: 250 students from project participant schools and 300 students from other schools in the same city. The number of students able to apply the correct rules for different road crossing scenarios (look first left, second right and left again before crossing) was on average 20% higher in project participant schools.

**Learning Outcomes** The results of this impact assessment, combined with a separate teacher evaluation, will contribute to a revision of the techniques used by the NGO to build teacher capacity and to teach students to correctly apply the rules when facing a real situation. The methodology is a cost-effective tool to evaluate the impact of road safety education in schools.