

Advocacy Guide

Together to Engage the Youth Towards Safe and Sustainable Mobility

A guide for decision makers



Acknowledgements

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Our sincere thanks extend to our associates who aided in the dissemination and promotion of the toolkit, urging others to engage with it thoughtfully and thoroughly to advance road safety. We are deeply appreciative of all who contributed their expertise to this project.

It is our hope that this toolkit will serve as a valuable resource, fostering greater awareness of road safety and facilitating positive change within our communities.

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About us

With this toolkit, our aim is to advance youth involvement in road safety and sustainable transport policy formation in Morocco. This initiative materialized through the winning project of the Local Road Safety Projects Competition, made possible by the backing and financial support of the Global Youth Road Safety coalition. Entitled "Morocco's Youth and Vision Zero": No more victims of road crashes, this toolkit is designed to bolster youth engagement in local road safety policy development. It offers critical recommendations and suggestions intended to bolster governmental endeavors in harnessing the youth's role and integrating us into the decision-making process.

Dr. EL Khalil Cherif

Who We Are!

Allow us to introduce our exceptional team members, each dedicated to the noble cause of enhancing road safety and mitigating the devastating consequences of road accidents:

- Dr. El Khalil Cherif: Our esteemed team leader, Dr. Cherif emerged victorious in the prestigious local project's competition organized by the Global Youth Road Safety Alliance. His invaluable experience and outstanding leadership skills propel our mission forward.
- Hamza El Azhari: A brilliant PhD student at the College of Science and Technology, Hamza specializes in rare earth metals and renewable energies. He oversees project coordination, supervision, and contributes significantly to crafting the comprehensive guide.
- Bohdidi Zohra: Joining our ranks is Bohdidi Zohra, a highly accomplished PhD student at Ibn Tofail University, with expertise in transport, logistics, and road safety. Zohra takes charge of coordination and manual composition, ensuring our resources are of the highest quality.
- Aymen Benoussaad: Completing our team is Aymen Benoussaad, an esteemed researcher from the Institute of Systems and Robotics (ISR) at the Higher Technical Institute in Lisbon, Portugal. Aymen specializes in designing the manual to ensure it is user-friendly and effective.

Together, we are here to present you with an invaluable guide. Our toolkit is meticulously crafted to empower youth, strengthen road safety efforts, and combat the toll of road accidents.



Dr. El Khalil Cherif



El Azhari El Azhari



Zohra Bohdidi



Aymen Benoussaad

FOREWORD

Traffic accidents in Morocco continue to evoke fear and concern among decision-makers and society. Despite the implementation of various government strategies and infrastructure advancements, the number of victims escalates annually. This tragic reality imposes significant burdens on the country, individuals, and the families of those affected.

Morocco has invested substantial time, resources, and finances to mitigate the devastating impact of these accidents. The resulting economic losses encompass medical treatment expenses, loss of productivity from the injured or disabled, and sacrifices made by family members who prioritize caregiving over work or education.

In response to this critical situation, it is imperative to evaluate existing strategies and embrace new, promising visions to reduce deaths and injuries on our roads. Notably, one crucial demographic stands out in decision-making processes—the youth.

This toolkit is tailored to engage road safety decision-makers in Morocco and inspire them to adopt a bold vision of zero traffic accidents. Instead of aiming for a mere 50% reduction in fatalities within a decade, we advocate for actively involving young people in decision-making and policy formulation.

The youth represent the most vital component of Morocco's population pyramid, and their energy, innovation, and fresh perspectives hold the key to transformative change. By empowering young individuals with knowledge, tools, and a voice in shaping road safety measures, we can pave the way for a safer and brighter future.

Within this toolkit, decision-makers and stakeholders will discover a wealth of resources, insights, and practical recommendations to make informed choices. Together, we can chart a course towards safer roads, where accidents are an anomaly rather than a grim reality.

Let us embark on this journey united in our commitment to safeguarding lives and building a nation where road safety is a shared responsibility. With collective efforts and the youth leading the way, we can achieve our vision of a future free from the scourge of traffic accidents.

OUR OBJECTIVES

Our objective is to provide local authorities with a comprehensive toolkit designed to promote youth participation in local policy-making processes, specifically focusing on road safety and sustainable transport initiatives. This toolkit achieves its goal through the following key components:

1. **In-depth Analysis:** We conduct a thorough examination of the current state of road safety, utilizing both local and international statistics, and assess the national road safety policy. This analysis lays a solid foundation for effective decision-making.

2. **Youth Engagement:** We assess the knowledge and engagement of young Moroccans in road safety matters. By understanding their perspectives and involvement, we can tailor strategies that resonate with the youth and encourage their active participation.

3. **Enhancing Decision-Making:** Our toolkit provides mechanisms to decision-makers, with the aim of increasing youth participation in local policy-making. This includes implementing improved inspection and evaluation practices and drawing insights from successful international experiences in the field.

With this toolkit, our aim is to empower young individuals and magnify their impact in creating safer roads, ensuring a sustainable and secure future for all.

THIS TOOLKIT

Welcome to our road safety youth's toolkit, a valuable resource designed to policy makers and equip youths with knowledge, insights, and practical tools to make a difference in enhancing road safety. This guide offers a wealth of information, including accurate data on the current state of road safety in Morocco. From 2012 to 2021, it presents the percentage and number of road collisions, providing a clear understanding of the situation.

To delve into these crucial topics, the guide is structured into five insightful chapters:

Chapter 1: road safety in Morocco.

Chapter 2: Involving the Role of Civil Society in Road Safety Awareness.

Chapter 3: achievements and initiatives of the Arab youth

Chapter 4: Improving National Youth Participation: Youth Recommendations

Chapter 5: Enhancing National Youth Participation: Youth Recommendations.

Together, let's empower the youth to act, advocate for road safety, and make a lasting impact in creating safer roads for all.

Chapter 1: Road safety in Morocco

1- Are Morocco's Roads Safe for the Rising Generation of Youth?

In 2021 (HCP, 2022). Sadly, this age group bears the brunt of traffic accidents, with a mortality rate of 37% recorded in 2019 for individuals aged 15 to 35, and 16% of those fatalities occurring within the 15 to 24 age range (fig 1) (NARSA, 2019). To shed light on the causes of these accidents among Moroccan youth, here are the corresponding proportions:

- 19% of accidents are attributed to illegal speeding.
- 2% of accidents occur due to driving under the influence of alcohol, and an additional 2% are a result of driving under the influence of drugs.
- 4% of accidents happen because of drowsiness and fatigue.
- 10% of accidents are caused by non-compliance with safety belt and helmet regulations (fig 2).

In a field study conducted in 2018 across 19 Moroccan cities, encompassing 50 observation posts (CNPAC, 2018), concerning statistics emerged regarding the adherence of young people between the ages of 16 and 25 to safety measures. The study revealed that only 48.5% of young individuals respected wearing a helmet within urban areas, while 60.1% did so outside urban areas. Similarly, the study found that 65.8% of young people complied with wearing seat belts within urban areas, with a slightly higher percentage of 82.2% outside urban areas. Unfortunately, these figures reflect the lowest compliance rates compared to other age groups.

These statistics raise concerns, particularly as there is currently no available data on the involvement of young people in decision-making processes concerning road safety in Morocco. However, recognizing the importance of youth participation, the global plan of the Decade of Action for Road Safety 2021-2030 has introduced youth as key stakeholders in achieving the goal of reducing traffic accident-related deaths and injuries by 50%. Consequently, efforts are underway worldwide to establish effective mechanisms for engaging youth at local and national levels.

Within this context, our guide emerges as part of an initiative led by Moroccan youth to develop a comprehensive vision on the mechanisms for youth participation in policymaking processes related to safe and sustainable mobility. Through this guide, we aim to position Morocco as a trailblazer in the realm of road safety.

YOUTH MAKE UP 37%

Between 15 and 35 years old



Fig.1. Rates of victims of traffic accidents by age of road users during 2019 in Morocco (NARSA, 2019)

PERCENTAGE OF CAUSES OF TRAFFIC ACCIDENTS

2018 Morocco

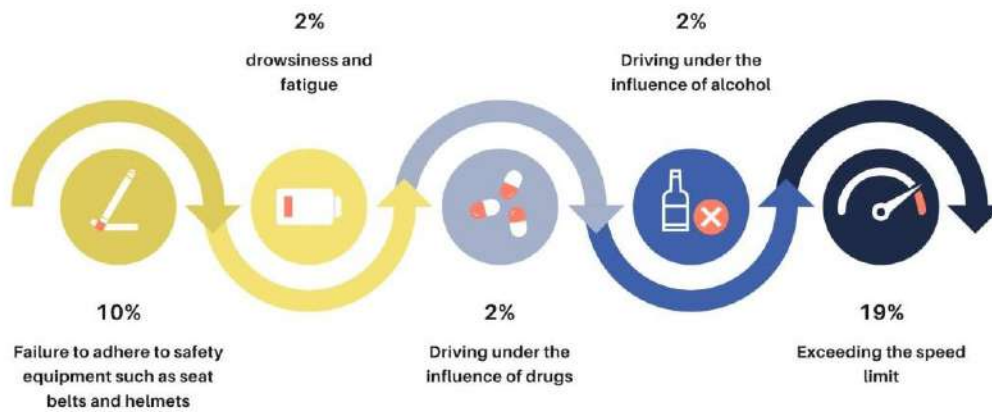


Fig.2. Ratios of Causes of Traffic Accidents for Youth in Morocco 2018

2. Morocco's road transportation's ecological aspect

Over the past decade, Morocco has experienced significant cultural and economic development, leading to a surge in the demand for car usage. While this growth has positively influenced tourism and the country's overall progress, it has also brought forth adverse environmental consequences (Ministry of Energy Transition and Sustainable Development, 2023).

One pressing concern is the effect on air quality. In urban areas, approximately 20% of individuals in Morocco suffer from diseases linked to air pollution, with 52.7% of allergic rhinitis patients and 16% of asthmatics affected (FRANCE24, 2008). The repercussions extend beyond individual health, as air pollution in Morocco results in over 5,000 deaths annually and incurs an economic cost of 11 billion dirhams for the state (Dania Cherri, 2020).

In addition to the issues highlighted above, the insufficient or nonexistent connectivity within public transportation systems in certain regions has led to a significant rise in private car usage, thereby exacerbating the emission of greenhouse gases. Of great concern is the staggering volume of traffic across all road networks in 2019, which amounted to 109.64 million vehicles per kilometer per day, representing a notable 2.62% increase from the previous year's figure of 106.84 million vehicles per kilometer (Ministry of Equipment and Water, 2023).

Furthermore, several railway lines in Morocco still heavily rely on fossil fuels, specifically diesel, for their operations. This reliance contributes to the release of volatile compounds and fine particles, polluting the air and negatively impacting the health and safety of areas linked by these railways. A notable example is the railway line connecting the cities of Fez and Oujda. It is essential to address these issues as road transport in Morocco currently accounts for 23% of greenhouse gas emissions, including carbon dioxide and methane. Without intervention, these emissions are projected to increase by 2030.

Despite Morocco's steadfast commitment to implementing a national strategy for sustainable development, challenges persist in mitigating the impact of road transport on climate change. However, proactive measures have been taken to address these concerns, including a strong emphasis on promoting public transportation, enhancing its quality, expanding networks to encompass all urban areas, and adopting more environmentally friendly modes of transport.

- One notable achievement has been the expansion of the railway line, which now spans an impressive 3,815 kilometers. This expansion has played a vital role in reducing greenhouse gas emissions. In July 2022 alone, over 4.5 million Moroccan passengers chose to travel by train, marking an impressive overall increase of 30% compared to the same period in 2021 and a remarkable 20% rise compared to pre-Covid-19 levels in 2019, making it the reference year (ONCF, 2022). The popularity of the Buraq train, showcased in Photo 1, has been particularly noteworthy.



Photo 1 : the high-speed train at casablanca station heading to Tangier

- In line with national interests and sustainable development goals, Morocco has embraced the policy of promoting electric cars as a pivotal step towards a greener future. Notably, a groundbreaking fleet launch project has been implemented, consisting of over 225 100% electric vehicles manufactured in Morocco. These vehicles are dedicated to delivering mail and parcels throughout the Kingdom, as depicted in Image2. The commitment to electric mobility is further exemplified by significant milestones achieved in recent years. In June 2020, the city of Kenitra proudly announced the introduction of its first electric car (Anatolia, 2023). Building on this momentum, 2021 witnessed the commencement of production for the first all-electric passenger car in North Africa by a local company (Hespress, 2021).



Photo 2 . Electric cars used for postal distribution in Morocco

3. Youth role in decision-making in Morocco

Together, let us embrace the potential of sustainable transportation and build a more environmentally friendly and inclusive society for generations to come.

Addressing road safety in Morocco requires collective responsibility and the involvement of various entities. Key bodies entrusted with this task include:

- Parliament
- Ministry of Equipment and Water
- Ministry of Transport and Logistics
- National Road Safety Agency (NARSA)
- Ministry of Interior
- Ministry of Health
- Ministry of National Education, Vocational Training, Higher Education and Scientific Research
- Ministry of National Education, Primary Education and Sports

These organizations play vital roles in managing road safety initiatives and policies. To ensure effective decision-making, a comprehensive structure has been established, consisting of three committees and the National Agency for Road Safety, comprising representatives from multiple ministries.



Fig.3. Decision-making structure for road safety in Morocco(boulaajoul, 2020)

The Moroccan Constitution recognizes the importance of youth as a vital component of administrative reform. It explicitly emphasizes their empowerment in preparing, drafting, and managing public decisions and affairs (Article 33 of the Moroccan Constitution, 2011).

However, recent observations reveal a lack of integration and involvement of youth in critical discussions related to road safety.

For instance, during the sixth session of the Administrative Council of the National Road Safety Agency held on October 11, 2022, the presentation of the agency's activities and annual report failed to address the integration of youth (NARSA, 2022b). Additionally, when examining the objectives of the National Road Safety Strategy, there is a noticeable absence of youth involvement in the formulation and implementation processes (NARSA, 2022a).

Currently, the role of young people in road safety initiatives is primarily limited to participating in awareness campaigns and engaging in supervision activities. Their involvement often revolves around civil society association training courses and summer camps that aim to educate them about road tragedies. However, these activities primarily position youth as recipients rather than active participants in decision-making processes.

It is imperative for the road safety strategy to evolve and align with the ambition and capabilities of young people. By recognizing the untapped potential of youth and actively involving them in decision-making, we can unleash their creativity, innovation, and fresh perspectives. Let us work towards an inclusive strategy that harnesses the full potential of youth in advancing road safety efforts and ensuring a safer future for all.

4. Were the youth involved in the development of the National Road Safety Strategy 2016-2025?

- Strategy Overview decade, pushing policymakers to respond. Morocco's Ministry of Transport has developed the National Road Safety Strategy 2017-2026 in reply to this serious issue. This long-term approach attempts to reduce traffic mortality in order to reduce the epidemic of traffic accidents. The strategy specifically targets a 25% and 50% reduction in deaths by 2020 and 2025, respectively. This translates to a 28% decrease in pedestrian fatalities, a 24% decrease in two- or three-wheeled motorcycle fatalities, and a ten percent decrease in deaths among youths under the age of 14. Morocco seeks to make significant progress in its efforts to deal with climate change by establishing a comprehensive and ambitious strategy.



Figure 4 : national road safety strategy objectives

We are genuinely concerned about the ongoing tragedy of road accidents and the loss of precious lives. It is difficult to understand why the Vision Zero approach, focused on creating a safe and sustainable transport system that can reduce fatalities and account for human errors, has not been widely embraced. We would like to inquire if there are any alternative measures in place that can be taken if the authorities are struggling to achieve these safety goals. Moreover, in the unfortunate event of an increase in the number of accident victims, we wonder if there are any mechanisms in place to address this pressing issue.

In the period between 2016-2021, the Kingdom recorded an increase in traffic accidents, as shown by the plan 5 from 80.680 in 2016 to 114.626 in 2021, except for the year 2020, which witnessed a decrease due to the restrictions of the Corona pandemic.

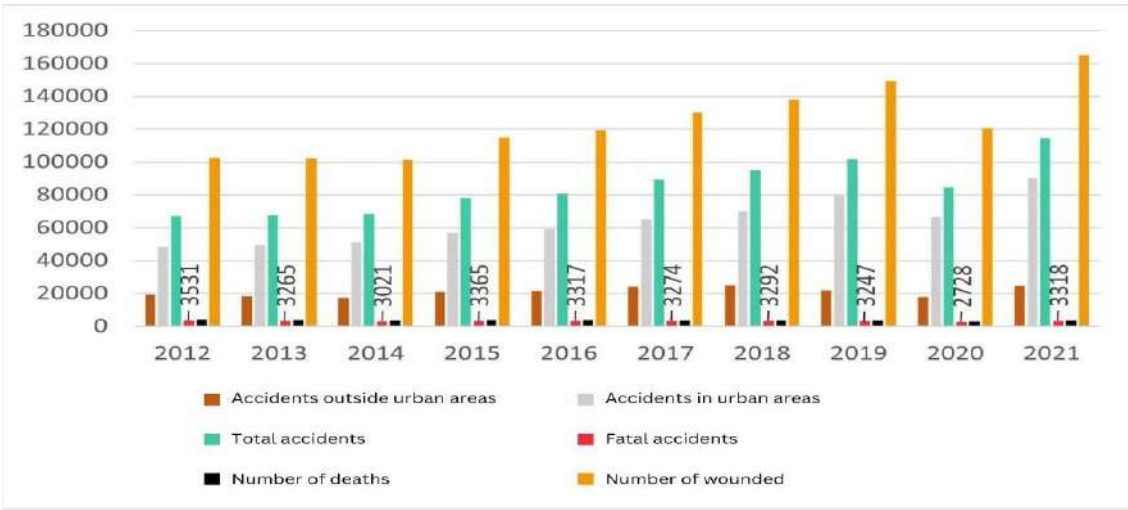


Figure 5. Number of traffic accidents and injuries between 2012 and 2021 under the National Road Safety Strategy

The statistics indicate a shared worry regarding the National Road Safety Strategy's failure to achieve its goals outlined in figure No. 6. A fresh strategy needs to be crafted that outlines the responsibilities of all parties involved, with a particular focus on engaging the youth.

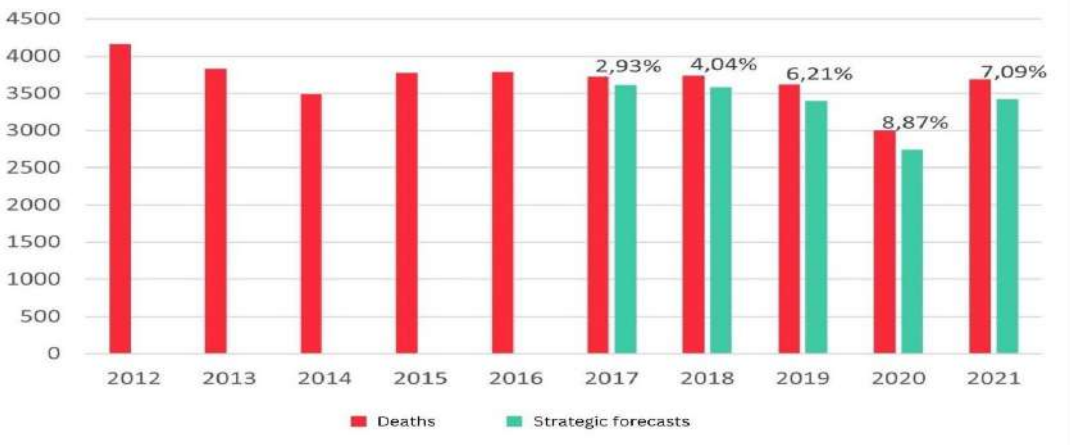


Figure 6 . Comparing the number of deaths with the projections of the strategy

Vision and objectives of the new Road Safety Strategy

The National Road Safety Strategy 2016-2025 focuses on safeguarding five crucial road elements:

- Pedestrians
- Two- or three-wheeled motorcycles
- Single Vehicle Clashes
- Children under 14 years' old
- Professional Transfers

Table 1 provides a comprehensive assessment of the level of protection for these elements and their integration within the five pillars of the strategy's action plan (STRATÉGIE NATIONALE DE SÉCURITÉ ROUTIÈRE, 2018). The pillars encompass Road Safety Management, Safer Roads, Safer Vehicles, Rational Behavior of Road Users, and Post-Accident Response. Strategy decisions are guided by two criteria: reducing the number of fatalities and severe injuries and maximizing gains in road safety.

Unfortunately, the main concerns of the national road safety strategy do not explicitly include young people between the ages of 15 and 35, despite representing a significant proportion, accounting for 37% of traffic accident victims and fatalities. This omission calls for a reevaluation of the strategy's scope to ensure the inclusion and consideration of young people in addressing road safety challenges effectively.

Strategic Bets Framework	Road Safety Management	Safer roads	Safer vehicles	Safer Road User Behavior	First Aid for Road Accident Victims
Pedestrians	High	high	low	high	high
Two- or three-wheeled motorcycles	high	low	Medium	high	high
Single-Vehicle Accidents	High	medium	low	high	medium
Children under 14 years old	High	high	low	high	medium
Professional Transportation	high	low	low	high	low

- Necessity of Updating the Strategy to Include the Youth Dimension in Decision-Making:

The decision-maker's vision in Morocco is limited to developing strategies and legislative projects aimed at reducing road accidents. Unfortunately, the absence of youth representatives' involvement in decision-making concerning road accidents remains one of the obstacles to achieving the desired goals. This is because the youth are the driving force of Morocco's population pyramid and the key to future development. On a broader level, the measures and action plan taken to activate the national road safety strategy have not yielded the desired results, indicating that the lack of youth integration is one of the reasons for the skepticism surrounding the expected outcomes.

Engaging the youth will inject new energy into the development, establishment, and implementation of the strategy's goals, particularly in raising community awareness and enhancing government efficiency in road safety. Additionally, it will update and modernize a clear vision on how to utilize and manage road infrastructure to reduce accidents.

"The integration of youth is inevitable and will undoubtedly have a significant impact at both regional (North Africa, Mediterranean) and global levels. By incorporating youth into its national strategic goals, Morocco, alongside its adherence to established international laws and conventions, is poised to emerge as a key player in the region, actively involving its youth in striving towards the vision of zero road accidents in the years to come. Granting decision-making powers to the youth on a mandatory basis reflects the recognition that this demographic constitutes the most dynamic and essential group, embodying Morocco's future. Furthermore, this initiative will nurture a sense of responsibility, patriotism, and optimism among future generations, qualities crucial for Morocco to address the issue of youth migration."

It is crucial to focus on integrating the youth category into Morocco's national road safety strategy and involving them in decision-making by the responsible ministry. Therefore, updating this strategy is essential, taking into consideration the psychological and environmental problems and consequences of roads, as well as the social and economic costs. All of this can be addressed by engaging the youth in decision-making.

Chapter 2: Engaging Civil Society in Road Safety Awareness

1. The Role of Civil Society in Road Safety: Between Awareness and Training.

In Morocco, civil society is integrated into road safety awareness through the National Road safety Agency (NARSA), which was recently delegated by the Ministry of Equipment and Transport to provide services related to road safety. NARSA collaborates with civil society as a key partner in its decision-making process by allocating a representative within its administrative council. A group representing civil society is chosen at the regional level.

The National Road Safety Agency has established an independent unit called the "Communication and Road Safety Prevention" (schema 7), primarily focusing on involving and supporting civil society to enhance road safety levels. This includes promoting and developing safety education programs targeted at children and youth, as well as organizing awareness courses for stakeholders in this field. However, there is no direct interaction between civil society and the ministry responsible for the sector.



Schema 7: Organizational Structure of the Moroccan National Road Safety Agency

On this basis, civil society contributes to reducing accidents and fatalities by raising awareness about the importance of obeying traffic laws in the kingdom. The youth have been instrumental in this, as they actively engage with citizens through workshops, seminars, and recurring campaigns in cities and villages every year.

Representatives of civil society undergo training courses supervised by "Narsa" to motivate and enhance their organizational and managerial capacities and improve their field interventions in road safety awareness. To achieve this, road safety associations receive financial support either from companies or through financial offers to compete with the best ideas and projects in the field.

Additionally, influencers within civil society are utilized to deliver media and television messages to the public about road safety.

2- What are the most important road safety activities for civil society in Morocco?

Civil society plays a crucial role in road safety in Morocco as an intermediary between individuals and the responsible ministry. It serves as a catalyst for citizens to respect road safety laws and promotes road awareness. Annually, civil society organizes various activities aimed at educating and training all age groups, including children, youth, adults, seniors, drivers, and other road users.

For children under 14 years old, awareness and training activities are conducted within the school environment, utilizing available educational tools and practical lessons in temporary and permanent road safety circuits. In recent years, road safety circuits for children have been established in cities such as Laayoune, Tiznit, Rabat, and Bouznika. In cities without permanent circuits, some associations organize activities, as illustrated in the image below, where a temporary circuit was created in a school using volunteer efforts from civil society organizations.

Overall, civil society's engagement in road safety endeavors to enhance safety knowledge and practices among all segments of the population, making Moroccan roads safer for everyone.



Image 3: Educational circuit for children in Tetouan by the volunteers of the Road Safety Association and the Parents' Association.

The senior citizens are targeted by these associations through direct campaigns within the road space. Unlike driver awareness and education, which are not limited to the road space only but also include training programs. As for the youth, these associations mainly focus on raising awareness and educating them, along with conducting practical simulation experiences, such as using simulated driving glasses under the influence of alcohol, drugs, fatigue, and another scenario. The role of the youth in the vision of NARSA (National Road Safety Association) and road safety associations in Morocco regarding transportation, logistics, and road safety management is mostly seen as the target audience by the public authorities and civil society events. They are targeted for awareness, education, and training. However, until now, their involvement in decision-making within these structures has not been acknowledged. This raises a significant question: Will this category be given more attention and representation in the future?

Chapter 3: Youth Achievements and Initiatives in the Arab World. the future?

As youth, it is essential for us, with the assistance of sector officials, to create effective mechanisms that ensure comprehensive and equal participation in developmental work at both the local and national levels. Successful youth models should be highlighted to demonstrate how youth participation in decision-making processes can be enhanced in a transparent and clear manner. This can be achieved by establishing youth councils, parallel governments, working groups, and youth ambassador programs. All these mechanisms should include qualification and training programs that enhance the youth's capacity to play an active role in decision-making processes and policy formation that concerns them.

It is also crucial for decision-makers to pay special attention to achieving youth representation parity at the national level. This includes balanced gender representation, as well as the inclusion of individuals with physical disabilities, survivors of accidents, and their families. It should encompass representation from all regions and areas of the Moroccan Kingdom and the Arab world in general. To highlight the power of youth, we aim to showcase successful experiences of youth through their responses, illustrating how they have effectively participated in decision-making processes and influenced development in their countries.

The experience of Ismail El Hamraoui, the head of the parallel youth government in Morocco.

- **Ismail El Hamraoui**



Image No. 4: Ismael El Hamraoui, the head of the parallel youth government in Morocco.

Recently appointed as the regional director of the Ministry of Youth in the Casablanca-Settat region (Image No. 4), Ismail El Hamraoui, the head of the parallel youth government in Morocco, has actively participated in numerous initiatives and activities. His goal is to integrate the youth in monitoring and evaluating public institutions. He was among the young activists who rallied for slogans such as freedom, social care, and dignity after the constitutional reforms. His primary aspiration at that time was to make the youth government a proactive force for new ideas and the formation of conscious young individuals.

Engaging in the Youth Government initiative to defend the youth's ideas, this government emerged after the momentum generated by the February 20 Movement, a social movement in the Arab region driven by youth advocating for rights, freedoms, and expanding youth involvement.

The parallel youth government comprises 25 young men and women, with each minister being supported by 5 voluntary advisors, totaling 125 members. This initiative has garnered significant interest, attracting over 10,000 young individuals from various regions of the kingdom. It encompasses several bodies, including the "Laboratory of Studies and Research," which is responsible for training and guiding the youth, benefiting more than 25,000 young people this year alone. The presence of parallel regional governments, each hosting between 160 to 200 young individuals in every region, further amplifies the initiative's efforts. Moreover, there is a growing number of GPJ clubs (Parallel Government of the Youth) within Moroccan universities. Another noteworthy initiative, "Essam for Innovation, Invention, and Social Entrepreneurship," is named after a deceased young individual. The primary activities of the parallel youth government primarily involve advocating for public programs and issues. Some of the established achievements of the parallel youth government within Moroccan society include:

- A collective book titled "The Vision of the Parallel Youth Government for the Post-COVID-19 Era."
- Presenting the "Youth of the Nation Notebook," containing 150 proposals submitted to the government.
- Collaborating on the book "Youth and National Issues" with the Public Policy Institute.
- Training more than 3500 young individuals through the Mobile Parliament Caravan.
- Publishing the legal guide "The Rights of Moroccan Youth."

The mechanism for selecting candidates for membership in the Youth Government and the criteria adopted in this selection are as follows: The selection process is based on an initial list drawn up by a scientific committee consisting of experts specialized in the field. This is followed by the subsequent stage, which involves electronic voting. The final voting site was visited by more than 100,000 individuals from various age groups, with 15,000 people voting in the national selection. This high number was achieved due to youth campaigns, whether through the distribution of promotional materials or the organization of workshops and simulated meetings resembling official election campaigns."

Does the Youth Government contribute to decision-making in Morocco? Yes, the Youth Government in Morocco contributes to decision-making in an advisory capacity. It does not possess legislative power as it is constitutionally tied to elected institutions. However, its influence on decision-making comes indirectly through initiatives organized by voluntary research centers. Decision-making in Morocco is constitutionally structured through recent amendments to fundamental chapters (11, 12, 13, 14, 15) and chapters related to youth from chapter 33 to chapter 170. These can serve as a primary entry point and reference for contributing to decision-making.

"The Parallel Youth Government and its role in the issue of road safety:"

Regarding road safety, the parallel Youth Government has presented a set of observations and collaborated with the Innovation Laboratory to provide financial and technical support to the Moroccan School of Engineering Sciences (EMSI) with the aim of developing ideas and inventions related to road safety. Additionally, the Youth Government has allocated a significant portion within its pleading memorandum for climate change by including a set of proposed measures that can reduce climate pollution and increase the use of renewable energy to reduce energy costs.

Message from Mr. Ismael El Hamraoui to the youth:

"There are alarming figures regarding youth participation in political life, as highlighted in the report of the High Commission for Planning, indicating our weak involvement in public policies. As young people, we must understand that 'rights are claimed, not granted.' Contributing to shaping public decisions is possible, but it requires serious work and perseverance on our part to achieve our goals.

Road safety is a shared responsibility, and thus, blaming only the youth is not fair. The government also has a crucial role in integrating them into the decision-making processes. Spaces must be created, and appropriate support and guidance should be provided for the youth. Moreover, political parties and factions have a responsibility to make significant efforts to revitalize mechanisms for attracting the youth and make them an essential element in the decision-making process."

My message to the youth, I want to convey a message of hope, coupled with the importance of determination and hard work. Reflecting on my childhood, I recall being a frequent visitor to the youth center in Midelt, a quaint Moroccan town nestled in the Atlas Mountains. I would often express to the director my aspiration to become the leader of that very center. Today, I share this personal anecdote to inspire and motivate each of you to pursue your dreams with unwavering strength and perseverance. Never relinquish hope, and always be prepared to exert the effort and dedicate yourself to achieving your aspirations. For me, the youth center was more than just a place for recreation; it served as a platform for my dreams and ambitions. Through sheer determination and unwavering dedication, my dream became a reality, and now I hold a position that I cherish, respected for the work I do. I wish for all of you to harbor grand dreams and firmly grasp onto them. Understand that hard work and steadfast determination are the cornerstones of success. Embrace new opportunities and confront challenges head-on as you traverse your journey. What truly matters is your steadfast commitment to realizing your dreams. I wholeheartedly believe in your abilities and potential, so never allow setbacks or obstacles to deter you. With sincerity and persistence, you possess the capability to achieve anything you set your mind to. I extend my best wishes for success and fulfillment on your path, eagerly anticipating the realization of your dreams as you strive for excellence and triumph.

- Dr. Omnia El Omrani is the envoy of the President of the COP 27 Climate Conference for Youth.



Image N 5: Dr. Omnia El Omrani, the Youth Envoy for the President of the COP 27 Climate Conference.

Dr. Omnia El Omrani is a distinguished surgeon specializing in cosmetic and burn surgery at Ain Shams University Hospital. In addition to her medical expertise, she holds significant roles in global initiatives and organizations. Dr. El Omrani serves as the Youth Envoy for the President of the Conference of Parties (COP) on Climate Change (COP 27), a pivotal position that underscores her commitment to addressing climate challenges on a global scale. Furthermore, she is a commissioner in the Committee "La Nsita," focusing on global health post-COVID-19, demonstrating her dedication to tackling pressing health issues beyond her surgical practice. With a wealth of experience in advocacy and policy-making, Dr. El Omrani previously served for six years as a national officer for the International Federation of Medical Students' Associations (IFMSA). During her tenure, she held esteemed positions such as the Middle East and North Africa (MENA) regional coordinator and international liaison officer for public health issues. Her remarkable efforts represented over 1.3 million medical students worldwide in advocating for climate change policies and collaborating with esteemed organizations such as the United Nations Framework Convention on Climate Change (UNFCCC), the United Nations Environment Programme (UNEP), and the World Health Organization (WHO). Dr. El Omrani's commitment to global climate action is further evidenced by her participation in 18 high-level international governmental conferences, including COY 14, COP 24, COP 25, and COP 26. She has also collaborated closely with international organizations like the UNFCCC Secretariat, WHO, and UNICEF, playing an integral role as a core member of the Youth Constituency (YOUNGO) for the UNFCCC. Moreover, Dr. El Omrani has made significant contributions to research and education, publishing 18 research papers on climate change, food systems, and health in prestigious journals. She has also conducted 15 workshops on climate adaptation, mitigation, and health in various countries, including Rwanda, Tanzania, Egypt, Jordan, and through virtual platforms. Dr. Omnia El Omrani's multifaceted contributions underscore her dedication to improving global health and advancing climate action, making her a respected leader in both medical and environmental spheres.

Appointment of the First Youth Delegate to the COP: Was it overdue? Dr. Amnia believes that the decision to appoint a youth envoy was overdue because the youth should have been involved in the negotiations. When Egypt hosted the Climate Conference 27, it aimed to leave

a distinctive mark by effectively and meaningfully engaging the youth. This was a confirmation of the necessity to appoint a youth representative within the presidency of future conferences and make them a link between the youth and the conference presidency. Therefore, it was decided to select a youth representative within the conference presidency to highlight the challenges and difficulties they face and present solutions and proposals to convey the information to the commissioners, heads of states, and ministers participating in the conference.

We emphasized the importance of COP 27 because in Egypt, we believe in the significance of the youth, their roles, and their capabilities.

An Experience in Youth Work and Road Safety:

From my experience working with the organization "YOURS" (Youth for Road Safety), I have learned many things. Firstly, I became aware of the importance of our role as youth, considering that we represent the largest age group, totaling over 1.4 billion individuals worldwide. Secondly, we, as youth, are the most vulnerable to road traffic accidents and fatalities. Therefore, we have the right to have our voices heard in all efforts related to road safety.

I served as an organizer for the second World Youth Assembly on Road Safety, held on the sidelines of the Third Ministerial Conference on Road Safety in Stockholm in 2020. Later, I focused on public health since I work in the healthcare sector as a physician, and they helped me convey my message and experiences effectively. Subsequently, I was given the opportunity to speak at the opening of the Ministerial Conference on Road Safety and addressed over 100 ministers in the conference hall. During the event, all participating youth wore colorful woolen scarves to highlight our message to decision-makers, urging them to include us in public policies related to road safety and sustainable transportation.

Road Safety at COP 27: At COP 27, road safety was indirectly addressed by the Egyptian presidency, alongside sustainability and climate change initiatives. While focusing on safety, health, and sustainable transportation, there was also an emphasis on environmental preservation, given the high youth mortality rate.

Road safety is a shared responsibility: Dr. Amnia believes that all parties are responsible for road safety, but it is crucial for the youth to take the initiative and encourage decision-makers to consider new solutions and policies. This was evident in her role as the youth delegate at the Climate Conference, where she took the first step in establishing a youth and children's wing, advocating for their active involvement in shaping solutions and policies related to road safety and other critical issues.

Mr. Ismail El Hamraoui and Dr. Omnia El Omrani explain that the determination of the youth has a positive impact on public policies. Therefore, decision-makers should support the youth in solving social issues, such as the road safety problem. Thus, we worked hard to gather the opinions of young people through field research using a questionnaire with precise questions related to the youth. In the fourth step, we will discuss the results of this research.

Chapter 4: Improving Youth National Participation: Youth Recommendations

The Moroccan youth had an opportunity to express their opinions on enhancing the involvement of young people in national road safety issues and providing recommendations to enhance the effectiveness of the national road safety strategy through a youth survey. This was done through a national campaign that involved filling out a field research questionnaire.

The survey is part of a new road safety campaign titled "Youth and Road Safety" in Morocco, with the aim of promoting youth participation and providing them with an opportunity to express their opinions and recommendations for improving the involvement of young people in road accidents. Activating the role of young people in road safety through their creative proposals and innovative ideas is an important aspect that should be considered with great attention.

The survey consists of approximately 30 different questions regarding road safety, as well as obstacles to youth participation in decision-making processes.

Survey Results:

The questionnaire was distributed to youth groups across various regions of Morocco through social media platforms, and it received widespread response. As a result, a range of youth proposals were included, reflecting the sense of responsibility among Moroccan youth and their desire to bring about positive change towards safe and sustainable transportation systems. Based on the participants' responses, the results appear encouraging and indicate good youth participation in Morocco. By analyzing the map (Figure 8), we can observe a clear variation in the number of participants among different regions. This may be attributed to cultural and educational differences, as well as the distribution method of the questionnaire by the team. Additionally, we note that female participation is high, accounting for over 37.84% compared to males, particularly in the Tangier-Tetouan-Al Hoceima region.

These results will be valuable in guiding government policies and initiatives that target youth, especially women, in the field.

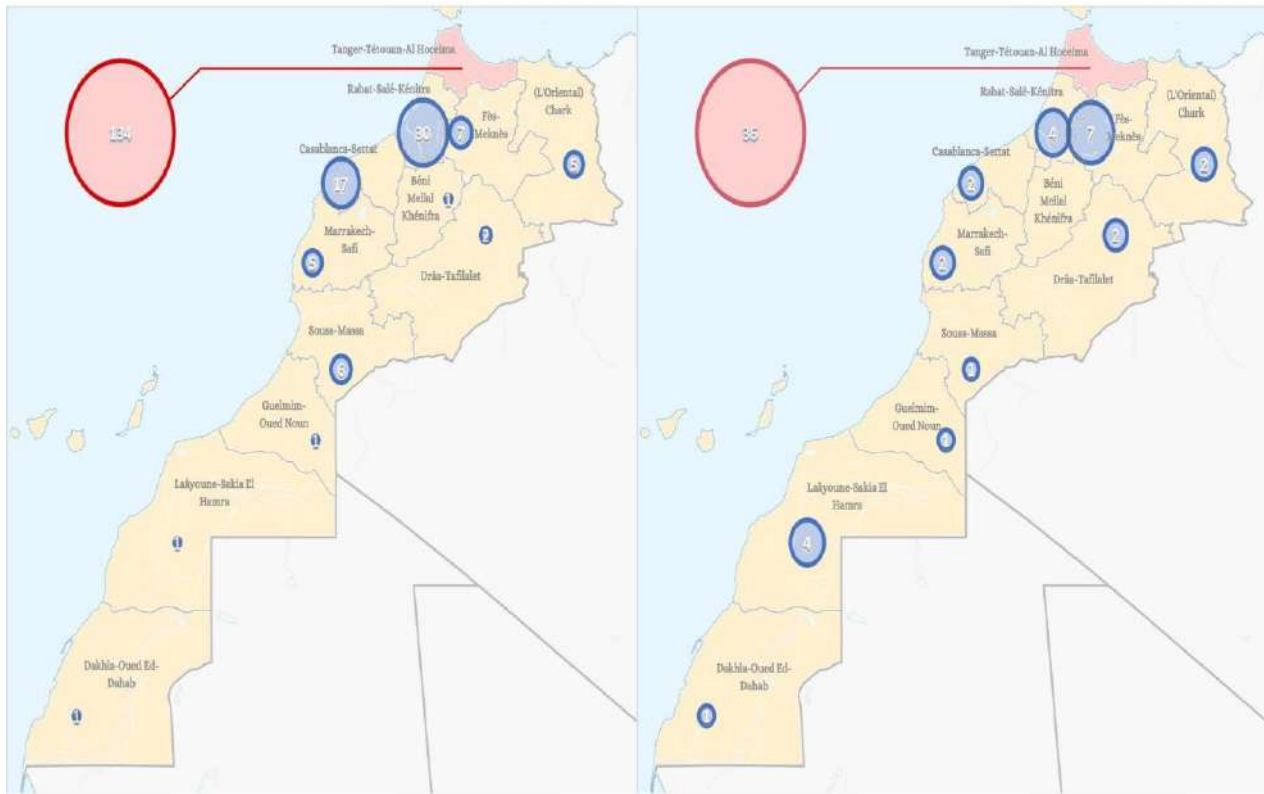


Fig 8 : Number of participants who filled out the questionnaire according to region: Males (A), Females (B).

While interpreting the results of the below questionnaire (fig 9), collected through responses from male and female participants aged between 15 and 35 years, it was evident that the age group with the highest participation was between 19 and 23 years old. Female participants represented the largest proportion of respondents in the survey, accounting for 78.8%, while male participants constituted only 21.2%.

Based on this information, it can be concluded that the most engaged age group in the study was young individuals between 19 and 23 years old, and women were better represented compared to men. We believe that the stakeholders in the field of road safety can benefit from the available survey data to guide their governmental and private policies and initiatives more effectively. This will ensure that these policies and initiatives target the age groups and genders most affected by road accidents.

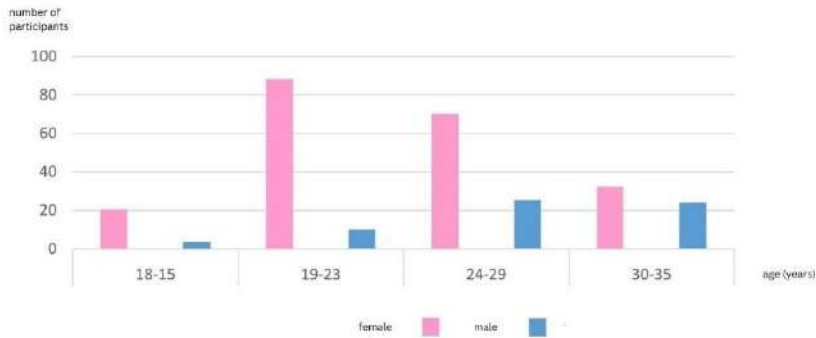


fig 9 : Age Group Participation in Filling out the Form Based on Gender

Through fig 10, it has been revealed that the Tanger-Tetouan-Al Hoceima region had the highest participation rate for the age group between 19 and 24 years old, with a remarkable involvement of 150 female participants and 69 male participants. Following closely was the Rabat-Sale-Kenitra region, but with a significantly lower participation rate compared to the former. On the other hand, the participation rates in the remaining regions did not exceed 15 for both genders.

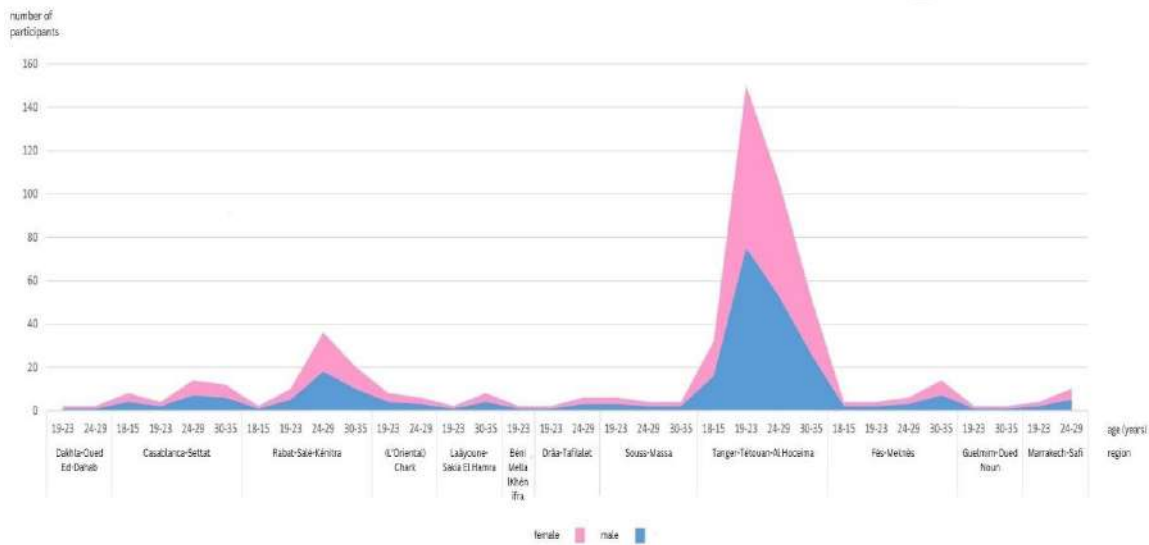


Fig 10 : The Region and Age Group Participation in Filling out the Form Based on Gender

The study revealed that approximately 80 participants were unaware of the actual number of road crash-related deaths, which constituted the largest proportion. Meanwhile, 68 participants provided values of less than five fatalities per day. On the other hand, 50 participants (fig 11) identified the death toll of 15 people daily. These findings indicate that the majority of the participating youth lack awareness about the actual fatality figures, and a significant percentage of them underestimated the tragic reality we are facing.

It is crucial to strongly promote awareness and education about the risks of road crashes in Morocco and to implement effective initiatives to improve the situation and reduce the number of fatalities resulting from these accidents. The existence of misconceptions and erroneous beliefs among the youth regarding the daily death toll from road accidents underscores the importance of enhancing awareness and education across all age groups to mitigate this serious issue.

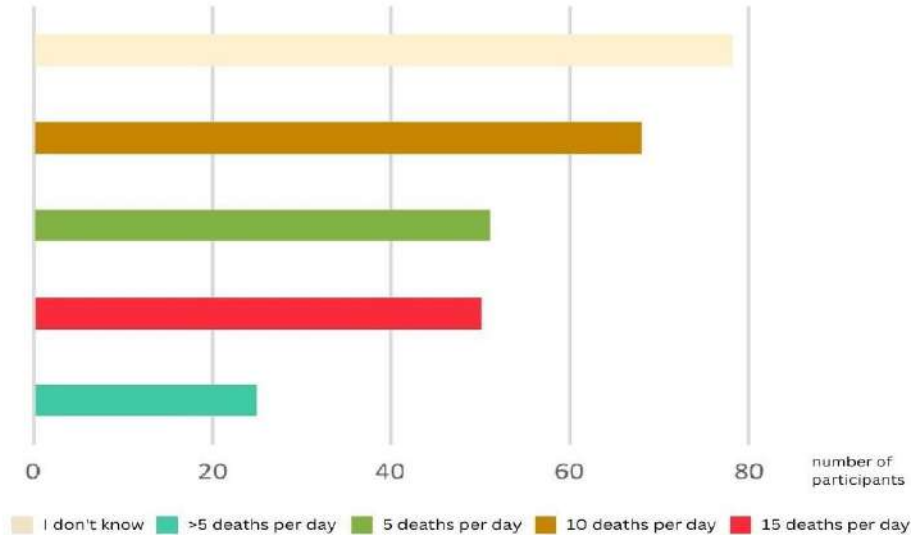


Fig 11 : Youth Beliefs Regarding the Daily Death Toll from Road Crashes in Morocco

The survey (fig 12) showed that the youth's engagement in associations did not exceed a participation rate of 19.2%. However, participation in awareness campaigns and volunteering witnessed an increase with the involvement of 100 to 150 participants. In contrast, working with decision-makers experienced a moderate number of participants, approximately 70, due to various reasons, including the youth's awareness of the necessity to be involved in the decision-making process. The youth strongly believe in the importance of their inclusion in decision-making and understand their capability to influence and play a pivotal role in spreading awareness within society.

This highlights the effectiveness of focusing on awareness campaigns to engage the youth, as they represented the highest percentage of participation.

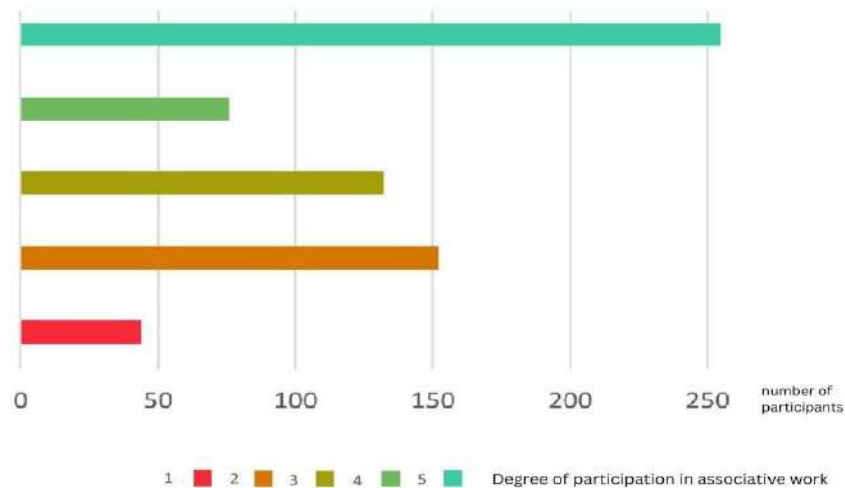


Fig 12: Evaluation of Participation in Community Work

Based on the results of Survey No. 13, it is evident that 62% of the participating youth possess a driver's license, but only 6% of them have previously been involved in road crashes resulting in severe injury or fatalities. However, a significant 76% of the youth who participated in the survey, or someone from their surroundings, have been involved in road accidents in the past, meaning that 30% of every 100 participants have experienced road crashes.

Nevertheless, the level of engagement and participation in community work and contributing to shaping public policy is weak, as it does not exceed 20%. Around 74% of the participating youth do not belong to any non-governmental organization, yet 76% express their future willingness to engage in community work and participate in implementing the National Road Safety Agency's plans. Only 17% of the participants have previously been involved in a project contributing to policy change and decision-making.

Regarding the role of the National Road Safety Agency, 57% of the participants have a complete understanding of its role, while more than 70% are unaware of the National Road Safety Plan. The major problem remains in knowing the agency's objectives and plan, as only 28% of the participants are familiar with the goals and plan of the National Road Safety Agency (Survey No. 13).

However, an overwhelming 98% of the youth acknowledge that road safety should be a national priority and an urgent issue that requires action.



Fig 13: Various questions to get to know the participants better

As shown in fig 14, the results from the participants indicate that the optimal mechanisms for ensuring the inclusion of Moroccan youth in shaping road safety and sustainable transportation policies are through funding youth projects and civil society organizations. Additionally, direct engagement with decision-makers was highlighted as a crucial approach. Some participants expressed that the best solution lies in establishing a national youth council for road safety. Furthermore, another option favored by the youth is conducting training workshops and awareness campaigns.

This illustrates the role of civil society in guaranteeing the youth's involvement in decision-making processes.



Fig 14 : The optimal mechanism, from the perspective of Moroccan youth, to ensure the inclusion of youth in shaping road safety and sustainable transportation policies.

The following is shown in fig 15: Holding consultations under the supervision of NARSA (National Road Safety Agency) is the most preferred mechanism by young people to ensure their inclusion in policy-making, with approximately 75 participants choosing it. It is followed by selecting a representative from the youth or a road safety ambassador, and then working with the legislative authority.

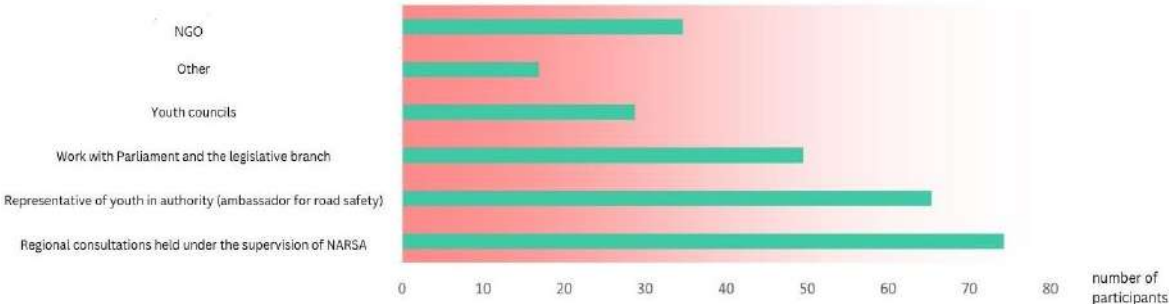


Fig 15 : The optimal mechanism, from the perspective of Moroccan youth, to ensure the inclusion of youth in shaping road safety and sustainable transportation policies.

Road safety is a personal responsibility, as chosen by more than 150 participants, where speeding was considered the main cause of road crashes. This choice ranked higher than all other available options, such as weather conditions, road conditions, vehicles, and driver behavior. It indicates that 66% of road accidents are caused by human errors. The concerning truth is that most drivers continue to commit the same mistakes on the road without paying attention to their wrong habits while driving.

Furthermore, 40 young individuals believe that road safety is the responsibility of the National Road Safety Agency, followed by the ministry responsible for transportation, driving schools, and vocational training, while 20 others view it as the responsibility of civil society (fig 16).

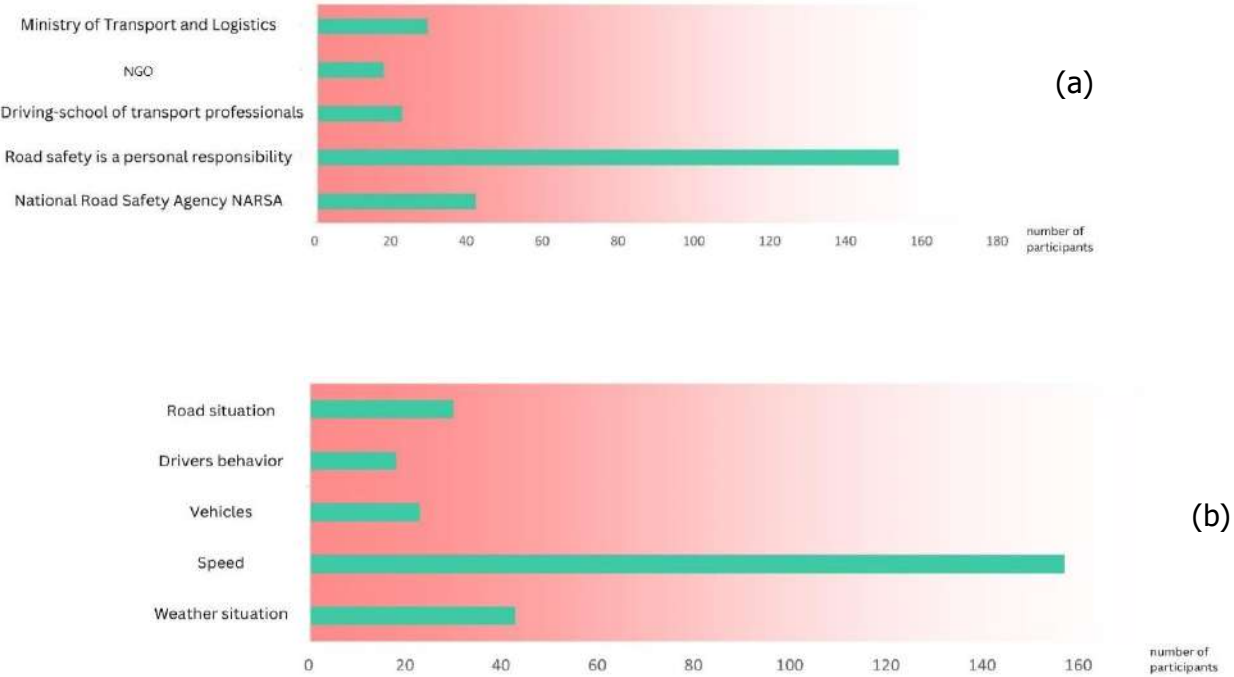


Figure 16 : (A) The entity responsible for reducing the number of fatalities and injuries resulting from road accidents from the perspective of the youth, and (B) The causes of road accidents.

The modes of transportation vary from air, sea, and land. The survey indicates that three categories represent the highest proportion. Approximately 16.8% of the participants confirmed their use of private cars for transportation, which constituted the largest category. The second-highest percentage was among pedestrians, with around 14% stating that they use walking as a means of transportation. Public transportation accounted for less than 12% of the responses (fig 17).



Fig 17: The opinions that the participants expressed.

Based on the study (fig 18), more than 80% of the participating youth expressed the necessity of their inclusion and the need for a representative of this youth group in decision-making rooms. They also emphasized the pivotal role of the youth and civil society in raising awareness within the community. In contrast, only 7% of the participants expressed the belief that the youth have limited influence within society.

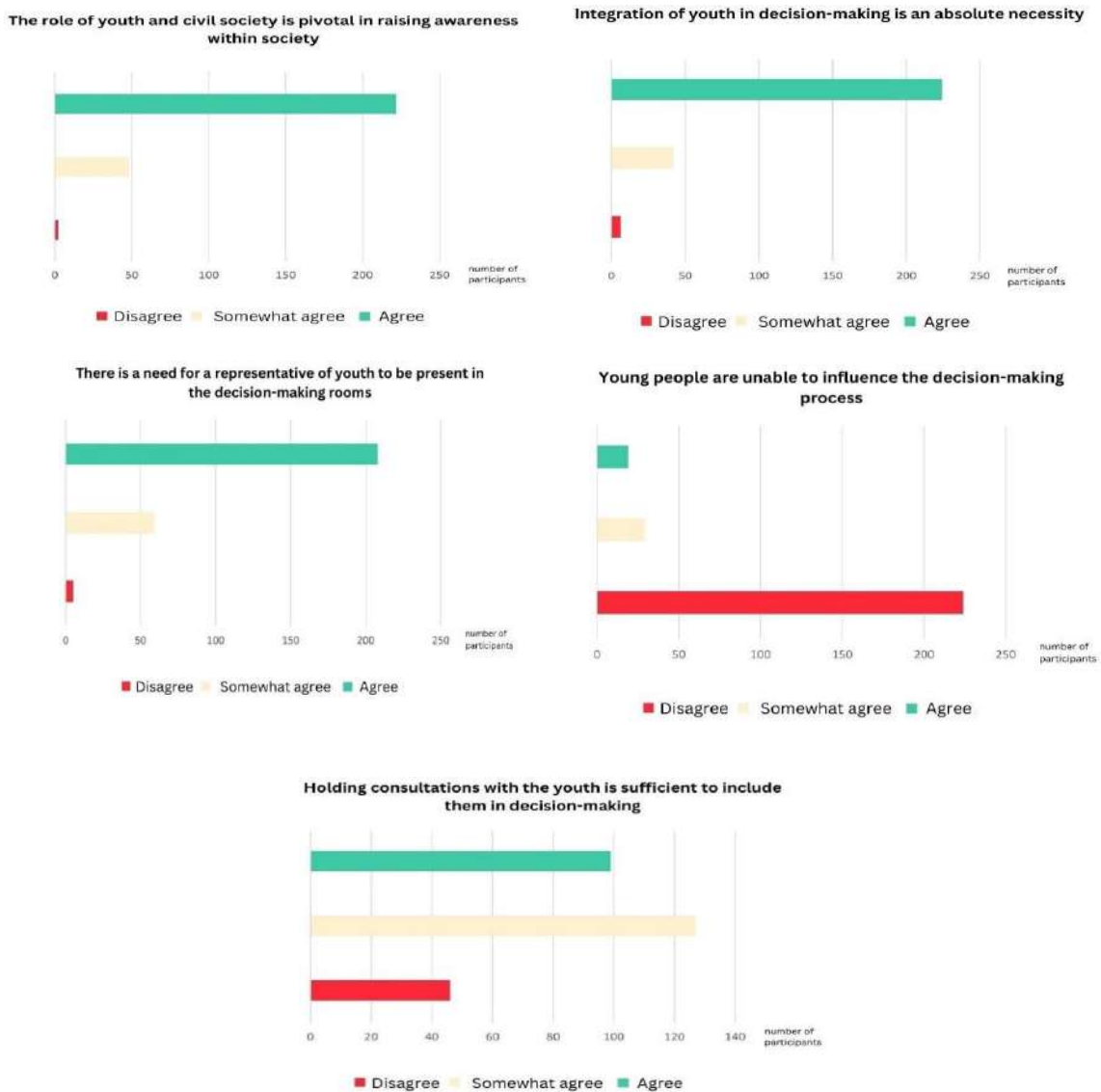


Fig 18 : The percentage of agreement among youth with the proposed mechanisms for inclusion.

We present here all the proposals of young Moroccans to reduce the number of deaths and injuries resulting from road clashes if they are integrated into the decision-making process for road safety in Morocco, as follows:

1. Awareness

The majority of the proposals put forward emphasized the necessity of consistently and intensely promoting awareness amongst all segments of society and road users in Morocco. The importance of increasing awareness about road dangers and the value of life, improving communication between pedestrians and drivers, adhering to traffic laws and ethics, and implementing effective road controls was emphasized. This could be achieved through campaigns, plays, workshops and social media. The use of advanced technology to spread awareness while maintaining privacy was also encouraged. The proposals also endorsed the idea of promoting creativity in raising awareness and promoting road safety in schools, universities and civil society. Finally, it was deemed necessary to discontinue the practice of implementing unilateral plans and programs without proper integration into the manufacturing and application process.

2. Traffic Laws & Driving Rules

Given that traffic laws primarily aim to regulate road traffic and ensure the safety of drivers and pedestrians, the youth have called for the strict and universal enforcement of these laws, along with increased penalties and stricter measures against violators. They believe it is necessary to enhance police and gendarmerie patrols, with continuous monitoring by security services, including the installation of more radars and cameras at intersections. They also propose replacing some fines with mandatory training programs tailored to address specific violations, particularly for repeat offenders. Regarding speeding, it has been suggested to intensify penalties and enforce strict adherence to speed limits in each area, as well as reducing the maximum speed within city limits from 60 to 50 km/h. Additionally, there is a call to enhance monitoring of motorcycles, particularly in densely populated neighborhoods.

3. Drugs and corruption

Young Moroccans perceive corruption as a pervasive issue that hampers law enforcement within their society, particularly when it comes to traffic violations. Many individuals resort to bribery as a means to evade fines and penalties associated with breaking Morocco's traffic laws. The youth emphasize the importance of combating bribery among road users through the implementation of a dedicated reporting mechanism, such as a designated hotline, to report those offering or accepting bribes. They also highlight the significance of utilizing automated traffic monitoring systems to detect violations, with a mandatory reconfiguration requirement for repeat offenders. Furthermore, the youth recognize that driving under the influence of alcohol and engaging in contraband activities are major contributors to accidents. They propose equipping vehicles with alcohol level sensors that can detect the presence of alcohol or any other substances through breath analysis, thereby triggering an internal alert system to notify the driver and passengers. Additionally, they suggest integrating these sensors with external surveillance cameras, as well as notifying the police and the Royal Gendarmerie, to ensure prompt intervention in case of potential violations.

4. Educational system

Young Moroccans strongly advocate for the inclusion of road safety education within the core curriculum of early education programs. They believe that by integrating road safety awareness at a young age, it will foster a sense of responsibility and promote adherence to traffic laws. This educational foundation will serve as a solid theoretical basis for practical training during the process of obtaining a driver's license. Moreover, they propose innovative approaches to enhance children's and society's understanding of road safety. In conjunction with formal education, they suggest organizing creative workshops, competitions, and cultural events where students can showcase their creations and educational plays. These engaging activities will provide a lively and inspiring learning environment. Through such initiatives, the aim is to instill road safety knowledge in an enjoyable and interactive manner, ultimately raising awareness and cultivating a culture of responsible behavior on the roads.

5. Traffic Signals & Infrastructure

Road signage and infrastructure play a significant role in traffic accidents, as they are designed to ensure the safety of pedestrians, vehicles, and cyclists. Young Moroccans propose several measures to address this issue. Firstly, they recommend conducting a comprehensive study to assess the state of road infrastructure in Morocco, with a specific focus on identifying black spots and areas with high rates of traffic accidents.

To mitigate confusion among drivers and pedestrians, they suggest reevaluating and improving the road signage in areas prone to accidents. This could involve re-marking the signage to enhance clarity and visibility. Additionally, they emphasize the need for expanding sidewalks and strictly regulating the use of public space by cafes and other establishments, ensuring that pedestrian areas are prioritized.

The proposal also includes mandating the presence of dedicated lanes for pedestrians, enhancing the lighting along roads and public pathways, and implementing regular maintenance of roads, bridges, and tunnels. These measures aim to create a safer and more efficient road infrastructure that effectively reduces the risk of accidents and promotes the well-being of all road users.

6. Promoting Sustainability: Environmental Conservation and Car Maintenance

In terms of environmental impact, young Moroccans have put forth a compelling suggestion to incorporate ecological training as a prerequisite for obtaining driving licenses. This initiative aims to minimize carbon dioxide emissions and alleviate environmental pollution, which contributes to severe respiratory ailments. Under the slogan "zero deaths," this proposal not only emphasizes sustainable development but also underscores the importance of protecting public health.

Furthermore, the youth propose harnessing solar and wind energy to illuminate public roads. They call upon the relevant authorities to implement renewable energy solutions as an alternative to conventional electrical energy, thus reducing overall energy consumption. By embracing these measures, Morocco can take significant strides towards a more sustainable and environmentally friendly transportation infrastructure.

A significant portion of the youth's recommendations revolves around the imperative of appointing a youth representative to the administrative board of the National Road Safety Agency. This proposition exemplifies a growing recognition of the significance of involving young individuals in decision-making processes related to road safety in Morocco. By integrating the perspectives and insights of youth alongside decision-makers, the aim is to propel progress towards realizing the vision of achieving "zero deaths" on the roads in the forthcoming years. This step not only acknowledges the unique perspective and contributions of the younger generation but also fosters a collaborative approach towards enhancing road safety initiatives in the country.

Chapter 5: Decision-Maker & youths Self-Assessment scorecard

Why is this assessment considered important for decision-makers?

As this step is evaluative, it holds significant importance in assessing the extent of youth engagement. It will help draw a comprehensive picture of the current state of decision-making processes in the field of road safety involving youth. This assessment tool was designed by the International Youth for Road Safety organization, and we try to add some local words.

Assessment Objectives

- Assessment of progress towards effective engagement with youth.
- Understanding and effectively addressing youth issues and benefiting from them.
- Achieving effectiveness in meeting the needs of an important segment of society.
- Understanding and addressing the causes of youth-related road accidents."

Self-Assessment Card

Filling out this evaluation card will enable us to assess the success of your institution in engaging with youth and enhancing their role in decision-making processes. By completing this card, you can identify areas for improvement to enhance youth participation and increase its effectiveness within your organization. We will be able to provide a roadmap outlining the steps to take for strengthening youth engagement and empowering them in decision-making processes. This card will assist us in monitoring your interaction with our guidelines and identifying the actions needed to develop youth skills and increase their effectiveness in the field you operate in.

Ultimately, you will be able to integrate purposeful youth engagement into your institution and enhance their role in improving performance and achieving common objectives more effectively and interactively.

When filling out the scorecard, you can use these questions to assess your scores: How did you reach this conclusion?

What evidence supports your evaluation?

Please use the following scale to answer the questions below:

1	No clear mechanisms are in place to support this action.
2	This area has been identified as needing improvement, and youth have been informed.
3	Testing and learning with youth to enhance participatory practices.
4	Participation mechanisms have been included, and youth experiences shaped their development process.
5	Youth and Practitioners have agreed on accessible and comprehensive mechanisms to support this work. Youth and stakeholders have reached an agreement on mechanisms that facilitate access to this support and include everyone.

Always remember to provide constructive and respectful feedback while evaluating the situation. Your input is valuable in identifying barriers affecting the implementation of road safety policies in Morocco and improving monitoring and evaluation processes.



each section relates to the principles for meaningful youth participation

YOUTH SPEAK FREELY AND THEIR VOICES ARE HEARD

	Practitioner	Youth
1. Have young people been equipped with comprehensive, easily accessible, inclusive, and age-appropriate information concerning their right to express their opinions freely?	1,2,3,4,5	1,2,3,4,5
2. Are young people's views to be given due weight, and are they informed on how this participation will take place, its scope, purpose and potential impact?	1,2,3,4,5	1,2,3,4,5

YOUTH ARE DOING THIS OF THEIR OWN FREE WILL

1. Are the participants aware that they have the option to withdraw at any moment?	1,2,3,4,5	1,2,3,4,5
2. Is participation voluntary?	1,2,3,4,5	1,2,3,4,5

A CHANCE TO TAKE INITIATIVE

1. Are young people provided with opportunities to initiate ideas and activities?	1,2,3,4,5	1,2,3,4,5
2. Are strategies and activities planned and facilitated in ways that recognize and respect young people's existing skills, competences, interests and initiatives?	1,2,3,4,5	1,2,3,4,5
3. Are strategies and activities planned and facilitated in ways that build on positive cultural practices and enable respect for differences of opinion among participants?	1,2,3,4,5	1,2,3,4,5

SPACE FOR LIVED EXPERIENCES

1. Is space provided for youth to highlight and address the issues they themselves identify as relevant and important?	1,2,3,4,5	1,2,3,4,5
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PITCHED AT THE RIGHT LEVEL

1. Are adequate time and resources available so young people are adequately prepared and have the confidence and opportunity to contribute their views? Consideration needs to be given to the fact that young people will need differing levels of support and forms of involvement.	1,2,3,4,5	1,2,3,4,5
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NO YOUTH LEFT BEHIND

1. Do youth of different genders, ages, abilities and backgrounds have opportunities to participate and influence decision-making?	1,2,3,4,5	1,2,3,4,5
2. Are efforts made to analyze and overcome barriers for inclusive participation (through consultative, collaborative or youth-led planning with marginalized youth)?	1,2,3,4,5	1,2,3,4,5

SKILLS TO ENGAGE YOUTH

1. Have adults had the necessary preparation, training and support to facilitate youth participation effectively?	1,2,3,4,5	1,2,3,4,5
2. Have young people been supported and offered capacity-building so they can also act as trainers, or facilitators on meaningful participation? For example, training in organizing meetings, raising funds, dealing with the media, public speaking and advocacy as well as rights-based approach to participation.	1,2,3,4,5	1,2,3,4,5

SAFE, SECURE AND OPEN

1. Are young people aware of their right to be protected from harm and know where to go for help if needed?	1,2,3,4,5	1,2,3,4,5
2. Is there a safeguarding plan for working with vulnerable youth?	1,2,3,4,5	1,2,3,4,5

CLOSING THE FEEDBACK LOOP

1. Are youth provided with clear feedback on how their participation has influenced any outcomes and led to change?	1,2,3,4,5	1,2,3,4,5
2. Are youth included in monitoring and evaluation of their participation?	1,2,3,4,5	1,2,3,4,5

YOUTH EXPERTISE, CONTRIBUTIONS, AND TIME ARE VALUED

1. Have youth been reimbursed for any out-of-pocket costs incurred due to their participation?	1,2,3,4,5	1,2,3,4,5
2. Where appropriate have youth been offered a stipend for their contributions?	1,2,3,4,5	1,2,3,4,5

How are you doing on meaningful youth participation? What your score tells you.

Let's see your participation score!

83 - 95	You havenailed it! You have successfully built a sustainable, meaningful, participatory environment for youth!
67 - 82	You are doing this, keep building!
51 - 66	You are part way there! Keep on going!
35 - 50	You are just starting your meaningful participation journey, but we are here to help!
19 - 34	You have shown up, and that's the start of this process!

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Together to Engage the Youth Towards Safe and Sustainable Mobility