



ANNUAL REVIEW 2025



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INTRODUCTION

This has been a year of both transition and continuity for the FIA Foundation, as we finalised the charity's strategy to 2030 and renewed successful partnerships proven to protect lives and improve health.

Our strategy review was informed by a thorough external evaluation of our programmes and processes by strategy consultancy Agulhas. We are grateful for their insights and advice, and to the many of our peers and partners who participated in the review. In the course of several meetings, our Board has considered the performance of our grant portfolio, heard from prospective partners about their future goals, and adopted what we believe is a strong funding agenda.

As part of this process we have, of course, undertaken detailed measurement of the impact of the FIA Foundation over the past five years. On the following

pages we present some of the highlights of the charity's achievements. Policies adopted, practices improved, vehicle and infrastructure performance upgraded, emissions reduced, external funding leveraged and, where possible, an estimation of injuries prevented, health outcomes improved and lives saved.

Across both mobility and motor sport, the impact of the FIA Foundation's advocacy, support and funding has been significant. We have enabled the growth of global and regional initiatives, such as the Global New Car Assessment Programme (NCAP), the International Road Assessment Programme (iRAP), the Global Fuel Economy Initiative (GFEI), The Real Urban Emissions (TRUE) Initiative, and the Child Health Initiative (CHI). We play a leading role in policy innovation and development, deploying charitable funding in support of practical change.

Funding by the FIA Foundation has underpinned motor sport safety research for more than two decades, keeping competitors and spectators safe. We have supported the FIA's crash data analysis and sport safety interventions, and have enabled the training of many thousands of volunteer marshals and officials. We constantly seek to blend the experience of mobility and motor sport, to demonstrate how sport contributes back to society, and we are currently supporting projects on tyre particulate emissions, e-scooter stability and road/circuit safety design which promise exactly that.

We are also seeing impact from projects led by our FIA national mobility clubs. Amending the highway code in Greece, including motorcycle couriers within hazardous employment protections in Türkiye, improving school safety zone practice in Nepal and adopting a new road safety strategy in Moldova – just some of the policy achievements delivered by clubs in the past year. With the FIA's 'Safe Mobility 4 All and 4 Life' initiative organising structured safety mentoring for clubs and public authorities, we look

forward to many more policy goals being met, and the FIA Foundation is providing the funding needed to enable this.

As an independent charity, managed to high standards of governance, and able to take long term decisions to identify and support programmes with great potential, the FIA Foundation is both an asset to the FIA's brand and reputation as a social actor and the lynchpin for an ecosystem of road safety, environmental and motor sport interventions. Our new strategy will build on, deepen and expand this good work.



David Richards CBE
Chair
FIA Foundation



OVERVIEW

We live in a time of digitally enhanced division and economic precarity, when the curated lifestyles offered up by Instagram and TikTok influencers often fail to match the contents of our wallets. No wonder, then, that populists who feed off difference and dismay are rising, and excluded young people are in the forefront of protests, shaking and even toppling governments from Kenya to Nepal, Morocco to Madagascar.

The youth of Bangladesh, which experienced its own Gen Z revolution last year, first rose in 2018 to protest the road traffic deaths of two high school students. For weeks, protestors blocked the streets of the capital, demanding action to tackle corrupt public transport operators and their client politicians. A harbinger of the bigger battles to come, sparked by lethal inequities in road transport provision.

Corporate and political misgovernance lie behind many of the dysfunctions that kill, maim and harm

road users. This year, after all, marks the 10th anniversary of dieselgate. The air pollution scandal led the FIA Foundation to launch the TRUE initiative, which is now working with more than 30 cities worldwide to provide accurate data for targeted policy. As Global NCAP hosted the NCAP25 World Congress in Shanghai this year, Latin NCAP released new results showing that a Brazilian built Stellantis car, the Citroen Basalt, had scored zero stars in a frontal impact test. In too many countries roads and public transport infrastructure are still being built or 'upgraded' without any consideration for the needs of pedestrians, and too many of the ministers who congregated at the global ministerial on road safety in Marrakech last February still reached for child traffic safety education as their go-to fix.

Where does this lead? This year two American parents were imprisoned and prosecuted for manslaughter because their seven year old son, allowed to walk with his 10 year old brother to the

local grocery store, had been run down by a car. The children had to cross a dual carriageway to reach the shop, the car was travelling fast. But the parents are apparently solely guilty, while the road designers, speed management authorities and the driver are absolved of any responsibility. Political misgovernance, the anti-Safe System, is rarely so defined or so absurd. But it still exists everywhere.

It is not enough to apply sticking plasters to these gaping wounds. Radical surgery - system change - is usually necessary. This informs the FIA Foundation's investments, and how we work to address root causes: motorcycle helmet supply, and the regulatory and testing regimes required to enforce quality; vehicle safety and emissions performance, and the independent testing and advocacy power needed to make the case for improvement unignorable; highway and street design, and embedding new tools and ideas within immense bureaucracies and billion dollar commercial operations.

Of course it was in motor sport, a tightly managed governance system, that the Safe System was

pioneered. So the FIA Foundation is building on the sport's tradition, while also providing funding to help ensure that the zero tolerance of death and serious injury in motor sport, as in the wider world, is maintained. And we are embedding equity within every aspect of the charity's new strategy, to ensure that we are alert to injustice. This is how race circuits safe for an F1 champion can result in neighbourhood streets safe for a child to walk.



Saul Billingsley
Executive Director
FIA Foundation



PROGRAMME RESULTS

Activities by our programme partners between 2021 - 2025

Together with NGOs, FIA Clubs and international agencies around the world we promote public health by investing in action on road safety, sustainable transport, fuel efficiency and clean air, as well as supporting safe and inclusive motor sport. Here are some of the achievements over the last five years.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME (iRAP)



GLOBAL NEW CAR ASSESSMENT PROGRAMME



Since 2021, 92 crash test results were released across Latin NCAP, Safer Cars for India and Safer Cars for Africa influenced 49 voluntarily made improvements by manufacturers.

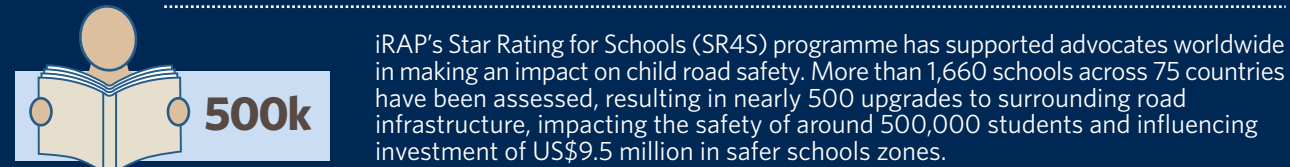
25 global manufacturers voluntarily improved a vehicle model's safety as a direct result of testing in the ASEAN region, Latin America and the Caribbean, Africa, and India.

In ASEAN region, India, Malaysia, Thailand, and Singapore adopted a mandatory ABS regulation, and Vietnam is committed to follow. In LATAM regulations were adopted in Argentina, Colombia, and Chile.

India's Bharat NCAP was officially launched in 2023, becoming the 10th new car assessment programme in the world.

CHILD HEALTH INITIATIVE (CHI)

Safe Schools Africa led by Amend has provided school area design recommendations on 10 road corridor projects in Ghana, Mozambique, São Tomé & Príncipe, Tanzania, and Zambia covering over 700km of roads. As a result road safety improvements have so far been constructed around 25 schools covering approximately 23,000 school children. Additionally, 17 schools had safe infrastructure installed for children in Botswana, Côte d'Ivoire, Kenya, Senegal, and Tanzania through demonstration projects (SARSAIs).



Road safety was elevated within UNICEF and the Partnership for Maternal, Newborn and Child Health (PMNCH) strategies for the first time. UNICEF leveraged Foundation funding to obtain a further US\$7 million for road safety funding, engaging an additional seven countries.





Through 48 projects in 34 cities across 21 countries, the Streets for Kids (SfK) Programme has reimagined streets and public spaces, directly improving the daily journeys and livelihood of more than 140,000 children. Half of SfK projects scaled beyond pilots, embedding child-friendly design into city policy, and shaping programmes that advance safer, healthier, and more inclusive streets for children.

The GDCI analysis estimates that seed grants have unlocked more than five times their value in co-investment to create safer, healthier streets for children: US\$255,000 in SfK grants turning into to US\$1.3M in local investment/match.



CHI sparked the “1.8 Billion for Change” campaign, mobilising adolescent health advocacy globally and influencing SDG Summit commitments in 2023.



Vision Zero for Youth (VZY) across US, Mexico and Costa Rica has been building momentum around the acceptance of safe systems. Five winners in the past five years in the US and six in the past five years internationally were recognised for their outstanding efforts by the committee led by National Center for Safer Routes to School. General Motors and the Highway Safety Research Center have now joined to support the awards.



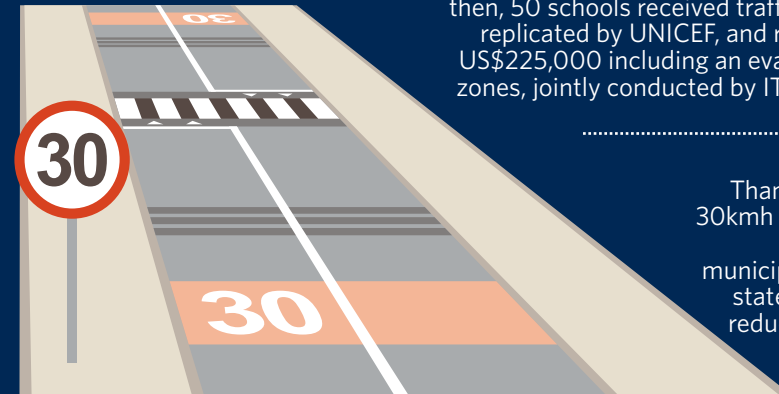
The National Centre for Safe Routes to School and the Institute for Transportation and Development Policy (ITDP) Mexico promoted VZY through Walk and Bike to School and Walk and Roll to School Day activities in cities across the US, Mexico and Costa Rica to raise awareness among local governments and school communities. In the US 17,329 Walk and Roll to School Day events and 9,789 Bike and Roll to School Day events have been held. In Mexico 16 municipalities in 11 states with nearly 6,000 people participated in activities.

Over 200 bike buses: Building on the global trend from Bogota to Barcelona, Bike Bus World showed up in 15 countries across the world and reached 16 million viewers transforming communities by riding bikes to school together.



Youth for Road Safety (YOURS) amplified youth voices in global and regional decision-making spaces, influencing negotiations across eight high-level councils and contributing to seven youth-led declarations that elevate road safety in Agenda 2030. At national and city levels, youth advocates have driven 12 policy recommendations, legislative reviews in Colombia and Mexico, and the adoption of Rwanda's “Road Safety in Primary Schools” programme.

€580,000 secured towards global and local youth-led advocacy activities coordinated with local partners and governments from Colombia, Mexico, the UK, Nepal, India, Jordan and others.



As a result from ITDP Brazil, the On the Way to School Program 2.0 has been consolidated as a long-lasting programme in the City of Rio de Janeiro, Brazil. A team of 13 permanent collaborators was hired after the pilot in 2021, and since then, 50 schools received traffic-calming interventions. The methodology was replicated by UNICEF, and recommended by the World Bank, which funded US\$225,000 including an evaluation study and key guidelines for safe school zones, jointly conducted by ITDP, CET-Rio and the World Resources Institute.

Thanks to the Global Alliance Incubator a number of 30kmh regulations have been passed: in Senegal around all schools in the country; in Argentina in nine municipalities around Buenos Aires, and in India, in the state of Punjab, schools are becoming safer with the reduced speed limits to 25 km/h for all categories of roads and vehicles.



Kenya, Tunisia and Uganda participation in the validation and pilot of the Global Alliance Accountability Toolkit achieved implementation of 30 km/h zones. Municipal government commitments to implement a 30 km/h zone were made in Argentina, Chile, Nepal and Tanzania. The Toolkit was also awarded the Prince Michael International Road Safety Award in 2024.

20 schools were assessed through the WATCH project in Khayelitsha, Delft and Belhar in Cape Town and in Mamelodi, Tshwane by ChildSafe and Unicef. Khayelitsha secured the co-funding of ZAR183 000 from the engineering company implementing the environmental modifications, enabling the project to add additional locations for upgrade.



Les Ambassadeurs de la Sécurité Routière (ASR) in Tunisia obtained final validation of a Safe School Zone guide and the application of Decree 151/200, which imposes a maximum speed of 30 km/h in the vicinity of schools. Municipalities of Tunis and Sidi Hassine committed over US\$ 500,000 for safe school zone infrastructure upgrades.

ACTION FOR ACTIVE MOBILITY



Launched Partnership for Active Travel & Health (PATH) calling on governments and cities to commit to walking and cycling as a key solution to the climate, health and equity challenges. 371 organisations signed the COP call to action in 2024, 125 countries officially confirmed PATH Partner and Supporter organisations, 110 countries being influenced by official regional policy that has adopted the PATH policy template, (56% of the world's countries) and the PATH policy review process has been adopted as the industry standard by other transport organisations.

2,000+ stakeholders from government, academia and civil society engaged with UN Environment Programme in the development of the Pan-African Action Plan for Active Mobility (PAAPAM) — culminating in its launch at the World Urban Forum 2024 - a first of its kind framework for Africa. Five countries in Africa commit to prioritising and implementing the action plan.



THE REAL URBAN EMISSIONS INITIATIVE (TRUE)



The TRUE initiative has worked in over 20 cities across six global regions, including Europe, North America, Latin America, Asia, the Middle East and Africa, collecting over four million emissions measurements and publishing 30+ reports and 100+ articles.

TRUE has supported numerous city-level and national policies, including Low Emission Zones (LEZs), scrappage scheme, advanced emission standards and stricter inspection programmes.



Empowered informed vehicle purchasing decisions through tools like the TRUE ratings based on millions of real-world records, used as part of the London Clean Car Checker.

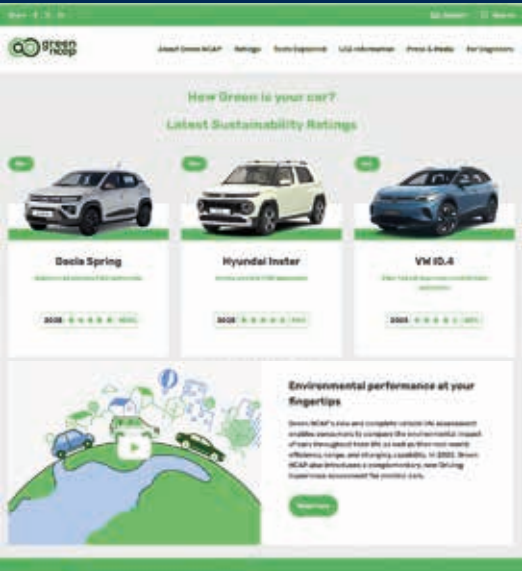
Conducted first of its kind vehicle emission testing in several major cities of the Global South where real-world data was critically lacking including Kampala, Bogotá, and Johannesburg.

6,000 vehicles tested in Kampala under the TRUE emissions monitoring project — the first initiative of its kind in Africa, producing a robust emissions database and directly informing national air quality policies.



The initiative has brought attention to environmental inequities by exposing how high-emitting vehicles disproportionately affect vulnerable communities, for example in New York City.

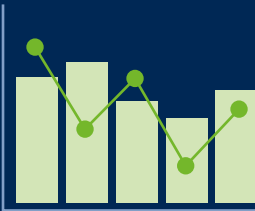
GREEN NCAP



Introduction of an upgraded test and rating scheme with Well-to-Wheel+ greenhouse gas assessment culminated in the launch of the world's first fully Life Cycle Assessment (LCA)-based rating, ensuring robust and comprehensive evaluation of vehicles' real environmental impact.

Development of the most comprehensive consumer-oriented LCA tool worldwide, combining Green NCAP test results with Germany auto club ADAC LCA data. The tool was first introduced in Europe and then adapted for six Latin American countries, expanding Green NCAP's global reach.

Green NCAP test results have been used by the European Commission as real-world, evidence-based input. This data has directly supported the design of key EU regulatory measures, including Euro 7, on-board fuel/energy consumption monitoring, and on-board pollutant measurement systems.



GLOBAL FUEL ECONOMY INITIATIVE (GFEI)



'Vision 2050: Strategies to align global road transport with well-below two degrees Celsius' contains a portfolio of policies that could put the global road vehicle fleet on a pathway compatible with limiting warming to well below two degrees Celsius (1.7°C) and role that global road transport sector could play in shrinking it with the framework of policies advocated for by GFEI in place.

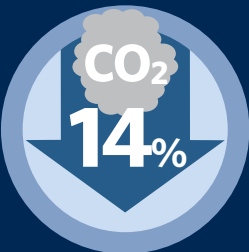
GFEI identified the implications of key changes in the make-up of the global vehicle fleet including the global annual rate of energy intensity reductions of light-duty vehicles (LDV) averaging 4.2% between 2020-2022.



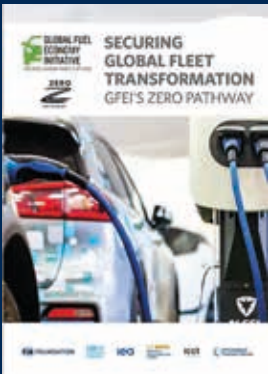
GFEI issued an urgent call for far greater ambition in fuel efficiency policy in order to achieve the ambitious Paris targets. It supported the successful bid for Global Environment Fund financing to support 29 country projects in all regions as they introduce pilot programmes and national policies/roadmaps for electric mobility.



In Chile 88% of importers have improved the efficiency of their fleets with a 7.3% improvement in new vehicles between 2023 and 2025. The market share of battery electric vehicles has quadrupled, rising from 0.59% in 2023 to 2.2% in 2025. The offer of battery electric vehicle models has tripled, while the average price of electric and plug-in hybrid vehicles has fallen by 17%.



Since the introduction of the new LDV standard, Chile has already saved the equivalent of nearly three million litres of petrol, and avoided almost 8,000 tonnes of CO₂, with an average 14% reduction in emissions from type-approved vehicles.



'Zero Pathway' report emphasises that battery electric vehicles (BEVs), when supported by low-carbon electricity, offer the greatest potential for reducing both specific energy consumption and lifecycle emissions from the global vehicle fleet.



GFEI has been focusing on the issue of vehicle size. A recent report on the negative impact of SUVs on the European vehicle market was picked up by over 25 news outlets with a total readership of over 150 million people.



The Australian Parliament passed a bill, the New Vehicle Efficiency Standard (NVES), the country's first-ever CO₂ emission standard for LDVs. The adoption of the NVES marks a critical step towards Australia meeting its decarbonisation goals.



Five countries in East Africa supported to move to low sulphur fuels - now have 10ppm regionally harmonised standards in place and Euro 4 vehicle emission standards.

New Africa E-Mobility Forum established - first ever continental platform, connecting governments, financiers, and industry on sustainable mobility solutions.



CLEAN AIR FUND (CAF)



Work with a diverse group of partners has helped deliver significant improvements in air quality in the UK and Poland.

PM 2.5
28%

In the UK measures such as legally binding targets and Clean Air Zones have contributed to reducing the average concentration of particulate matter (PM2.5) from 9.9 ug/m³ in 2019, to 7.15 ug/m³ in 2024 (a 28% reduction) in the UK. Improvements in NO₂ levels have been even greater, falling from 19.6 ug/m³ in 2019 ug/m³ to 13.1 in 2024 (a 33% reduction).



PM 2.5
16 ug/m³

In Poland measures such as anti-smog resolutions and improved Low Emission Zone legislation have resulted in better air quality since 2019: the average concentration of particulate matter (PM 2.5) has dropped significantly (by 3 ug/m³, from 19 ug/m³ in 2019 to 16 ug/m³ in 2022), according to the European Clean Air Centre's calculations.

Advocacy efforts contributed to the revision of the Ambient Air Quality Directive (AAQD) under the European Green Deal, one of the most progressive air regulatory frameworks in the world, which is expected to reduce premature deaths from air pollution by 55% in the EU.

2040
55%

The WHO has set a target to halve deaths from air pollution by 50% by 2040, a commitment endorsed by over 100 countries.

MOTORCYCLE INITIATIVE

The Foundation's Motorcycle Initiative established three cross-sectorial helmet coalitions (Kenya, Mexico, Jamaica), three technical advocacy programmes (Rwanda, Thailand, Dominican Republic), two regional helmet initiatives (Safe African Helmets Initiative and Safe Helmets for Asia Pacific); joined the ABS Coalition, supported numerous FIA member clubs with financing of their motorcycle safety projects, developed a community of practice for partners, produced seven pieces of research, engaged international partners, presented at conferences, built partnerships and reputation for the FIA Foundation in the motorcycle safety field.



The Rwandan government developed and adopted the UN 22.05 standard, which was followed by the launch of the first African helmet testing facility. The regulation to ban non-compliant helmets has been introduced whilst the government has exempted helmets from tariffs and taxes to make them more affordable.

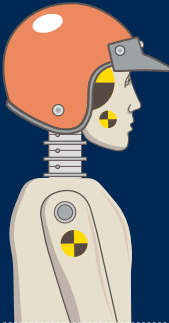


Three largest states of Mexico (Jalisco, State of Mexico and Mexico City) that cover over 25% of Mexico's population, made the use of certified helmets mandatory. Puebla, Guanajuato, Nuevo Leon, Michoacan and Quintana Roo are scheduled for updates in transit ruling over next months. The Government of the State of Mexico invested over US\$ 135,000 in procurement of certified helmets and campaigns promoting helmet use.



Non-certified helmets removed from sale by three largest distributors in Mexico, Electra, Coppel and SEARS who also commit to set up a local helmet testing laboratory to prevent imports of counterfeit helmets.

Thanks to advocacy and technical efforts, including the development of a detailed technical assessment, the Official Mexican Standard for motorcycle helmets was reintroduced into the Quality Infrastructure Program for review and update.



Thanks to advocacy and technical assistance from the Kenya Helmet Wearing Coalition the Kenya National Road Safety Plan included indicators related to improving helmet safety including establishing a testing facility. KES350,000 committed by the Government of Kenya to set up a testing facility and World Bank commits to support the process and equipment.

The Mexico Helmet Wearing Coalition has secured additional resources through Aleatica Foundation, IDB and GHAI. Aleatica also invested over US\$ 200,000 in a road safety campaign addressing the issue of helmets and motorcyclists' safety.



Dominican Republic has developed and adopted helmet standard to ensure only certified helmets are available in country. Additionally each motorcycle sold must include at least one certified helmet, and the provision of a second one for the passenger will be encouraged. The government has also announced measures to improve their training, testing and licensing, enhanced enforcement and requirement for digital platforms to upskill their drivers.



The Kenya Coalition led multiple projects including improving enforcement capacity of county government officials in Nakuru County, increased access to affordable helmets through partnering with six rider SACCOS in Nairobi and Mombasa, technical helmet capacity building across institutional stakeholders, sensitisation to private sector and studies and multimedia supporting advocacy and policy change.



Jamaican National Helmet Wearing Coalition held the Regional Helmet Think Tank 'Heads Up', first of this kind in the region, to raise awareness and spearhead action across the Caribbean and Central America region on helmet safety.

Jamaica Coalition supported the Bureau of Standards Jamaica (BSJ) in development of new Jamaican Helmet Standard which includes an importation checklist to help regulate helmets entering the Jamaican ports. Additionally the Government of Jamaica donated over 2,000 helmets to support the coalition's work.



The Global Child Helmet Standard (GCHS1:2025) for two-Wheel Motorized Vehicles, was developed by AIP Foundation to set out clear expectations on how helmets should be designed for and worn by children.

Through the support to the MAP (Motorcycle ABS Partnership) and co-founding of the ABS advocacy in ASEAN, the ABS regulation was adopted in Malaysia, Thailand and Singapore.



FIA MOBILITY



Safe and Sustainable Mobility Grants Programme awarded 139 grants to 71 club recipients across 67 countries, with the total funding of €4,483,662. Thanks to grants implementing SR4S methodology 294 schools were assessed, 108 upgraded and nearly 140,000 students made safer. Laws introduced or adapted in countries including Greece, Moldova and Turkey.



Safe Mobility for All initiative launched, FIA University collaboration with UNITAR to develop road safety capacity of FIA clubs and public authorities. Certification of several clubs in Latin America and 13 projects announced, kick-off workshop in Asia Pacific.

During the Covid outbreak over €150,000 supported the International Federation of Red Cross and Red Crescent Societies (IFRC) collaboration with FIA member clubs with local branches of IFRC in Bulgaria, Costa Rica, Cyprus, Georgia, Latvia, Ukraine, Kosovo, Philippines, Malta and Panama through the targeted funding stream under the FIA Road Safety Grants.



FIA ROAD SAFETY INDEX



Arising from recommendation of Stockholm Ministerial Conference. Engagement with transport sector has resulted so far in three pilots (Honda, Ikea, Autoliv), over 15 workshops/events with private sector, 20 companies and public authorities accredited including Uber, Amazon and Total, and three policy recommendations with reference to the safety footprint.



DELFT ROAD SAFETY COURSE



Nearly 300 alumni since 2021, many crediting DRSC in significantly enriching their career and securing positions in road safety authorities worldwide.



DRSC leveraged additional €250,000 revenues securing three new sponsors in 2025.

MOTORSPORT SAFETY



Over 50 projects undertaken and 750 crash investigations completed.

Nine new and updated standards released: Karting Light Panels, Competition Seat, Premium Helmets, Restraint Cables, Fuel Tank, Open Cockpit Fire Suppression Systems, Protective Clothing Karting, Karting Helmet, and Racing Nets.

Within Vision Zero Initiative three FIA Safety Week events were organised attracting over 7,500 participants.



Promoting safe motor sport through continuous training delivered worldwide: over 5,000 officials and marshals trained; over 2,000 drivers upskilled; over 500 medical and rescue personnel trained.



ASNs (national motorsport authorities) around the world benefitted from 115 grants distributed with 61 already completed. Grants have also supported environmental awareness with over 2 million people educated; 3,500 trees planted and 5% event-footprint reduction .



Over 15 updates to existing safety standards and over 100 updates to vehicle, competitor and circuit safety regulations, 13 new safety guidelines published.



WOMEN IN MOTORSPORT

Over 25,000 participated in Women in Motorsport globally and in initiatives including Girls on Track, Rallye Jeunes, F1 in Schools, with digital engagement via simulators, virtual programmes, and online initiatives.

UNITED AGAINST ONLINE ABUSE (UAOA)



Over 800 people engaged through global workshops, webinars and conferences and endorsements from over 75 partners from government and sport, academia and technology organisations.

Launched in late 2024, the UAOA LinkedIn Page has grown to over 550 followers with a reach of tens of thousands.



Further €432,000 secured in additional funding from the EU and the FIA's IOC allocation to deliver more projects addressing online abuse in sports.



SAFE SYSTEM IN THE US & EU



Johns Hopkins University led the convening and facilitation of Safe System implementation in the U.S. Under the Biden Administration it steered national Safe System policy by convening key US stakeholders to develop recommendations for federal funding and guidance and convened the Global Road Safety Committee in the US gathering about 20 key government and nongovernment stakeholders to motivate and coordinate contributions to global road safety, with a focus on implementation of the Safe System approach.

Additional funding for further work to advance the Safe System approach was secured: \$240,000 from the City of Baltimore for assistance in implementing their federal Safe System implementation grant; the AAA Foundation for Traffic Safety providing \$450,000 for work to facilitate public education concerning Safe System improvements and to develop guidance for collaboration between local roadway professionals and community safety advocates and a \$5.4 million agreement with the USDOT to develop strategies for integrating Safe System principles in traffic law enforcement.



Funding support for Sammy's Law in New York City, devolving power for speed limit reductions in residential streets and areas with high pedestrian footfall, supporting Families for Safe Streets in campaigning for ISA retrofit for recidivist speeders in cities including NYC, LA and Washington DC.

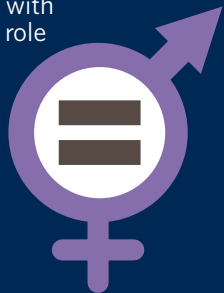
Transport & Environment successfully advocated for enhanced direct vision standards for all newly approved trucks, buses, and coaches across the EU and UK by 2026 improving safety for vulnerable road users.



GENDER AND EQUITY



The Foundation has supported a number of influential documents highlighting ways to bridge gender gaps, including: a handbook 'Enhancing Young Women's Mobility in Indian Cities' with NGO Safetipin; a report from the World Bank's Sustainable Urban Mobility for All (SUM4All) gender working group to build a comprehensive global snapshot of lived experiences of women working in the transport sector; a report examining the linkages between gender equality, transport and climate change to help develop policies that could achieve both gender equality and decarbonising transport goals by 2050, and a study with Girl Effect 'Mobility Matters' into the role of transport services in supporting access to sexual reproductive health services for adolescent girls and young women.



Launched the 'Driving Gender Equality for Resilient Transport' project with International Transport Forum (ITF) to consider how gender-inclusive transport systems and leadership can shape the sector's ability to prepare for and manage disruption while unlocking economic opportunities.

MOVERNOS SEGUROS



Programme has positioned motor insurance in the WHO Road Safety Status Report and the WHO Global Plan for Road Safety.

Developed draft legislation to improve motor insurance in six countries, supported by three actuarial studies and one impact assessment.

Passed a law in Peru to ensure compensation for hit-and-run victims.



HUMANITARIAN SUPPORT FOR UKRAINE



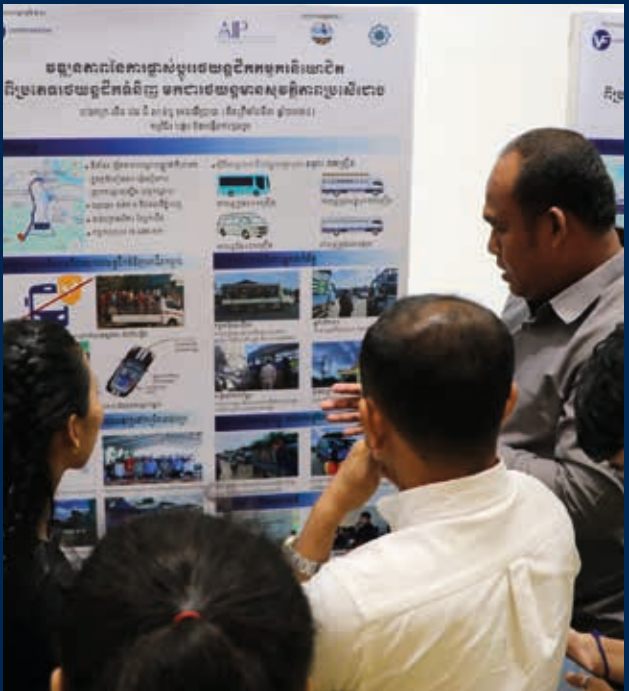
€1million donated by the Foundation split between IFRC and UNHCR; and additional refugees aid provided by FIA clubs in Austria, Poland, Ukraine and Moldova.

Funding for FireAID providing UK fire engines to Ukraine. Support for FireAIDs Brave Minds initiative supporting first responders among ongoing challenges in Ukraine, including documentary film launched by London's Fire Service Commissioner and Head of Ukraine Fire Service.



OCCUPATIONAL HEALTH

Led by AIP Foundation, Cambodia safety initiatives for factory workers focused on safe transport guidance, injury management support, and factory road safety policies have led to a 78% reduction in serious road-related injuries among factory workers. The implementation of Return-to-Work policies helped 889 workers who were injured or are living with disability due to road crashes successfully return to their jobs.





PUSH FOR NEW MOMENTUM AT MARRAKECH GLOBAL ROAD SAFETY MINISTERIAL

The FIA Foundation convened global partners in a wide range of workshops, panels and events to discuss the final push to 2030 at the fourth Global Ministerial Conference on Road Safety in Marrakech, Morocco. The Ministerial Conference, held in February 2025, was attended by ministers and officials from more than 100 countries.

The FIA Foundation's week began with a pre-event, 'Challenge 2030 - achieving the Global Road Safety Goals,' which brought together public, private and civil society organisations to focus on the most successful advocacy, investment, and actions which can help achieve the target of halving road deaths by 2030. FIA Foundation Chair David Richards CBE opened the event, emphasising the urgent need for investment, knowledge sharing, and capacity building for proven road safety solutions. "We succeed or fail together," he warned in a call to action ahead of the last global ministerial conference for road safety before the end of the Sustainable Development Goals.

A new report, 'Life Support: Advancing the global agenda for financing & action on road safety', was launched, making the case for increased, interconnected and accessible finance for road safety programmes to meet the 2030 challenge. Deputy Director Avi Silverman presented the report at the NGO Alliance Symposium, saying, "A global step-change in financing is vital, and millions of lives depend upon it."

Youth was a major focus of the week, with the launch of the 'Child Health Initiative Manifesto 2030 Progress Report', the fifth anniversary of iRAP's Star Rating for Schools programme, a new FIA Foundation-funded UNICEF report, 'Protecting Young Lives: A Global Status Report on Child and Adolescent Road Safety', and a range of ministerial panels and side events.

The role of mayors in cities was a focus of a conference plenary session involving Executive Director Saul Billingsley alongside the Mayor of Paris, Anne Hidalgo, and the Transportation Commissioner of New York City, Ydanis Rodriguez. Saul Billingsley highlighted Foundation research on the political economy of road safety in cities and urged mayors to follow the example of Paris and New York in embedding safe system policies on infrastructure, vehicle design and active safety, and speed management. He also encouraged mayors to advocate for climate investment in walking and cycling, in line with recommendations from the Partnership for Active Travel and Health (PATH).

The rising number of motorcycles, particularly in Africa and Latin America, was a key topic of discussion. The FIA Foundation and its partners were strong advocates for helmet standards and enforcement in sessions throughout the week and in a pre-event workshop for FIA Foundation helmet coalitions from across the globe.

The role of the private sector was drawn into focus by the FIA Road Safety Index, supported by the FIA Foundation, which increases organisational insights on the impact of operations on road safety and builds ambition, action, and results. New components of the Index were announced as the programme will expand to include five areas: commitment, footprint, planning, monitoring of safety performance and safety culture management, and supply chain coverage. During the event, Amazon, BAT Italia, Folksam, Honda Motor Co., IKEA Supply Chain Operations, Scania, Shell, Uber, and Waymo formally received a 3-star rating - the highest achievement - in recognition of their efforts to enhance road safety.

REVVING UP REGIONAL MOTORCYCLE HELMET COALITIONS

Three regional partnerships promoting motorcycle helmet safety have been launched in the past 12 months to encourage cross-border cooperation and better support national helmet coalitions by linking them to regional policy institutions.

The Safe African Helmets Initiative (SAHI) was launched during last December's FIA annual meetings in Kigali. The inaugural workshop brought together policymakers, road safety advocates, and technical experts from across Africa and beyond in Kigali. Convened by the FIA Foundation, and delivered with partner Transaid, the workshop served as a platform for sharing experiences, discussing challenges, and building consensus on the urgent need for safer helmets to combat the rising tide of motorcycle crash deaths and head injury. It concluded with the launch of the first helmet test centre in Africa, hosted by the Rwandan Bureau of Standards with support from the FIA Foundation. The test centre was inaugurated by the Minister of Infrastructure, Dr Jimmy Gasore, FIA President Mohammed Ben Sulayem, and FIA Foundation Chairman David Richards. A second forum held in Nairobi in July 2025 brought together nine countries to focus on the way forward for motorcycle safety, organised by Transaid and the FIA Foundation in collaboration with AA Kenya and the National Transport and Safety Authority.

"Motorcycle deaths are still increasing across Africa and helmets have become a focal point for public and political action", says FIA Foundation Programmes Director Aggie Krasnolucka. "This partnership provides a critical opportunity to convene countries, share best practices, and collaborate on solutions to save lives and improve road safety across the continent."

Across the Americas and Caribbean region, motorcycle numbers rose 217% between 2011 and 2020, and with it, the proportion of motorcyclist deaths. A good quality helmet, properly worn, can reduce the risk of death by six times and the risk of serious head injury by over 70%.

In June 2025 the HEADS UP! Regional Think Tank brought together regional leaders, policymakers, civil society, auto clubs, and technical experts in Kingston, Jamaica, for a collaborative dialogue aimed at addressing motorcycle helmet safety across the Caribbean and Latin America.

Hosted by the National Helmet Wearing Coalition - a project of the JN Foundation and the National Road Safety Council, with support from the FIA Foundation - the event provided a platform to explore regional challenges, legislative gaps, enforcement barriers, and multi-sectoral cultural shifts related to helmet use. The conference welcomed participants from across the region, including Belize, El Salvador, Dominican Republic, Guyana, Mexico, Trinidad and Tobago, and Canada.

More than half of the world's road traffic fatalities occur in South-East Asia and the Western Pacific, where powered two- and three-wheelers account for nearly half of deaths. Progress on safe helmet use has been uneven across the region, particularly in opening access to quality helmets. The Safe Helmets for Asia Pacific (SHAP) Initiative aims to change this by supporting governments to legislate, enforce, and promote universal access to certified helmets. It held its inaugural workshop at the Asian Development Bank headquarters in Manila, Philippines, in September 2025, supported by the FIA Foundation and AIP Foundation.

The SHAP workshop welcomed delegates representing Cambodia, China, Nepal, the Philippines, Singapore, Thailand, and Vietnam to share experiences, build knowledge, and begin shaping their country roadmaps for safer helmets. Over the two days, representatives heard from governments, development partners (including the Global Road Safety Partnership, Global Alliance of NGOs for Road Safety, and the FIA), academia, auto clubs, and civil society on key components and approaches to strengthen helmet safety and reduce head injuries across the region.





SUSTAINABLE, RESILIENT TRANSPORT AT ITF SUMMIT

The FIA Foundation played a key role at the 2025 International Transport Forum Summit (ITF), held in Leipzig in May 2025, showcasing research, activities, and policy implementation on safe, sustainable, and equitable mobility, connected to the Summit's theme, 'Transport Resilience to Global Shocks.'

The TRUE side event, 'Showcasing the TRUE initiative - real world emissions underpinning clean air policy globally', brought together technical expertise and real-world use of emissions data to shape clean air narratives and action in Poland such as low-emission zone policies. During the event, Global Action Plan launched its School Run Scandal resource, which brought together young people in the UK and Poland to inform them about air quality issues and empower them to advocate for cleaner, healthier air. TRUE conducted live vehicle emissions testing at the conference with technical partner OPUS, to show attendees real-time data collection and analysis. This pairing showcased the full cycle of TRUE's work: from individual vehicle emissions data capture through analysis to effective, data-driven policy change.

The Partnership for Active Travel and Health (PATH) also hosted a side event, 'Walking and cycling: An ACTIVE PATH towards more resilient transport,' and launched its updated Active Transport Policy Template. The event was co-hosted with the Netherlands Ministry of Infrastructure and Water Management, the Alliance for Cycling and Walking Towards International Vitality and Empowerment (ACTIVE) and the World Bank. It explored how walking and cycling remain undervalued in transport policy and investment despite their immense benefits for climate action, public health, urban liveability, and resilience. It set out the ways governments can develop and implement walking and cycling policies and integrate these modes into climate and transport resilience strategies. It also

presented practical tools and guidance to help policy and decision-makers as they proceed.

Finally, a new project, 'Driving Gender Equality for Resilient Transport', was launched as a co-project between the FIA Foundation and ITF. A special interactive launch session was a forum to discuss how gender-inclusive transport systems and leadership can shape the sector's ability to prepare for and manage disruption while unlocking economic opportunities. The event brought together ITF stakeholders from government, international organisations, business, and academia. The outcomes of the event will be used to inform the study, the findings of which will be presented at next year's Summit.

"This ITF Summit was a great opportunity to showcase a wide variety of our work and that of our partners, all of which are contributing to a more resilient, clean, and equitable transport future", says Sheila Watson, FIA Foundation Deputy Director. "We are proud to support such impactful and compelling partnerships which are re-shaping transport policies in cities and countries worldwide."





GOVERNMENTS CONVENE AT SAFE SCHOOLS AFRICA FORUM

Safe Schools Africa organised its first regional forum in Dar es Salaam, Tanzania, in May 2025, bringing together more than 80 people who are working within major development bank-funded road projects to ensure safe infrastructure for children.

Government officials from seven African countries, teams from eight Safe Schools Africa projects, and representatives from the World Bank Global Road Safety Facility, the World Bank's Sub-Saharan Africa transport programme (SSATP), and the African Development Bank participated. Safe Schools Africa is an initiative led by the NGO Amend, the Agence Française de Développement and the FIA Foundation.

Rogatus Mativila, Deputy Permanent Secretary for Infrastructure of Tanzania, led the host country delegation, alongside Engineer Humphrey Kanyenye, of the urban and rural roads agency TARURA which, through its RISE project funded by the World Bank, has prioritised in-depth community consultation, equity considerations and safe road design in planning and delivering road improvements. Crucially, the Bank and country teams have successfully made the case that higher initial costs for the project design will reap rewards in reducing injury costs downstream. For this innovative work TARURA received Safe Schools Africa's Pioneer Award 2025.

Senior highway officials and project implementation teams, including Amend staff working in each country, shared their experiences of integrating safe school infrastructure – safe crossings, sidewalks, speed bumps and speed signage – as part of multi-million dollar road corridor schemes. The goal is to scale up Amend's award-winning School Area Road Safety Assessments and Improvements (SARSAI), using

mass action and development financing to identify and remediate danger at multiple schools on each corridor, benefitting tens of thousands of children.

Spurred on by a compelling speech from Ghanaian trauma surgeon Dr Nkechi Dike on the reality of child traffic injury, delegates reviewed progress and obstacles to child protection. The forum heard detailed project progress on live road schemes from Ghana, Madagascar, Mozambique, São Tomé and Príncipe, Tanzania and Zambia. Officials from Kenya and Senegal also joined.

On day two, attention switched to practical demonstration of SARSAI's potential at a ceremony and ribbon-cutting for new sidewalks, speed bumps, signage and a raised and protected zebra crossing at Sinza Maalum Primary School in Dar es Salaam. Dignitaries joined pupils to inaugurate the new safe infrastructure. Now the challenge is to multiply the effort hundredfold as African infrastructure development continues to grow at pace, bringing millions of children into daily contact with fast traffic.



FIA SAFE MOBILITY INITIATIVE GEARS UP FOR PROJECT DELIVERY



13 projects have been announced in Latin America and the Caribbean (LAC) as the main outcome of the first edition of FIA Safe Mobility 4 All and 4 Life, a FIA University capacity-building programme delivered by United Nations agency UNITAR with FIA Foundation support. The programme is a cornerstone of the FIA Mobility's development strategy, aiming to help FIA member clubs and government authorities work together to build safer transport systems.

The initiative seeks to build a sustainable community of practice between FIA member clubs and government authorities working together to tackle road safety challenges. Launched in FIA Regions III (North America) and IV (Central America and South America), the programme has now expanded to Region II.

The 13 LAC projects, spanning Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, the Dominican Republic, Ecuador, Guatemala, Honduras, Mexico, Peru and Uruguay address a wide range of road safety challenges. They include initiatives such as strengthening safety standards, enhancing driver training for young road users, using technology to monitor high-risk vehicles, and implementing interventions based on the Safe System approach. Each project is designed to deliver measurable results and provide models that can be scaled across the region.

"Through the FIA President's Development Fund, I want to ensure our member clubs have the means to learn, but more importantly, to take real action", says FIA President Mohammed Ben Sulayem. "These projects are designed by the people who know the challenges of their countries best, and we are proud to support them as they put their solutions on the ground to save lives."

Participants in the programme completed 120 hours of e-learning covering 56 topics, took part in three in-person seminars, and received tailored mentorship from international road safety experts to develop their projects. The first cohort of 38 road safety leaders from FIA member clubs and government authorities in FIA Regions III and IV graduated in July 2025, at the final session hosted with initiative partner UNITAR at the Palais des Nations in Geneva, Switzerland. There, they presented their projects, exchanged lessons learned, and built momentum for implementation.

"Safe Mobility 4 All and 4 Life stands as a testament to the power of multilateral cooperation in addressing one of the most urgent development challenges of our time — road safety", says Alex Mejía, UNITAR Director of the Division for People and Social Development. "This programme is rooted in a pragmatic understanding of regional contexts and aligns with international frameworks to support countries in reducing traffic-related fatalities and injuries."





FIA UNIVERSITY DELIVERS MEDICINE E-LEARNING FOR MOTOR SPORT

Motor sport science modules from the FIA University were rolled out in 2025 providing further training and experience to medical staff, drivers, and volunteers across motor sport.

The five new modules, funded by the FIA Foundation, provide educational support and help grow the medical knowledge of staff, volunteers, and drivers across the global motor sport network. Each module is tailored to different specialties, offering comprehensive guidance on best practices before, during, and after events.

The FIA University developed the five modules in collaboration with the FIA Medical Commission:

The Driver's Handbook: Racing drivers must maintain peak physical and mental condition as athletes. This module focuses on fitness, medical checks, event preparation, and accident preparation to allow drivers to perform necessary medical checks, follow event processes, and manage challenging situations effectively.

Understanding Concussion: Concussion education is key to keeping motor sports safe. This module educates drivers, medical staff, and teams on recognising concussion symptoms, implementing correct response protocols, and managing safe returns to competition.

Duties of the Healthcare Professional: This module is designed to brief clinical staff of all levels, on how to operate safely within a motor sport

environment including pre-event preparation, in-event responsibilities, and post-event procedures.

Duties of the Chief Medical Officer: Aimed at current, deputy, and aspiring Chief Medical Officers, this module provides a framework for leading medical operations at motor sport events. It includes key responsibilities, preparation processes, event-day medical leadership, and post-event duties to ensure effective medical management.

Principles of Pre-Hospital Care: This module is aimed at those new to the concept of pre-hospital care and at those already practicing in the field. Covering trauma kinematics, on-scene assessment, and emergency management, the training focuses on the procedures to handle specific motor sport medical scenes at the pre-hospital stage.

All modules are available via the FIA University website and are designed to equip participants to handle medical situations in motor sport and contribute to a safer racing environment.

"As a Federation we are committed to providing the safest sporting environment possible, ensuring all staff and volunteers have access to the most up to date medical training available", says FIA President, Mohammed Ben Sulayem. "By expanding our educational resources, we are strengthening the global motor sport medical network, equipping professionals with the knowledge and skills needed to enhance safety both on and off the track."

RESEARCH SPOTLIGHTS IMPACT OF ONLINE ABUSE IN SPORT

Sports are facing a critical threat of losing competitors, referees, and officials due to the escalation of online abuse. This is a key finding of the FIA's United Against Online Abuse (UAOA) Campaign, as it published new research in 2025.

Founded by the FIA and supported by the FIA Foundation, UAOA is the leading global coalition tackling online abuse in sport. The coalition's landmark 2025 Barometer provided a stark look at the barrage of abuse being faced by many in the sporting world:

- **Misogyny and Racism:** Half of all identified abuse was classified as misogynistic or racist, a notable rise in specificity compared to 2024;
- **Threats to Harm Persist:** 75% of federations reported continued threats against competitors and their families;
- **Threatening Participation:** 90% of federations agreed that unchecked abuse risks driving athletes away from sport; and
- **Officials and Referees Targeted:** 50% of federations noted volunteers and officials are now routine targets, broadening the problem's scope.

In response to these findings, UAOA has committed to leading a renewed and sustained effort to foster collaboration across the sporting, political and technology sectors, including rolling out a groundbreaking EU-backed anti-online abuse initiative across Europe.



The second global forum of UAOA, held in Stockholm in September 2025, convened members of the campaign to review progress and identify opportunities to expand action. With more than 30 coalition members, including nine national governments, leading sporting federations, and regulatory institutions, UAOA has formed a unified, effective and formidable international response to online abuse.

This coalition growth is a major component of UAOA's significant progress: including securing €400,000 in Erasmus+ funding to develop a Pan-European Framework to Combat Online Abuse in Sport, supported by the European Commission; launched the industry's first open-access anti-online abuse educational modules; established the UAOA Scholarship Programme, funding four scholars at Dublin City University; and received the 'Coalition for Peace' Award at the Peace and Sport Forum, presented by Prince Albert II of Monaco.





CLEANER VEHICLES KEY TO PREVENTING 1.9 MILLION PREMATURE DEATHS

1.9 million premature deaths and 1.4 million childhood asthma cases are preventable by 2040, according to a study by the International Council on Clean Transportation (ICCT), the George Washington University, and University of Colorado, Boulder, supported by the FIA Foundation.

The global analysis, published in May 2025, demonstrates dramatic health benefits from combining emission standards, electric vehicles, accelerated fleet renewal, and clean electricity for electric vehicles. The impact would be to protect 1.9 million lives, which translates to preventing 310 premature deaths and 230 new childhood asthma cases every single day over the next 15 years.

The research, 'Global health benefits of policies to reduce on-road vehicle pollution through 2040', models the impact of strong health policies across more than 180 countries and 13,000 urban areas. By assessing the health impacts of various policy measures, including Euro 6/VI equivalent emission standards, Euro 7-equivalent standards, an accelerated transition to electric vehicles, and accelerated fleet renewal, the researchers were able to show how combining these policies with clean electricity generation for electric vehicles would maximise health benefits.

Key findings include:

- Road transport emissions were responsible for an estimated 252,000 new asthma cases in children in 2023;
- Without further policy action, health disparities across regions will widen significantly. The study projects premature deaths, years of life lost, and

new asthma cases in children from road transport emissions will approximately double in the least developed countries from 2023 to 2040, while decreasing in high-income countries;

- Combining Euro 6/VI standards with electric vehicle policies is highly complementary, avoiding an additional 323,000 premature deaths and 419,000 new asthma cases in children globally compared to focusing on electric vehicles alone; and
- Ensuring electric vehicles don't increase electricity grid emissions by decarbonising generation could prevent an additional 212,000 premature deaths and 98,000 new asthma cases in children, compared to implementing vehicle-related policies alone.

The study reveals concerning disparities in health impacts across regions and age groups. Children under five years old are projected to account for 50% of avoidable new asthma cases in children from NO₂ exposure, while making up only 25% of that broader age group. Similarly, adults aged 65 and older account for 70% of global avoidable years of life lost while making up just 20% of the total adult population.

"Our research reveals an important opportunity to improve health for kids and adults by reducing harmful pollution in the air they breathe," says Dr. Susan Anenberg, co-author and Professor at George Washington University. "Vehicle tailpipe pollution contributes to asthma development in children and increases cardiovascular and respiratory risk among adults. We urgently need coordinated global action to ensure all communities, especially those most at risk, benefit from cleaner transportation."



FIRST AFRICAN REMOTE SENSING CAMPAIGN EXPOSES KAMPALA POLLUTION

The TRUE Initiative, in partnership with the United Nations Environment Programme, conducted a groundbreaking remote sensing campaign, the first of its kind in Africa, to offer real-world insight into the levels of pollution from vehicles operating in Kampala, Uganda.

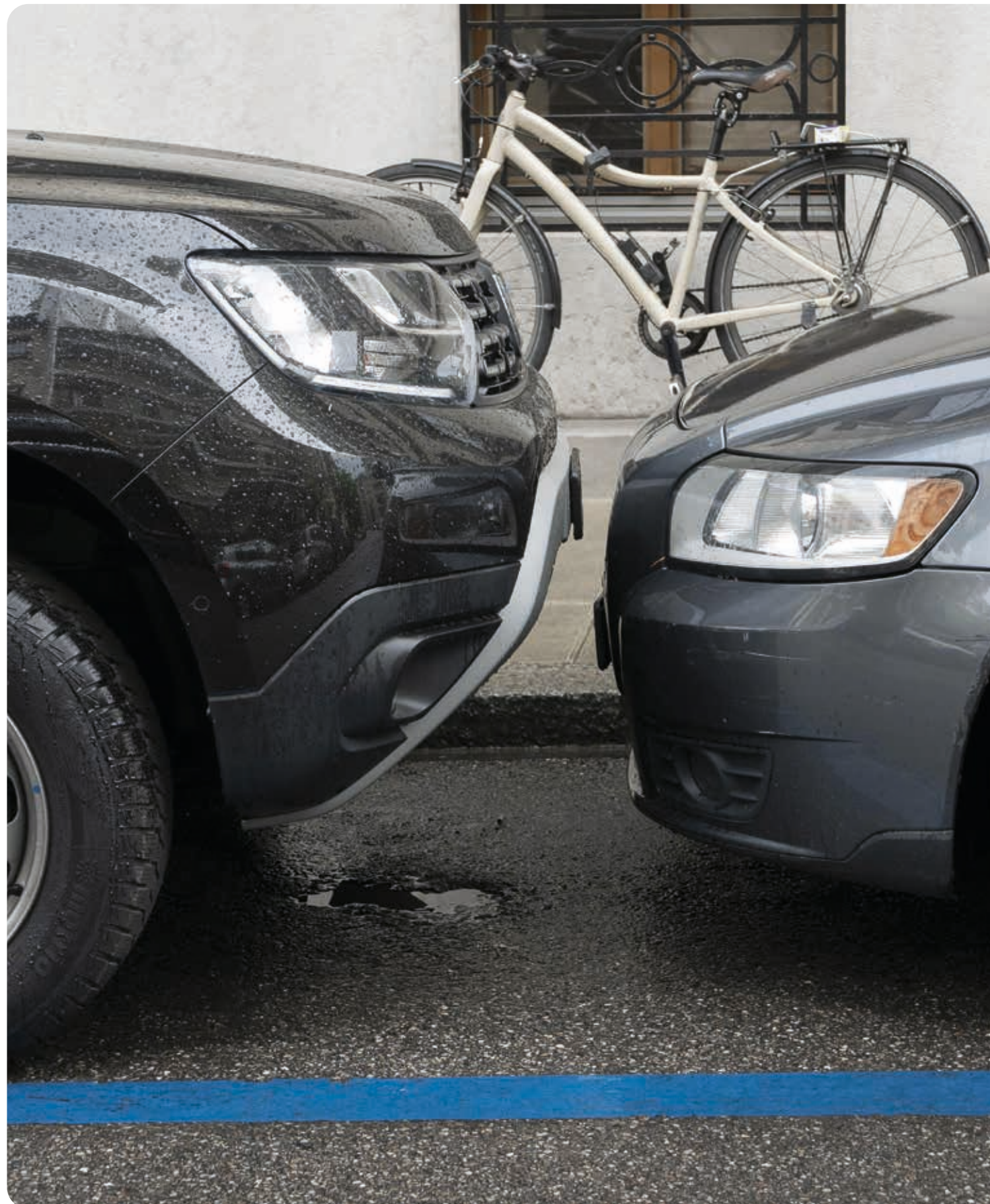
Using plume chase technology, where a vehicle equipped with emission analysers follows a target vehicle while sampling its exhaust plume, this project captured real-world snapshots from Kampala’s fleet in 2024. Researchers analyzed the results and observed that:

- Over 50% of gasoline passenger cars exhibited average nitrogen oxides (NOx) emissions consistent with pre-Euro certifications, suggesting potential malfunctions or removal of catalytic converters. Although newer gasoline passenger cars under eight years old showed lower NOx emissions than older cars, their levels were still 5.5 times higher on average than Euro 4 limits;
- Diesel heavy commercial vehicles under eight years of age showed 14% higher average NOx emissions than older counterparts. Similarly little differences in average real-world NOx emissions were observed among older and newer diesel vehicles across other groups— passenger cars, minibuses, and light commercial vehicles; and
- Diesel minibuses, which had an average age of 25 years, showed NOx emissions more than nine times higher than Euro 4 limits and elevated black carbon (BC) emissions. At least

16% of diesel minibuses over 15 years old exhibited visible black smoke from their exhaust during measurement and exhibited six times higher average BC emissions than vehicles aged between 8 and 15 years.



Uganda is already working to improve air quality, including by outlining new programmes under its National Environment (Air Quality Standards) Regulations and e-mobility strategy. Based on these results, the TRUE Initiative recommends a strengthening of import requirements on all vehicle imports and developing a roadmap to meet Euro 6 standards. For maximum benefits, this should be complemented by routine vehicle inspection programmes and mandatory follow-up maintenance that would quickly identify and repair high emitters. Finally, prioritising public transport and modernising the aging taxi minibus fleet would significantly reduce vehicle-related air pollution.



LARGE SUVs ARE TOO HIGH TO SEE SMALL

The bonnet height of new cars in Europe is increasing year on year, driven by the growth in SUV sales, putting all road users at risk, warns research from environmental NGO Transport & Environment (T&E), supported by the FIA Foundation.

The report 'Ever-higher: the dangerous rise of bonnet height, and the case to cap it', published in June 2025, identifies that the average new car bonnet height is increasing by half a centimetre a year, reaching 83.8 cm in 2024, up from 76.9 cm in 2010, across the EU, the UK and Norway. The trend is part of the recent phenomenon of 'carspreading', where supersized SUVs crowd out space in towns and cities and are more dangerous in a crash.

In crashes, high-fronted cars typically strike adult pedestrians above the centre of gravity, often first hitting vital organs. The higher the vehicle front the more likely a person will be knocked under the car, rather than pushed to the side. One study, based on crashes involving 300,000 road users in Belgium, suggests that a 10 cm increase in bonnet height (from 80 cm to 90 cm) raises the risk of death by 27% for pedestrians, cyclists and other vulnerable road users.

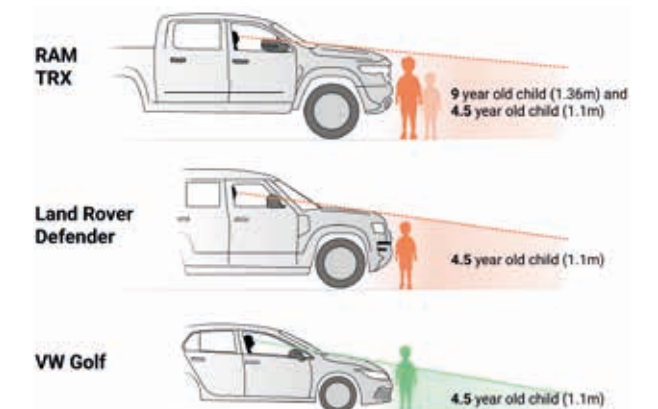
High bonnets also reduce drivers' vision of other road users. Tests commissioned by T&E find that a driver of the highest fronted model on EU and UK roads, the Ram TRX, is unable to see children aged up to nine standing directly in front. A Land Rover Defender driver cannot see children aged up to four and a half.

The rise in bonnet height coincides with the steady increase in SUV sales from 12% of the European market in 2010 to 56% last year. European and national laws do not currently limit bonnet height.

The report made recommendations including that the European Commission should reverse the bonnet height rise by July 2027, the deadline to review EU vehicle safety legislation, and suggests the same for the UK. It called for a Child Visibility Test to be adopted to reduce vehicle blind spots, first for inclusion in Euro NCAP's protocols before being brought into EU vehicle safety law.

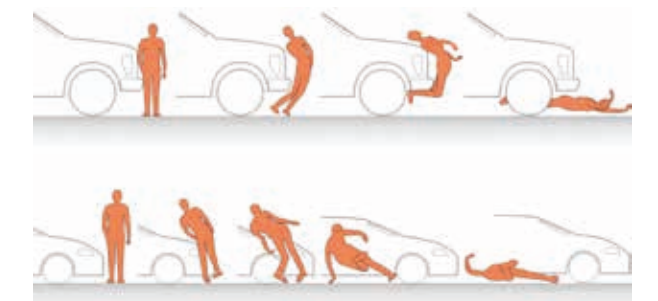
The report concluded that the rise in high-fronted SUVs poses a clear and growing threat to public safety, especially for children. With no benefit to society and mounting evidence of harm, campaigners say that it is time for lawmakers at all levels to act with a simple, effective bonnet height cap.

The higher the bonnet, the bigger the blind spot:
More high-fronted SUVs would mean more children drivers don't see.



Analysis based on children of average European height standing to the centre of vehicle fronts. Drivers are of average European adult height. Vehicle assessment and modelling by Summerskill / Loughborough University SDCA (2025).

Higher bonnets more often knock pedestrians under the vehicle rather than deflect them.



Source: Ptak (2019). A new method to assess pedestrian kinematics. Transport, Vol 34 Issue 1. These images reflect collisions in urban areas where 70% of pedestrian fatalities are recorded (typical speed < 50 km/h)

GLOBAL NCAPS CONVENE AT WORLD CONGRESS IN SHANGHAI

The Global NCAP held its World Congress, NCAP25, in Shanghai, China, driving momentum of the programme towards safer vehicles worldwide, with the FIA Foundation announcing renewed funding support to 2030.

Hosted in partnership with C-NCAP and the China Automotive Technology and Research Center (CATARC), NCAP25 brought together NCAP representatives, policymakers, manufacturers, consumer advocates, civil society leaders, and technology innovators to align on global vehicle safety priorities.

NCAPs from around the world united to agree a Shanghai Declaration, reaffirming their commitment to independent, transparent consumer testing and product information and to working with governments to encourage adoption of vehicle safety regulations.

“We were delighted to bring NCAP25 to China and extend our thanks to our partners, CATARC and C-NCAP, for their collaboration and support”, says Global NCAP Chairman Iain Cameron. “Hosting this milestone event in China reflected the country’s growing influence in shaping the future of global vehicle safety. It was a unique opportunity to strengthen international cooperation and advance our mission for safer vehicles worldwide.”

FIA Foundation Programmes Director Aggie Krasnolucka joined a high-level panel discussion on ‘Vehicle Technology and the Safe System,’ which explored how emerging technologies and data-driven systems can advance road safety outcomes, alongside representatives from Autoliv, Mobileye China, the Malaysian Institute of Road Safety Research (MIROS), and 5GAA.

The FIA Foundation was also able to confirm its ongoing strategic partnership with Global NCAP, with continued funding to 2030. “As we renewed our

strategic funding partnership with the FIA Foundation for another five years, it was wonderful to welcome Programmes Director Aggie Krasnolucka to NCAP25 in Shanghai”, says Global NCAP CEO Richard Woods. “Vehicle safety is a fundamental part of the Foundation’s philanthropic DNA. We are enormously grateful for their continuing support and proud of our strong partnership for advocacy action.”

“We are proud of our collaboration with Global NCAP, which began as a Foundation-led initiative”, says Saul Billingsley, FIA Foundation Executive Director. “Its independent crash testing and tough but fair dialogue with car makers has led a transformation of car safety performance in markets from Mexico to Brazil to India. The Foundation is pleased to reaffirm its financial commitment to Global NCAP from now until the end of the road safety Decade of Action.”

The continued need for investment in independent crash testing was highlighted just before NCAP25 with the launch of new results from Latin NCAP. While a Hyundai Tucson scored five stars, demonstrating how car makers are meeting the safety challenge, a Citroen Basalt, manufactured in Brazil, scored zero stars, with only a 39% occupant protection rating. The good, the bad, and an ugly outcome for a driver of the Citroen.



ROUND UP



F1 STAR BORTOLETO CALLS FOR ACTION ON SAFE SCHOOL JOURNEYS

A strong call for further commitment to ensure all children have safe school journeys was issued at the 2025 Brazilian Grand Prix.

Working together with the Automotive Association of Brazil (AAB) and the FIA, the FIA Foundation brought key partners together on 6 November to build momentum and support for school area road safety.

The Federal Government of Brazil is currently developing national guidance for safe school areas,

FOUNDATION JOINS NIGERIA'S ROAD SAFETY LEADERS

The FIA Foundation's Executive Director, Saul Billingsley, delivered the annual lecture at the Federal Road Safety Corps' flagship event in Abuja, Nigeria.

The lecture, held in the Presidential complex on 3 September 2025, was chaired by the Vice President of Nigeria, H.E. Kashim Shettima, and was also attended by the Secretary to the Government (First Minister) H.E. George Akume and the Minister of Transportation, Sa'idu Ahmed Alkali. Shehu Mohammed, Corps Marshal of the FRSC, Nigeria's lead agency for road safety, extended the invitation to the FIA Foundation. Following the lecture former Corps Marshal Osita Chidoka chaired a panel discussion including senior representatives from government ministries, the Chiefs of Defence Staff, the Supreme Court and the Nigeria Bar Association.

with a strong focus on speed management and safe road infrastructure. Alongside this, the AAB, with FIA Foundation support, is deploying the 'Star Rating for Schools' methodology to help authorities implement effective road safety measures around schools.

Ahead of the São Paulo Grand Prix, Brazilian F1 star Gabriel Bortoleto gave his support to the agenda and urged further action to ensure that children in Brazil and indeed around the world are given safe school journeys. Joining partners convened by the FIA Foundation, Bortoleto said: "It's so important to make sure that children are able to get to school safely. I know from growing up in Brazil that the roads can be very dangerous. We need safe crossings and there must be action on speeding. The programme that the AAB is working on is very important and I would like cities and our government to give their full support to it."

Fabiana Ecclestone, FIA Vice President for Sport, joined Gabriel Bortoleto, the FIA Foundation and its partners at the event. "This work is vital, and it will save lives", she says. "It is critical to have safe infrastructure to keep children and the vulnerable safe on our roads. I'm proud to join the AAB and the FIA Foundation in this call for action and in the effort to highlight the need for further commitment."



Alongside the lecture, Saul Billingsley paid courtesy visits to Secretary to the Government Akume and Minister Alkali and visited FRSC headquarters to see the Corps' operations and exchange with Corps Marshal Mohammed and his senior team. The visit was facilitated by the FRSC and the Automobile and Touring Club of Nigeria, represented by its president, Ishaku Bamaayi (above, centre).

TURKISH AND GREEK AUTO CLUBS ADVANCE SAFETY LAWS

Advocacy by FIA automobile clubs in Türkiye and Greece has resulted in legislative and policy changes improving road safety.

Motorcycle couriership in Türkiye is now recognised as a hazardous occupation following sustained advocacy by the Touring and Automobile Club of Türkiye (TTOK) through the FIA Road Safety Grants Programme, supported by the FIA Foundation.

Until recently, motorcycle couriers were excluded from the 204 occupational groups requiring mandatory certification by the Vocational Qualifications Authority (MYK), meaning thousands of riders could work without formal training or legal safeguards. Motorcycle couriership is now officially recognised as a hazardous occupation, a significant milestone for protecting couriers from unsafe conditions and will lead to the introduction of new regulations designed to protect them at work.

Turkish commercial bike numbers tripled between 2020 and 2023, contributing to a 17% increase in motorcycle courier deaths. There are now more than 200,000 motorcycle couriers in Istanbul alone.

The auto club's project activities reached over 26,000 riders, providing free training and protective equipment. The transition to 'hazardous occupation' status brings necessary legal regulations into force, including mandatory courier certification. TTOK's work has led to significant amendments to the Road Transport Regulation by the Ministry of Transport and Infrastructure.



In Greece, FIA member Road Safety Institute (RSI 'Panos Mylonas'), significantly shaped the new national road safety policy, including an updated highway code. The club project 'Driving Change' included a large-scale field survey in three cities - Athens, Psachna, and Heraklion - revealing significantly low seatbelt and helmet-wearing rates, as well as excessive use of mobile phones while driving.

The Greek government has announced major road safety policy changes, including the updated Greek Highway Code (KOK), informed by the findings of the club's study, alongside infrastructure improvements, road speed reductions, and stricter enforcement. The changes were announced by Vice President of the Government, Kostis Hatzidakis, at the RSI 'Panos Mylonas' 20th anniversary event during United Nations Global Road Safety Week. Acknowledging the significant contribution of RSI 'Panos Mylonas', a Ministerial Decree was signed for the creation of a new Road Safety Centre to support road safety education and awareness activities.





SAFE JOURNEYS FOR INDIAN WOMEN

A new handbook 'Enhancing Young Women's Mobility in Indian Cities', offering critical insights and actionable recommendations to make urban transport systems in India more inclusive and responsive to the needs of young women has been launched by NGO Safetipin, supported by the FIA Foundation. It was launched at a special event in Jaipur, which brought together urban and national transport decision-makers along with civic organisations and young women to share their experiences.

The study presents a comprehensive analysis of the challenges young women face in accessing safe, affordable, and reliable transportation—and how these challenges limit their participation in

education, employment, and public life, drawing on in-depth qualitative research with young women across four cities in Rajasthan - Jaipur, Jodhpur, Udaipur, and Ajmer - along with interviews with service providers, civil society organisations, and government officials.

Young women in urban India travel less and for shorter durations than young men, often due to safety concerns, affordability, and social norms. The key barriers to their mobility include high costs, harassment, unreliable services, and limited first- and last-mile connectivity, the study shows. The handbook calls for more coordinated policy action, inclusive planning, and investment in gender-responsive transport infrastructure to ensure that young women can move freely and safely.

TRACK TO ROAD AND BACK

The Foundation has fostered a dialogue between iRAP and F1 circuit designers to explore opportunities to exchange ideas and expertise for the benefit of both motor sport and road driving.

iRAP focuses on the countermeasures needed to prevent serious injury and fatalities in a road crash – separation of traffic, barriers and run-offs, the design of junctions and protection of vulnerable road users being some of the most important elements. There is much in common with the experts that design motor sport circuits. To ensure the highest levels of safety in motor sport, circuit designers look at factors such as speed and angle of impact, positioning of barriers and run-offs, design of corners and surface grip.

Collaboration between iRAP, those at the forefront of safe road infrastructure and motor sport circuit design

experts could lead to some valuable outcomes. Plans for 2026 include an expert workshop and further bilateral exchanges to build a genuine sport-mobility community of practice.



PATH GETS ACTIVE AT COP30 CLIMATE SUMMIT

As most of the world gathered for the COP30 climate summit in Brazil, PATH published analysis of the efforts countries are making to improve access to walking and cycling in their Nationally Determined Contributions, or NDCs.

NDCs are national pledges which outline each country's commitment and action plans to collectively limit global warming, reduce greenhouse gas emissions and adapt to the impacts of climate change. In 2023, PATH developed the Active Travel NDC Template to assist national governments to be more ambitious and effective for walking and cycling in their NDCs. The template is for governments to use to guide and take action; from setting a vision through to the development of goals, objectives, actions and measures to achieve better active travel outcomes. It was circulated to all 197 United

Nations Framework Convention on Climate Change (UNFCCC) member countries.

PATH has examined the 71 NDCs which had been returned by the beginning of the COP (excluding the US NDC which was submitted before they withdrew from the process) and compared them to the analysis undertaken in 2023 on all 197 NDCs. They found that the latest NDCs demonstrate substantial, though often indirect, support for walking and cycling. It is encouraging that 44 countries recognise walking and 46 cycling as a climate solution in their current NDC policies. A combined 83% of the 71 submissions contain content relevant to pedestrians and cyclists. 38% have explicitly adopted the PATH policy template ambitions. Only 12 (17%) don't mention walking or cycling at all.

Active mobility is gaining new adherents, with 16 completely new countries incorporating walking and 14 incorporating cycling in their latest NDCs compared to 2023.



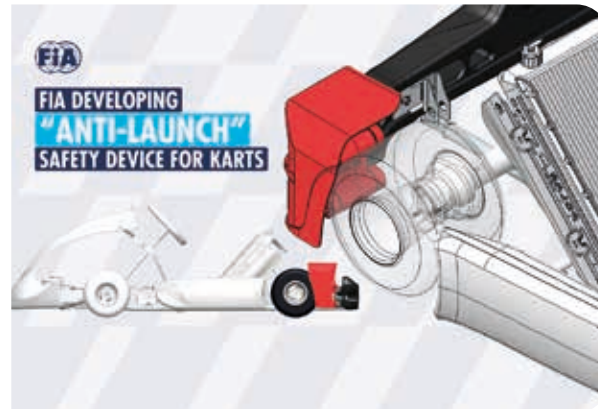


AI USED IN RALLY SAFETY

AI cameras have been used in rallies for the first time to identify and stop spectators moving to risk areas as part of a comprehensive and developing fleet of rally safety activities supported by the FIA Foundation. The system uses artificial intelligence to analyse camera footage, allowing race organisers to identify and react to unsafe spectator positioning in real-time. Following the launch, the FIA has rolled out an AI safety camera awareness campaign at tracks to make spectators aware of the new safety measures.

KARTING SAFETY STRENGTHENED WITH 'ANTI-LAUNCH' DEVICE

A new karting safety innovation has been designed to prevent karts from becoming airborne during collisions. Developed by the FIA Safety Department, the rear-wheel protection system limits wheel-to-wheel contact, a key cause of rollovers. Following promising lab and track tests, the device made its race debut at the Academy Trophy – Junior category at the FIA Karting World Cup in Cremona, Italy. Supported by the FIA Foundation, the 'anti-launch' device aims to be rolled out across all karting levels from next season.



IMPACT DATA RECORDERS USED IN FIRST KARTING RACE

An Impact Data Recorder was used for the first time in the 2025 FIA Karting Academy Trophy in Portugal. The device, developed by the FIA with the support of the FIA Foundation, was launched globally in 2024 and



is a low-cost data recorder that registers key metrics such as impact G forces. ASNs can purchase and fit the data recorder in grassroots and national competitions, and paired with bespoke software, for insights into the circumstances and frequency of crashes, helping ASNs to adapt and improve their safety infrastructure.

FIA WELCOMES 2025 IMMERSION PROGRAMME COHORT

Future motor sport leaders have received knowledge, training and personal development through the 2025 immersion projects. 15 young professionals, aged 25–35 and nominated by FIA member clubs, gathered from countries including Angola, Colombia, Australia, Egypt and Sri Lanka. The programme took participants to FIA offices in Paris, Geneva and Valleiry, with sessions on sustainability, communications, and mobility, alongside a visit to the Rallye du Mont-Blanc. Supported by the FIA Foundation, the initiative aims to develop future leaders and strengthen connections within the global motor sport and mobility community.



IN MEMORIAM: PETER WRIGHT

Peter Wright, visionary motor sport engineer and former president of the FIA Safety Commission, passed away in November 2025 at the age of 79.

Wright worked closely with the FIA Foundation for almost a quarter of a century in his FIA and FIA Institute capacities. More recently, as an independent consultant, he had led a Foundation-funded project examining the safety dynamics of electric scooters. A key player in the Max Mosley safety revolution, helping to lead the Formula One safety review which followed the death of Ayrton Senna, he was involved in many of the holistic engineering advances in Formula One, including racing car crash testing and carbonfibre chassis technology, the HANS device and the Halo. He also led crash investigations for the FIA. In his career with racing teams BRM and Lotus, Peter Wright introduced data logging devices and active suspension systems, pioneering aerodynamic downforce research and the first ground effect F1 car, the Lotus 79. He also led the introduction of Balance of Performance rulemaking in GT and Supercar championships.

Actively engaged in road safety, Peter Wright was a technical advisor and founding board member of Euro NCAP and a campaigner for safer cycling infrastructure. A man of great integrity and genius, he will be missed by all at the FIA Foundation.

FINANCIAL REVIEW

This financial review is a summary of activities and expenditure and may not contain sufficient information to allow for a full understanding of the financial affairs of the charity.

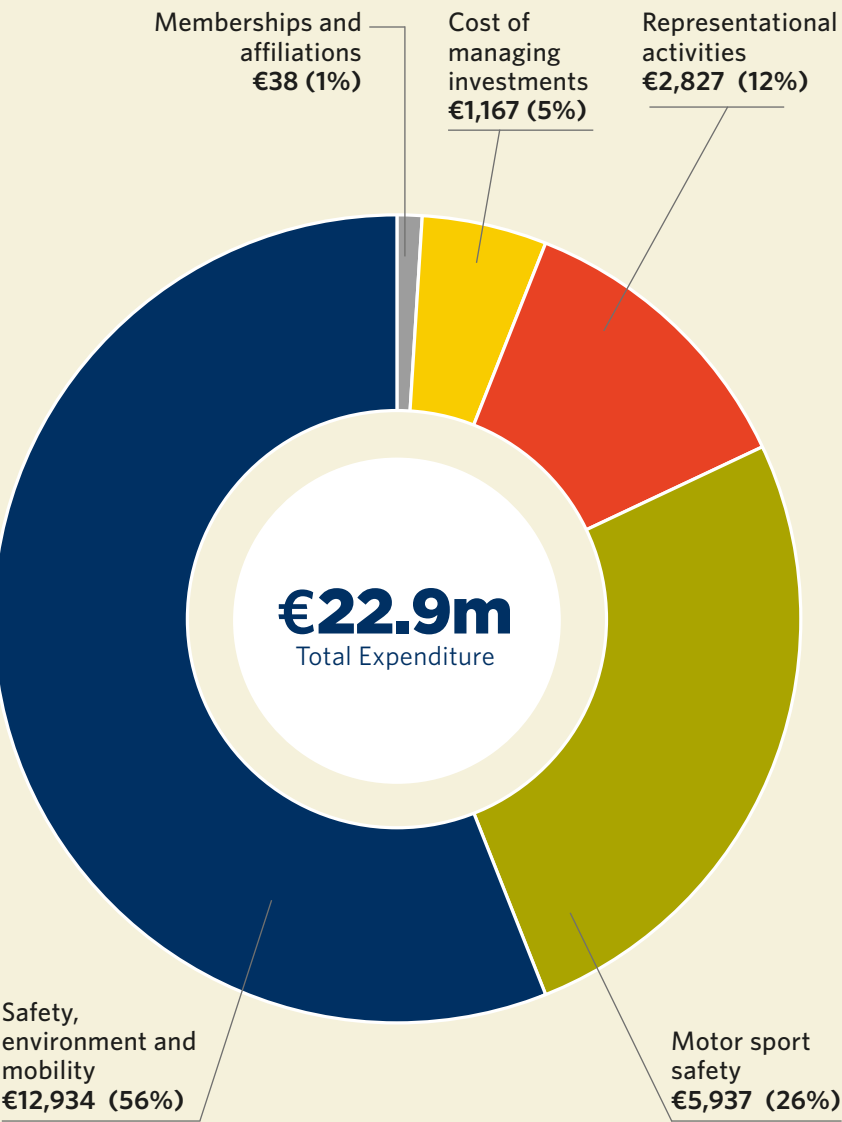
For further information, the full annual accounts, the independent auditors' report on those accounts and the Trustees' Annual Report should be consulted. Copies of these accounts can be obtained from the FIA Foundation's website www.fiafoundation.org

Expenditure

The FIA Foundation is primarily a grant making organisation, although it does manage its own advocacy and research programmes.

During the year ended 31 December 2024 the total expenditure of the FIA Foundation was **€22,903,000**.

TOTAL EXPENDITURE BY ACTIVITY (€000s)



Expenditure is split by activity in order to meet the objects of the FIA Foundation.

Total expenditure can also be analysed by cost category as follows:

COST CATEGORY	EXPENDITURE	PERCENTAGE
■ Grants Awarded	€16,290,000	71%
■ Direct Expenditure	€1,704,000	7%
■ Support and Indirect Costs	€3,877,000	17%
■ Costs of Managing Investments	€1,032,000	5%
Total	€ 22,903,000	100.0%

Grant making

39 organisations benefitted from 68 grants awarded during the year, with a value of **€16,290,000**.

GRANTS AWARDED TO MAJOR PARTNERS (BY FUND €000s)

Global NCAP (formerly known as Towards Zero Foundation)	€920
Fédération Internationale de l'Automobile - Switzerland	€2,300
Fédération Internationale de l'Automobile - France	€5,895
International Road Assessment Programme	€1,500



Grants awarded during the year to other multi-annual recipients were as follows:

GRANTS AWARDED TO OTHER MULTI-YEAR PARTNERS (BY FUND €000s)	
Asia Injury Prevention (AIP) Foundation	€342
AMEND	€560
A Escobar	€50
EASST CIO	€309
Fundatia Crucea Alba	€72
Global Alliance of NGOs for Road Safety	€80
Global Designing Cities Initiative (GDCI)	€269
Institute for Brain and Spinal Cord Disorders (ADREC)	€325
The International Council on Clean Transportation (ICCT)	€743
Johns Hopkins University	€50
JN Foundation	€250
Les Ambassadeurs de la Sécurité Routière	€60
Stichting Delft Road Safety Courses (DRSC)	€110
Stichting Youth for Road Safety (YOURS)	€204
Transaid Worldwide Services	€130
The Clean Air Fund (CAF)	€490
UNC Highway Safety Research Centre	€75
United Nations Environment Programme (UNEP)	€325

20 smaller one-off grants were also awarded during the year, with a total value of €1,231,000. Details of the recipients can be found in the full financial statements.



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Sheila Watson
DEPUTY DIRECTOR



Avi Silverman
DEPUTY DIRECTOR



Natalie Draisin
DIRECTOR, NORTH
AMERICAN
OFFICE AND UN
REPRESENTATIVE



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HEAD OF
INFORMATION
TECHNOLOGY



Béatrice
Dumaswala
PROGRAMMES AND
COMMUNICATIONS
OFFICER



Diana Fauner
DESIGN AND NEW
MEDIA ASSOCIATE



John Rigby
DESIGN AND NEW
MEDIA ASSOCIATE



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SAFETY ADVISER



Oscar Díaz
REGIONAL ADVISOR,
LATIN AMERICA



Bella Dinh-Zarr
SENIOR ADVISOR,
PUBLIC HEALTH &
TRANSPORTATION



Atsani Ariobowo
DIRECTOR OF CHILD
AND YOUTH HEALTH



John Pap
HEAD OF DESIGN
AND NEW MEDIA



Kate Turner
MEDIA AND
ADVOCACY
MANAGER



Caroline Flynn
PA / OFFICE
MANAGER



Oliva Nalwadda
REGIONAL
COORDINATOR,
AFRICA

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- Automòbil Club d'Andorra, Andorra
- Automóvil Club Argentino, Argentina
- Automobile Federation of Armenia, Armenia
- Australian Automobile Association, Australia
- Motorsport Australia, Australia
- Österreichischer Automobil-, Motorrad- und Touring Club, Austria
- Bahrain Motor Federation, Bahrain
- Belarusian Automobile Federation, Belarus
- Belarusian Auto Moto Touring Club, Belarus
- Royal Automobile Club de Belgique, Belgium
- Touring Club Belgium, Belgium
- Automóvil Club Boliviano, Plurinational State of Bolivia
- Bosnia and Herzegovina Automobile Club, Bosnia and Herzegovina
- Associação Automobilística do Brasil, Brazil
- Automovel Clube Brasileiro, Brazil
- Confederação Brasileira de Automobilismo, Brazil
- Union of Bulgarian Motorists, Bulgaria
- Canadian Automobile Association, Canada
- Automóvil Club de Chile, Chile
- Federación Chilena de Automovilismo Deportivo, Chile
- Federation of Automobile and Motorcycle Sports of the People's Republic of China, China
- Chinese Taipei Automobile Federation, Chinese Taipei
- Chinese Taipei Motor Sports Ltd, Chinese Taipei
- Touring y Automóvil Club de Colombia, Colombia
- Automóvil Club de Costa Rica, Costa Rica
- Fédération Ivoirienne de Sports Automobile et de Motocyclisme, Côte d'Ivoire
- Hrvatski Auto/Karting Savez, Croatia
- Hrvatski Autoklub, Croatia
- Cyprus Automobile Association, Cyprus
- Autoklub České Republiky, Czech Republic
- Ustřední Automotoklub České Republiky, Czech Republic
- Dansk Automobil Sports Union, Denmark
- Forenede Danske Motorejere, Denmark
- Automóvil Club Dominicano, Dominican Republic
- Automóvil Club del Ecuador, Ecuador
- Automobile and Touring Club of Egypt, Egypt
- Automóvil Club de El Salvador, El Salvador
- Estonian Autosport Union, Estonia
- AKK - Motorsport, Finland
- Autoliitto, Finland
- Automobile Club de France, France
- Fédération Française du Sport Automobile, France
- Mobilité Club France, France
- Allgemeiner Deutscher Automobil-Club e.V., Germany
- Automobilclub von Deutschland e.V., Germany
- Deutscher Motor Sport Bund e.V., Germany
- Hong Kong, China Automobile Association, Hong Kong

- Magyar Autóklub, Hungary
- National Automobile Sport Federation of Hungary, Hungary
- Félag Íslenskra Bifreidaeigenda, Iceland
- Icelandic Motorsport Association, Iceland
- Automobile Association of Eastern India, India
- Automobile Association of Southern India, India
- Automobile Association of Upper India, India
- The Federation of Motor Sports Clubs of India, India
- Western India Automobile Association, India
- Ikatan Motor Indonesia, Indonesia
- Touring and Automobile Club of the Islamic Republic of Iran, Iran
- Royal Irish Automobile Club, Ireland
- Automobile and Touring Club of Israel, Israel
- Automobile Club d'Italia, Italy
- Jamaica Automobile Association, Jamaica
- Jamaican Millenium Motoring Club, Jamaica
- Japan Automobile Federation, Japan
- Royal Automobile Club of Jordan, Jordan
- Automotosport Federation of the Republic of Kazakhstan, Kazakhstan
- Urban Forum Kazakhstan, Kazakhstan
- Automobile Association of Kenya, Kenya
- Kenyan Motorsports Federation, Kenya
- Korea Automobile Association, Korea
- Kuwait International Automobile Club, Kuwait
- Latvijas Automobilu Federācija, Latvia
- Latvijas Automoto Biedriba, Latvia
- Automobile et Touring Club du Liban, Lebanon
- Automobile and Touring Club of Libya, Libya
- Association of Lithuanian Automobilists, Lithuania
- The Lithuanian Automobile Sport Federation, Lithuania
- Automobile Club du Luxembourg, Luxembourg
- Automobile General Association Macao-China, Macau
- Avto-Moto Sojuz na Makedonija, Republic of North Macedonia
- Automobile Association of Malaysia, Malaysia
- Asociación Mexicana Automovilística, Mexico
- Asociación Nacional Automovilística ANA A.C., Mexico
- NACAM, Mexico
- Organización Mexicana del Deporte Automovilístico Internacional, Mexico
- Automobil Club din Moldova, Moldova
- Automobile Club de Monaco, Monaco
- Auto-Moto Savez Crne Gore, Montenegro
- Automovel e Touring Clube de Moçambique, Mozambique
- Nepal Automobiles' Association, Nepal
- Knac Nationale Autosport Federatie, Netherlands
- Koninklijke Nederlandsche Automobiel Club, Netherlands
- Koninklijke Nederlandse Toeristenbond, Netherlands
- Motor Sport New Zealand, New Zealand
- New Zealand Automobile Association, New Zealand
- Club Automovilístico de Nicaragua, Nicaragua
- Kongelig Norsk Automobilklub, Norway
- Norges Automobil-Forbund, Norway
- Oman Automobile Association, Oman
- Automobile Association of Pakistan, Pakistan
- Asociación Automovilística de Touring y Deportes de Panamá, Panama
- Touring y Automóvil Club Paraguayo, Paraguay
- Federación Peruana de Automovilismo Deportivo, Peru
- Touring y Automóvil Club del Perú, Peru

- Automobile Association Philippines, Philippines
- Polski Związek Motorowy, Poland
- Automóvel Club de Portugal, Portugal
- Federação Portuguesa de Automobilismo e Karting, Portugal
- Qatar Automobile and Touring Club, Qatar
- Qatar Motor and Motorcycle Federation, Qatar
- Automobil Clubul Român, Romania
- AvtoClub Assistance Rus, Russia
- Russian Automobile Federation, Russia
- Saudi Automobile and Touring Association, Saudi Arabia
- Saudi Automobile Federation, Saudi Arabia
- Auto-moto savez Srbije, Serbia
- Automobile Association of Singapore, Singapore
- Motorsports Singapore, Singapore
- Slovak Association of Motor Sport, Slovak Republic
- Avto-moto zveza Slovenije, Slovenia
- Automobile Association of South Africa, South Africa
- Motorsport South Africa, South Africa
- Real Automóvil Club de España, Spain
- Real Federación Española de Automovilismo, Spain
- Reial Automòbil Club de Catalunya, Spain
- Automobile Association of Ceylon, Sri Lanka
- Kungliga Automobil Klubben, Sweden
- Riksförbund M Sverige, Sweden
- Svenska Bilsportförbundet, Sweden
- Automobile Club de Suisse, Switzerland
- Touring Club Suisse, Switzerland
- Automobile Club de Syrie, Syria
- Automobile Association of Tanzania, Tanzania
- The Royal Automobile Association of Thailand, Thailand
- Trinidad and Tobago Automobile Association, Trinidad and Tobago
- Trinidad and Tobago Automobile Sports Association, Trinidad and Tobago
- National Automobile Club de Tunisie, Tunisia
- Turkish Automobile Sports Federation, Turkey
- Türkiye Turing ve Otomobil Kurumu, Turkey
- Automobile Association of Uganda, Uganda
- Emirates Motorsport Organization, United Arab Emirates
- Automobile Association, United Kingdom
- IAM Roadsmart, United Kingdom
- International Road Assessment Programme, United Kingdom
- Motorsport Safety Fund, United Kingdom
- Motorsport UK, United Kingdom
- RAC Foundation, United Kingdom
- RAC Motoring Services, United Kingdom
- Road Safety Foundation, United Kingdom
- The Royal Automobile Club, United Kingdom
- American Automobile Association, United States of America
- Automobile Competition Committee for the United States, United States of America
- SFI Foundation, United States of America
- Automóvil Club del Uruguay, Uruguay
- Fundación Gonzalo Rodríguez, Uruguay
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