FIA Foundation
for the Automobile and Society

Safety Challenge 2009
Promoting Safety

Review 2009
This year, my first as Chairman, has seen the FIA Foundation working with partners across the world to prepare for the first Global Ministerial Conference on road safety. I have been delighted to see a strong participation by both ministers and senior institutional officials in our Rome launch for the new Make Roads Safe report ‘A Decade of Action for Road Safety’, in our ‘Make Roads Safe Africa’ conference held in Dar es Salaam, and in other national and regional events from London to Kuala Lumpur, from Washington DC to Phnom Penh. There is a real sense that momentum is growing for action on road traffic injuries.

I was particularly proud to host a Make Roads Safe event in Costa Rica in January, at which President Oscar Arias Sanchez spoke. This event also saw the launch with Michael Schumacher of a new international road safety manual on seat belts and child restraints, part of a series of good practice manuals coordinated by the FIA Foundation in partnership with the World Health Organization, the Global Road Safety Partnership and the World Bank.

There was a pleasing symmetry to this event, because one of the first road safety initiatives taken by the newly established FIA Foundation was to develop a seat belt toolkit, to disseminate good practice internationally. It was piloted during the successful seat belt campaign that was run in Costa Rica, with FIA Foundation support, six years ago. This toolkit became the prototype for the subsequent series of good practice manuals which are now being used by a wide range of governments, city authorities and road safety practitioners across the world.

Yet none of this work could be achieved without the alliances and partnerships that the FIA Foundation is proudly a part of and along with my fellow Trustees I would like to thank everyone who has worked with us to help us deliver our charitable objectives in 2009.

Carlos Macaya
Chairman
FIA Foundation
Formula One Driver Felipe Massa, Make Roads Safe Ambassador Michelle Yeoh and Commission for Global Road Safety Chairman Lord Robertson of Port Ellen with children at the Decade of Action launch in Rome, Italy
The FIA Foundation’s main priority in 2009 has been to promote the ‘Call for a Decade of Action for Road Safety’, ahead of the first Global Ministerial Conference on road safety, in Moscow in November 2009. This proposal, for a decade of committed action to try to cut the projected increase in road deaths by 50% by 2020, was first recommended by the Commission for Global Road Safety, an initiative established and coordinated by the FIA Foundation. The concept of a road safety decade has now been embraced by many road safety organisations across the world, endorsed by the US House of Representatives in a voted resolution, and supported by the UN Secretary General, Ban Ki-Moon. It is another good example of how the FIA Foundation is shaping and leading the global policy debate on road safety.

We have also been delighted by the response to our Make Roads Safe campaign and the ‘Decade’ proposal across the world. On pages 8 & 12 you can see some of the events we have organised, supported by Heads of State such as the Costa Rican President, Oscar Arias Sanchez, and the Tanzanian President, Jakaya Kikwete, as well as celebrities like Michael Schumacher and Lewis Hamilton. We have also continued to draw support from global public figures, including Desmond Tutu and former President Bill Clinton. The FIA Foundation’s engagement with the Clinton Global Initiative has been one of the new developments this year, and is another sign that global road safety is coming of age as a mainstream policy issue.

I must pay particular tribute to Michelle Yeoh who, despite a frenetic movie schedule, has given so much of her time to promoting the Make Roads Safe campaign as our global ambassador. From high profile media events and policy gatherings to smaller, unsung interventions, Michelle’s commitment to the road safety cause has been inspiring. A highlight of this year was the Rome launch of her road safety documentary, Turning Point, which was broadcast worldwide by the BBC and featured at a charity event during the Cannes Film Festival.

But away from the flashbulbs and buzz of our global advocacy work, the core of the FIA Foundation’s programmatic work has focused on injury prevention efforts. Our support for the International Road Assessment Programme continues to bear fruit, with iRAP’s new alliance with the Inter-American Development Bank signalling a growing acceptance of the need for rigorous safety assessment at all stages of road design and building. The FIA Foundation has announced a ten year, $10 million commitment to iRAP to extend this vital work. We are also backing international programmes dedicated to helmet wearing and seat belt use, as detailed in this Review, and will be making these ‘vaccines’ a central element of our activity in a ‘Decade of Action’.

The FIA Foundation is also making its mark on the environmental agenda. At the Geneva Motor Show in March I joined the executive directors of the United Nations Environment Programme, the International Energy Agency and the International Transport Forum in launching the ‘50by50’ Global Fuel Economy Initiative. Together we are working to place vehicle fuel economy, and the exciting potential savings in CO2 emissions that can result, high on the climate change agenda.

Finally, I would like to thank all the individuals and organisations who have worked with us over the past year to deliver our programmes and our ambitious agenda for change.

David Ward
Director General
FIA Foundation
‘In my line of work, we make fantasy seem real. We are jumping out of buildings, leaping across moving trucks and saving the world from evil aliens. It’s all make-believe, nobody gets hurt. The director says cut and the next day we go back and do it all again. But real life is not like that. I never thought that such a simple act of crossing a road could have, for so many thousands every day and every week, such tragic consequences.’
After a year of tireless campaigning, and a hectic schedule of filming spanning Asia, Africa and South America, Michelle Yeoh’s road safety documentary ‘Turning Point’ was broadcast worldwide on the BBC in May. We talk to Michelle about her experiences on the road, her journey across the world as the Make Roads Safe campaign’s Global Ambassador, and why she believes we all need to start shouting about the silent epidemic of road fatalities.

How did you first become involved in working on road safety?

Of course I knew from growing up in Malaysia and living and working in Asia, that over the past twenty years people in developing countries have had to cope with dramatic changes to transport systems, and this is still constantly changing. But I never really thought before about how that change affects people’s lives. Then I was approached by the FIA Foundation and asked if I would help raise the profile of its work around the world. I thought it was a good cause and an important issue and so I agreed to make a film and to go to Vietnam to help raise awareness. I have given my time to many good causes and initially thought this would be just a short term addition to my charitable activities. How wrong can you be!

What changed your mind and made this a deeper commitment than you first envisaged?

When I realised how many people are dying and getting seriously injured around the world, the shocking scale of the statistics hit me and had a huge impact - the fact, for example, that every thirty seconds another child dies or is seriously injured on the roads somewhere in the world. I found this upsetting enough, but what makes it even worse is that we have the means to stop this, to save lives, and yet nothing is being done. Other good causes have the world’s attention, the funding and the support of celebrities and high profile figures. We spend billions of dollars in research to combat Aids but, for road safety, we have the vaccine, we have the cure, so why is it not being implemented? That is the real tragedy – the road deaths epidemic could be tackled but it needs the world’s attention to be focused on it. I wanted to help tell people that action is needed.

This, combined with what I saw and experienced first hand in Vietnam, on my first fact finding trip, has made me a very passionate advocate for road safety.

What happened in Vietnam that had such an impact on you?

I have had many moving and inspiring experiences, meeting people who have been affected by road crashes – but it was the images that I saw in Vietnam which still haunt me to this day. I cannot erase, nor would I want to erase, the face of the grieving mother I met. It was sheer pain. I did not understand her words but I understood the emotions she was going through, the pain in her eyes that her child was no longer coming back to her. This was just one mother and one child. When we went to the hospitals we realised the scale of the problem is phenomenal. I was there for a day and a half and the number of kids that were getting injured was scary. Then to think that we are only talking about Vietnam here and Hanoi on its own. Just imagine the numbers involved when you are looking at the global scale.

It is quite normal that in Vietnam you see a family of four or five on one motorbike. It is appalling to think that people consider this safe, but what alternative do they have? Then there’s a silly loophole in the law that says that there will be no fine if kids are not wearing safety helmets. Where is the logic in this? It just made me very angry.

In your documentary ‘Turning Point’ you describe road safety as a “basic human right”. Could you elaborate?

When we were filming in South Africa, I met Jeremy Cronin, a renowned expert on transport issues and in fact now the country’s deputy Transport Minister. I thought he summed up the issue really well when he said that we should all have access to transportation so that children can get to school and adults go to work. This access to mobility is a basic requirement to help millions improve their life chances and climb out of poverty. Of course, this needs to be widened as much as possible. However at the moment, while we are giving those in developing countries the means to travel on the one hand, at the same time we are killing them – faster roads are being built which fail to protect those travelling on them or the communities living alongside them. Children are being killed and injured in their thousands, just for going to school. This can’t be allowed to happen and we have a duty to protect them. So yes, safe mobility should be seen as a basic human right, like access to clean drinking water.

Why is it a particularly important issue in developing countries?

This is a crucial issue for developing countries. More than 80% of those killed in road traffic crashes live in middle and low income countries. What’s more, the situation is predicted to get worse with a rise of more than 80% in road deaths in these countries by
2020. As the UN has now recognised, we are facing a problem of epidemic proportions and we need to act urgently.

People need to understand it is actually the road deaths epidemic which is undermining development efforts, and this carries a tragic human cost, which goes way beyond the deaths and the injuries. It is often the breadwinners for poor families who are getting killed. You hear about children who are in school but then their father is killed or badly hurt in a road accident and so the child has to leave school, give up her education, and work to keep the family afloat. So a childhood is lost, her future prospects are lost. It is so terribly sad.

You’ve taken the campaign to some high levels – meeting the UN Secretary General, for example. Can you describe the experience?

It was actually very humbling to have been at the UN in New York. We all felt honoured that Ban Ki-moon, the UN Secretary General, took time to meet us in New York. It was obvious that he cares a lot about the issues and that he is going to put more time and resources to towards improving road safety. After we handed over our plaque, the [Make Roads Safe] petition and motorcycle helmet he was very encouraging about our campaign. I think that the most important thing is that when they recognise what we are doing, they will put together the right people to help us. And of course we will be back at the UN asking for action and we want to see it.

How can a movie star like you raise the profile of road safety?

I think the first thing to say is that I’m not an expert in road safety. I make movies. But whether it is right or wrong, the public and the media will often take notice of what I say, when they wouldn’t necessarily listen in the same way to an engineer or a bereaved parent. So I feel that I’m helping to give a voice to the voiceless. For example we made ‘Turning Point’ which included the stories of some of the people I had met, and this film was shown worldwide by the BBC, so the experiences of these people, and the justice they are fighting for, has received a wide audience. And over the past year and half I’ve been able to meet with presidents, ministers, and people like Bill Clinton and Ban Ki-moon. So I hope that me advocating for road safety has helped to open some doors that would otherwise have stayed firmly closed.

For example last year I was invited to be an after-dinner speaker at the Clinton Global Initiative in Hong Kong. So I was there together with my good friend Jet Li, who is doing wonderful work with his One Foundation, and we were both supposed to be talking about our charitable activities. So I just thought, ‘this is too good an opportunity to miss’, so I decided to tell the audience about my experiences with the road safety campaign and how we are calling for a Decade of Action. I had some Decade signing boards with me, and Jet Li signed one, then Bill Clinton, and President Arroyo of the Philippines. The Clinton Global Initiative works on many important issues, but had never discussed road safety. Yet this September I was invited back to the CGI in New York, and now road safety and infrastructure are being discussed, and we have opened up a new, influential, audience to our message.

You will be in Moscow for the Ministerial conference. What are you hoping will be achieved there?

We’ve all worked very hard to promote the Decade of Action. So I hope and expect that the Ministerial conference will endorse our call, that there should be a ten year commitment to trying to get ahead of this problem. We have so many good examples of how to make road safety work. In January I was in Costa Rica with Michael Schumacher seeing how lives are being saved with the seat belt laws. I’ve seen how Vietnam has made helmet wearing compulsory and the great effect it is having. In my own country Malaysia they have a road safety council and an amazing research institute and are putting in motorcycle lanes. IRAP is also very active there. So there is much that can be done, we just need the political commitment and the money to implement these vaccines.

What stays with me from all my journeys is what I’ve seen of the terrible impact on people’s lives when policy makers get it wrong, or ignore the problem. This road death catastrophe is a silent epidemic, and we need to start shouting.
Commission for Global Road Safety Chairman Lord Robertson of Port Ellen, Formula One Driver Felipe Massa and Make Roads Safe Ambassador Michelle Yeoh

Lord Robertson speaking at the Vatican

Michelle Yeoh meets Cardinal Giovanni Cheli at the Vatican
A decade for action

Rome’s Vatican city provides an unlikely yet magnificent stage. Under the cold gaze of the Braccio Nuovo’s imposing marble statues, the world’s leading road safety policy experts gather to discuss the Make Roads Safe report’s call to action.

Ministers, senior UN figures and policy makers from around the world assemble at the Vatican following the earlier high level launch in Rome and give the programme set out in the ‘Decade of Action’ report their full endorsement.

The message is clear: Governments in all countries must combat the world’s fastest growing public health emergency by committing to a ten year action plan which would save five million lives and prevent 50 million serious injuries.

All are in agreement and the programme, outlined in the newly issued report provides the agenda setter for the first ever global governmental conference on road safety in Moscow. The report throws the gauntlet - during the Decade the international community is called upon to invest in a $300 million action plan to catalyse traffic injury prevention and re-focus national road safety policies and budgets.

Already a global epidemic, the report shows that without concerted action, the problem is set to get worse. While road crashes have now overtaken malaria as a major killer in developing countries the forecast is that they will become the number one cause of disability and premature death for children aged 5-14 in developing countries by 2015. Key recommendations to tackle the crisis are made in the report. A ‘Decade of Action’ would mean governments collectively committing to reduce the forecast 2020 level of road deaths by 50% (from 1.9 million to below 1 million a year). The ten year programme would have a similar status to the current UN Decade to Roll Back Malaria.

Lord Robertson of Port Ellen Chairman of the Commission for Global Road Safety, addresses the launch.

“Five million lives are at stake over the coming decade. We have the tools and the vaccines to save these lives. Now we need the international community to demonstrate the political will to succeed. The forthcoming ministerial meeting in Moscow can be the turning point marking a new direction for global road safety. We must respond to this preventable epidemic with urgency and determination.”

Along with a $300 million international fund to encourage and support road safety interventions there would be interim targets and strategies to promote 100% helmet and seat belt use in every country by 2020, together with other road safety interventions. A further key measure is called for – the World Bank, regional development banks and other donors should dedicate at least 10% of their road investment budgets to road safety.
We call for a Decade of Action for Road Safety 2010-2020
Together we can save millions of lives. It is time for action.

Oscar Arias Sanchez
President of Costa Rica

Achim Steiner
Executive Director, UNEP

Dr Amit Gupta
Apex Trauma Centre, Delhi, India

Katherine Sierra
Vice President for Sustainable Development, World Bank

Dr Etienne Krug
Director of Injury Prevention, WHO

Michael Palin
Monty Python star and BBC documentary maker

Jack Short
Secretary General, ITF

Michael Schumacher
Seven-time Formula One World Champion

Harasan Pandey
Development Consultant, India
MAKE ROADS SAFE
The Campaign for Global Road Safety

Bill Clinton
Former US President

Nahas Angula
Prime Minister of Namibia

Lewis Hamilton
Formula One World Champion

Ang Lee
Film Director

General Victor Kiryanov
Head of Russian State Traffic Police

Karla Gonzalez
Minister of Transport, Costa Rica

Greig Craft
President of the Asia Injury Prevention Foundation

Cambodian Transport Ministers

Nobuo Tanaka
Executive Director, IEA

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Tanzanian President Jakaya Kikwete supports the Decade of Action for Road Safety.

Transport Ministers from Kenya, South Africa, Tanzania and Uganda join Michelle Yeoh at the Africa campaign launch, Dar es Salaam.
**Action for Africa**

By 2015, road crashes are predicted to be the number one killer of African children aged 5-14. Efforts to improve the life chances of Africa’s young, to combat disease and to sow the seeds of economic development risk being laid to waste in the daily carnage on the roads across the continent.

In Tanzania, at the Make Roads Safe Africa conference, a clear consensus forms. With 200,000 people dying on Africa’s roads each year, policy makers already know they face a public health crisis. And with a projected 80% increase in the death rate over the next decade, they know the time to act is now. Ministers from four African governments take a leading role at the conference pledging to combat the epidemic in a Decade of Action for Road Safety.

Giving his high profile support is the President of Tanzania Jakaya Kikwete who becomes the latest Head of State to back the proposal which would aim for a 50% reduction in the death rate over the next 10 years. In a meeting with Make Roads Safe global ambassador Michelle Yeoh and Commission for Global Road Safety Patron HRH Prince Michael of Kent, President Kikwete calls for concerted global action to reach the target. The President signs up to the Decade of Action proposal and says his government is committed to the forthcoming global Ministerial on Road Safety in Moscow.

More than 300 delegates from across Africa - governments, donor agencies, NGOs and the private sector – gather at this key staging post ahead of the Moscow Ministerial. As the Make Roads Safe Africa conference closes a crucial first step has been taken. From the highest levels of government to grassroots community groups, the participants embark on what they agree will be a joint endeavour to push the agenda forward. A strong FIA Foundation-led partnership comprising the UN Economic Commission for Africa (UNECA), the World Bank and the Tanzanian Automobile Association organise the conference.

The African Ministers opening the conference give a frank assessment admitting that the situation in their countries is getting worse. John Nasasira, Uganda’s Minister of Transport says road safety can no longer be ignored: “A Decade of Action for Road Safety must be put firmly within the development agenda for Africa. Africa cannot afford the economic and human cost of inaction.”

At the two day UNECA workshop which follows the high level opening, delegates hammer out the issues that Africa will have to confront if plans and targets for a Decade of Action are to be put in place. Their recommendations will feed directly into the Ministerial.

As President Kikwete says: “Millions of lives can be saved globally, but we must act urgently.”
Helmet Vaccine

A bright early morning in Ho Chi Minh City, and at a ceremony outside the historic Reunification Palace 2000 young schoolchildren are about to receive a special, and potentially life-saving, gift – a new motorcycle helmet.

They are the latest of more than 400,000 children to whom helmets have been donated as part of the South East Asian ‘helmets for kids’ programme run by the Asia Injury Prevention (AIP) Foundation with support from business, aid donors and organisations, including the FIA Foundation.

For the majority of families who own a vehicle in Vietnam and Cambodia, it is the motorcycle that provides their transport. Whole families ride on one bike, and the numbers of two-wheelers are increasing rapidly. There are now 20 million motorbikes on Vietnam’s roads, up from just a few million a decade ago, and the death toll from road crashes doubled in just ten years. Driving on Saigon’s chaotic roads, it’s easy to see why, but at least most adult motorcyclists are now wearing helmets, thanks to a campaign led by the AIP Foundation which resulted in new helmet legislation two years ago. The results of this legislation, and the enforcement that accompanied it, has been a recorded fall of more than 25% in serious head injuries.

In Cambodia’s capital, Phnom Penh, a few hundred kilometres across the Mekong Delta, helmets are less in evidence, and the road death situation is equally serious. But the AIP Foundation is working here too, organising a helmet handover to hundreds of children and promoting the Call for a Decade of Action at the same time. Cambodia’s transport minister, education minister and traffic police chief all participate in the helmet event, and are ready to work with the AIP Foundation and other NGOs (Handicap International and the Red Cross are also active) to tackle road traffic injuries.

“In helmets are a magic bullet for child survival in the developing world”, says AIPF President Greig Craft. “More than any new vaccine, more than any new community clinic, more than any new piece of infrastructure, helmets on heads will save tens of thousands of young lives each year – its that simple.”

So far the FIA Foundation has provided financial support to the programme and brought in Make Roads Safe ambassador Michelle Yeoh for high-profile helmet events in Hanoi, Ho Chi Minh City and Bangkok. The ambitious next phase is to work with AIP Foundation, the World Bank and other partners to build an international ‘Helmet Vaccine Initiative’, looking beyond South East Asia to countries in Africa and Latin America where motorcycle use is also increasing rapidly.

Seeing the excitement of children as they try their new helmets on for the first time is wonderful. Working to educate the children and their parents to keep using the helmet once its novelty has worn off is crucial. Knowing that each helmet could represent a life saved or a serious injury prevented makes the success of this programme essential.
At the Geneva Motor Show, the world’s leading industry players are presented with an ambitious challenge. By 2050, there must be a 50% reduction in vehicle fuel consumption – amounting to a saving each year of six billion barrels of oil and two gigatonnes of CO₂.

The ‘50 by 50’ report published by the FIA Foundation together with the UN Environment Programme (UNEP), the International Transport Forum (ITF) and the International Energy Agency (IEA) sets a radical, but achievable agenda for the motor industry.

In Geneva, the stage is set for a high profile launch but this is just the start. The heads of each international agency - Jack Short, Secretary General ITF, Nobuo Tanaka, Executive Director IEA; Achim Steiner, UN Under-Secretary General and UNEP Executive Director – together with FIA Foundation Director General David Ward, hold high level discussions with motor industry chiefs.

Even at this early stage, the response from the industry at Geneva is positive. It provides a platform for the initiative to be taken forward during the rest of the year with key contributions both from governments and consumers.

As Jack Short, Secretary General of the ITF says: “The Global Fuel Economy Initiative provides a much needed roadmap for action both now and in the long term. We have set clear targets which will have both environmental and economic benefits, and we already have the technology and the means to get us on the road to making our cars 50% more fuel efficient – all that is needed are coordinated efforts and actions from both industry and governments.”

The campaign is set firmly within the context of the economic challenges facing the motor industry and with this in mind it gives concrete options for a shift to cleaner and more efficient cars using existing technologies. Working in partnership as the Global Fuel Economy Initiative (GFEI) the four organisations set about a challenging schedule. The workplan includes: the launch of a 50 by 50 campaign in Latin America; a new GFEI Clean Vehicles and Improved Fuel Efficiency Toolkit; and the development of national pilot projects in all regions, including in Indonesia, Costa Rica and Chile.

Later this year the GFEI will be at the Environmentally Friendly Vehicles Conference in Delhi, held under the auspices of the G8. The partnership will host a major dialogue event at this conference, to which representatives from the broad range of GFEI stakeholders will be invited.
Racing drivers Tom Kristensen (Audi), Timo Glock (Toyota), Robert Kubica (BMW), Susie Stoddart (Mercedes) and Heikki Kovalainen (MacLaren-Mercedes) speak to the media.

Seven-time Formula One World Champion Michael Schumacher speaks to the media.
On track to safety

As they hurl their cars around the Vallelunga circuit, some of the best drivers in the world demonstrate the startling effectiveness of e-safety. And to all watching, it is more than obvious that lives are put in danger without these crucial technologies.

When Electronic Stability Control (ESC) is switched off, the drivers have no chance to prevent their vehicles spinning out of control. With ESC on, the difference is dramatic – all the cars safely pull out of a dangerous skid. If these drivers - including F1’s Heikki Kovalainen, Le Mans champion Tom Kristensen and leading female driver Susie Stoddart - cannot cope without e-safety, what chance does anyone else have? The importance of having these key technologies fitted into all vehicles as standard is clear. Yet so far, too many people are placed at risk as their cars fail to have adequate e-safety protection.

Under the latest technological developments, ESC and other safety systems like Blind Spots Monitoring, Lane Support Systems, Speed Alert, and Warning and Emergency Braking Systems can prevent accidents from happening in the first place. If all cars in the EU used ESC it is estimated that at least 4,000 lives a year could be saved 100,000 injuries avoided. Currently just over half of new cars in the EU are equipped with ESC. That is why it is so important that consumers understand the benefits of a simple low cost system like ESC.

As eSafetyAware President Jean Todt says: “The use of intelligent vehicle technologies will make cars safer than ever before. There is no reason why consumers shouldn’t benefit from these life saving eSafety systems. I believe that there are many opportunities to be exploited when it comes to promotion of vehicle safety equipment which ultimately benefits the car users.”

Managed and funded by the FIA Foundation, eSafetyAware also receives financial support from the European Commission and has 37 members from 15 countries. Member organisations include automobile clubs, national governments, industry representatives and road safety bodies. Its aim is to accelerate the market introduction of vehicle safety technologies by organising information campaigns and dedicated events. Following Vallelunga, the task is to promote eSafety benefits among policy-makers and end-users.

This follows the success of the ChooseESC! campaign in helping to accelerate the adoption of ESC regulations in Europe. In emerging vehicle markets like China use of ESC is much lower and an even greater challenge is to increase awareness of the safety potential of eSafety technologies. eSafetyAware has already launched a Chinese ESC campaign. The event kicks off China’s effort to promote eSafety deployment.

The message is clear – e-Safety is not an optional extra. It is an essential life-saving element which should be adopted in vehicle fleets across the world.
Safe in the knowledge

They are often unnoticed and sometimes taken for granted, yet the experts working with the FIA Institute for Motorsport Safety are without doubt life savers.

At all levels of the sport, from karting to Formula One, the Institute supported by the FIA Foundation, embarks on critical projects to ensure that everyone involved is kept safe. This year sees valuable progress made with a range of key safety schemes.

In Formula One a new highly accurate crash test wall is designed measuring the force of an impact rather than simply the acceleration of the car for improved results. Work also starts on enhancements to side impact structures in Formula One cars with the aim of providing equal protection no matter what the angle of impact. Among other initiatives a new partnership with Toyota to develop an advanced seat designed to reduce the risk of spinal injury begins.

Behind the scenes, crucial advances are made, but it’s in the aftermath of a high profile crash that the efforts of the Institute become more widely recognised. If it was ever needed, Felipe Massa’s accident in Hungary is a reminder of the importance of safety research and development. The Ferrari driver was qualifying at the Hungaroring when a spring from the car ahead hit his helmet while he was travelling at over 150mph. The blow was devastating, and Massa was badly hurt but there is little doubt that the injury would have been much worse had he not been wearing one of the latest standard helmets, compulsory for all Formula One drivers. Over years, a sustained effort has gone into improving the helmet with the most recent versions using energy absorbing components to withstand high impact crashes.

Much progress is also made at the grassroots levels of motorsport, even for the youngest drivers. Testing begins on new standards for karts driven by children aged 7-11. The aim is to provide the mini-karts, or ‘bambinis’, with an international level of safety through enhanced front, rear and side bumpers. Research also starts on a formalised set of standards for safety barriers and run-off areas at karting circuits and advances are also made in the development of a new collapsible steering column. The column is designed to collapse during impact to avoid dangerous thoracic injuries.

Complementing much of the Institute’s work is the new Motorsport Safety Development Fund. The fund gains much momentum in 2009, supporting safety programmes for young drivers, officials and facilities from around the world. Projects range from training marshals to safety internship programmes and support is given to developing countries such as Mozambique as well as the more established motor sport markets.

It has been a year of advances, but as those involved in motorsport safety know only too well, the hard work must continue to face the many challenges which lie ahead.
Talented young professionals from the former Soviet Union and Africa, all outstanding individuals striving to make roads safe in their countries, converged on London for an intensive two week course in road safety policy and promotion.

The FIA Foundation Road Safety Scholarship Programme is ground-breaking, allowing the participants to engage with experts at the cutting edge of road safety while at the same time sharing experience with each other.

During the course, the scholars investigated a range of key road safety issues from the ‘Systems Approach’ to road safety management, to partnership working. The scholars visited iRAP – the International Road Assessment Programme. iRAP shows how safe road design and engineering can have an enormous impact. The scholars learn to operate iRAP’s new Road Safety Toolkit – a world-wide resource which is web-based and free to use.

The group also experienced at first hand the work of TRL – the Transport Research Laboratory – which is at the leading edge of safety innovations. During two days at Bramshill Police Training College they discussed the importance of effective enforcement and considered the role played by police in education, data collection and public information. Illustrating the key role of local government, they also visited the London Traffic Control Centre.

In every country, ensuring road safety is on the political agenda is an urgent priority. The scholars participated in a Parliamentary event designed to do just that in the UK: the launch of the new Make Road Safe Report. They joined Formula 1 World Champion Lewis Hamilton, Secretary of State for Transport, Lord Adonis, and British comedian Rory Bremner in appealing for a global commitment to cut road deaths by half over the next ten years.

Lord Robertson of Port Ellen, Chairman of the Commission on Global Road Safety, was present as HRH Prince Michael of Kent GCVO awarded the scholars with certificates on completing the course.
Global reach

From Serbia to Vietnam, and Uganda to Paraguay, extending its global coverage the International Road Assessment Programme (iRAP) is forging ahead to make roads safer.

A detailed survey of more than 3,500 km of high risk roads in Vietnam was completed this year. The project used the latest digital imaging technology. Local researchers and engineers from the Ministry of Transport, the country’s Road Administration, the Transport Development and Strategy Institute and the Institute of Transport Science and Technology all worked on the project using the video images to rate the roads for safety.

The focus was on more than 30 road design features that influence the likelihood of a crash and its severity. These include intersection layout, road cross-section and markings, roadside hazards, facilities for motorcyclists and the provision of footpaths and safe crossing points.

The rating process followed a five-day intensive training course in which participants developed their expertise in safe road design and use of specialised software. The training was led by ARRB Group. iRAP Vietnam was supported by the World Bank Global Road Safety Facility.

Wherever they work, iRAP teams face tough road safety challenges. In Uganda, 15 pedestrians and 20 car occupants are killed or seriously injured each day, so improving the safety of the country’s roads is an imperative.

The iRAP team began a safety survey of 2440km of roads that provide vital economic and trade links with Kenya, Rwanda, the Democratic Republic of Congo and major oil developments. The roads being assessed account for 15% of the nation’s paved road network.

iRAP’s initiative in Serbia is a 4.3 billion Dinar (US$ 64 million) plan that can prevent more than 5,500 deaths and injuries on the nation’s roads. The plan found that by constructing just 174km of sealed shoulders for example, almost 1,000 deaths and serious injuries could be prevented over 20 years.

In Latin America and the Caribbean more than 10,000 km of roads have already been surveyed. The aim is to extend the work, collaborating with government and non-government organisations to promote road safety.
Share the road

Together with the UN Environment Programme, the FIA Foundation launched the ‘Share the Road’ initiative, promoting a more sustainable and community centred approach to road building and upgrading in line with the Make Roads Safe Campaign. Working also with partners from the Alliance for Eco-Mobility, the campaign calls for a minimum of 10% of all investments in road building to be dedicated to ensuring that the infrastructure is usable for all.

FIA Foundation Environment Director Sheila Watson said: "Dedicating a percentage of all investments in roads to ensuring that they are useable by everyone would lead to a real improvement in safety and sustainability and still ensure the access which the poorest communities need in order to develop. That is why the ‘Share the Roads – 10% for safety, sustainability and accessibility’ campaign can be a win-win-win campaign for everyone.”

The campaign was presented at the 2009 ICLEI Local Governments for Sustainability Congress in Edmonton, Canada. Over 600 delegates from 57 countries across the globe attended the ICLEI Congress to consider a vast range of issues in sustainability as the affect local communities.

Stars in the making

For years, car manufacturers had been falling just short. They had made some progress in cutting CO2 emissions and reducing pollutants but they had failed to achieve the premium standard under EcoTest, the FIA Foundation’s comprehensive environmental assessment programme for vehicles.

Finally this year the search for a ‘five star’ rated car under EcoTest was over with the VW Passat receiving top marks for environmental quality. The five star rating means that a car managed to hit a high performance simultaneously achieving big cuts in both CO2 emissions and pollutants. Others were swift to follow VW’s lead with the Toyota Prius catching up a few months later. There’s much more work to be done, however as still far too many manufacturers are failing to achieve an adequate score under EcoTest.
Fasten your belt

They are proven life savers: wearing a seatbelt can reduce the risk of death in a road crash by up to 50%. Yet despite being one of the most effective measures for preventing injury in a crash, in many countries seat belt use is still not required or enforced.

Working with the Global Road Safety Partnership, the World Bank and the WHO, the FIA Foundation issued a new practical guide on seat belts for policy makers aiming to ensure that seat belts become as widespread as possible.

The new seat belt manual was officially launched at an event in Costa Rica with the country’s Transport Minister Karla Gonzalez, Michael Schumacher and Make Roads Safe campaign ambassador Michelle Yeoh. Costa Rica is a world leader and ran a major national seat belt campaign in 2003-4.

The aim is for the manual to become a useful catalyst and tool for many countries, regions and public authorities around the world as they work to increase seat belt and child restraint use.

Testing times

Modelled on the highly successful European New Car Assessment Programme (EuroNCAP), an automobile crash test programme is set to be introduced into Latin America with FIA Foundation support. The initiative is an important step forward, further developing an emerging global network of independent vehicle safety testing.

Latin America is a significant automotive manufacturing region producing around 3.6 million vehicles each year mainly in Brazil where major companies such as GM, Ford, VW and FIAT have production facilities. The ‘LANCAP’ scheme would be led by consumer organisations and auto clubs from across Latin America and it meets a growing demand in the region to achieve the same improvements in vehicle safety which have been driven by similar programmes in Europe, North America and Australia.

The programme would also push manufacturers to include the latest safety technologies such as electronic stability control which will be mandatory in Europe and the USA by 2012, but rarely fitted in Latin America or in other emerging markets.
Financial Statements for the year ended 31 December 2008

These summarised accounts, which are not the charitable company’s statutory accounts, 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, free of charge, from the FIA Foundation for the Automobile and Society, 60 Trafalgar Square, London, WC2N 5DS, or from the FIA Foundation’s website www.fiafoundation.org

Statement of the Trustees

We confirm that the extracts are a summary of information relating to both the Statement of Financial Activities and Balance Sheet from the annual accounts. The annual accounts were approved at the Board of Trustees meeting on 24 June 2009. The independent auditors’ report, as given on 24 June 2009 by Grant Thornton UK LLP, on the full accounts was unqualified.

Signed on behalf of the Trustees

C Macaya
24 June 2009

Statement of the Independent Auditors to the Trustees of the FIA Foundation for the Automobile and Society

We have examined the summarised financial statements of FIA Foundation for the Automobile and Society for the year ended 31 December 2008 which comprises the Statement of Financial Activities, Balance Sheet, Cashflow Statement and Grants and Internal Designations Report. This report is made solely to the trustees in accordance with Section 251 of the Companies Act 1985 and the regulations made thereunder. Our work has been undertaken so that we might state to the trustees those matters we are required to state to them in an auditors’ statement on summary financial statements and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the trustees, for our work, for this statement, or for the opinions we have formed.

Respective responsibilities of trustees and auditors

The trustees are responsible for preparing the summarised financial statements in accordance with the recommendations of United Kingdom Law. Our responsibility is to report to you our opinion on the consistency of the summarised financial statements with the full financial statements and trustees’ report and its compliance with the relevant requirements of Section 251 of the Companies Act 1985 and the regulations thereunder. We also read the other information contained in the summarised annual report and consider the implications for our report if we become aware of any apparent misstatements or material inconsistencies with the summarised financial statements.

Basis of opinion

We conducted our work in accordance with Bulletin 1999/6 ‘The Auditors’ Statement on the Summary Financial Statements’ issued by the Auditing Practices Board for use in the United Kingdom. Our report on the company’s full financial statements describes the basis of our audit opinion on those financial statements.

Opinion

In our opinion the summarised financial statements are consistent with the full financial statements and trustees’ report of FIA Foundation for the Automobile and Society for the year ended 31 December 2008 and complies with the applicable requirements of Section 251 of the Companies Act 1985, and regulations made thereunder.

GRANT THORNTON UK LLP, REGISTERED AUDITORS, CHARTERED ACCOUNTANTS, OXFORD
24 June 2009
Statement of Financial Activities  
For the year ended 31 December 2008 (incorporating an income and expenditure account and a statement of recognised gains and losses)

<table>
<thead>
<tr>
<th>Unrestricted Funds</th>
<th>Restricted Funds</th>
<th>Total 2008</th>
<th>Total 2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008 €000</td>
<td>2008 €000</td>
<td>€000</td>
<td>€000</td>
</tr>
<tr>
<td>Voluntary income</td>
<td>38,743</td>
<td>38,667</td>
<td>12</td>
</tr>
<tr>
<td>Investment income</td>
<td>9,953</td>
<td>9,361</td>
<td>8,489</td>
</tr>
<tr>
<td>Charitable activities</td>
<td></td>
<td>476</td>
<td>508</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9,437</td>
<td>49,172</td>
</tr>
<tr>
<td></td>
<td></td>
<td>39,735</td>
<td>9,009</td>
</tr>
</tbody>
</table>

Incoming resources

Resources expended

Cost of generating funds:
- Costs of managing investments

Charitable activities:
- Safety, environment and mobility
- Motor sport safety
- Research, fellowships, memberships and affiliations
- Representational activities and external communications

Governance costs

Total resources expended 11,150

Net incoming/(outgoing) resources before transfers (1,713)

Transfers between funds (200)

Net incoming/(outgoing) resources for the year (1,913)

Other recognised gains and losses:
Realised losses on investment assets (14,253)
Other realised gains (6,919)

Net income and expenditure (23,085)

Unrealised gains and losses:
Unrealised (losses)/gains on Investment assets (58,873)
Other unrealised (losses)/gains (95)

Net movement in funds (82,053)

Reconciliation of funds:
Balance at 1 January 2008 361,633
361,787
Balance at 31 December 2008 279,580
40,628
320,208
361,787

All amounts relate to continuing operations.
All gains and losses recognised in the year are included in the Statement of Financial Activities.
### Balance Sheet as at 31 December 2008

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>€ 000's</td>
<td>€ 000's</td>
</tr>
<tr>
<td><strong>Fixed Assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tangible assets</td>
<td>4,409</td>
<td>4,554</td>
</tr>
<tr>
<td>Investments</td>
<td>290,336</td>
<td>333,905</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>294,745</td>
<td>338,459</td>
</tr>
<tr>
<td><strong>Current Assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Debtors</td>
<td>10,888</td>
<td>10,299</td>
</tr>
<tr>
<td>Cash at bank and in hand</td>
<td>17,894</td>
<td>16,698</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>28,782</td>
<td>26,997</td>
</tr>
<tr>
<td><strong>Liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creditors: amounts falling due within one year</td>
<td>(3,319)</td>
<td>(3,669)</td>
</tr>
<tr>
<td><strong>Net current assets</strong></td>
<td>25,463</td>
<td>23,328</td>
</tr>
<tr>
<td><strong>Total assets less current liabilities</strong></td>
<td>320,208</td>
<td>361,787</td>
</tr>
<tr>
<td><strong>Net assets</strong></td>
<td>320,208</td>
<td>361,787</td>
</tr>
</tbody>
</table>

**Funds**

Unrestricted funds
- Designated funds | 1,346 | 1,048 |
- Revaluation reserve | - | 12,090 |
- General funds | 278,234 | 348,495 |
**Total** | 279,580 | 361,633 |

Restricted funds | 40,628 | 154 |

**Total charity funds** | 320,208 | 361,787 |

The notes to the accounts form an integral part of the financial statements.

The financial statements were approved by the Board of Trustees on 24 June 2009 and signed on their behalf by:

Mr T Keown
Treasurer
Cash flow statement and notes for the year ended 31 December 2008

<table>
<thead>
<tr>
<th>2008</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>€ 000's</td>
<td>€ 000's</td>
</tr>
</tbody>
</table>

Net cash inflow/(outflow) from operating activities
35,426 (6,074)

Capital expenditure and financial investment

| Purchase of tangible fixed assets | (7) | (39) |
| Purchase of fixed asset investments | (220,460) | (239,287) |
| Proceeds from sale of fixed asset investments | 173,580 | 260,903 |
| **Net cash (outflow)/inflow from investing activities** | (46,887) | 21,577 |

(Decrease)/Increase in cash
(11,461) 15,503

Reconciliation of changes in resources to net cash inflow

<table>
<thead>
<tr>
<th>2008</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>€ 000's</td>
<td>€ 000's</td>
</tr>
</tbody>
</table>

Net incoming/(outgoing) resources
36,797 (4,839)
Depreciation
152 170
(Increase)/decrease in debtors
(608) 1,060
Decrease in creditors
(915) (2,465)
**Net cash inflow/(outflow) from operating activities**
35,426 (6,074)

Reconciliation of net cash flow to movement in net funds

<table>
<thead>
<tr>
<th>2008</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>€ 000's</td>
<td>€ 000's</td>
</tr>
</tbody>
</table>

(Decrease)/increase in cash in the period
(11,461) 15,503
Effects of realised foreign exchange (losses)/gains
(6,810) 1,332
Effects of unrealised foreign exchange gains
5,726 5,916
**Movement in net funds**
(12,545) 22,751
Net funds at 1 January 2008
73,518 50,767
Net funds at 31 December 2008
60,973 73,518

Analysis of changes in net funds

<table>
<thead>
<tr>
<th>At 1 January 2008</th>
<th>Cash flows 2008</th>
<th>Exchange movement 2008</th>
<th>At 31 December 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>€ 000's</td>
<td>€ 000's</td>
<td>€ 000's</td>
<td>€ 000's</td>
</tr>
</tbody>
</table>

Cash at bank
16,698 1,266 (70) 17,894

Cash held as part of the investment portfolio
56,820 (12,727) (1,014) 43,079

73,518 (11,461) (1,084) 60,973
Grants and internal designations for the year ended 31 December 2008

**ACTIVITIES**

In total the Trustees awarded grants and made transfers to designated and restricted reserves for internally managed projects of €7,758,000 (2007: €9,437,000). 39 (2007: 29) grants were made to individual organisations amounting to €6,050,000 (2007: €8,017,000), while €1,608,000 (2007: €1,320,000) was transferred to designated reserves and €100,000 (2007: €100,000) was transferred to restricted reserves. A further €781,000 (2007: €499,000) was reallocated from general funds to designated reserves (€681,000) (2007: €349,000) and restricted funds (€100,000) (2007: €150,000). This transfer represented under utilised grants from prior periods.

The split of grants and designations to each of the categories discussed above is shown below:

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety environment and mobility</td>
<td>€5,418,000</td>
<td>69.8%</td>
</tr>
<tr>
<td>Motor sport safety</td>
<td>€1,900,000</td>
<td>24.5%</td>
</tr>
<tr>
<td>Research, fellowships, memberships and affiliations</td>
<td>€325,000</td>
<td>4.2%</td>
</tr>
<tr>
<td>Representational activities and external communications</td>
<td>€115,000</td>
<td>1.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>€7,758,000</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

The level of individual grants and designations to fulfil the objects of the charity were:

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Project</th>
<th>Amount Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend.org</td>
<td>Be Seen, Be Safe</td>
<td>€20,000</td>
</tr>
<tr>
<td>Allgemeiner Deutscher Automobil-Club e.V. (ADAC) +</td>
<td>Eco-Test</td>
<td>€50,000</td>
</tr>
<tr>
<td>National Road Safety Council of Armenia</td>
<td>National Road Safety</td>
<td>€30,000</td>
</tr>
<tr>
<td>Asia Injury Prevention Foundation (AIPF)</td>
<td>Helmet Wearing Public Awareness Campaign in Thailand, Vietnam and Cambodia</td>
<td>€100,000</td>
</tr>
<tr>
<td>Association pour le Développement de la Recherche sur le Cerveau et la Moelle Epinière (ADREC) +</td>
<td>Institute for Brain and Spinal Cord Disorders</td>
<td>€325,000</td>
</tr>
<tr>
<td>Automobile Association of South Africa (AASA)*</td>
<td>Employers’ Road Safety Education Programme</td>
<td>€15,000</td>
</tr>
<tr>
<td>Automobile Association of South Africa (AASA)*</td>
<td>FIA African Union</td>
<td>€65,000</td>
</tr>
<tr>
<td>Automobile Club d’Italia (ACI)*</td>
<td>Setting a Benchmark for Advanced Driver Training in Africa</td>
<td>€50,000</td>
</tr>
<tr>
<td>Automobile Club d’Italia (ACI)*</td>
<td>MoVe</td>
<td>€50,000</td>
</tr>
<tr>
<td>Automobile and Touring Club of Greece (ELPA) * +</td>
<td>Pedestrian Crossing Assessment Project</td>
<td>€100,000</td>
</tr>
<tr>
<td>Canadian Automobile Association (CAA) *</td>
<td>New Traffic Code Campaign</td>
<td>€25,000</td>
</tr>
<tr>
<td>Edinburgh Climate Change Management (ECCM) eSafetyAware! AiSBL+</td>
<td>Climate Change Programme</td>
<td>€30,000</td>
</tr>
<tr>
<td>Fondazione Targa Florio</td>
<td>Choose ESC!</td>
<td>€100,000</td>
</tr>
<tr>
<td>Forenede Danske Motorejere (FDM) *</td>
<td>Ecotour Targa Floria</td>
<td>€50,000</td>
</tr>
<tr>
<td>Fédération Internationale de l’Automobile (FIA) * +</td>
<td>EuroNCAP tests</td>
<td>€200,000</td>
</tr>
<tr>
<td>Fédération Internationale de l’Automobile (FIA) * +</td>
<td>Driver Training Project</td>
<td>€50,000</td>
</tr>
<tr>
<td>Federation of Automobile Sports of the People’s Republic of China (FASC) * -</td>
<td>FIA European Traffic Education Contest</td>
<td>€30,000</td>
</tr>
<tr>
<td>Forum for the Future</td>
<td>Sustainable Urban Mobility 2040</td>
<td>€120,000</td>
</tr>
</tbody>
</table>
Grants and internal designations for the year ended 31 December 2008

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Project</th>
<th>Amount Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>George Institute for International Health</td>
<td>Development and Evaluation of a Driver Education and Training Programme to Reduce Novice Driver Crashes in China</td>
<td>€100,000</td>
</tr>
<tr>
<td>Georgian Automobile Federation*</td>
<td>Partnership for Road Safety in Georgia</td>
<td>€40,000</td>
</tr>
<tr>
<td>Global Alliance for Ecomobility</td>
<td>10% Campaign</td>
<td>€100,000</td>
</tr>
<tr>
<td>Icelandic Automobile Association (IAA) *</td>
<td>EuroTAP in Iceland</td>
<td>€9,000</td>
</tr>
<tr>
<td>International Road Assessment Programme (iRAP) +</td>
<td>International Road Assessment Programme</td>
<td>€1,300,000</td>
</tr>
<tr>
<td>Koninklijke Nederlandse Toeristenbond (ANWB) *</td>
<td>FIA Ecotour of Europe</td>
<td>€100,000</td>
</tr>
<tr>
<td>Reial Automóbil Club de Catalunya Foundation (RACC Foundation)*/Automobile Club d’Italia (ACI) *</td>
<td>Motorcycle Safety in Urban Areas</td>
<td>€59,000</td>
</tr>
<tr>
<td>Special Olympics Hellas +</td>
<td>“Join the World of Winner”</td>
<td>€45,000</td>
</tr>
<tr>
<td>Task force for Child Survival and Development</td>
<td>Advocacy Campaign to Raise Resources for the World Bank Global Road Safety Facility (GRSF)</td>
<td>€175,000</td>
</tr>
<tr>
<td>Transitional Commission for Road Safety in Latin America and Caribbean</td>
<td>Launching a Sustainable Regional Committee for Road Safety in Latin America and Caribbean</td>
<td>€100,000</td>
</tr>
<tr>
<td>World Bank</td>
<td>Global Road Safety Facility</td>
<td>€350,000</td>
</tr>
<tr>
<td>United Nations Environment Programme (UNEP)</td>
<td>Unleaded Fuel Campaign Support</td>
<td>€30,000</td>
</tr>
</tbody>
</table>

**Internally managed projects (designated funds)**

| Designated funds | Environmental Policy and Research Programme | €240,000 |
| Designated funds | Make Roads Safe Campaign | €975,000 |
| Designated funds | Road Safety and Tourism | €90,000 |
| Designated funds | Road Safety Scholarship Programme | €38,000 |
| Designated funds | Seat Belt Manual | €50,000 |
| Designated funds | World NCAP | €50,000 |

**Internally managed projects (restricted funds)**

e-Safety Aware/ChooseESC! ASBL + - ChooseESC! | €100,000 |

**Summary:**

- External grants | €3,875,000 |
- Internally managed projects (designated funds) | €1,443,000 |
- Internally managed projects (restricted funds) | €100,000 |

**Total safety, environment and mobility grants | €5,418,000**

**Motor sport safety**

**External Recipients**

| FIA Institute for Motor Sport Safety + | Motor Sport Safety | €1,800,000 |
| Consultancy | Motor Sport Safety | €100,000 |

**Summary:**

- External grants | €1,900,000 |
- Total motor sport safety grants | €1,900,000 |
## Grants and internal designations for the year ended 31 December 2008

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Project</th>
<th>Amount Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Research, fellowships, memberships and affiliations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>External Recipients</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Australasian New Car Assessment Programme (ANCAP)</td>
<td>New Car Assessment Programme</td>
<td>€150,000</td>
</tr>
<tr>
<td>Consultancies</td>
<td>Consultancy</td>
<td>€45,000</td>
</tr>
<tr>
<td>eSafetyAware!</td>
<td>Membership fee</td>
<td>€10,000</td>
</tr>
<tr>
<td>Global Alliance for Eco-mobility</td>
<td>Membership fee</td>
<td>€20,000</td>
</tr>
<tr>
<td>United Nations Environment Programme (UNEP)</td>
<td>Partnership for Cleaner Fuels and Vehicles (PCFV)</td>
<td>€50,000</td>
</tr>
<tr>
<td><strong>Internally managed projects (designated funds)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Designated funds</td>
<td>Fellowships</td>
<td>€50,000</td>
</tr>
<tr>
<td><strong>External grants</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total expenditure on research, fellowships, memberships and affiliations</strong></td>
<td></td>
<td>€325,000</td>
</tr>
<tr>
<td><strong>Representational activities and external communications</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Internally managed projects (designated funds)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Designated funds</td>
<td>External Representation</td>
<td>€75,000</td>
</tr>
<tr>
<td>Designated funds</td>
<td>FIA Foundation Website</td>
<td>€10,000</td>
</tr>
<tr>
<td>Designated funds</td>
<td>Publicity</td>
<td>€30,000</td>
</tr>
<tr>
<td><strong>Summary:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Internally managed projects (designated funds)</td>
<td></td>
<td>€115,000</td>
</tr>
<tr>
<td><strong>Total expenditure on representational activities and external communications</strong></td>
<td></td>
<td>€115,000</td>
</tr>
<tr>
<td><strong>Summary:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>External grants</td>
<td></td>
<td>€6,050,000</td>
</tr>
<tr>
<td>Internally managed projects (designated funds)</td>
<td></td>
<td>€1,608,000</td>
</tr>
<tr>
<td>Internally managed projects (restricted funds)</td>
<td></td>
<td>€100,000</td>
</tr>
<tr>
<td><strong>Total expenditure and designations</strong></td>
<td></td>
<td>€7,758,000</td>
</tr>
</tbody>
</table>

* FIA Foundation for the Automobile and Society member organisation
+ Other related party
Cambodian children receive life saving helmets at the Phnom Phen Decade of Action launch
Board of Trustees

The FIA Foundation is a company limited by guarantee and is registered as a charity in the UK. It is governed by an international Board of Trustees. The Board of Trustees is currently composed of 15 members. Each Trustee has a tenure of 3 years. The Trustees are elected by the membership of the Foundation at its Annual Meeting. The FIA Foundation is headed by the Chairman of the Board of Trustees. The current Trustees of the Foundation are:

**Carlos Macaya, FIA Foundation Chairman**
Costa Rica
President, Automobile Club of Costa Rica (ACCR)

**Bob Darbelnet**
United States
President and Chief Executive Officer, American Automobile Association (AAA)

**John Dawson, Secretary**
United Kingdom
Chairman, European Road Assessment Programme

**Joanna Despotopoulou**
Greece
President, Special Olympics Hellas

**Christian Gérondeau**
France
President, Fédération Française des Automobile-Clubs et des Usagers de la Route

**Tim Keown, Treasurer & Chairman of Investment Committee**
United Kingdom

**Dr. John Llewellyn**
United Kingdom

**Max Mosley, Chairman of Programmes Committee**
United Kingdom
President, Fédération Internationale de l’Automobile

**David Njoroge**
Kenya
Director General, Automobile Association of Kenya

**Boris Perko**
Slovenia
Avto-moto zveza Slovenije (AMZS)

**Rafael Sierra**
Argentina
Automóvil Club Argentino

**Setsuo Tanaka**
Japan
President, Japan Automobile Federation

**Jean Todt**
Italy
Former Team Principal, Ferrari SpA

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Finland
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Frank van West
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Director of Road Safety

Paul Kwamusi
Road Safety Coordinator, Africa

Dmitry Sambuk
International Coordinator, Make Roads Safe Campaign

Sheila Watson
Director of Environment

Jacob Bangsgaard
Director of International Relations

Avi Silverman
Press and Policy Manager

John Pap
Website and Communications Manager

Diana Fauner
Website and Communications Officer

Caroline Flynn
PA / Office Manager

Chris Bentley
Head of Information Technology

Béatrice de Techtermann
Campaigns and Logistics Officer

Alicia Priest
Financial Controller
Formula One World Champion Lewis Hamilton at the Decade of Action launch at the House of Commons, London
The FIA Foundation has been established in the United Kingdom as a registered charity with an endowment of $300 million made by the Fédération Internationale de l’Automobile (FIA), the governing body of world motor sport and the international association of motoring organisations.

Our objectives are to promote public safety and public health, the protection and preservation of human life and the conservation, protection and improvement of the physical and natural environment through:

- promoting research, disseminating the results of research and providing information in any matters of public interest which include road safety, automobile technology, the protection and preservation of human life and public health, transport and public mobility and the protection of the environment; and

- promoting improvement in the safety of motor sport, and of drivers, passengers, pedestrians and other road users.

The Foundation conducts its own research and educational activities as well as offering financial support to third party projects through a grants programme.

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FIA Foundation for the Automobile and Society
60 Trafalgar Square
London
WC2N 5DS
+44 (0)207 930 3882 (t)
+44 (0)207 930 3883 (f)
mail@fiafoundation.org (e)

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