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INTRODUCTION

I am pleased to welcome you to the FIA Foundation’s Annual Review for 2013. This has been a year in which, once again, the Foundation has played a key role in developing and leading global policy on road safety and sustainable mobility.

The ‘Long Short Walk’ campaign which we created and funded has captured people’s attention across the world. More than a hundred organisations, and tens of thousands of people, have taken part in walks to showcase the need for a higher priority for road safety policies, greater protection for children, and to call for safe and sustainable transport to be included in new ‘development goals’ after 2015. I am particularly pleased that leading international policymakers, including Anthony Lake, Executive Director of UNICEF, and Margaret Chan, Director General of the World Health Organization, have endorsed the Long Short Walk, and that we are seeing greater recognition by the development community of the connections between safer roads and other policy concerns such as education, health and the urban environment.

The Walk was officially launched during the UN Global Road Safety Week in May, when the Foundation was involved in organising events in St Petersburg, Washington DC, Johannesburg and London. Through grant funding to the WHO, Make Roads Safe, the FIA, and the Global Alliance of NGOs for Road Safety, we enabled many countries, groups and individuals to promote pedestrian safety, the theme of the Week. This cooperation was an excellent example of the way in which we use relatively small amounts of funding, combined with big ideas, to build coalitions in support of policy change.

It is an approach we adopt across all our areas of activity, including our environmental programmes and our support for motor sport safety. For example, our specialist work on fuel economy and vehicle emissions is entirely based on carefully constructed partnerships, on the Foundation playing its role as part of a larger team. We recognise that the challenges we face are best solved by organisations with different talents working together and sharing credit for success. This is particularly important as we engage in the ‘Post-2015’ debate, where it is essential that we unite with others to promote safe and sustainable transport in the years ahead.

The last four months of 2013 have seen the unexpected departure of our founding Director General, David Ward. At the end of August he told me that he had decided to stand as a candidate in the forthcoming election for the Presidency of the FIA. In order to establish unequivocally that this was a personal initiative he felt it proper to sever his connection with the Foundation, which he has led with such distinction since its creation in 2001. Once the election is over it will be possible for us to recognise appropriately the enormous debt we owe to David for his outstanding contribution over those twelve years to all the causes espoused by the Foundation.

In the meantime we have appointed Saul Billingsley Acting Director General, while the search for David Ward’s permanent successor is carried out with the help of professional advisors. We hope to be able to announce an appointment early in 2014. I would like to extend my personal thanks to Saul for the admirable way in which he has responded to this challenge, and to every member of our dedicated and enthusiastic staff, who have between them ensured that the work of the Foundation continues uninterrupted during the interregnum.

Finally, I also want to thank my fellow trustees, whose full-hearted interest and support throughout the year have been invaluable.
OVERVIEW

The main objective for the FIA Foundation in 2013 has been to build support for including safe and sustainable transport in the UN’s ‘Post-2015’ development agenda. The current debate on global priorities provides a once-in-a-generation opportunity to integrate policies for road safety, fuel efficiency and clean mobility into the mainstream of global priorities.

We have already achieved some significant successes in promoting this agenda of ‘Safe, Clean, Fair & Green’ mobility for all. In May the UN’s High Level Panel on Post-2015 proposed a specific 2030 target for energy efficiency, reflecting our advocacy as part of the Global Fuel Economy Initiative and our work within the ‘Sustainable Energy for All’ movement. In August UN Secretary General Ban Ki-moon included road safety as a health priority alongside other major killers such as AIDS and Malaria in his report on the Post-2015 process, ‘A Life of Dignity for All’. This recognition provides a strong platform for further advances during 2014.

A particular strength of the Foundation is that our advocacy is closely connected to the real-world interventions supported through our grants programme. We are able to demonstrate to policymakers that practical and affordable solutions exist, because we are already enabling many of these solutions through our funding activities.

In the field of road safety our major partners: iRAP, Global NCAP, and the FIA - through its membership of automobile clubs - are delivering projects in more than 80 countries to support the safer roads, safer vehicles and safer road users pillars of the Decade of Action’s Global Plan. Other NGO partners, such as the Asia Injury Prevention Foundation, the Eastern Alliance for Safe & Sustainable Transport, and the Fundación Gonzalo Rodriguez have major impact and influence in their countries of operation, working in partnership with governments, police and regional institutions to catalyse road safety reforms.

The health impact of air pollution, including from vehicles, has been rising up the news agenda, and the World Health Organization has recently warned that poor air quality is now classified as a leading cause of cancer. Through our support for the Partnership for Clean Fuels and Vehicles the Foundation is helping to develop policy and technical assistance for governments to build on our collective achievement of eliminating leaded petrol by focusing on sulphur content in fuel and reducing harmful particulates.

In June we hosted a successful Global Networking Meeting for partners in the Global Fuel Economy Initiative, including representatives from more than 25 countries. The interlinked issues of climate change and energy security are already at the very top of the international agenda, and with its combination of policy, research and technical toolkits for country implementation of fuel economy strategies, GFEI is extremely well-placed to support energy efficiency targets and new partnerships arising from the post-2015 discussions.

Details on all these activities, and our strong support for the motor sport safety research and development programmes of the FIA Institute, is included in this Review. In a period of leadership transition for the FIA Foundation we remain focused on our strategic goals and grateful for the support of our many partners around the world.

Saul Billingsley
Acting Director
General
Lord Robertson discusses road safety with new World Bank President Jim Yong Kim

Russia’s Deputy Interior Minister Victor Kiryanov opens the 2013 Policy Forum
AGENDA SETTERS

The message from the Commission for Global Road Safety was clear and strong: Road traffic fatalities are a ‘plague on the young’ and the world must commit to reduce the global death toll by half by 2030 as part of the Post-2015 Development Agenda.

The Commission’s report, ‘Safe Roads for All’ was launched at a high level Forum in St. Petersburg, Russia during UN Global Road Safety Week. It sets out a policy agenda calling for road traffic injury prevention to be included in the post-2015 Sustainable Development Goals, the mainstream of international efforts to improve global health, combat climate change and tackle poverty. Road injury is one connecting symptom of all these 21st century challenges, according to the Commission.

Globally, road traffic injury has become a severe health burden for young people. It is the number one cause of death for those aged 15-29 and the second biggest killer of men aged 30-40 after HIV/AIDS.

Leading policymakers and key figures featured at the St. Petersburg Forum. They included: HRH Prince Michael of Kent GCVO, Patron of the Commission for Global Road Safety; Lord Robertson of Port Ellen, Chairman of the Commission for Global Road Safety; General Victor Kiryanov, Deputy Interior Minister of the Russian Federation; Michelle Yeoh, Global Road Safety Ambassador; Etienne Krug, Director of Injury Prevention at the World Health Organization; and FIA President Jean Todt.

The report sparked an intense advocacy drive with the Make Roads Safe campaign’s Long Short Walk rallying public support for the Commission’s policy agenda worldwide. Important endorsements of the agenda came from major development figures such as Tony Lake, the UNICEF Executive Director. Campaigners made interventions at key UN meetings on Post-2015.

Governments also stepped forward in support. In New York, alongside the opening of the UN General Assembly, Jamaica and Russia gave their support at a High Level Session on Safe and Sustainable Transport. At the session, hosted at the Ford Foundation, Zoleka Mandela, who has been leading the Long Short Walk, joined double Olympic Champion Shelly-Ann Fraser-Pryce and Prime Minister of Jamaica Portia Simpson-Miller. The event was organised by the FIA Foundation jointly with key UN agencies UNDESA and UNHABITAT. Prime Minister Simpson-Miller announced her Government’s support for road safety to be included in the post-2015 development goals. And the trio led a Long Short Walk campaign photo-call.

As part of the advocacy drive, the Commission for Global Road Safety made a series of submissions to the UN. In a major breakthrough, confronting road traffic injury was included alongside eradicating AIDS, Malaria and tackling non-communicable diseases in the UN Secretary General’s official report outlining his recommendations on the Post-2015 agenda.

The inclusion of road safety in the UN Secretary General’s report was a significant step forward for the campaign and will provide a strong platform to continue advocating for the issue to be part of the eventual set of development goals.
STEP FORWARD

Worldwide, thousands took to the streets and called for action to save lives. Members of the public, entire communities and campaigners joined the Long Short Walk, voting with their feet for road safety to be included in the UN’s new agenda for global development.

The Long Short Walk was launched in May during UN Global Road Safety Week with Nelson Mandela’s family leading events around the world. Zoleka Mandela was at the forefront, walking in tribute to her daughter Zenani, who was tragically killed in a car crash when she was only 13 years old.

At a Long Short Walk event held with Zenani’s classmates at their school in Johannesburg, Zoleka said: “People are getting up on their feet, demanding action. In so many countries worldwide people are showing our leaders that they have had enough. Let’s make sure road safety is in the post-2015 development goals and let’s save lives.”

Activities and rallies were held in cities, workplaces and schools worldwide. A major event was held in Washington DC. Led by Make Roads Safe North America Chairman Norman Y Mineta, the event involved prominent US officials including US Surgeon General Dr. Regina Benjamin and CDC Director Tom Frieden. Nelson Mandela’s grandson, Kweku Mandela, led a Long Short Walk down Washington’s National Mall. A united call for action hit the streets from Buenos Aires to Nairobi, and Brussels to Bangkok.

The message was carried to the opening of the UN General Assembly in September. As world leaders gathered to begin long running negotiations over the post-2015 development agenda, the Long Short Walk was given top billing at the UN’s main event to recognise key partners.

The campaign had been encouraging supporters around the world to vote for better and safer roads in ‘MY World’, the UN’s global survey asking the public to vote for their development priorities. In recognition of the campaign’s success, the UN invited Zoleka Mandela to host the ‘MY World’ event at UNICEF headquarters. Zoleka was joined by senior figures at the UN and members of the UN Secretary General’s High Level Panel on the Post-2015 Agenda. The UN also selected a Long Short Walk film and photos from campaigns in several countries to feature in its MY World Exhibition, opening at the same time in New York. The Exhibition ran at UNICEF throughout the autumn.

Over the coming months, the Long Short Walk will be continuing its campaigning around the world, stepping up the call for road safety to be part of this new post-2015 agenda.
Global road safety in focus

Why are roads one of the world’s biggest killers? - podcast transcript

More than a million people die on the roads each year, yet this man-made problem is seldom the priority the numbers suggest.

Listen to the podcast

Annie Kelly and Iain Chambers
theguardian.com, Thursday 19 September 2013 16:43 BST

Bangladesh has one of the world’s highest road-fatality rates. Photo: Sumon Yusuf
Alongside major public campaign events, a widespread community of activists from across the world took to the streets, called for action and then shared their photos and short films on a range of social networks.

People held ‘short walks’ in their neighbourhoods, wrote messages on the campaign signboards urging world leaders to include road safety in their priorities, and then uploaded and shared them, joining a growing community on facebook, flickr and twitter. Many thousands from nearly 50 countries worldwide took part. Inspired by supporters in the US, Long Short Walk participants also aimed to link their walks together, reaching a combined distance of over 100,000 kilometres.

Facebook proved particularly popular, with the Make Roads Safe page gaining thousands of new fans as the Long Short Walk progressed. The campaign’s facebook fans achieved an significant online advocacy success themselves when they submitted their questions to members of the UN Secretary General’s Post-2015 High Level Panel. Long Short Walk supporters also aimed to link their walks together, reaching a combined distance of over 100,000 kilometres.

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In his response to the campaigners’ questions, US Panel member John Podesta acknowledged that road safety is a global public health and development concern. Podesta who is Chair of the Center for American Progress and former White House Chief of Staff to President Clinton, emphasised that road safety must be “front and centre” of the Post-2015 negotiations between governments at the UN.

The campaign began to have an impact among the wider international development community and its presence on social media. Global Citizen, a major anti-poverty movement on social media, partnered with Make Roads Safe and featured material from the Long Short Walk encouraging supporters to sign up and take part in the campaign.

In a series of campaign films on youtube, key figures from the international public health and development community gave their support to the Long Short Walk. They included WHO Director General Margaret Chan, and Tony Lake, UNICEF Executive Director. Nigel Chapman, Chief Executive of leading child development NGO Plan International added his voice to the call for road safety to be included in development priorities post-2015. Plan International itself highlighted the campaign on social media. And ‘MY World’, the UN’s global public survey for the post-2015 process, gave prominent coverage to the Long Short Walk, its films and photos, across its websites and social media.
An Amend handover ceremony for Safe School infrastructure in Tanzania

Safe Kids Mexico, iRAP and the Ministry of Health hold a press conference, Mexico City
INVEST IN LIFE

For the Road Safety Fund, managed by the FIA Foundation and the World Health Organization, investing in child safety is a priority.

The Fund works with corporate ‘Supporters of the Decade of Action’ using donations to partner with local organisations that have a track record in child injury prevention, awareness raising and education.

Through funding from Bosch, the Road Safety Fund supports the work of Amend, a non-profit which combines school based road safety activism, education and localised road engineering to keep children safe on their school journey. Amend’s research in Tanzania has found that more than 90% of the children injured in the capital Dar es Salaam are pedestrians.

Amend works at schools where many children have been injured organising appeals to authorities to install speed bumps and provide better police enforcement on surrounding roads. It also assists parents in forming street crossing patrols. Musician Moby, an Amend board member says: “Traditionally there has been an approach to dealing with public health issues in the developing world that is responding to problems that have already happened, and what’s great about road safety is that it is about preventing problems before they happen. It’s so much easier and so much less expensive”.

Using a similar methodology to Amend, The Road Safety Fund is also working with Safe Kids Worldwide delivering projects in more than ten countries, supported by FedEx. And, with funding from Allianz, it has supported the Inter-American Development Bank (IDB) and Sesame Street in developing innovative teaching materials for children on high risk school routes in Costa Rica.

“Education is a top international priority and, as the UN’s global survey for the post-2015 agenda shows, it is the number one priority for the public too”, says Saul Billingsley, Director of the Road Safety Fund. “Just as ‘education for all’ is seen as a basic human right, so the right of all children to travel to and from school safely must also be recognised. More than a million children every year lose their right to an education through death or serious injury in a road crash. Many more have to drop out of school because their family loses a breadwinner through a road traffic injury.”

In a world designed for adults – and road networks typically designed for cars – effective child protection requires fundamental policy shifts. The work of the International Road Assessment Programme (iRAP) encouraging speed limits safe for the road environment, slowing traffic around people, exemplifies the shift that the UN Decade of Action is promoting and the Road Safety Fund is supporting. One practical example: Beginning with Mexico, with support from FedEx, the Fund has enabled a research project to introduce iRAP’s safety assessments to school routes. Further research through practical implementation, with funding from Johnson & Johnson and IVECO, will take place in South Africa during 2014.
GFEI’s Global Networking event brings together policy makers from more than 25 countries.
Efficiency Gains

With huge and unprecedented growth in the global vehicle fleet across middle- and low-income countries over the coming decades, the need to address fuel economy worldwide is becoming ever more important.

The global vehicle fleet is predicted to triple between now and 2050, with most -80% - of that expansion in developing countries. Increasingly, the Global Fuel Economy Initiative (GFEI) has been addressing what threatens to be a fuel economy crisis for the developing world, if no action is taken.

This year the GFEI, which is an influential partnership between the FIA Foundation and key international agencies and research institutions, stepped up its focus on global development. In Latin America, Chile was one country benefiting from GFEI support to make progress by launching the region’s first fuel economy labelling process. Meanwhile in the Caucasus, Georgia benefited from GFEI assistance in developing its first National Fuel Economy Action Plan.

Globally, a new GFEI report warned that fuel economy is not improving fast enough with the vehicle fleet falling behind targets to cut average fuel use by 50% for all new cars by 2030.

Of particular concern is a lack of progress among non-OECD countries. As these emerging markets are now growing faster than their OECD counterparts the priority should be placed in helping them develop and deploy more stringent fuel economy policies, the GFEI advised.

A further hard hitting report published by the GFEI for the Commonwealth Advisory Bureau set out an urgent need for action. The paper warned that with a doubling of vehicles in Commonwealth countries by 2030, rising fuel bills could have devastating economic consequences. In Kenya for example, the total fuel bill could reach $75 billion by 2030. However, with GFEI support, countries like Kenya have begun to explore ways to improve fuel economy, cutting the cost of the increase considerably.

These and other such in depth items of policy research will prove critical when governments at the UN progress negotiations over the new global Sustainable Development Goals (SDGs) over the coming months. The GFEI will have an important input as it is already recognised as a key part of the process to define the post-2015 SDG agenda on energy policy (see p.15).

Future sustainable development was at the forefront of the second global meeting of the GFEI network which took place at the UNEP Headquarters in Paris. With representatives of over 25 countries attending, the event reflected the progress that the GFEI has made in the last four years. A key session involved delegates from Africa, Latin America, Eastern Europe and the South Caucasus gathering to exchange experience and hear the latest expert evidence on fuel economy. And it will be in these and other fast developing regions where GFEI is set to expand further over the next year.
ENERGY BOOST

The Global Fuel Economy Initiative has been making a contribution to the United Nations’ new post-2015 agenda for sustainable development.

Sustainable energy featured prominently in recommendations put forward by UN Secretary General Ban Ki-moon’s High Level Panel on the Post-2015 Development Agenda. The High Level Panel’s influential report will play a part in shaping the new Sustainable Development Goals (SDGs) which are now being negotiated and will come into effect in two years’ time.

Included in its suggested goal for ‘secure and sustainable energy’, the High Level Panel made a recommendation to ‘double the global rate of improvement in energy efficiency in buildings, industry, agriculture and transport’.

This is based on work carried out by the UN’s Sustainable Energy for All Initiative (SE4ALL). SE4ALL aims to provide universal access to modern energy, double the global rate of improvement in energy efficiency and double the share of renewables in the global energy mix, all by 2030. GFEI is part of SE4ALL as a ‘High Impact Opportunity’ and is its leading initiative on fuel economy. SE4ALL’s work is in line with the GFEI’s targets for a 50% improvement in vehicle fuel economy in new light duty vehicles by 2030 and across the total global car stock by 2050.

The HLP report emphasised that more sustainable transport and improved energy efficiency are key contributors to a low-carbon future. The GFEI has also been contributing through key forums including the Partnership on Sustainable Low Carbon Transport (SLoCaT) and the UN Secretary General’s panel on sustainable transport.

Following the High Level Panel’s report, UN Secretary General Ban Ki-moon also highlighted global measures to double the rate of improvement in energy efficiency worldwide as part of his report submitted to the UN General Assembly on the new development agenda beyond 2015. This report included sustainable energy as a contributor towards promoting inclusive and sustainable growth and decent employment in the new development goals post-2015.

Progress of the GFEI was also highlighted in an update on the Rio+20 UN Conference on Sustainable Development. The report by SLoCaT outlined the progress of ‘Voluntary Commitments’ made at Rio+20 and is being used in advocacy efforts for the post-2015 agenda. The report highlighted initiatives led by the GFEI on fuel economy policies and regulations in Africa, Asia, Latin America and the Caribbean.

The GFEI will continue to play an integral part in the negotiations over a proposed ‘secure and sustainable energy’ goal within the SDGs. The next step is the ‘Open Working Group’ meeting of Governments at the United Nations where the GFEI will lead discussions on energy efficiency for vehicles. The GFEI will then take the results of this meeting forward as the negotiations over the SDGs gain momentum in the coming year.
Local people have campaigned for safer roads for pedestrians and cyclists.
As an initiative bringing together the environmental and safety agendas with tangible results, Share the Road is leading the way.

In many low- and middle-income countries a majority of the population relies on ‘Non-Motorised Transport’ – walking and cycling – yet is severely disadvantaged as road networks are often designed for motor vehicles. And as motorisation in developing countries continues to grow at a staggering pace, the need for a more sustainable solution is paramount.

This is where Share the Road, a partnership of the UN Environment Programme (UNEP) and FIA Foundation, is already delivering the answers to critical questions posed by rapid development. The overall aim of Share the Road is to catalyse policies in governments and donor agencies for systematic investment in walking and cycling road infrastructure, linked to public transport.

At a Share the Road ‘Policy Dialogue’ event in Nairobi Rob de Jong, Head of the Transport Unit at UNEP, told global experts in sustainable transport that the project is a priority. He said: "We are standing at a crossroads. There will be a huge growth in transport in fast developing regions worldwide but we have a choice. We must ensure that we take a safe and sustainable approach, one which enables people to access employment and services. Share the Road is an initiative which can contribute to the Post-2015 Development Agenda, which can combat road injury, tackle congestion and reduce carbon emissions."

Much progress has been made in Nairobi, the first Share the Road pilot. Rehabilitation and redesign of the 1.7km UN Avenue in Nairobi has taken place. Facilities include a three metre wide sidewalk on both sides and a three metre two-way segregated cycle lane. This project highlights what can be achieved with political commitment and also draws attention to the dearth of pedestrian and cycling provisions across Kenya and the wider Sub-Saharan Africa region.

Other initial Share the Road demonstration projects are also beginning to have an impact. Rwanda’s capital, Kigali, is one of the fastest growing cities in East Africa undergoing intense rural-urban migration. And it’s in this context that Share the Road will provide a strong focus on pedestrian and non-motorised mobility. The Kigali demonstration project will consider innovative street design principles within the city centre.

In Kampala, a Share the Road pilot project is being planned for the main commercial corridor in the central business district, introducing protected pedestrianised sections and cycle lanes incorporated into the road network. The project links in with plans for a public transport ‘Bus Rapid Transit’ facility.

And in Bujumbura City, Burundi, the first steps of the Share the Road initiative have included an awareness-raising workshop covering issues of non-motorised transport. The approved action plan includes targets and a detailed timeline for developing and adopting walking and cycling policies.

Liveable, walkable cities are good for safety, health and the environment - and they can improve the quality of life for everyone whether inside a car or on the sidewalk.
Global NCAP Secretary General David Ward presents the organisation’s Innovation Award to Volvo

ASEAN NCAP has carried out its first series of crash tests

Technical Director Alejandro Furas at the ESV Safer Vehicles Conference
RAISING STANDARDS

Many major car manufacturers are providing sub-standard protection to consumers in emerging markets. The result is unacceptably high risk of death or injury in the event of a crash.

It is due to strong growth in major emerging markets such as Brazil, China and India that car production exceeds 60 million units annually. Global NCAP, which is encouraging car assessment programmes in many of these markets, estimates that as many as 20 million vehicles fail to meet minimum UN standards for safety.

The Annual Meeting of Global NCAP in Seoul this year saw the adoption of the "Seoul Declaration" which encourages consumers to choose five-star vehicles whenever possible and urges the automotive industry to make a voluntary commitment to set minimum safety standards for the vehicles they produce worldwide.

The Declaration suggests that by 2015 all vehicles should meet the international standards for seatbelts and anchorages and basic standards for front and side impacts. By 2020, it would like to see electronic stability control and pedestrian protection measures made standard.

Global NCAP continued to support crash test programmes in emerging regions during this year. Latin NCAP released its third phase of test results which provided clear evidence that safer cars can be built in Latin America at affordable prices. SEAT's new Leon became the first car to achieve a 5 star rating in a Latin NCAP test, while the Suzuki Celerio secured 4 stars for adult occupant protection. Yet at the other end of the testing spectrum, cars produced by Nissan (the Tsuru), Renault's Clio Mio, the Suzuki Alto K10 and the Chevrolet Agile all scored zero stars. The programme has now tested 28 models including most of the region's best selling cars.

ASEAN NCAP, the new car assessment programme for South East Asia, released its first set of results. The programme is the result of collaboration between Global NCAP and the Malaysian Institute of Road Safety Research (Miros) with support from the FIA Foundation and automobile associations of the region.

The results show encouraging progress by some, but worryingly low levels of safety at the bottom end of the scale. Two models – the Ford Fiesta and Honda City achieved five stars for adult occupant protection. Meanwhile the Toyota Vios and Nissan March both achieved four stars for adult protection. The results of the Perodua Myvi (3 stars) the Hyundai i10 (two stars) and Proton Saga (one star) show there is still much more that can be done.

Advances in vehicle safety were given recognition by Global NCAP this year. The Volvo Corporation was presented with Global NCAP’s Innovation award following improvements in the protection of vulnerable road users such as pedestrians and cyclists. Global NCAP highlighted the company’s pedestrian airbag and pedestrian detection system as important life-saving developments. These innovations are examples of how technology can improve road safety for all, and indicate just what the auto industry is capable of achieving.
An iRAP survey vehicle undertaking a road assessment

The Observer’s major article highlights the plight of road traffic victims

IS THIS THE MOST DANGEROUS ROAD IN THE WORLD?

Seven years ago, the World Bank paid for a road in Bangladesh to be upgraded, but without demanding basic safety features. Now people are dying by the score. Annie Kelly reports from a killer highway
ELIMINATING KILLER ROADS

A vision to rid the world of high risk ‘killer’ roads may be an ambitious goal, but impressive progress is being made.

The International Road Assessment Programme (iRAP) has evaluated thousands of kilometres of road network across low and middle income regions worldwide. Its recommendations for minimum threshold safety standards are being accepted by both the major development donors and governments. And most importantly, the programme is advancing the effort to save lives.

In rapidly developing countries where road networks are expanding at a staggering rate, iRAP’s interventions have been proving vital. iRAP has set a baseline for safe roads in low and middle income countries – no road should fall below a ‘three star’ safety standard. The star rating takes into account the appropriate speed limits, the type of road and users, and sets recommendations for safe design countermeasures.

In India, baseline star ratings are now available for roads in Andhra Pradesh, Kerala, Karnataka, Gujarat, Rajasthan, Assam and Haryana. Karnataka was the first to commit to setting minimum three star ratings for new road designs. The new designs show a marked improvement in safety. For example, the percentage of road rated one-star or two-stars for vehicle occupants would be reduced from 86% to 2%. For pedestrians, the percentage of high risk roads would drop from 100% to 12%. It has been estimated that the new designs would result in 55% fewer deaths and serious injuries than currently occur.

In neighbouring Bangladesh, iRAP was closely consulted by The Observer magazine for a major, high profile feature covering road safety on the Dhaka-Sylhet highway. The highway has been a focus for iRAP which has assessed roads that form the backbone of Bangladesh’s transport system. The concerns are clear – according to the assessments 80% of the roads where pedestrians are likely to use the road have no formal footpaths. iRAP has set out the solutions: construction of some 75km of footpaths on N4, for instance, could prevent more than 3,000 deaths and serious injuries over 20 years and save US$40 million in crash costs.

In South Africa a new road assessment programme has been established to help combat the 14,000 annual road deaths in the country. Assessment and performance tracking on 36,000km of road will take place, targeting parts of the network which account for over 50% of the total number of fatalities. The aim is to eliminate one and two star roads by 2020.

Meanwhile, progress is being made across Latin America. In Brazil, for example, new road assessments are now being carried out for more than 4,000 km of roads across the state of Sao Paolo. Star ratings and safe roads investment plans will be produced for nine high-priority World Bank-financed corridors in the country.
FIA President Jean Todt at a road safety event in India

Children walk for safer roads during a Long Short Walk held at the Spanish Grand Prix.

Through a Foundation road safety grant, the FIA has mobilised more than 70 automobile clubs around the world.
JOIN THE CLUB

Member clubs of the FIA around the world have been building on successful road safety initiatives to advance their support of the UN Decade of Action for Road Safety.

Automobile club projects have benefited from a FIA Road Safety Grant Programme, funded by the FIA Foundation, which supports a wide range of initiatives. Over the past two years, the Programme has received applications from clubs in 80 countries representing all four FIA regions. In total, 72 road safety initiatives have started, covering a range of aspects of road safety: awareness campaigns; educational programmes; training; conferences, events and workshops; road infrastructure safety and vehicle inspection programmes.

Some 25 projects were awarded grants this year and club activities ranged from TV commercials aimed at the public to road safety awareness initiatives for senior citizens. A number of clubs launched activities aimed at road safety for children, and awareness for pedestrians during the UN's second Global Road Safety Week.

To mark the UN Week stars of Formula One joined forces with FIA President Jean Todt to take a Long Short Walk in the run-up to the Spanish Grand Prix. Leading figures in the sport joined all 22 Formula One drivers, team principals and hundreds of school children to walk down a famous stretch of road – the grid at Barcelona’s Circuit de Catalunya.

The FIA also continued campaigning with ‘Action for Road Safety’ (AFRS) in support of the UN Decade of Action. In India, automobile associations joined together to promote responsible mobility across the country. During a visit to Ahmedabad, the FIA’s AFRS campaign educated the public on its ‘10 Golden Rules for Safer Motoring’. The FIA emphasised the importance of wearing helmets and distributed motorcycle helmets to adults and children. Meanwhile in Mumbai, workshops were held for the city’s rickshaw and taxi drivers, educating them on the rules of the road. Other clubs carried out joint work. The Confederation of Australian Motor Sport took its young driver road safety initiative to Sri Lanka, partnering with the Ceylon Motor Sports Club to educate pre-licences drivers on attitudes and behaviour, awareness and hazard perception.

Clubs also carried out a range of innovative road safety projects. The Automobil Clubul Român (ACR) launched a campaign entitled ‘One Second in Your Life’ targeted at children aged 6-14. The project established “road safety laboratories” in schools equipping classes with laptops and educational materials on road safety.

Meanwhile Brazil’s Associação Automobilística do Brasil (AAB) has developed a set of three 30-second commercials on road safety with leading television network TV Globo. The commercials address three causes of road accidents in Brazil: drink driving, distracted driving while using a mobile phone and dangerous overtaking. To help other FIA clubs a version of the TV spots in English was also produced and is being offered without charge.
An Institute extrication team with emergency services.

The Institute’s F1 simulators.
From medical advances, to research and environmental best practice, the FIA Institute has been striving for excellence in the safety and sustainability of motorsport.

This year, the FIA Institute’s medicine in motorsport programme was one area making impressive progress. The Institute, which is funded by the FIA Foundation, has been working on a number of new projects to further improve and support medical training and practice. It has launched a Medical Accreditation Programme, to enable National Sporting Authorities (ASNs) to benchmark themselves against the highest standards of medical training.

In conjunction with this, key extrication experts are introducing a training and certification programme to improve and standardise extrication procedures. Motorsport has developed a sophisticated process for removing drivers from a crashed car. If possible drivers are quickly rescued from the vehicle following a crash or, if trapped, extricated cautiously. This may involve cutting the car to release them.

The process is something motor sport has in common with crashes on public roads. However in motor sport, drivers are offered more sophisticated levels of protection, and extrication can be more difficult as car technology is more advanced. This has led the Institute to look at the cutting equipment used and develop new standards to help overcome the strength of the new high tensile steels used in modern race cars.

As part of this programme, the Institute has already developed its own Formula One extrication simulators (pictured), which have been sent to circuits around the world for practice and training. Built from fibre-glass, the simulator offers the chance for track teams to practise before the event and without worrying about damaging the cars. The Institute is also developing a new basic medical training curriculum to integrate medical personnel with no prior experience in the motor sport community.

Both medical and safety programmes have been funded by the Motorsport Safety Development Fund this year. ASNs from a range of new countries including Kazakhstan, Qatar, San Marino, Thailand, Indonesia and Gabon have received funds for initiatives to develop the grass roots of motorsport. Projects include training for officials and young driver training.

The Institute is also stepping up its focus on environmental excellence in motorsport. The Institute’s Environmental Accreditation Scheme is a targeted programme to improve sustainability. It provides an environmental management framework that offers incentives to advance environmental performance. Rally Sweden became the first motorsport event in the world to receive environmental accreditation this year.
DONOR SUPPORT

It was an unprecedented meeting of major development donors to focus on road safety in a country and region undergoing rapid transformation.

The Policy and Donor Forum convened by the Road Safety Fund in Tanzania in September saw the donor agencies which are committing vast sums to development projects acknowledging that urgent action is required to confront road traffic injuries.

The Forum was opened by British High Commissioner to Tanzania, Dianna Melrose, who delivered the keynote speech. Kevin Watkins, Executive Director of the Overseas Development Institute (ODI), chaired the Forum. The major players were all present. Among the organisations attending the Forum in Dar es Salaam, were the UK Department for International Development (DFID), USAID, the European Union Delegation to Tanzania, the World Bank and the Japan International Cooperation Agency. NGO Amend, which is leading key projects in Tanzania, co-organised the Forum.

The event brought together the international development donors with key national government agencies such as the Ministry of Transport, the Traffic Police, and the Ministry of Health. Delegates heard from NGOs, and national and regional agencies active in the front line of road safety.

Amend has been engaging actively with donors, the national government and local agencies and partners in Tanzania on school infrastructure safety and education, and also on critical issues such as boda-boda motorcycle safety and in integrating road safety into road infrastructure projects generally.

The Global Burden of Disease 2010 (GBD) published by the Lancet and funded by the Gates Foundation, shows that for Sub-Saharan Africa as a whole, road deaths have increased by 84% over the research period. In Tanzania, GBD estimates road deaths have increased by 92% over the 20 year period. It is a leading cause of death for all age groups between 5-24 years old.

Kevin Watkins, ODI Executive Director said: “Road traffic injuries have a huge impact on development – they act as a brake on progress. This is absolutely a poverty issue – people in countries like Tanzania and Kenya earning less than a dollar a day can on average face costs of $30 following a road traffic injury. One health episode as a result of a road crash will lock them into long term poverty. What we will see is that more children and young people will be put in harm’s way unless we tackle this and think about how to make roads safer for people rather than simply how to move goods faster from A to B.”

The Forum was a first, crucial step forward on road safety for the donor agencies that are becoming increasingly active in development both in Tanzania and the wider region. The task now will be to keep up the momentum to ensure that the safety so urgently needed is delivered.
From across continents, young leaders who will play a pivotal role in combating road traffic injury both nationally and globally gathered at the FIA Foundation to learn from each other and world experts.

The FIA Foundation Scholarship Programme supports the UN Decade of Action for Road Safety by providing professional development to the next generation who will lead efforts to confront the epidemic of road traffic injuries in low and middle income countries.

This year twelve young professionals working in road safety took part in the programme. The participants came from Brazil, Georgia, Jamaica, the Kyrgyz Republic, Malaysia, Russia, South Africa, Tanzania, Tunisia, Uganda, and Ukraine.

The schedule of lectures, group projects and site visits was both intense and rewarding. Top experts in road safety led sessions on a wide number of subjects including: the Global Plan for the Decade of Action; the Systems Approach to road safety; safe road design, maintenance and management; research, monitoring and evaluation; and road safety campaigning.

During the two week programme the Scholars visited local authorities, including the Kent and Medway Casualty Reduction Group, Ashford Fire Station and Kent Police, to see the practical implementation of road safety. To put into practice what they had seen and learnt, the Scholars were asked to do a group exercise to develop and implement a national road safety plan.

The award ceremony was held at the House of Lords where the scholars were presented with their certificates by HRH Prince Michael of Kent, patron of Make Roads Safe Campaign and of the Prince Michael International Road Safety Awards.

The battle to eliminate leaded fuels globally has been almost won, and now the Partnership for Clean Fuels and Vehicles (PCFV) is starting to make progress on a new front - the bid to phase out harmful sulphur.

The FIA Foundation is a contributing member of the PCFV, which is coordinated by the UN Environment Programme. The PCFV’s lead phase-out has been shown to have huge benefits to public health, education and society as a whole.

There is now growing concern over particulate emissions, a very serious health issue globally, causing hundreds of thousands of premature deaths each year. Sulphur in fuel is a major contributor. Reduction of sulphur levels is of critical importance and there are early signs of progress in this new campaign worldwide.

Serbia is one country that has been making key advances. This year Serbia successfully transitioned to very low sulphur 10ppm (parts-per-million) fuels, an important step forward. Serbia’s considerable refinery investments have resulted in cleaner fuels which will be used nationally and exported regionally, contributing to improved air quality for millions of people.

African countries are also focusing attention on the issue. In Namibia during 2013, low sulphur diesel of 20ppm was introduced. There are reports of an increasing demand for it due to newer vehicles with refined high performance diesel engines that require cleaner diesel.

Progress is also being made in Latin America and the Caribbean. Uruguay has made progress in reaching a 50ppm target this year, as has Colombia. Equador is also currently upgrading refineries to produce low sulphur diesel. The Caribbean is to explore options for cleaner fuels and sulphur reduction at a regional conference towards the end of 2013.
This year, EASST supported activities have widened in scope and coverage, with projects reaching their objectives to save lives and prevent injuries and a range of new campaigns launched to advance the road safety agenda nationally and regionally.

Moldova is one country where impressive progress has been made. Since the creation of the Casualty Reduction Partnership in Moldova, between the municipalities of Tiraspol and Chisinau, road casualties have decreased in both cities by 18.5% and 16.3% respectively.

The project has been supported by EASST and also co-funded by the European Union and UN Development Programme. It is led by the Automobile Clubs of Moldova and Transnistrian region in partnership with EASST. It also has a regional spread, involving the National Council for Road Safety in Armenia, and the Road Safety Support Foundation in Ukraine.

Experts from the Kent Casualty Reduction Partnership in the UK and the EASST partners from Armenia and Ukraine are working with local stakeholders in both cities to encourage their collaboration. The city authorities are now sharing ideas and information, and have begun the establishment of local partnerships for reducing road deaths.

Dramatic progress has been made in Georgia, where the EASST supported Partnership for Road Safety was this year presented with a prestigious Prince Michael International Road Safety Award. Georgia’s Partnership has played a key role in the improvement of road safety legislation and the development of a road safety culture in Georgia. As a result of the new law huge increases in seat belt wearing have been achieved. In the capital Tbilisi, the figure rose to 95% compared to just 1% previously. This has contributed to a marked decline in fatalities.

The EASST partner in Ukraine Oksana Romanukha has also received a Prince Michael International Award for a joint TEN-T Programme and EASST project that used advertising and social media to cut speeding related deaths and offences by 30% in Odessa in one month, and double seat belt wearing in two months. Ukraine has also launched a major ‘Safe Villages’ project supported by EASST and the European Bank for Reconstruction and Development (EBRD) to reduce casualties on key road corridors.

Meanwhile, Kyrgyzstan has launched a national road safety strategy which has been formulated with assistance from EASST and its partner, the Kyrgyz Road Safety NGO. Kyrgyzstan has one of the worst road fatality rates per vehicle in the world costing the country $US 250 million or 4.3% of GDP annually. The strategy covers many recommendations including reform of the Road Patrol Service.
As a life-saving solution to the epidemic of road traffic injuries, helmets are proving a most effective ‘vaccine’.

The Global Helmet Vaccine Initiative (GHVI), led by the AIP Foundation has made impressive advances this year in Cambodia, Vietnam and Uganda. Cambodia’s Helmet Vaccine Initiative (CHVI) has led a call for the passage of draft helmet legislation that includes a strong emphasis on passengers - adults and children – for whom helmet wearing rates have been particularly low. In response, the Cambodian government is working to finalize the content of a ten-year plan for national road safety policy.

In Vietnam does have a national helmet law in place that includes both passengers and child passengers above the age of six, however rates are low with only one in three children in Vietnam wearing a helmet. In addition to increasing child helmet use, GHVI has been working to increase public access to helmets that meet national safety standards. In this year’s evaluations, after public awareness and enforcement activities across three target cities of Danang, Hanoi, and Ho Chi Minh City child helmet use increased from 18 to 47%.

In Uganda the “Obulamu Bwe Bugagga – Wear a helmet!” campaign which began in 2011, is now having an impact. Under the project, 1,800 boda boda operators have been trained and been given nearly 2,000 quality helmets. Radio and poster awareness campaigns have been carried out and helmet wearing rates have increased from 31 to 49%. Following this success, the project has also secured additional funding from the UK’s Department for International Development (DFID) and the European Union (EU) CrossRoads Programme.

Head Start

Media campaigns have been used to communicate that helmet use among family and friends is a simple act of care, and helmets have been donated directly to students, teachers, and mothers. At the new Helmets for Kids project schools in Cambodia, helmet wearing rates increased exponentially, from an average of 1% to 88%. The GHVI’s campaigns have also had a significant impact - 95% of those who were exposed to the campaign reported they would be more likely to wear a helmet as a passenger and 97% reported they were more likely to put a helmet on their loved ones.

In Uganda the “Obulamu Bwe Bugagga – Wear a Helmet!” campaign which began in 2011, is now having an impact. Under the project, 1,800 boda boda operators have been trained and been given nearly 2,000 quality helmets. Radio and poster awareness campaigns have been carried out and helmet wearing rates have increased from 31 to 49%. Following this success, the project has also secured additional funding from the UK’s Department for International Development (DFID) and the European Union (EU) CrossRoads Programme.

Seating Power

The Fundación Gonzalo Rodríguez (FGR), which has pioneered road safety in Uruguay, has this year extended its work in Latin America.

With support from the FIA Foundation, FGR had led successful campaigns to influence legislation in Uruguay which became the first Latin American country to regulate three point seat belts, child seat safety and pass a mandatory law on school bus safety. Now the FGR has started working in other countries, including Argentina, Chile, Paraguay and Peru. It has started a series of ‘check-up’ events, roadshows where safety advisors help parents install child seats in their cars and give advice on vehicle safety. The events are run together with local NGOs and automobile clubs.

Key partners on the initiative include the US National Highway Traffic Safety Administration (NHTSA) and Safe Kids Worldwide. In parallel, building on its campaigning experience in Uruguay, the FGR has also started focusing attention on child safety legislation in other Latin American countries. It has started a research project to review car seat, ‘child restraint’ legislation in Latin America with a view to advocacy initiatives, pushing for further government action in the region.

Meanwhile in Uruguay the FGR’s drive for child safety is continuing. The use of child restraints is mandatory thanks to the Fundación’s campaigns. But the law now needs to be implemented effectively at provincial level – and so, the campaigning continues.
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

The auditor has issued unqualified reports on the full annual financial statements and on the consistency of the Trustees’ Report with those annual financial statements. Their report on the full annual financial statements contained no statement under sections 498(2) and 498(3) of the Companies Act 2006.

Signed on behalf of the Trustees

Tim Keown
4 July 2013
Independent Auditors Report to the Members of the FIA Foundation for the Automobile and Society

We have examined the summary financial statement of the FIA Foundation for the Automobile and Society for the year ended 31 December 2012 which comprises the Statement of Financial Activities and Balance Sheet.

This report is made solely to the company’s trustees, as a body, in accordance with Section 427 of the Companies Act 2006 and the regulations made thereunder. Our work has been undertaken so that we might state to the company’s trustees those matters we are required to state to them in an auditor’s report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company’s members as a body, for our work, for this report, or for the opinions we have formed.

Respective Responsibilities of the Trustees and Auditors

The trustees are responsible for preparing the summarised annual report in accordance with United Kingdom law.

Our responsibility is to report to you our opinion on the consistency of the summary financial statement within the summarised annual report with the full annual financial statements, the trustees’ report, and its compliance with the relevant requirements of Section 427 of the Companies Act 2006 and the regulations made 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 summary financial statement.

We conducted our work in accordance with Bulletin 2008/3 ‘The Auditors’ Statement on the Summary Financial Statement in the United Kingdom’ issued by the Auditing Practices Board. Our report on the company’s full annual financial statements describes the basis of our audit opinions on those financial statements and the Trustees’ Report.

Opinion

In our opinion the summary financial statement is consistent with the full annual financial statements and the Trustees’ Report of The FIA Foundation for the Automobile and Society for the year ended 31 December 2012 and complies with the applicable requirements of Section 427 of the Companies Act 2006 and, and regulations made there under.

Paul Creasey
Grant Thornton UK LLP
Statutory Auditor, Chartered Accountants
4 July 2013
# STATEMENT OF FINANCIAL ACTIVITIES

For the year ended 31 December 2012

(including 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 Funds</th>
<th>Total €000's</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 €000's</td>
<td>2012 €000's</td>
<td>2012 €000's</td>
<td>2011 €000's</td>
</tr>
<tr>
<td>Incoming resources</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Voluntary income</td>
<td>-</td>
<td>482</td>
<td>482</td>
</tr>
<tr>
<td>Investment income</td>
<td>6,812</td>
<td>559</td>
<td>7,371</td>
</tr>
<tr>
<td>Charitable activities</td>
<td>-</td>
<td>559</td>
<td>559</td>
</tr>
<tr>
<td></td>
<td>6,812</td>
<td>1,600</td>
<td>8,412</td>
</tr>
</tbody>
</table>

| Resources expended | | | |
| Cost of generating funds: | | | |
| - Costs of managing investments | 1,581 | 22 | 1,603 | 1,706 |
| Charitable activities: | | | |
| - Safety, environment and mobility | 6,484 | 1,934 | 8,418 | 7,671 |
| - Motor sport safety | 2,052 | 11,873 | 13,925 | 10,446 |
| - Memberships and affiliations | 190 | - | 190 | 238 |
| - Representational activities and external communications | 741 | - | 741 | 813 |

| Governance costs | | | |
| | 662 | - | 662 | 831 |
| Total resources expended | (11,710) | (13,829) | (25,539) | (21,705) |

| Net outgoing resources before transfers | | | |
| | (4,898) | (12,229) | (17,127) | (13,547) |

| Transfers between funds | | | |
| | (1,051) | 1,051 | - | - |

| Net outgoing resources for the year | | | |
| | (5,949) | (11,178) | (17,127) | (13,547) |

| Other recognised gains and losses: | | | |
| Realised gains/(losses) on investment assets | 7,655 | (21) | 7,634 | (24,799) |

| Net income and expenditure | 1,706 | (11,199) | (9,493) | (38,346) |

| Unrealised gains and losses: | | | |
| Unrealised gains/(losses) on investment assets | 25,991 | (426) | 25,565 | 8,200 |

| Net movement in funds | 27,697 | (11,625) | 16,072 | (30,146) |

| Reconciliation of funds: | | | |
| Balance at 1 January 2012 | 294,958 | 31,768 | 326,726 | 356,872 |
| Balance at 31 December 2012 | 322,655 | 20,143 | 342,798 | 326,726 |

All amounts relate to continuing operations.

Information up to and including net income and expenditure represents the information required by the Companies Act 2006. It excludes unrealised gains on investments in accordance with the Statement of Recommended Practice “Accounting and Reporting by Charities” as revised in 2005.

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

As at 31 December 2012

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2011</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>
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<td></td>
</tr>
<tr>
<td>Investments</td>
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<td>4,113</td>
</tr>
<tr>
<td></td>
<td>323,874</td>
<td>308,099</td>
</tr>
<tr>
<td></td>
<td>327,885</td>
<td>312,212</td>
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<tr>
<td><strong>Current assets</strong></td>
<td></td>
<td></td>
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<tr>
<td>Debtors</td>
<td>6,023</td>
<td>10,458</td>
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<tr>
<td>Cash at bank and in hand</td>
<td>13,376</td>
<td>8,810</td>
</tr>
<tr>
<td></td>
<td>19,399</td>
<td>19,268</td>
</tr>
<tr>
<td><strong>Liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creditors: amounts falling due within one year</td>
<td>(4,486)</td>
<td>(4,754)</td>
</tr>
<tr>
<td><strong>Net current assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>14,913</td>
<td>14,514</td>
</tr>
<tr>
<td><strong>Total assets less current liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>342,798</td>
<td>326,726</td>
</tr>
<tr>
<td><strong>Net assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>342,798</td>
<td>326,726</td>
</tr>
<tr>
<td><strong>Funds</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unrestricted funds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Designated funds</td>
<td>406</td>
<td>425</td>
</tr>
<tr>
<td>- Revaluation reserve</td>
<td>22,976</td>
<td>11,870</td>
</tr>
<tr>
<td>- General funds</td>
<td>299,273</td>
<td>282,663</td>
</tr>
<tr>
<td></td>
<td>322,655</td>
<td>294,958</td>
</tr>
<tr>
<td>Restricted funds</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>20,143</td>
<td>31,768</td>
</tr>
<tr>
<td><strong>Total charity funds</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>342,798</td>
<td>326,726</td>
</tr>
</tbody>
</table>

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

Tim Keown, Chairman
United Kingdom
Vice-President, Royal Automobile Club, United Kingdom

Marilena Amoni
United States of America

Martin Angle, Treasurer
United Kingdom

Nick Craw
United States of America
President, Automobile Competition Committee for the US (FIA Nominee)

John Dawson
United Kingdom
Chairman, European Road Assessment Programme and International Road Assessment Programme

Christian Gérondeau
France
Automobile Club – Association Française des Automobilistes

Brian Gibbons
New Zealand
Chief Executive, of the New Zealand Automobile Association (FIA Nominee)

Alan Gow
United Kingdom
President, Motor Sports Association, United Kingdom

Earl Jarrett, Secretary
Jamaica
President, Jamaica Automobile Association

Carlos Macaya
Costa Rica
President, Automobile Club of Costa Rica

Max Mosley
United Kingdom

Boris Perko
Slovenia

Graham Stoker
United Kingdom (FIA Nominee)

Jean Todt
France (ex officio, FIA President)
President, Fédération Internationale de l'Automobile

Takayoshi Yashiro
Japan
Executive Vice-President, Japan Automobile Federation
STAFF

Saul Billingsley
Acting Director General

Jane Pearce
Director of Governance and Personnel

Alicia Talbot
Financial Controller

Sheila Watson
Director of Environment

T. Bella Dinh-Zarr
Director of Road Safety

Avi Silverman
Director of Campaigns and Communications

Rita Cuypers
Director of Partnerships

John Pap
Head of Design and New Media

Chris Bentley
Head of Information Technology

Dmitry Sambuk
International Coordinator

Caroline Flynn
PA / Office Manager

Diana Fauner
Design and New Media Officer

Béatrice Dumaswala
Campaigns and Logistics Officer
OBJECTIVES

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.
The FIA Foundation for the Automobile and Society is registered in England and Wales as a company limited by guarantee No. 4219306 Registered UK Charity No. 1088670 Registered Office: FIA Foundation for the Automobile & Society 60 Trafalgar Square London WC2N 5DS

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)

Visit www.fiafoundation.org for the latest information on our activities