Review 2012
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INTRODUCTION

Welcome to the FIA Foundation’s Annual Review for 2012. This has been my first year as Chairman, and I would like to pay tribute to my predecessors, Rosario Alessi, the inaugural chairman from 2001 until 2008, and Carlos Macaya, who led the Foundation’s board with distinction from 2008 to 2011. We are fortunate that Carlos has agreed to stay on as a trustee.

It is the role of the trustees to ensure that the Foundation continues to meet its charitable objectives. So I am pleased to report that in 2011 we finalised a Strategic Review which built on the experience of our first decade, and decided to focus the majority of our resources on a few key strategic partners and programmes.

In the field of road safety these are the International Road Assessment Programme (iRAP), the Global New Car Assessment Programme (Global NCAP), and the FIA’s ‘Action for Road Safety’ initiative, which is enabling automobile clubs across the world to contribute road safety programmes and much needed national advocacy to the Decade of Action for Road Safety. We also continue to provide financial and secretariat support for the Commission for Global Road Safety and the Make Roads Safe campaign, which this year for the first time secured recognition of road safety as a development issue in the Outcomes Document of the UN Conference on Sustainable Development (Rio+20).

In the environmental sphere, we are partners with the UN Environment Programme, the International Transport Forum and the International Energy Agency in the Global Fuel Economy Initiative, in their shared efforts to reduce vehicle fuel consumption and to combat climate change. In October we hosted the global meeting of the Partnership for Clean Fuels and Vehicles, the UN-led partnership which was responsible for successfully eliminating leaded petrol and is now leading a campaign to reduce sulphur content in fuel.

The Foundation continues its strategic and financial support for the FIA Institute for Motor Sport Safety & Sustainability which was led, for many years, with huge distinction by Professor Sid Watkins. All at the Foundation were deeply saddened by his death earlier this year.

2012 has seen the retirement from the board of Setsuo Tanaka, David Njoroge and Joanna Despotopoulou. I am indebted to each of them for the very valuable contribution they made to the Foundation’s affairs. Finally, I would like to pay tribute to the Director General, David Ward, and to the team that he leads. The FIA Foundation is, in my opinion, conspicuous for the professionalism, enthusiasm and dedication of its staff, which is reflected in the quality of their work around the world. I thank them all.

Tim Keown
Chairman
FIA Foundation
OVERVIEW

In 2012 the FIA Foundation has continued to support and develop road safety and environmental programmes that are making a real and measurable impact, and we have maintained a high level of successful advocacy during the second year of the UN Decade of Action for Road Safety.

The International Road Assessment Programme is now active in more than 80 countries and its focus on the need for a minimum three-star safety rating on all roads is beginning to be accepted with the major development banks. The FIA Foundation’s long term commitment has enabled iRAP to grow and to begin to attract other financial support. Our backing for Global NCAP (the Global New Car Assessment Programme) is similarly enabling independent crash tests to become established in Latin America and Asia, for the first time providing consumers in rapidly motorising regions with accessible safety information. Both of these programmes seek to place knowledge about road safety in the hands of policymakers and the public, allowing for informed choices on investment decisions – whether it is the benefits of including a median barrier in a road upgrade, or purchasing a car with airbags and electronic stability control.

We can be proud of these programmes, and we continue to advocate greater political awareness, policy leadership and philanthropic funding for road safety. In June, following a campaign led by the Commission for Global Road Safety and the FIA Foundation, and with the vital support of the Government of the Russian Federation, road traffic safety was recognised and included in the summit communiqué of the Rio+20 UN Sustainable Development Conference – the first time ever at such a global summit. And, increasingly, road safety is being seen as part of wider global development and public health solutions. In September former US President Bill Clinton chose to highlight personally the road safety philanthropy of the FIA Foundation at a plenary session of his annual Clinton Global Initiative meeting.

This is important because the next few years will be pivotal for international policy on human development, urban sustainability and the environment. 2015 is the target year for the Millennium Development Goals, which have shaped international priorities and spending decisions for more than a decade. Already, the UN is leading a discussion on the content of the successor ‘Sustainable Development Goals.’ This is an unparalleled opportunity for safe and sustainable transport to at last be included in these global development goals.

The FIA Foundation is well placed to influence this debate. Through strong alliances and substantive programmes carefully and patiently built over the past decade, we are now working in partnership with many of the leading institutions and experts in road safety, fuel economy and vehicle emissions standards. In October, for example, the FIA Foundation hosted the 2012 meeting of the Partnership for Clean Fuels and Vehicles. This initiative, led by the UN Environment Programme, has been supported by the FIA Foundation for the past nine years as it worked to eliminate leaded fuel from the world’s vehicles. Now the focus of the Partnership is to reduce sulphur and harmful particulate matter. It is through delivery of practical initiatives like this that we can build the case for greater policy and financial support for safe and sustainable mobility.

In May 2013 we will be combining all of these agendas during the 2nd United Nations Global Road Safety Week. The theme of the Week is pedestrian safety. Everyone should be able to walk without fear of injury, it should be a basic right – like access to clean water. Encouraging walking makes sense for transport policy, for health policy and for environmental policy. It is particularly important for the health and independence of our children. So together with the Mandela Family, we’ll be supporting a ‘Long Short Walk’ for safer, healthier and greener mobility, and calling for international policymakers to recognise this as a priority for sustainable development.

David Ward
Director General
FIA Foundation
Nelson Mandela gave his support to the Zenani campaign after his 94th birthday.

The Zenani campaign aims to improve protection for children worldwide.
In memory of Nelson Mandela’s great-granddaughter, Zenani, the Mandela family joined the Road Safety Fund and the Make Roads Safe campaign in a call to combat the world’s biggest killer of young people aged 10-24.

The Zenani Campaign for the UN Decade of Action for Road Safety was launched in New York by Nelson Mandela’s daughter and granddaughter together with Mayor Michael Bloomberg, the world’s leading road safety philanthropist.

Every single day 1000 young people are killed on the world’s roads, with thousands more injured. While road crashes are already the biggest killer of young people aged 10-24, over the next three years they will also become the leading health burden for the over-fives in developing countries.

The campaign will contribute to the Decade of Action for Road Safety, by aiming to improve levels of protection for children particularly in developing countries. It will call for a greater priority to be placed on the protection of children, pedestrians and other vulnerable road users within international development.

Speaking at the launch Zindzi Mandela said: “So much can be done to save young lives. We can, and we must do much more to protect our children. Support the Zenani Campaign. Demand protection for children on the roads. And let us ensure that in future, other families do not have to suffer the pain that my family has suffered.”

Coinciding with the launch, a range of high profile figures gave their support to the Zenani Campaign. They included supermodel Naomi Campbell, who had a close relationship with Zenani. Wearing the Zenani wristband, she said: “The family will never get over the pain of her loss and we’ll never get Zenani back. But she was such a positive little girl that she would have wanted to make a difference. In memory of Zenani Mandela I support this campaign. Lives can be saved and we need action right now.”

Following the launch, in South Africa to mark ‘Mandela Day’, Nelson Mandela’s birthday, the family and the Department of Transport held a high profile campaign event and ‘Zenani Scholarship’ certificate ceremony. The Zenani Scholarship is run by the FIA Foundation for the Decade of Action, to help train South African road safety practitioners. This year’s Zenani Scholar, Beauty Mokua, received her certificate at the event in Nelson Mandela’s home village of Qunu.

Participants at the event had earlier carried out pedestrian road safety awareness programmes and painted road safety markings on Sutherland, one of the busiest streets in the city of Mthatha. Pedestrian deaths account for 46% of the total road fatalities in South Africa.

And following the event, the day after his 94th birthday, Nelson Mandela gave his support to the campaign, wearing the Zenani wristbands.
F1 champion Lewis Hamilton wears the Zenani wristband.

Footballer Didier Drogba gave his support ahead of the 2012 UEFA Champions League final.

Jamaican and South African Olympians at the Zenani campaign event in London.
As they began their final preparations for the London 2012 Olympics, some of the leading athletes in the world joined local schools in a Zenani campaign call for action on road safety.

Just hours after arriving in London, Olympic athletes from Jamaica and South Africa visited Alleyn’s School in Dulwich. Children from 10 local schools, including Alleyn’s, had been campaigning successfully for over a year to improve road safety in the area.

The Olympians and schoolchildren had a clear and unified message – as the number one killer of children over 10 worldwide, global action to improve road safety is urgently needed. Leading the Jamaican delegation was Shelly-Ann Fraser Pryce. The fastest woman in the world later retained her Olympic title.

Representing South Africa, was Olympic triathlete Gillian Sanders. She said: "I know just how important it is to have safe roads. I’ve had two personal friends lose their very young lives on the roads in separate incidents. It’s totally unacceptable that road crashes are the number one killer of young people worldwide. That’s why I’m calling for action to protect children on the roads both in South Africa and around the world."

Supporting the athletes was Jamaica’s High Commissioner to the UK, Her Excellency Aloun Ndombet-Assamba, and on behalf of the South Africa High Commissioner Minister Dumisani Ntuli. Also in attendance were local leaders including the Mayor of Southwark. Dulwich and Herne Hill Safe Routes to School had been campaigning to improve safety on dangerous junctions near local schools. Together with local schools the group had taken action and worked with local authorities to improve the safety of school crossings.

Athletes from a number of countries had been supporting the Decade of Action ahead of the Olympics. Sadly, many young athletes and their families have suffered as a result of road crashes – particularly in countries like South Africa and Kenya which are facing increasing numbers of road casualties. One leading star of London 2012, Kenyan Olympian David Rudisha, had witnessed his country’s growing road safety crisis. Pledging his support for the Decade of Action, he said:

"I grew up in Kenya and I see that there is a need to save lives. So many people are dying on our roads. During the Olympic Games, the whole world is focused on us. So we want to use this event to save lives on the roads."

The Olympic champion and world record holder gave his support to the Decade of Action in a film released by the Make Roads Safe campaign during the Olympics. Other sports stars and celebrities, including footballer Didier Drogba and F1 stars Lewis Hamilton and Jenson Button also gave their support to the Zenani campaign in the months following its launch.
Dr. Ileana Arias, Deputy Director of US Centers for Disease Control addresses the investment case for road safety.

L to r: Kevin Watkins Brookings Institute, Jo Confino The Guardian and Brice Lalonde Executive Coordinator of the Rio+20 conference.
DONOR SUPPORT

Senior policymakers, NGO activists and representatives of the philanthropic and corporate sectors gathered in New York in May 2012 to mark the first year of the Decade of Action for Road Safety.

The Decade of Action Donor and Policy Forum, organised by the Commission for Global Road Safety and the Road Safety Fund, saw the inaugural 'Decade of Action Award' from HRH Prince Michael of Kent presented to Mayor of New York Michael R. Bloomberg. Mayor Bloomberg received the award in recognition of his leadership and philanthropy in global road traffic injury prevention.

In November 2009 Bloomberg Philanthropies announced a US$125 million grant for global road safety which was an unprecedented commitment, the largest single donation to date worldwide for this issue. The 'Road Safety in Ten Countries’ ‘RS10’ Project is now investing in capacity development and injury prevention initiatives and monitors progress at a global level.

Assessing the progress of the Decade of Action was part of the Forum agenda. Dr. Etienne Krug, Director of Injury Prevention at the World Health Organization and the Chairman of the UN Road Safety Collaboration highlighted the large number of country level initiatives being developed as a result of the Decade’s launch, as well as updates on domestic and global leadership from David Strickland, Administrator of the US National Highway Traffic Safety Administration (NHTSA). The Russian Federation’s Deputy UN Ambassador, Dmitry Maksimychev, provided details of the recent UN resolution on global road safety steered through the UN General Assembly by Russia.

Evaluating progress was one key part of the programme. However the Policy & Donor Forum, held in New York City was also about looking forward. The Forum heard a powerful call for road safety to be included in the forthcoming Rio+20 UN Summit on Sustainable Development. Dr Kevin Watkins, a senior fellow of the Brookings Institute made a strong case for road traffic injuries to be part of the Rio framework and the emerging sustainable development agenda.

Sharing the panel, Executive Coordinator of the Rio+20 conference, Brice Lalonde acknowledged that the issue had been neglected and urged more attention to be placed on road safety. The call was answered at the Rio Summit when road safety was indeed included in the communiqué, following the successful advocacy push coordinated by the Make Roads Safe campaign.

The Forum focused attention on implementing the Decade of Action and the role of the private sector, philanthropies and NGOs as well as governments in supporting road safety interventions globally.

The Forum was supported by The Guardian and its Global Development website as part of the media partnership between The Guardian and the Road Safety Fund to increase reporting of global road traffic injuries. The Global Development website is hosting a series featuring in-depth reporting, discussion and debate on road safety in low and middle income countries.
Kenya Red Cross activists and children from Kibera, Nairobi hold a ‘Long Short Walk’ to call for action.

Nelson Mandela with the Zenani campaign Rio+20 commitment

Saul Billingsley Deputy Director of the FIA Foundation and Holger Dalkman, EMBARG Director at Rio+20
ROAD TO RIO

At the Rio+20 Summit, for the first time, road safety was included in a global sustainable development framework.

Ahead of the Summit, The Commission for Global Road Safety had launched a report by Dr Kevin Watkins, a senior fellow of the Brookings Institute arguing that road traffic injuries should be recognised and acted on by governments meeting in Rio.

“Safe and Sustainable Roads, an agenda for Rio+20” had called on the summit to adopt a sustainable transport policy which makes human and environmental protection an urgent priority in order to help prevent millions of deaths, combat poverty and build on progress towards the Millennium Development Goals.

This report was followed by a statement endorsed by 13 major international road safety NGOs describing road traffic injuries as a preventable “human, economic and environmental disaster”.

The campaign led by Make Roads Safe was a success. The Rio+20 Outcome Document, ‘The Future We Want’ highlighted road safety as part of wider efforts to achieve sustainable development. And announcing a $175 billion commitment to sustainable transport at the Summit, the world’s major Multilateral Development Banks also emphasised the need to prioritise road safety.

In their statement, issued at Rio+20, the MDBs committed to “supporting the UN Road Safety Decade of Action, 2011–2020 by scaling up our support for road safety, undertaking joint operations, and adopting common approaches and indicators.”

The Russian Federation played a key role in securing the inclusion of road safety in the Rio+20 communique during negotiations with other UN member states.

The inclusion of road safety in the Rio+20 communique was an unprecedented and major policy breakthrough for the issue. As well as raising the issue up the global political agenda, it provides a platform for road safety and sustainable transport to be included in negotiations on the replacement for the Millennium Development Goals post-2015.

As well as progress politically, there was also an emphasis on practical delivery at Rio. Under the banner of the Zenani Mandela campaign, twelve organisations joined together at the Summit to make a Voluntary Commitment to improve road safety for children globally.

The recognition of road safety in the Rio summit is a springboard for the next stage in the campaign: to advocate for a Sustainable Transport Goal. New international ‘Sustainable Development Goals’ (SDGs) to replace the Millennium Development Goals will be negotiated by governments before 2015. In the run-up to the 2nd UN Global Road Safety Week in May 2013, which focuses on pedestrian safety, the Make Roads Safe campaign will be making the case for a transport SDG, and encouraging activists, policymakers and the public to join a ‘Long Short Walk’ in support of this objective.
The Rio+20 Summit represented a breakthrough for sustainable transport.
SUSTAINED EFFORT

With a focus on the Rio+20 Summit, the FIA Foundation was able to contribute to major advances in sustainable transport globally in 2012.

Sustainable transport gained unprecedented attention at the Rio Summit with 17 commitments unveiled by the Sustainable Low Carbon Transport (SLoCaT), which includes the FIA Foundation as a member. The SLoCaT partnership aims to improve knowledge on sustainable low carbon transport, helps develop better policies and catalyse their implementation.

A major commitment by the Global Fuel Economy Initiative (GFEI) took into account the increase in levels of motorisation and car ownership in emerging economies. The GFEI commitment signed by the FIA Foundation, UN Environment Programme, International Energy Agency, International Transport Forum and the International Council on Clean Transportation, focuses on three key areas of work – policy support, outreach and research and analysis.

With over $1 million committed to 2015, the GFEI will work with government regulators and their partners worldwide to help them to develop measures to improve automotive fuel economy. GFEI partners support countries that account for more than 85 per cent of present new vehicle sales and emerging countries that are experiencing rapidly rising car sales.

Assistance includes the online GFEI Tool that was designed to answer basic questions about what auto fuel economy is, what governments are doing to reduce emissions, the role of technology, and how policy makers can promote cleaner, more efficient cars. Technical assistance also includes modelling forecasts on the cost and feasibility of energy efficiency technologies.

At the same time, the eight largest multilateral development banks (MDBs) announced that they will invest US$175 billion to finance more sustainable transportation systems over the coming decade, boosting equitable economic development and protecting the environment and public health across the developing world.

A range of organisations joined together in various ways to push sustainable transport at Rio+20. Initiatives included: ‘Share the Road’, led by UNEP and the FIA Foundation in partnership with the Dutch Cycling Embassy to improve road safety for pedestrians and cyclists in East Africa; Sustainable Urban Transport projects in Brazilian, Chinese, Mexican, Peruvian and Turkish cities involving schemes like Bus Rapid Transit systems and car sharing; and the Safe Kids Walk This Way initiative in ten countries, which provides safe routes to school led by Safe Kids Worldwide and the International Road Assessment Programme.
The GFEI entry to the RAC Future Car Challenge enters the finish line in Regent St.
FUEL FOR THOUGHT

After three years, the Global Fuel Economy Initiative is now building on key areas of progress already made and to tackle the many important challenges that still remain on fuel economy.

Launching a new three year work-plan in 2012, the GFEI will further develop its core areas of work: policy support, outreach and research and analysis. Specific targets have been identified in the work-plan – for example to engage a further four countries in the GFEI in-country policy support toolkit work.

Progress has already been made with the initial four – Chile, Ethiopia, Indonesia and Kenya. In Chile the GFEI assisted Environment Ministry to hold an inter-ministerial Conference on Clean Vehicles in Santiago. This was a national conference at which the government presented a new strategy for sustainable transport.

The Environment Ministry has already accepted a GFEI fee-bate proposal and has committed to present it to Congress legislation for clean vehicles incentives using GFEI recommendations.

Assistance for national governments was further provided this year in a key guidance developed by the GFEI and research body TRL. The new document informs national governments in developing, and emerging, economies about some of the current sources of international funding that are available that could be used to support efforts to improve vehicle fuel efficiency. The guidance provides a practical and concise 'reference of first resort' for all those engaged in securing funding to promote vehicle fuel economy.

The GFEI has also continued its close work with Australia helping run initiatives to foster engagement between industry, consumers and the government on fuel economy.

This year saw key research initiatives completed. A first ever global analysis of light duty vehicle characteristics, including fuel economy was published by the International Energy Agency in cooperation with the GFEI. The IEA report showed that faster rates of improvement over the next 10-20 years will be needed in order to meet the GFEI targets. The ground breaking analysis was presented at an IEA side event at the COP 17 UN Climate Change Conference in Durban.

In terms of public outreach, this year’s RAC Future Car Challenge, a leading low energy driving event, provided a valuable opportunity for GFEI to get its message across. After completing the 63 mile Brighton-London course, the GFEI gave out information on fuel economy to members of the public gathered for the event in Regent St., central London.

In addition to the major organisations working on the GFEI new partners were announced this year. Joining the initiative were the International Council on Clean Transportation (ICCT) and the University of California, Davis Institute of Transportation Studies (ITS-Davis). Both are world leading organisations on fuel economy and sustainable transportation.
Partners from across sectors globally discuss the way forward on sulphur emissions.

The PCFV is focusing on reducing sulphur levels in fuel and tackling diesel emissions.
EMISSION CONTROL

The UN partnership that has successfully pushed for a global phase-out of lead in petrol, will now mount a new drive to tackle harmful particulate emissions.

The Partnership for Clean Fuels and Vehicles (PCFV), which is coordinated by the UN Environment Programme (UNEP) and involves the FIA Foundation as a key member, brings together governments, industry and NGOs.

A new programme focusing on reducing sulphur levels in fuel and tackling diesel emissions was discussed at an agenda setting meeting of the PCFV hosted by the FIA Foundation in London in November 2012.

Particulate emissions have become a very serious health issue globally, causing hundreds of thousands of premature deaths each year according to the World Health Organization (WHO). The WHO has already classified diesel engine exhaust as carcinogenic concluding that there is sufficient evidence to show that exposure to diesel exhaust emissions are associated with an increased risk for lung cancer. Particulate matter and black carbon from exhaust emissions are also contributors to climate change.

There is an urgent need to address the issue globally, and particularly in emerging and developing countries which are undergoing rapid motorisation, overtaking OECD countries in car use and production. Emerging economies and urban centres around the world are witnessing dramatic increases in harmful particulate emissions with the transport sector a significant contributor.

The public-private partnership aims to build on its success in helping over 100 countries to phase-out leaded petrol in Africa, Asia, the Middle East, Latin America and Central and Eastern Europe. The lead phase-out has been shown to have resulted in huge benefits to public health, education and society as a whole. A report commissioned by the California State University to assess the programme found a range of benefits from the phase-out including 1.2 million fewer premature deaths, lower levels of criminality and improved performance in education among children.

To tackle particulate emissions, the PCFV will address both fuel and vehicle technologies together in a 'systems approach' to reduce sulphur levels and tackle diesel particulate emissions. It will look at ways to reduce sulphur levels in fuel – with the objective to reach a target of 50 parts per million – and will aim to promote vehicle technologies such as the use of particulate filters. The partnership has already been working with countries around the world in the reduction of sulphur levels in fuels and the aim would now be to expand this work. Emphasis is likely to be placed on helping countries reach the more advanced levels of emissions standards for vehicles as found in the EU.
HRH Prince Michael of Kent presenting the Individual Achievement Award to Joan Claybrook.

The Annual Meeting included demonstrations of vehicle safety aspects in action.
For Malaysia and South East Asia it was a first and significant step towards improved vehicle safety. In response to the UN Decade of Action the region has made major progress on vehicle safety, adopting the UN’s frontal impact crash standard, developing a test laboratory and supporting the creation of the regional ASEAN New Car Assessment Programme.

Emerging programmes in regions like South East Asia are working to transform the text of UN resolutions into tangible measures of injury prevention, turning words into action. And this was the message as Malaysia hosted the first ever gathering of New Car Assessment Programmes bringing together all active NCAPs worldwide to share experience in promoting consumer information about automobile crash avoidance and protection.

ASEAN NCAP is a prime example of an emerging market crash testing programme that is benefiting from a new agenda: NCAPs cooperating globally to share experience and expertise, collectively pushing for a greater emphasis on vehicle safety in the context of the Decade of Action, while recognising the differences between different markets. Malaysia follows the creation of Latin NCAP, now in its third year continuing to raise the levels of vehicle safety for Latin America and the Caribbean.

At the Global NCAP Annual Meeting hosted in Malaysia, the ‘Melaka Declaration’ was adopted endorsing the vehicle safety aspects of the Global Plan for the UN Decade of Action. These include the universal application of the UN’s most important vehicle safety regulations and the creation of NCAPs in all world regions.

The Annual Meeting was hosted by the Malaysian Institute for Road Safety Research (MIROS) and the Malaysian Automobile Association (AAM). Guest of Honour was HRH Prince Michael of Kent, Patron of the Commission for Global Road Safety, who presented Global NCAP’s inaugural annual safety awards. The winners were the US National Highway Traffic Safety Administration (NHTSA), their former Administrator Joan Claybrook, who created the first ever NCAP in 1978, and Robert Bosch GmbH, for their development of the anti-skid technology Electronic Stability Control.

The need to improve vehicle safety globally is a matter of some urgency. Despite the continuing global economic crisis, record numbers of passenger vehicles are being produced. While 60 million new passenger vehicles were built worldwide last year, as many as 20 million of these new cars are unlikely to meet the UN’s minimum crash test standards. Each car failing to meet these safety requirements may remain on the road with successive owners for perhaps another thirty years. And each of these cars will unnecessarily expose their occupants to an extended period of high risk of serious injury in a crash.

Now NCAPs are being launched in the rapidly motorising regions, there is every reason to expect that a ‘market for safety’ will emerge as it has done in industrialised countries.
Roadside hazards

- Poor delineation

For car occupants

- No crossing facility
- Physical median

For pedestrians

- Street lighting

The bid to eliminate killer one and two star roads gained momentum this year with safety performance measures recommended by the International Road Assessment Programme (iRAP) implemented across low and middle income countries and regions.

As iRAP’s latest edition of its ‘Vaccines for Roads’ report shows, about half the roads in low and middle income countries are rated in the one and two star highest risk bands. In many countries key safety measures are still dismally lacking, according to iRAP. The report highlights the fact that in low and middle income countries, 84% of the roads where pedestrians are present have no footpaths.

iRAP interventions are working to change this. Its initiative in Karnataka, India has made dramatic progress. Karnataka State Highway Improvement Project (KSHIP) engineers have used iRAP safety performance measures to significantly enhance the design of some 550km of concession roads.

As a result of their efforts the length of roads rated one or two stars have dropped from 86% to 2% for vehicle occupants and 100% to 12% for pedestrians. iRAP estimates that this will lead to a 54% reduction in deaths and serious injuries.

This work is part of efforts to address the Commission for Global Road Safety recommendation that desired design speeds for new roads should be subject to achieving minimum safety ratings.

The iRAP project in the Philippines found that by improving overtaking facilities, and thereby reducing the risk of head-on crashes, significant safety benefits would also be achieved through the construction of additional lanes on parts of the country’s network. And as a result of the success of the first project in the Philippines, a second phase of assessments has now been financed.

Rapid progress has been made in China. The current phase of the ChinaRAP project is being undertaken in partnership with Anhui Province, where some 700km of roads were surveyed. Many of these roads are slated for major upgrade.

Meanwhile, targeted safety improvements in Uganda will prevent thousands of deaths and serious injuries over the next decade. On the 136km-long Masaka-Mbarara Road, for example, improvements include: clearing roadside hazards, installing roadside safety barriers, provision of footpaths and traffic calming and construction of roundabouts. As a result of these improvements, the length of one-star roads for vehicle occupants has dropped by 47%.

In Mexico, progress was made with an iRAP project launched to benchmark infrastructure risk across a third of all paved roads in the country. iRAP has now surveyed some 45,000km of roads across the country.
Michael Schumacher and Sebastian Vettel with the 'Golden Rules'

Nigel Mansell launching the 'Young drivers at risk' report
READY FOR ACTION

A road safety campaign for school children in Bosnia Herzegovina, a bike safety scheme in Canada and an educational programme for Members of Parliament in Iceland were among the first beneficiaries of the FIA’s new funding programme to support road safety projects run by its member clubs around the world.

With €1.5 million available from an FIA Foundation grant in 2012, the FIA has awarded grants to 22 projects worldwide. The FIA has allocated funding to a variety of initiatives which aim to support the UN Decade of Action for Road Safety. Initiatives also include: the Automovel Club de Portugal (ACP) which has been awarded a grant to create a series of road safety cartoon shows on national TV; a speed awareness campaign and training course run by The Royal Norwegian Automobile Club (KNA) club together with the armed forces; and a Jamaica Automobile Association road safety initiative aimed at young people, aiming to reduce fatalities among all road users.

Young driver road safety has also been a focus for the UK’s Automobile Association (AA). Supporting the Decade of Action, Nigel Mansell CBE joined the AA to launch a report on young driver safety with the Make Roads Safe campaign. The report urged a ‘Safe System’ approach to road safety including investment in safe road design, more visible police enforcement and a more innovative and rewarding approach to young driver insurance.

Around the world in support of the UN Decade of Action for Road Safety, the FIA has been working and campaigning with auto-clubs and governments to promote safer driver behaviour. In its Action for Road Safety (ARoS) campaign, it has been promoting its ‘10 Golden Rules for Safer Motoring’. The world of motor sport has given strong backing to ARoS, with driver endorsements during all of the FIA’s championships. ARoS Golden Rules have been distributed to race goers at events.

A series of ARoS events have been held around the world. During FIA Conference week in the Czech Republic, the UAMK club held a Road Safety Day promoting the FIA Golden Rules which was attended by FIA President Jean Todt and seven-time Formula One world champion Michael Schumacher along with a crowd of 15,000.

In Brazil, the FIA has been working closely with the government and the Inter-American Development Bank (IDB) to improve road safety both nationally and regionally. Both the FIA and IDB have pledged to collaborate with civil society and the Brazilian government to promote safer driving. FIA President Jean Todt launched the commitment with IDB President Luis Alberto Moreno, Global Road Safety Ambassador Michelle Yeoh, former F1 champion Emerson Fittipaldi and current racing driver Felipe Massa together with local leaders from Sao Paulo. Following the launch, Brazil’s President, Dilma Rousseff highlighted the Decade of Action for Road Safety and collaboration with the FIA in her speech to the opening debate of the 67th session of the UN General Assembly.
Medical advances, technical development and comprehensive training at all levels are all core parts of the FIA Institute's mission to ensure the safety and sustainability of motorsport. And this year the Institute advanced its crucial agenda yet further.

Safety, as always, is a prime concern. Important progress has been made in efforts to improve levels of safety for drivers. The Institute has been striving to make safety improvements to the Formula One and other open wheel single seat cockpits, particularly to offer improved protection from flying debris.

The need for enhanced cockpit safety had been brought to wide attention following the life-threatening injuries suffered by Felipe Massa in qualifying for the 2009 Hungarian Grand Prix. And the urgent need to address this concern had been further underlined by the tragic death of young driver Henry Surtees in a Formula Two race the same summer, highlighting the potentially horrific effects that flying debris can still have.

Cockpit safety testing has made good progress. The latest step was to test a 'forward roll-hoop' structure manufactured and supplied by the Lotus F1 team, which provides a deflecting barrier ahead of the driver. Initial results have been promising, keeping the wheel away from the driver's head and also deflating the tyre. The research will continue, looking at different types of impact and scenarios.

Advances were made across all areas of the sport. A total of 66 safety related initiatives covering officials’ safety training, facility improvement and young driver safety were supported from the Motor Sport Safety Development Fund in 2012. In Nicaragua for example, a project to address the problem of unregulated street racing has been funded. One aim is to develop a new multi-purpose facility that will ensure safety and also accommodate road safety training.

In an effort to further increase the competency levels of motor sport officials around the world, the Institute has enhanced its Officials Safety Training Programme. The programme now integrates the work of the Institute in motor sport medicine, with medical-specific accreditation to be made available in the future.

This year there were critical advances in the Institute's sustainability work. For the first time, an environmental accreditation system has been developed for the sport. The Institute's new Environmental Certification programme is designed to allow sporting authorities, teams, circuits and promoters in motor sport to achieve the highest levels of environmental performance.

The new programme includes the launch of the FIA Institute Carbon Offset Initiative, which enables stakeholders to achieve carbon neutrality as part of a wider set of environmental actions. It is the first time that a centralised framework has existed for carbon offsetting across motorsport.
FIA Foundation scholars visit the local partnership in Kent to learn about road safety enforcement.
LEARNING TO LEAD

Success in the Decade of Action for Road Safety will ultimately depend on people with the abilities, knowledge and confidence to lead change.

Eleven such people joined this year’s FIA Foundation Road Safety Scholarship Programme. Participants came from Botswana, Cambodia, Chile, Kenya, Moldova, the Philippines, South Africa, the UK, Ukraine and Vietnam – all in positions of influence and able to make a substantial impact on the development of road safety in their countries.

Over the two week period, the Scholars were able to learn from the experience of many road safety experts who spoke on subjects including the ‘Systems Approach’ to Road Safety Management; the role of international organisations in promoting and regulating road safety; practical introduction to local authority partnership programmes; vehicle safety standards, driver training and education. The Scholars also worked on a group exercise devising and implementing a national road safety strategy.

Emma MacLennan Organiser, FIA Foundation Road Safety Scholarship Programme said: "We’re privileged to be able to host some of the brightest young leaders in road safety from around the world. It’s an incredible opportunity for them, to come together and not only to learn from experts in the field but to share experience and expertise among themselves too. The Scholarship programme makes a very powerful contribution to the UN Decade of Action, helping to develop leadership in countries that are working hard to save lives on their roads."

One highlight of this year’s Scholarship Programme was a hands-on visit organized by Kent County Council and the Kent and Medway Casualty Reduction Partnership (CaRe). The Scholars were given a real insight into the workings of UK road safety at a local level and met with the people working day-to-day to reduce road casualties in Kent, including the emergency services, the local authorities and the Highways Agency.

The 2012 Scholarship culminated in an award ceremony at the House of Lords where the scholars were presented with a certificate of participation by HRH Prince Michael of Kent, patron of the Make Roads Safe Campaign and of the Prince Michael International Road Safety Awards.

The 2012 Scholars now form part of an international network of devoted road safety practitioners and campaigners.
The Cambodia campaign is using media such as roadside advertising to boost public awareness.

In Cambodia adult and child passengers frequently ride without helmets, particularly on short journeys.
ALWAYS CARE

Cambodians have been encouraged to wear their hearts on their heads, by providing helmets for those they care for most.

The message came in an awareness campaign, "Always Care. Always wear a helmet". The campaign, supported by the FIA Foundation and the US Centers for Disease Control and Prevention, was launched in Phnom Penh in December 2011 as part of the Global Helmet Vaccine Initiative.

The campaign was implemented during 2012 by the Asia Injury Prevention (AIP) Foundation, in close collaboration with Cambodia’s National Road Safety Committee and the General Commissariat of National Police, Ministry of Interior.

Research conducted for the campaign shows that Cambodians understand that wearing helmets can be the difference between dying and surviving a motorcycle accident. However, adult and child passengers frequently ride without helmets when they travel short distances or close to home. To combat this problem, the public awareness campaign focused on reminding Cambodians that putting a helmet on their passengers is a simple act of caring, one among the many they routinely perform for their loved ones every day. The campaign’s logo, both a helmet and a heart, illustrates this simple but life-saving concept.

"Always care. Always wear a helmet" has included public events, television commercials, radio spots, billboards, posters and more to communicate the immense savings, in both lives and costs, that can result from putting helmets on all motorcycle riders.

The timing of the campaign was important: the Cambodian government has been considering new passenger helmet legislation, and the campaign formed part of an effort to persuade the authorities to follow through on the plans. AIP Foundation also coordinated a coalition which wrote to the government urging inclusion of children in the helmet legislation.

In neighbouring Vietnam, where AIP Foundation was a leading member of the coalition that secured a major helmet law in 2007 (resulting in a drop of 25% in serious head injuries), the helmet vaccine team have also been active during 2012, campaigning for and supporting new police powers to enforce helmet wearing by children on the family motorcycle. AIP Foundation raised awareness through a media campaign ‘Children Also Need a Helmet’, urging parents to protect their children.
Eurovision winner is leading Azerbaijan’s seatbelt campaign

Kent Fire and Rescue Service donated much-needed equipment and life-saving training in Ukraine
GO EAST!

From Armenia and Moldova to Georgia and Azerbaijan, one NGO is busy building networks, facilitating partnerships and keeping road safety high on the policy agenda.

The Eastern Alliance for Safe and Sustainable Transport (EASST) is playing a vital role in connecting CIS nations suffering from high road injuries with assistance and expertise from within the region and around the world. From high profile awareness events to technical mentoring on traffic policing, EASST is making a measurable impact on cutting road deaths and injuries.

While Azerbaijan prepared to host the Eurovision Song Contest in May 2012, EASST helped to ensure the country focused on an important and life-saving message as Eurovision performers from the host country and Georgia joined together to launch a new seat belt campaign for the Decade of Action for Road Safety. Nikki, the 2011 Eurovision champion, is leading the Azerbaijan campaign joined by Anri Jokhadze, Georgia’s Eurovision entrant. Nikki and Anri unveiled a seat belt slide donated to Azerbaijan by EASST and the FIA Foundation. EASST’s local partner, the youth NGO ‘HAYAT’, is managing the campaign in collaboration with the State Road Police.

Nikki said: “My mission is to help save lives in Azerbaijan, to reduce the numbers of casualties on our roads. I’m urging everyone to wear a seat belt and to support the Decade of Action for Road Safety.”

An important fifth pillar of the UN Decade of Action is post-crash response. Working with its Ukrainian partner, the Road Safety Support Foundation, EASST sponsored a team of fire fighters from Kent Fire and Rescue Service who travelled to Ukraine in July 2012 to donate much-needed road crash extrication equipment to fire fighters in the town of Korosten in Zhytomyr oblast, near Chernobyl. In addition to the specialist cutting equipment, the Kent team provided two modern fire engines, 58 fire suits and vital training to Ukrainian fire fighters in techniques for rescuing road crash victims.

Meanwhile in Moldova, EASST partner the Automobile Club of Moldova (ACM) announced the results of an eleven-month seat belt initiative in the city of Comrat which has seen a 24% increase in seat belt use by front seat passengers. As a direct result of EASST’s three-country investigation into police enforcement of road safety, the President of the ACM, Serghei Diaconu, has now been appointed Chief of Police in Moldova with a policy of “zero tolerance for violations, zero tolerance for corruption.” The EASST report had a major impact, too, on the driver testing and licensing system in Moldova, which now excludes the possibility of ‘buying a license’ from corrupt officials. This is a strong practical example of the type of capacity development that EASST activities are designed to foster.
Nani Rodriguez, President of the Gonzalo Rodriguez Foundation receives an International Road Safety Award from HRH Prince Michael of Kent.
EDUCAR’S ROYAL RECOGNITION

A road safety programme that has led to child seat improvements and compulsory seat belts in school buses in Uruguay is now being expanded to other Latin American countries.

The ‘Educar’ programme, devised by the Gonzalo Rodriguez Foundation, has had a big impact in Uruguay, shaking up the response to road traffic injuries by the government and industry, and being declared ‘National Interest’ by the President. Now experts from the Educar team are working with counterparts in other countries to improve standards of child seats, raise awareness amongst parents, train police on enforcement and advice, and encourage stronger safety standards for school transportation.

For example, in October 2012 the Gonzalo Rodriguez Foundation teamed up with the Chilean traffic police, the National Road Safety Council of Chile and the Automobile Club of Chile to begin a programme of assisting with developing child restraint policies and improved technical standards for child seats. The initial collaboration included a workshop session for more than fifty Chilean traffic police and attracted significant media attention.

The Educar programme was also highlighted at the first Decade of Action Policy & Donor Forum, held in New York City in May 2012. The meeting, which brought together policymakers and donors, was organised by the Road Safety Fund, which is hosted at the FIA Foundation, and the Commission for Global Road Safety. Nani Rodriguez, President of the Gonzalo Rodriguez Foundation, presented a case study on Educar’s achievements and went on to receive an International Road Safety Award from HRH Prince Michael of Kent, who said: ‘The work of NGOs is vital for improved road safety everywhere, but in developing countries they can often catalyze action when governments cannot - the work of the Gonzalo Rodriguez Foundation is just such an example.’

At the Policy & Donor Forum, Educar was in good company. The event also saw the inaugural presentation of Prince Michael’s ‘Decade of Action Award’ to Mayor Michael Bloomberg of New York for the road safety work of his Bloomberg Philanthropies. As the Mayor and other speakers acknowledged, the best way to secure new donor support for road safety interventions is to demonstrate success. Educar is a fine example of how an NGO can successfully lead the call for change.
FIA FOUNDATION FOR THE AUTOMOBILE AND SOCIETY
Financial Statements for the year ended 31 December 2011

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
9 July 2012
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 2011 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 2011 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
9 July 2012
## STATEMENT OF FINANCIAL ACTIVITIES

For the year ended 31 December 2011  
(including an income and expenditure account and a statement of recognised gains and losses)

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### Incoming resources
- Voluntary income
- Investment income
- Charitable activities

### 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
- Net outgoing resources before transfers
- Transfers between funds
- Net outgoing resources for the year

### Other recognised gains and losses:
- Realised (losses)/gains on investment assets
- Net income and expenditure

### Unrealised gains and losses:
- Unrealised gains on investment assets

### Net movement in funds
- Reconciliation of funds:
  - Balance at 1 January 2011
  - Balance at 31 December 2011

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

The financial statements were approved by the Board of Trustees on 9 July 2012 and signed on their behalf by:

Martin D Angle
Treasurer
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 13 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

Martin Angle, Treasurer
United Kingdom

Nick Craw
United States of America
President of the Automobile Competition Committee for the US

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

Joanna Despotopoulou
Greece
President, Special Olympics Hellas

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

Brian Gibbons
New Zealand
Chief Executive of the New Zealand Automobile Association

Earl Jarrett
Jamaica
President, Jamaica Automobile Association

Carlos Macaya
Costa Rica
President, Automobile Club of Costa Rica

Max Mosley
United Kingdom

Boris Perko
Slovenia
Avto-moto zveza Slovenije (AMZS)

Graham Stoker
United Kingdom (FIA Nominee)

Setsuo Tanaka
Japan
President, Japan Automobile Federation

Jean Todt
France (Ex Offico, FIA President)
President, Fédération Internationale de l'Automobile
STAFF

David Ward
Director General

Saul Billingsley
Deputy Director General

Jane Pearce
Director of Governance and Personnel

Alicia Priest
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
Website and Communications 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