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The philanthropic mission of the FIA Foundation is needed now more than ever.

When we review global progress to reduce road traffic injuries it can seem that we are running to stand still. Traffic deaths in major countries like India and the USA are rising. Yet the international community, despite paying encouraging lip service, is still not rising in response to seriously meet the challenge.

Take funding, for example. At a very generous estimate perhaps thirty or forty million dollars a year is being provided in international catalytic support for road safety, including the FIA Foundation’s contribution. Yet the UN has recently calculated that 770 million dollars in international financing is needed, every year – for ten years – to generate the level of sustained activity required to meet the Sustainable Development Goals target to halve road deaths.
So there is a funding gap. But the FIA Foundation is now working together with partners in a campaign led by the UN Special Envoy for Road Safety, Jean Todt, to persuade governments to establish a new UN road safety fund to begin to redress it. The very public face of this effort is the unprecedented #3500Lives campaign, promoted during 2017 in cities across the world. But, through the FIA High Level Panel for Road Safety, of which I am proud to be a member, detailed work is also underway to build political support for a fund and to identify potential funding streams.

In making the case for a Fund, and for donors to support it, there are compelling arguments in our favour. And there are positive success stories to show that investing in road safety does work. Because translating this knowledge into practical action is the urgent priority.

Our Foundation is the core donor for the International Road Assessment Programme, working with governments, cities and multilateral development banks in more than 80 countries. The programme provides a layer of transparency for policymakers and the public by assessing and star rating the safety of roads, from national highways to city streets. Its work is proving increasingly influential.

In China, for example, one hundred and fifty thousand kilometres of road has now been assessed. It is estimated that, as a result of safety upgrades resulting from this work, more than eleven thousand deaths and serious injuries were prevented in China last year.

We have just celebrated the 20th anniversary of the launch of the European New Car Assessment Programme. Its independent testing, combined with tougher EU vehicle standards, has contributed to saving more than 78,000 lives.

Our Foundation is building on this example by funding independent crash test programmes and campaigns in Australia, Latin America, India and South East Asia. A new initiative in Africa has also just been launched. Through the power of consumer purchasing choice, these programmes, many led by automobile clubs, are changing car safety performance more quickly than regulation.

And speed is of the essence. The most urgent objective we should be promoting is to slow down traffic. Slow it through urban street design; through enforcement; through in-car technology. If we want to have any chance of achieving the SDG target by 2030, let alone 2020, governments must deliver the ‘speed vaccine’ proven to reduce deaths and injuries.

Many cities are now embracing the concept of ‘healthy streets’ and safe speeds are a vital component, alongside action on air quality. This approach, widely adopted, can save many lives. It was at the core of our ‘Every Journey, Every Child’ conference in London where I joined the Mayor of London, Sadiq Khan, and the Mayor of Accra, Mohammed Adjei Sowah, to sign up to the global ‘Breathe Life’ initiative for cleaner air and to launch our campaign for every child’s right to safe and healthy streets.

So there are solutions to this global crisis. What we need now is for leaders to recognise the urgency, to follow through on their promises - and act.

In some countries, such as India and Kenya, it is taking years to pass new traffic safety legislation. Every day of delay, every hour that a new road safety bill languishes in a parliamentary committee, marks another missed opportunity to save a life. Now British MPs Barry Sheerman and Jim Fitzpatrick are among those leading a new Global Road Safety Legislator’s Forum to try to speed up action and support fellow parliamentarians in their efforts. I was pleased to help launch this initiative last May.

Let’s remind ourselves what this delay can mean in human terms: over the past ten years at least 12 million people have died on the world’s roads.

Why? The road safety issues and solutions are now well known. The international mandates are in place. Governments, international agencies, car makers and road builders no longer have the excuse of ignorance to prevent them from delivering safety.

How many of those 12 million deaths could have been prevented with stronger political commitment? How many lives can we save in the next ten years?

This is the urgent question, and the FIA Foundation is playing its part in finding the answer: through our wonderful partnerships and networks, delivering measurable change across the world; through the global reach of our members- the world’s automobile clubs; through the commitment of my fellow trustees; and through the efforts of our hard-working staff, small in number but with results that are formidable. I pay a strong tribute to all of them.

Rt. Hon. Lord Robertson of Port Ellen KT, GCMG
Chairman
It’s the courage in adversity that inspires and drives us on. Courage like Nneka, a fifteen year old schoolgirl from Jamaica who I met earlier this year. A talented netball player, she was hit by a speeding car on her way to school and lost a leg. She is a strong and purposeful young woman, but her life’s trajectory has been violently altered. And her story is repeated for other youngsters around the world three thousand times every day. Young people whose lives are damaged or destroyed by a society and a way of living that they have as yet had no say in shaping.
Whether it is highway infrastructure knowingly built without consideration or protection for pedestrians, cars deliberately designed without crumple zones or airbags, or governments turning a blind eye to dangerous levels of diesel pollution, failure to address fundamental social inequities results in these thousands of lives being lost every day on the world’s roads, and millions of children breathing carcinogenic air.

So our philanthropic partnerships and our advocacy are guided by some advice from Martin Luther King: “Philanthropy is commendable, but it must not cause the philanthropist to overlook the circumstances of economic injustice which make philanthropy necessary.” In other words, we aren’t going to fix the issues we all care about by just focusing on immediate sticking plaster solutions. We also have to confront and address the underlying social and structural issues and inequalities which cause or contribute to them.

Inequalities like those uncovered by our research this year into the impact of air quality on children in London, which found that those most exposed to high levels of air pollution were from the poorest families least likely to own a car or contribute to the problem. In London it is an issue that our new Real Urban Emissions (TRUE) initiative is working to help fix, by highlighting the worst polluters. But it is the same across the world – I was recently in Delhi during a public health emergency: thick, grey toxic smog blanketing the city, in part caused by traffic pollution. The schools were closed, but it is the richer children who can escape indoors to air-conditioned sanctuary, or leave the city. The poor have no choice but to stay and try to breathe.

Experts working in our fields tend to treat road safety or air pollution as complex and narrow technical challenges, which of course to some extent they are. But they are also elements in huge political issues of social justice, health and economic inequality, and civil rights. For too long we have accepted a ‘blame the victim’ culture which reduces road traffic injury to the level of an individual mistake. This lets leaders off the hook, allowing them to point fingers at a thousand accomplices without accepting responsibility for their key role in accepting mangled bodies and broken lives. It allows the media to cover road traffic collisions as ‘accidents’, rather than the consequence of institutional failure. Countries or cities which go beyond the technocratic jargon to root the case for action in the language of human rights – as Sweden showed in pioneering Vision Zero - can build a stronger, more coherent response.

This is the motivation of the #EveryLife ‘Declaration of Every Child’s Right to Safe & Healthy Streets’, launched at our ‘Every Journey, Every Child’ international conference with Mayor of London Sadiq Khan in October. Promoting six basic rights that every child should enjoy (see page 12) it provides a compelling rallying cry to underpin advocacy for practical action in communities and on streets across the world.

For example, this year our ‘Speed Vaccine’ campaign made the child rights case for urban speeds safe for children as a public health vaccine proven to save lives and reduce injuries. Supported by public health leaders including Jimmy Carter, Mike Bloomberg and Margaret Chan, as well as public health deans from universities across the United States, the campaign challenged policymakers to respond to a simple message: speed kills children, what are you going to do about it?

The message is buttressed by evidence: from demonstration projects we’ve funded in several African cities, from Safe System experts we’ve worked with at the OECD, from large-scale experience in cities from New York to Sao Paolo to Seoul. A new ‘star rating’ app for schools being developed by the International Road Assessment Programme with support from FedEx, which is being road-tested by FIA clubs and many of our partners, has the potential to democratise road design and put campaigning tools for the speed vaccine in the hands of local schools and communities to demand change.

In Jamaica our Child Health Initiative is now helping to bring together the government’s National Road Safety Council, UNICEF, the automobile club and international research expertise to develop a response, including safer streets and crossings at high-risk schools in the country. We seek to help the voiceless speak to power – so Nneka met Jamaica’s Prime Minister Andrew Holness at an event we organised, to bring home to the country’s leader the real human impact and the need for urgency.

Nneka has lent her name and her story to the cause. We have an obligation and a determination not to fail her, and the many future thousands like her.

Saul Billingsley
Executive Director
“We should be ashamed that our young people are being exposed to these tiny particles of toxic dust that are seriously damaging their lungs and shortening their life expectancy.”

Speaking at an FIA Foundation-organised Child Health Initiative conference at London City Hall, the city’s Mayor, Sadiq Khan, was uncompromising in his call for action to tackle the global health challenge of air pollution.

The ‘Every Journey, Every Child’ conference on 4-5 October brought together policy leaders from around the world to call for greater urgency in responding to the joint health burdens of air pollution and road traffic injury. Hundreds of thousands of children and young people are killed or seriously injured in road crashes every year; millions breathe highly toxic air every day causing life-long health issues. Air pollution, some of which is caused by traffic emissions, also enables major diseases like pneumonia – now the leading killer of children aged under five.
FIA Foundation Chairman Lord Robertson opened the Every Journey, Every Child conference: “This is a public health emergency”.

Infrastructure company Abertis signed a $3 million agreement to support UNICEF as part of the Child Health Initiative.

Children from a local school performed a rap song calling for clean air.

Child Health Initiative Global Ambassador Zoleka Mandela: “Our children need to be heard”.

At the event the Child Health Initiative, convened by the FIA Foundation and including UNICEF, Save the Children, UN Environment and the World Resources Institute, issued the #EveryLife Declaration of Every Child’s Right to Safe and Healthy Streets (see pages 11 and 12), comprising six articles of rights focused on protecting children from traffic related toxic air pollution and road traffic injury. The Declaration also calls for global leaders to provide a safe and healthy journey to school for every child worldwide.

Mayor of London Sadiq Khan endorsed the call for action when he opened the Every Journey, Every Child conference, commending the FIA Foundation on organising the event and for “doing so much to champion the cause of sustainable transport.” He was joined on stage by leaders including the Mayor of Accra, Mohammed Adjei Sowah; FIA Foundation Chairman Lord Robertson; FIA President and UN Special Envoy for Road Safety Jean Todt; and Child Health Ambassador Zoleka Mandela.

“It’s sickening to know that not a single area of London meets World Health Organisation health standards, but even worse than that, nearly 95 per cent of the capital is exceeding these guidelines by at least 50 per cent”, Sadiq Khan said. “Air pollution and climate change transcend national borders and city boundaries. In this interconnected world, the fates of cities like London and Accra are intertwined and the only way to respond to these global problems is with global solutions.”
In a first contribution to the Declaration’s agenda, Mayor Khan, Mayor Adjei Sowah, and Lord Robertson signed up to the Breathe Life campaign. An initiative of WHO, UN Environment and Climate and Clean Air Coalition, the campaign aims to mobilise cities and individuals to protect public health and the planet from the effects of air pollution. The #EveryLife Declaration supports ‘Breathe Life’ in its call to achieve safe air quality levels by 2030.

Lord Robertson of Port Ellen, Chairman, FIA Foundation, said: “We’re facing a global public health emergency for our children. It’s taking place right in front of us, on our streets. Yet the international community is failing to respond with anything like sufficient urgency. The FIA Foundation urges every city to take action to tackle the twin epidemics of road traffic injury and air pollution.”

Also on the opening panel was UN Special Envoy for Road Safety Jean Todt. He said: “Let us not forget that at the heart of this issue are children. Children who have a basic right to step out of their front door and travel to school or to meet their friends safe from injury, safe from harm.”

The first global commitment to the #EveryLife Declaration was also announced at the conference. The Abertis Foundation has pledged $3 million over three years to UNICEF, to support work dedicated to a child’s right to a safe and healthy journey to school. In partnership with UNICEF, the Abertis-supported programming will implement and scale up measures targeted to support children in low and middle income countries. The new programming support will build
The Every Journey, Every Child conference was the first international event focusing solely on the combined health impacts of traffic danger and air pollution on children.

on work initiated by the FIA Foundation and UNICEF and is part of the Child Health Initiative agenda. The $3 million funding is an example of the scaling-up and resource mobilisation effort that was an objective of the initial FIA Foundation support to UNICEF. The funding represents an important step towards the Sustainable Development Goal objectives on road safety, and the aim to provide a safe and healthy journey to school for every child.

“Worldwide, these fundamental children’s rights are being violated every single day”, said Zoleka Mandela. “Put simply, as we send our children out on their journey to school we are risking their lives. They are trying to access education and we are killing them – with toxic pollution, with dangerous traffic. In the 21st century this cannot be allowed to happen. We have the solutions, we can save lives on our streets. Our leaders must step up and act. For every child, for every life.”

Kevin Watkins, CEO of Save the Children UK: “We should show more anger”.

Rhoda Steel, Head of Corporate Social Responsibility, Johnson & Johnson UK.
MOBILISING FOR CHILD HEALTH AND RIGHTS

Coalition building: C40 Cities’ Mark Watts spoke alongside panellists from Save the Children, UNICEF and WHO.

Fernando García Casas, State Secretary for International Cooperation and for Ibero-America & Caribbean, Government of Spain.

Lucy Saunders, GLA Advisor, Healthy Streets.

Maria Neira, WHO Director of Public Health & Environment.

Participants signed up to the ‘#EveryLife’ Declaration of Every Child’s Right to Safe & Healthy Streets.

Naysan Sabha, Director of Communications, UN Environment.
Every child has the right to health and a safe environment, including the right to protection from air pollution and traffic danger.

Yet every day around the world at least 3000 children are killed or seriously injured by road traffic. For adolescents, road traffic injuries are now the leading global cause of death.1

300 million children live with dangerously toxic levels of air pollution, to which road traffic is a significant contributor. Two billion children are living in urban areas which breach WHO air quality guidelines.2 As a consequence, many will suffer long term health effects including asthma and heart disease.

This must be a new priority for child rights, equity and social justice. It is the poorest children and communities who live alongside the busiest and most dangerous roads, breathing the most toxic air.

The international community must intervene to tackle these emerging public health epidemics.

A legal mandate for action is provided by the UN Convention on the Rights of the Child.3

The global policy framework includes specific targets of the UN Sustainable Development Goals addressing road safety, air quality, liveable cities and non-communicable diseases4; and an explicit demand, in the Habitat III New Urban Agenda, for ‘a safe & healthy journey to school for every child as a priority’.5

An ethical policy dimension for prioritising children is provided by Sweden’s ‘Vision Zero’ philosophy, now being adopted and adapted in cities across the world, with its recognition that ‘children have special rights within the society and therefore also in the road transport system...Children have to rely on adults and the society for their protection at all times.’6

To support and spur practical delivery of this child rights agenda by governments and cities, we the undersigned adopt and pledge to campaign for the realisation of the following principles in the Declaration of Every Child’s Right to Safe & Healthy Streets:

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EVERY JOURNEY.
EVERY CHILD.
#EVERYLIFE

ARTICLES

1. Every child has the right to use roads and streets without threat to life or health. We call for action to ensure every child has a safe and healthy journey to school by 2030.

2. Every child has the right to breathe clean air, which at minimum meets WHO guidelines. We support the ‘Breathe Life’ campaign to achieve safe air quality levels by 2030.

3. Every child has the right to an education, without risk of injury. Safe and healthy journeys to school are a litmus test for a city’s wider approach to environmental sustainability, human development and social justice.

4. Every child has the right to explore their world in safety. Healthy streets - prioritising people, not cars - encourage walking, cycling, outdoor play and regular exercise; and are vital for tackling climate change, improving air quality, preventing road traffic injuries and reducing non-communicable diseases.

5. Every child has the right to protection from violence, intended or unintended. Reducing urban traffic speeds to levels proven safe for children is a Speed Vaccine, the essential foundation of a ‘safe system’, and must be deployed as a priority action for child and adolescent health.

6. Every child has the right to be heard. We commit to ensuring that the voices of children, demanding their basic right to a safe environment, echo across the world. Leaders at the highest level must now listen, and act: for every child, on every journey. For every life.
Urban air pollution is now recognised to be a public health emergency of immense proportions.

As many as 4.5 million people may be dying prematurely every year as a result of breathing dirty air. Scientists are increasingly understanding the links between air pollution and a range of respiratory and cardiovascular diseases, as well as cancer. Children are particularly vulnerable, as their lungs and other organs are still developing – and those growing up in areas worst affected by pollution have been shown to have reduced lung capacities. Air pollution is also a factor in the spread of pneumonia, the biggest killer of children under 5 years of age.

One of the significant contributors to poor urban air quality is vehicle emissions. So in 2017 the Foundation has funded new analysis to shape policy debates around air pollution from vehicles. We are working to understand who is most exposed to toxic air, analysing the disproportionate impact on deprived communities. We are measuring real-world vehicle emissions, to enable better targeting of solutions by policy makers; and we are helping to empower communities to take action towards a greener and healthier future.
The ‘dieselgate’ scandal has highlighted both the discrepancy between posted laboratory tests and real world emissions performance, and the lengths some auto companies will go to cheat the system. A broader consumer understanding of emissions data, and the ability to check the real environmental impact of different vehicles, is vital for providing both policymakers and consumers with the information they need to make informed choices.

So in March 2017, in the ornate surroundings of Paris Hotel de Ville, the FIA Foundation joined the Mayors of Paris, Anne Hidalgo, and London, Sadiq Khan, in announcing the TRUE (real urban emissions) Initiative. A partnership with the International Council on Clean Transportation (ICCT), Transport and Environment, C40 Cities, and Global NCAP, the initiative will test hundreds of thousands of vehicles, beginning in London, to ascertain their actual emission performance and publish the results. Roadside testing in London began in October and will be used to create the Greater London Authority’s ‘Used Cleaner Vehicle Checker’ in 2018, following the testing of around 100,000 vehicles on London’s streets.

In London, new data estimates that 7.9 million people live in areas that exceed World Health Organization air quality guidelines for ultrafine particles (known as PM2.5), which penetrate deep into the lungs. Almost 400,000 children live in areas that exceed the guideline limits for Nitrogen Dioxide (NOx), and over 800 schools and other educational institutions in the capital are located within 150m of roads that breach legal limits for air quality.

Using London as a test case to inform global policy, the FIA Foundation commissioned air quality consultants Aether to look at the evidence of which children are most affected by this problem. The report ‘London’s Polluted Schools: the Social Context’, exposed serious equity issues within London: the capital’s most deprived children are attending schools most affected by poor air quality. Children at these schools are more likely to walk there and less likely to use a car; they contribute the least to the poor air which they have to breathe.

The report exposed the compounding health effects of air pollution and obesity that are more likely to affect children from the most polluted schools in socially deprived areas.

- Over 85% of the schools worst affected by poor air quality have pupils from catchments which are more deprived than the London average.
- 87% of secondary schools most affected by poor air quality had levels of student obesity and excess weight which were greater than the London average for all schools.
- 86% of primary schools affected by poor air quality have catchment areas with lower than the London average for car ownership.
London’s problems are repeated in countless cities around the world but because the problem is largely ‘invisible’ it can be difficult to build awareness and advocacy for change. The FIA Foundation has been working to showcase ways of empowering children to measure air quality by funding the London Sustainability Exchange to update their CleanerAir4Schools toolkit, which has been widely used in London, and to apply it in an exchange between schools in London, Delhi and Nairobi in collaboration with UN Environment and Clean Air Asia.

As part of the toolkit, children explore the causes of air pollution and its impacts, and put up ‘diffusion tubes’ that measure nitrogen dioxide levels in the area around the school, such as the playground and surrounding roads. These small test tubes were left for two weeks and then sent to a laboratory where the results were analysed and sent back to the schools.

Children also mapped out different routes to school, and discussed issues of road safety and air pollution to consider whether there were safe alternative routes that had lower pollution.

The school children loved being part of an international exchange, with the opportunity to learn from students in other countries, and to understand the similar challenges and interconnected issues that people on different continents face. Not only do children and parents engage on the issue, children who become air quality champions also become agents for change within their communities.

The children’s creativity was particularly inspiring – as they sought to share what they had learnt with others through songs and presentations to their peers. Children from the London school had the chance to perform the rap that they had written about the unfair impacts of air quality to Mayor Sadiq Khan at the ‘Every Journey, Every Child’ conference organised by the FIA Foundation in October.

Also at the conference, the FIA Foundation joined with the Mayors of London and Accra in signing up to the Breathe Life campaign, an initiative led by WHO, UN Environment and the Climate & Clean Air Coalition to encourage cities across the world to meet WHO standards for air quality by 2030. Advocacy and practical action at global and local level is needed if we are to protect our right to breathe clean air. The FIA Foundation is stepping up to the challenge.
London is taking an innovative approach to improving air quality and providing healthy streets. Based in the city, the FIA Foundation is showcasing London as an international example which other major cities can learn. To coincide with the ‘Every Journey, Every Child’ Conference at London City Hall, the Foundation published ‘Every Child’s Right to Breathe’, a case study of the city’s actions on clean air and safe and healthy routes to school, addressing three interlinked challenges:

- To clean up the toxic city air which children breathe whether they are walking or travelling in vehicles.
- To ensure safe journeys to and from school by promoting a road system which reduces safety risks.
- To increase the rates of walking and cycling to and from school along lower pollution routes to benefit children, their families, communities and the environment.

The report is a desk-based review of the issues of air pollution and school travel for children in London, and actions in which different stakeholders are engaged. It was also informed by meetings with key stakeholders and aims to provide an overview of London’s approach and to highlight lessons for other cities.

The report summarises the scale of air pollution from vehicle emissions in London and their potential impacts on children’s health. It explores trends in school travel in London and looks at the opportunities for safe and healthy journeys to and from school, including the potential benefits of walking and cycling, and evidence around the relationship between behaviour change, road safety and urban design. It examines institutional responsibilities in London, and the range of actions that London is undertaking to reduce exposure to air pollution.

The case study draws the following lessons for other cities from London’s experience:

- Leadership is vital
- Engage, & work together with, a range of different groups
- Real change requires action at more than one political level
- Accurate information is vital for evidence-based policy & informed consumer choices
- Involve children & design streets with them in mind
- Put healthy routes at the heart of plans, funding & appraisal
- Regulate to limit vehicles & reduce emissions
- Embrace technology
#3500LIVES COALITION’S COMPELLING CALL TO ACTION

ROAD SAFETY

The famous faces are everywhere: on highways and street corners, at bus stops and railway stations, in shopping malls and outside concert halls.

The message is constant and consistent: every day around the world 3,500 lives are lost in road traffic crashes, a toll that can and must be prevented.

In major cities across the globe, courtesy of JC Decaux, the FIA’s #3500LIVES is a truly unprecedented road safety advertising campaign. Already seen by more than a billion people, the campaign’s roster of celebrity ambassadors – movie and music stars like Michael Fassbender, Michelle Yeoh and Pharrell Williams; sports stars like Rafael Nadal, Vanessa Low and Felipe Massa - have united in urging practical action by every road user: encouraging wearing a seat belt or a motorcycle helmet; discouraging speeding, drink driving and using a mobile phone.
Musician Pharrell Williams, actress Michelle Yeoh and athlete Yohan Blake are some of 13 celebrity ambassadors lending their voices to the #3500Lives campaign.

But the campaign also has a political message and a manifesto, fronted by Mayor of Paris Anne Hidalgo: the world has adopted a road safety health target in the Sustainable Development Goals and this ambitious objective has to be delivered.

Because the #3500LIVES advertising campaign is only one facet of a growing effort to make real the promise of the SDG road traffic injury target – to halve road deaths. It is spearheaded by the United Nations; the FIA High Level Panel for Road Safety; and the FIA President and UN Special Envoy for Road Safety, Jean Todt. Intense diplomacy is under way to establish a global UN Road Safety Trust Fund and a process has begun to identify new sources of sustainable funding to deliver the necessary action to save lives. And every element of this vital campaign is being supported, and co-funded, by the FIA Foundation.

Speaking to UN ambassadors at an event at UN headquarters in New York organised by the FIA Foundation, held during the annual SDG High Level Political Forum, Jean Todt urged governments to actively support a new UN Road Safety Fund: “The UNECE has put forward a detailed proposal which calls for an estimated $770 million annually over the next decade if we are to reduce fatalities by 50%”, he told them. “UNECE estimates that every $100 million contributed to the Road Safety Fund would support the leveraging of $3.4 billion of country and city road safety investment; the saving of 64,000 lives; and the averting of 640,000 serious injuries.”

It is a message he is also taking, in a whirlwind of diplomacy, to the halls of power in capital cities across the world. For example in just one month – August 2017 – Jean Todt met with presidents, prime ministers and senior ministers in Barbados, Belize, Costa Rica, Puerto Rico and El Salvador, rounding off the month with a dash to Nigeria to discuss the Fund with the acting President Yemi Osinbajo. In regular meetings with country offices and agency heads, he has also encouraged UN agencies to do more to integrate road safety into their programmes and advocacy. And the high level advocacy is supported by country missions by a UN Special Envoy secretariat based in UN-ECE and by advisors from the FIA High Level Panel, both with funding support from the FIA Foundation.

Because this is a team effort. One of the most active members of the FIA’s High Level Panel is Lord Robertson of Port Ellen, Chairman of the FIA Foundation. In a keynote address in May 2017 at the launch of a new Legislators’ Network and the publication of the World Health Organization’s new ‘Save Lives’ public health package for road safety, Lord Robertson called on governments to redouble efforts to meet the UN target to halve road traffic fatalities by 2020, but to also recognise that – on current trends and because of a continued lack of urgency by many governments in addressing road safety – it will be necessary to extend the deadline for the road safety SDG target from 2020 to align with the majority of other targets in 2030.
UN Special Envoy Jean Todt speaking at an FIA Foundation SDG event: ‘Our vision is a future of green, fair, healthy and safe mobility for all’.

Lord Robertson of Port Ellen has called on governments to redouble efforts to meet the UN target 3.6 to halve road traffic fatalities.

At the launch of #3500Lives in Paris Jean Charles Decaux, Chairman of JCDecaux, announced cities in which the campaign had gone live.

Jean Todt meeting with Nigeria’s Vice President, Yemi Osinbajo, as part of his diplomacy campaign to secure a UN Fund.

UN Ambassadors showed support for the ‘Speed Vaccine’ at an SDG event in New York organised by the FIA Foundation.
Implementation is the urgent priority because we know what works in road traffic injury prevention and we know that not enough is being done”, Lord Robertson said. “Indeed, on present trends it is sadly the case that we are unlikely to meet the UN target for 2020, and we must now make the case for an extension to 2030. There is abundant evidence of the effectiveness of enforcing laws on speeding, drink driving, use of motorcycle helmets and seat belts, and mandating vehicle and road safety construction standards. The problem is that too few countries are applying what we know will make roads safe.”

This is a message echoed by another High Level Panel member, #3500LIVES and UNDP Goodwill Ambassador Michelle Yeoh. Speaking alongside the World Bank CEO Kristalina Georgieva at the World Banks’ Annual Meetings in October 2017 Michelle Yeoh described her frustration with the slow pace of change.

“You know, over the past ten years I’ve spoken at a lot of events like this. A lot of well-meaning people in suits. A lot of talk. A blizzard of statistics. Quite a few promises. But not a lot of action. At times like this, I think of the people I’ve met who are waiting for us to act.”

“People like the mothers lying on floor mats all day and night in hospital corridors, while their beloved children are treated for traffic injuries in overcrowded wards. People like the exhausted trauma surgeon in Delhi, trying to cope with a continuous conveyor belt of customers - delivered to his door by a broken transport system. People like the teachers arriving in school, looking out at their classroom and seeing another empty desk.”

“Because out there in the real world people can’t wait for our bureaucracy, our prevarication, our revisions of strategy papers, and our excuses. On their behalf, I’m losing patience. It would be a betrayal of their trust and their pain and their loss not to speak out.”

The case for action is compelling. And the coalition to demand it is growing stronger by the day.
Mayor of Paris Anne Hidalgo leads the #3500Lives call for road safety to be a political priority in order to meet the SDG targets.

“Change the way we move” UNDP Ambassador Michelle Yeoh at the World Bank.

Oman’s UN Ambassador, H.E. Sheikh Khalifa bin Ali bin Issa Al-Harthy, opened the FIA Foundation’s SDG event during UN High Level Political Forum.

At an FIA Foundation event Jamaica’s Prime Minister, Andrew Holness MP, committed his country to meeting the SDG 3.6 target.
A global design revolution is happening in urban mobility, with reprioritisation of streets putting people, health and liveability first.

And in cities across the world, from Los Angeles to Nairobi, the FIA Foundation is supporting some of the leading revolutionaries in their mission to make streets safe for everyone, no matter how young or old.

Globally, someone is killed in urban traffic every minute. And with rapid urbanisation, motorisation and a growing youth demographic – the most vulnerable age group for road traffic injury – in many of the fastest developing regions of the world this trend will move quickly in the wrong direction. By enabling strong partnerships, the FIA Foundation is making an important contribution to address this crisis.

One such partnership is the ‘Safer City Streets’ platform coordinated by the International Transport Forum and the FIA, and supported with a grant from the FIA Foundation. This initiative gathers 38 cities from around the world ranging from Astana in Kazakhstan to Zürich in Switzerland and including global cities such as New York City, Mexico City, Rio de Janeiro, Berlin and many others. A first major step was taken when over 50 road safety experts gathered at the network’s first meeting earlier this year to focus on data needed to benchmark road safety policies across cities worldwide.
On the ground, practical partnership work supported by the FIA Foundation is already delivering impressive results. In the Mexican city of Guadalajara, following concerted efforts by the World Resources Institute (WRI), the municipality announced a 20 million Peso ($1 million) increase in government funding for safe crossing interventions within a total investment of 50 million Pesos ($2.7 million). The core concern is protecting the vulnerable. In Guadalajara, WRI worked closely with city authorities to influence infrastructure design. The work is highly targeted and data driven with WRI analysis identifying 50 intersections with high traffic fatality rates as priorities for action. The municipality is also focusing on reviewing speed limits for specific streets identified through data analysis, particularly concentrating on child and senior citizen fatalities.

The work in Guadalajara has been followed up with advocacy led by the FIA Foundation-coordinated Child Health Initiative. Both the Mayor of Guadalajara Enrique Alfaro Ramirez and the Mexico City Ministry of Mobility have signed up to the Declaration of Every Child’s Right to Safe and Healthy Streets. The commitment is clear: to uphold the rights of every child to a safe and healthy journey to school, to clean air, to be protected from road traffic injury and for their voices to be heard.

When signing for the Mexico City Ministry of Mobility Deputy Minister Laura Ballesteros said: “We must aim for the only acceptable number of deaths among our children – zero. Every child has the right to a safe and healthy street. We need to help our children realize these rights.”

Another FIA Foundation partner is also developing life-saving work in Mexico focused on the journey to school. The Institute for Transportation and Development Policy (ITDP) is implementing a Vision Zero for Youth initiative around two middle schools in Mexico City. The aim is to improve street design around schools and it is hoped that the approach can be extended through the city and beyond. With the help of ITDP, teachers have already enthusiastically incorporated street redesign into their curriculum.

The approach is as relevant in sub-Saharan Africa as in Latin America. In Nairobi 50% of the city’s population get
around by walking and cycling. Yet the majority of these journeys are potentially life threatening – pedestrians accounted for 70% of the city’s 700 road fatalities in 2014. The ‘Share the Road’ programme led by UN Environment with the support of the FIA Foundation is addressing this issue. Working with stakeholders from Nairobi, Share the Road has issued an action plan to speed up implementation of the city’s non-motorised transport (NMT) programming. The city has committed 20% of the road construction budget to NMT investment.

In an example of cross-fertilisation across continents, Nairobi’s experience is also benefiting the movement in Latin America, with lessons now being shared in Brazil. Here FIA Foundation partners WRI and UN Environment are collaborating and maximising their impact. A network of 10 Brazilian cities (Niterói, Porto Alegre, João Pessoa, Campinas, Joinville, Salvador, São Paulo, Juiz de Fora, Recife e Fortaleza, and Distrito Federal) are working to make walking and cycling safer and more accessible across the country. They are supported by guidance identifying a range of actions to enable people to walk and cycle safely.

In Brazil, funded by the FIA Foundation, Belo Horizonte and Fortaleza city authorities are also working with WRI on improved design working on safe pedestrian spaces, cycle lanes and speed reduction. The work follows the lead of Sao Paulo which implemented similar policies to achieve a dramatic drop fatalities in low speed zone ‘Area 40s’ in dense city areas.

In the United States, where the ‘Vision Zero’ movement for safe systems in cities has really taken off, the FIA Foundation is supporting ‘Vision Zero for Youth’, a programme to encourage cities to focus on young people as the starting point for citywide action to implement a safe system approach. The first recipient of the ‘Vision Zero for Youth’ Award, Mayor Eric Garcetti of Los Angeles described the imperative for action: “Children should be able to make their way to and from school safely. Continuing to make strategic, data driven approaches to engineering, enforcement, education, and evaluation, in partnership with school communities, will make L.A.’s streets safer.”

The revolution in practical street-level change continues…
President Jimmy Carter, WHO director general Margaret Chan and philanthropist Michael Bloomberg joined other leading figures from across the public health world in calling for reductions in urban traffic speed as a ‘vaccine’ proven to protect children from death and serious injury, in a campaign spearheaded by the FIA Foundation and its Child Health Initiative.

In an open letter published to coincide with the 4th United Nations Global Road Safety Week in May 2017, 50 signatories including UN leaders, ministers, mayors, academics, child rights NGOs and road safety campaigners, rallied around a call to ‘protect our young’, saying:

“Reducing speed by design on roads where kids live, and where they walk or cycle to school, is urgent. This is a highly cost effective public health intervention, enabling exercise, reducing vehicle emissions. A proven area-wide ‘vaccine’ against serious injury. Low speeds save lives. Last year governments and city mayors worldwide adopted the New Urban Agenda, calling for ‘a safe and healthy journey to school for every child as a priority’. Now it is time to honour that commitment, and to begin in a practical way, by reducing and enforcing traffic speeds to a level safe for children everywhere, prioritising low speed zones in residential areas and near schools.”

Supporting the campaign are public health Deans of some of the leading universities in the United States. As Professor Al Sommer, who led breakthrough work on Vitamin A supplements, says: “When we found the cure for vitamin A deficiency, we administered it to millions of children. We have the cure for unsafe roads – low speeds. It is time we administer it.”

At an event in Jamaica to promote the Speed Vaccine, the country’s Prime Minister Andrew Holness joined Child Health Initiative Global Ambassador Zoleka Mandela, UN Special Envoy Jean Todt and Jamaican Automobile Association President Earl Jarrett. Prime Minister Holness said: “I have signed an open letter urging action on reducing and enforcing traffic speeds to a level safe for children in Jamaica, as well as prioritising low-speed zones in residential areas and near schools.”

Special guest at the event was Olympic gold-medallist and #3500LIVES campaign ambassador Yohan Blake, who told the audience, and thousands more watching on Facebook Live, to ‘leave the speed to me’. He said no journey was so important that people needed to risk their lives or those of others by speeding. Later in the day, fellow Jamaican athlete and renowned sprint champion Usain Bolt also gave his support to the campaign, meeting Zoleka Mandela at his training ground to discuss the need for safe journeys to school.
The open letter’s #SlowDown message was also supported by public figures including: UNICEF Executive Director Tony Lake; UN’s Environment head, Erik Solheim; UN Special Envoy for Road Safety, Jean Todt; the European Commissioners for Health, Vytenis Andriukaitis, and Transport, Violeta Bulc; Carolyn Miles, CEO of Save the Children US and Kevin Watkins, CEO of Save the Children UK; and Andrew Steer, President & CEO of the World Resources Institute.

In cities where the speed vaccine is being applied, the results are immediate:

- In São Paulo, Brazil, speed limits have been reduced on all classes of road, including some area wide reductions to 30km/h in high risk communities. Preliminary results indicate a 25.2% reduction in injuries, and a 33.3% decrease in fatalities since 2014;

- In the US, New York City is bucking a national trend of rising road deaths. With a target to halve road deaths by 2030 (saving 1600 lives) the city has improved pedestrian crossings, cut speeds, and redesigned streets, reducing road traffic fatalities by 23% since 2013;

- For Mexico City, adopting a ‘Vision Zero’ plan has meant a focus on speed management and reversing the hierarchy of road planning to put pedestrians first. The policy has brought immediate dividends, including an 18% reduction in deaths in the first year.

- The speed vaccine can also be applied to the lowest income urban areas of Sub-Saharan Africa. Research undertaken by child health initiative partner Amend shows implementing speed reductions through speed humps, alongside footpath provision, near high risk schools in cities like Dar Es Salaam and Accra, is highly affordable and can reduce serious child injury by at least a quarter.

The Speed Vaccine is now being promoted as part of the #EveryLife Declaration.
A dusty road separated Justin Kabwe school in Lusaka from the community it serves, a road used by traffic speeding along at up to 60km an hour.

In the last year alone four schoolchildren had been badly injured crossing the road. Then FIA Foundation partners Amend and iRAP stepped in.

Piloting the new iRAP ‘Star Rating for Schools’ app, engineers from Amend, an NGO working on delivering safe school zones across urban Sub-Saharan Africa, transformed the road from a chaotic free-for-all into a well organised space with wide footpaths and a traffic-calmed pedestrian crossing. In the process, the safety performance of the road outside the school was raised from ‘zero stars’, meaning high risk of injury, to ‘five stars’ – a safe, low speed environment for children. An excellent practical example of the ‘speed vaccine’ in action, delivered at this school for less than $30,000.

Co-funded by FedEx and the FIA Foundation, the Justin Kabwe school improvements were launched in November 2017 at an event at the school with local community leaders and representatives of Zambia’s ministries of Transport and Education. Children performed dramas and poems about the impact of road traffic injuries on local families. Officials promised action at other schools in the city, where there have been more than 30 deaths and serious injuries in 2017 alone.
The Justin Kabwe school was typical of many in urban Sub-Saharan Africa, sited in the middle of a poor community; reached across a busy road with no speed control. Children bore the brunt.

Situation transformed: With support from FedEx and the FIA Foundation, footpaths, a traffic-calmed crossing, demarcation and traffic signs warning of a school have been implemented.

And scaling up the speed vaccine and making it sustainable is the real challenge. Demonstration projects like Justin Kabwe, with the impetus coming from NGOs and donors, can show the potential. But in cities across Sub-Saharan Africa, grappling with rapid urbanisation and motorisation, and with a demographic explosion in young people, there is an urgent need for government to take on the responsibility for delivering safe streets for its own citizens. In Zambia, for example, the population is predicted to increase by 60% over the next 15 years. Every year, according to the World Health Organization, 3500 people die on the country’s roads. It is time for action.

This was the theme of a conference organised by the FIA Foundation’s Child Health Initiative in Lusaka to coincide with the launch of the new school infrastructure. Hosted by the Zambia Road Safety Trust, with participation from government officials, NGOs, national and regional United Nations representatives from UN Environment and UNDP, and from Save the Children, the forum focused on practical delivery of safe infrastructure and speed reduction.

Attending the event the Mayor of Lusaka, Wilson Kalumba, signed the ‘EveryLife’ Declaration of Every Child’s Right to Safe and Healthy Streets, promising to protect children as the most vulnerable road users in his city. In Lusaka more than 70% of children make their most important journey of the day on foot; with little infrastructure to support children walking to and from school, many are killed or seriously injured exercising their right to education. The poorest children are disproportionally affected, suffering from the combined health effects of poor urban planning, dangerous roads and polluted air.
Mayor of Lusaka, Wilson Kalumba, said: “Road safety is the responsibility of each and every one of us. We must try to make people more aware and sensitive to these matters, so that our society can move together towards a safer, healthier future. We must put safe infrastructure in place for all road users, child pedestrians included. The police, RTSA and citizens must join forces to tackle this urgent problem."

“Research shows that the vast majority of children in Zambia walk to and from school, putting them at risk of road traffic injury and from air pollution, says Jeffrey Witte, Executive Director of Amend. “The good news is that we all know how to keep children safe and healthy on their journeys to and from school. And that’s why we are here in Lusaka: to bring together all the important people needed - from the government, civil society, and the media - to implement known solutions to keep Zambia’s children safe and healthy.”

“Sub-Saharan Africa needs a step change in approach to protecting and providing for pedestrians, and particularly children”, warned FIA Foundation Executive Director Saul Billingsley. “Children on the continent are already twice as likely to be killed in a road traffic collision as anywhere else in the world. Acting now to provide safe footpaths and crossings, and to reduce traffic speed, in urban areas is vital. Our #EveryLife campaign is calling for this step change, and Zambia can lead the way.”

As schoolchildren in one community in Lusaka enjoy a safer journey to school, the race is on to spread the protective benefits of the speed vaccine to many thousands more. This will require community advocacy, lots more donor support and, above all, commitment from politicians to at last meet their sacred responsibility to keep the most vulnerable in their society safe from harm.
SAFE AND SECURE, EVERY JOURNEY

ROAD SAFETY

Every parent wants the best for their children: to protect them and keep them safe from danger the best way they know how.

Worldwide, a child passenger dies in a car crash every eight minutes. That’s more than 65,000 children killed while travelling in cars each year. A baby is 90% more likely to die in a traffic crash without a child restraint system, a toddler 80%. It has been estimated that in the first 50 years of child seat use, over one million children’s lives were saved.

Education about child safety on the road and in the car is a shared responsibility. Responsibility runs right from the top through governments introducing legislation and informing families, to parents applying their knowledge, right down to children learning the habits that will stay with them for a lifetime.

Just 32% of the population worldwide is adequately protected by appropriate legislation on child seats. 98 countries have legislation and, incredibly, just 23% of these have adequate enforcement.
Even where there is legislation and a high awareness, parents still may not be protecting their children as well as they believe with common mistakes putting loved ones at risk.

The question, then, is how to enact behavioural change across the globe, to help every parent secure their child, no matter where they live or how much they earn. This change is slow to bring about and can only happen with the active participation of governments, expert voices such as automobile clubs and public awareness of the true benefits of child restraint systems.

Leading the way in road safety for developing countries, Latin American NGO Fundación Gonzalo Rodríguez recognised that children as road users had been largely neglected across the region. Launched in Uruguay in 2008, the ‘EDU-CAR’ child seat campaign was supported by international agencies such as the FIA Foundation and the World Bank Global Road Safety Facility. Through research, training and awareness raising, the Fundación pushed the mandatory use of child restraints up the public agenda until, finally, in 2012, the mandatory use of child seats was passed, providing the template for successful campaigning elsewhere.

Advocacy is the essential first step towards safe journeys for all children. Automobile clubs across the globe are building awareness in governments, stakeholders, industry and the public to reach a critical mass and bring forward child seat safety legislation.

This year has seen huge success as both Mexico and the United Arab Emirates adopted child restraint legislation following an advocacy campaign by their auto clubs using the FIA’s ‘Toolkit for child safety in cars’.

The toolkit is part of the FIA’s ‘Action for Road Safety’ programme, funded by the FIA Foundation and built on the principle that every country can improve its child restraint use. This digital advocacy and campaigning tool has been disseminated to member clubs involved in advocacy work on child safety.
Designed to serve as a centralised resource database, the toolkit provides materials and methodology for conducting surveys, a practical manual for advocacy as well as visual materials to promote child restraint use. Developed for five different levels, depending on the legislative situation in a country, the kit runs from Level One, for clubs and NGOs operating where there is no child restraint and seat belt law, through to Level Five where a country has strong legislation and enforcement.

Nine pilot projects (in Belarus, Chile, Japan, Mexico, Paraguay, United Arab Emirates, and Uruguay) were activated in late 2016, at a range of levels, to help the clubs use Toolkit materials and promote regulatory reforms and raise public awareness. Belarus and Chile have poor enforcement and low child restraint use, while work in Japan, where use is widespread, focused on providing specialised information to engaged consumers to identify common mistakes.

Belarus saw the international launch of the Toolkit programme in November 2016 and has been working on its implementation for the past year. The mandatory use of child restraint systems was introduced across the country in 2015. However there have been a number of barriers to the effective implementation of the legislation, namely: lack of public awareness; little training for experts; and the financial burden on lower income families.

The Toolkit and activity programme was implemented by the Belarus Auto Moto Touring Club (BKA) with the support of state authorities, UNICEF and private sector partners. It was identified that just half of parents used CRS correctly, and a quarter (23%) actually viewed compulsory CRS legislation as a negative step. The pilot used media activity to engage with the public about the legislation, the range of child restraint equipment, and on how parents can select and fit child restraint systems to protect their children. This included presentations for journalists and online guides. Parents received hands-on, practical help, ranging from Road Police talks at work places, pre-natal talks, on-street observations and interventions, and drop-in street stalls. As a result of the campaign, BKA's initial reporting indicates that in just one year, child injury in cars has been reduced by 31%, and child restraint use has increased to 90%.

These Toolkit pilots demonstrate the very real way FIA member clubs can enact change, says Andrew McKellar, FIA Secretary General for Mobility: “The FIA firmly believes that the FIA Global Programme for Child Safety can make a real difference. Successful advocacy initiatives implemented by the FIA Clubs under this global framework is proof of how the power of working together can result in significant regulatory changes and enhanced public awareness.”

Auto clubs across the globe are changing how parents protect their most valuable possessions: their children. We have the technical knowledge, the means to influence, and the tools to communicate the vital importance of child restraint systems. Every country can do more, and by sharing resources and best practices we can accelerate the speed at which legislation is being developed, enforced and communicated. Working with governments, we can build a future where every parent is confident that their child will have a safe car journey.
HIGH SPEED IMPACT NO BARRIER TO F1 SAFETY

An extreme Formula One crash in 2015 has provided impetus for new breakthroughs in motor sport safety.

With funding from the FIA Foundation, the motor sport safety research agenda continues to innovate in protecting racers in high speed impacts.

For Carlos Sainz Jr, it was all over in a few seconds. The Spaniard lost control of his Toro Rosso at Turn 13 during the third practice session of the 2015 Russian Grand Prix, glanced off the nearside wall damaging his brakes and slammed nose-first at high speed into the barrier at the far end.

For the safety research team at the Global Institute for Motor Sport Safety the work was just beginning.

Sainz hit the barrier head on at 153km/h, one of the highest impact speeds measured in Formula One, and came to a complete stop in about four metres. The Accident Data Recorder on his car registered a deceleration peak of 42G, but thanks to the absorption properties of the barrier Sainz Jr was unhurt.
The only problem was that it was difficult for the F1 medical team to know this as the first row of the barrier came to rest on top of the front of the car and driver during the impact.

This is a situation the FIA wants to avoid in future as it could cause problems in cases where a driver has to be removed from a car in short time because of fire or serious injury. This is why it tasked its research partner, the Global Institute for Motor Sport Safety, with investigating solutions. The project, co-funded by the FIA Foundation, was underway... 

The first thing the Global Institute had to do was understand why the barrier behaved in that way. Did the car ‘submarine’ under the barrier or was there another reason for it to end up on top of the driver?

“It looked like the barrier had worked well so we were confused by what had happened and why it was looking like the car went under the barrier,” says Global Institute General Manager Research, Laurent Mekies.

After conducting a full analysis of the crash using data recorded from the car, Global Institute Senior Research Engineer Andy Mellor studied additional videos of the impact to understand more. By going through the footage frame by frame, he found that the barrier started to go up a couple of tenths of a second after the first contact with the car.

“This was a huge finding because this proved that the car could not have simply submarined the barrier, something else had happened,” says Mekies.
In fact, it revealed that the lifting occurred at very low energy levels, especially during the rebound phase, which was mainly introduced by the bending of the metal Armco behind the barrier in the last part of the impact. This led to an intense five weeks of testing, involving fully recreating the accident at Dekra’s test facility in Eggebek, Germany, to find a solution.

“...the first step was trying to reproduce what happened [in Sochi] because if you don’t reproduce it with your testing facilities then you are unlikely to be able to mitigate it,” adds Mekies. “So we set up testing with a full scale barrier and a trolley at the same weight as an F1 car with a real F1 nose.”

The Global Institute’s researchers undertook five test sessions - one recreating the accident and the rest testing the theories behind the barrier development. These took place over the course of five weeks, spread throughout 2016, with the stated aim of having the updated solution ready in time for the 2017 season. Simulations had already shown that 2017 cornering speeds would be up to 40km/h faster in high speed corners, so barrier protection would be even more important.

Matteo Piraccini, Senior Research Engineer for the Global Institute, who led the project and managed these tests, says: “As soon as we were able to replicate the conditions of the Sainz crash, this was our reference, our starting point, and it was used to investigate deeply each aspect of barrier behaviour during single phases of the impact.”

This meant using the same specification of Armco at the back and the same barrier setup with the same TecPro elements. Every detail of the configuration had to be accurate.

“The nose we used in the construction was a 2015 F1 nose [as per the Sainz crash] because one thing with developing a new barrier is also developing the interaction between the front crash device and the barrier itself. So we didn’t want to run the risk of introducing a new variable. We performed a 90 degree full scale test targeting the same impact speed of the crash at Sochi.”

This was achieved using a pulley system, which fired the trolley at the barrier. The trolley was fully equipped with sensors, which were synchronized with high speed cameras placed around the test area to ensure the correlation between data analysis and video.

Having successfully recreated the accident with a comparable level of deceleration peak, Piraccini soon discovered that to mitigate the lift up tendency of the barrier during the rebound phase the main area to develop was not only the barrier configuration, but also the TecPro elements themselves. The solution was to give each element a lower centre of gravity, increased weight and a stronger internal structure, all of which would help to prevent the element from leaving the ground.
To achieve this, Piraccini worked with TecPro to develop the internal structure of the element. The new solution is heavier than before meaning that the element’s centre of gravity is now lower. At the same time, the new layout increases the strength of the full internal structure, while improving the element’s anti-penetration capability.

“Thinking about the Formula One nose like a knife, with the new element it is less easy for it to penetrate the internal structure because the new solution gives it more strength,” explains Piraccini. “We are not talking about a brand new barrier, we are talking about a natural step forward of the barrier that was designed and tested in the past, and which was already approved. This is the solution to mitigate a particular problem, increasing also the absorption properties of the barrier during an impact.”

For the 2017 F1 season it was important that those circuits with high speed corners implement these new barriers.

“We are not asking them to replace everything, just update the barriers where we think there is a critical area, considering a few elements in that critical area. We are talking about a minimum but important change in a few corners.”

With incredible technical expertise in barrier safety, the Global Institute research team are now advising another of the FIA Foundation’s partners, the International Road Assessment Programme, which works on highway safety in more than 70 countries.
At first glance the glove might appear to be just a standard piece of racewear, the sort of fireproof clothing drivers from karting right the way through to Formula One pull on every day at circuits around the world.

This one, though, has a small but crucial difference. Stitched into the glove is a flexible sensor that’s about to have a big impact on F1. Measuring just 3mm in thickness, it is the sport’s first biometric monitoring device and is set to be inserted into drivers’ gloves next season in a bid to monitor their vital signs during the race.

“We know that the monitoring of people is essential in terms of their medical care,” says FIA Deputy Medical Delegate Dr Ian Roberts. “Drivers in incidents are no different. We would like to start monitoring and assessing them as soon as we possibly can. But the equipment that we currently use is relatively bulky and is only applied after the incident has happened. There are also times when the driver isn’t immediately accessible to us, so if we can’t see him or we’re not actually next to him, there’s limited information that we can get.”

Carlos Sainz’s crash is again a case in point. When the F1 medical team arrived at the scene they had to wait until the barrier was removed from the car without knowing the extent of his injuries.

“Accurate monitoring was impossible until we got hands-on, and obviously we couldn’t do that until the barriers were moved,” says Roberts. “If we had monitoring on him straight away we could have planned our rescue even better than we did. With this new technology, the moment a driver has an incident we will receive physiological readings and biometrics, so he is continually monitored from point zero right through to the initial response and on to the medical centre.”

The idea is to incorporate this monitoring technology into gloves so the drivers have sensors on them at all times during a race. Prototype gloves have already been tested at the track and have passed the FIA’s required fire safety requirements. The FIA is also about to publish the first Biometric Standard, that all ‘biometrics’ products wishing to be used on a racing car or driver will have to pass.

The technology will be available for all glove manufacturers and initially the devices will use an optical sensor to measure ‘pulse oximetry’, or the amount of oxygen in the blood, alongside the pulse rate. “That gives us the most ‘bang for buck’, says F1 Medical Car Driver Alan van der Merwe. “Pulse oximetry is one of those metrics where with a little information, you can deduce quite a lot from it. You can change what you do in a rescue scenario based on that metric.”

“It’s a well-established clinical measure,” adds Roberts. “Basically you have a small probe that sits on an extremity, like a finger or an ear, that transmits two wavelengths of light that are then detected by a sensor. The amount of light that is absorbed versus the light that’s transmitted is converted into an electrical signal which is electronically processed to give the blood’s oxygen content.”

This is potentially important in the context of a racing driver because if they have an injury that is affecting breathing, the oxygen content of the blood will begin diminishing immediately.

“For someone who is involved in a trauma situation where their respiratory system is in some way impaired, then it gives us an indication of that straight away,” says Roberts.
At the harbourside in Cape Town, a setting that has seen the beginning of many historic journeys, a new life-saving venture is about to begin.

Standing alongside an Antarctic exploration ship, with Table Mountain wreathed in cloud in the background, are two crashed cars. They represent the first ever independently crash-tested cars in South Africa and on the African continent. With the support of the FIA Foundation, Global NCAP and AA South Africa are bringing #SaferCarsforAfrica to South African consumers, shining a spotlight on the crash test performance of some of the most popular new cars in the country.

The five cars tested show a wide range of safety performances. The lowest ranking car, Chery QQ3, received a ‘zero stars’ rating, indicating a high probability of life-threatening injury in a road crash for both adult and child testing. Yet the best performer, the Toyota Etios, managed a creditable four stars.

The results are set against the ten year road death high in South Africa, with 14,071 people dying in 2016, a 9% increase on the previous year. The cost to the South African economy is estimated at R142 billion, or 3.5% of GDP. To bring home the human impact, the average claim paid out for funeral costs is R15,264. Across the wider region, Sub-Saharan Africa has the highest road injury rate in the world, despite relatively low motorisation, with 40% of all road deaths being car occupants. So ensuring safer cars is vitally important.
The models tested include South Africa’s best-selling car, the VW Polo Vivo. The Datsun Go+, Toyota Etios, Renault Sandero and Chery QQ3 also underwent the safety assessment. Combined sales of these five cars account for around 65% of all the new cars sold in South Africa last year. Global NCAP chose the entry-level version of each model and as a result one of them was not fitted with airbags as standard. The results highlight differences in the structural integrity of the vehicles tested.

Speaking at a press conference in Cape Town to launch the results, Saul Billingsley, Executive Director of the FIA Foundation said: “These first independent car crash tests in Africa are a safety milestone, which the FIA Foundation is proud to support. The range of results show that consumers have a real choice, and with access to the right information they can use purchasing power to reward carmakers who put safety first. If we are to reduce road traffic injuries here in South Africa, and contribute to the overall United Nations development target of halving road deaths globally, safer cars for Africa must be a top priority.”

“In 2016 the United Nations General Assembly adopted a road safety resolution which recognised the important role NCAPs play as a catalyst for improving vehicle safety standards”, commented Lauchlan McIntosh, Chairman of Global NCAP. “The UN has sought to encourage the spread of NCAPs across the regions and automotive markets of the World and today, in Cape Town, I am delighted that Global NCAP is helping to achieve that goal with the launch of the first ever crashworthiness programme for cars sold in Africa. Global NCAP has provided assistance to launch similar programmes in South America, India and the ASEAN region, programmes which have led to the delivery of safer cars into those markets over the last five years.

“Working closely with our partners at the Automobile Association of South Africa and with the welcome support of the FIA Foundation and Bloomberg Philanthropies, our new campaign is an important first milestone on the road to Safer Cars for Africa.”

The launch of the new campaign was hosted by the AA of South Africa. Research conducted by the club has found that more than 90% of consumers in the country want to see independent information on car safety. A separate survey found that 48% of consumers believe safety is the most important
criteria in choosing a vehicle, although affordability is a close second. The Global NCAP results, and particularly the Toyota result, show there doesn’t have to be a trade-off.

“The crash tests represent an important step in road safety in South Africa. We believe consumers have a right to know what the safety ratings are on the cars they want to buy”, says Collins Khumalo, CEO of the AA of South Africa. “These results are critical to educating the public about vehicle safety, but, more than that, they empower road users to make informed decisions. In the same way emissions and green ratings are displayed on vehicles, we think safety ratings should also be displayed on vehicles, and we don’t believe this should be too much of a challenge to make happen. The involvement of Global NCAP, the FIA Foundation and Bloomberg Philanthropies in bringing these results to Africa, indicates how seriously our partners view road safety, and it is incumbent on us, as South Africans, to consider road, and vehicle safety, in the same way.”

Now the pressure is on for the South African government to respond by requiring all new cars sold in the country to meet minimum UN regulations on crash performance. Despite being a signatory to the 1958 UN agreement on vehicle safety, South Africa has not yet adopted the crucial regulations which govern front and side impact minimum performance. This lack of a legal floor allows car companies to get away with importing zero star cars like the Chery QQ3, or potential killers like the Datsun Go. It is a problem highlighted by the UN General Assembly, which has called for all countries to meet minimum UN vehicle standards for safety.

“It is good to see a four star result in these first ever African crash test ratings”, says David Ward, Secretary General of Global NCAP. “However it’s extremely disappointing that there’s a zero star car. Such a poor result shows why it is so important for countries like South Africa to fully apply the UN’s crash test standards.”
Twelve major Chinese car brands have announced they will fit all new models with the life-saving anti-skid technology Electronic Stability Control (ESC) from January 2018 onwards.

Besturn, Changan, Dongfeng Fengshen, Geely, Haval, Hongqi, Lynk & Co, MG, Trumpchi, Roewe, Senova, and Wey, collectively representing 85% of the Chinese manufacturer market, made the announcement at the launch of Stop the Crash China on 17th October 2017. The event in Shanghai, promoting a range of vehicle safety technologies including ESC, was organised by the charity Global NCAP which is co-funded by the FIA Foundation.

ESC, an anti-skid technology that can help prevent loss of control crashes, is widely considered to be the most important car safety development since the seat belt. ESC has been mandatory in both the EU and US since 2012, saving thousands of lives.

David Ward, Chairman of Stop the Crash said: “Electronic Stability Control is a vital life-saving technology and the Stop the Crash Partnership warmly welcomes this significant step from Chinese automakers. We are particularly delighted that it has been made during our campaign launch activities in Shanghai, helping us to raise road safety awareness with consumers across China.”

Yu Kai, Party Secretary of China Automotive Technology and Research Center (CATARC) said: “This is a bold step by Chinese manufactures, who have shown a real commitment to road safety by fitting this technology as standard ahead of regulatory requirements. CATARC is committed to continuing to promote Stop the Crash technologies and to save lives in China."

The announcement took place at Stop the Crash, a Global NCAP led partnership which has been campaigning around the world to promote crash avoidance technologies. The event also featured three forms of Autonomous Emergency Braking, Motorcycle ABS, and Tyre Safety demonstrations. Previous Stop the Crash events have seen similar announcements such as in 2016 when the Malaysian government announced its intention to legislate for the introduction of ESC on all new vehicles by June 2018, this following from earlier in 2016 when the UN General Assembly recommended that countries legislate to introduce Stop the Crash technologies.
Evaluation workshop in Colombia

The FIA Foundation convened a workshop in Bogota, Colombia on assessing the effectiveness of cycle helmet safety programmes for the Touring & Automovil Club de Colombia (TACC) and its partners in September 2017. This workshop was a part of a broader commitment of the Foundation for capacity building of automobile clubs, funded through the FIA Road Safety Grant programme, in developing and evaluating road safety interventions.

In 2017, the FIA Foundation funded the TACC for a project targeting increased cycle helmet use amongst children and donations of helmet in two cities in Colombia. TACC has distributed 1,000 helmets for children in Bogota and is planning a further donation of about 200-300 helmets in Bucaramanga, in partnership with the Mobility Secretariat of Bogota and Bucaramanga. The recipients of the helmets in Bogota were children who are a part of the ‘To the School by Bike’ programme, a flagship programme of the Mobility Secretariat in Bogota.

Reviewing the lessons from the workshop, Mr. Alfredo Albornoz, the Director General of TACC remarked, “We have had three days of great learning of a methodology to observe and assess the helmet wearing rate of children. Given that our intervention focuses on helmet donation, through the use of this methodology, we will be able to measure the real impact on children’s behaviour with regards to helmet use. We are also currently planning and discussing the feasibility of applying the methodology in our next helmet donation programme.”
Safe schools crossing advocacy

Government officials in Mozambique have been encouraged to support low cost footpaths and safe crossings for schoolchildren, in the latest phase of Amend’s campaign for safe and healthy journeys to school across Africa.

The FIA Foundation is supporting AMEND, a road safety NGO focused on sub-Saharan Africa, to implement its School Area Road Safety Assessments and Improvements (SARSAI) programme across ten African countries between 2017-19. The programme seeks to reduce road traffic injury rates at high risk primary schools and promote uptake of the principles of SARSAI and safe school areas by the government.

AMEND’s SARSAI programme is focused on reducing injuries around school areas through a systematic assessment of road infrastructure around schools, improvement of physical infrastructure, road safety education and community engagement. A population-based control study carried out in Dar es Salaam, Tanzania in 2015-16 showed that there was a 26% reduction in injuries at schools receiving SARSAI. This offers a clear evidence on the effectiveness of SARSAI model and makes a case for its scaling up across the region in sub-Saharan Africa.

As a part of the programme, outreach events have been organised to bring stakeholders together to showcase the improvements at a particular high-risk school and demonstrate to policy makers that these measures could readily be implemented at other schools. AMEND organised one such event to launch the programme in Mozambique in a local school, Escola Primária Completa da Imaculada, Maputo in September 2017. The school received SARSAI intervention, including zebra crossing, signage and rumble strips, a short length of footpath, as well as road safety education, benefitting a total of 1,388 students.

Representatives from the Municipal Council of Maputo, Ministry of Transport and Communications, Traffic Police and Automóvel & Touring, Club de Moçambique attended the event.

Forensic analysis of Indian crashes

The FIA Foundation is funding the establishment new Masters of Science course in Forensic Investigation of Road Traffic Collisions at the College of Traffic Management in Faridabad, India.

The Forensic Laboratory was inaugurated during a conference organised with the support of the US Government and the FIA Foundation.

The Foundation’s grant has kitted out a forensic laboratory at the College, and helped to underwrite the first year of the course, which will see 30 students trained in crash investigation. The course is the brainchild of Dr Rohit Baluja, head of the College and President of the Institute of Road Traffic Education.

The laboratory was formally inaugurated by FIA Foundation Executive Director Saul Billingsley and the Chair of the Global Forum for Road Traffic Safety Luciana Iorio, during a conference on Vulnerable Road Users organised by IRTE, the UN Economic Commission for Europe, the US National Highway Traffic Safety Administration and the FIA Foundation in November 2017. The conference was attended by countries from across South East Asia and aimed to adapt UNECE’s road regulations to be more relevant to the traffic situations of Asian countries. The conference was addressed by India’s Transport Minister Nitin Gadkari and the Deputy Executive Secretary of UNECE, Andrey Vasilyev.
Fire engine odyssey crosses eleven borders

Life-saving emergency fire and rescue vehicles, equipment and training have been delivered to Tajikistan by FIRE AID, a partnership of UK emergency services and charities, supported by donors including the FIA Foundation.

Following successful deliveries of aid in 2015 and 2016, a team of FIRE AID members has returned to the mountainous Central Asian country of Tajikistan in 2017 to donate three fire appliances, an ambulance, rescue equipment, and a 7-day training programme to the Republican Fire Service of the Ministry of Internal Affairs of Tajikistan.

The team included representatives from UK charities Staffordshire Emergency Services Humanitarian Aid Association (SESHAA) and Eastern Alliance for Safe and Sustainable Transport (EASST) who delivered life-saving vehicles, equipment, and training to the Fire Service in the capital Dushanbe with support from EASST partner Young Generation of Tajikistan. The humanitarian aid convoy drove over 4000 miles from the UK to Tajikistan. With some adventures along the way, the intrepid team arrived at the Uzbek-Tajik border on 31st May after travelling through France, Belgium, Netherlands, Germany, Poland, Lithuania, Latvia, Russia, Kazakhstan, Uzbekistan and Tajikistan.

The continued successful partnership between the UK and Tajikistan was marked with an official ceremony and demonstration attended by the Minister for Internal Affairs, British Ambassador Hugh Philpott, Chief of the Fire Service General Ibrohimzoda and other dignitaries, who were able to view the donated vehicles and observe a demonstration of the new skills learnt during the training.

Highlighting mobility rights of disabled people

The FIA Foundation highlighted new research on accessible mobility and the rights of disabled people to equal access to transportation at a high level UN meeting in June 2017.

Speaking at the 10th session of Conference of States Parties to the Convention on the Rights of Persons with Disabilities, the FIA Foundation presented on the role of safe, accessible, and inclusive mobility in achieving the Sustainable Development Goals and Habitat III New Urban Agenda.

Presenting the Foundation’s ‘Safe and Sound’ report exploring best practices to improve women’s safety on public transport, North America Director Natalie Draisin said, “A lack of safe and secure transport reduces economic opportunities, reinforcing poverty and increasing inequality and social exclusion.” Highlighting research from Foundation partner the Eastern Alliance for Safe and Sustainable Transport (EASST) about mobility challenges for those with disabilities in Moldova and Belarus, she added, “Women and girls with disabilities face a triple barrier, excluded by not just a lack of safety, but also accessibility and affordability.”
Heavy Duty Vehicles - the next fuel economy challenge

Without action, worldwide fuel consumption by Heavy Duty Vehicles (HDVs) is on track to overtake passenger vehicles in the next two decades, confirming them as a major contributor to climate change, poor air quality and ill-health. Action needs to be taken by countries now to ensure that the Paris Agreement on climate change is more than just an aspiration.

At an official COP23 Climate Summit event in Bonn, FIA Foundation Deputy Director Sheila Watson announced ambitious new Global Fuel Economy Initiative (GFEI) targets for HDV fuel efficiency that will greatly contribute to reducing emissions in line with the Paris Agreement.

Speaking at the UITP session on freight, Watson outlined a target of a 35% reduction in average fuel consumption of new HDV vehicles globally by 2035; an ambitious but achievable goal in major markets. As outlined in the new GFEI HDV summary launched at COP23, achieving the GFEI 35by35 HDV target could save millions of barrels of oil per day and avoid 1-2 billion tons of CO2 emissions per year in 2035. “The global community is finally coming together to recognise how to protect our world for future generations”, said Sheila Watson. “GFEI have the tools and skills to help countries to make a difference, but government need to adopt policies to cut emissions across the transport sector. In particular action must be taken on HDVs, if the increasingly united global aspiration to curb climate change is to be realised.”
India iRAP launched

iRAP launched its IndiaRAP programme in New Delhi in November 2017. IndiaRAP will be hosted by the Asian Institute of Transport Development (AITD), with sponsorship from FedEx Express.

The establishment of IndiaRAP builds on a series of road assessment projects conducted in India by the International Road Assessment Programme (iRAP) since 2010. To date, 12,000km of iRAP assessments have been undertaken on road projects supported by the World Bank, National Highways Authority of India (NHAI) and State Government across 12 states. Additional 5,000km of road is currently under assessment on the Golden Quadrilateral, linking the major cities of Delhi, Mumbai, Bangalore and Chennai.

The need for a programme like IndiaRAP is urgent in the Indian context. India’s Ministry of Road Transport and Highways reports that 150,785 people were killed on the roads in India in 2016 - approximately 17 deaths every hour. Yet WHO estimates annual road deaths at more than 200,000.

Speaking at the launch AITD Chairman Mr K L Thapar, said: “IndiaRAP’s vision is for an India free of high-risk roads”. iRAP Chief Executive Officer Mr Rob McInerney said: “IndiaRAP will be crucial in bringing together government, investment, research and NGO partners from across the country with the common aim to save lives and prevent serious injuries.”

WHO estimates that at least 200,000 people die each year on India’s roads.
The FIA Foundation is primarily a grant making organisation, although it does manage its own advocacy and research programmes.

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

For further information, the full annual accounts, the independent auditors’ report on those accounts and the Trustees’ Annual Report should be consulted. Copies of these accounts can be obtained, free of charge, from the FIA Foundation, 60 Trafalgar Square, London, WC2N 5DS, or from the FIA Foundation’s website www.fiafoundation.org

**Expenditure**

During the year ended 31 December 2016 the total expenditure of the Foundation was **€20,296,000**. Expenditure is split between Unrestricted and Restricted funds as follows:

<table>
<thead>
<tr>
<th>FUND</th>
<th>EXPENDITURE</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unrestricted</td>
<td>€19,236,000</td>
<td>94.8%</td>
</tr>
<tr>
<td>Restricted</td>
<td>€1,060,000</td>
<td>5.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>€20,296,000</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

**TOTAL EXPENDITURE BY COST CATEGORY**

<table>
<thead>
<tr>
<th>COST CATEGORY</th>
<th>EXPENDITURE</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety, environment and mobility</td>
<td>€12,033</td>
<td>(59%)</td>
</tr>
<tr>
<td>Cost of managing investments</td>
<td>€1,686</td>
<td>(8%)</td>
</tr>
<tr>
<td>Representational activities</td>
<td>€1,997</td>
<td>(10%)</td>
</tr>
<tr>
<td>Memberships and affiliations</td>
<td>€41</td>
<td>(0%)</td>
</tr>
<tr>
<td>Motor sport safety</td>
<td>€4,539</td>
<td>(23%)</td>
</tr>
<tr>
<td><strong>Total Expenditure</strong></td>
<td><strong>€20.3m</strong></td>
<td></td>
</tr>
</tbody>
</table>

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

52 organisations benefitted from grants awarded during the year, with a value of €13,753,000.

Grants were awarded from both unrestricted and restricted funds.

During 2016, the Foundation made an exceptional withdrawal of €5 million. This drawdown will allow the Foundation to extend the grant making programme during the period 2017 to 2019. These are exceptional grants, and there is no guarantee that this level of support for initiatives can be sustained in the future beyond the periods covered by this proposal. As always, our partners are encouraged to seek additional and diverse sources of funding to ensure sustainability for the long term.

The Foundation manages 5 restricted funds: The Global Fuel Economy Initiative – Regional Implementation of Global Fuel Economy; Global Road Safety Campaign Programme; Personal Security of Women – A Study of Three Cities in Latin America; The Road Safety Fund; and, The Motor Sport Safety Development Fund. The donations and other incoming resources received or generated for expenditure are restricted for the specified purposes as laid down by the donor. Grants were awarded by the Road Safety Fund and The Motor Sport Safety Development Fund during the year.

Grants awarded during the year to major partners were as follows:

<table>
<thead>
<tr>
<th>PARTNERS</th>
<th>GRANTS (€Y FUND €000’S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIA Institute for Motor Sport Safety</td>
<td>€2,020</td>
</tr>
<tr>
<td>Fédération Internationale de l’Automobile</td>
<td>€2,525 €1,000 €662</td>
</tr>
<tr>
<td>International Road Assessment Programme</td>
<td>€1,000 €300</td>
</tr>
<tr>
<td>Global NCAP</td>
<td>€1,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARTNERS</th>
<th>GRANTS (€Y FUND €000’S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asia Injury Prevention Foundation</td>
<td>€200 €100 €132</td>
</tr>
<tr>
<td>AMEND.org</td>
<td>€208</td>
</tr>
<tr>
<td>Eastern Alliance for Safety &amp; Sustainable Transport</td>
<td>€275</td>
</tr>
<tr>
<td>Gonzalo Rodriguez Memorial Foundation</td>
<td>€200 €37 €325</td>
</tr>
<tr>
<td>Institute for Brain and Spinal Cord Disorders (ADREC)</td>
<td></td>
</tr>
</tbody>
</table>

31 smaller grants one-off grants were also awarded during the year, with a total value of €3,769,000. Details of the recipients can be found in the full financial statements.
The FIA Foundation’s charitable mission is 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 an international programme of activities promoting road safety, the environment and sustainable mobility, as well as funding motor sport safety research.

The Foundation is a company limited by guarantee and registered as a charity in the UK (No. 1088670). The Foundation is independent and under the control of its Trustees who are required to act within the powers conferred upon them in our Articles of Association and in the best interests of the charity.

The Foundation was established in 2001 with a donation of $300 million made by the Fédération Internationale de l’Automobile (FIA), the non-profit federation of motoring organisations and the governing body of world motor sport. We have an international membership of motoring and road safety organisations and national motorsport associations, with 151 founding members and 14 members from 103 countries. The members of the Foundation, through their Annual Meeting, elect our Board of Trustees and receive the Trustees’ Annual Report and Financial Statements.

The Foundation has built an international reputation for innovative global road safety philanthropy; practical environmental research and interventions to improve air quality and tackle climate change; and high impact strategic advocacy in the areas of road traffic injury prevention and motor vehicle fuel efficiency. In a citation he delivered at the 2012 Annual Meeting of the Clinton Global Initiative, President Bill Clinton said of the FIA Foundation: “Providing financial, technical and policy support their leadership has helped to activate a number of road safety efforts including helmet distribution, awareness campaigns including parental awareness of vehicle restraints for children, training of police forces and traffic laws.”

Our aim is to ensure ‘Safe, Clean, Fair and Green’ mobility for all, playing our part to ensure a sustainable future.
ABOUT THE FIA FOUNDATION

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Chairman, UK

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Diana Fauner
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Monalisa Adhikari
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Richard Clarke
Researcher