

A photograph of two children walking on a city street. The child in the foreground is wearing a blue puffy jacket and a white face mask. The child to the left is wearing a grey jacket and a white face mask. The background is a hazy, smoggy city street with a yellow bus visible.

**BUILDING
ALLIANCES FOR
SAFE ROADS
AND CLEAN AIR**

ANNUAL REPORT 2019



FOUNDATION

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BUILDING ALLIANCES FOR SAFE ROADS AND CLEAN AIR

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FOREWORD



FIA Foundation Chairman Lord Robertson speaks at an event in Washington D.C. to mark UN Global Road Safety Week 2019.

In early 2020 ministers from around the world will gather in Stockholm at a global conference hosted by the Swedish Government to review the UN Decade of Action for Road Safety 2011-2020 and to set an agenda for the next ten years.

Committees of experts convened by Sweden and the World Health Organization are currently undertaking a review of the Decade of Action. We can be certain that the Decade won't have achieved its target – to 'stabilise and reduce' global road traffic fatalities – let alone the far more ambitious target, set by the world's governments in the 2015 Sustainable Development Goals, and yet subsequently ignored by most of them, to halve the number of deaths. But have we at least stabilised? Road traffic deaths were estimated at 1.3 million in 2010, and projected to increase to 1.9 million by 2020. The most recent WHO estimate is 1.35 million. The gap between the projection and reality can be measured in millions of lives, real people who are returning home each night safely to their loved ones. If the Decade of Action has contributed in any way to this, we can all be truly proud.

As someone who has been actively engaged with this effort from the start, first as Chairman of the FIA Foundation's Commission for Global Road Safety, which

first called and campaigned for the Decade of Action from 2008, and latterly as Chairman of the FIA Foundation itself, I will follow the discussion and conclusions in Sweden with interest. It is doubly interesting because the Sweden review coincides with our own reckoning of the impact of the FIA Foundation over the course of the Decade, as part of our ongoing Strategic Review.

So what has the FIA Foundation contributed to the UN Decade of Action for Road Safety 2011-2020?

- We were instrumental in its launch. By devising, launching and funding the Commission for Global Road Safety, and its Make Roads Safe campaign, in 2006, the Foundation led the agenda in successfully calling for the first ever Ministerial Conference on Road Safety and the Decade of Action.
- Our previous Strategic Review, in 2011, committed us to a decade of support for two key international initiatives, the Global New Car Assessment Programme and the International Road Assessment Programme.

Through Global NCAP, more than 130 cars have been crash tested, with the results published in the media, in South East Asia, Latin America, India and South Africa. This has transformed public awareness and political debate, and led directly to regulatory change in India and to car manufacturers producing home-grown 'Five Star Cars' in the emerging markets where they were previously content to dump failed zero-star killers.

iRAP, a programme born out of the FIA automobile club network, has matured into the leading global assessment tool for governments and development banks to ensure their infrastructure is designed safely. Now active in more than 100 countries, iRAP has influenced more than \$60 billion of road investment and seen real and measureable infrastructure improvements in more than 30 countries.

Both of these programmes have undoubtedly prevented tens of thousands of deaths and injuries. It is particularly pleasing to us at the FIA Foundation that Bloomberg Philanthropies – which, under the leadership of Michael Bloomberg, has done more and invested more to support the implementation of the Decade of Action than any other organisation – has adopted both of these programmes, created and nurtured by our Foundation, as part of their own global road safety initiative.

- Having secured the Decade of Action, we have continued our ground-breaking public policy and campaigning, seeking to embed road safety into the wider global development agenda. The Foundation devised and led the campaign to include road safety in the UN's Sustainable Development Goals. The result, SDG target 3.6, is arguably more important than the Decade of Action itself.

The latest phase of our continuous and consistent campaign, which began back in 2006, is to ensure that road traffic injury – the leading cause of death for children and young people over the age of five – is properly integrated into a resurgent adolescent agenda. The Foundation has devised and is leading calls for a first ever Global Adolescent Summit, aiming to unlock new resources for youth issues, which is gaining support from influential child health organisations.

- If we can unlock new funds, they must have a destination. Working with expert regional partners, we have built the evidence that road safety saves young lives. From motorcycle helmet campaigns in Vietnam and Cambodia, supporting the hard work of moving governments from legislation to

implementation, to working with cities to provide sidewalks and safe crossings for schoolchildren in Sub-Saharan Africa, the Foundation's grant programme has invested in local knowledge and people who can deliver real and measurable results. Increasingly, FIA automobile clubs in developing countries are also building the skills and capacity to be able to play an important role in both national advocacy and programme design and delivery.

In myriad ways, the Foundation has provided the funding fuel to generate the Decade of Action and to strengthen its institutions. Grants to the NGO Alliance for campaigns and forums; air tickets and hotel rooms for UN staff to attend important meetings; support for research networks, data observatories, legislators' forums and university courses to train the next generation of road safety professionals.

- Since the early days of the Make Roads Safe campaign, the Foundation has focused on raising political commitment for global road traffic injury prevention. Today, through support for the FIA High Level Panel for Road Safety, bringing together institutional and private sector leaders, and through our funding of the office of the UN Special Envoy for Road Safety, Jean Todt, the Foundation is helping to push the message through more Presidential, Prime Ministerial and CEO doors than ever before.

With the launch of the new UN Road Safety Fund, to which we have committed \$10 million, the largest single donation so far, the Foundation is helping to build the platform for a determined push, post-2020, to save hundreds of thousands more lives.

This is the role of the FIA Foundation: policy-shaping ideas, expert partnerships, strategic funding, delivering with impact. Our charitable mission is so vital, for an issue so neglected, we must work even harder in the future to build on the platform established by the Decade of Action. And with the support of a strong Board of Trustees that I am honoured to chair, a dedicated staff, and many talented and visionary partners, this is what we commit to do.



Rt. Hon. Lord Robertson of Port Ellen, KT, GCMG
Chairman

OVERVIEW



At the United Nations Climate Action Summit in September, the FIA Foundation was part of an important new initiative and announcement. The assembled world leaders witnessed the launch of the Clean Air Fund, a global partnership of philanthropies committing to pool resources and knowledge to tackle the public health emergency of dirty air. As one of the philanthropic leaders present remarked: 'if our water was as dirty as our air, we wouldn't drink it'.

Although the FIA Foundation's financial contribution to the new Clean Air Fund, which has so far raised \$50 million, is small relative to some of the other partners involved, including the Children's Investment Fund Foundation, IKEA Foundation and Bernard van Leer Foundation, our expertise in coordinating expert technical initiatives and leading advocacy campaigns is prized by our peers.

A good example of this is the Global Fuel Economy Initiative, hosted and coordinated by the FIA Foundation, which this year marked ten years of international research which has set the recognised benchmark for vehicle fuel efficiency data, and support for national implementation of fuel economy policies in more than 70 countries. Through the respective expertise, influence and reach of the GFEI's partners – comprising the UN Environment Programme, International Energy Agency, International Transport Forum, International Council on Clean Transportation and the transportation team at University of California Davis – this coalition has built a reputation for both innovative policy and practical action.

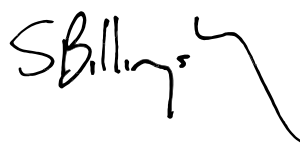
In 2019, as the stark and immediate consequences of the climate emergency become ever clearer, GFEI has re-set the initiative's targets for a world that has changed dramatically over the previous decade. Fuel efficiency is improving, but too slowly, and technological benefits are offset by the growth in sales of SUVs (whose share of CO₂ emissions is equivalent to those of the seventh largest country in the world). Yet the 2015 Paris Climate Agreement set ambitious objectives to limit global temperature increases to below 2 degrees Celsius above pre-industrial levels, targets which climate scientists agree are essential to prevent the worst ravages of a heating world, and which require a dramatically accelerated reduction in fossil fuel use.

So the new GFEI strategy broadens to embrace a vision beyond the internal combustion engine, and endorses a drive for electric vehicles, coupled with de-carbonisation of energy sources for such vehicles; continued pressure in the medium term to improve the efficiency of ICE vehicles; greater efforts to avoid new car use, and to shift travel to greener modes; and an emphasis in policy and investment on walking and cycling.

The benefits of cycling investment for the climate are highlighted by new research from another of the FIA Foundation's partnerships, the Share the Road initiative hosted by UN Environment. A study for *Share the Road* by the University of Cape Town estimated the carbon savings of improving the pedestrian infrastructure and cycling networks in Nairobi and Cape Town by comparing them with Bogota's experience of creating a 230km walking and cycling network. By maintaining and then increasing modal share for walking and cycling Nairobi's estimated savings were equivalent to 312 kilotons of CO₂ over 15 years, while in Cape Town the projected savings were 3 260 kilotons (3.3 megatonnes) of CO₂. Through its outreach with governments and city authorities in South America and Sub-Saharan Africa, UN Environment is providing practical assistance to set strategies for such low carbon investment.

There can also be strong road safety co-benefits from climate-oriented urban planning. As many of the partners in the Child Health Initiative, the FIA Foundation-led coalition for safe and healthy school journeys, are demonstrating, relatively low cost engineering design changes can make neighbourhoods more walkable and safer for children. With the school run contributing significantly to both poor air quality and carbon emissions, reducing car journeys to school is a win-win. Providing safe, well lit, walking facilities and reducing speed limits can be the key to unlocking a massive and positive change in behaviour.

By supporting the research & development of IRAP's 'star rating for schools' methodology, which is being road tested by FIA auto clubs and NGO partners at hundreds of schools across the world, the FIA Foundation is providing the tools and nurturing the networks needed to realise this goal. And through our broader campaign for action on adolescent rights and health we are making common cause with a wider coalition of youth rights organisations, and bringing our 'This Is My Street' agenda of safe mobility for children and youth to global policymakers. Linking global climate action to local road safety action, for the benefit of both: this is how our programme and advocacy dollars and expertise are helping to forge new alliances and deliver safer and healthier streets.



Saul Billingsley
Executive Director

2019 PROGRAMME RESULTS

Selection of results from our programme partners

Together with NGOs, FIA Clubs and international agencies around the world we tackle issues of public health, promoting road safety, sustainable transport, fuel efficiency and clean air as well as safe and inclusive motor sport. Here is a snapshot of some of our recent activities and results:



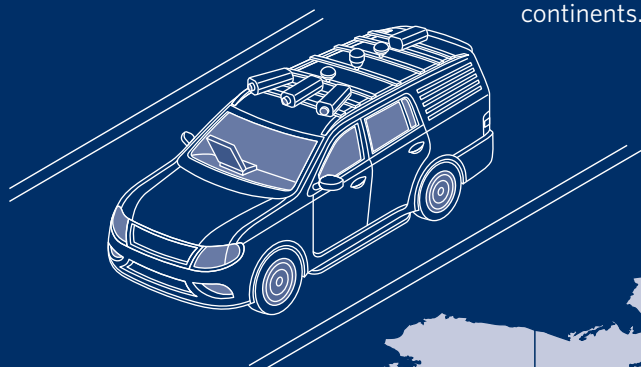
Star Rating for Schools

iRAP's Star Rating for Schools tool has now assessed the safety of infrastructure around 440 schools across 36 countries spanning five continents.



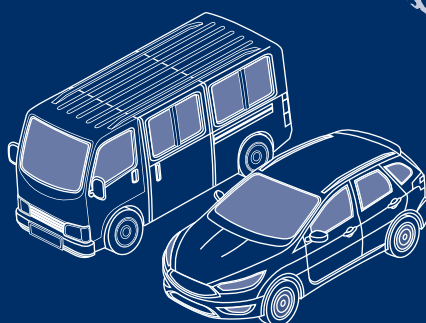
UN Road Safety Week

40 FIA Mobility Clubs took part in the UN Road Safety Week undertaking advocacy efforts to make road safety a higher priority.



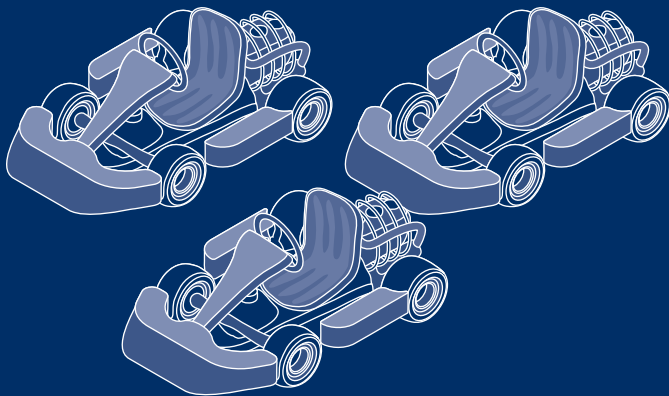
Increased Road Assessments

The International Road Assessment Programme (iRAP) is now working in more than 100 countries, undertaking road assessments and influencing USD\$5.1 billion of investment commitments globally this year.



Cutting Light Duty Vehicle Emissions

The Global Fuel Economy Initiative (GFEI) marked its 10 year anniversary with ambitious new CO₂ targets that aim to cut light-duty emissions by 90% by 2050. Policy support across GFEI's 70 countries continues, including influencing important regional and global processes – such as ECOWAS (West Africa), and ongoing support for countries such as South Africa and Peru, and new projects in Bangladesh and Tanzania.



Motor Sport Safety Training and Young Driver Participation

We support motor sport becoming safer and more accessible through successful training: 168 baja and cross-country officials, 180 scrutineers and technical delegates from 21 countries and 14 trainers from six countries were trained through ASNs' grants. 1,484 young drivers from 14 countries were trained and entered international motor sport. Over 1,200 female participants took part in the Girls on Track Initiative, the first of its kind, facilitating training and competing opportunities for female drivers.



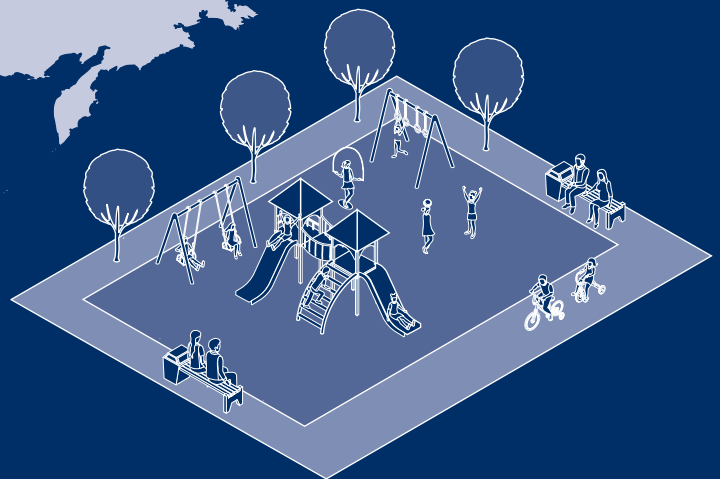
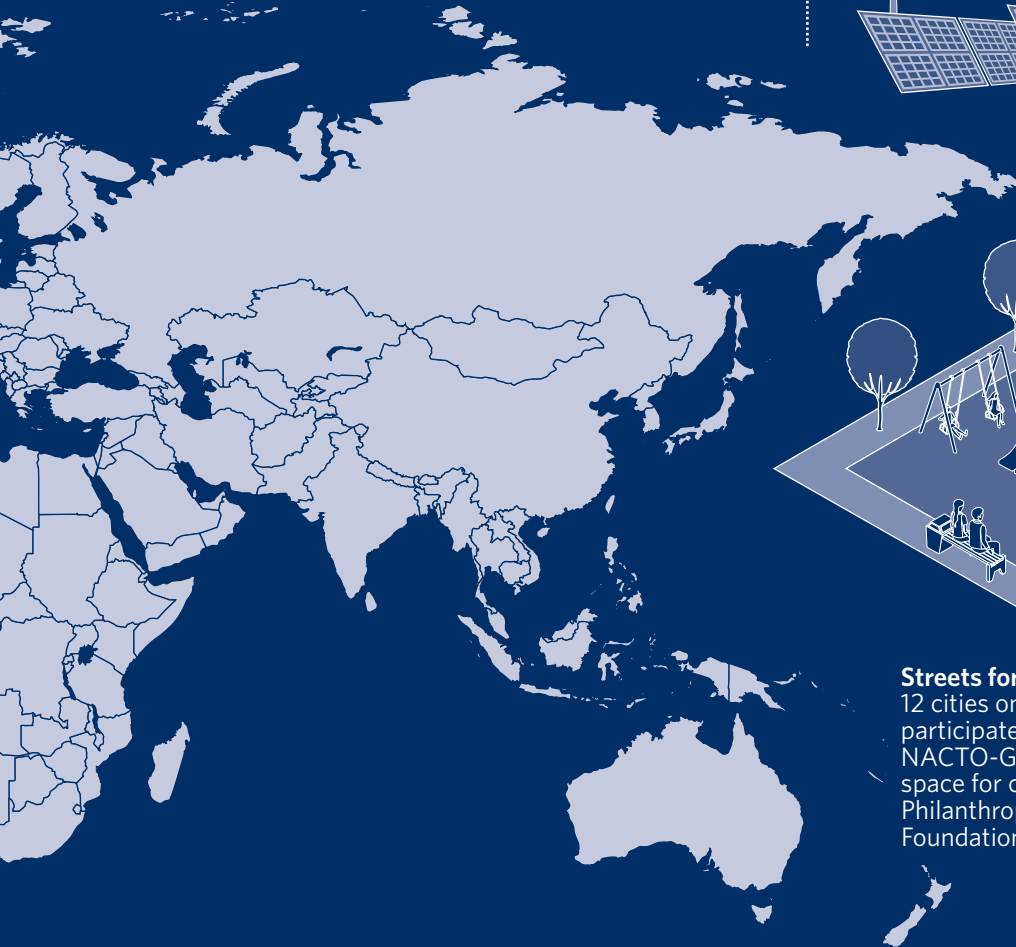
Crash Test Results

NCAPs (New Car Assessment Programmes) released 35 new crash test results and held two Stop the Crash events in emerging markets.



Clean Air

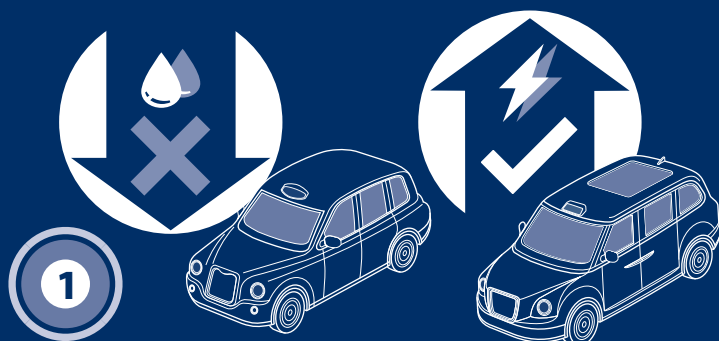
We joined the Clean Air Fund, contributing towards a \$50m total Fund with major philanthropies including Children's Investment Fund Foundation, IKEA Foundation and Bernard van Leer Foundation.



Streets for Kids

12 cities on five continents were chosen to participate in the Streets for Kids initiative, a NACTO-GDCI led partnership re-designing urban space for children, co-funded by Bloomberg Philanthropies, Fondation Botnar, Bernard van Leer Foundation and the FIA Foundation.

EUROPE



1

Zero Emission Taxis

300,000 vehicles were tested in London and Paris thanks to the TRUE initiative which also informed changes in policy tackling black cab emissions and supporting drivers switching to new zero emission capable taxis in London.



2

Child Restraint Systems

Over 1,000 restraint system (CRS) collected by FIA clubs in Austria, Switzerland and Italy were donated in Bosnia, Moldova and Belarus.



3

Reduced Speeds, Better Signage

In Tbilisi, EASST advocacy resulted in speed limits around schools being reduced to 30km/h.



1,800



160



4

Road Safety Education

EASST's Road Safety Education Pack reached 1,800 teachers in 160 schools across Eastern Europe, the Caucasus and Central Asia. Road safety education became mandatory in national school curricula in Armenia and Moldova.



5

Fire-Fighting Equipment

Fire brigades in Moldova and Ukraine received life-saving fire appliances as well as vital training from Fire AID professional volunteers.



AFRICA & MIDDLE EAST



1

Reduced Speed Limits

Through Amend advocacy Windhoek, Namibia reduced speed limits around schools from 40km/h to 30km/h.

3



Walking and Cycling

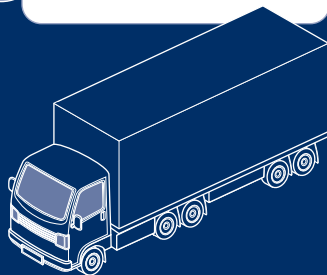
Share the Road supported development of active mobility policy in Zambia.

5

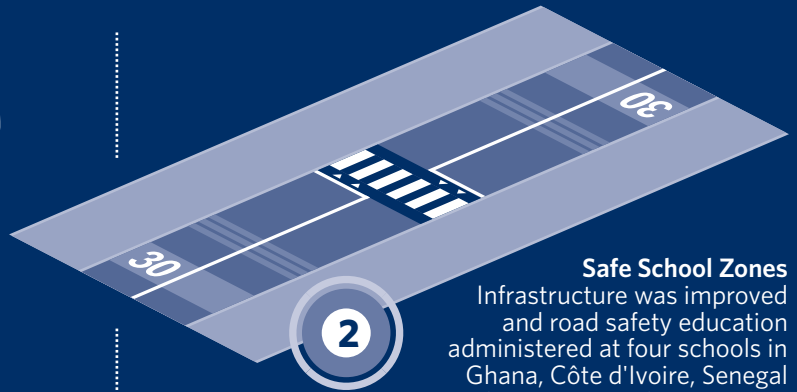
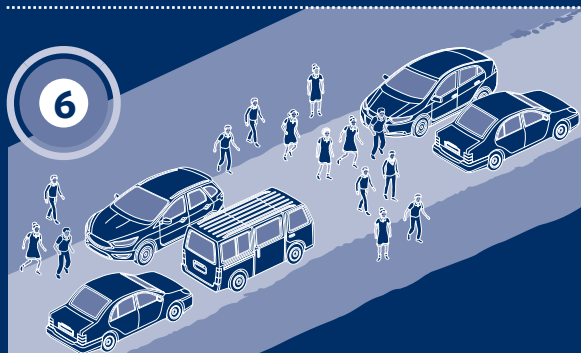


Driver Assistance Systems

The FIA club in Jordan (RACJ) provided 200 professional drivers with ADR training making transport of dangerous goods in the country safer.



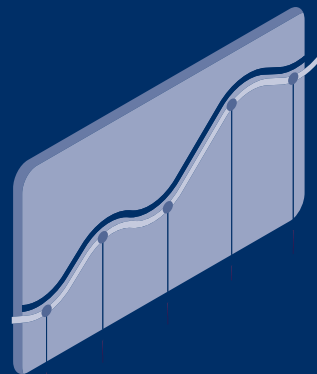
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2

Safe School Zones

Infrastructure was improved and road safety education administered at four schools in Ghana, Côte d'Ivoire, Senegal and Botswana with over 6,500 students reached through Amend's SARSAI programme.



4

Road Safety Data

The Road Safety Observatory for Africa was launched by governments to bridge the road safety data gap in Africa.



Children at Risk Report

Save the Children launched a major data report, the first of its kind in the country, exposing risks facing children on the roads of Lebanon.

ASIA



Road Modifications for Schools

AIP Foundation installed 204 road modifications across 20 schools in Vietnam and China, benefiting 23,688 students and 1,341 teachers. We provided core funding underpinning this activity.



Star Performance

The Tata Nexon became the first car, made and sold in India, to achieve Global NCAP's coveted five-star crash test rating.

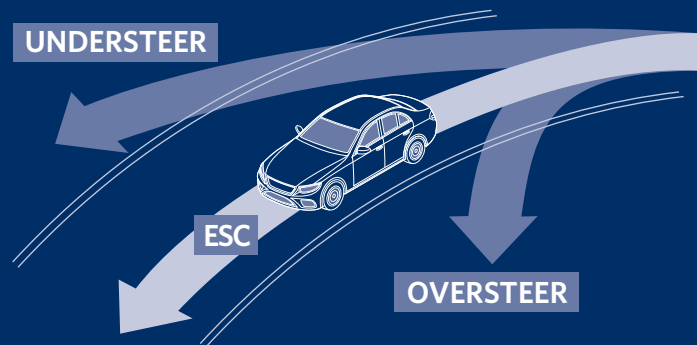


Increased Helmet Distribution

AIP Foundation distributed 18,451 motorcycle helmets in Cambodia, China, Thailand, Vietnam, Myanmar with its use increasing by 36.7% across all groups of beneficiaries.



UNDERSTEER

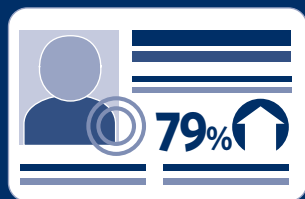


OVERSTEER



Driver and Passenger Safety

Asean NCAP helped to introduce mandatory CRS use in Malaysia from 2020. India announced its plans to make advanced driver assistance systems mandatory in cars by 2022. ESC and AEB will be incorporated in new vehicles between 2022 and 2023.



Increased Driver Licence Rates

In Cambodia, 24,773 garment factory workers and drivers trained on road safety skills and policy. Drivers' licence rates among surveyed collective transport drivers have increased from 64% to 79% thanks to AIP Foundation's efforts.



Pedestrianised Streets

Kemeralti Region in Izmir in Turkey now has 70 completely pedestrianised streets. World Resources Institute has also worked to ensure road safety recommendations are integrated into the city's 2030 transportation master plan and cycling master plan.



NORTH & SOUTH AMERICA

1



Vision Zero Award

New York City was awarded the annual award for commitment to child and youth safety as part of growing Vision Zero for Youth network.

3



Bike to School Day

3,415 events were held for Bike to School Day across the US organised by our partner Highway Safety Research Center, an increase of 7% from last year. Nearly 60% of 2018 Walk to School Day events led to policy or engineering changes that support safe, daily walking and biking to school.

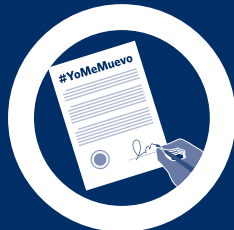
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School Safety Zone Improvements

Gonzalo Rodriguez Foundation opened branch in Argentina to advance its vital work in country. In Guaymallén 75 school zones received safety improvements benefiting 22,500 children.

5



#YoMeNuevo initiative

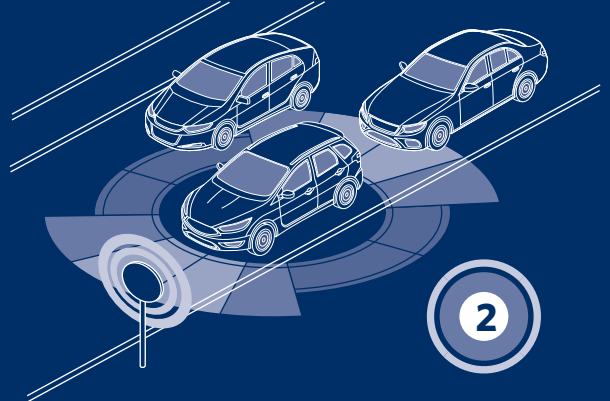
The Governor of Jalisco state and the mayor of Guadalajara in Mexico have signed the #YoMeNuevo initiative, adopting a child road safety agenda based on Vision Zero principles.

6



Walk and Bike to School Day

Share the Road programme helped authorities in Mexico to launch non-motorised transport (NMT) policies in Aguascalientes and Oaxaca whilst ITDP progressed Vision Zero for Youth with over 2,500 children and parents joining Walk and Bike to School events across the city.



2

Autonomous Vehicles

A research project on the impact of autonomous vehicles for social equity was launched with John Hopkins School of Public Health.





Zoleka Mandela at the SDG Action Zone, UN Headquarters, during the 2019 UN General Assembly.

BUILDING INSTITUTIONS TO SAVE LIVES

ROAD SAFETY

During 2019 the FIA Foundation has supported several global and regional initiatives designed to strengthen the management of road safety.

From changing internal United Nations road safety culture, to advancing the new UN Road Safety Fund, backing a new legislators' network and financing the launch of new Regional Data Observatories, the FIA Foundation has in 2019 contributed in important ways to strengthening the international response to the road traffic injury epidemic.

In February 2019 the United Nations launched its first ever Road Safety Strategy, with the FIA Foundation playing a key role in supporting the communications roll-out.

Road traffic crashes are the leading cause of death for UN personnel, which was the impetus behind the strategy formulated by the United Nations Department for Safety and Security (UNDSS). Since the beginning of United Nations peacekeeping operations, close to 615 staff have died as a result of road crashes, and more than 2,845 personnel were seriously injured.

The new strategy, 'A Partnership for Safer Journeys', was launched at UN headquarters in New York and Geneva in February 2019. The event included high-level representation from Jean Todt, FIA President and UN Special Envoy for Road Safety; Michelle Yeoh, United Nations

Development Programme (UNDP) Goodwill Ambassador; and Peter Drennan, Under-Secretary-General for Safety and Security.

FIA Foundation North America Director and UN Representative, Natalie Draisin, hosted the New York event as the Master of Ceremonies and opened by thanking Florence Poussin of UNDSS and Rob McConnell of Fleet Forum for pioneering the strategy. She moderated a panel of UN leaders who highlighted the significance of the strategy to their organizations. Maria Luiza Viotti, Chef de Cabinet, stated, "Death or injury must never be regarded as an inevitable part of road use by UN personnel." Peter Drennan said: "The strategy will bring a second life to previous road safety commitments and initiatives."



FIA Foundation board member and UNDP ambassador Michelle Yeoh speaks at the launch of the UN road safety strategy.

Michelle Yeoh, who is also a board member of the FIA Foundation, made a powerful call to action: "Traffic kills more of our youth than war or any disease," she said. "I hope that the launch of this UN Road Safety Strategy is the first ripple effect of culture change affecting everything from vehicle procurement policies to funding for adolescent health priorities."

Speaking at the parallel launch in Geneva, Dr Tedros, Director General of the World Health Organization (WHO) said, "No child or young person should die or be seriously injured while they walk, cycle or play. We must return our streets to our children. They have a right to feel safe on them." Filippo Grandi of United Nations Human Rights Council (UNHRC) stressed the importance of road safety declaring, "If nothing is done to address this issue, we are on the way for road crashes being the fifth leading cause of death in the world."



In his capacity as the UN Special Envoy for Road Safety, FIA President Jean Todt joins other UN leaders to sign a pledge marking the UN road safety strategy launch.

UN Special Envoy Jean Todt linked the UN's internal road safety strategy to the wider SDG target, to halve the number of deaths and injuries on the roads through SDG 3.6. Jean Todt pledged to continue to promote the strategy. "It is unquestionable that our goal should be zero", he argued, highlighting that with the help of the new UN Road Safety Fund, to which the FIA Foundation has made a \$10 million commitment, "work will continue to support road safety projects around the world."

That work at the UN Road Safety Fund has stepped up a gear in 2019. The first five pilot projects, totalling \$1 million, are now underway, covering activities including training of engineers by UNICEF to design child-friendly streets in the Philippines, Paraguay and South Africa; data observations led by the World Health Organisation in West Africa; and practical urban design implementation led by UN Habitat in Ethiopia. The UN Road Safety

Fund also approved a business plan and launched a full \$4 million Call for Proposals in October 2019. Fundraising remains a challenge, as both governments and private sector companies are slow to step up. But a new innovative funding mechanism for companies is being developed by the FIA High Level Panel, with a launch planned for 2020.

"The potential of the new UN Road Safety Fund is immense, if we can only persuade donors to seize the opportunity", says Lord Robertson, who represents the FIA Foundation on the Fund's board. "We at the FIA Foundation have stressed the need for flexibility of approach; attractive project design that will interest new donors, including private companies; and the importance of building partnerships with other international Funds with aligned objectives. The forthcoming Ministerial Conference in Sweden in February 2020 will be a vital moment for coalescing support for the Fund."



Parliamentarians came together for the global road safety Legislators' Forum, hosted and coordinated by the World Health Organization.



FIA Foundation Chairman Lord Robertson, himself an active UK parliamentarian, speaks at the Legislators' Forum.



The inaugural meeting of the South East Asia chapter of the road safety Legislators' Network meets in Bangkok in August 2019.



The meeting, hosted by a Thai senator, included legislators from 11 countries in the region.

Lord Robertson also played a role at the launch of new regional chapters of the Global Legislators' Forum in December 2018. The Global Network is co-ordinated by the WHO and supported by the FIA Foundation. Its goal is to provide a global platform for legislators serving in parliaments to share priorities and exchange best practice in road death and injury prevention, supporting the aims of the SDGs. Himself an active parliamentarian, as a member of the UK House of Lords, Lord Robertson helped instigate the Forum during the 2nd Global Ministerial Conference in Brazil in 2015, and attended the launch of the first two regional chapters, for Africa and the Eastern Mediterranean, held at WHO headquarters in Geneva, in December 2018.

The inaugural meeting of a third regional network, for South-East Asia, took place in Bangkok in August 2019, chaired by Thai Senator Surachai Liengboonlertchai and Dr Thaksaphon Thamarangsi, Director of the Health Promotion Policy Research Center of the WHO

South-East Asia Regional Office. South-East Asia has the second most dangerous roads in the world. The combination of fast growing traffic in the region's low- and middle-income countries and the highest levels of motorcycle use create a specific set of challenges which are shared by many countries across the region. The new regional legislators' network will link together parliamentarians alongside road safety specialists and NGOs with the objective of prioritising new legislation, and the better implementation of existing laws.

"Hundreds of thousands of deaths and millions of serious injuries occur on the region's roads each year", says Kate Turner, the FIA Foundation's public affairs manager, who attended the meeting. "Catalysing action on road safety can only be achieved if parliamentarians are committed to both legislation for safer streets and to the enforcement to make that legislation reality. The FIA Foundation is proud to support the Legislators' Network in making the case for safer streets."



Members of the Advisory Board of the UN Road Safety Fund met in Geneva in September to approve the first Call for Proposals.



In South Africa, engineers join a 'train the trainer' Unicef programme on designing child-friendly streets, supported by the UN Road Safety Fund.



As part of a Unicef pilot project for the Fund, planners in Paraguay listen to children to understand their perspective on using city streets.



Lord Robertson, representing the FIA Foundation, makes a point on the importance of building partnerships during a meeting of the UN Road Safety Fund.

But to design effective new laws and implement them requires accurate data. You can't tackle what you can't measure. So supporting new Regional Road Safety Data Observatories has been a priority for the FIA High Level Panel, working with WHO, the International Transport Forum and the World Bank, and with funding support from the FIA Foundation. A new regional observatory in Asia held its first exploratory meeting of government experts in 2019, while efforts are also being made to strengthen an existing Observatory in Latin America.

And in Africa, governments came together in South Africa in June to launch the work of the continent's new Road Safety Observatory to improve data and support efforts to save lives on the roads. The new Observatory supports efforts to generate road safety data, to underpin the public policy response to road traffic injury in Africa and to monitor progress towards regional and global objectives including the SDG agenda on road safety.

Delegates from more than 35 African Governments joined regional and global partners including the World Bank,

World Health Organisation, the African Union, African Development Bank, Islamic Development Bank, UN Economic Commission for Africa, the FIA, FIA Foundation and International Transport Forum at the First General Assembly of the African Road Safety Observatory. The General Assembly was hosted in Durban by the Government of South Africa from 27 to 28 June.

In his welcoming remarks to the General Assembly, UN Special Envoy Jean Todt told delegates that he looks forward to seeing the progress and development of the Observatory and encouraged African government representatives to participate in the forthcoming Ministerial Conference on Road Safety in Sweden in February 2020.

Child Health Initiative global ambassador Zoleka Mandela gave a keynote address at the Observatory's General Assembly. "This is an initiative we desperately need on our continent," she said. "I urge you to give your full support to this Observatory, to make it as strong a data platform as possible to address road



The first General Assembly of the African Road Safety Observatory was held in Durban, South Africa, in June. The FIA Foundation has supported the establishment of the Observatory, through a project led by the FIA, World Bank, ITF and WHO.



David Kajange, Head of Transport for the African Union, highlighted the need for the continent's governments to address road traffic injury data.



Soames Job, Head of the World Bank's Global Road Safety Facility, one of the architects of the observatory, stressed the importance of data underpinning effective interventions.

traffic injury because there are families across Africa, lives of countless men, women and children, who depend on your efforts."



Child Health Initiative ambassador Zoleka Mandela was a keynote speaker at the General Assembly and urged ministers to raise their commitment to the issue.

The Observatory has been established with funding from the FIA Foundation and support from the FIA,

together with the International Transport Forum and the World Bank Global Road Safety Facility. It has also received support from the UK Department for International Development and from the French Government's commitment to road safety in Africa through the Agence Française de Développement (AFD) UN Road Safety Trust Fund support.

Soames Job, Head of the World Bank's Global Road Safety Facility said: "This continent faces a stunning and unacceptable increase in road traffic fatalities and injuries over the next decade even if we carry on as we are right now. This Observatory is vital and improving our data is an essential task. But this is a first step. We need a strong response to build on this and to ensure that the interventions are in place."

A first step. But, in combination with a series of other important first steps supported by the FIA Foundation in 2019 to strengthen road safety institutional responses, a step in the right direction.



WE HAVE THE RIGHT TO USE SAFE
ROADS AND STREETS WITHOUT THREAT
TO LIFE OR HEALTH.

THIS IS MY STREET

#thisismystreet

WE HAVE THE RIGHT TO
THAT
ACTS

WALK the TALK:
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Young activists show their support for the 'This is My Street' campaign during the World Health Assembly in Geneva in May 2019.

UNITING FOR YOUTH

ROAD SAFETY AIR QUALITY

The FIA Foundation and the Child Health Initiative are the driving force behind a pioneering new coalition of UN agencies and NGOs to accelerate action on the leading killers of adolescents, including road traffic injury, with the campaign building momentum through 2019.

The World Health Organization (WHO), the Partnership of Child, New Born and Maternal Health (PMNCH), UNICEF, UNFPA, Plan International and the UN Major Group on Children and Youth (UNMGCY) are calling for governments and leaders to urgently step up action, commitment and investment in the health of young people as an urgent priority. The new coalition is breaking down policy silos at a global level, and the Child Health Initiative is putting road traffic injury on the adolescent health agenda for the first time.

In 2018 the Global Status Report launched by the World Health Organization revealed that road traffic fatalities are now totalling 1.35 million people a year. Despite the mandate to halve road traffic death and injury by 2020 in the Sustainable Development Goals (SDGs), the toll continues to increase and no more so than for young people. Globally, road traffic injury is the leading killer of those aged 5 to 29.

The lack of progress to tackle road traffic injury globally signals a bigger problem across the SDGs, where solutions and declarations of support are not translated into scaled-up action, investment and political will. It is clear that business as usual will not work if we are to achieve the collective ambition laid out in the SDGs.

While road traffic injury is the leading killer of young people, adolescents continue to face other emerging and neglected health burdens including HIV/AIDs, interpersonal violence, and mental health disorders. Together, these leading health burdens contribute to 1.2 million adolescent

deaths each year, and bring serious life-long health challenges to millions more. And, as with road traffic injury, these deaths are preventable.

Globally, adolescent populations continue to boom, particularly in low-and-middle-income countries where poor health and poverty are a constant threat. Two thirds of the total adolescent deaths each year occur in low-and-middle-income countries. Only 2.2% of the current levels of over \$35bn global health development funding is spent on adolescents and as part of that, a tiny fraction on road traffic injury.

Within this problem there is also unique opportunity. Following the publication of the FIA Foundation's 'Unfinished Journey' report in 2018, which made the first call for a global Adolescent Summit to address this funding neglect, the Foundation and its Child Health Initiative have worked to mobilise with UN agencies and NGOs set on taking a new approach to tackling the leading health burdens on young people that is so urgently needed.

Investment in adolescent health and wellbeing can achieve a "triple dividend" – immediate benefits for adolescents, future benefits for adults, and for future generations. Every dollar invested in adolescent health delivers an estimated ten-fold health, social and economic return.

Beginning at a global child health Partners' Forum in Delhi in December 2018, through to the UN General Assembly in 2019, the coalition has continued to grow and formalise its commitment to tackling road traffic injury and other leading health burdens. Bright Oywaya, director of Kenyan NGO ASIRT, joined the FIA Foundation to speak at the Delhi Partners' forum to put road traffic injury firmly on the adolescent health agenda, where the Child Health Initiative joined forces with PMNCH for the first time.



The PMNCH Partners' Forum in December 2018 was the first time road safety was included in the agenda of the major child health group.



First Lady of Kenya, Margaret Kenyatta, joins the launch of a joint report on adolescent health at the World Health Assembly.



Chair of the Global Partnership, former New Zealand Prime Minister Helen Clark, endorses the call for a first ever Global Adolescent Summit.



Zoleka Mandela joins the Chair of 'The Elders', President Mary Robinson, to discuss youth rights and climate change at the Social Good Summit in New York.

Since then, the group have produced two major publications calling for action. Launched by the First Lady of Kenya, Margaret Kenyatta at the World Health Assembly in May 2019, 'Adolescent Health: The Missing Population in Universal Health Coverage,' makes the case for investing in adolescent health, highlighting road traffic injury as the leading cause of death for 10 to 19 year olds.

The global 'Call to Action' for adolescents, which includes a focus on road traffic injury, was launched by PMNCH board chair and Former New Zealand Prime Minister Helen Clark and Child Health

Initiative Global Ambassador Zoleka Mandela in New York to kick off the opening of the UN General Assembly (UNGA).

The Call to Action was issued for consultation among international partners and youth constituencies. A key part is a call for a Global Adolescent Summit which has been a major advocacy focus for the Child Health Initiative. A Summit would aim to "increase significantly the levels of commitment and global funding for adolescents and accelerating action through to 2030".



Zoleka Mandela with youth activists at the 'Women Deliver' global conference in Vancouver. The FIA Foundation is reaching out beyond the traditional road safety community to build broader alliances for action on adolescent issues.



During the UN General Assembly in September 2019, Zoleka Mandela and the FIA Foundation's Avi Silverman discuss road safety before an audience in the 'SDG Action Zone'.



Zoleka Mandela on stage at 'Women Deliver', discussing road traffic injury with some of the preeminent campaigners and policy leaders in the development community.



At UN HQ Zoleka Mandela and other activists joined UN Deputy Secretary General Amina Mohammed to launch the 'Decade of Action for the SDGs'. A world leaders' summit on the SDGs agreed to keep pushing to meet the SDG road safety target by 2030.

Zoleka Mandela has continued to play a pivotal role mobilising leaders, agencies and campaigners to support the call for a summit, bringing the issue of road traffic injury and the rights of young people to the World Health Assembly, the international 'Women Deliver' conference and the UN General Assembly. Women Deliver, opened by Canadian Prime Minister Justin Trudeau to an 8000 strong audience, focussed on advancing the rights of women and youth. The conference saw Zoleka Mandela unite with high profile campaigners including Tarana Burke, founder of #MeToo, and Tina Tchen, former Chief of Staff to Michelle Obama, to call for action on adolescent health and wellbeing.

The UN General Assembly acknowledged that despite commitments from leaders and governments, not enough progress has been made across the SDGs. Zoleka Mandela and Deputy Director Avi Silverman called for renewed commitment to deliver on the SDGs for young people at the SDG Action Zone. The festival, hosted at UN headquarters, aimed at galvanising action as the international community gathered in New York. Zoleka Mandela joined UN Deputy-Secretary General Amina J. Mohammed and global changemakers to launch the Decade of Action on the SDGs; a call to urgently step up efforts to deliver the 2030 agenda.



UN leaders, including Jean Todt, FIA President, and UN Special Envoy for Road Safety, support the This is My Street campaign.



Lord Robertson urges support for the campaign during a speech in Washington D.C. to mark Bike to School Day.



In Delhi thousands gather at a Raahgiri Day event to call for healthy streets ahead of the Global Partners' Forum on child and adolescent health.

The momentum and success of the high-level advocacy led by the Child Health Initiative has continued to be bolstered by the 'This is My Street' campaign; connecting the global adolescent health agenda to local action on the ground for safe and healthy mobility.

As the leaders gathered for the Delhi Partners' Forum, the 'This is My Street' campaign hit the streets of Gurugram, where more than 10,000 residents came together for Raahgiri day to demand action on urban health issues such as road traffic injury and air quality. This transformative initiative, hosted with the World

Resources Institute, promotes the health benefits of safe active mobility and the equitable use of public space for all road users.

Uniting action for climate change and health, 'This is My Street' collaborated with WHO at Walk the Talk in Geneva and New York. The active mobility event saw hundreds of participants join the campaign as well as global leaders, athletes and campaigners including WHO Director General Dr Tedros, Margaret Kenyatta, Princess Dina Mired of Jordan, marathon champion Mary Keitany, F1 driver Romain Grosjean, and Jamaican Health Minister Dr. Chris Tufton.



WHO Director General Dr Tedros joins Zoleka Mandela and Avi Silverman to promote the campaign at a healthy walking event ahead of the UN General Assembly.



First Lady of Botswana, Neo Masisi, with Zoleka Mandela at the opening of new safe school infrastructure in Gaborone.



F1 driver Romain Grosjean backs the campaign during the World Health Assembly, together with athletes Mary Keitany and Tadesse Abraham.



The FIA Foundation's Natalie Draisin spoke at 'South By South West' in Austin, Texas, and signed up the city mayor.



London's mayor Sadiq Khan with the FIA Foundation's Béatrice Dumaswala, showing his support during Car Free Day.

The campaign has also recognised the pivotal role mayors play in delivering safe and healthy mobility. Austin Mayor Steve Adler and London Mayor Sadiq Khan joined the 'This is My Street' campaign and called on other mayors to take action on air pollution and road traffic injury in cities, particularly to protect the health of future generations.

The campaign continued to mobilise action on the ground as part of UN Global Road Safety Week in May 2019. The FIA Foundation supported over 60 national campaigns led by FIA Clubs and NGOs, calling on leaders to address road traffic injury as a priority for young people.



GFEI PLANS FOR AN ELECTRIC FUTURE

FUEL EFFICIENCY

From Greta Thunberg and the Fridays for Future to Extinction Rebellion and its actively passive resistance, the climate crisis has hit the streets and the headlines in 2019 to an unprecedented extent.

There is increasing urgency to the rhetoric, if not necessarily the action. It is now broadly accepted that carbon dioxide emissions are causing rapid changes to global weather systems which are already displacing 22 million people a year, fleeing crises like flooding, drought and wildfires.

Currently, a quarter of all energy-related carbon emissions come from road transport because the dominant technology - the internal combustion engine (ICE) - relies on burning fossil fuels which result in carbon dioxide emissions as well as a wide range of noxious gases.

In the context of a growing global vehicle fleet, this poses a grave challenge. There are now around 1.5 billion motor vehicles in use, an increase of 50% since 2009, and the number continues to rise: between 2000 and 2015, passenger vehicle transport emissions increased by 36%.

"The current trajectory is disastrous, and will have major impacts on the health of billions of people around the world," warns Rob de Jong, Head of UN Environment's Mobility Unit, "We need to do more on the efficiency side, making vehicles even more efficient, more rapidly."

This is a challenge that has been the core focus of the Global Fuel Economy Initiative (GFEI) since 2009, and this year it has re-tooled with a new 'GFEI Version 2' strategic plan to ensure it remains relevant and keeps pace with a rapidly changing world.

The FIA Foundation coordinates a partnership of the leading global experts in energy, transport and policy, joined by The Institute of Transportation Studies at University of California, Davis (UC Davis), the International Transport Council (ICCT), the International Energy Agency (IEA) and UN Environment.

GFEI set its original targets to address the fuel use of light-duty vehicles (LDVs), challenge governments to improve new vehicle regulations to double fuel efficiency by 2030 and the entire global fleet by 2050 (from 2005 figures).



The new GFEI strategy places more emphasis on the urgent electrification of the fleet, while urging a focus on clean and renewable sources of that energy.

So far, GFEI has worked with over 70 countries to help them understand their energy mix, providing a range of resources to support the selection of effective vehicle policy options. Improvements have been achieved by a range of interventions, from fuel regulation and labelling vehicles, to minimum standards, and tax incentives.

GFEI's impact ranges from this national policy support right through to the highest levels of global multilateral targets. Most significantly, the adoption of the 50by30 target in the United Nations' Sustainable Development Goals Seven (SDG7) provided a targeted, global commitment. The vital role of fuel efficiency was also recognised in the 2015 Paris Climate Agreement.



FIA Foundation Deputy Director Sheila Watson, who leads GFEI, announces the new strategy at the International Transport Forum in Leipzig.



FIA Foundation Executive Director Saul Billingsley, at the launch with the ITF Secretary General Young Tae Kim and the head of Transportation Policy at UC Davis, Professor Dan Sperling.



The GFEI team present their new strategy: l-r Prof. Lew Fulton, UC Davis; Stephen Perkins, International Transport Forum, Sheila Watson, FIA Foundation, Rob de Jong, UN Environment, and Pierpaolo Cazzola, International Energy Agency.

“Through research, in-country support and global advocacy GFEI has worked hard to support individual countries address this crucial issue,” says Sheila Watson, Deputy Director of the FIA Foundation and Executive Secretary of GFEI. “There are economic, energy security and environmental benefits from more fuel-efficient vehicles. That is why GFEI and the FIA Foundation have been pushing the multilateral agenda through our new GFEI targets to address the developing road vehicle mix, and using platforms like this year’s UN Climate Action Summit to share our messaging.”

Despite encouraging steps, and some national advances, LDV fuel economy improvement has

slowed in recent years. Global fleet efficiency flatlined for more than a decade and has now slowed to an improvement of just 1.4%. To now achieve the GFEI targets, the global fleet would need to improve by 3.7% per year, more than triple the rate between 2016 and 2017.

At the same time, freight transport emissions rose by 75% between 2000 and 2015, while modes like two- and three-wheelers now make up significant chunks of the vehicle mix: 21 million were sold in India last year alone.

So, ten years on from the launch of GFEI, and in the context of the changing vehicle market, the Initiative

GLOBAL FUEL ECONOMY INITIATIVE: NEW TARGETS FOR THE CLIMATE EMERGENCY

Passenger light-duty vehicle targets

Double global fuel economy of new vehicles by 2030, reduce CO₂ emissions by **90%** by 2050



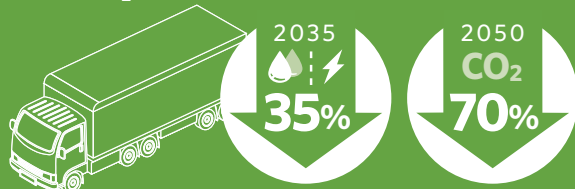
Two & three wheel vehicle targets

Improve fuel economy to reduce CO₂ emissions by **80%** by 2035 and **95%** by 2050



Heavy-duty vehicle targets

Improve new vehicle fuel consumption **35%** by 2035 - CO₂ reduction target of **70%** by 2050

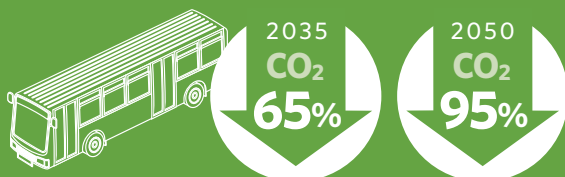


Decarbonising road transport to tackle climate change

A new fleetwide CO₂ reduction target of **65%** by 2050 compared with 2005. To comply with the Paris Agreement's less than 2 degree scenario, better fuel efficiency of conventional vehicle technologies; a faster transition to electric vehicles; a faster decarbonisation of the electricity grid; and additional 'avoid' and 'shift' measures eg more non-motorised mobility, are all needed

Transit bus targets

Improve fuel economy to reduce CO₂ emissions by **65%** by 2035 and **95%** by 2050



To achieve these targets, the carbon intensity of the global electricity grid will need to decrease by at least 90% between 2020 and 2050

Source: GFEI Working Paper 20 - Data based upon 2005 baseline

The GFEI strategy includes new targets for improved fuel efficiency for different classes of vehicle, as well as recommending to policymakers a stronger emphasis on the need to avoid much motorised travel by encouraging a shift to walking and cycling for shorter trips.

was re-launched at the International Transport Forum Summit in May 2019 with a fuller agenda for road transport de-carbonisation.

New targets for CO₂ emissions per kilometre identify that HDVs should reduce by 70% by 2050, alongside the first-ever targets for two- and three- wheelers for 80% reductions by 2035 and 95% by 2050, and urban buses to cut emissions by 65% by 2035 and 95% by 2050.

These are ambitious but realisable targets. They require continued improvements in vehicle efficiency plus the introduction of electric vehicles in line with current policy trajectory, combined with decarbonisation of the electric grid.

Achieving these targets, however, will only deliver a 30% reduction of on-road vehicle emissions by 2050 compared to the 65% needed to achieve the Paris Climate Agreement. The combination of a faster transition to electric vehicles, a faster decarbonisation of the electricity grid, and a movement away from motorised mobility are also vital.

In short, whilst new vehicle technologies offer the hope of a widespread transition to zero emissions mobility, there is still a long way to go, and little time to get there. Only in combination with globalised shifts away from motorised travel to sustainable, active transport like walking and cycling, will it be possible to achieve the climate action so desperately needed.



GRASSROOTS OF RACING

MOTOR SPORT SAFETY ROAD SAFETY

Khalil Beschir is the first Lebanese and Arab driver ever to compete in a single-seater world championship. It was not an easy path to follow in Lebanon twenty years ago; Khalil's parents were unable to finance his dream, yet his determination helped secure funding to participate in motor sport series in Europe and the Middle East. Years on, Beschir is a well-recognised person in the world of motor sports and since 2009 has been fundamental in nurturing the careers of young drivers. Beschir works with the Automobile and Touring Club of Lebanon (ATCL), who are the accredited regional training provider (RTP) for delivery of the FIA Young Driver Programme (YDP) and has been leading the process in the Middle East and North Africa (MENA). YDP has already become one of the most successful initiatives under the motor sport development funding stream enabling young drivers to enter the world of racing.

The aim of the YDP is to improve safety and competency of young drivers and support them to develop their careers through the comprehensive coaching that includes elements such as: career management, sponsorship, media, fitness and nutrition, psychological training, speed reaction and driving technique. Integrating road safety education and awareness is also an important element of building discipline and knowledge among young drivers, who are encouraged to be role models of safe driving in their communities. Imad Lahoud, ASN Coordinator for Sports & Mobility at ATCL, has also insisted on offering sporting prizes which vary from taking part in driving development camps in Europe, to testing FIA F4 cars.

The programme in MENA started in 2015 and so far more than 200 young people had their chance to receive coaching, training and career advice. "My own experience on and off the track allows me to prepare drivers in

the best possible way for a career in motor sports", says Beschir. "We assess, educate and develop drivers including coaching on securing sponsorship. There are different phases in the program. Each phase will be suitable for the level of motor sport and awareness in the country and its drivers. All our trainers and coaches have extensive experience in motor sports. We make sure that we choose the most complete driver with potential from each phase and group and give them life changing opportunity."



Introduction to the psychology of racing during the YDP session in Lebanon.

There are very encouraging examples of achievements of those who already enjoyed the programme through the MENA region activities in Jordan, Lebanon, Morocco, Algeria and Cyprus.

Two drivers went into FIA Formula 4 programmes after completion of YDP in 2018. The winner of Jordan YDP, Manaf Hijjawi, is now starting an extensive testing programme in FIA F4 France and will be racing in the series. After taking part in Phase I in 2018 in Jordan, Manaf qualified second in the Rotax World Final and won the pre-final heat in Brazil in 2018 as well as winning the UAE Karting Championship. Meanwhile Karl Massaad from Lebanon managed to secure sponsorship which enabled him to race in F4 UK. Karl has already won three podiums as well as the Hill Climb challenge in Spain in cross karts. The winner of the YDP Lebanon Phase 2 Rashed Ghanem has also secured sponsorship and is now racing in the FIA F4 Spain, scoring multiple wins and podiums. Another FIA YDP participant, 15-year-old Ali Akabi, went through an extensive FIA F4 testing and is currently racing in FIA F4 South Asia and had a few rounds in FIA F4 Germany.



Digital racing during the first ever FIA Motorsport Games in Rome.

Two more Jordanian drivers from the 2018 programme, Hamza Al Fayez and Ameer Al Najjar, are now competing in karting championships regionally and internationally, winning podiums in the region and Europe. Sixteen-year-old Stephanie Hobeika from YDP Lebanon is racing in the championship and recently won her first race.

Out of 50 drivers trained in Morocco, two went into F4, two into GT4 and five into racing internationally in European Karting challenges. Since YDP started in Morocco, the grid in the Karting championship tripled.

"It is extremely important to provide support to young drivers from a very early age. I'm very impressed with the standard of the programme as well as with the focus of drivers – from those very, very young ones to those in their 20s", says Graham Stoker, FIA Deputy President of Sport "There is a sheer motivation and

passion for motor sports. I'm also delighted to notice an increasing number of girls entering and looking to develop their careers through sport. And for those who don't want to compete, there are so many other ways to get involved, whatever your budget or ambitions – there really is something for everyone."

In recent years, there have been many efforts to develop grassroots motor sport, such as karting, and to provide ASNs new to these activities with best practice guidance on how to conduct events safely. These grassroots disciplines, as well as innovation in motor sport, particularly through digital motor sport, provide better access for young drivers. The Rwanda Automobile Club (RAC) introduced karting in 2018 and the Digital Motorsport for schools in 2019. The Online Championship is being organised to detect young talent using simulators which will rotate in schools and to introduce motor sport to



Karting challenge in Kigali, Rwanda.



Working on improving fitness levels is an important part of the FIA Young Driver Programme.



Closing ceremony after completion of the Young Driver Programme in Morocco.

different parts of the country while – at the same time – trying to make it more affordable for all. The age target for the online racing championship will range between 8-12 years, next up will be the juniors karting championship category featuring the ages between 8-16 years. The third category will be the X-Cars championship for rising drivers aged 17 and above to start in 2020. The digital racing team can visit five cities introducing circa 160 youngsters to motor sports every month. Using technology also helps to promote motor sports amongst girls and the club is aiming to increase their participation and find talented female drivers.

Africa is one of the fastest growing continents in the world of motor sports, yet it also presents some of the greatest challenges in terms of access to opportunities, says Christian Gakwaya, President of RAC. “Young people are the future of our sport and

their involvement at this early stage will help create a desire to join as they grow. We want to break the perception that motor sports are only for the rich and for men. We want youngsters to understand that there are multiple opportunities to work in motor sports - as mechanics, engineers, managers.”

Additionally, attention is paid to road safety messages which is in line with the government’s programme to make roads safer for everyone in Rwanda. “We want to ensure that everyone who enters motor sport understands the importance of road safety and that is why we introduced the road safety module into our competition”, explains Gakwaya. “We will work with the Ministry of Sports and the Ministry of Education to ensure that these messages are shared as widely as possible, included into the school curriculum, and eventually become a regular part of education.”

J.03



Students in Cambodia support UN Global Road Safety Week as part of activities organised by the Automobile Association of Cambodia.

FIA ADVOCACY AND ACTION FOR ROAD SAFETY

ROAD SAFETY

Automobile clubs have been demonstrating an effective combination of advocacy and action in projects funded during 2019 by the FIA Foundation through the FIA Road Safety Grant Programme.

Between 6th - 12th May 2019 almost forty FIA clubs worldwide supported the 5th UN Global Road Safety Week as part of a global 'Speak Up' campaign. During the week, FIA members were encouraged to advocate for stronger leadership by identifying the main risks that vulnerable road users face in their country or city, proposing the changes that would help avoid and remove those risks and organising activities to reach out to key decision makers in their country or community who are able to make a difference. Some clubs have inspired real change.

The Bahamas Motor Sports Association (BMSA) has been at the forefront of advocating for new legislation in the country to prohibit and make illegal the use of phones for talking or texting while driving. This pressure from the club, supported by key national road safety stakeholders, resulted in the passing of amendments in the Road Traffic Act earlier in 2019, a major step forward for road safety efforts. To support implementation of the law, its promotion and awareness amongst the community, BMSA organised several

interventions as part of 'Respect the New Road Safety Law', the club's campaign for the UN Global Week.

"At the start of 2019 there was no specific law pertaining the use of cell phones while driving", says President of the Club David McLaughlin. "The new law was brought in as a direct result of pressure from the FIA/ Bahamas Motor Sports Association and was tabled by the Prime Minister in Parliament on 20th March. However, having a law is only the start of the process. It is then necessary to gain awareness, acceptance of the community and ultimately work with the police on enforcement of the law. The changes were publicised in media but more dynamic action was required."



The Hon. Frankie Campbell, Minister of State for Transport and Local Government, during an event organised by Bahamas Motor Sports Association.

The BMSA launched its campaign at the Traffic Police headquarters, followed by activities in schools explaining to children, teachers and parents the dangers of texting while driving; meetings with Royal Bahamas Defence Force Rangers; and activities at a multiplex cinema targeting all road users. To demonstrate the impact that a distraction has on a driver, the club used the FIA simulator to showcase the problem in an interactive way, ultimately increasing the awareness of the public for the issue and showcasing the problem.

"Most people who participated had no idea of how much distance their vehicle would travel in this one second they took to react to a sound of an incoming text message", says McLaughlin. "Using the FIA Driving Simulator, it was possible to demonstrate in a safe environment that distraction can cause fatal consequences."



An event organised by AA Tanzania in Kisutu Primary School in Dar es Salaam.



School children demanding safer roads to school in El Salvador with the automobile club ACES.



Children from Skun Primary School in Cambodia demand safer journeys to school during the Automobile Association of Cambodia event.



Pledges to improve road safety in school zones in Cambodia were handed over to local authorities.

Several clubs around the world used UN Global Road Safety Week to focus on issues related to children and youth and safe school zones, and took the opportunity to connect with the FIA Foundation campaign 'This is My Street' calling for action on safe school journeys. The Automobile Association of Tanzania (AAT) launched their campaign 'I feel unsafe going to school' at Kisutu Primary School in the Central Business District of Dar es Salaam. The event was attended by District Commissioner Ilala Madam Sophia Mjema and the Head of the Traffic Education Unit at Tanzania Traffic Police, amongst other senior officials who joined AAT President Nizar Jivani, AAT Motor Sport Vice President Satinder Birdi and Aggie Krasnolucka of the FIA Foundation.

The District Commissioner was presented with 4,800 petitions and endorsed the demands of pupils to

feel safe on their journeys to schools. The petitions were prepared by children within the Ilala district and stressed the importance of improving road safety infrastructure within school zones. The District Commissioner spoke about the importance of using zebra crossings, understanding road signs, seatbelt use, and asking police to ensure children achieve safe and healthy journeys to school. She directed the Regional Traffic Police Commander to stop defective school buses from operating on the roads to carry school children.

"We were delighted to have the District Commissioner attend our event and to hear the commitment to road safety and practical actions such as traffic police to scrutinise safety of school buses, especially for seat belts says", AAT President



The IFL School students in Cambodia demanding improvements in road safety in country.



Road safety education session conducted by the National Automobile Club of Azerbaijan (AMAK) in a secondary school in Baku, Azerbaijan.



AMAK used a seatbelt simulator during its UN Road Safety Week activation to show how it protects people in case of crash.

Nizar Jivani. "AAT presented 14 zebra crossing poles to the District Commissioner to be erected on roads near schools, where needed. This was a gesture by AAT as part of our social and corporate responsibility and to give a bit of impact to the road safety campaign. We were also pleased to hear that the Commissioner wants the Municipal Director to ensure zebra crossings, speed bumps and other safety signs are in all schools."

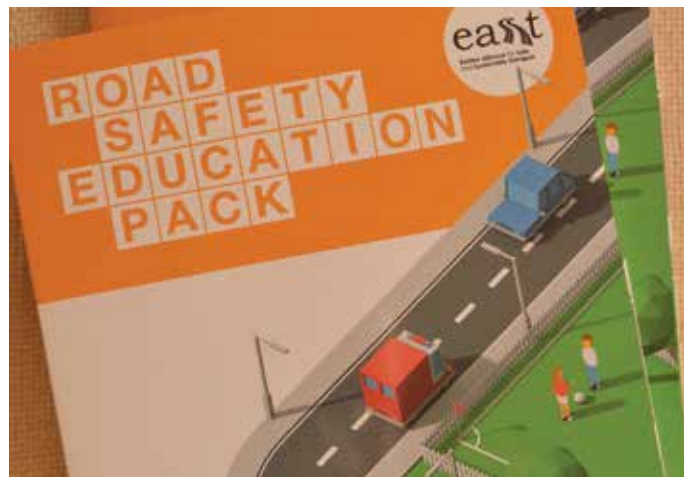
Activities of other member clubs included organisation of marches to demand action on road safety, round tables, and incentivising country stakeholders. In Belize, the Automobile Touring Association (BATA) produced a 'This Is My Street' campaign video demanding safe roads. BATA visited the Mayor's office demanding safer infrastructure in school zones. The

video also featured various traffic authorities, club staff and members of the community speaking up to raise awareness on road safety.

The National Automobile Club of Azerbaijan (AMAK) organised awareness sessions for parents and schoolchildren together with the state road police and Ministry of Education, as well as a Roundtable on 'Leadership and Partnership on Road Safety'. The Automobile Association of Cambodia (AAC) organised a march with students and a collection of signatures for teachers and parents to improve traffic safety near schools. The final activity of the Cambodian club, 'We demand safe roads to school', was a communication campaign to raise awareness and invoke public interest in solving the issues of road safety.



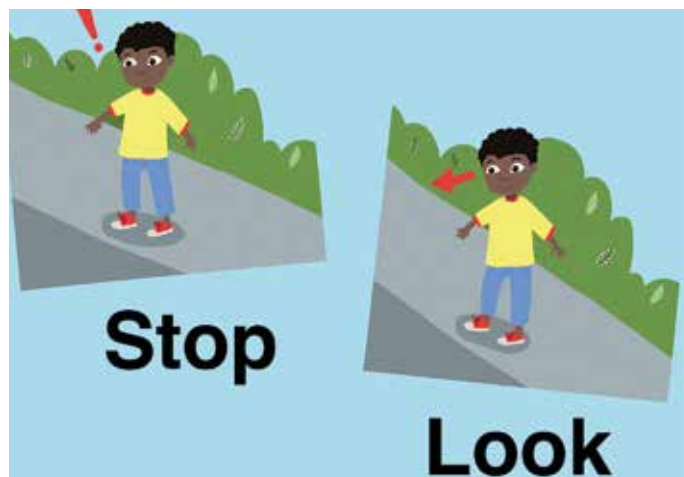
iRAP and EA991 conducting the Star Rating for Schools (SR4S) assessment in Gaborone, Botswana.



The EASST Road Safety Education Pack, widely used in Eastern Europe, has now been adapted for pupils in Botswana.



Official launch of the EA991 project 'Safer Roads to School - too Young to Die' with key road safety stakeholders and representatives from FIA Foundation and FIA.



Crucial road safety messages are now being shared in primary schools participating in the EA991 project.

More than fifty road safety initiatives have been implemented over last 12 months through the FIA Road Safety Grant Programme and half of them focused on the most vulnerable road users, especially children. For example, the FIA automobile club Emergency Assist 991 (EA991) in Botswana has been implementing its new project, 'Safer Roads to Schools - Too Young to Die', aiming to reduce child pedestrian injuries and deaths from road crashes.

The Club has used iRAP's Star Rating for Schools (SR4S) methodology to guide both interim infrastructure improvements as well as encourage long term sustainable investment in safety by the government of Botswana. To demonstrate the impact of the approach EA991 identified three local schools where, additionally to engineering improvements, high

quality road safety education and practical learning for pupils and teachers will be introduced.

The World Health Organization estimates that more than 470 people are killed on Botswana's roads each year, with child pedestrians among the highest risk groups for road traffic injury. More than 230 children have lost their lives in the past 5 years, while 787 and 2,576 children had serious and minor injuries respectively. The EA991 efforts to address this crisis have already gained the interest of the government and road safety community in Botswana, involving key road safety stakeholders in country such as the Motor Vehicle Accident Fund, Gaborone City Council, National Road Safety Committee, Department of Road Transport Safety, Traffic Police, Village Development Community, local schools, private sector and local media.



Automobile Club of Colombia conducting an SR4S assessment in Bogota.



New refuge island installed after a SR4S assessment in Ho Chi Minh City, Vietnam.



SR4S assessment in Philippines by the team of Automobile Association of Philippines.



Analysing findings from the SR4S street assessment in Philippines.

"The project is now in its final phase with three selected schools awaiting to receive road infrastructure required", says Simon Modisaemang, Director of the EA991. "In addition to implementation of pedestrian crossings, sidewalks and safety barriers, each school runs activities for children to familiarise them with use of the new infrastructure. Road safety education will be continued through activities run by schools' road safety clubs. We were also familiarised with the Road Safety Education Pack developed by EASST, another partner of the FIA Foundation, which is a teaching resource that provides activities to introduce road safety messages and behaviours to children. We are now working with the Ministry of Education to introduce this tool into the national road safety curriculum. The Club has been also lobbying for the reduction of speed around school zones and

works closely on this matter with other local road safety NGOs, authorities and stakeholders."

Many other FIA member clubs have been using the Star Rating for Schools (SR4S) methodology to gain data for their road safety advocacy to and encourage long term sustainable investment in safety as well as to assess levels of safety around the schools and identify where safe road infrastructure is required. Over the last 12 months the methodology was used by clubs across the world - in Azerbaijan, Bangladesh, Botswana, Bulgaria, Chile, Colombia, Costa Rica, El Salvador, Guatemala, Kosovo, Macedonia, Morocco, Paraguay, Philippines and Serbia - in their bid to ensure safer environment for children during their daily school journeys. The voice and expertise of automobile clubs is undoubtedly being heard in many national road safety debates.



A TRUE TALE OF TWO CITIES

AIR QUALITY

New emissions data from London and Paris has been published by the FIA Foundation's TRUE (The Real Urban Emissions Initiative) highlighting the challenges and opportunities for major cities seeking to address the environmental and health impacts of vehicle pollution.

Just 12% of all cities have air which complies with World Health Organization standards, and overall an estimated 3.7 million people, mainly in urban areas, die each year as a result of outdoor air pollution. Vehicle emissions are a major contributor to this pollution, with petrol and diesel cars emitting a range of toxic pollutants that have both immediate and long-term impacts on health.

Diesel vehicles dominate many European cities, as a result of a push by governments in the 1990s to promote the fuel as a low carbon option promising lower emissions and greater fuel efficiency. Manufacturers and regulators claimed vehicles were getting cleaner and cleaner, passing increasingly stringent laboratory emissions tests, but in reality an invisible pollutant – nitrogen oxide (NO_x) – was spreading across urban spaces at a terrifying rate.

The Dieselgate scandal, uncovered by the International Council on Clean Transportation (ICCT), revealed that German automaker VW was using cheat software to pass laboratory tests in the US but under normal driving conditions cars were spewing unregulated emissions. Subsequent investigations revealed the use of such 'defeat devices' had become systematic by a number of manufacturers.

The cost of this discrepancy is vast; 37,000 deaths, mainly in Europe, are directly attributable to the excess NO_x emissions created by this gap alone. The full health impacts of these toxic diesel fumes are still being uncovered, from respiratory difficulties to learning disabilities, with some occurring even before birth.

Cities' activities seeking to improve their air quality and address the health burden are frustrated the limitation of their knowledge. "You can't make informed, effective policy decisions when you know you don't have accurate data," says Sheila Watson, Deputy Director of the FIA Foundation. "There is a vast health burden caused by vehicles on our streets, but we now know that we can't trust manufacturers to give us good information, so someone else has to step up and provide it."



London (above) and Paris (main page facing) are the first pilot cities for the TRUE initiative's on-street emissions testing.

To fill that gap, TRUE measures real-world emissions on city streets, to provide open data for city administrations to identify their specific emissions challenges; and to provide the public with the real emissions levels of vehicles when looking to purchase cars. TRUE is a partnership of the FIA Foundation and ICCT, with an advisory board which includes the Global New Car Assessment Programme, Transport and Environment, and C40 Cities amongst others.

"We are trying to make sure there is a steady drum-beat of information about real-world emissions from vehicles", Sheila Watson adds, "so that it continues to be present in the minds of the public, the minds of policy-makers and in the minds of cities."



Mayors Sadiq Khan of London and Anne Hidalgo of Paris have made the fight for clean air signature policies of their administrations.



TRUE roadside testing in London has found the city's iconic black cabs are serious gross polluters. As a result the city government has introduced new scrappage incentives.



Drew Kodjak, head of ICCT, the FIA Foundation's main technical partner in the TRUE initiative.



Deputy Mayor of Paris, Christophe Najdovski, speaks to the media about the TRUE findings.



The Initiative uses remote sensing technology to capture the emissions of vehicles in urban environments, building up a data set assessing the emissions of vehicle families. It was launched with Anne Hidalgo, Mayor of Paris, and Sadiq Khan, Mayor of London, who committed their cities to pilot the Initiative. Arming cities with the data to analyse their specific emissions challenges will finally give them the ability to develop informed and tailored solutions for their emissions challenges.

Drew Kodjak, Executive Director of the ICCT, identifies this city engagement as central to addressing the issue. "We need authorities to commit to continued

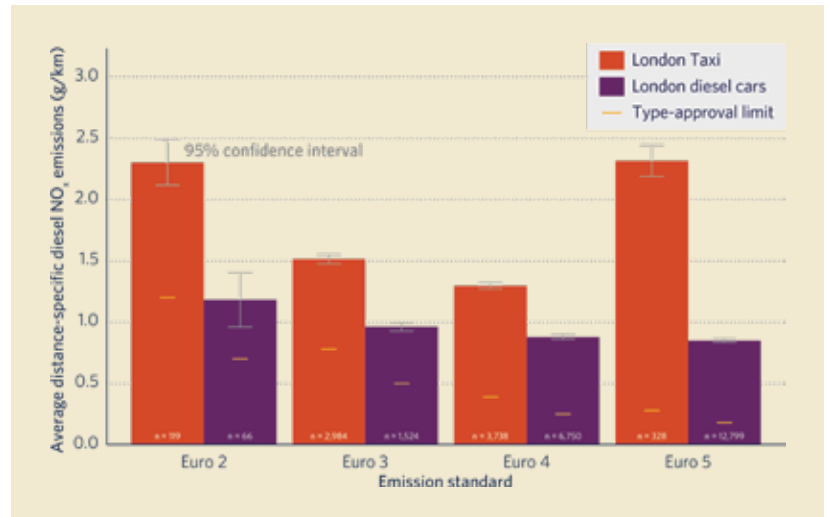
testing of real-world emissions, to recognise that policies need to be put in place, and to ensure better enforcement of those policies."

TRUE analysed 100,000 samples from vehicles in London, revealing the iconic black cabs are disproportionate polluters, responsible for 20% of harmful NO_x emissions, and by 2020 would be the biggest source of transport pollution. These findings have informed a range of new policies specifically targeting black cabs by increasing support for a faster switch to new zero-emission capable taxis. "Data from TRUE and ICCT reveals the stark health impact of polluting diesel taxis on our streets," says Mayor of

A TRUE TALE OF TWO CITIES



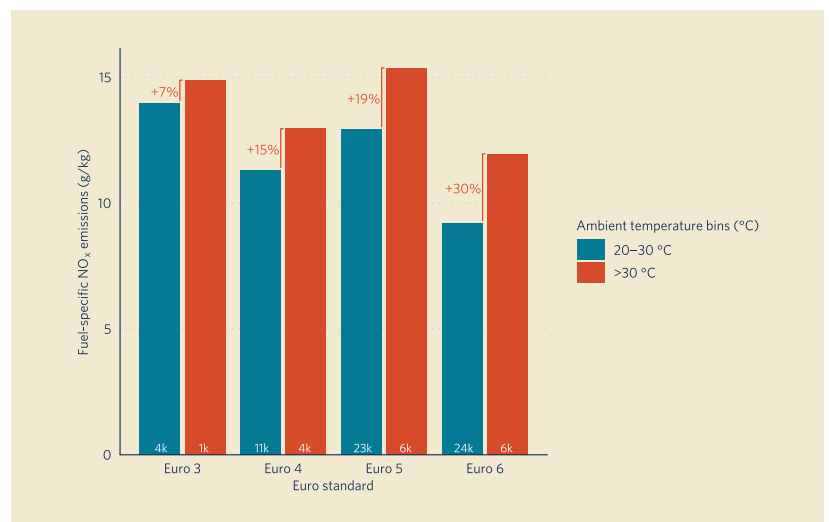
A testing gantry in Paris. More than 180,000 vehicles have been tested in the city.



Testing in London has found that diesel vehicles currently in use on the road greatly exceed permitted standards for nitrogen oxide emissions.



Motorcycles emerge from the Paris data as a major source of NO_x emissions.



The Paris testing highlighted a dramatic deterioration in emissions performance when temperatures rise above 30 degrees centigrade.

London Sadiq Khan. "It also underlines why we at City Hall have been delivering hard-hitting, urgently needed policies to tackle vehicle emissions."

In Paris, measurements were taken from over 180,000 vehicles and showed NO_x emissions rose by up to 30% at temperatures over 30°C, and that motorcycles and other two- and three-wheelers produced far more CO and NO_x compared to petrol cars on a fuel-specific (grams per kilogram of fuel consumed) basis than previously thought.

"The study confirms that the diesel ban is the right objective", says Christophe Najdovski, Paris Deputy

Mayor for Transport, speaking to the media at a TRUE press briefing at the Hotel de Ville. "We could go further to get clean air back in Paris."

These two pilots demonstrate how responsive city leadership can be to emission data when they prioritise health and transport needs. Real-world emissions data gives every city the chance to understand the specific risks to their citizens and the transparent data to understand the challenges to current policies and confidently and accurately legislate for cleaner streets. With data collection in further cities planned, the TRUE story is only beginning...

CLEAN AIR IS A HUMAN RIGHT!

A new philanthropic initiative of \$50 million, the first dedicated entirely to addressing air pollution, has been launched with the support of the FIA Foundation. The Clean Air Fund was announced during the United Nations Climate Action Summit in September.

The Clean Air Fund is a global philanthropic initiative that supports organisations around the world working to combat air pollution, improve human health and accelerate decarbonisation. It aims to raise a total of \$100 million to address the global outdoor air pollution crisis responsible for 4.2 million deaths worldwide – more than from malaria, tuberculosis and HIV/Aids combined.

It aims to increase the scale of funding currently targeted towards this issue, by tying together resources from funders interested in climate change, children, and health. It will share best practice and connect partners to ensure the best local solutions are rapidly scaled up and replicated; and lead a collective strategy to ensure interventions can have the most significant impact in reducing the numbers of premature deaths and the incidence of pollution-related diseases such as asthma, lung cancer, pneumonia, and heart disease.

The Fund works with a coalition of philanthropic foundation partners who have interests in health, children, mobility, climate change and equity, bringing them together to strengthen their collective investment, voice and impact. Alongside the FIA Foundation, which has committed to \$1 million over the next four years, funding partners include IKEA Foundation, Children's Investment Fund Foundation, Bernard van Leer Foundation, Oak Foundation, and Guy's and St Thomas' Charity.

As part of the launch, the Clean Air Fund released a new report that details the historical lack of philanthropic support to tackle outdoor air pollution and summarises the trends in global philanthropic foundation funding. In 2017 \$800 was spent by foundations for every HIV-related death while just \$7 was spent by foundations for every death related to outdoor air pollution.



Addressing an audience of world leaders at the UN Climate Action Summit, Jane Burston, Executive Director of the Clean Air Fund, highlighted the contribution of the FIA Foundation.



The report found that three-quarters of philanthropic funding was spent on air quality projects in just three countries: China, India and the USA. Air pollution is a global challenge but the burden on health is disproportionately higher in poorer countries, despite the fact low-income countries currently receive very little for related projects; less than 0.5% of foundation funding on air quality, for examples, is spent across the entire continent of Africa.

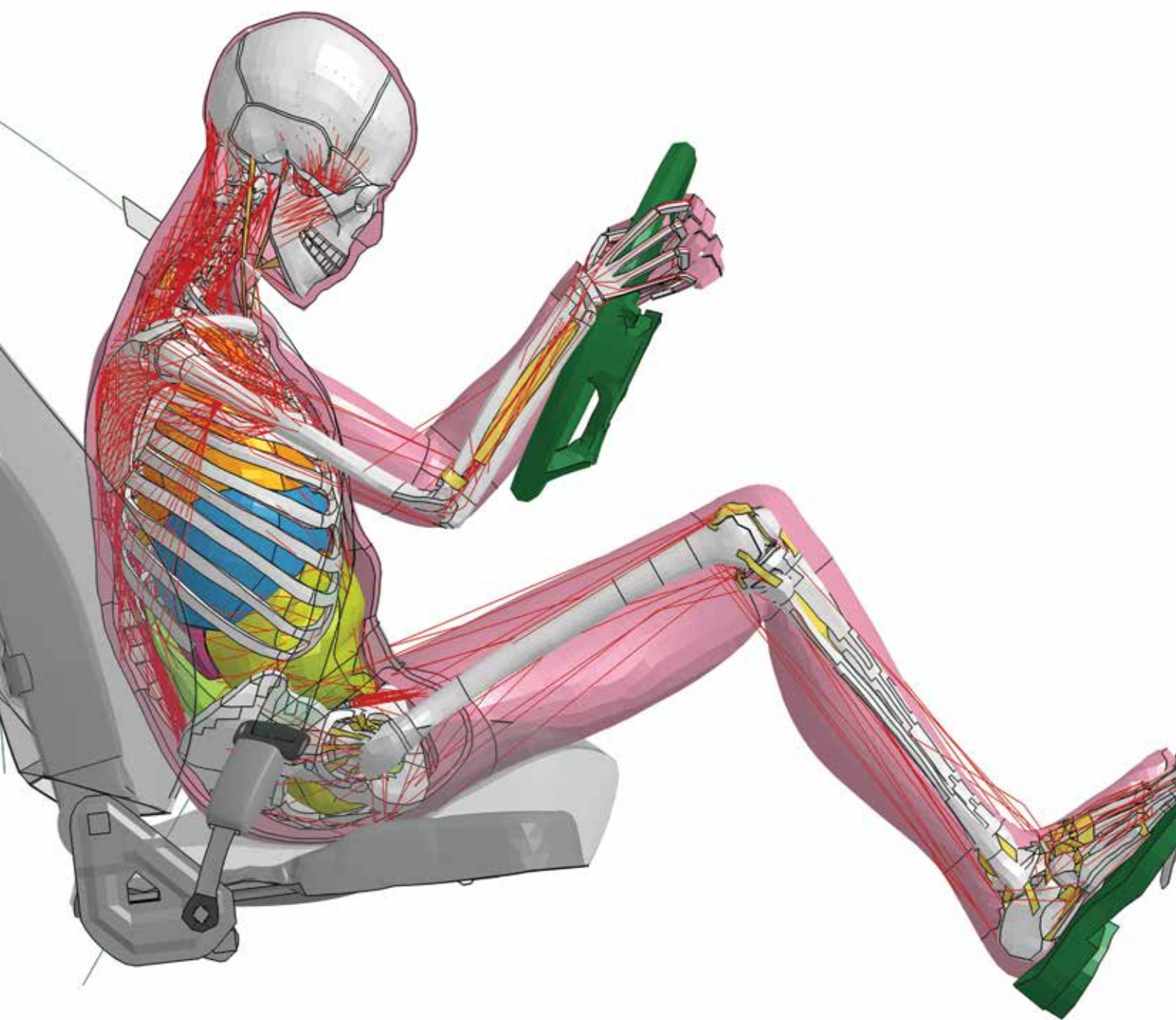
“With 90% of all human beings breathing unhealthy air and 4.2 million deaths—including 300,000 children-attributable to outdoor air pollution, this constitutes a public health and environmental crisis”, says Jane Burston, Executive Director of the Clean Air Fund. “The time to act is now. Without aggressive intervention, the number of outdoor air pollution deaths is on track to increase by more than 50% by 2050. The Clean Air Fund is focused on ensuring that philanthropy steps up to the challenge. Tackling air pollution will not just save millions of lives but brings multiple benefits to issues including climate change, children’s development, and equity all across the globe.”



“Clean air is a human right”: Maria Neira, WHO’s Director of Environment, speaks at the Clean Air Fund launch.

Currently, half of the world’s population is living in cities, exposing them to high concentrations of pollutants from vehicles, industry, and energy production. Of them, more than 300 million are children who live in areas where that pollution exceeds international guidelines by at least six times. This has a terrible impact on their health, potentially leaving them with a lifetime dogged by respiratory, cardiac, and even developmental issues as a result of this exposure. Vehicles are a major contributor to this problem, and too little is being done to address their impact. This has to be addressed, or the health risks of urban air pollution will continue to cast a terrible blight, particularly on children.

“A targeted fund to address the causes of air pollution and its impact has never been more vital for our health and our children’s future”, says FIA Foundation Deputy Director Sheila Watson. “The FIA Foundation is delighted to be one of the first funders of this new Clean Air Fund, and we will support it as it works on these issues across the world.”



THUMS.... TOTAL HUMAN MODEL FOR SAFETY

MOTOR SPORT SAFETY

Since the 1950's, vehicle crash testing has been conducted and become an integral and necessary part of safety development for both road and racing vehicles. A part of this science is the 'crash test dummy', a full-scale anthropomorphic test device that simulates the dimensions, weight proportions and articulation of the human body.

THUMS (Total Human Model for Safety) is a computer model that represents the human body, able to simulate injuries for real-life safety research that is difficult to measure on crash test dummies. Supplementing the existing methodology of full-scale real car crash testing, THUMS and the continual advance in computer capabilities is allowing the testing to move into the virtual world. Multiple changes to vehicle design, be that the seats, seatbelts or chassis can now be iterated through to determine the safest installations, as well as allowing accident and injury reconstruction.

Crash test dummies are instrumented and able to provide actual numerical data such as velocity of impact, deceleration rates, crushing force, bending, folding or torque of the body when they are installed in vehicles subjected to crash testing.

THUMS (jointly developed by the Toyota Motor Corporation and Toyota Central R&D Labs., Inc.) is so sophisticated, it can simulate many different aspects of the

human form, from skin and bone to muscle tissue and internal organs, allowing virtual methods to be used to understand the extent of injuries people might suffer or have suffered in an accident. This data can then be used to affect change to reduce or prevent the injury from occurring.

The FIA has been working with Toyota with funding from the FIA Foundation and has been focusing on the recreation of specific motor sports crashes which resulted in spinal injuries.



THUMS redefines the crash test dummy.

The research is on-going and has been stepping through multiple stages, initially with data from the single seater race car category followed by rally cars and finally closed cars to follow.

"THUMS provides a huge amount of detail about what happens to the body in a high speed accident and is therefore extremely useful for motor sport safety research", says Tim Maylon, FIA Head of Research. "The processing power of THUMS is impressive with the simulation of the body made up of over 10 million elements that accurately reproduce the human form."

Crashes picked for review needed precise real-world data, video and accurate medical reports of injuries for reconstruction in the virtual world with the help of THUMS. The cooperation of the race teams that were involved in the original crashes was essential to allow access to the data collected on the cars. On-board accident data recorder information, chassis information and on-board videos coupled with circuit videos, medical reports and onsite crash data measurement are all required for accurate reconstruction.

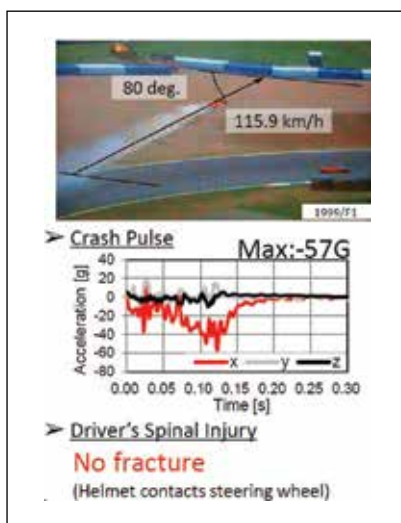


Virtual test drive at the Toyota stand at the 66th International Motor Show IAA 2015 in Frankfurt, Germany.

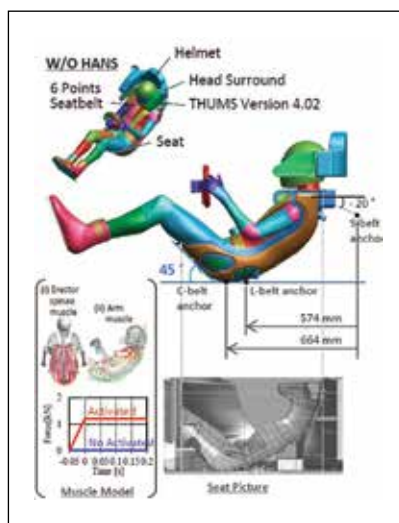
THUMS....TOTAL HUMAN MODEL FOR SAFETY



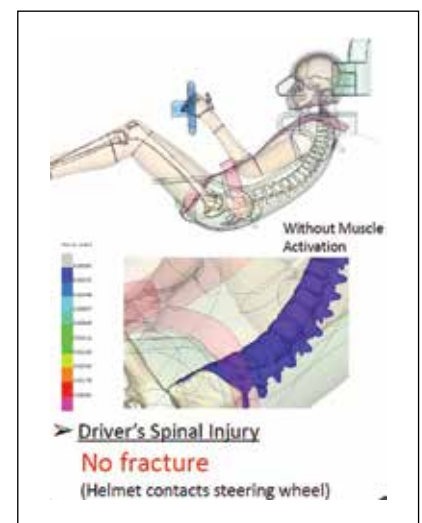
THUMS model in race vehicle.



Data collection



Chassis modelling



THUMS modelling

The steps above illustrate the process for accident reconstruction. Each crash studied required a complete virtual model of the car and either a single or double THUMS occupant in the case of a Rally car to be created. Exact replication of seat positions, seatbelts and the driver's seat itself was essential to successfully reproduce the loads that the actual occupant was subjected to in the original accident.

THUMS has proved very effective for the analysis of the complex interaction between the occupant's body and the car in high-speed crashes. The results from the virtual simulations has been able to accurately replicate the extent of the injuries that actually occurred in the accident, giving confidence in the expectation of being able to implement and test changes in the virtual world with high probability that the benefit will occur in reality.



IRAP HITS A CENTURY

ROAD SAFETY

iRAP is celebrating reaching a milestone 100 countries. The charity and its partners are now working with road authorities to save lives in more than half the countries of the world, accounting for 80% of the world's population.

From Brazil to Iceland, Australia to Botswana, China to Slovakia, the International Road Assessment Programme and its partners have Star Rated more than 1 million kilometres of roads, trained 19,000 engineers and influenced safety in over US\$68 billion of safer road investment, in its vision for a world free of high risk roads. The FIA Foundation is the core donor to iRAP, providing at least €1 million a year in grant support.

Marking the milestone, iRAP CEO Rob McNerney paid tribute to iRAP staff, partners and the many thousands of people who have embraced the charity's vision for a world free of high-risk roads. He thanked the FIA Foundation and key global and regional programme partners like the World Bank Global Road Safety Facility, Bloomberg Philanthropies, European Commission, Regional Development Banks, FedEx and ACEA who have supported and worked with the programme.

"At the core of the iRAP partnerships is the energy, commitment and close partnerships of governments, mobility clubs, development banks, NGOs and road safety stakeholders working together to make their roads safer at a country level", says Rob McNerney. "This local ownership is the key to implementing iRAP's tools, training and support in the most powerful and locally relevant way. We've seen great examples of national partners helping each other, for example ChinaRAP helping Pakistan, Spain helping Portugal, IndiaRAP helping Tanzania, Mexico helping Brazil and the local programme leads from Malaysia, Thailand, India and China all cooperating to share their success and impact."

Now active in 100+ countries, key iRAP highlights include:

- New countries added in the last year include Azerbaijan, Benin, Botswana, Cameroon, Dominica, Haiti, Iran, Morocco, Rwanda and Samoa.
- ChinaRAP has star rated 250,000km of roads and upgraded 100,000km as part of the Highway Safety to Cherish Life initiative. More than US\$5+ billion has been invested in safety countermeasures.
- The IndiaRAP programme has already seen 2,500 engineers trained and the star rating of over 23,000kms of roads, including 5,000km on the Golden Quadrilateral. Recent upgrades on the Belgaum-Yaragatti Highway SH20, financed by the World Bank in Karnataka, slashed fatalities by half.
- In Australia, the Federal Government has announced a A\$2.2 billion road safety fund and has national policy targets for more than 80% of travel on 3-star or better roads by 2020. The AusRAP programme has now assessed over 238,000km of roads. Upgrades on a high-volume section of Queensland's Bruce Highway by the Australian and Queensland Government are a great example of its work seeing the road stretch taken from 2 and 3-star to 4 and 5-star with an associated 83% reduction in fatalities.
- Exciting plans are underway in Europe with the €2.15 million RADAR project involving 12 countries over 3 years in the Eastern Europe Danube region and the €1.9 million Connecting Europe Facility (CEF) SLAIN Project involving 4 countries. These projects, along with a new EuroRAP Secretary General and support staff will enhance road infrastructure safety and partner support in the region.
- In the UK, the Road Safety Foundation has successfully delivered investment plans as part of the UK DoT Safer Roads Fund. With the recent launch of the 2019 Annual Risk Mapping Results, the UK has now risk mapped nearly 700,000kms.



Collaboration: engineers from China RAP work with Cambodian counterparts to assess roads in Cambodia.



iRAP safety assessments have positively influenced almost \$70 billion of road investment.



The automobile clubs have been the engine driving much of the programme's development, as well as leading policy advocacy for safer roads.



iRAP's Innovation Workshop brings together policy leaders, engineers and data providers to explore cutting edge road safety solutions, such as the potential for AI to streamline data gathering and pinpoint improvements...

- Malaysia is a regional leader in improving the safety of its road network. The Malaysian Government is committed to achieving 75% of travel at a 3-star or better performance level on the country's high volume road network by 2020. 95% of their expressway network is rated 3-star or better and 435 sites have been upgraded.
- 47,000kms of light star rating assessments have been conducted in Thailand and Chulalongkorn University is leading ThaiRAP as an iRAP Centre of Excellence.
- Assessments of more than 14,000km of Abertis toll roads in 8 countries and associated training of staff in Abertis subsidiary companies have now been completed. Work is underway with a number of private sector concessionaires globally including Australia, Italy, Indonesia, Brazil, Peru and Chile.
- An increasing number of countries have set national policy targets for 3-star or better roads (e.g. UK, Malaysia, New Zealand, Sweden, China, Netherlands, Australia and Chile) and many international agencies (e.g. UN, World Bank, ADB, Caribbean Development Bank, UNESCAP, Millennium Challenge Corporation) are encouraging and supporting project level targets for road upgrades to ensure 3-star or better journeys for all road users in support of the UN Member State agreed global voluntary road safety performance targets.

"The Foundation has invested in and worked with iRAP for more than fifteen years because we recognise its transformative potential", says the FIA Foundation's Saul Billingsley, who also serves on the iRAP board. "iRAP has introduced much-needed transparency and accountability into the road management sector, working in partnership with governments, road authorities and development banks to identify, and



Training local engineers, as here in Morocco, to build sustainable home-grown expertise is at the core of iRAP's approach.



iRAP is fostering strong national RAPs, as here in Asia where Australian, Malaysian, Thai, Indian and Chinese engineers collaborate.



...and showcasing innovative tools such as the Star Rating for Schools app, which is being beta tested at hundreds of schools, enabling local engineers to make lifesaving infrastructure improvements.



Brazil is the latest country to launch a stand-alone RAP. Thousands of kilometres of road have been assessed.

increasingly, deliver road design improvements. These are saving lives and preventing serious injuries, which are a human tragedy and an immense and unnecessary cost to economies and health systems. Our Foundation's investment has been repaid many times over. We now need to persuade more governments to make their own investments towards this vision of a world free of high risk roads."

iRAP also plays an important role in supporting global road safety policies and encouraging a coordinated approach to assessment. Star Rating targets are now specified by the United Nations, World Health Organisation, Sum4All and Road Safety Observatories. iRAP's Big Data Tool and Business Case for Safer Roads supports national partners to understand the performance of their roads and the economic and life-saving potential in reaching UN Voluntary Road Safety Targets 3 and 4 by 2030. Globally, this could mean 467,000 lives saved a year with a benefit of US\$8 for every \$1 spent.

iRAP's training and accreditation programme is helping to build road safety capacity in countries and ensure iRAP-specification activities are conducted to the same consistently high level of quality worldwide.

As a charity, iRAP's tools and support are provided free to governments, mobility clubs, development banks, NGOs and road safety stakeholders to make their roads safer. With 90% of road fatalities occurring in low and middle income countries, this free-to-air structure ensures support is targeted for greatest life-saving impact. This is enabled through the core financial support from the FIA Foundation. Ten Centres of Excellence around the world ensure the technical governance of iRAP's evidence-based protocols. iRAP has innovation partnerships with governments, automobile clubs, industry and research groups to ensure innovative ideas from one programme partner can be shared immediately with others for mutual benefit.

ROUNDUP

EASST's NGO network marks ten years of achievement

Spanning South East and Eastern Europe, the Caucasus and Central Asia, with fourteen NGO partners, the Eastern Alliance for Safe & Sustainable Transport (EASST) has marked its tenth anniversary by publishing a new report and film documenting the organisation's work fostering political commitment, policy change and technical capacity building.

Launched in 2009 with funding support from the FIA Foundation, EASST has grown into a significant network of NGOs and automobile clubs advocating for and implementing road safety programmes across a region which has experienced rapid motorisation and economic growth, but also continuing high levels of poverty and pockets of social inequality, and a road infrastructure network which is developing at a rate that is often outpacing the ability of road safety management and police enforcement institutions to effectively adapt.

As the report, '10 years of saving lives', highlights, the EASST approach has been to focus on building home-grown expertise and fostering a strong civil society voice for road safety within countries which have experienced high rates of road traffic death and injury. In countries such as Armenia, Moldova and Georgia, EASST has identified, trained and supported young leaders who have risen to important roles within government, police or civil society, successfully leading the charge for policy change including seat belt and speed legislation that has contributed to saving many lives. A growing focus of EASST partners is on safe infrastructure and engineering, both on strategic networks (in partnership with EuroRAP and donors including the European Commission and the European Bank for Reconstruction & Development) and working with community leaders in cities, towns and villages affected by high speed traffic.

Many of the countries in which EASST works have faced major challenges of institutional dysfunction and corruption and the organisation has supported efforts to improve governance, for example working with the Moldovan traffic police on reform



Over ten years EASST has built a powerful partnership of road safety NGOs across a region facing huge transportation challenges.

measures. Other activities have included developing and translating a child traffic education pack for use in schools; supporting the establishment of FIREAID, a charity which donates fire engines and ambulances, with training, from the UK to countries in the region (more than 200 fire engines and 2000 sets of breathing equipment have been donated); encouraging a re-balancing of urban policy priorities away from the private car, while addressing some of the downsides of public transport provision, such as safety, security and accessibility; and campaigning for gender equality in transport policymaking and outcomes.

Speaking at a celebratory dinner held in Crete during the 5th Global Meeting of the Global Alliance of NGOs for Road Safety, Emma MacLennan, Founder and Director of EASST, said: "Looking back at the past ten years, I can speak for all EASST's Trustees and staff in expressing our pride in what our partners have achieved. Our mission – to make road travel safer, greener and more sustainable for future generations – still faces major challenges, as described in our 10 years of saving lives impact report. But we have also seen some tremendous successes in each of our partner countries. Our objective of creating an active, regional network that feeds progress in road safety and gives strength to all its members has certainly been realised."

ACC Colombia targets risk-taking behaviour of motorcyclists

Colombia has a rising trend of motorcycle use. Two-wheelers currently make up 58% of the country's vehicle fleet. According to the Colombian Road Safety Agency, 4,213 people lost their lives on the road in the first half of 2019.

Motorcycles are involved in 60% of the crashes. In the last year 2,172 motorcyclists lost their lives, leaving their families to mourn their loved ones, often the only breadwinner. The concern is that awareness campaigns have been unable to reverse this trend, and 2019 already saw 157 more motorcyclist deaths than over the same period in 2018. According to data from the National Agency the highest risk is among young males between 20 and 25, with the highest number of casualties in the cities of Bogota, Calí and Baranquilla.

To tackle this issue the Automobile Club of Colombia devised a project focused on motorcycle use for work/business purposes. The hypothesis of the initiative, funded by the FIA Foundation through the FIA Road Safety Grant Programme, is that a combination of safety awareness of the employees and their families, and monitoring and enforcement of the employees' riding behaviour by the employers will make riders safer and ultimately reduce the number of road injuries and deaths.

Motorcycles were equipped with a GPS to pick up sudden braking, acceleration and zigzagging. The project partnered with two companies in each of the three project cities Bogota, Calí and Baranquilla, with the participation of 15 employees on motorbikes in each city monitored over a period of 4 weeks. All the companies received a report of the riding performance of their employees. The participants of a pilot group were then given feedback by their employers with weekly phone calls or a daily text report; while the participants of the control group were not told that they were being monitored.

The motorcyclists of the pilot group who were aware that they were being monitored by their employer, adopted a safer and more stable riding behaviour and performed 36.5% better than the control group for the key risk factors of speeding, sudden braking and accelerating, and zigzagging. This was particularly the case for zigzagging where there was a difference in performance of 45.5%.

The project analysed differences in risk taking behaviour by age, experience and size of the motorbike. Riders



Club president Ricardo Morales and director Alfredo Alborno presented the results at a national seminar in Bogota.

aged 20-25 were observed taking riskier riding decisions, especially when it came to sudden braking and accelerations; but the oldest riders of 51-56 years were the ones who were most guilty of inappropriate speed. These are the employees with a riding experience of 26-30 years who have grown overconfident and acquired bad habits over the long time that they spend in traffic on the roads, so much so that they scored badly on all four risk factors. Risk-taking behaviour also increases with the size of the motorbike.

Simple awareness programmes and training on their own are not enough to change habits, but regular monitoring is key to bringing about that change. Involving the family and reminding the employees that they have loved ones to come home to is an important element.

The GPS technology has been crucial to collecting the data and is key to monitoring and enforcement, but also awareness building and self-reflection. The project identified the key risk factors and who is most exposed to them, and this knowledge will be useful to develop effective training.

"This is an impressive data-led project, which has focused on the specific issue of motorcycle crashes within the defined parameters of work-related journeys", comments FIA Foundation executive director Saul Billingsley, who participated in the seminar. "Already other road safety stakeholders in Colombia, including the government and NGOs working on road design and speed management, have expressed interest in using the club's data to help design policy."



Some of the young racers empowered by the Girls on Track programme.

Girls on Track: promoting equality in sport

“Our daughters have come away really motivated from this event, and believe that they can achieve whatever they want, if they put their minds to it”. So says one proud parent of a young participant in the Girls on Track initiative. Co-funded by the FIA Foundation under the FIA Sport Grants Programme, and implemented through the FIA European Young Women Programme, the initiative champions gender equality and increases the participation of women in safe motor sport at grassroots level.

The Girls on Track was launched in March 2018. The programme, partnered by eight European ASNs, welcomed girls between the ages of 13 and 18 to urban karting slalom events, not only to experience karting but to alert them to the many career options available within the sport. Twenty-two events in nine countries saw more than 1200 girls take part, before a six-strong European Team was selected at the final in the famous tracks of Le Mans. From here, the team attended two Driver Training Camps to help enhance skills required for a career in the intense world of motor sport.

The survey, conducted by the initiative’s academic partner CDES-PROGESPORT, revealed very positive feedback from participants who had a particularly high satisfaction rate (96.4%) for the events. Most believed this type of event can encourage more girls to take up the sport, underlining the relevance of such initiatives.



The profile of the participants revealed the influence of an early introduction to motor sport in order to overcome the gender stereotypes surrounding it, and a lack of adaptation within the sport environment (such as facilities and equipment) as barriers. Communication and the promotion of female role models was another key factor to help encourage young girls to the sport.

In a bid to appeal to a wider female audience across all aspects of motor sport and to address further gender stereotypes around sport and better promote equality, the age range will be opened up to 8-18 year olds and the project will be launched globally alongside selected events of the ABB FIA Formula E Championship.

Save the Children highlights risks facing children on Lebanese roads

Child pedestrians face life-threatening risks on the roads of Lebanon, with more than 1,000 children killed or injured each year, according to a Save the Children report.

'Determining the Causes of Child Road Deaths and Injuries in Lebanon' was launched by Save the Children, FIA Foundation and the American University of Beirut, and found that vulnerable road users such as child pedestrians, cyclists and motorcyclists made up nearly half of the total road traffic injury cases. The report highlighted the impact of unsafe infrastructure, identifying that the majority of deaths took place on two-way roads that are not divided by a physical barrier.

The rate of road deaths in Lebanon is estimated at 18.1 per 100,000, with more than half of fatalities below the age of 30,

but children aged 6 to 14 are at particular risk, making up 45% of all injuries.

The report analysed multiple sources of data from police reports and hospitals, to comprehensively assess the burden of child road traffic injury and plot an effective course of action in the country.

Underreporting of deaths and injuries caused by road crashes is still a major concern that hinders the accurate assessment of the nation's burden. However, the data available identified the severity of the impact of road traffic injury as a major national health problem. It is hoped that the establishment of a new National Road Safety Observatory and the adoption of the report's recommendations will deliver more accurate data and catalyse the action so desperately needed.



Green NCAP adds new dimension to consumer awareness

Green NCAP, a new project which aims to improve consumer information about the emissions and efficiency of vehicles on sale in European markets, was launched in March 2019 at an event in Brussels, Belgium.

Part of a consortium, comprising European governments, motoring clubs, consumer groups and universities, and hosted by Euro NCAP, Green NCAP has developed a star rating for both CO₂ and vehicle emissions, from a largely lab-based test regime. The tests, which build on the EU's own WLTC test cycle, are an attempt to make testing more realistic, by including things such as headlights and air conditioning within the test cycle. The FIA Foundation supported the first phase of Green NCAP through the FIA's Sustainable Mobility Programme. The initiative has successfully secured major European Commission funding to expand.

The ratings of 12 new vehicles were announced at the inaugural launch, with two electric vehicles



Green NCAP is launched in Brussels, with support from the FIA Foundation.

topping the ranking with 5 stars – indicating a strong result on both CO₂ and emissions. Further down the list with either a poor performance overall, or a particularly poor performance in one category, came both petrol and diesel vehicles from Ford, VW and Fiat, amongst others.

Amend's safe schools scheme takes the prize

The NGO Amend won the prestigious WRI Ross Prize for Cities in April 2019, beating almost 200 applicants to the \$250,000 award. Amend's School Area Road Safety Assessments and Improvements (SARSAI) programme was recognised for its 'affordable, life-saving and scalable' interventions. SARSAI has been supported since inception with grants from the FIA Foundation.

The inaugural WRI Ross Prize for Cities, donated by philanthropist Stephen M. Ross, set out to recognise transformative projects presenting new possibilities by leveraging investments, or offering new and scalable approaches to solving well-known problems. Amend's child traffic injury prevention programme delivered, in the view of a judging panel including Stephen Ross; architect Sir Norman Foster; Goldman Sachs' Investment Research head Steve Strongin; and Frannie Léautier, COO of the Eastern & Southern Africa Trade and Development Bank.

Stephen Ross said: "Cities need to constantly evolve, and creativity and technology can play an important role in seeding change. What SARSAI shows is that big changes can start small and make an important difference. SARSAI can quite literally save lives day one of implementation. They identified a critical problem and created an innovative solution that is clearly resonating. Our hope is that SARSAI and all of the 190 other initiatives submitted will spark change and inspire new solutions globally."

The SARSAI programme is helping one of the most at-risk pedestrian groups in the world – African schoolchildren – to be prioritised within the urban design process. Streets are re-shaped, introducing footpaths and traffic-calmed crossings, creating space specifically for pedestrians, changing behaviours, and reducing vehicle speeds. In Dar Es Salaam, Tanzania, where the city is expected to double in size by 2025, those challenges are keenly felt. When the SARSAI project began assessing the city, it discovered that half of the 360 government-run schools registered at least one pupil injury each year, but at the 22 most high-risk schools more than 1% of their pupils were injured or killed each year.

At these high-risk schools, the SARSAI programme systematically assesses the area to identify measures to improve road safety, makes the case to the local government and demonstrates how to implement them. The costs are low, at around \$25,000 USD

per school area, and imminently feasible; it takes just days to implement basic infrastructure such as signs, sidewalks, and speed humps once government approvals have been granted. What is most remarkable though are the results: reduced injury rates by as much as 26%.



Amend's director Jeffrey Witte is presented with the inaugural WRI Ross Cities Prize by Stephen Ross.

SARSAI is the first road safety programme of any type proven to reduce road traffic injuries among children in sub-Saharan Africa. The simple, data-driven approach has been replicated in more than 50 school areas in nine countries across sub-Saharan Africa.

Accepting the award at WRI's 'Courage to Lead' gala dinner at the Shed in New York City, Amend Program Director Ayikai Poswayo said: "We accept this award on behalf of the children of the world, and their families, who have sustained road traffic injury or faced road traffic fatalities. To have our program, SARSAI, receive such recognition is really an honor, but, more importantly, an opportunity for us to spotlight the often neglected issue of safe journeys for children and the requirement for us to design our cities with the needs of the most vulnerable at the core."

"We would like to sincerely thank Mr. Stephen Ross for his vision and generosity, the WRI Ross Center for all the hard work putting this together, and our SARSAI donors and partners who have all contributed and continue to contribute on the journey of the development and refinement of the program. We would like to give particular thanks to the FIA Foundation who have supported us right from the start and without whom SARSAI would not be where it is today."



The collaborative project aims to transform the way motor sport (and potentially road crash) related concussion and head injury incidents are understood and managed.

Motor sport collaboration on concussion gets underway

A new collaboration for a comprehensive and potentially transformational motorsport concussion study, RESCUE-RACER, has been launched, led by Neuro Kinetics, Inc (NKI), the University of Cambridge and Cambridge University Hospitals NHS Foundation Trust, with support from the FIA Foundation.

This two-year study of motorsport concussion, in partnership with the FIA, incorporates the most promising and technologically advanced concussion assessment modalities currently available. The goal is to establish the natural history of symptoms and signs of concussion sustained in motorsport activity using comprehensive neuroscientific tests by exploring emerging technologies for assessments that can assist with concussion diagnosis and prognosis.

The RESCUE-RACER study uses I-PAS™ and other concussion assessment tools to establish and assess the natural history of concussion symptoms in motorsports.

The study will begin by collecting baseline data from professional motorsport drivers in the United Kingdom with post-injury tests to be run during the 2019 race season. The study consists of two parts: the first, CarBON (Competitor Assessment at Baseline; Ocular, Neuroscientific), will record data from 40 UK-based racing drivers to create a baseline;



and the second, CARS (Concussion Assessment and Return to motorSport), will assess a minimum of 20 drivers in the acute post-injury period (usually one to three weeks).

Professor of Neurosurgery, NIHR Research Professor, and Principle Investigator for RESCUE-RACER, Peter Hutchinson, said: "The project represents a significant step for motorsport medicine; RESCUE-RACER prospectively follows drivers through a racing season and uses state-of-the-art assessment tools and imaging. This represents a tremendous opportunity to improve the management of drivers with concussion and traumatic brain injury in terms of assisting recovery and enabling return to safe driving."



María Fernanda Rodríguez, President of Fundación Gonzalo Rodríguez. Her NGO is working with cities in several countries to advance infrastructure safety.

Mayors embrace star rating for schools

Schools in Uruguay, Argentina and Chile are being made safer thanks to FIA Foundation partner Gonzalo Rodríguez Foundation using the Star Rating for Schools (SR4S) mobile app to assess and reduce the risk children are exposed to on their journey to and from school.

The SR4S system has now been used to assess infrastructure around 53 schools in the region – ranking each school between one and five stars for its safety credentials.

FGR began using SR4S as a part of the Latin American 'Children Safe in Traffic' programme and were trained by the iRAP team in 2017. Since then more than 90 schools across three countries has made the journey to and from school safer for thousands of children and adolescents.

In the Municipality of Guaymallén, Argentina, six schools were assessed with the SR4S app during the first phase of the project, and following the implementation of safer infrastructure five of those schools received five-star ratings, the highest possible score. Taking learnings from these projects, the municipality's government has embraced the project



Dozens of school zones are being targeted with safety improvements.

and has gone on to improve 74 schools and is planning to work in at least 120 more.

María Fernanda Rodríguez, President of Fundación Gonzalo Rodríguez, said: "We want to assure the safe and healthy mobility of children in Latin American region. In order to reduce the number of serious injuries and deaths resulting from traffic accidents, we saw the need to expand our work throughout the region, working together with the FIA Foundation, other partners, NGOs and local governments, to make our programs more sustainable and impactful."

Global NCAP's 2019 crash tests find a mixed performance

2019 crash test results from the Global New Car Assessment Programme and its regional partners and campaigns have demonstrated significant safety progress being made by many car manufacturers in emerging markets, but continuing unacceptable poor or mediocre performance by others.

Latin NCAP tests released in September 2019 showed that there is a growing range of choice for consumers concerned about safety. For example, the Volkswagen Tiguan, produced in Mexico, reached the maximum safety rating for adult and child occupants and was awarded with double Latin NCAP Advanced Awards for pedestrian protection and Autonomous Emergency Braking (AEB). The popular SUV is equipped with standard 6 airbags: two frontal, two side body plus two curtain airbags and Electronic Stability Control (ESC) and achieved a solid five stars result for all occupants with a stable structure. Volkswagen recommended to install both child occupants rearward facing, following latest global best practices, confirming it with a high protection score in the dynamic test for child occupants.

"These results show how the most relevant regional markets are aligning and offering more and more safer vehicles", commented Ricardo Morales Rubio, Chairman of Latin NCAP. "Mexico has a significant delay in governmental regulations regarding vehicle safety but car manufacturers are reacting positively to Latin NCAP tests. Manufacturers such as Volkswagen and Ford in Mexico are committed to offering vehicles that have better levels of safety and equipment than those required by local regulations and strive for this information to reach consumers. We hope that this will be replicated in all other vehicle brands to democratize vehicle safety and continue saving lives in the region".

Meanwhile in India, new government regulations have been introduced this year in a major victory for Global NCAP's #SaferCarsForIndia campaign. Front and side crash tests, Anti-lock brakes (ABS), airbags, speed alert, seat belt reminders for all new cars and ABS for motorcycles over 125cc are now required. Yet despite Tata scoring the first home-grown five star car in 2018 for its Nexon, the latest set of results, released in October 2019 for entry-level cars from Hyundai, Suzuki and Datsun, scored between three and one stars.

"The latest results in our Indian crash tests show a mixed safety performance, and disappointingly, there are no five star performers", said David Ward, CEO and President of Global NCAP. "The Suzuki Maruti

Ertiga achieves a creditable three stars for both adult and child occupant protection, but it's obvious to us that more can and should be done to improve overall protection levels for cars sold in the market. The Indian government's crash test standards are clearly helping to eliminate any new zero star cars from the market, and we will continue to work with them to ensure the push of regulatory requirements is complimented by the pull of consumer awareness, encouraging the demand for ever higher levels of safety."

Tests of three models in South Africa, released in May by Global NCAP and the AA of South Africa, tested reasonable safety performance for adult occupants but disappointing results for child occupant protection. The models tested were the Toyota Avanza, Honda Amaze and Suzuki Ignis. The Avanza is a very popular model in South Africa for public transport and fleet use. Global NCAP chose the entry-level version of each model and each was fitted with at least two airbags as standard. The results highlight significant differences between good adult and weak child occupant protection.



A crash test conducted by ADAC for the AA South Africa / Global NCAP #SaferCarsForAfrica campaign.

"These results are encouraging but indicate more work needs to be done to protect child occupants in vehicles", said Sikkie Kajee, Executive Chairman of AA South Africa. "While we have minimum safety standards for vehicles in South Africa, we need to appreciate that minimum is not good enough. At the same time we want to encourage consumers to be more critical of safety features on vehicles before purchasing, and to be more mindful of their own, and their passengers' safety."

With support from the FIA Foundation, Global NCAP will be maintaining continuing close scrutiny of vehicle safety progress in 2020.



IN MEMORIAM

Richard Stanley, filmmaker and advocacy advisor for the FIA Foundation, who crafted powerful documentary films on the human impact of road traffic injuries, has died after a long battle with cancer.

Over the past fifteen years his films for the Foundation have defined the charity's work on road safety and sustainable mobility. He had a talent for capturing human stories on the frontline of the road traffic injury epidemic, interviewing bereaved parents, exhausted doctors and frustrated activists with great empathy and understanding. On location, Richard worked tirelessly from early morning (typically ready before dawn, with camera, for the start of the school journey, to film the daily conflict of children with traffic) until late into the night. Even when his illness prevented him from travelling he continued to work hard, editing and remotely supervising film shoots.

Through a long career working in development communications, with organisations including Unicef and Oxfam, Richard built important links between poverty campaigners and the road safety community. He secured interviews, and calls to action on road safety, from the then UN Secretary General Kofi Annan, Archbishop Desmond Tutu and Prof. Jeffrey Sachs, amongst many others, greatly advancing the cause. His passion for social justice and the rights of children, and the case studies of child injury and endangerment that he researched and filmed, were a major influence on the advocacy and grant-making direction of the Foundation, and the establishment of the Child Health Initiative.

In 2008 he began working on a series of documentary films on the road traffic injury epidemic with movie star and FIA Foundation goodwill ambassador Michelle Yeoh. Together they filmed in countries including Vietnam, India, Costa Rica, Russia, South Africa and Cambodia. They visited hospitals dealing with the aftermath of road trauma, interviewed road traffic victims and the parents of injured children, and challenged politicians and road engineers. In 2009 the first of these films,

'Turning Point', was broadcast worldwide by the BBC in advance of the first Global Ministerial Conference on Road Safety.

Richard's films, contacts and strategic advocacy advice were integral and defining elements of the growing campaign for road safety to be recognised in the new iteration of global development goals. In 2015, shortly after road safety was included as a target in the new Sustainable Development Goals, one of Richard's films opened the second Ministerial conference on road safety, held in Brasilia. Showcasing the stories of real people - a mother whose teenage son had been killed on his journey to school while crossing a controversial four lane highway in São Paulo; the scandalous underfunding of post-crash surgical care in Nairobi; the plight and uncertain future of a disabled six year old traffic crash survivor in Cambodia - Richard ensured that real lives were projected to the watching ministers and decision makers.



Richard Stanley interviewing Michelle Yeoh on location in Delhi.

For Richard there was a personal historical connection to the work of the FIA Foundation, which was established by the world governing body of motor racing, the Federation Internationale de l'Automobile: his father, Louis Stanley, had been a team principal and leading figure in Formula One in the 1960s and 1970s and, following a series of deaths and near-misses, was a pioneer of improved track safety and on site medical care, work which the Foundation supports today through its motor sport safety grants.

He is much missed by all the FIA Foundation team and the wider road safety community, for whom he worked so hard and with such great integrity, spirit and vision.

FINANCIAL REVIEW

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

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

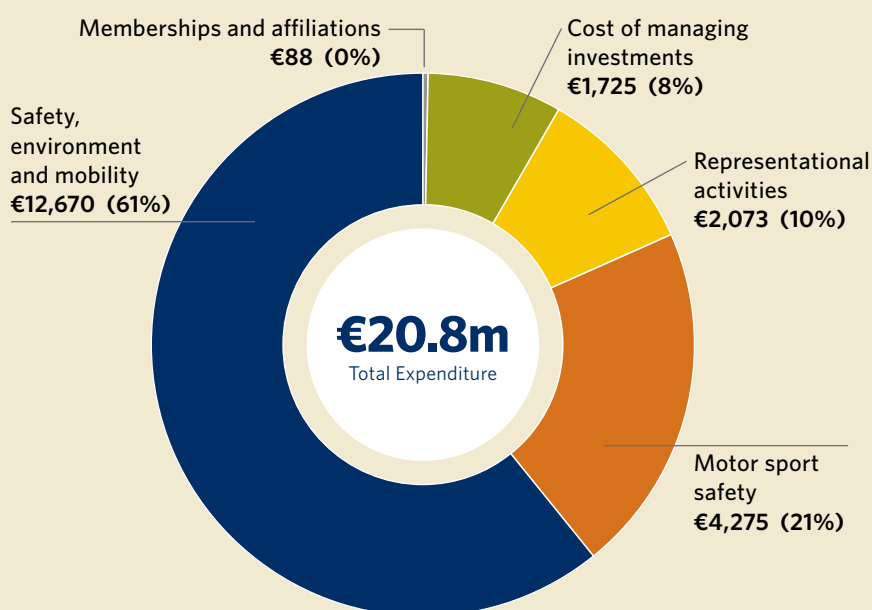
Expenditure

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

During the year ended 31 December 2018 the total expenditure of the Foundation was **€20,831,000**. Expenditure is split between Unrestricted and Restricted funds as follows:

FUND	EXPENDITURE	PERCENTAGE
Unrestricted	€20,650,000	99.1%
Restricted	€ 181,000	0.9%
Total	€20,831,000	100.0%

TOTAL EXPENDITURE BY ACTIVITY (€000's)



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

COST CATEGORY	EXPENDITURE	PERCENTAGE
■ Grants Awarded	€14,445,000	69.4%
■ Direct Expenditure	€1,899,000	9.1%
■ Support and Indirect Costs	€2,837,000	13.6%
■ Costs of Managing Investments	€1,650,000	7.9%
Total	€20,831,000	100.0%

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

Grant making

33 organisations benefitted from grants awarded during the year, with a value of **€14,445,000**.

Grants were awarded from both unrestricted and restricted funds.

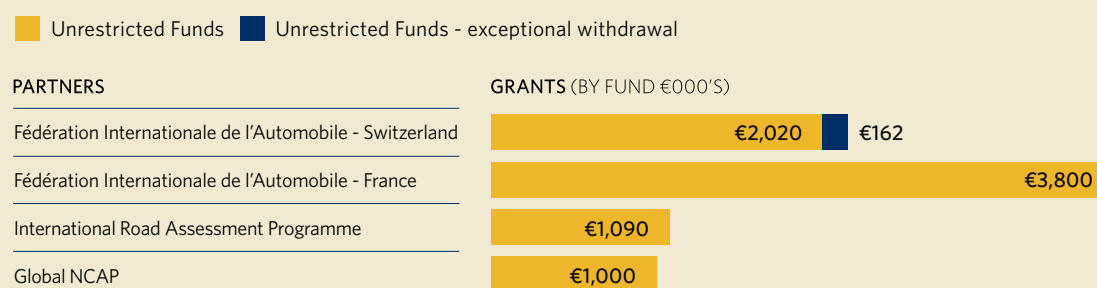
During 2015 and 2017 the Foundation made exceptional withdrawals of €10 million and €5 million, respectively. These drawdowns allowed the Foundation to extend the grant making programme during the period 2017 to 2020. These are exceptional grants, and there is no guarantee that this level of support for initiatives can be sustained in the future beyond the

periods already covered. As always, our partners are encouraged to seek additional and diverse sources of funding to ensure sustainability for the long term. In addition the Board of Trustees agreed, in principle, to make exceptional withdrawals totalling \$10 million over the three year period to 2020 to help catalyse wider fundraising efforts for the new United Nations Road Safety Trust Fund. The withdrawals are contingent on the UN fund being able to attract matching cash funding from other sources. €2,600,000 was withdrawn from the portfolio during the year to fund the grant commitment

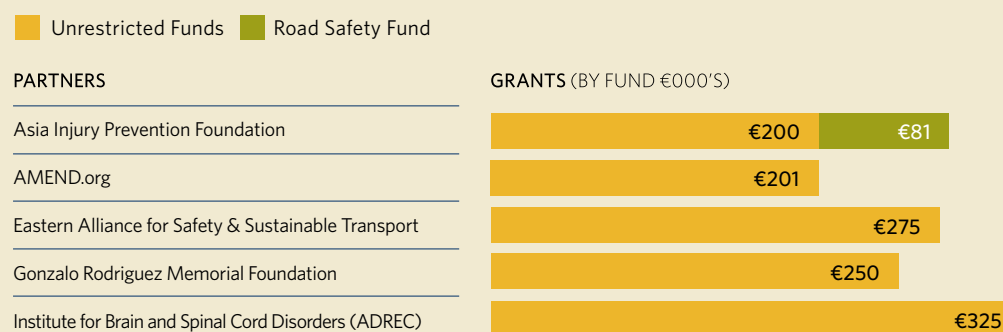
of €2,588,000. The Foundation manages 3 restricted funds: The Global Fuel Economy Initiative – Regional Implementation of Global Fuel Economy; Personal Security of Women – A Study of Three Cities in Latin America; and, The Road Safety Fund. The donations and other incoming resources received or generated for expenditure are restricted for the specified purposes as laid down by the donor. Grants were awarded by the Road Safety Fund during the year.

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

GRANTS AWARDED TO MAJOR PARTNERS



GRANTS AWARDED TO MULTI-YEAR PARTNERS



26 smaller grants one-off grants were also awarded during the year, with a total value of **€2,453,000**. Details of the recipients can be found in the full financial statements.

ABOUT THE FIA FOUNDATION



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 150 founding members

and 14 members from 104 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. The Foundation played a key role in the successful campaign to include road safety in the Sustainable Development Goals and, through its leadership of the Child Health Initiative, Global Fuel Economy Initiative, TRUE real urban emissions initiative, and through active support for the FIA High Level Panel on Road Safety and the UN Road Safety Fund, is contributing to practical achievement of the global development goals.

Our aim is to ensure 'Safe, Clean, Fair and Green' mobility for all, playing our part to ensure a sustainable future.



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