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# GLOBAL ACTION FOR HEALTHY STREETS

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ANNUAL REPORT 2018

**THIS IS MY STREET**

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CHILD HEALTH  
INITIATIVE

EVERY JOURNEY.  
EVERY CHILD.



**FIA FOUNDATION**

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# GLOBAL ACTION FOR HEALTHY STREETS

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ANNUAL REPORT 2018

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# FOREWORD



At the FIA Foundation we've always sought to deploy our funding to help fuel the engine of progress towards a safer, greener and more equitable world.

In 2018 we've stepped this up a gear, taking the decision to commit \$10 million to kick start the new United Nations Road Safety Trust Fund. We hope that our support will encourage others to get behind this vital initiative, which has the potential to help save so many lives and prevent so much unnecessary suffering resulting from the worldwide epidemic of road traffic injury.

The approval of the Fund by the UN General Assembly in April was testament to the vision and advocacy of FIA President Jean Todt, who has worked tirelessly to persuade government and business leaders of the need for a well-resourced global strategic fund. I am proud of the role that the FIA Foundation has played in supporting this effort, including providing funding to enable Jean Todt's activities as UN Special Envoy for Road Safety, and financing the advocacy and fundraising efforts of the FIA High Level Panel for Road Safety, of which I am honoured to be a member.

This high level political engagement is just one example of the way the original charitable bequest from the FIA is being invested for the public benefit. But we believe it is equally important to seed change at the grassroots, with local leaders and their communities. So through grants to a diverse range of partners, including world-leading NGOs, automobile clubs and research organisations, we are supporting demonstration projects with a strong urban focus, building evidence and protecting lives.

Take one example: the technical and campaigning work of our NGO partner in Sub Saharan Africa, Amend, in transforming children's journeys to school, was peer reviewed in the prestigious Injury Prevention edition of the British Medical Journal as a case study in cost-effective trauma prevention. Now, with our support, Amend is working with another of our partners, the International Road Assessment Programme, in helping FIA automobile clubs from Morocco to Jamaica to develop the expertise to deliver their own transformational projects. The 'star rating for schools' protocol that iRAP has developed is now catching the imagination of mayors and community leaders across the world - an opportunity made possible by the long-term support provided by the Foundation over more than a decade.

The FIA Foundation is currently conducting a strategic review, and one of its aims is to explore how we can better harness the technological prowess of motor sport to benefit our safety and environmental objectives. Cutting edge research, funded by the Foundation, has recently developed the Halo occupant protection design; the most advanced crash helmet ever seen in motor sport; and further advances in high speed barrier safety. Incident data recorders developed for rallying could be deployed for fleet safety. The power of Formula E as a platform for re-imagining vehicle propulsion speaks for itself. We look forward to continuing to work with our closest partner to share the fruits of this live-action laboratory with the wider world.

An ambitious agenda for change founded on a practical evidence base: this is the hallmark of the FIA Foundation's approach. In 2018, together with our Child Health Initiative partners, we publicised the human cost of road traffic crashes and air pollution on children and adolescents, and launched a call for action at the World Health Assembly. Our objective is to persuade health and development leaders, who have so far only paid lip service to the importance of road safety and clean air, to complete their 'unfinished journey' by actively including these neglected issues in their well-financed strategies for child health, particularly the UN's Every Woman, Every Child strategy. But we don't only set the challenge to policymakers, we also offer solutions and assistance, like the TRUE real urban emissions initiative, which aims to provide city leaders with the real-world data they need to respond effectively to air pollution.

As always, the Foundation's strength this year has been our partnerships, large and small, and we value the vision, hard work and comradeship of all. I would like to thank my fellow trustees for their continued support and wise counsel; our staff team; the goodwill ambassadors who have given their time this year to promote our messages and campaigns: Zoleka Mandela, Michelle Yeoh and, coming fast up the tracks this year, Shelly-Ann Fraser-Pryce; and all who have worked with us in 2018 toward our shared goal of a safe and healthy world.

**Rt. Hon. Lord Robertson of Port Ellen**  
Chairman

# OVERVIEW



Children from across the world speak out on road danger, air pollution and climate change at an FIA Foundation/Child Health Initiative event during the World Health Assembly.

'This is my street. I have the right to walk in safety, and to breathe clean air'.

One by one, they took the microphone and shared their concerns. At the World Health Assembly, the annual meeting of health ministers and global health donors, teenagers from across the world spoke out about their experience of unsafe roads and air pollution, calling on policymakers in the audience to take action. The platform for their young voices to be heard – so unusual at this policy jamboree of high powered suits – was provided by the FIA Foundation.

Young people are central to our theory of change. In the regions of the world where we are most active, because the need is greatest, the urban young are becoming the majority. The world they will inherit is being shaped right now, through a thousand policy decisions on everything from housing to zoning, from education to transportation. Yet, as research we commissioned from the Overseas Development Institute and the World Resources Institute this year very clearly shows, the necessary breakthrough in road safety is not being achieved because the key political decision-makers are influenced by their own experience (as chauffeur-driven car users) and by an out-dated 'blame the user' view of the causes of road traffic injury. Our leaders are only listening to some of their people.

Challenging this, from top to bottom, must be the priority. And youth are the key to unlocking a shift in approach that can benefit all. Time and again this year we've seen children and young people at the forefront of arguments for improving road safety, tackling air pollution and preventing climate change: from the battle over speed cameras outside schools in New York, to the appalling impact on schoolchildren of dirty air in Delhi, to the street protests in Bangladesh over the government's utter failure to act on dangerous roads, to the cities in the US and South America beginning to adopt our 'Vision Zero for Youth' agenda, prioritising Safe System design change.

And, as our 'Unfinished Journey' report highlights, young people are also the key to finding the common ground needed to unlock alliances and resources from global health and climate philanthropies, and to persuade governments to prioritise action to tackle the leading cause of adolescent death – road traffic crashes.

A good example of this is the Foundation's new partnership, launched in April 2018, with Fondation Botnar, the Bernard Van Leer Foundation and Bloomberg Philanthropies to support a 'Streets for Kids' urban healthy streets design programme led by the Global Designing Cities Initiative. Another is our new TRUE real urban emissions initiative, again co-funding with Bloomberg Philanthropies (through C40 Cities) and other philanthropic donors to measure and publish the real-world NO<sub>x</sub> emissions performance of city traffic. Our ambition is to build similar funding alliances to expand the International Road Assessment Programme's 'Star Rating for Schools' road safety design initiative, for which FIA automobile clubs will be a lead implementing partner.

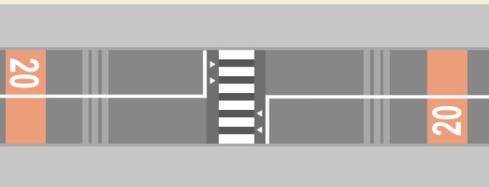
As the summary on the following page shows, the Foundation's charitable funding continues to encompass a diverse range of partners who are having real impact in a wide range of interventions: roads upgraded with safety improvements; car makers responding to NCAP consumer crash test campaigns by offering safer vehicles; funding for both grassroots training and hi-tech research for safe and sustainable motor sport; auto clubs leading child seat campaigns and securing legislative change; dozens of technical workshops supporting countries and cities in improving fuel economy and investing in walking and cycling; our headline support for the new UN Road Safety Trust Fund.

So it's an honour to lead our energetic and imaginative team at the FIA Foundation, and a pleasure to work closely with our members and partners across the world. We're committed to achieving a safe and healthy transportation system that values and protects all its users, and particularly the most marginalised and vulnerable. And by listening harder and more frequently to the experiences and ideas of young people about how to move, we can come closer to making our vision a reality.

**Saul Billingsley**  
Executive Director

# 2018 PROGRAMME RESULTS

Selection of results from our programme partners Oct 2017 - Oct 2018



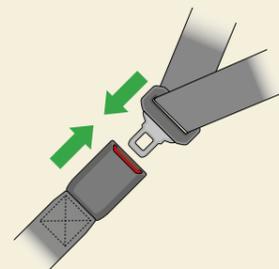
USD\$3 billion of new investment commitments for safe road design.  
**International Road Assessment Programme (iRAP)**



Nine major Chinese manufacturers, representing twelve brands and 85% of the Chinese market, committed to equipping all new models with electronic stability control from January 2018.  
**Global NCAP / Stop the Crash**



#SaferCarsForAfrica with AA South Africa launched with two sets of tests. India campaign tests first 4 star Indian-built car.  
**Global NCAP**



Nine auto clubs have implemented the FIA Child Safety in Cars toolkit, working with governments and cities to encourage child restraint use.  
**FIA**



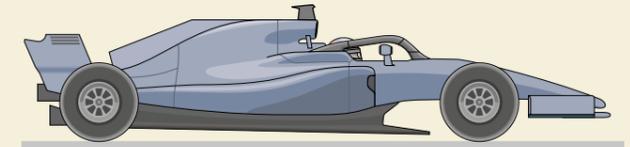
20,000 children from 59 schools benefit from school zone signs with speed limit and receive road safety education.  
**ACG Guatemala**

Over 12,000 pupils across 8 countries in sub-Saharan Africa benefit from safer infrastructure around schools.  
**Amend**



Vietnam's government announced it will provide motorcycle helmets to 100% (2 million) of first grade students in the upcoming 2018-2019 school year.  
**Asia Injury Prevention Foundation**

HALO deployment in FIA F1 and F2 providing frontal driver protection from car-to-car, car-to-environment and external objects.  
**FIA / Global Institute For Motor Sport Safety**



1483 enforcement officers, city administrators and paediatric doctors trained in child passenger safety.  
**Fundación Gonzalo Rodriguez**

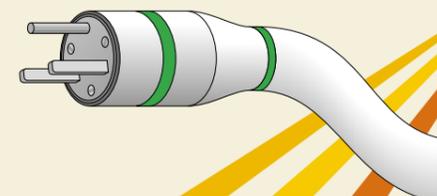
1,446 teachers in 62 schools given road safety training in Dar Es Salaam.  
**AA Tanzania**

EU wide vehicle NO<sub>x</sub> emission assessed and published. On-street testing in two pilot cities (London and Paris) underway.  
**The Real Urban Emissions (TRUE) Initiative**



Nine countries supported with technical assistance for improving walking and cycling facilities (Brazil, Burundi, Ethiopia, Ghana, Kenya, Mexico, Nigeria, Rwanda, Uganda).  
**UN Environment / Share the Road**

26 technical support workshops - including four regional workshops and one global workshop - organised. 70 countries now working with GFEI.  
**Global Fuel Economy Initiative (GFEI)**





# HIGH LEVEL ADVANCE FOR ROAD SAFETY CAMPAIGN

to help unlock new government and municipal funding and re-focus national road safety budgets towards proven 'Safe System' interventions.

The FIA Foundation's donation kick-started the Fund and will help leverage additional support from governments, other philanthropies and the private sector to work towards achieving the UN's Sustainable Development Goal (SDG) of a 50% global reduction in road fatalities and injuries.

Speaking at the launch of the Fund, the United Nations Secretary-General's Special Envoy for Road Safety Jean Todt, said "I strongly welcome the establishment of the United Nations Road Safety Trust Fund, which has the potential to galvanise our global efforts to address the road safety situation, building on the progress made and experience gained over the Decade of Action for Road Safety 2011-2020. I call on the support of all partners in mobilizing the resources necessary to reduce the number of fatalities on the world's roads".



UN Deputy Secretary General Amina Mohammed hosted the launch of the Fund at UN headquarters in New York.

## ROAD SAFETY

The global campaign to secure high level commitment for road safety has reached a new level in 2018, with a UN Road Safety Trust Fund launched and donor support beginning to flow, with the FIA Foundation in the vanguard.

The Foundation became the first major donor to the new Fund, pledging a donation of USD\$10 million at the launch of the Fund by UN Deputy Secretary-General Amina Mohammed and UN Special Envoy for Road Safety Jean Todt at the UN in April.



The FIA Foundation pledged \$10 million to the UN Road Safety Trust Fund, the first major donor to step up.

The new UN Fund is intended to catalyse road safety action across the globe, using donations

The official launch followed the UN General Assembly debate on road safety, where Deputy Secretary-General Amina Mohammed formally announced the approval of the Fund and called for more donors as a matter of urgency in response to the rising toll of road fatalities and injuries globally.

France became the first country to heed the call, with President Emmanuel Macron hosting a reception for the FIA High Level Panel on Road Safety at the Élysée Palace in October. Speaking alongside Jean Todt and Rémy Rioux, Director General of the Agence Française de Développement (AFD), President Macron announced that the funding will be earmarked for countries in Africa, where road traffic fatality rates are the highest in the world despite relatively low motorisation. President Macron

## HIGH LEVEL ADVANCE FOR ROAD SAFETY CAMPAIGN



FIA Foundation Executive Director Saul Billingsley announcing the charity's support for the UN Fund. He called on government and private sector donors to commit.



Olga Algayerova, Executive Secretary of the UN Economic Commission for Europe, will oversee the Fund. Many UN agencies have signed on to be involved in overseeing activity and deploying grants.

also stressed that road safety must be one of the priorities of French development aid policy.

More than 1.3 million people are dying every year on the world's roads, and a further 50 million are injured, of whom a significant number are pedestrians particularly in Sub-Saharan Africa. Low- and middle-income countries, where 90% of deaths and injuries occur, are experiencing rapid motorisation and urbanisation, as well as serious issues of economic and political inequity. There is a strong economic case for investment: road traffic injuries cost countries between 3-5% of GDP, and a recent World Bank report identified that countries not investing in road safety could miss out on up to 22% in potential per capita GDP growth over a 24-year period.

The UN Economic Commission for Europe estimates that for every \$100 million raised and deployed by the fund, a further \$3.4 billion of country and city investment can be unlocked for infrastructure and road safety programmes, saving 64,000 lives and preventing 640,000 serious injuries. It is estimated that to meet the road safety sustainable development goal targets for road safety by 2030 will require at least \$770 million per year in catalytic financing, so the stakes are high and the challenge great.



President Emmanuel Macron pledges France's support for the Fund at a reception at the Élysée Palace for the FIA High Level Panel.



Jean Todt chairs a meeting of the FIA High Level Panel for Road Safety, with participants including Mayor of Paris Anne Hidalgo; EU Transport Commissioner Violeta Bulc; and FIA Foundation Chairman Lord Robertson.

The FIA Foundation has a proud history of supporting efforts to increase global road safety financing: as the first donor to the World Bank's Global Road Safety Facility in 2005; in commissioning ground-breaking research calculating the real costs to health systems of road traffic injuries; in exploring the potential for road safety of social impact investing and micro-donations; and by highlighting the serious impact of road traffic injuries on efforts to reduce poverty. Now, as the principal funder of the FIA High Level Panel, the Foundation is supporting the most ambitious campaign yet to secure sustainable funding for road traffic injury prevention.

FIA Foundation Chairman Lord Robertson of Port Ellen, who is a member of the High Level Panel, spoke at the Paris event about the importance of increasing funding for road traffic injury prevention. "To have an officially sanctioned strategic fund dedicated to preventing deaths and injuries on the world's roads is a real advance. It has the potential to be a transformational moment. But the challenge now is to deliver on that promise. Because at some point the talking has to stop, and the pledging has to start."



# UNFINISHED JOURNEY

ROAD SAFETY AIR QUALITY FAIR MOBILITY

The international community is failing to take action on a global health crisis caused by road traffic, which kills 500,000 children and adolescents each year and causes serious harm and injury to millions more.

A Child Health Initiative report, 'Unfinished Journey: The Global Health Response to Children & Road Traffic' identifies road traffic as one of the most neglected issues affecting the health and wellbeing of young people. The scale of the epidemic is being recognised and documented by UN agencies, but little or no action follows. According to the Child Health Initiative, which is coordinated by the FIA Foundation, this fatal disconnect in policy is failing the world's children.

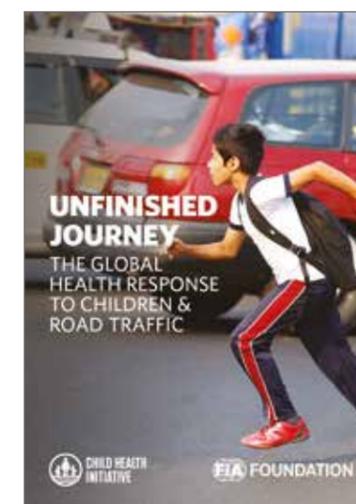
The Child Health Initiative report argues that the headline figures of child deaths caused by road traffic, appalling though they are, are just the tip of the iceberg:

- Road Traffic Injury: 249,000 children and adolescents (0-19) die on the world's roads every year. Yet for every death there is a life changing disability and for every disability, several serious injuries. The equivalent of at least two large schools are emptied of children every day;
- Air Pollution: Outdoor air pollution kills more than 286,000 children under the age of five each year, and 300 million children live in areas which dangerously exceed the WHO air quality limits for PM10. Road traffic emissions are a significant factor;

- Unhealthy Lifestyles: 81% of adolescents were insufficiently physically active in 2010, while obesity has increased tenfold since the 1970s. The dominance of road traffic and perception of road danger curtails and reduces children's outdoor activity, contributing to this health burden;
- Inequality: Road traffic fatalities disproportionately affect low- and middle-income countries, where 90% of global road deaths occur. Across the world poorer children are more likely than their wealthier counterparts to be victims of road crashes, live close to busy roads and be exposed to dirty air.

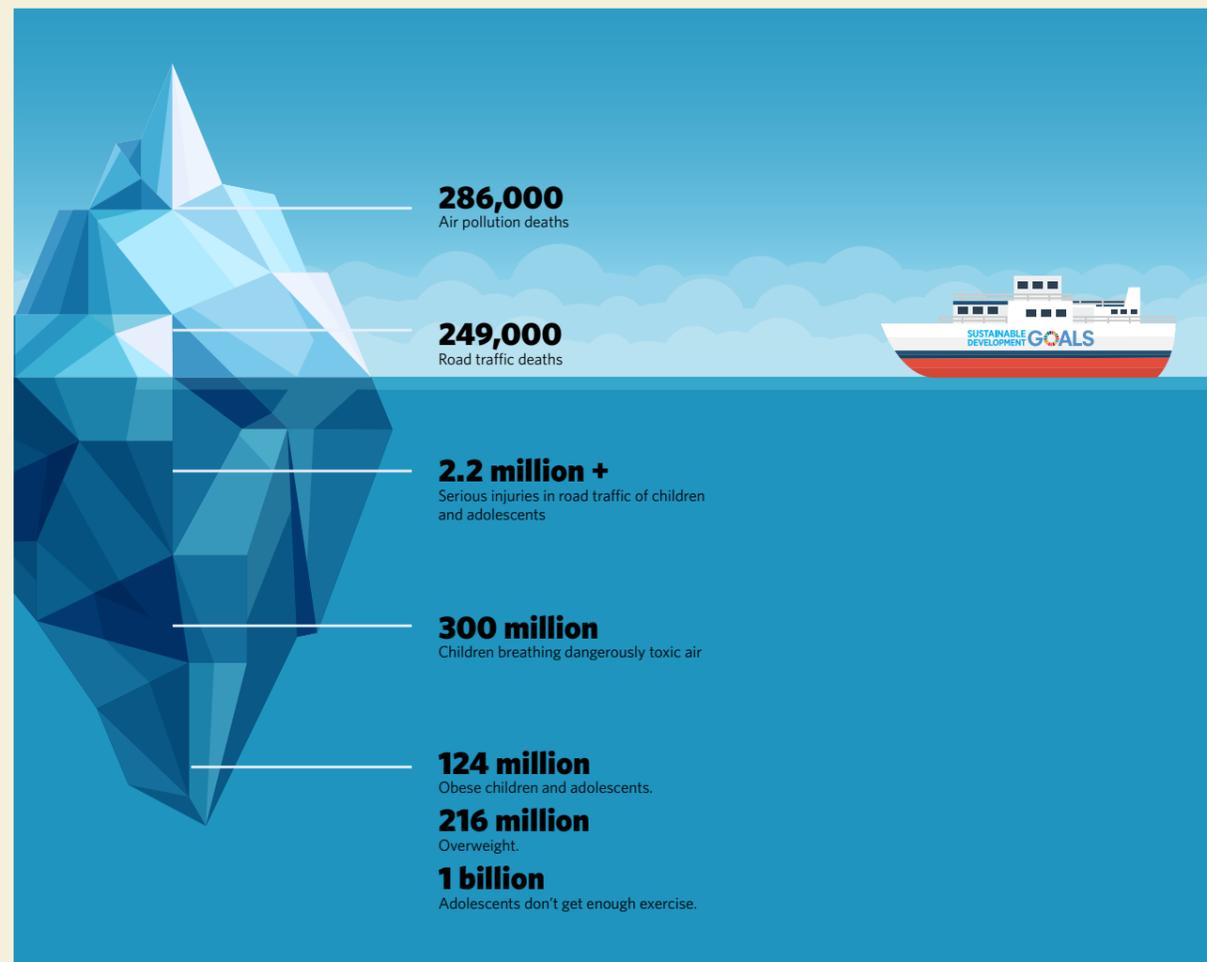
Despite this serious health burden, the causes are not being tackled. UN Sustainable Development Goal (SDG) targets have been set, and the solutions are well known, yet they are not being adequately funded or implemented. The focus of international health policy remains too narrow, and is failing to adapt to changing global challenges. There is a lack of coordination and accountability.

To tackle this, the report recommends a first ever UN Special Summit on child and adolescent health to raise visibility, build political commitment and deliver action and resources for neglected areas of public health. There should also be specific indicators and funding for road traffic-related health policies and solutions within 'Every Woman, Every Child', the UN's global strategy for child and adolescent health. The report also calls for joint action with climate funds, to scale up 'healthy streets' policies designed to enable safe walking and cycling, improve air quality and reduce carbon emissions.



The report, launched in May 2018 to coincide with the World Health Assembly in Geneva, and the inter-governmental International Transport Forum held in Leipzig, spearheads a new campaign calling for a first ever summit of world leaders on child and adolescent health to urgently re-focus global policy to address this road traffic-related

THE HEALTH IMPACT OF ROAD TRAFFIC ON CHILDREN AND ADOLESCENTS.



As this data (updated since the report was launched in May 2018) shows, the almost 500,000 young deaths that can be attributed, at least in part, to road traffic are just the tip of a much larger iceberg which threatens delivery of the SDGs.

health crisis. NGOs around the world have launched calls for action, urging world leaders to provide safe environments for children and adolescents, while young people are joining the campaign to emphasise that 'This is My Street'.

For the FIA Foundation, the call for a child and adolescent health summit and a greater focus on traffic-related issues in the UN's child health frameworks is at the core of the advocacy effort. Complementing the work of the FIA High Level Panel in seeking greater attention and funding for road traffic safety, the Child Health Initiative, by focusing on children, is seeking to broaden the relevance of the issue and encourage new partnerships with child health and environmental coalitions.

During 2018 this has included active engagement with several policy agendas beyond the traditional road safety arena, with the Child Health Initiative/ FIA Foundation speaking or represented in high level sessions at the World Urban Forum, the World Health Assembly, the UN High Level Political Forum (which measures progress towards meeting the SDGs), the UN High Level Meeting on Non Communicable Diseases, and the first WHO Global Conference on Air Pollution and Health. The FIA Foundation has also helped to convene practical workshops with child health partners, including regional workshops for UNICEF in Latin America and South East Asia, to explore how the effort to integrate traffic safety and air pollution into the mainstream child health agenda can be realised.



Stefan Petersen, Director of Health for UNICEF, speaking at the FIA Foundation's side event at the World Health Assembly in May 2018.



Caroline Lucas, Green MP and environmental leader, endorsed the campaign for a UN summit on child and adolescent health.



New Zealand's Minister for Transport and Women, Julie Ann Genter, signs on to the Child Health Initiative campaign.

# BUILDING A CHILD HEALTH COALITION

Zoleka Mandela gave a keynote address at the World Urban Forum, in February 2018. She called on governments and mayors to meet their Habitat III commitment to safe and healthy journeys for every child.



Young people voiced their concerns about road traffic injury, air pollution and climate change at the FIA Foundation's event during World Health Assembly, May 2018.



UNDP Goodwill Ambassador Michelle Yeoh, Jean Todt, and UN Habitat Executive Director Maimunah Mohd Sharif rallied for child rights at the FIA Foundation's event for UN diplomats during the High Level Political Forum in July.



Zoleka Mandela met with WHO Director General Dr Tedros in May 2018 to discuss the 'Unfinished Journey' report, the Foundation's campaign, and the connections between healthy streets and tackling non-communicable diseases.



The German Federal Minister for Transport, Andreas Scheuer, supported the call for a UN summit for child health during the International Transport Forum, Leipzig.



Saul Billingsley joined Etienne Krug of WHO and Kelly Larson of Bloomberg Philanthropies to announce 'Streets for Kids', a child-focused project of the NACTO - Global Designing Cities Initiative, supported by Bloomberg, FIA Foundation, Bernard Van Leer Foundation and Fondation Botnar.



At the UN High Level Summit on Non Communicable Diseases, in September, Zoleka Mandela spoke about the impact of unsafe streets, and met with UN Deputy Secretary General Amina Mohammed and Michael R. Bloomberg.



Jamaican Olympic gold medal sprinter Shelly-Ann Fraser-Pryce returned to her old school to meet pupils and make a film for the FIA Foundation and UNICEF on the vital need for safe and healthy journeys to school.





# PREVENTING POLITICAL ROADBLOCKS TO SAFETY REFORMS

consistent priority for a succession of mayors. The study suggests the fall was due in part to reframing road fatalities as a public health issue and taking an integrated approach to road safety. Improved public transit and pedestrian and cycling infrastructure gave more people safer travel options.

In many cases, road safety is seen to be in direct conflict with other priorities, such as reduced congestion, shorter journey times, or public spending in other areas.



At the Nairobi launch of the report, Saul Billingsley joined the ODI authors in briefing the media.

## ROAD SAFETY FAIR MOBILITY

Road safety remains a low political priority in cities around the world, despite the growing number of people killed in traffic collisions.

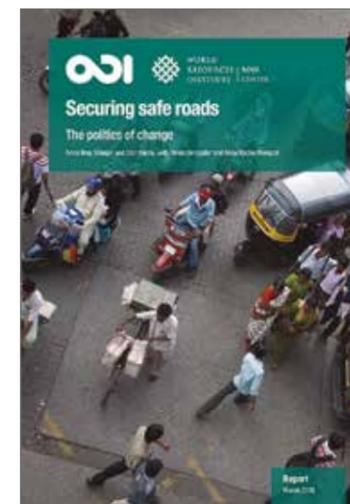
This is the message from in-depth analysis of three cities – Nairobi, Mumbai and Bogotá – led by the Overseas Development Institute and World Resources Institute, with support from the FIA Foundation. The research found it is the poorer sections of society who bear the brunt of traffic-related injuries and deaths, and that both politicians and the public tend to blame individual road users for collisions, rather than policy-makers or planners.

The report, 'Securing safe roads: the politics of change,' also found that it is possible to balance competing interests and still improve road safety. The city of Bogotá in Colombia reduced traffic fatalities by 60% between 1996 and 2006, when road safety was a

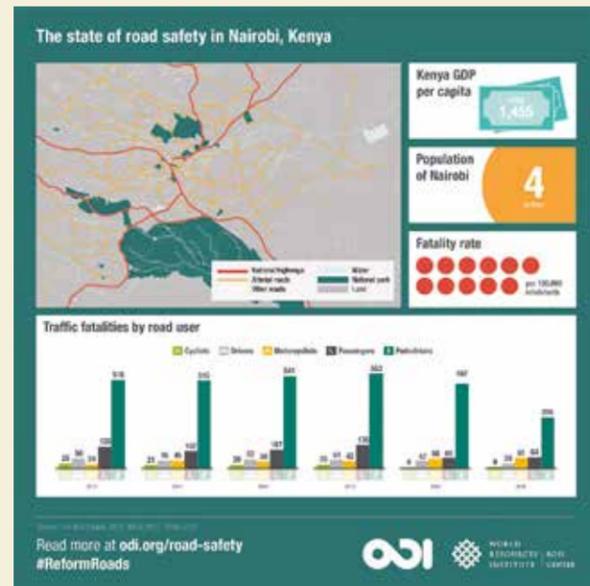
In the cities of Mumbai and Nairobi, the report identifies that politicians favour large-scale, car-oriented projects that generate short-term political rewards moving traffic faster, rather than more safely. This attitude is compounded by public attitudes that the responsibility for road crashes lie solely with the individual, rather than infrastructure and legislation failures on the part of city and national governance. There are, however,

new steps being taken by both cities to introduce road safety plans while Nairobi is developing all new roads with cycling and walking routes.

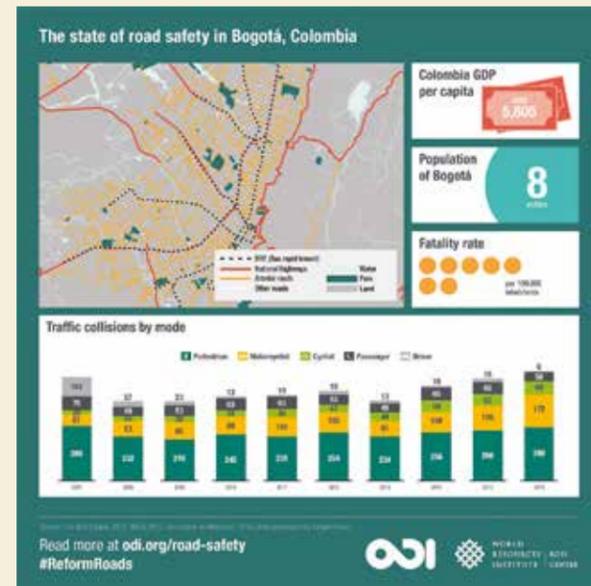
'We are increasingly equipped with better knowledge about the types of interventions that can reduce fatalities and serious injuries caused by traffic collisions,' says ODI researcher Daniel Harris, one of the report authors. 'These deaths and their enormous social and financial tolls are not inevitable, yet we have seen little progress.'



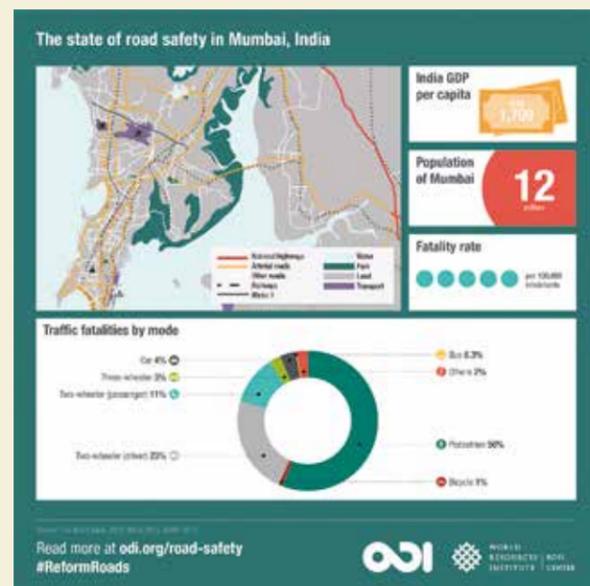
THE STATE OF ROAD SAFETY IN NAIROBI, KENYA.



THE STATE OF ROAD SAFETY IN BOGOTÁ, COLOMBIA.



THE STATE OF ROAD SAFETY IN MUMBAI, INDIA.



Source: Securing safe roads: the politics of change, 2018, Overseas Development Institute, World Resources Institute.



In Mumbai, the report finds progress in improving road safety is often stymied by political indifference, bureaucracy and a failure to internalise the Safe System approach.

'It's clear that there is a political dimension to reducing road deaths,' says author Anna Bray Sharpin, transportation associate at WRI Ross Center for Sustainable Cities. 'It is important that those trying to improve road safety focus as much on building the political case as on the technical solutions.'

The report makes a series of recommendations including:

- Tackle road safety alongside other issues, such as addressing congestion
- Reframe road safety in public debates, making connections with issues that people care about such as the economy, equality and education
- Build alliances at all levels of government, including local, regional and national
- Produce a dedicated road safety plan with short, medium and long-term aims and objectives

The report has been promoted throughout the year, with events in Nairobi, Bogotá, and Washington D.C. Speaking at the Nairobi launch, which brought together more than a hundred policymakers, the FIA Foundation's Executive Director Saul Billingsley describes the challenge: 'Road traffic deaths and injuries are not accidents'. They are the direct consequence of system failures and political choices. This report clearly shows that, when political will is focused on ending needless road deaths, lives can be saved very quickly, but that focus must translate into long-term investment. If we are to achieve the United Nations' Sustainable Development Goals target to halve road deaths, a commitment to which Kenya, Colombia and India have all signed up, politicians must start listening and provide safe mobility for the majority of the people who walk, cycle and use public transport.'



In Nairobi, despite some recent policy changes in favour of improving walking and cycling, emphasis is still on building fast new urban highways.



In Bogotá, by contrast, road safety has been built into a broader health agenda, with consistent application of Safe System principles across administrations.

# IN NAIROBI, A DANGEROUS SCHOOL RUN

You see these kids wherever you go in Africa, dazzling in their smart and clean school uniforms as they emerge from a mud-walled, tin-roofed hut without running water.

They have been put in unimaginable peril by the unstoppable expansion of Nairobi's roads. Yet their safety remains a problem that few want to know about. The Kenyan government certainly does not want any negative road traffic accidents to interfere with progress.



Nairobi has experienced a dramatic increase in traffic, and more than 500 deaths in just two years on the city's urban highways.

Nairobi's growing middle-classes want multi-lane highways to drive their expensive cars along.

For the most part, the yelps of terror as the children avoid being knocked over by just a few inches are drowned out by horns being sounded by drivers.

The FIA Foundation, a London-based international road safety charity, has been working to raise global awareness of this issue - and to help the children who risk their lives every day simply to get to school.

Executive director Saul Billingsley said: "The 85,000 African children and adolescents killed or seriously injured on the continent's roads each year are victims of road design failures and political indifference. The solutions to ensure every child has a safe, healthy journey are simple, well known and can be relatively low-cost. So there is no excuse for this utterly preventable epidemic which is killing and maiming children in Nairobi and cities across the world."

After witnessing so many near misses, I was pleased to be asked to experience a normal Nairobi school run organised by the FIA Foundation.

## ROAD SAFETY FAIR MOBILITY

*More than 85,000 African children are killed or injured on the roads every year - and the average child's school run is a truly terrifying experience with the risk of death at any moment. The FIA Foundation worked with award-winning journalist Tom Parry, of the Mirror newspaper in the UK, to highlight their story. This edited article and photos are reproduced courtesy of the Mirror.*

Children in sub-Saharan Africa are twice as likely to die in a road crash as their peers in any other part of the world. Although Africa has the lowest rate of motorisation, it has the most dangerous roads.

Nowhere is this more apparent than Nairobi, the capital city of Kenya. Last month the homes of about 30,000 people were demolished in the city's largest slum, Kibera, to make way for a £15m dual carriageway. Bulldozers moved in at dawn and the residents affected could only watch helplessly as their homes were destroyed.

The traffic in Nairobi just keeps growing. More vehicles are squeezed into the tight spaces; the main junctions are more congested. This is perceived as an indicator of rapid economic progress in a city which has attracted huge investment from outside.

At the bottom of the pile, as this dizzyingly quick development escalates, are the pedestrians. Most neglected are the hundreds of thousands of children who live in the slums and have to navigate the roads without a parent.





Sisters Shirleen and Damaris set out on their journey to school at 6.30am every day.



They have to navigate high speed traffic and dangerously dirty air on their daily journey to school.



In the classroom: for low-income children like Shirleen and Damaris, education can be a lifeline. Traffic threatens that opportunity.

Shirleen Kanyonyi, 11, and her sister Damaris, 10, live in Eastleigh, a Nairobi slum where choking fumes fill the air from before daybreak. They leave home early every day at 6.30am, after their dad Paul Kanyonyi, 44, gives them their packed lunch. Walking with Shirlene and Damaris to school demonstrates how vulnerable they and thousands like them are. They are impeccably smart in the green and red uniform of St Teresa's Girls' School.

The journey begins with a long walk along the side of a dual carriageway towards a bottleneck where drivers jostle for an extra yard of space. There is no safe place for the girls to cross the road, the first of three perilous crossings they have to brave every morning. We wait for what seems like an eternity before a gap opens up that would seem to provide enough time to race to the other side.

Shirlene and Damaris, more practised than I, run first, quick out of the blocks. They seem to know instinctively when to go. I make it safely to the crumbling opposite pavement with only a split-second to spare. Shirlene tells me she has had to leap to safety on many occasions, pulling her little sister with her.

This road used to be much quieter, but the sprawl of Nairobi has led it to being expanded with no consideration for school children. There are no official crossing points, and no traffic calming measures like speed bumps. In front of the school, St Teresa's 800 pupils are clustered in a huge mass, many already on the road.

It is a stand-off between children and motorists. When the traffic slows down because of a hold-up further

down, they tentatively make their way across. Even then, some drivers klaxon angrily, trying their best to force the youngsters back. But the tide cannot be stopped and finally, minutes before the school bell is rung, they get through the main entrance.

Headteacher Gladys Kanyi waits at the gate to get them ready for morning registration at 7.

"A girl was injured very recently," she says. "She was knocked over on her way home in the evening as she was going home. There have been so many accidents before that we have to advise them to cross in large groups.

"A lot of car drivers accelerate when they see pupils instead of slowing down. They are so careless and always in a hurry. It is like this right across Nairobi, especially if you are on a main road like us. This school is in a terrible

location because of all the traffic. The best solution would be a footbridge and speed bumps, as well as a zebra crossing. But there is never any money available for that."

"These children have to become independent at a very young age because their parents are poor and have to leave early for work. They cannot take them." Figures show 70 per cent of children in Kenya walk to and from school unaccompanied.

Daphne Kemunto, executive director of Nairobi road safety charity Usalama Watch Initiative, says the rapidly increasing population has led to a parallel increase in traffic. "The government is trying to build as many roads as possible for business," she explains. "The problem is that while they construct the roads they forget pedestrians; children walking to school are an afterthought."

# THE TRUTH OF URBAN VEHICLE EMISSIONS

TRUE is a partnership of the FIA Foundation, the International Council on Clean Transportation (ICCT), the Global New Car Assessment Programme, Transport and Environment, and C40 Cities, which seeks to bring transparency to the public debate on vehicle emissions and urban air quality.

Measurements of the real-world emissions of over 350,000 cars on the roads in Europe have been used to create an innovative and interactive new database ranking vehicles' NO<sub>x</sub> emissions. TRUE has used ICCT's methodology to create a traffic light rating system which ranks cars based on their real-world nitrogen oxide (NO<sub>x</sub>) exhaust emissions. Green is a 'good' rating, yellow is 'moderate' and red means that a vehicle produces more than 180 mg/km of NO<sub>x</sub> and is 'poor'. Anyone can search for the TRUE rating of a car by make, model, engine, fuel type, and Euro standard.



The aim of TRUE is to provide real-world data to consumers and policymakers.

This data analysis identified that most of the newest diesel cars in European cities are still polluting the streets with NO<sub>x</sub> emissions up to 18 times the levels set by Euro vehicle standards.

The TRUE Initiative is also collecting data from its first city pilots in London and Paris, which will enable the Mayors of both cities to better understand their specific vehicle emissions challenges.

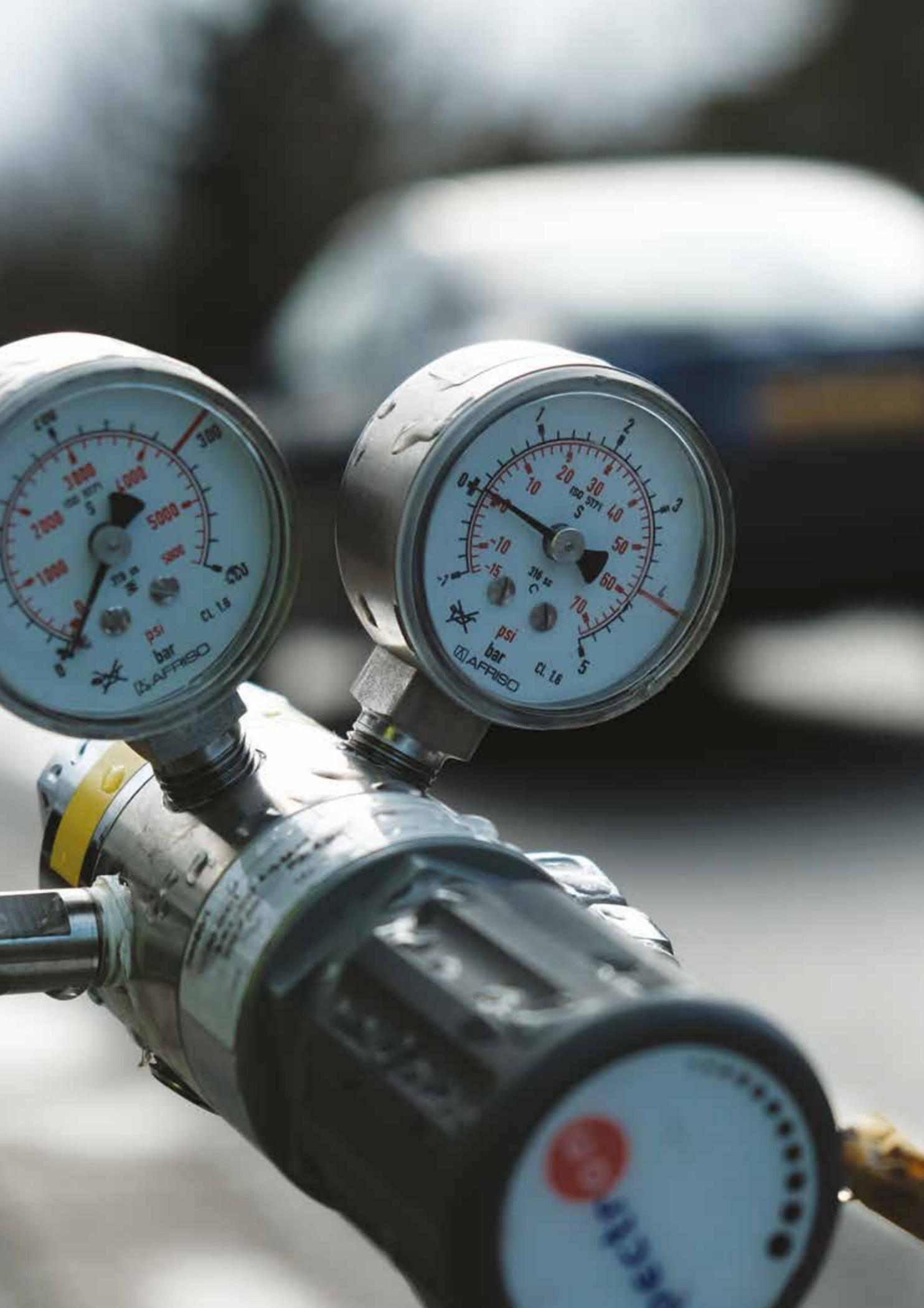
## AIR QUALITY

As we understand more about the serious health impacts of outdoor air pollution, the need to tackle the causes, including vehicle emissions, becomes ever more urgent. Now a new partnership coordinated by the FIA Foundation is working to provide the data that policymakers need to make effective change.

Currently, 97% of cities in low- and middle-income countries and 49% of high income countries have air quality which breaches World Health Organization guidelines. The impact of this toxic air is significant, especially on babies, children and the elderly, and can contribute to a range of long term, chronic illnesses.

Understanding the causes is vitally important to encourage change at a policy level, but also to empower people to make healthier choices about how they make their journeys to minimise their contribution to poor air quality as well as their exposure to dangerous pollutants.

Now, 'TRUE', the Real Urban Emissions Initiative, is working with cities across the world to address urban air quality by identifying the worst polluting vehicles currently on their roads to enable policy and consumer change.





TRUE measures vehicles at random on the road, by passing a laser through the tailpipe emissions. The test is impossible to cheat.



The first global meeting of TRUE partners and cities, hosted by Bloomberg Philanthropies in London.



City officials from the first two pilots, London and Paris, discuss their motivation for working with the TRUE initiative.



Deputy Mayor of London Shirley Rodriguez hosted the TRUE Initiative at City Hall, and praised the FIA Foundation for its leadership role.



The FIA Foundation's 'Cleaner Air for Schools' project worked with schools in London, Nairobi and Delhi (the latter visited by Sadiq Khan.)



First TRUE results show that most diesel cars, including some of the recent 'Euro 6' vehicles, are in serious breach of health regulations.

Alongside these two pilot projects, the TRUE Initiative has been bringing together cities from across the world to discuss how to tackle toxic emissions in cities and share examples of effective policies.

The first TRUE Global Workshop hosted more than 50 delegates - representing cities from as far and wide as Oslo, Dar Es Salaam and Auckland - as well as environmental, technical and research leaders, to discuss the scale and causes of vehicle-related air quality. They were able to share perspectives and examples of the challenges and policies being used

across the world to improve air quality in diverse cities and effectively regulate vehicle emissions. The Mayor of London, Sadiq Khan, also shared a video in which he commended TRUE's work and the impact its real world data can have in supporting policymaking of cities across the world.

Poor air quality is an issue that disproportionately affects children. There are three million deaths each year linked to exposure to outdoor air pollution, according to the World Health Organization (WHO), and road traffic can be a significant contributor. Children are particularly vulnerable to

the effects of air pollution, especially to acute and chronic respiratory disease, because their lungs are still developing. Exposure is also linked to the development and exacerbation of a range of life-shortening illnesses in adults such as heart disease and lung cancer.

The Cleaner Air For Schools project enabled pupils in London, Nairobi and New Delhi to take part in a pioneering project to understand, monitor and take action on air pollution around their schools. Using 'citizen science' pupils tested air in different locations in and around their school for nitrogen dioxide (NO<sub>2</sub>)

as a marker of air pollution. They also mapped their current routes to school, the hazards they faced, and how those hazards might best be avoided.

This exchange enabled students from three different continents to share their findings and experiences with their communities and each other as well as proved themselves to be powerful advocates, both during and following the exchange. Through conversations, as well as art and music, pupils learnt about the similarities and differences between their cities to make a unified call for change to address the global challenge.



# HALO: GUARDIAN ANGEL OF THE RACE TRACK

degrees with the rear-left tyre making contact with the right-side bodywork of Makino's car and then, importantly, the right-side upper surface of the Halo hoop. Both cars exited the left side of the track, while still in contact, and they separated as they crossed the grass verge between the edge of the track and the gravel run-off area. They continued to travel across the gravel run-off area and impacted the five-row-deep tyre barrier. Neither driver was hurt.

However, if the tyre had contacted Makino's helmet with a similar force, there would have been potential for serious or possible fatal injury. The Global Institute report concluded that, 'The Halo likely prevented contact between the tyre and the driver's head. Without the Halo there would have been potential for a very serious head or neck injury.'



The halo head protection device was introduced for the 2018 race season.

## MOTOR SPORT SAFETY

Sometimes, insisting on road safety can be controversial. Speed reduction, new legislation, regulation imposed on car makers to save lives: all can spark a backlash. Sometimes, insisting on safety in motor sport is no different.

When the Halo head protection system was first introduced, fan and media reaction was mixed and, at worst, very hostile. But at the end of its debut season the jury is no longer out. The Halo, introduced by the FIA and designed by researchers at the Global Institute for Motor Sport Safety, with funding support from the FIA Foundation, is a life saver.

Just ask Tadasuke Makino. The Formula 2 driver is living proof that the Halo protects, following a high speed crash at the Circuit de Barcelona-Catalunya. Nirei Fukuzumi was attempting to overtake Makino at the right-hand turn four. At the entry to the corner, the cars were side by side, but as Fukuzumi drew level he started to oversteer and his rear-left tyre touched the rear-right tyre of his opponent. The contact caused the rear left corner of Fukuzumi's car to launch and also yaw clockwise.

During the subsequent car-to-car interaction, his car turned through approximately 360

degrees with the rear-left tyre making contact with the right-side bodywork of Makino's car and then, importantly, the right-side upper surface of the Halo hoop. Both cars exited the left side of the track, while still in contact, and they separated as they crossed the grass verge between the edge of the track and the gravel run-off area. They continued to travel across the gravel run-off area and impacted the five-row-deep tyre barrier. Neither driver was hurt.

Andy Mellor, Senior Research Engineer for the Global Institute for Motor Sport Safety, who worked on the Halo project, is understandably satisfied to find that the system is already proving valuable, albeit in unfortunate circumstances. "We know that single-seater, open-wheel cars are sensitive to launching," he says. "As soon as you get tyre-to-tyre contact, the interaction often forces one of the cars upwards; and a car climbing across the cockpit of another car has the potential for serious driver injuries. It appears that during this accident the Halo helped to avoid direct contact with the driver's helmet."

What has been particularly satisfying for the FIA design team is that while the Halo project was instigated to provide additional protection from flying objects, such as stray tyres, it has also proved protective in other circumstances, in this case car launching. Mellor says: "The Halo was originally conceived as additional frontal protection and the design brief was to



'We can end the halo discussion now. It will save lives': Fernando Alonso's crash with Charles Leclerc at the Belgian Grand Prix proved the halo's worth.

manage the energy of an impacting wheel assembly. However, when we conducted the detailed risk assessment, we determined that the Halo could offer significant protection during a much wider scope of accident types, and the accident at Barcelona was anticipated during the risk assessment study."

Going forward, researchers will analyse all future accidents involving the Halo to support the development of the next generation of additional frontal protection systems. "It's important to get on-track experience to fully understand how to further improve the safety systems in place," says Mellor. "

In terms of the Halo's strength the numbers speak for themselves. With regards to the geometry there was a careful balance between having the Halo close enough to the driver to provide protection but not so close that you risk a helmet hitting it in other accident types."

It was reassuring, for instance, that during the accident of Toro Rosso driver Brendon Hartley at this year's Canadian GP, analysis showed that the helmet was in no risk of contacting the Halo. "Both that case and the Makino accident have been very reassuring that the geometry and positioning of the Halo is extremely optimised; that it is encapsulating to be very protective but outside the

range of free motion of the driver's helmet. Of course we will continue to assess further incidents as they occur, but so far the analysis has been positive."

The Halo device was called into action again at the Belgian Grand Prix in August. A few seconds after the start of the race, Nico Hulkenberg slammed into Fernando Alonso's McLaren at the La Source hairpin. The collision launched Alonso into the air with his car landing on top of Charles Leclerc's Sauber. Fortunately, Alonso's car did not touch Leclerc's helmet and it seems as if the Halo helped to deflect it away from the driver. What is certain is that Alonso's front-right wheel struck Leclerc's

Halo as it passed over the car, breaking the McLaren's suspension. Leclerc confirmed the worth of the device saying, "Definitely the Halo probably helped today," while Alonso added: "The positive side is we are all OK, especially Charles. I flew over his car and the Halo was a good thing to have today." FIA race director Charlie Whiting said: "It doesn't take a lot of imagination to think that in a similar incident without the Halo the car probably would have made contact with Leclerc's head."

Former Formula 1 champion Nico Rosberg summed it up well, tweeting: "We can end the Halo discussion now. It will save lives! #thanksFIA."



# CAR CRASH TESTS HAVE INDIAN IMPACT

The zero star results created widespread outrage both within the country from press, politicians and consumers, as well as the wider road safety global community. Manufacturers were lambasted for knowingly designing and selling dangerous vehicles. At the time, the results were condemned as representing levels of safety “20 years behind” the five-star standards now common in Europe and North America. The Indian government responded by promising to establish its own crash test programme.

Over three years Global NCAP has completed more than twenty-five safety assessments and in 2018 the first four star rating was awarded to the Maruti Suzuki Vitara Brezza. With standard double airbags, ABS, and ISOFIX anchorages, the model represents the culmination of pressure from consumers, the government and road safety advocacy.

## ROAD SAFETY

The Indian car market is becoming markedly safer thanks to the scrutiny and pressure provided by Global NCAP. The first four star vehicle safety rating has been awarded in the country, an extraordinary feat given that just three years ago new vehicles tested were so unsafe not a single one provided even the most basic protection for its occupants.

The latest results demonstrate the swift impact of transparent and impartial testing, along with advocacy and public awareness on vehicle safety. The introduction of NCAP testing to the Indian vehicle market has been an important catalyst in safety improvements, which has seen some new models include a range of safety measures.

Global NCAP's 'Safer Cars For India' project, supported by the FIA Foundation, began in 2014, and has tested some of India's best-selling cars. The vehicles, accounting for 20% of the country's new car sales, have included the Tata Nano, the world's cheapest car. Each basic model was tested using Global NCAP's five star rating system and not a single car in the initial testing round scored even a single star rating. Some models were so poorly designed that, even with additional airbags fitted, testing identified that there were “high risks of life-threatening injuries” to drivers.



Global NCAP's first World Congress was hosted in India by the Institute for Road Traffic Education.

However, the results still show a stark gap between manufacturers who have invested in safety, and those who have not yet got the message. Particularly disappointing are the major European manufacturers who offer the most up-to-date safety features in other markets, yet fail to protect their Indian consumers.

David Ward, Global NCAP Secretary General said, “The four star result for Maruti Suzuki's Vitara Brezza is really impressive. It demonstrates clearly the safety engineering capabilities of India's leading vehicle manufacturer. We are getting very close now to seeing India's first five star car.”



# #METOO ON WHEELS

In Buenos Aires seven out of ten women will not travel on public transport alone, and 89% experienced sexual harassment. Half of women in Santiago change their routes to avoid specific areas of the city.



The Ella Se Mueve Segura report is launched in Buenos Aires.

## FAIR MOBILITY

Latin American cities are taking action to address the gender imbalance in public transport following the publication of the FIA Foundation report Ella Se Mueve Segura (She Moves Safe) and its toolkit providing practical support to improve women's experiences.



FIA Foundation's Deputy Director Sheila Watson joined women's rights campaigners and researchers at the International Transport Forum in Leipzig.

The report concludes that women use public transport more than men yet the systems tend to be designed by men, for men's transport needs, and leave women feeling the most vulnerable. Those responsible for urban transport must recognise gender transport issues, and improve women's experiences in order to achieve sustainable development and inclusive cities.

These experiences have been used by the study cities' administrations to create a baseline understanding of harassment, and an accompanying toolkit, which provided examples and guides to support the re-shaping of policy with a gender focus, and is currently being implemented across all three cities.

The novel report examined women's experience of public transport in three Latin American cities - Buenos Aires, Quito and Santiago - and how these experiences alter their use of public transport. The study demonstrated that transport planning is not only gender neutral, but also that continuing failure to address the issue will result in limitations to economic growth, gender equality and sustainable mobility.

The report, which was jointly funded by the FIA Foundation and CAF, Development Bank of Latin America, identifies that the majority of women using public transport in Latin American cities have witnessed or experienced sexual harassment.



The report comes in a year where gender imbalance has been a key topic in the wider news, and in the transport industry. The report was launched at a dedicated side event at the Transforming Transportation Board in Washington DC, which focused on women working in transport and women's experiences of Transport. The report and toolkit were then presented at the inaugural Women Mobilise Women event in May, and at a standing room only side event and panel at the International Transport Forum, Leipzig, which had a theme of safety and security.



# AUTO CLUBS LEAD STAR RATING REVOLUTION

are facilitating global delivery and oversight of the pilot phase, and data has been collected for more than 300 schools across five continents including trials in the USA, Vietnam, Uruguay, Jamaica, Argentina, South Africa, Mexico and Kenya. The initiative is attracting donors too, with early adopters FIA Foundation and FedEx joined by Fondation Botnar and the Bloomberg Global Road Safety Initiative in funding pilot projects.



Star rating in action, zero stars before...



...and five stars after improvements have been implemented.

## ROAD SAFETY

It is catching the imagination...the International Road Assessment Programme's (iRAP) Star Rating for Schools (SR4S) app, which aims to democratise street design for safe journeys to school, is building momentum fast. The SR4S tool provides an objective measure to assess the safety of school routes, guide investment, and benchmark and track safety performance over time. SR4S combines an easy-to-use android tablet app and a web-based global reporting application for processing and sharing results. The applications work together to harness the power of the iRAP Star Ratings to measure the risk children are exposed to on their journey to and from school.

Ultimately, by including data on thousands of schools worldwide, the low-cost app will provide an evidence-based standard for safe school journeys that can measure progress and save lives. In Uruguay, for example, where Fundación Gonzalo Rodríguez and iRAP have rated more than 50 schools, the results were published in a press conference with the Mayor of Montevideo. Schools in Montevideo averaged of 3.4 stars for safety, but in neighbouring Canelones, where more children walk and average incomes are lower, the average score was 2.6 stars. Presented with these results, the Mayor pledged action.

In last year's annual report we described a successful early pilot in Zambia. Now, with dedicated funding from the FIA Foundation for a full-time SR4S coordinator, ten lead NGOs

One of the lead NGOs taking part in the initiative is the FIA, and automobile clubs are at the forefront of efforts to kick start the initiative. In February 2018, for example, iRAP's Regional Director for Latin America Julio Urzua partnered with representatives from FIA Region IV to train them in both the theory and the practical usage of the app in the field. To do so, two schools in Buenos Aires were assessed using a tablet with the SR4S app. Now FIA Region IV is ready to plan a broader programme to assess a larger number of schools, not only in Argentina but also in other countries in Latin America.

Although the app hasn't formally been launched yet (that will happen in April 2019), FIA clubs are helping to hone the technology in the beta phase, often working collaboratively with other FIA Foundation technical partners. Here are three examples:

## Jamaica

iRAP and the NGO Amend have helped to introduce methodology for school area assessments and infrastructure improvements around schools in Jamaica. High risk schools were selected by UNICEF Jamaica and the JN Foundation working with AA Jamaica, the Ministry of Education, the National Road Safety Council and the National Works Agency. Following an initial workshop, Star Ratings for Schools was carried out around pilot schools to assess the risk on the roads for children. The assessment found that the first school, Hazard Primary, had a 'one star' level of safety which means children were exposed to unacceptable levels of risk.

Safe infrastructure was implemented around the school, including a safe crossing, speed humps and a safe sidewalk. Many of the children travel to school by bus or taxi and a dedicated drop-off area has been created, with the sidewalk giving safe access to the school.

An important component of the FIA Foundation-UNICEF partnership has been to mobilise further resources for road traffic injury prevention. Thanks to this effort, an additional \$3 million donor support from the Abertis Foundation was raised. Part of this funding has enabled scaling-up of the work in Jamaica and, through 2019, a total of 18 schools will receive infrastructure improvements and will be involved in road safety campaigning.

On 7 November 2018, the Prime Minister of Jamaica Andrew Holness launched both the new infrastructure and a campaign led by UNICEF Jamaica and JN Foundation for safe crosswalks around schools across the country. He said: "In Jamaica we are currently focusing much work on our road infrastructure. This is important for our economic development – but we also must ensure that our roads work for people. This of course includes the vulnerable, pedestrians and even more so, for our children. I'm pleased to see the work focused on our schools to improve the levels of safety, measures such as making the school entrances and road areas around schools safer."

## Morocco

Led by the Mobilité Club Maroc (MCM), a strong coalition of national and international partners has started work to provide the children of Morocco with a safe journey to school.

In its first phase, the initiative is targeting some of the poorest schools in Casablanca, Morocco's largest city,



FIA Foundation Deputy Director Avi Silverman and AA Jamaica President Earl Jarrett brief Jamaican Prime Minister Andrew Holness on the progress of the street improvements following star rating for schools assessments.



In Morocco, iRAP and Amend lead a practical workshop in Casablanca training staff from the auto club and local engineers.



Technical partner EASST joins iRAP in Serbia to train auto clubs from the SE Europe region.

where the children confront severe risks on their daily journey. Children can face traffic speeding at over 60km/h on their journey to and from school. They are typically exposed and unprotected with the majority travelling as pedestrians, walking from their homes to school.

The MCM has received support for the project from the FIA Road Safety Grant Programme which is provided by FIA Foundation funding. In a workshop held from 5-7 September 2018 hosted by the MCM, the club and local partners were provided with training from iRAP and Amend on assessing, rating and implementation to improve safety on the road network around the schools. The International Road Federation is also collaborating as a project partner.

Rima el Allali, MCM Director General said: "This is a very important project for us here in Morocco. Our children need far more protection on their daily journey to and from school. We are delighted to be working with the FIA Foundation and its Child Health Initiative partners to keep our kids safe. We hope that together we can save lives on the roads and give the children of Morocco a better future."

## South East Europe

The Eastern Alliance for Safe and Sustainable Transport (EASST) has collaborated with iRAP and FIA clubs to lead a training session on the new iRAP Star Rating for Schools initiative in Serbia.

The training, enabled with FIA Foundation support through the FIA Road Safety Grant Programme, will help FIA clubs to apply the Star Rating for Schools techniques across a number of schools in Serbia, Bulgaria, Kosovo, and Macedonia. The work is a partnership between the FIA clubs within these countries: AMSS Autoclub Serbia, Bulgarian Automobile Union (UAB), Auto - Moto Association of Macedonia (AMSM) and Shoqata Auto Moto Dardania (SHAMD).

The Eastern Alliance for Safe and Sustainable Transport is the latest NGO to join as a lead SR4S programme partner and will be important for providing support and expertise for road safety NGOs in Eastern Europe, the South Caucasus and Central Asia. EASST's Donations and Project Coordinator Emily Carr said, "We are delighted to be a lead partner implementing SR4S. The training demonstrated the App is a user-friendly tool to assess and evaluate safety around schools. EASST is excited to share it with our NGO Partners and to integrate it into our work to ensure a safe journey to school for every child."



# HEAD FIRST TO SAVE LIVES

In December 2007, Vietnam's universal helmet law came into effect which required all motorcycle drivers and passengers to wear helmets while travelling. With effective campaigning carried out by the AIP Foundation and other coalition partners, the results were immediate: adult helmet wearing rates surged to more than 90%, from as low as 6% on city roads.



Vietnam has experienced an explosion in motorcycle use since the 1990s.

## ROAD SAFETY

In just ten years, one safety measure saved 15,000 lives, prevented half a million life-altering head injuries and gained USD\$3.5bn for the Vietnamese economy. The motorcycle helmet, with associated measures to ensure its effective use, has proven itself to be a public health vaccine that will pay for itself many times over.

A joint report by the FIA Foundation and AIP Foundation, *HEAD FIRST: A case study on Vietnam's motorcycle helmet campaign*, offers a case study of a twenty year campaign to increase motorcycle helmet use in the country. It identifies the challenges faced by road safety campaigners, as well as the necessary advocacy, education, enforcement measures implemented and – above all – the political courage and commitment over the long term required to deliver sustained change.

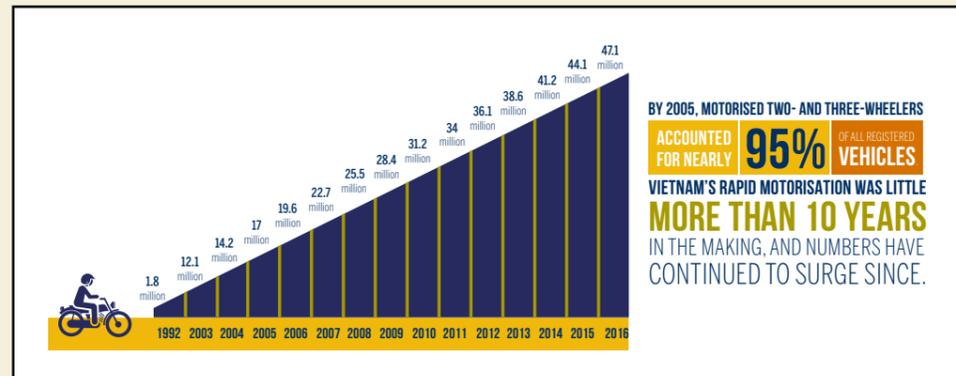
The report describes the steps taken by the Vietnamese National Road Safety Committee, in alliance with AIP Foundation, an NGO established in Vietnam in 1999, and many other national and international partners. A Helmet Wearing Coalition was set up to provide evidence and help design legislation and a national helmet standard. Awareness raising and political outreach were essential to building government commitment to act.

Within the first year alone, road crash injuries dropped by a quarter while fatalities dropped by 12%. Over the ten years since the law was introduced, an estimated 500,000 head injuries and 15,000 fatalities have been averted due to increased helmet use. This has also translated to financial gains, saving an estimated \$3.5 billion USD in medical costs, lost output, as well as pain and suffering. Continuing this ongoing investment in safety, the Vietnamese Government announced this year a programme of free helmets for school children to ensure wider uptake, with almost 1.8 million motorcycle helmets to be distributed to first graders across the country.

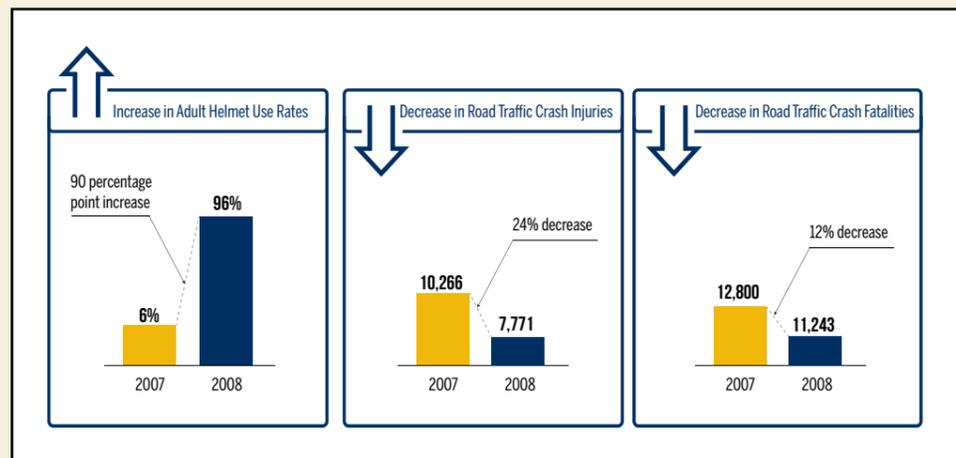


The Head First report was launched in Hanoi in December 2017 to mark the first decade of the helmet legislation. Vietnam's transport minister, senior national officials, and the CEOs of AIP Foundation, FIA Foundation and the Global Road Safety Partnership joined hundreds of local road safety officials. The discussion included some frank exchanges about the challenges yet to be

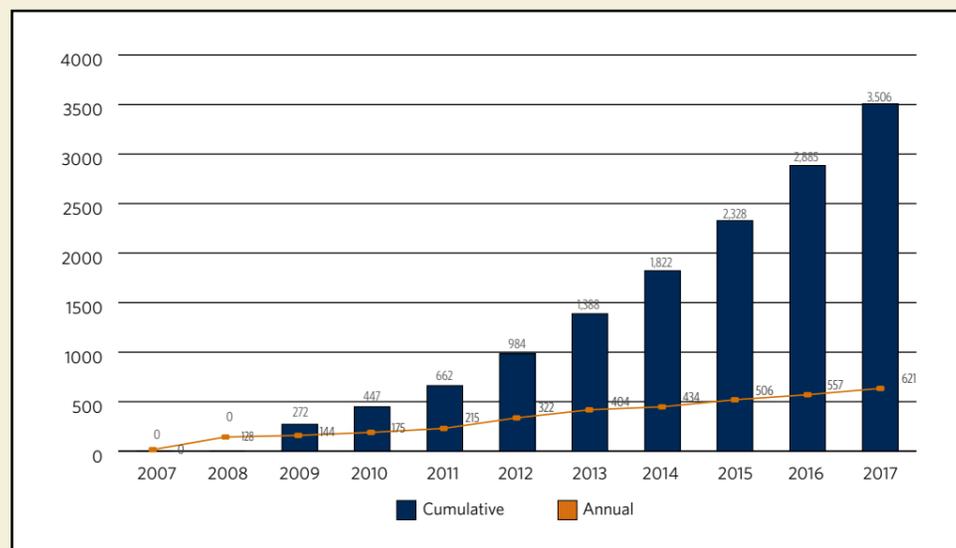
INCREASING MOTORISATION



IMMEDIATE IMPACTS OF HELMET LAW - 2007-2008



COST SAVINGS FOLLOWING HELMET LAW INTRODUCTION (BY YEAR AND CUMULATIVE) IN MILLION USD



Source: Head First: A case study on Vietnam's motorcycle helmet campaign, offers a case study of a twenty year campaign, 2017, FIA Foundation, AIP Foundation.



Like many countries, Vietnam has experienced dramatic increases in motorcycle use since the late 1980s. Helmet legislation has helped to cope with the equally dramatic increase in injuries.

overcome: public awareness of the reasons for wearing helmets is still shallow (motivated more by the risk of traffic fines than by self-preservation), while counterfeit and substandard helmets remain a major issue. Dr. Khuat Viet Hung, Vice Chairman of the National Traffic Safety Committee, commented: "The passage of the helmet law in 2007 has led to financial gains, saving Vietnam an estimated \$3.5 billion USD in medical costs, lost output, and pain and suffering. However, the motorcycle crash injury epidemic in Vietnam is by no means solved. We must continue multi-sector collaboration and build from lessons learned in order to achieve success."



Saul Billingsley joined AIP Foundation CEO Mirjam Sidik and report author Lou Goldman to launch 'Head First' in Hanoi.



After many years of AIP Foundation's advocacy, and building corporate support for its 'Helmets for Kids' programme, in 2018 the Vietnamese Government is providing 1.8 million helmets to first graders.

The Head First report aims to support delivery of the new United Nations voluntary global road safety targets, which includes a target to increase the proportion of motorcycle riders correctly using standard helmets to close to 100% by 2030. But before many countries can even begin to work towards these goals to reduce deaths, they need to address the fact that they lag behind in legislation and enforcement and must take swift action.

The Vietnam experience shows it is possible to combat the devastating toll of motorcycle fatalities and injuries and provides a resource for countries, especially from the South East Asia region, to build a blueprint for better legislation and safer roads. But it also shows that change takes time, and so the best time to start is now.

VIETNAM'S HELMET STORY: MILESTONES THROUGH THE YEARS

1997

 The Vietnamese government establishes the National Traffic Safety Committee (NTSC).

1999

 AIP Foundation, the first international NGO exclusively dedicated to improving road safety in Vietnam, is established with the support of private and public sector partners.

2000

 During his official state visit to Vietnam, U.S. President Bill Clinton launches AIP Foundation's signature program, *Helmets for Kids*.

2001

 The Vietnamese Government establishes the Hanoi School of Public Health with a focus on injury research.

 Vietnam adopts specific child and adult helmet standards suited to the tropical climate and new laws requiring helmet use on certain roads, with minimal fines and enforcement.

2002

 The social enterprise Protec helmet factory commences operations.

 Mr. Bui Huynh Long, an avid supporter of improving helmet legislation, is appointed first chief secretariat of the NTSC.

 A National Policy on Accident and Injury Prevention and Control is implemented.

2003

 The Vietnamese government sets up helmet quality test centres in Danang, Hanoi, and Ho Chi Minh City.

 AIP Foundation publishes Open Letters about the lack of helmet use in Vietnam generating local and international media attention.

2004

 BP becomes one of the first companies in Vietnam to establish and strictly enforce a helmet wearing policy for its employees.

2006

 The Vietnam Helmet Wearing Coalition (VHWC), convenes for the first time, led by AIP Foundation, with the mission of promoting the issue of non-helmet use to the forefront of public discourse.

 The Vietnam National Economics University completes a baseline study which reveals helmet use rates of as low as 6% in cities and 29% on national highways.

 GRSP, WHO, AIP Foundation, and the NTSC collaborate to bring together Vietnamese government stakeholders to conduct a national workshop on helmet wearing.

2007

 *"Wear a helmet. There are no excuses."* is launched in April 2007. Initiated by AIP Foundation and made possible with nearly \$1.2 million USD and in kind support provided by the VHWC, the campaign is considered pivotal in influencing the passage of the universal helmet law.

 AIP Foundation supports campaign efforts with press conferences, open letters, concerts, and celebrity appearances focused on generating national dialogue about helmet use.

 On 15 December, the universal helmet law goes into effect nationwide. Helmet use increases significantly overnight.

2008

 Strong enforcement coupled with nationwide awareness activities results in helmet use increasing to more than 90% across four major cities, child helmet use lags.

 The VHWC launches a child helmet campaign and advocacy efforts to address low child helmet use, due to a legislative loophole.

 FIA Foundation brings Michelle Yeoh, UN Global Road Safety Ambassador and world-renowned actress to Vietnam to advocate for child helmet use. At the UN General Assembly in NYC she meets with UN Secretary-General Ban Ki-moon to garner support for a child helmet law in the country.

 Archbishop Desmond Tutu writes a letter to Vietnam's Prime Minister in support of instituting a child helmet law.

2009

 Research reveals that since the 2007 universal helmet law, road crash fatalities dropped by 12% and injuries decreased by 24%.

 The WHO together with Vietnamese Government hosts an expert consultation to disprove the myth that helmets are harmful for children.

 AIP Foundation, with support from FIA Foundation and the World Bank Global Road Safety Facility, establishes the Global Helmet Vaccine Initiative to "put a helmet on every head in the Decade of Action for Road Safety."

2010

 To address a legislative loophole, a new law stipulates that drivers will be fined when carrying an un-helmeted child.

 The Bloomberg Initiative for Global Road Safety launches a project to promote quality helmet standards.

2011

 AIP Foundation conducts a comprehensive analysis for the government to determine the roles and responsibilities of stakeholders working on child helmet use.

 Vietnam launches the UN Decade of Action for Road Safety.

2012

 The *"Children also need a helmet"* national public awareness campaign is launched by AIP Foundation with support from Atlantic Philanthropies, international partners, and Vietnamese government. The campaign focuses efforts on three cities: Hanoi, Danang, and Ho Chi Minh City.

2013

 With support from GRSP, AIP Foundation commences a program to train journalists and build capacity for policymakers addressing child helmet use.

2014

 The *"Children also need a helmet"* campaign achieves tangible results- child helmet use increases from 18% in March 2011 to 36% in March 2014 in its three target cities.

 The NTSC issues the *National Child Helmet Action Plan (NCHAP)* informed by results from *"Children also need a helmet"* campaign.

2015

 The National Traffic Police implement a nationwide child helmet enforcement effort from 6-10 April, which leads to a spike in child helmet use rates.

 The implementation of new child helmet use guidelines, developed with support from AIP Foundation, commences across all primary schools in 63 provinces.

 The U.S. Department of State signs a Memorandum of Understanding with AIP Foundation on the 20th anniversary of VN-US diplomatic relations agreeing to increase child helmet use through public-private partnerships.

2016

 NCHAP results in an increase in child helmet use from 36% in March 2014 to 57% in May 2016 in three cities. Rates also increase from 35% in April 2015 to 47% in May 2016 in some provinces.

 GRSP supports VINATAS efforts to improve helmet quality management.

2017

 Since the implementation of the universal helmet law in December 2007, an estimated **\$3.5 billion USD** in medical cost, lost output, and pain and suffering have been saved. **500,000 head injuries** and **15,000 fatalities** have been averted due to increased helmet use.

 Government achievements  Key results

 With stakeholder support

# ROUNDUP



Schoolchildren work with ITDP to redesign a junction in Mexico City.

## Mexico City leads Vision Zero for Youth

A 'Vision Zero for Youth' pilot project in Mexico City is demonstrating the effectiveness of a focus on children for cementing and sustaining political support for Safe System policies.

A report by FIA Foundation partner, the Institute for Transportation and Development Policy (ITDP), "Vision Zero for Youth: Making streets safer one school at a time" outlines successes and challenges, and can be used as a model to replicate and scale the project elsewhere. The study was published alongside a wider report evaluating Vision Zero in the city to provide guidance to the incoming administration on continuing and improving the initiative.

Mexico City is the first Latin American city to implement Vision Zero for Youth, a needed initiative in an area with high levels of poverty, pedestrians, obesity, and air pollution - a deadly combination.

"Vision Zero for Youth magnifies the city's Vision Zero principles in a specific area, the school environment", said Gonzalo Peon, ITDP's Deputy Director for Mexico. "Before Vision Zero began here in 2015, crashes killed around 1,000 people per

year—almost three per day, about half of which were pedestrians or cyclists. Since then, we improved road safety regulations, street design, and sustainable mobility, leading to a 21% decrease in road traffic fatalities. However, we cannot achieve zero if we do not focus on our most vulnerable road users, children. Road traffic injuries are the leading cause of death for children between 5-9 years old, and the second for adolescents and young adults 10-20 years old. Almost 60% of students walk to school, and 85% of road traffic fatalities occur during the walk to and from school."

Targeting the walk to and from school, the pilot project brought together teachers and students to identify the most dangerous intersection near the school, learn about different traffic calming measures, and implement a temporary street redesign. With the help of volunteers from insurance company AXA, and the Urban Management Agency, ITDP made the temporary changes permanent, widening sidewalks, reducing pedestrian crossing length, installing speed humps, and adding bollards. ITDP plans to work with the new administration to scale up the project and implement it in other schools.

## #YoCuidoAMisHijos

Mexico does not have appropriate federal legislation to protect children in cars. The local clubs ANA, AMA and FIA OMDAI built a large coalition with stakeholders such as the Transport Secretariat of Mexico, the National Council for Accident Prevention, the Mexican Red Cross and political supporters to introduce amendments to change this. But on the day the amendments were to be presented to the Congress - 19 September 2017 - a major earthquake put a halt to all the legal activities. This has not stopped the coalition from promoting child restraint use to win public support for eventual legislation change through campaigns and events.

The Formula E races in Mexico City in 2017 and 2018 were used to carry out child restraint checkpoint activities as part of the campaign #YoCuidoAMisHijos (I take care of my children). It is estimated that the

campaign has reached 250,000 people through Facebook, Twitter, Instagram and Change.org. After Mexico's general elections in 2018, the campaign is now getting back on track in the political arena.



Formula E stars join Mexican FIA clubs to support the campaign.

## Automovil Club De Guatemala helps 20,000 schoolchildren

20,000 children from 59 schools across the southern area of rural Guatemala are making safer journeys to school thanks to road infrastructure investments and road safety education with the support of the FIA Foundation.



New road signs reduced average traffic speed near schools by 26.8km/h.

The project has made roads around schools safer by installing road signs for drivers and developing educational materials about safety for school-age children. The signs identified school zones and reinforced drivers' awareness of the lower speed limit. The project was run by the Automóvil Club de Guatemala (ACG), in partnership with Asociación de

Azucareros de Guatemala (ASAZGUA), a local NGO, as a part of the FIA Road Safety Grant programme, funded by the FIA Foundation.

The impact of the signs on road speeds was immediate - a 26.8% reduction in average speed around the project schools was recorded compared to schools without signs. The signs were purpose-built for the project, designed to be visible, easy to maintain and durable, and were developed through an ACG partnership with 3M Guatemala. The installation of the signs were overseen by community leaders, who also agreed to maintain the signs if the government failed to do so.

The project schools were chosen based on a number of factors, including known child deaths and injuries, risk of road crashes, road conditions around the school, and community involvement. Speaking about the impact of the project, Mr. Juan Carlos Botran, Mobility and Road Safety Director of the ACG said: "We are very proud to have been part of this important project that gives thousands of young children the opportunity to have a life, without the burden of a preventable injury. We are grateful with the FIA Foundation, ASAZGUA, 3M and all of the sugar producers that made this project possible, and hope to be able to maintain this partnership in order to develop new projects."

## Motor sport club drives child safety in Georgia

The Georgian Automobile Sport Federation has partnered with a local NGO, the Partnership for Road Safety (part of the EASST network), to promote the use of child restraint systems in Georgia and advocate for them to be made mandatory. Amendments to the traffic law in July 2017 made seat belts compulsory but missed off child restraints, putting Georgia's children at risk.

The club organised a baseline survey to understand which messages and actions would work to promote the use of child restraints, followed by a national media campaign to raise public awareness, and lobbying the Parliament for further amendments to Georgia's legislation to protect children and ensure law enforcement. The club gained support from motor sport stars and used Hill Climb events, one of the most



Children learn about the campaign's messages at a Hill Climb motor sport event.

popular motor sports in Georgia, to get the message across.

## Motor sport leads in helmet design

The FIA has launched a new top-level helmet standard that will bring about increased protection for racing drivers in all major championships.

The latest standard, called FIA 8860-2018, outlines the safety and testing levels that the helmet manufacturers must achieve to provide equipment for the FIA's top motor sport series. It will be mandatory for Formula One from 2019 and in other championships soon after. The standard is the result of more than a decade of research which has been co-funded by the FIA Foundation.

While current top-level helmets are already the safest in the world, this new standard takes it to the next level. "The current standard is already very demanding in terms of energy absorption and resistance to penetration," says Stephane Cohen, Chairman of Bell Racing Helmets, one of the world's leading helmet manufacturers. "The new standard goes one step further that maybe a few years ago we'd have thought was impossible to reach." All new helmets that achieve this standard will now offer advanced ballistic protection, increased energy absorption and an extended area of protection for drivers.



This new standard has been more than 10 years in the making. "We've been evolving since 2006 when we started working on it," says Andy Mellor, Senior Research Engineer for the Global Institute for Motor Sport Safety, the FIA's safety research partner. "There was no emergency because the current 8860 helmets provide huge levels of protection and the industry was getting established with them. But now is the right time and the manufacturers are ready for it."

As is often the case with research and development in motor sport, the project has been driven by specific accidents, such as at the 2009 Hungarian Grand Prix where a loose spring hit Felipe Massa's helmet at 220kph. This is one of the reasons for the most noticeable change - the visor opening being lowered to incorporate increased ballistic protection in the frontal area. Currently, F1 helmets have a zylon panel attached to the top of the visor, but from 2019 this additional protection will be integrated into the shell of the helmet, ensuring that the protection is built in.



FIA Foundation's Natalie Draisin, President of Fundación Gonzalo Rodriguez Nani Rodriguez and Regional Health Advisor for UNICEF Latin America Dr. Luisa Brumana launch the new report.

## Streets for Life in Buenos Aires...

Governments and cities across Latin America and the Caribbean together with international agencies must urgently combat road traffic injury, which is the leading cause of death for children aged 5 to 14 in the region, a coalition of child rights organisations have warned.

*Streets for Life: Safe and Healthy Journeys for the Children of Latin America and the Caribbean*, published jointly by UNICEF, Save the Children, Fundación Gonzalo Rodriguez and the FIA Foundation, highlights that children in low-income communities are most at risk of suffering from the combined health impacts of road traffic.

FIA Foundation North American Director Natalie Draisin joined Nani Rodriguez, President of Fundación Gonzalo

Rodriguez and Dr. Luisa Brumana Regional Health Advisor for UNICEF Latin America to launch the report at the bi-annual FISEVI conference, held in June 2018 in Buenos Aires with an audience of government agencies, road safety activists and NGOs from across the region, and a keynote address from Argentina's transport minister.

The report finds that high rates of motorisation and inequality across the region combined with a widespread lack of protection on the roads are posing intolerable health burdens upon young people: in addition to the threat of road traffic injury, millions of children across Latin America live in areas that dangerously exceed air pollution limits where vehicle emissions are a significant contributor.

## ... while all Safer City Streets lead to Rome.

The third meeting of the global Safer City Streets network, which was established at the UN Habitat III Conference in Quito in 2016 and has grown to 45 city members, was organised by the International Transport Forum in partnership with the Municipality of Rome and the Automobile Club d'Italia (ACI). The Safer City Streets network, which is a collaboration between the FIA and the International Transport Forum, is supported by the FIA Foundation under the FIA Road Safety Grant Programme.



FIA Foundation's Rita Cuyppers presented new research on the political economy of urban road safety.



Engineers from ChinaRAP assessing a road in Cambodia, as part of the iRAP collaboration.

## iRAP fosters international partnerships

ChinaRAP has been working in Pakistan and Cambodia to expand road safety assessment and capacity building, following the roll out of road safety assessment and improvement programmes within China.

The ChinaRAP programme is a collaboration between the FIA Foundation's long term partner, International Road Assessment Programme (iRAP), with the Chinese Government's Research Institute of Highway (RIOH) and Ministry of Transport (MoT). The programme leverages funding, forges partnerships and builds capacity of countries for assessing and improving road networks.

The ChinaRAP team are supporting a three-phase project in Pakistan with the National Highway Authority, running until 2019, which is funded by the Asian Development Bank. The project will train a core group of Authority staff ranging from technical officers to senior transport leadership.

Phase 1 of the PakistanRAP initiative included star rating of National Highway 5 (N-5), which is approximately 1,760km in length and connects Peshawar in the north with Karachi in the south.

Although most of the road was rated 1- or 2-stars, which indicates a high risk level, with implementation of affordable safety treatments such as curve delineation, street lighting, safety barriers and pedestrian facilities, all 1-star roads could be rapidly eliminated. A further 10,000km of road will be assessed in the following two phases.

In Cambodia, ChinaRAP has provided training and assessed 800km of highways as part of the Chinese Ministry of Transport's Cambodian-China Friendship Project. Training for the project used iRAP's tools such as ViDA and star rating of road networks, developed with the Foundation's support.

Commenting on ChinaRAP's work on capacity building, iRAP CEO Rob McInerney said, "The ChinaRAP team at the Ministry of Transport have been world leaders in using Star Ratings and Safer Road Investment Plans to save lives across China as part of the Government's Highways Safety to Cherish Life Programme. Sharing their knowledge and success with countries like Cambodia and Pakistan is a great outcome for all countries. This willingness to help each other is central to the success of the iRAP programme and our goal to maximise travel on 3-star or better roads worldwide."



## Nissan 'Hardbody' fails Safer Cars For Africa test

Global NCAP and AA South Africa launched the second round of #SaferCarsForAfrica crash test results in November, supported by the FIA Foundation and Bloomberg Philanthropies. The four models tested showed a wide range of safety performance, from zero to three stars for adult protection, with the Nissan NP300 'Hardbody' scoring the lowest ratings which result in a high probability of life threatening injury in a crash.

The models tested were: Nissan NP300 Hardbody, Hyundai i20, Kia Picanto and Toyota Yaris. Global NCAP chose the entry-level version of each model and as a result all were fitted with at least one airbag as standard. The results highlight significant differences in the structural integrity of the vehicles tested.

Collins Khumalo, CEO of the AA of South Africa said: "Of concern with these results is that the most expensive vehicle tested in this round - the Nissan NP300 Hardbody - produced the lowest score of all tests completed to date, achieving a 00.00 score and zero stars. There should be no zero rated vehicles on our roads.

"What these results show is that three vehicles priced lower than the Nissan produced three-star ratings for adult occupancy indicating that safety does not have to be tied to price. They also emphasize that cars may not be what they seem based purely on looks and descriptions, and that until many more vehicles are tested, this issue may be a much bigger problem throughout Africa than we originally believed."

David Ward, Secretary General of Global NCAP said: "A trio of three star results are acceptable but the zero star Nissan NP300 is shockingly bad. It is astonishing that a global company like Nissan can produce a car today as poorly engineered as this. The NP300 'Hardbody' is ridiculously misnamed as its body shell has collapsed. Nissan also claim the car benefits from a so called 'safety shield' but this is grossly misleading. Our test shows that the occupant compartment completely fails to absorb the energy of the crash resulting in a high risk of fatality or serious injury."

## Auto clubs design online child seat platform for parents

A new online platform to donate and receive used child restraint systems for children in low income households has been launched by the Moldovan Automobile Club (ACM) and the Belarusian Auto Moto Touring Club (BKA).



According to data from the ACM, a safe and appropriate child seat costs between €150-350, while the average monthly salary is €250, which makes it unaffordable for many lower income families and contributes to very low usage. While there are penalties for violations, the law is rarely enforced; an observational survey conducted by the Automobile Club of Moldova (ACM) in Chisinau and other

localities in 2017, identified that just 30% - 40% of children were adequately protected.

To tackle the issue of unaffordability and ensure that children from low income households are able to access child restraints, ACM and BKA created an online platform for donating and receiving child seats as part of their 'Kind Child Restraint' project. The new web-platform [www.baby4baby.org](http://www.baby4baby.org) enables families to donate or obtain child restraints, operates in three languages, and runs in Moldova. A similar webplatform - [dobroekreslo.by](http://dobroekreslo.by) - operates in Belarus in Russian and English. Special training sessions focused on technical aspects, including checking safety performance of used child seats, were delivered in Chisinau by Daniel Ballmann from Touring Club Switzerland and were attended by FIA Member Clubs from Belarus; Latvia; Lithuania; and Romania.

Through funding from the FIA Foundation, the FIA Road Safety Programme has helped nine automobile clubs, including the ACM and the BKA, implement the Child Safety in Cars toolkit to encourage child restraint use. An evaluation of the ACM's work saw an 8% increase in permanent use of child restraint systems and a 7% increase in the use of the seat at a frequency of 2-3 times per week in the first year alone. There is clearly a long way to go, but the automobile clubs have laid the foundations for progress.

## 200 emergency calls for Fire AID in Tiraspol

Two hundred road crashes in the city of Tiraspol, Transnistria, have been attended with specialist rescue equipment thanks to FIA Foundation partner FIRE AID's work in the region since 2017.

Across Transnistria there were no modern vehicles in operation - all dated back to the 1970s and 1980s - and no hydraulic rescue equipment to extricate casualties from vehicle crashes and other emergency situations. The personal protective equipment (PPE) and breathing apparatus used by the crews was poor and didn't provide protection from the dangers of responding to fires, road traffic collisions and other high-risk incidents.

Antiquated vehicles, inadequate breathing apparatus and PPE, and a lack of rescue equipment put the crews, and the public they serve, at risk.

Over the past year, FIRE AID, supported by its members EASST and Operation Florian, has delivered four modern fire appliances, PPE and enough breathing apparatus to equip the entire fire service in the region.



## GFEI report on energy progress launched at High Level Political Forum

The Global Fuel Economy Initiative (GFEI) launched a report on its contribution to help individual countries work towards the Sustainable Development Goal on Energy at the United Nations High Level Political Forum in New York in July.

The report identifies the progress made to address SDG target 7.3, which was set in 2015 to double energy efficiency across all sectors by 2030. This target matches GFEI's goal, set in 2009, to double average new passenger vehicle fuel economy globally by 2030, and in all vehicles by 2050 - '50by50'. Achieving the GFEI target would save over 1 Gigatonne (Gt) of CO<sub>2</sub> a year by 2025 and over 2 Gt/year by 2050, and result in savings in annual oil import bills alone worth over \$300 billion in 2025 and \$600 billion in 2050.

The transport sector was responsible on average for 28% of total energy consumption annually between 2010 and 2015, and consumed around 60% of global oil products. In many developed countries, transport is the single largest energy user. Transport energy demand has risen faster than any other sector. Energy consumption from transport is set to continue to grow, predominantly in non-OECD countries, with the greatest growth in Asia.

Countries which have reported progress on fuel economy as part of their Voluntary National Reviews include Sri Lanka, which has updated its tax framework for clean and efficient vehicles; Singapore, which highlighted its vehicle labelling scheme; and Togo which showed how GFEI has helped the country to develop a fuel economy 'baseline' analysis of the average emissions of the vehicle fleet.

GFEI's country-specific work now covers 70 countries, enabling the partners involved in the initiative to analyse fuel economy trends to establish a baseline, and then establish a nation-wide response.

Erik Solheim, UN Environment Executive Director, said in the foreword of the report: "The environmental footprint of the current forms of transport of choice around the world is huge. Our addiction to fossil fuels not only spew out dangerous greenhouse gases and drive potentially catastrophic climate change, but the pollution also sends millions of people to an early grave every year."

"UN Environment is proud to be a partner in the Global Fuel Economy Initiative, which is making a vital contribution to improving energy efficiency of vehicles.

The Global Fuel Economy Initiative is at the front and centre of meeting these challenges."

Jamaica was identified by the report as a particularly successful example of how GFEI's expertise, combined with detailed policy analysis can drive forward energy efficiency and sustainable transport, to secure multiple environmental and economic benefits.



FIA Foundation Deputy Director Sheila Watson, who leads the Global Fuel Economy Initiative, is joined by a Jamaican government delegation at the United Nations.

Jamaica has developed a number of policies, including revised Motor Vehicle Emissions Standards, which are to be promulgated under the Road Traffic Act; the Petroleum (Quality Control) Act (1990), which provides for fuel specification, including sulphur content of fuels; and the Air Quality regulations of the Natural Resources Conservation Authority (NRCA). The government is also exploring how to develop policies around the links between fuel efficiency and electric mobility.

The Honourable Minister Daryl Vaz, MP, Minister in the Jamaican Ministry of Economic Growth and Job Creation, said: "In Jamaica the GFEI has allowed us for the first time to develop a database of the light duty vehicle fleet. We are happy to be part of this global initiative and are proud to be the first in the Caribbean region to participate in this initiative."

Sheila Watson, Deputy Director of the FIA Foundation, said "I am very proud of the work that GFEI does to support so many countries as they seek to address the challenges set by the SDGs. By offering this practical capacity building support based on global good practice and sound data analysis, GFEI is uniquely valuable initiative in which we are delighted to be a lead partner."

# 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](http://www.fiafoundation.org)

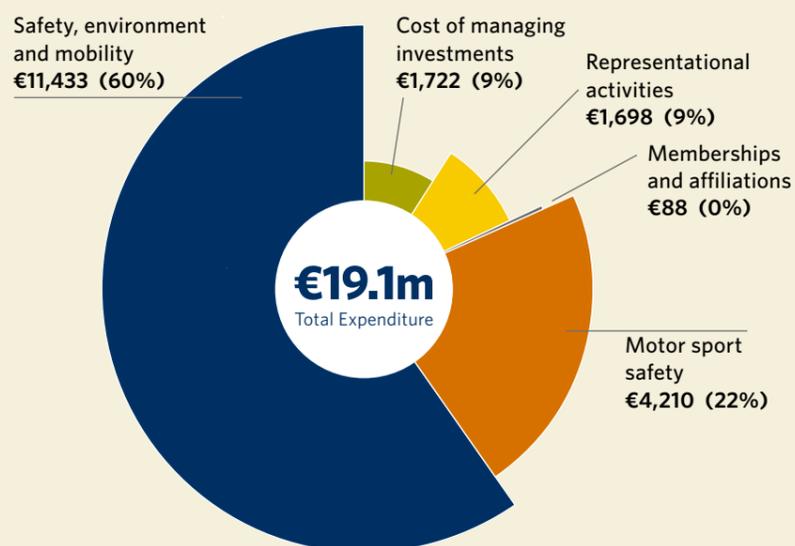
## Expenditure

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 2017 the total expenditure of the Foundation was **€19,161,000**. Expenditure is split between Unrestricted and Restricted funds as follows:

FUND	EXPENDITURE	PERCENTAGE
Unrestricted	€18,788,000	98.1%
Restricted	€ 373,000	1.9%
<b>Total</b>	<b>€19,161,000</b>	<b>100.0%</b>

### TOTAL EXPENDITURE BY ACTIVITY (€000's)



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

COST CATEGORY	EXPENDITURE	PERCENTAGE
■ Grants Awarded	€13,532,000	70.6%
■ Direct Expenditure	€1,609,000	8.4%
■ Support and Indirect Costs	€2,368,000	12.4%
■ Costs of Managing Investments	€1,652,000	8.6%
<b>Total</b>	<b>€19,161,000</b>	<b>100.0%</b>

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

## Grant making

39 organisations benefitted from grants awarded during the year, with a value of **€13,532,000**.

Grants were awarded from both unrestricted and restricted funds..

During 2017, the Foundation made an exceptional withdrawal of €5 million. This drawdown will allow the Foundation to extend the grant making programme during the period 2017 to 2019. These are exceptional grants, and there is no

guarantee that this level of support for initiatives can be sustained in the future beyond the periods covered by this proposal. As always, our partners are encouraged to seek additional and diverse sources of funding to ensure sustainability for the long term.

The Foundation manages 4 restricted funds: The Global Fuel Economy Initiative - Regional Implementation of Global Fuel Economy; Global Road Safety

Campaign Programme; Personal Security of Women - A Study of Three Cities in Latin America; 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

■ Unrestricted Funds ■ Unrestricted Funds - exceptional withdrawal

PARTNERS	GRANTS (BY FUND €000'S)
Fédération Internationale de l'Automobile - Switzerland	€2,020 (Unrestricted Funds)   €162 (Unrestricted Funds - exceptional withdrawal)
Fédération Internationale de l'Automobile - France	€2,800 (Unrestricted Funds)   €1,000 (Unrestricted Funds - exceptional withdrawal)
International Road Assessment Programme	€1,000 (Unrestricted Funds)   €200 (Unrestricted Funds - exceptional withdrawal)
Global NCAP	€1,000 (Unrestricted Funds)

### GRANTS AWARDED TO MULTI-YEAR PARTNERS

■ Unrestricted Funds ■ Road Safety Fund

PARTNERS	GRANTS (BY FUND €000'S)
Asia Injury Prevention Foundation	€253 (Unrestricted Funds)   €96 (Road Safety Fund)
AMEND.org	€192 (Unrestricted Funds)
Eastern Alliance for Safe & Sustainable Transport	€291 (Unrestricted Funds)
Gonzalo Rodriguez Memorial Foundation	€200 (Unrestricted Funds)
Institute for Brain and Spinal Cord Disorders (ADREC)	€325 (Unrestricted Funds)

36 smaller grants one-off grants were also awarded during the year, with a total value of **€3,993,000**. 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 151 founding

members and 14 members from 103 countries. The members of the Foundation, through their Annual Meeting, elect our Board of Trustees and receive the Trustees' Annual Report and Financial Statements.

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

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



## Trustees

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