



**SAFE & GREEN
MOBILITY IN
A TIME OF
PANDEMIC**

ANNUAL REPORT 2020

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Design: John Pap, John Rigby.

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Writers: Rebecca Ashton, Saul Billingsley, Richard Clarke, Natalie Draisin, Aggie Krasnolucka, Will Phillips, Kate Turner.

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FOREWORD



Lord Robertson speaks at the launch of the Child Health Initiative's Manifesto 2030, during the Third Global Ministerial Conference held in Stockholm in February 2020.

2020 has been an unprecedented year for the FIA Foundation, as for everyone in the world. A year which began with great hopes and early momentum, with a highly successful Global Ministerial Conference on Road Safety in Stockholm in February, has instead become defined by distance and separateness.

For the Foundation, unlike so many other charities, we have been in the fortunate position that our investment portfolio, after initial shock, largely recovered from the financial turbulence and our capacity to work on important issues of safe and sustainable mobility is so far undiminished. We have made a priority of supporting our grant partners and allowing them the flexibility to navigate the COVID-19 pandemic.

Our Board also took an early decision to act beyond our core mission by establishing a COVID-19 Solidarity Fund of close to €3 million. We have supported pandemic logistical operations and in-country interventions led by the International Federation of the Red Cross and Red Crescent Societies and UNICEF; testing, vaccine and long-term health impact research by the Universities of Johns Hopkins, Oxford and Paris Pitié Salpêtrière; and PPE production and distribution, and support for public health campaigns, involving some of our regular partners and automobile club members.

Our foundation has also been active in supporting the 'build back better' agenda. The period of total lockdown gave a glimpse of a world transformed: streets empty of vehicles, replaced by children walking and cycling; cleaner air, and in cities like

Delhi, mountain ranges visible for the first time as the smog cleared. Of course, this change came at a huge economic cost. But now the challenge for all of us is to find a better balance, to retain much of that healthier, more liveable, future we glimpsed while ensuring efficient mobility and sustainable economic activity.

We have been engaging with this challenge by convening online dialogues with transportation experts, examining, for example, how our Global Fuel Economy Initiative can best support efforts to ensure State Aid to the motor industry is focused on electrification of the fleet. We have worked with UNICEF to publish practical global guidance for safe school journeys during the pandemic; supported the Global Designing Cities Initiative in launching design guidance for child-friendly streets; and helped cities like Rio de Janeiro to increase and improve cycling provision.

And while we may not be able to meet with our advocacy and programme partners in person, we are still working together to advance the highly progressive road safety agenda set out at the Stockholm Ministerial Conference in February. The FIA Foundation fully endorses the Stockholm Declaration, and the subsequent comprehensive UN General Assembly resolution agreed in August. We particularly welcome the focus on integrating road traffic safety within the broader concerns of the Sustainable Development Goals; little will be achieved if we isolate ourselves from connected issues, like climate change, physical and mental health, and the needs of young people, where the solutions that are of benefit to safer streets have so much to offer in these other areas.

As we recommit to achieving the ambitious goal of halving road death and serious injury by 2030, the Foundation has undertaken its own strategic review to evaluate what has worked best, and what has not succeeded, over the past decade. Our new strategy reaffirms our support for two international programmes, Global NCAP and iRAP, that are effecting significant change in vehicle and infrastructure design. Our important environmental initiatives will continue to expand, providing technical expertise and data to governments and cities across the world. And building on our support for motor sport safety research, we are taking new steps to enable technology transfer 'from track to road'.

As I pointed out in my speech to the Stockholm Ministerial, it is often simple messages and objectives that are the most effective in changing public and political opinion. My call to the conference was to focus on the message 'Slow Down', and on the policy imperatives required to achieve the low speed urban environments called for in the Stockholm Declaration.

Our new strategy doubles down on low speed action, or the 'speed vaccine', with dedicated funding for advocacy and policy change. There is new funding, for example, for automobile clubs to develop technical skill in delivering iRAP's 'star rating for schools' assessments. And we will be targeting all levels of policymaking, global, institutional, national and local, to ensure that the traffic does indeed 'Slow Down' and save lives.

The COVID-19 pandemic has thrust public health to the top of every agenda. At the time of writing more than a million people have died this year from the virus. Many more would have died without lockdowns, improvements in medical response, and preventative measures such as distancing and masks. More than a million people die – every year – in road traffic crashes, air pollution contributes to the deaths of several million more. And many more would be lost without the safety improvements that have been put in place, to varying degrees, in countries across the world to slow down traffic, enforce protective measures such as crash helmets and seat belts, require safer design and reduce toxic emissions.

The gap between the COVID-19 experience of the hardest hit and the least affected is much the same combination of factors that decide who lives or dies on our roads: political will, strategic coordination, resource allocation, race, poverty. Our new strategy, and much of our work over the past years, recognises that if we are to succeed we must also address the underlying policy and social issues that cause inequality. The world must build back better, and the FIA Foundation will play its part.

I would like to pay a special tribute this year to our staff who have had to adapt to the circumstances dictated by the pandemic. They are a remarkable bunch of people in any event and a small team produces a huge impact. This year they have had to do it remotely and without the personal interaction which normally makes the tasks both rewarding and harmonious. Like so many others in the same situation they have adapted and indeed thrived. We are very lucky to have such a talented, motivated and productive team of people.

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

JOINING THE RACE AGAINST COVID-19

The largest donation, of €1 million, to the International Federation of the Red Cross and Red Crescent Societies (IFRC) – the world’s largest humanitarian network – is part of an integrated COVID-19 partnership between the IFRC and the FIA. The Foundation’s donation matched €1 million raised by the FIA partnering with RM Sotheby’s auction house to organise an online #RaceAgainstCovid auction of motor-sport memorabilia. The FIA Road Safety Grant Programme, supported with Foundation funding, is also strengthening existing cooperation between FIA Member Clubs and IFRC National Societies on road safety, by supporting eight FIA/IFRC interventions on COVID-19 in countries across the world.



FIA President Jean Todt presents a cheque for almost €2m, a combined FIA Foundation and FIA donation, to IFRC Secretary General Jagan Chapagain.

COVID-19

The FIA Foundation responded to the global pandemic by launching a special COVID-19 Solidarity Fund, providing aid to a range of programmes with a focus on transport pandemic logistics and wider COVID-19 health responses.

“In this unprecedented situation we felt it was right for the Foundation to seek ways in which we could help to strengthen the COVID-19 response through mobility programmes and existing relationships,” says Saul Billingsley, Executive Director of the FIA Foundation. “These projects can have significant impacts on the current situation but also an enduring legacy for health outcomes in the future.”

Our first support, agreed in March 2020 as the pandemic exploded, was to address global personal protective equipment (PPE) shortages. The Foundation funded a long-term road safety partner, Vietnam-based non-profit AIP Foundation, to produce face masks at its social enterprise motorcycle helmet factory in Hanoi. Part of the factory production line has been transformed by specialised machinery and equipment to produce 1.5 million masks each month for international distribution. Not only saving lives globally, the initiative also contributes to the local and regional economy by purchasing supplies and securing jobs, including a number of disabled factory workers for whom the production lines have been specially adapted.

The Sub-Saharan Africa response to COVID-19 is particularly complex. Health provision challenges and inequalities have been exacerbated by the shift in focus away from day-to-day health funding, while logistical access to healthcare supplies remains a challenge.

The final short journeys to deliver healthcare and medical supplies to vulnerable and isolated communities in poorly connected areas – known as ‘last-mile delivery’ – can be extremely difficult. Movement at scale with critical supplies is a logistical challenge for communities most in need across many low- and middle-income countries. Journeys of a few miles across rough, inhospitable terrain, often without formal roads, can take days rather than minutes. This challenge is amplified by the speed, severity, and unpredictability of the COVID-19 pandemic, meaning that delays in health information or medical supply outreach can make the difference between life and death.



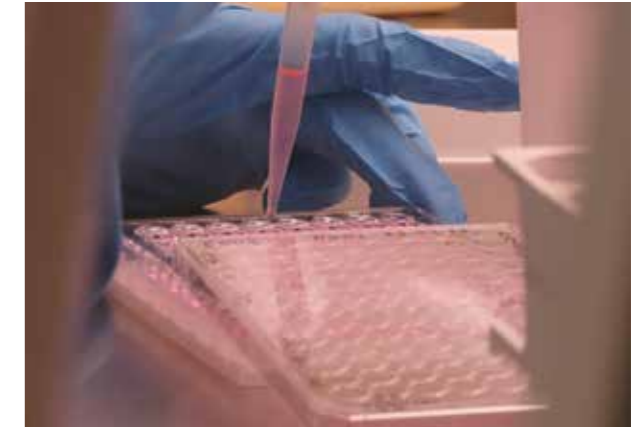
Red Crescent volunteers organising COVID physical distancing in a Cox's Bazaar refugee camp.



The charity TRANSAID has adapted its malaria programme in Zambia to enable COVID-19 support.



Foundation support for UNICEF and its logistics provider People that Deliver has improved COVID response in several African countries.



A solidarity donation to Oxford University was made by the Foundation to support efforts to find a vaccine.



Staff at the PROTEC motorcycle helmet factory in Hanoi, where Foundation funding has enabled re-tooling to produce PPE.



Red Cross volunteers supporting the COVID-19 effort in El Salvador. The Foundation committed €1m to the IFRC pandemic response.



People that Deliver staff loading medical supplies as part of the UNICEF pandemic response.



A €400,000 donation for Sorbonne University research in the Paris Brain Institute at Paris Pitié-Salpêtrière Hospital enables study of 'long Covid' neurological impacts.

Strengthening and adapting community systems already in place offers a way to bolster the response to COVID-19 while ensuring existing healthcare outreach programmes and infrastructures are protected. With Foundation funding to charity Transaid's MAMaZ Against Malaria (MAM) at Scale programme, 200,000 Zambians across five rural districts have been helped to prepare for the challenges of COVID-19, including more than 12,000 home visits. Established as a healthcare community network for volunteer education and intervention outreach, it is supported by a fleet of bicycle ambulances to provide access to emergency malaria treatment. This has been adapted to integrate COVID-19 preventative messaging and interventions, and support to a grassroots and national level health response strengthening, in a bid to prevent the rapid spread of the disease and expand the remit of its life-saving programme.

The Foundation teamed up with UNICEF and People that Deliver - a global partnership of organisations

supporting the health supply chain workforce - to address health commodity and logistics challenges. The resulting 'Last Mile Health Supply Chain COVID-19 Support Program' Grand Challenge is a regional catalytic and seed fund for promising initiatives. In Nigeria, the GreenLight Initiative is training truck drivers transporting medical supplies and ambulance drivers. SafeBoda's SafeHealth initiative in Nairobi, Kenya and Kampala, Uganda is using motorbikes to deliver health supplies directly to more than one million low- and middle-income customers, while securing employment for some 22,000 motorcycle drivers who would otherwise lose their livelihoods. VillageReach has been supporting the Democratic Republic of Congo's (DRC) government to implement a streamlined supply system since 2017, and Grand Challenge funding will support personal protective equipment provision for community health workers. The final award is again supporting Transaid to collaborate with the Zambian

Ministry of Health to develop COVID-19 training for professional drivers.

Investment in these systems is essential for the immediate challenge, but also offers a blueprint for governments and multilateral organisations to better understand the value of investment in mobility to strengthen future health outcomes.

In addition to mobility-linked programmes, the Foundation has also supported programmes with a number of public health leaders. This includes the efforts by Oxford University and Johns Hopkins Bloomberg School of Public Health in, respectively, researching a vaccine and mapping the virus spread through community testing. The Oxford programme is widely regarded as a leading hope for a swift vaccine, while the Hopkins programme has analysed almost 90,000 samples to better understand the virus transmission. Finally, the neurological and psychiatric

impacts of COVID-19 are the focus of a major new study by the Paris Brain Institute (ICM) to better understand the long-term impact and potential rehabilitation treatments for those affected by the disease.

"The Paris Brain Institute is probably one of the few centres in the world that is able to provide a comprehensive view of the neurology and psychiatry of Covid-19 infection", says the Institute's Medical Director, Prof. Jean-Yves Delattre. "In the medium term, this will enable us as health professionals to be prepared to face a new pandemic and to have all the weapons at our disposal to better fight it. We also think that this infection, when it strikes brains already damaged by a neurodegenerative or inflammatory disease, could have unknown effects. It is very important to know whether we are going to observe very atypical developments, for example in patients being monitored for Alzheimer's disease or multiple sclerosis. There's still a lot we don't know."

RACE AGAINST COVID

The FIA Foundation COVID-19 Solidarity Fund supports different aspects of pandemic response, a variety of interventions across seven different projects, multiple countries and communities.

AVERTING CRISIS IN LOW- AND MIDDLE-INCOME COUNTRIES



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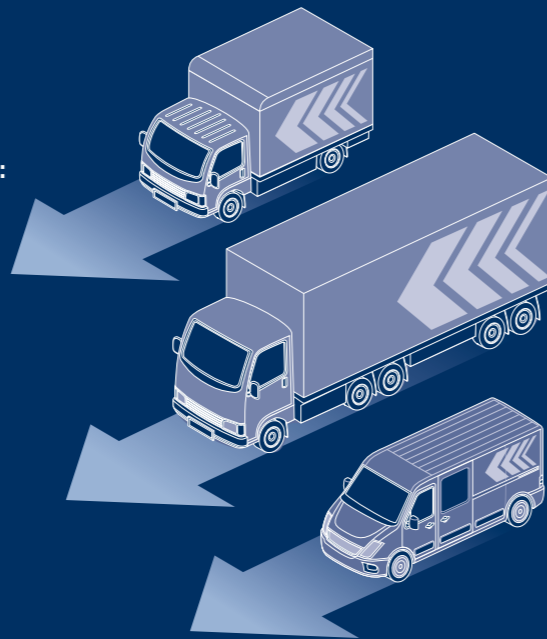
VIRUS OUTBREAK SUPPORT

- €1 million to support the IFRC global response.
- Additional €150,000 to strengthen a collaboration of clubs with local branches of IFRC in Bulgaria, Costa Rica, Cyprus, Georgia, Latvia, Ukraine, Kosovo, Philippines, Malta and Panama through the targeted funding stream under the FIA Road Safety Grants.

RESOURCE DEPLOYMENT

€300,000 to UNICEF/People that Deliver for health logistics support through the 'Last Mile Health Supply Chain Grand Challenge' in Sub-Saharan Africa:

- In Nigeria, 360 medical truck and ambulance drivers receive training to ensure they are safe at work (GreenLight Initiative).
- Over 22,000 motorcycle taxi riders in Kenya and Uganda keep their jobs and earnings whilst delivering health products directly to a million low- and middle-income customers (SafeBoda).
- The Democratic Republic of Congo's community health workers receive a supply of personal protective equipment and retrain on distribution processes (VillageReach).
- Zambian Ministry of Health supported to develop professional driver training content specific to the challenges faced by drivers during pandemic and to ensure accurate, national guidelines are shared (Transaid).



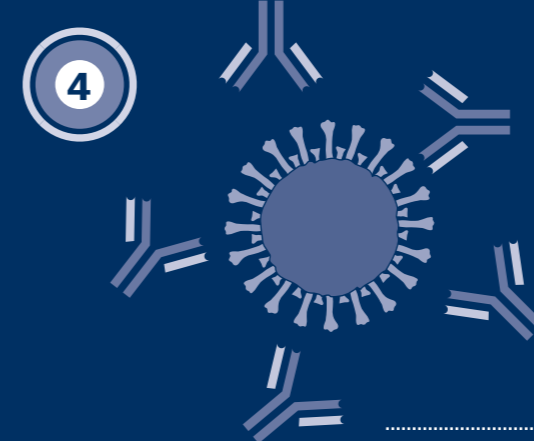
3

POPULATION HEALTH

€150,000 for Transaid's strengthening and adapting community health systems in rural Zambia:

- The Covid-19 orientation of 1,379 community health workers (CHV), establishment of food banks in 180 communities, orientation of 174 emergency transport riders (ETS) and 22 health facility staff, public awareness campaigns for 335 communities and 12,687 door-to-door visits (equivalent to 282% of target) carried out across five intervention districts.
- Procurement of 2,500 face masks, 256 'tippy tap' water containers, 1,357 tablets of soap distributed to volunteers, 4,200 examination gloves for CHVs and 360 reflective jackets for ETS riders distributed.

PROTECTION AND PREVENTION



COVID-19 TESTING

€200,000 for Johns Hopkins University's development and community testing of a saliva test:

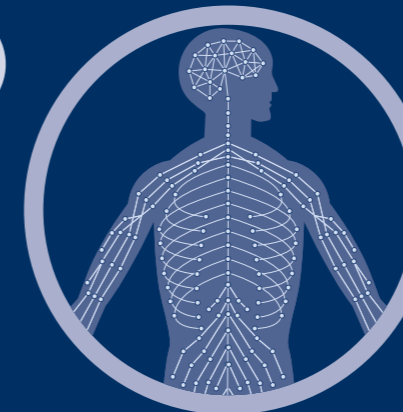
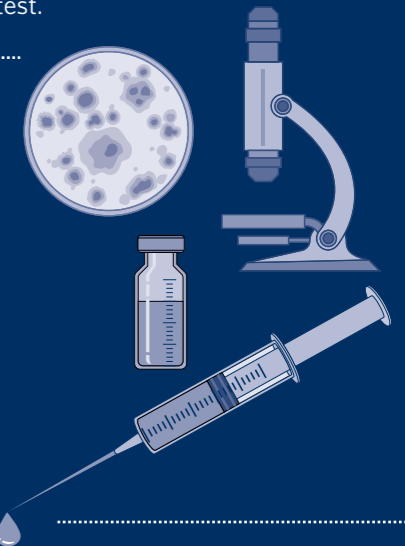
- The number of multiplex oral fluid SARS-CoV-2 antibody tests performed across a range of COVID-19 studies and contexts for the pandemic significantly expanded.
- Over 21,000 participants have been collecting oral fluid from communities in the US and Bangladesh and nearly 90,000 oral fluid samples will be tested.
- Plans to expand into low- and middle-income countries over coming months are being made due to growing numbers of requests for the antibody test.



VIRUS VACCINATION

€100,000 to support Oxford's University vaccine research:

- Development of the vaccine by University of Oxford and AstraZeneca (ChAdOx1nCoV-19) is progressing globally with late-stage clinical trials in the UK, Brazil and South Africa and more planned in Japan and Russia. These trials, together with the US Phase III clinical trial, are enrolling up to 50,000 participants globally.
- Results from the late-stage trials released in November 2020 show up to 90% efficacy in one of the dosing regimes. Fast-track regulatory approval is being sought. AstraZeneca is planning to make the vaccine available on a non-profit basis.



ADDRESSING HEALTH IMPACTS OF COVID-19

€400,000 to support the Paris Brain Institute neurological research:

- The study on the neurological and psychiatric impact of COVID-19 has identified a range of factors that impact the severity of illness.
- The study focuses on the direct effects of COVID-19 on the central nervous system and the impact of the infection on patients with neurological diseases (Alzheimer's disease, Parkinson's disease and multiple sclerosis). The efforts have led to the development of a new therapeutic approach in intensive care units.



PERSONAL PROTECTIVE EQUIPMENT (PPE)

€250,000 to re-tool AIP Foundation/Protec factory in Vietnam for PPE production

- Certification for the FDA registration, ISO and European CE certification for the 3- and 4-ply medical masks attained.
- 574,000 masks produced and 334,000 masks already distributed to the United States, Vietnam, Lebanon (Beirut), and Palestine.
- Protec officially listed as a medical mask vendor for the American Public Transport Association (APTA) and for the Community Transportation Association of America (CTAA).





BUILDING BACK BETTER

ROAD SAFETY AIR QUALITY FAIR MOBILITY

As the world looks for solutions to the immediate challenges of COVID-19, long-term recovery is increasingly seen as an opportunity to address systematic inefficiencies and inequalities across sectors, with policymakers and public alike calling to 'build back better.'

The sustainable mobility agenda became a focus as the co-benefits of actions for both mobility and public health have never been more explicit. Temporary shifts to more sustainable transport modes like walking, cycling and scooting have helped enable physical distancing and given an unprecedented glimpse of the wider public health benefits, especially in urban spaces. Fewer vehicles on the roads has meant cleaner urban air, repurposed roads to encourage walking and cycling, widened pavements for more walking and greater accessibility, and improved health for those eschewing motorised transport for active modes.

The FIA Foundation has been actively responding to mobilizing the mobility community by rapidly organising and hosting online meetings to address different elements of the mobility agenda. A number of projects and resources have resulted.

The first event brought together over 90 global mobility experts and considered the emerging evidence and impact of individual cities' policies. Participants identified the resources, action and advocacy needed to embed policies into urban decision making. The conclusions of the event - highlighted in the report 'Safe and sustainable urban mobility post-COVID-19: have we got the tools we need?' - identified that the safe and sustainable mobility agenda can be strengthened by city leadership in the post COVID-19 context but only with the data, funding, and global advocacy to secure sustained political and public support.

These discussions acknowledged the fact that school journeys present multiple threats to children, from dangerous road traffic, dirty air and COVID-19. Now more than ever, safe and healthy journeys to school are crucial. Many of the solutions for one threat also address the other - such as reducing vehicle speeds, promoting walking and cycling, avoiding unnecessary vehicle journeys, and creating more space for drop-off and pick-up - key interventions as COVID-19 is less likely to spread outdoors. These measures enable safe physical distancing and help lower air pollution which exacerbates COVID-19.

To keep children safe from both risks on the roads and COVID-19, UNICEF and the Child Health Initiative developed 'Guidance For Safe And Healthy Journeys To School During The COVID-19 Pandemic And Beyond.' It has ten key action areas that highlight the simple, low-cost ways to not only make streets safer during the pandemic, but also in the long run for all children and the wider population. The guidance has checklists for education authorities and policymakers; school administrators, teachers and staff; parents, caregivers and community members; and students. By issuing broad, illustrative guidance, it aims to encompass the varying needs of children of different ages and abilities living in different contexts.



GUIDANCE FOR SAFE AND HEALTHY JOURNEYS TO SCHOOL DURING THE COVID-19 PANDEMIC AND BEYOND





Pupils in South Africa in a physically distanced queue to enter their school. The Foundation has worked with UNICEF on global guidance for safe school journeys during COVID-19.



A London 'school street', where traffic is restricted. The FIA Foundation and Bloomberg Philanthropies are co-funding research into the impact on air quality of school streets.



Many cities, like Delhi, experienced dramatic but temporary improvements in air quality as traffic levels fell during lockdowns.



A new cycle lane in Addis Ababa, where the city authorities have responded quickly to COVID-19 by adding walking and cycling provision.



These children in Colombia are benefiting from low speed neighbourhoods near their schools. Foundation polling shows strong public support for such measures.



There is growing evidence that people, particularly in lower income districts, who are exposed to air pollution also suffer greater risk from COVID-19.



The Foundation is supporting the Institute for Transportation and Development Policy to work with the city authorities in Rio de Janeiro, expanding cycleways as a pandemic response.

Additionally, to complement the guidance, CHI, UNICEF and Save the Children developed a live, open database to share real-world examples of safe and healthy journeys to school during the pandemic, so that we may learn from each other across borders. with the potential for global application. The database also includes some pre-pandemic examples of policies and interventions supporting safe and healthy journeys. These are applicable in the context of COVID-19 because they are conducive to outdoor activity, physical distancing and proper hygiene, and healthier and safer streets.

One such example of pre-COVID-19 child road safety interventions is the Mayor of London's School Streets programme. It involves encouraging walking, cycling,

and scooting by closing roads around schools to vehicle traffic at drop-off and pick-up times to enable physical distancing and improve road safety and air quality. The city's wider Streetspace plan aims to provide safe space for walking and cycling to avoid a damaging car-led response to coronavirus.

A new air quality testing programme has been launched to assess the impact of intervention, thanks to funding from the FIA Foundation and Bloomberg Philanthropies. The school run makes up a quarter of London's weekday morning traffic with an average journey of less than one kilometre. Around half of London's emissions come from road transport, and the city's air pollution leads to thousands of

premature deaths in the capital every year, stunts the development of young lungs, increases cases of respiratory illness and limits cognitive development.

"It is vital that we don't throw away the improvements made to air quality during lockdown and the past few months with a damaging car-based recovery from this pandemic", says the Mayor of London, Sadiq Khan. "Too many lives are already lost each year as a result of our city's toxic air and the results of our monitoring study will show just how much of a difference reducing car journeys through School Streets makes."

Nitrogen dioxide levels will be recorded at 18 primary schools across the city to measure the impact

of School Streets and compare them to schools not involved in the programme, with roads that remain open to motor traffic. Surveys will measure behavioural changes as a result of new School Streets such as reduced car use and increased walking, cycling and scooting. The study - which is the first of its scale - is intended to add to the global evidence base to support the growing broad public demand for the interlinked issues of safer streets for kids and cleaner air. Such demand is reflected in polling by YouGov for the Child Health Initiative, which shows that almost three-quarters of people worldwide support physical changes such as closing roads, limiting traffic, and reducing speeds to protect children, while three in five are worried about air pollution.

STOCKHOLM MINISTERIAL SETS 2030 ROAD TRAFFIC INJURY GOAL

The Ministerial conference, opened by King Carl XVI Gustaf of Sweden, brought together more than 80 ministers and heads of delegation, and 1700 delegates, from 140 countries. FIA Foundation chairman Lord Robertson of Port Ellen spoke in the Leadership plenary and challenged ministers to demonstrate political will by focusing on speed:

“Are we incapable of seeing that we don’t need to research and invent new expensive vaccines for this international epidemic? They already exist and we know what they are. Slow down, that needs to be our message. Slow down in streets to school. Slow down in crowded cities. Slow down and protect pedestrians. Slow down and protect the air. Slow down and save lives. Simple. Effective. Life saving. Implementable. And urgent. Slow down!”



FIA Foundation Chairman Lord Robertson with Sweden's Infrastructure Minister and conference host, Tomas Eneroth.

Child Health Initiative Ambassador Zoleka Mandela also spoke in the Leadership plenary, as well as at the official Ministerial Dinner which was hosted by Sweden's Infrastructure Minister Tomas Eneroth. She told ministers:

“Perhaps we should do more to kick you out of office if you don’t give us the safety we deserve. Maybe this is where we are failing on our part. Here in Stockholm I have been privileged to continue our campaigning with our young people. Believe me, they are rising up. They are ready to take the lead. Together, we are calling for action. We want a Global Summit for Adolescents, with road safety right at the centre. It’s time to stop taking road safety in isolation. We’re looking at all the major issues combined. If you can’t take action for our young people and for our future, who can you take action for?”

ROAD SAFETY FAIR MOBILITY

It has been a year overshadowed by the coronavirus pandemic. Yet progress on another deadly pandemic has still been made in 2020. The year which began with a global ministerial conference on road safety in Sweden, and its Stockholm Declaration, closes with the United Nations re-committing and resolving to halve death and serious injury by 2030.

The Stockholm Declaration, calling for default 30km/h speed limits on urban streets, prioritisation of Safe System design to enable walking and cycling, a stronger focus on safe infrastructure on highways, and better integration of traffic safety within the Sustainable Development Goals, including the UN’s strategy for children and adolescents, was adopted by the 3rd Global Ministerial Conference on Road Safety, held in Stockholm, Sweden, on 19-20 February 2020. The FIA Foundation and partners were active throughout the conference in promoting a focused policy agenda on children and youth, safer infrastructure and vehicles, and social justice.

On the eve of the Global Road Safety Ministerial, the FIA Foundation projects onto Stockholm’s City Hall a ‘This Is My Street’ campaign message urging ministers to act.



FIA President and UN Special Envoy for Road Safety Jean Todt speaks at the opening session of the Stockholm Ministerial.



Save the Children CEO Kevin Watkins launches the Child Health Initiative's 2030 Manifesto at a Stockholm pre-event.



Child Health Initiative global ambassador Zoleka Mandela and FIA Foundation's Avi Silverman brief Queen Silvia of Sweden on the 2030 Manifesto and the campaign for adolescent wellbeing.



A Global NCAP car to car crash test, highlighting the health inequalities of car design in Europe and Africa, on display in Stockholm's Central Station.



A coalition for safer roads assembles at iRAP's pre-event. (l-r) Young Tae Kim, Secretary General, ITF; Lord Robertson; Minister Tomas Eneroth; iRAP CEO Rob McNerney; Jean Todt; FIA Foundation's Saul Billingsley.



The FIA High Level Panel for Road Safety meets in the ornate Grand Hotel to review progress on global funding and policy. The HLP is supported by a grant from the FIA Foundation.



Youth activists from YOURS, the global youth road safety organisation, at a special youth fringe conference held the day before the main Ministerial.



Lord Robertson joins NGOs from across the world to pay respects to the millions of road traffic victims. Shoes representing victims were displayed at the railway station.

To support key action points of the Stockholm Declaration, the FIA Foundation and its Child Health Initiative partners released a 'Manifesto 2030 for Safe Streets for children, youth and climate', which details four universal and affordable 'speed vaccine' policy measures to promote safe and climate-friendly walking and cycling, and calls for a Global Summit for Adolescents to advance and integrate the agenda, and secure funding, in collaboration with other key youth issues.

The Child Health Initiative's Manifesto was launched at a 'This Is My Street' pre-event on 17th February, hosted by FIA Foundation Chairman Lord Robertson of Port Ellen, with support from global policy leaders including UNICEF's Global Chief of Health, Stefan Peterson; Save the Children CEO, Kevin Watkins; and UN Special Envoy for Road Safety, and FIA President, Jean Todt. A panel of foundations including Bloomberg Philanthropies (which used the Stockholm

Conference to announce a new six year, \$240 million, investment in traffic safety), Fondation Botnar, Bernard van Leer Foundation and the FIA Foundation, discussed implementation strategies. Zoleka Mandela and the FIA Foundation's Deputy Director Avi Silverman visited the Royal Palace to brief Queen Silvia of Sweden on the call for an adolescent summit and the 2030 Manifesto.

Beyond the main conference, FIA Foundation partners were also active in advancing their practical agenda. The International Road Assessment Programme (iRAP) hosted its Innovation Workshop and published new 'Vaccines for Roads' research on the benefits of focusing on raising safety standards on highways and streets, and the human costs of failing to do so. FIA Foundation Executive Director Saul Billingsley moderated the opening session, with Minister Tomas Eneroth; Jean Todt; and the heads of the

World Bank's transport division, Guangzhe Chen; and the International Transport Forum, Young Tae Kim; and the Chair of the Swedish Academic Expert Group for the Ministerial Conference, Professor Claes Tingvall. Lord Robertson spoke on behalf of the FIA Foundation, which is the core donor to iRAP, and pledged continuing support through 2025. On behalf of Sweden, Tomas Eneroth received iRAP's Innovation Award for the country's '2+1' lanes road design, which physically separates on-coming traffic on high speed rural and inter-urban roads and has been credited with dramatically reducing road traffic fatalities.

In a public display at Stockholm's Central Railway Station, FIA Foundation partner Global NCAP demonstrated the injustice of car-makers' refusal to adopt a minimum floor of vehicle safety standards. In the first test of its kind, Global NCAP crashed the best-selling pick up model in

Africa, the 2019 Nissan NP300 Hardbody, into a second-hand Nissan Navara NP300 manufactured in Europe in 2015. The unique car to car crash test graphically demonstrates the double standard currently applied by Nissan and other car makers to vehicle safety in Africa. Global NCAP CEO David Ward highlighted the consequences: "The difference in crashworthiness is extraordinary. The new Nissan Hardbody performs significantly worse than the second-hand Nissan Navara, to the extent that the driver in the new African Nissan would likely have died from their injuries but the driver from the second hand European Nissan would have walked away."

Vehicle safety was one of the issues discussed at a meeting of the FIA's High Level Panel for Road Safety, chaired by Jean Todt at the Grand Hotel. The High Level Panel, which is supported by the FIA Foundation, convened an impressive array of



'Slow Down!': FIA Foundation Chairman Lord Robertson calls for action on speed during a plenary session on leadership at the Stockholm Ministerial.

senior institutional leaders, who reviewed progress, discussed strategies for embedding road safety across society as a fundamental value and human right, and also held a session on how to improve financing flows to the issue. These issues also featured in a book, 'Millions of Lives to Save on the Roads', authored by Jean Todt to coincide with the conference, with the aim of popularising road safety with a wider audience. At a ministerial luncheon hosted by Jean Todt during the conference, ten new projects totalling USD 4 million were announced by the UN Road Safety Fund, to which the FIA Foundation is currently the largest donor.

In his speech to the closing plenary session of the Ministerial Conference, Jean Todt stressed the need for a step change in response from government and industry: "We must ensure that safety is the driving force behind the evolution of mobility and transport. This message needs to be also heard

by the car manufacturers and suppliers, who were underrepresented at the conference this week: no more unworthy products. We can no longer accept them. Same for road investments: "killer roads" are a waste of resources. The money should be there - we have heard how the investment banks intend to make their contribution. States can do the same by supporting the United Nations Road Safety Fund and also how they arrange their own budgets at home."

The FIA Foundation provided travel bursaries for more than 30 FIA automobile clubs to attend the conference. Many FIA Foundation implementation partners were also present in Stockholm. Child-focused urban design was the focus of a series of showcase presentations at the 'This Is My Street' event, by NGOs including Amend, AIP Foundation, ITDP Mexico, EASST, World Resources Institute and Fundación Gonzalo Rodríguez. iRAP's new Star Rating for Schools tool was formally launched.



A road safety donor panel at the FIA Foundation's pre-event. l-r Kelly Larson, Bloomberg Philanthropies; Susanna Hausmann, Fondation Botnar and Patrin Watanatada, Bernard van Leer Foundation.



Zoleka Mandela shows her solidarity with fellow bereaved parents during the NGO Alliance's remembrance ceremony in Stockholm station.



George Institute's Margie Peden speaks on the importance of reducing urban speed during a Conference session on child health, moderated by the FIA Foundation.



FIA Foundation's Saul Billingsley launches the iRAP Star Rating for Schools app and confirms new funding for the initiative.

The voices of civil society and youth were louder than ever at the Stockholm Ministerial. Zoleka Mandela addressed a successful and vibrant World Youth Assembly, which brought together more than 200 young people. Natasha Mwansa, an 18 year old Zambian youth activist, spoke out for action on adolescent health at the 'This Is My Street' event and also joined the youth assembly. The Global Alliance of NGOs for Road Safety organised a moving tribute to road traffic victims - a pile of shoes in the Central Station, symbolising the 3,700 people killed on the roads every year. WHO Director of Social Determinants of Health, Etienne Krug, brought a pair of children's shoes from the exhibition to the podium in the closing session.

As Sweden's host minister, Tomas Eneroth, said in his closing speech, and in the closing video produced for the conference by the FIA Foundation: "Vision Zero can help to achieve so many other visions. The

Stockholm Declaration sets out practical actions for road safety within the wider Sustainable Development Goals. It reflects the input and engagement by many countries and organisations, and some of the world's leading experts. So now let's all work together to translate these words in our Declaration into real action on every highway and street, for every community and every child."

This work, somewhat delayed by COVID-19, took an important step forward in August 2020 with the approval of a new UN road safety resolution by the United Nations General Assembly. The resolution endorsed the Stockholm Declaration and approved a Second Decade of Action for Road Safety to 2030, reaffirming commitment to the road safety Sustainable Development Goal (SDG) target to halve road traffic deaths and serious injuries. A High Level Meeting of government leaders will be held in 2022 to push for new momentum.



Sweden's Infrastructure Minister Tomas Eneroth presents the 'Stockholm Declaration'. Endorsed by the Ministerial, the Declaration has been adopted by the UN General Assembly as part of a new resolution setting a 2030 goal for a 50% reduction in death and serious injury on the world's roads.

The first Decade of Action concludes at the end of 2020. Its objective was to 'stabilise and then reduce' road traffic deaths. While road death rates have stabilised and lives have undoubtedly been saved when set against projected death rate increases, the number of actual deaths on the world's roads have stubbornly remained around 1.35 million, according to World Health Organization data. The more ambitious SDG target, reaffirmed by the UN General Assembly, sets a goal of halving road traffic deaths and injuries by 2030.

The new UN Resolution was welcomed by the FIA Foundation which, through its Make Roads Safe campaign, first proposed a Decade of Action in 2008 and subsequently campaigned for inclusion of road safety in the SDGs. But the campaigning philanthropy warned that the failures of the first Decade of Action,

in particular a very disappointing lack of response from most governments and international donors, must be addressed if the ambitious objectives of the Second Decade are to be achieved by 2030.

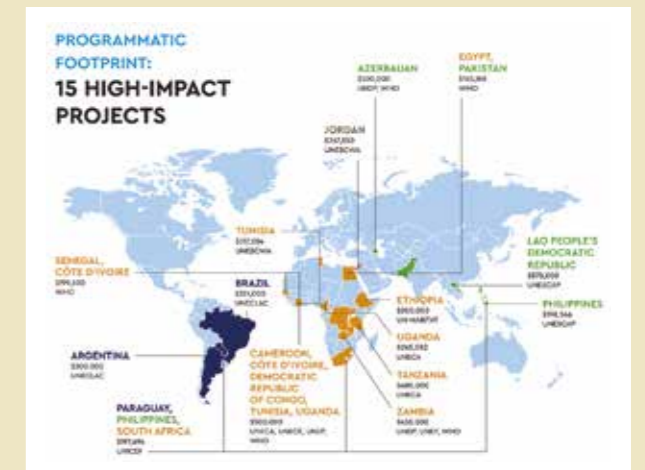
"This is a strong resolution, endorsing the Stockholm Declaration and recognising that, even in the midst of the COVID-19 pandemic, road traffic deaths and injuries must become more of a global health and developmental priority", says the FIA Foundation's Executive Director Saul Billingsley. "But words must now be matched by action. Too many governments are still tolerating appalling levels of preventable death and injury, particularly amongst their young people. The international development community is still not reacting with any sense of urgency. This has to change if we are to achieve the goal of halving road deaths by the end of 2030."

TAKING ACTION: THE UN ROAD SAFETY FUND GEARS UP TO SAVE LIVES

The UN Road Safety Fund announced its first major grant activity in February 2020, with ten new projects targeting key gaps in the road safety systems of 12 countries. With a total budget of nearly USD 4 million, these projects are a down payment on the Fund's intent to transform the global response to road traffic injury.

Announcing the projects during a Ministerial Lunch at the 3rd Global Conference on Road Safety in Stockholm, the UN Secretary-General's Special Envoy for Road Safety, Jean Todt, said: "When the Fund launched the 2019 Call for Proposals, the Advisory Board, of which I am a member, had one clear priority – projects must demonstrate a chain of results leading to tangible impact on the number of fatalities and injuries on the road. I am convinced that these selected projects will accelerate progress in this direction." There is clearly huge demand. A total of 73 projects requesting support for 52 countries were submitted to the Fund's Call. USD 62.5 million would be needed to finance all these projects, but to date the Fund has raised around USD 20m, of which half has been pledged by the FIA Foundation.

With limited financing available, the Fund's Steering Committee made a concerted effort to direct resources where they would be most needed. It is for this reason that 50% of the funds went to five projects in seven countries in Africa, where road traffic death rates are highest (26.6/100,000 people). This includes a multi-country project on safe and clean import of vehicles, coordinated by the UN Environment Programme, and the first co-funded project between the Fund and the World Bank's Global Road Safety Facility. The joint project, in Tanzania, will deliver the UN Road Safety Collaboration's Ten Step Plan for Safer Infrastructure, a comprehensive solution that aims to build institutional capacity and regulatory frameworks to support UN Voluntary Targets on safer roads. The approach includes specific objectives to deliver systematic improvements to national road safety policies, national road design standards, and training and accreditation. The project coalition includes the Foundation's major partner iRAP.



Major collaborative projects are being supported by the UN Road Safety Fund in Africa, Asia and Latin America.

"We are pleased to be jointly funding this valuable road safety delivery initiative for Tanzania", says Dr Soames Job, Head of the World Bank's Global Road Safety Facility. "This joint undertaking is an important step for saving lives and preventing debilitating injuries in Tanzania, and a vital part of the close collaboration of the World Bank and GRSF with iRAP, IRF, PIARC, UNRSC, and UNRSF. It is critical that these leading global organisations work together to save lives and avoid injuries on the world's roads."

A further grant round of USD 4m will be launched by the Fund in late 2020. But given the huge demand for grant support from governments in low- and middle-income countries, UN agencies and NGOs, there is an urgent need to build up the UN Road Safety Fund's donor base and levels of financial support. "Governments are launching a new Decade of Action for Road Safety", says FIA Foundation Chairman Lord Robertson, a member of the Fund's Advisory Board. "But they need to learn the lessons of the first, under-funded, Decade, and follow through with donor funding to match the scale of the challenge."

A MANIFESTO FOR OUR STREETS

significantly to the dual challenges of improving outdoor air quality, tackling climate change and responding to the COVID-19 pandemic.

“Our children are crying out for action to protect them from the biggest threat to their lives – dangerous roads”, Zoleka Mandela, Child Health Initiative Global Ambassador, told the audience at the manifesto launch. “I implore our leaders to stop paying lip service and start investing energy and money into the simple solutions that can save our children. Our manifesto sets out the simple, proven and universal measures – the ‘speed vaccine’ – that can make streets safe and liveable for everyone. There is no time to lose.”

Despite repeated promises of action at United Nations-endorsed global conferences in Moscow in 2009 and Brasilia in 2015, few countries are taking serious steps to address road trauma, the leading global cause of death for children and youth over the age of five. According to the World Health Organization (WHO), more than 100 countries have seen road deaths increase since 2013.

The manifesto highlights that, by returning streets to pedestrians and emphasising liveability, the speed vaccine will also contribute to addressing issues of mental health, obesity, crime and violence, social exclusion and deprivation, all of which are target issues in the United Nations’ Sustainable Development Goals (SDGs).

ROAD SAFETY FAIR MOBILITY CLIMATE ACTION

Political inaction and indifference have contributed to two million child deaths and 100 million child injuries on the world’s roads over the past decade. But implementing simple safety measures combined in a ‘speed vaccine’ can help to deliver change by 2030.

This was the stark message delivered by the Child Health Initiative, an FIA Foundation co-ordinated collective, at the Stockholm Ministerial Conference, as health and development experts, youth activists, auto clubs and road safety NGOs combined in a call to action, launching a manifesto, ‘These Are Our Streets’, with specific demands to ensure safe, child- and climate-friendly neighbourhoods, that governments and cities must implement by 2030:

- Viable footpaths on every urban street;
- Design-protected crossings, catering to ‘desire line’ footfall;
- Speed limits of no more than 30km/h on streets where children and traffic mingle; and
- Every city to set ambitious targets for kilometres of protected cycle lanes and to be on the way to achieving it.

Taken together these measures can act as a ‘speed vaccine’, a proven set of interventions for reducing death and serious injury that can be adapted to any stage of economic development. The benefits of building more sustainable, walkable, cyclable cities reach beyond the impact on road traffic deaths and injuries and contribute

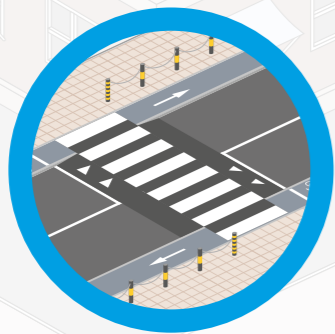


THE SPEED VACCINE

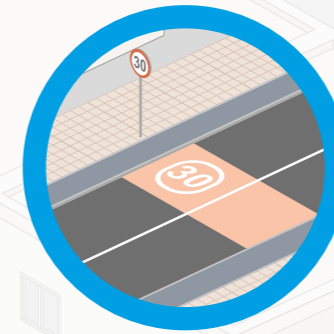
EVERY CHILD AND ADOLESCENT CAN EXPECT A SAFE AND HEALTHY JOURNEY TO SCHOOL.



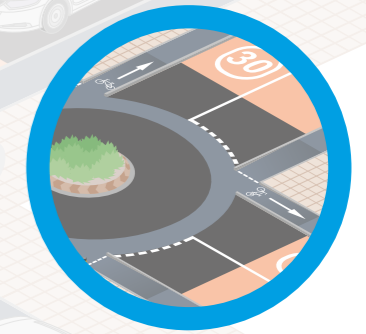
EVERY URBAN STREET HAS A VIABLE FOOTPATH AND PROTECTED AT-GRADE CROSSINGS.



STREETS WHERE CHILDREN MIX WITH TRAFFIC HAVE A DEFAULT SPEED LIMIT OF NO MORE THAN 30KM/H.



EVERY CITY HAS SET AN AMBITIOUS TARGET FOR PROTECTED CYCLE LANES.



Refusing to accept death and serious injury on our streets requires a new approach to urban planning and traffic management. Prioritising pedestrians and cyclists, deploying road design to manage safe traffic speed. Together with vehicle safety measures and coordinated enforcement and awareness raising interventions, this is the Safe System in action.

Beginning with delivery of the speed vaccine for children in the places they walk and meet, we can prevent road trauma and support other health, social and environmental objectives.



Child Health Initiative Global Ambassador Zoleka Mandela and UN Special Envoy for Road Safety and FIA President Jean Todt launch the 2030 Manifesto in Stockholm, February 2020.

Because of these cross-cutting benefits, safe and healthy streets must be at the core of a new global agenda for adolescents, one which links all the major health burdens and opens up opportunities for young people. The Child Health Initiative is part of a growing movement calling for a first-ever Global Adolescent Summit to prioritise wide-ranging action on adolescent health and rights, including tackling child injury; and to expand the frontiers of the child survival agenda into the second decade of life.

“It is a devastating reality that two million young people have lost their lives and 100 million more have been injured since the first Global Ministerial Conference on Road Safety”, says Lord Robertson of Port Ellen, FIA Foundation Chairman, who led the launch of the manifesto in Stockholm, “and it is unconscionable to let another decade pass without leaders implementing the known solutions to prevent road death and injury.”

Joining Lord Robertson and Zoleka Mandela at the launch were leading figures from road safety, health



WHO Director of Social Determinants of Health, Etienne Krug, speaks at the launch of the Child Health Initiative's 2030 Manifesto.



Youth activists at the launch. Natasha Mwansa (right), a youth leader from Zambia, joined Zoleka Mandela to launch the 2030 Manifesto.



Zoleka Mandela and Lord Robertson highlighted the 2030 Manifesto in their plenary speeches at the Ministerial, and later spoke together at a press conference.



Child's rights leaders: Save the Children's Kevin Watkins (left) and UNICEF's Stefan Peterson (right), joined a panel with Zoleka Mandela.

and development. UN Special Envoy Jean Todt; WHO Director of Social Determinants of Health, Etienne Krug; UNICEF Chief of Health Stefan Peterson; and Save the Children CEO Kevin Watkins all participated. The UN Youth Envoy, Jayathma Wickramanayake, the African Union Youth Envoy Aya Chebbi and the President of the World Resources Institute, Andrew Steer, sent messages of support. Representatives of major philanthropies working on the issue - Fondation Botnar, Bernard van Leer Foundation and Bloomberg Philanthropies

- joined a panel to discuss funding and delivering the vision.

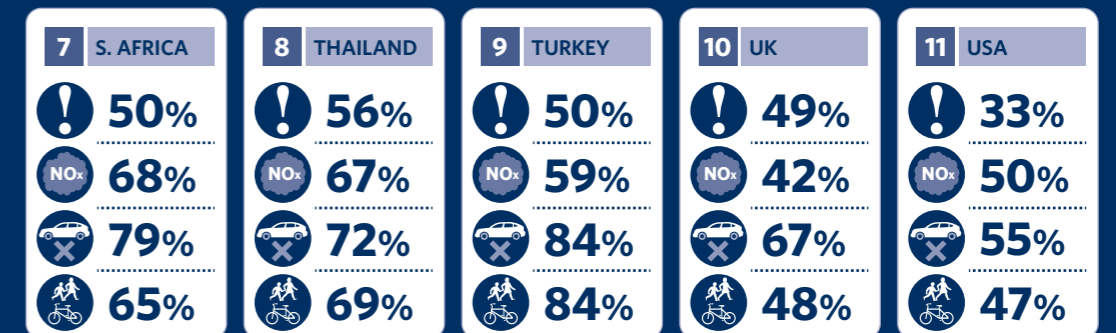
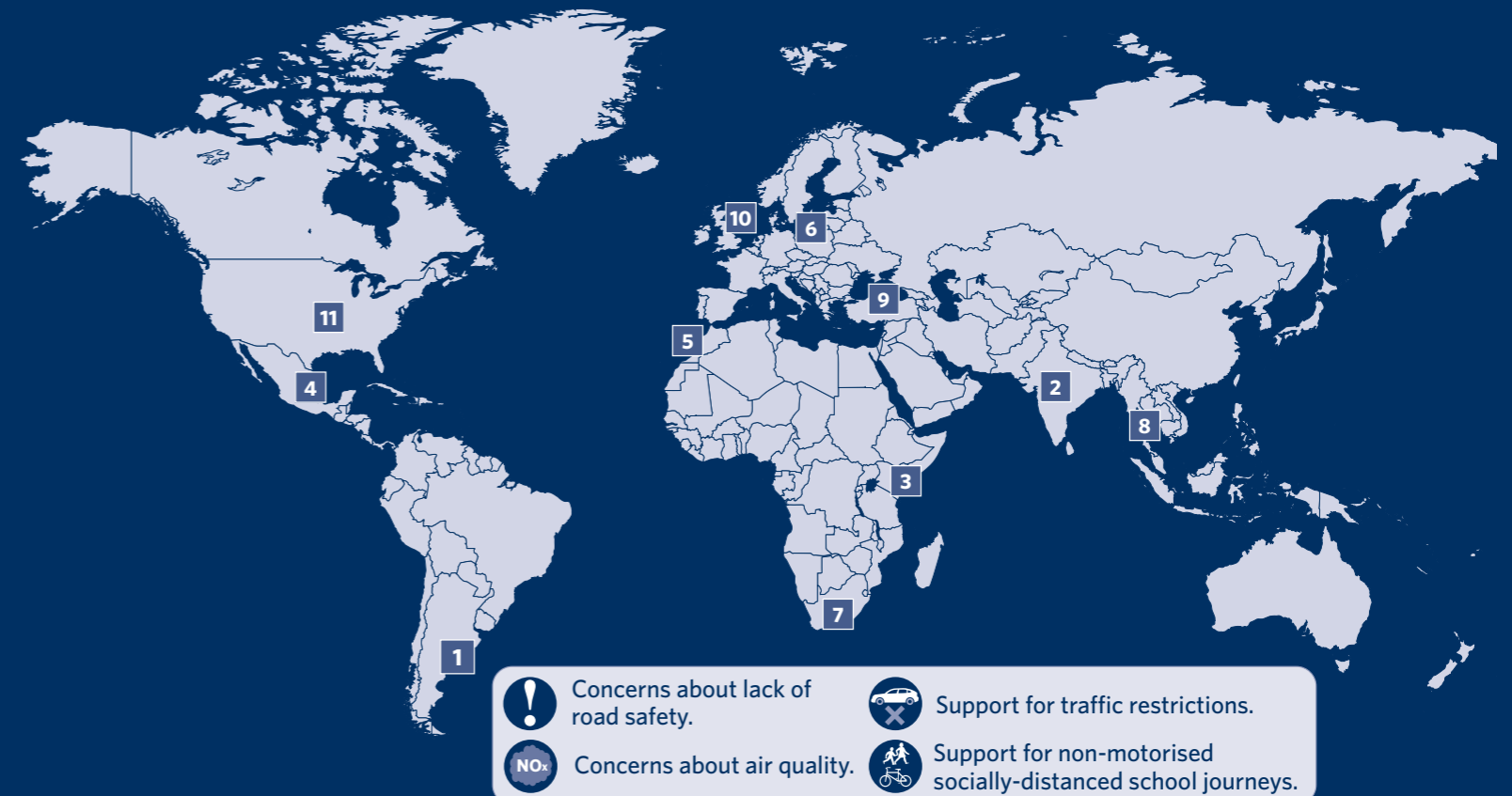
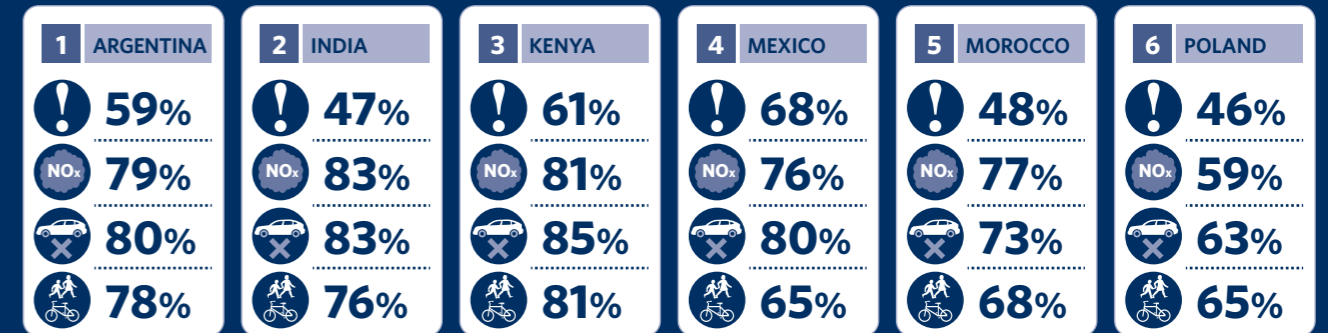
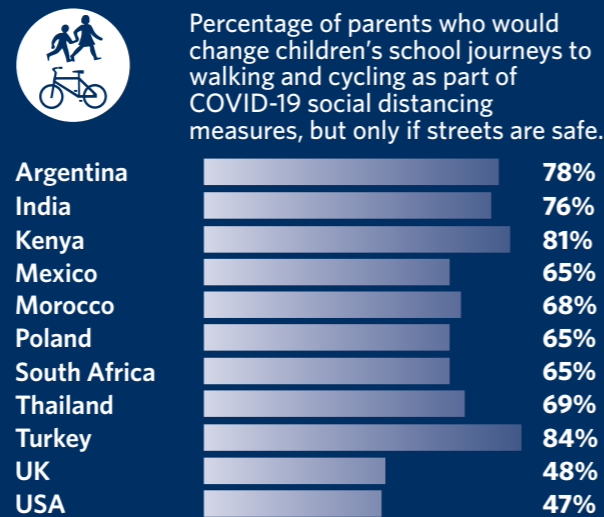
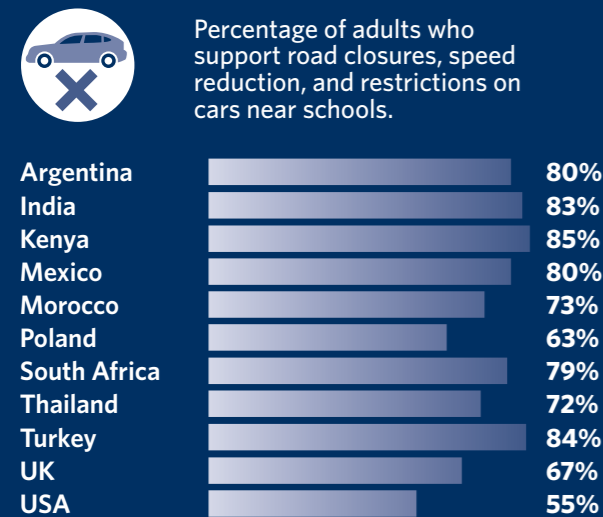
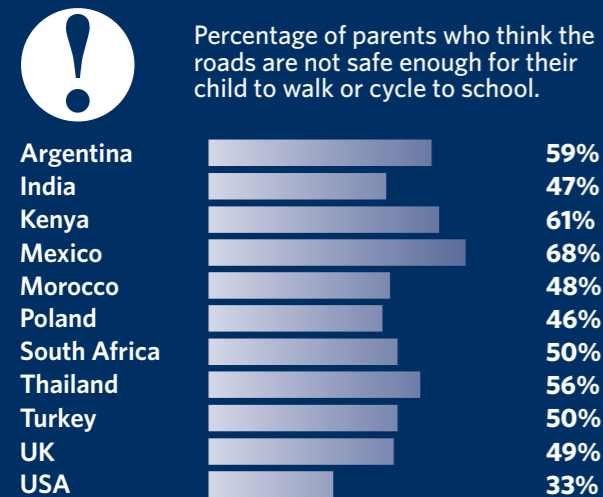
Delivery is something the FIA Foundation is committing to. A new strategic plan, approved by the charity's board in July 2020, provides increased support to the work of the International Road Assessment Programme (iRAP), including its Star Rating for Schools initiative, and establishes an 'Advocacy Hub' set to deploy €10 million in support of Child Health Initiative partners over the next five years to advance the aims of the manifesto.

GLOBAL SUPPORT FOR SAFE STREETS

There is strong public support across the world for action to make streets safer and protect children, as this YouGov survey of more than 13,000 people in 11 countries, commissioned by the FIA Foundation and the Child Health Initiative, shows:

GLOBAL OVERVIEW

- 53%** of parents think the roads are not safe enough for their child to walk or cycle to school.
- 65%** of adults are concerned about air quality in their local area.
- 74%** of adults support road closures, speed reduction, and restrictions on cars near schools.
- 69%** of parents would change children's school journeys to walking and cycling as part of COVID-19 social distancing measures, but only if streets are safe.



The questions asked were:

- How safe, if at all, do you feel the roads in your neighbourhood are to allow children to walk or cycle?
- How concerned, if at all, are you by the air quality in your local area?
- To what extent would you support or oppose restrictions (speed reductions or road closures etc) on motor vehicles near schools if it allowed your child to walk or cycle to school more safely?
- Parents in the survey were also asked: How likely, if at all, would you be to switch to walking or cycling when taking your child to school to support social distancing measures, if you felt the roads were safe?

These figures are taken from the results of a YouGov poll, of more than 13,000 respondents, conducted between 07 August 2020 and 02 September 2020 in Argentina, India, Kenya, Mexico, Morocco, Poland, South Africa, Thailand, Turkey, UK and USA as part of a YouGov omnibus.



FIA AUTO CLUBS REACH FOR THE (SAFETY) STARS

and carrying out school road safety assessments. The life-saving potential of the app has already been recognised by several clubs proving useful in their road safety interventions and advocacy efforts.

For example, the Touring and Automobile Club of Colombia (ACC) in collaboration with the National Road Safety Agency has assessed four urban schools and made recommendations on infrastructural improvements which will be implemented in November this year. ACC has also supported colleagues in Panama City conducting star rating of two schools.



Julio Urzua, iRAP coordinator for Star Rating for Schools, at the official launch of the initiative in February 2020.

ROAD SAFETY

iRAP's Star Rating for Schools (SR4S) tool has been gaining momentum since its official launch during the Global Ministerial Conference on Road Safety. The launch culminated seven years of research, development and piloting of the tool around the world with the support of a variety of NGOs, FIA clubs and other interested stakeholders, with funding from FedEx and the FIA Foundation.

The SR4S application supports quick interventions that save lives and prevent serious injuries by measuring, managing, and communicating the risk children are exposed to on a journey to school. The tool has been acknowledged worldwide – it has been used across 38 countries to assess 770 schools spanning five continents. To date, 2,107 people have been instructed on using the tool in 52 training activities, and despite COVID-19 more than 600 people have received training since March 2020.

The tool has also been developed into the FIA School Assessment Toolkit, currently available in English, with a Spanish version planned for release by the end of 2020. The toolkit is now available online to all FIA Members to support them in planning

Meanwhile the Automobile Club of Uruguay (ACU) has partnered with a local company to assess and implement infrastructure safety improvements at six schools. The majority of schools received a three-star rating before intervention. However some school areas were assessed as having one or two star roads, highlighting the dangers that children encounter on their daily journey to their education. All countermeasures will be implemented by March 2021.

The Automovil Club de Guatemala (ACG) will be soon following up on a SR4S pilot completed a few years ago. Back then the club worked with nine schools, in partnership with the Guatemala City Municipality. Now the club is planning, with the support of 3M, a wider scale project and an assessment of 75 schools. Thanks to a small grant from the Foundation-supported FIA Road Safety Grant Programme an information campaign will be held to educate authorities on the importance of safety around schools and the vital role that infrastructure design plays in the process.



Aggie Krasnolucka, the FIA Foundation's Programmes Manager, is working with FIA clubs and other NGOs to help develop their assessment and evaluation skills.



Panelists at the Star Rating for Schools launch: FedEx and the FIA Foundation have funded iRAP to develop the tool, while NGOs like Fundación Gonzalo Rodríguez are proving its potential.



An assessor from an auto club reviews road infrastructure near a school using the IRAP Star Rating for Schools tool.



Schoolchildren at a SR4S event at a project school in Botswana, where the club is leading an intervention.



FIA club representatives meeting in Stockholm during the Global Road Safety Conference, where the new FIA Star Rating toolkit was presented and discussed. The Foundation provided travel bursaries to enable clubs to attend the Ministerial.



Working with the National Road Safety Agency on a pilot project, the Automobile Club of Colombia's SR4S assessments are resulting in upgraded infrastructure.



An assessor from the Automobile Club of Moldova reports on a street near a school in Chisinau, as part of a SR4S pilot project.

The Nepal Automobile Club Association (NASA) is implementing their Safe School Zone project under a transformation stream grant from the FIA Road Safety Grant Programme. The results of star rating of 21 schools across the country will be used as a source of evidence for local and national authorities, and data gathered through the process strengthens their ongoing advocacy efforts.

The Polski Związek Motorowy (PZM) in Poland has also planned to utilise star rating data to support its advocacy outreach. The club is piloting the

tool across 60 schools in Warsaw in October and results will be showcased during discussions with local authorities.

The Automobile Club of Moldova has completed an assessment of two schools - in Congaz and Chisinau. The SR4S provided useful evidence for a report prepared for the traffic police and the Chisinau City Hall on road safety hazards around schools. This resulted in an implementation of small interventions - street markings, sidewalks and crossings - funded by the city authorities.

There is clearly huge potential for FIA clubs to become a global network of champions for safer road design near schools, both advocating for change and providing the skills and partnerships with authorities to make it happen. To accelerate this, and to help deliver the 'Manifesto 2030' for safe and healthy journeys to school, the FIA Foundation's Board has approved a dedicated fund of several hundred thousand euros to assist clubs in building their Star Rating for Schools skills, undertaking pilot projects and using these to advocate for wider action.

"Road traffic injury remains the leading cause of death for school-aged children, with many preventable deaths occurring on a child's journey to school", says the FIA Foundation's Programmes Manager, Agnieszka Krasnolucka. "The SR4S application has been developed to make journeys to school safer and it is already proving to be a vital tool in presenting the case for effective infrastructure development. This is why, as part of our new strategy, the Foundation will be dedicating a special fund to help our member clubs deliver star rating assessments and build a truly global movement for safe school journeys."

DECARBONISE TO TACKLE THE CLIMATE EMERGENCY

Director, Sheila Watson describes it, “where we all jump into our cars... car manufacturers are given bailouts for old technology fleets, regulation falls by the wayside, and our cities and people choke on the resultant clogged streets.” Effective fuel economy policy is more important than ever.

Freight is increasingly becoming a major source of emissions. This is exacerbated by enforced home working that has reduced individual travel, but also resulted in a boom in online shopping and home deliveries. It is timely, therefore, that the FIA Foundation and its network of expert partners in the Global Fuel Economy Initiative (GFEI) are now focusing on all major vehicle modes (cars, trucks, motorcycles and buses) to accelerate the shift to zero carbon vehicles.



Freight, a growing source of emissions, is increasingly an area of focus for GFEI.

Action is important not only for climate, but also for air quality. As GFEI partner Steve Perkins from the International Transport Forum says: “In countries like the Philippines, motorcycles are an essential part of mobility. Let’s at least make them electric. They may not consume a lot of fuel and contribute that much to greenhouse gas emissions, but their local pollutant and noise emissions make it a high priority.”

GFEI is well placed to help governments reduce emissions, having already established capacity building support to assist policy development for around 70 developing countries. With GFEI’s support both South-East Asia (ASEAN) and West Africa (ECOWAS) have established regional fuel economy policy roadmaps. In addition, through the G20’s Transport Task Group, GFEI is directly working with the world’s largest economies on advancing vehicle policy. On behalf of GFEI and the FIA Foundation, Sheila Watson has been making the case for this change

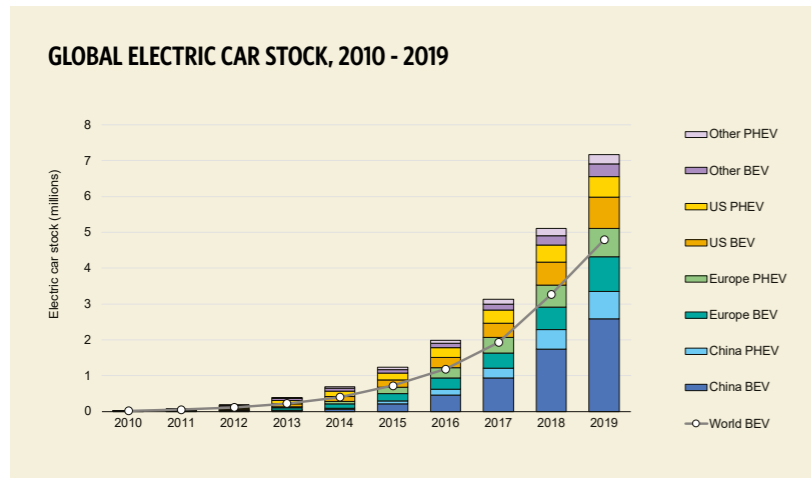
CLIMATE ACTION

The last decade was the hottest on record. The climate crisis is increasingly visible; extreme weather events, including wildfires in Australia and California, have brought home the terrible impact of the planet heating up.

Environmental issues topped the World Economic Forum’s list of the most likely global risks for 2020, including damage from extreme weather events and the failure of climate change mitigation. Hidden away in the same report was the prescient warning that “no country is fully prepared to handle an epidemic or pandemic”, and “our collective vulnerability to the societal and economic impacts of infectious disease crises appears to be increasing.” It is sobering, therefore, that climate change was also described as “the greatest threat to global health in the 21st century.” While the scale of the COVID-19 pandemic has emphasised the vulnerability of globalised economies to infectious diseases, extreme weather events equally indicate the urgent need for rapid climate action. Our window for action to ‘flatten the curve’ of temperature rises is diminishing.

A rapid decarbonisation of transport, responsible for around a quarter of energy-related emissions, is needed. We must all change - fly less, drive less, and walk and cycle more. There is a window of opportunity for this, but it is not certain. In response to COVID-19, it would be a disaster if the response was ‘Carmageddon’ as FIA Foundation Deputy

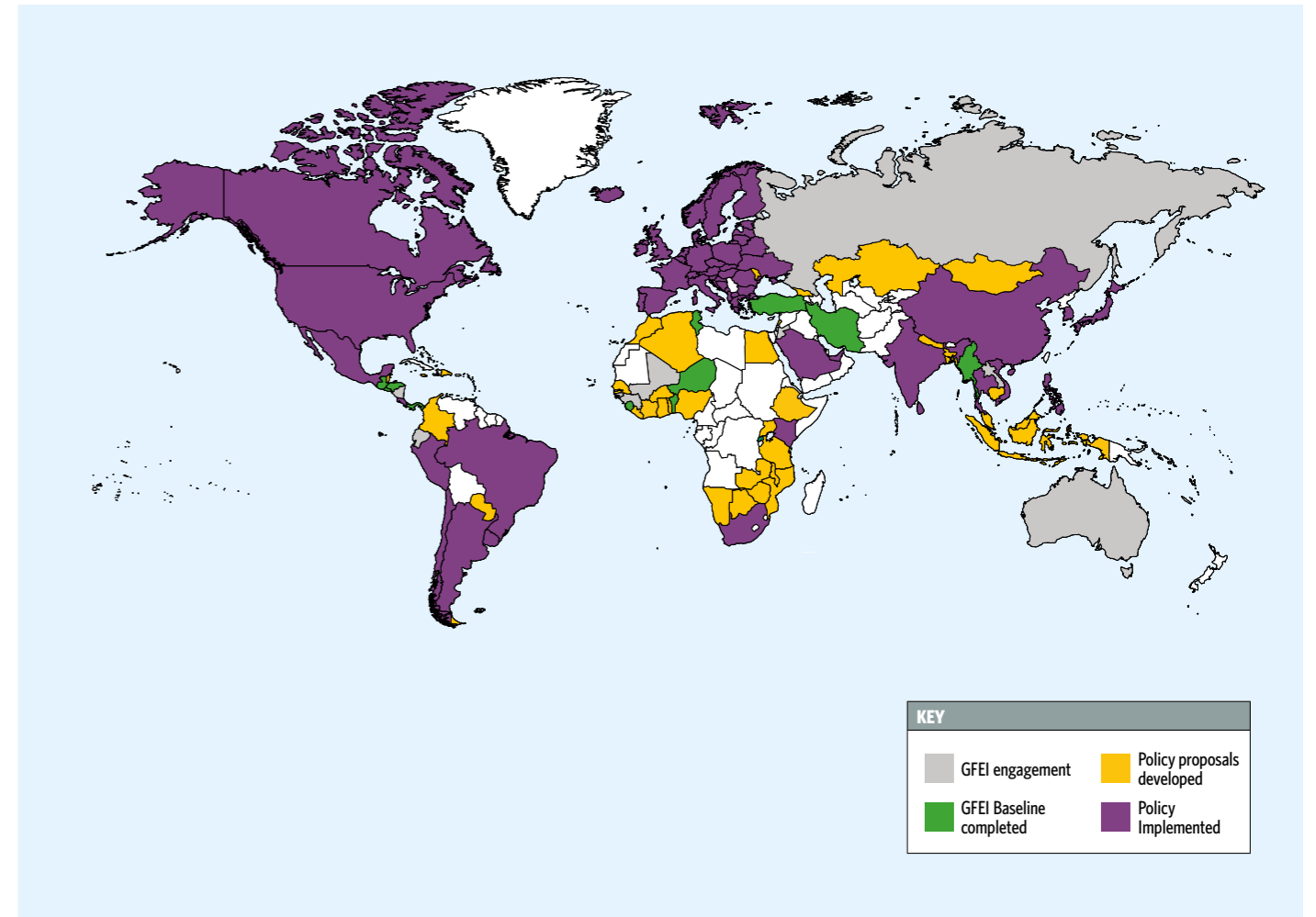




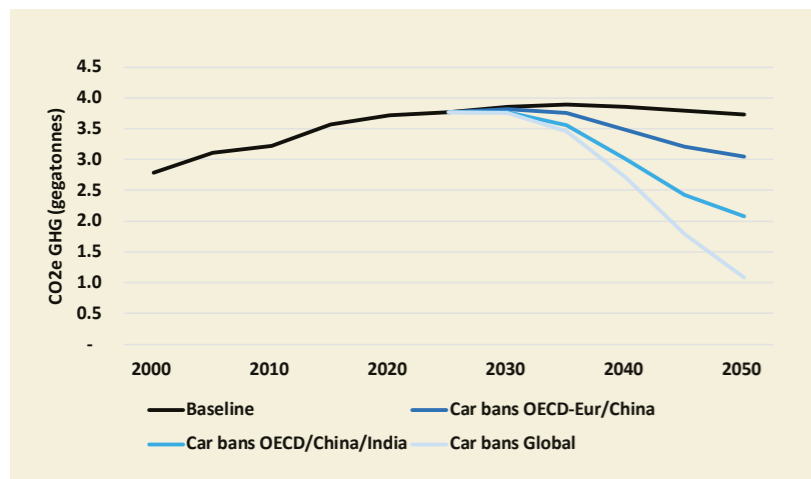
Electric cars, which expanded by an annual average of 60% in the 2014 - 2019 period, totalled 7.2 million in 2019.



The FIA Foundation's Sheila Watson coordinates the work of GFEI, bringing together leading global organisations.



With GFEI's support, over 50 countries have developed fuel economy policy proposals, and an increasing number have now implemented policies.



A global ban of internal combustion engine vehicles by 2040 could cut CO₂ from Light Duty Vehicles worldwide by 90%.

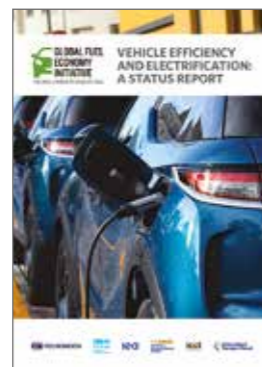


GFEI seeks to help overcome barriers to and identify opportunities for rapid electrification.

- at events and on platforms including the International Energy Agency's online side event at the Clean Energy Ministerial Meeting on electric vehicles and as part of the Transport Working Group for the vital climate change talks, COP26.

2019 - but still only represents just 1% of all vehicles in use. There is a need for new battery technology and charging infrastructure, as well as for the electricity grid to be decarbonised and renewable energy scaled up to ensure sufficient capacity.

GFEI's new State of the World report brings together this evidence, and policy support to make a powerful case for change. It highlights how there has been progress in reducing emissions from vehicles, but this urgently needs to be accelerated in all markets to limit climate change.



The number of electric vehicles is increasing globally - to 7.2 million in

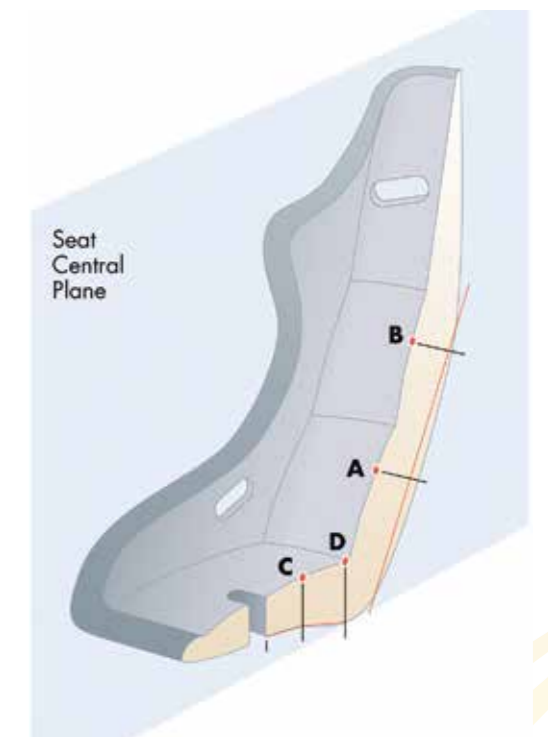
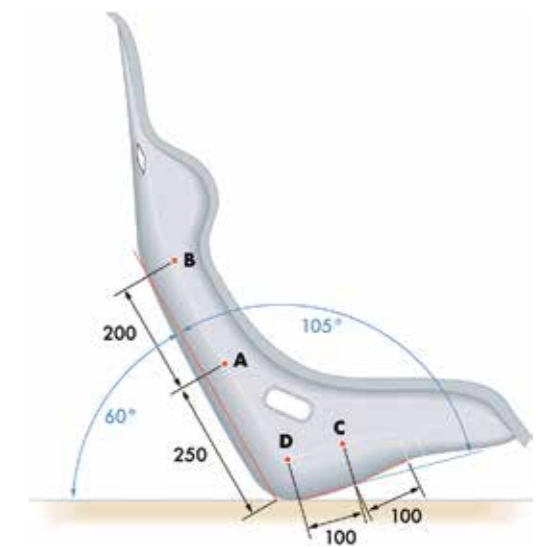
Attention is turning to bans of internal combustion engine vehicles to create the market signal that will accelerate change. Many countries have set bans for 2040 or sooner, with the earliest known ban targeted for 2025 by Norway. As GFEI partner UC Davis has shown, global bans have the potential to contribute to significant reductions in CO₂ emissions.



FIA SAFETY CHECKS GO CROSS COUNTRY

Seat Geometry and Installation

The seat should be installed in the most upright position possible for the competitor to still achieve a comfortable and ergonomic posture. Details of the recommended process for installation and positioning of the seat are available from the FIA Safety Department, and the potential safety gains from following the recommendations are impressive.



MOTOR SPORT SAFETY

It's all very well having excellent safety equipment and complying with the FIA sport regulations, but a little extra care in using and understanding that equipment can deliver clear safety benefits. The FIA Safety Department has been conducting extensive research to provide such guidance to maximize the benefit of safety measures.

Due to the frequent cases of spinal injury reported by Cross Country competitors following a heavy vertical impact or landing, identification of the most significant contributory factors leading to risk of this type of injury mechanism has been carried out. Valuable information is now available regarding the correct installation and use of competitor safety devices within the cockpit to mitigate such injuries.

Seat type and its method of installation, and safety harness installation and use are two such examples of how the use of certified and mandatory components can be optimised to improve the safety for both driver and co-driver.

The research by the FIA Safety Department, which has been supported by funding from the FIA Foundation, utilised finite element analysis with the THUMS (Total Human Model for Safety) body model, simulating typical Cross Country vertical impact scenarios correlated with real world cases, to study the influence of the parameters described above to mitigate spinal injury.



The research found for example that rotating the seat from 40° to 60° equates to a 22% reduction in the forces that translate into a fracture of the spine during a heavy landing.

“Simulation using the THUMS model has enabled us to study a wide range of Cross Country accident cases in fine detail, improving our understanding of the key factors that contribute to spinal fractures in Cross Country competition”, says Adam Baker, FIA Safety Director. “We would like all competitors and teams to benefit from the results of this research, as even minor changes in the cockpit can prevent injury.”

Safety Harness Installation

The safety harness must be installed in accordance with the FIA regulations, but whenever possible its use should also closely follow the FIA Safety Department recommendations arising from this research.

The lap strap, crotch strap and shoulder straps installation can all be optimized for maximum safety benefit. Reductions of lap strap installed angle from 70° to 20° equates to an 8% reduction in the forces that translate into a fracture of the spine during a heavy landing. Optimum installation of the shoulder straps has added benefit in the effectiveness of the Frontal Head Restraint system.

The safety harness tension was also studied as the harness may become slightly loose during competition. A heavy landing with a tight safety harness can reduce the forces that translate into a fracture of the spine by around 6%. It is therefore important that competitors always keep their safety harness properly tightened.

Competitor Weight

Even the weight of a competitor was studied, with the research concluding that the weight of the competitor has a significant influence on the risk of spinal injury. It showed that a change in weight from 84kg to 74kg led to an 8% reduction in the forces that translate into a fracture of the spine during a heavy landing.

The FIA Safety Department with the support of the FIA Foundation continues to conduct further research, simulating a wide range of Cross Country incidents and conducting physical testing, to continually improve the understanding and refine best practice for the installation of competitors in Cross Country competition vehicles.

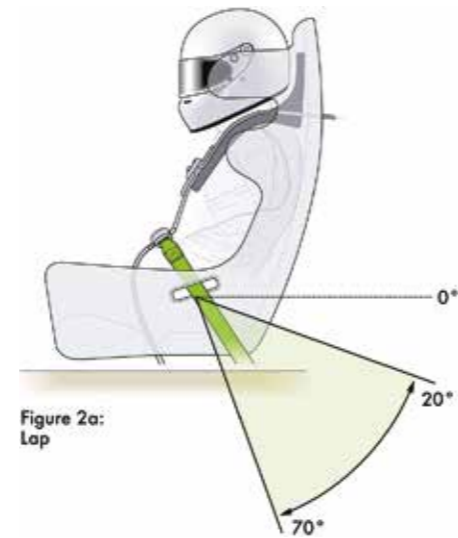


Figure 2a: Lap

Optimum 20° lap strap angle.

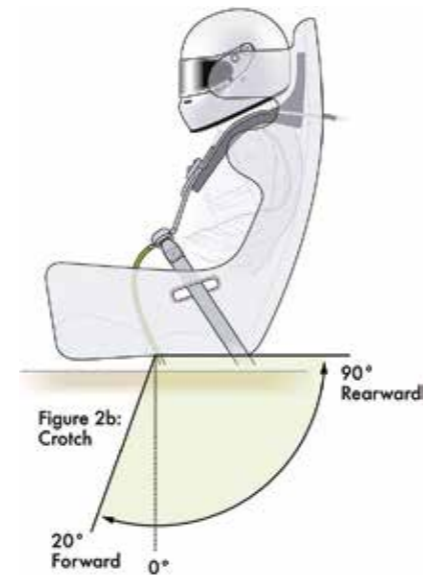


Figure 2b: Crotch

Optimum 20° forward crotch strap angle.

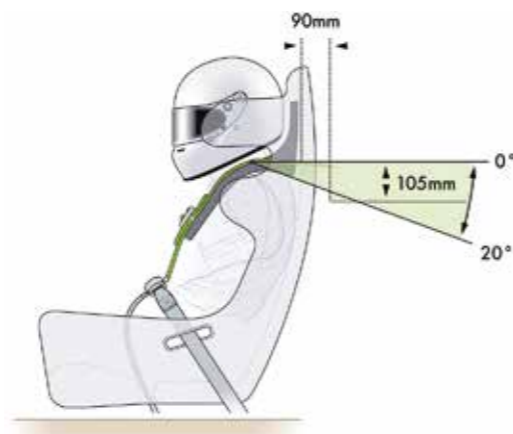
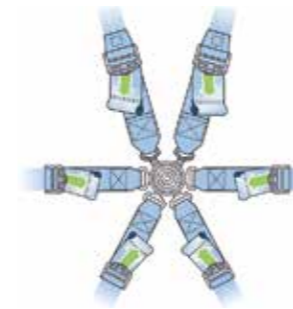


Figure 2c: Shoulder

Optimum 0-10° shoulder strap angle.



Reduction in force with correctly tightened harness.



Reduction in force with a 10kg mass reduction.



THUMS modelling.



MAKING WOMEN COUNT IN TRANSPORT PLANNING

state of transport data and women' was based on a survey analysing the perspectives of over 60 transport professionals about how data are collected in the sector and the quality in terms of insights provided about the specific needs of women. Almost 65% of those questioned felt that data collected were inadequate in this crucial respect, and needed to be significantly improved. A more systematic and gender sensitive approach to data collection and to policy development could aid gender mainstreaming in the sector and also improve national commitments towards achieving the UN Sustainable Development Goals on equity, equality and women's empowerment. The report showed 88% of those surveyed supported a complete modernisation of data collection in order to achieve these benefits.



Transport systems built without considering the needs of women can limit access to education, work, healthcare and public spaces.

ROAD SAFETY FAIR MOBILITY

Women represent just under 50% of the world's adult population, yet the evidence base used to make most decisions about transport do not take their needs into account in a systematic way. Nor do women play a major role in shaping and framing transport developments or on the ground delivery, while as a career transport has traditionally attracted more men than women.

As a result, transport systems, vehicles, and even timetables fail to suit the needs of women because they have been designed only with men in mind. This can ultimately restrict a woman's ability to access education, work, healthcare and, in some extreme cases, can force them out of public spaces entirely.

The FIA Foundation has undertaken two research reports this year in order to more fully understand these issues, the first an analysis of how we might improve gender disaggregated data collection in the sector, and the second an investigation at the grassroots level of the factors that limit, or sometimes entirely halt, the movement of adolescent girls in India.

The report 'Counting women so women count: a rapid international review on the

Understanding how gender impacts transport at the global level is vital, but equally important is understanding as much as possible about the lived experiences of women at a community level and at crucial moments in their lives. Adolescence, the time when girls are potentially more able to move freely alone or in groups around their environment, is one such key moment. It is also the moment when they become increasingly at risk of harassment and the threat of sexual violence as they do so. These experiences can prevent young women from using public spaces or making journeys to access education, employment and societal engagement based on their personal concerns or those of their family units.

The FIA Foundation partnered with NGO Safetipin for an innovative study to build a picture of how adolescent girls make their journeys in a variety of contexts around the



Public transport systems need to address both infrastructure and operational needs of women.



The transport sector has begun to proactively address gender. Pictured here: Women Mobilise Women Conference, 2018.



The built environment alongside the provision and management of transport systems impact the experience of urban transport..



Unsafe journeys to school can result in adolescent girls withdrawing from education entirely.



Buses in particular can be high-risk transport modes because of issues such as overcrowding and exposed stops.



Women should be better engaged in all levels of the transport system.



A more systematic, gender sensitive approach to data collection and policy development is needed.



A focus group of girls and women in the Bawana area of Delhi informed the research into the impact of transport systems on daily life.

greater Delhi region. From door-to-door this study used innovative mobile technology, supported by frank discussions with local girls and women to understand how their experiences and behaviours are shaped by the physical and social framework in which they live. The project specifically focused on adolescent girls' experiences to highlight the risks they in particular face as they move around their communities.

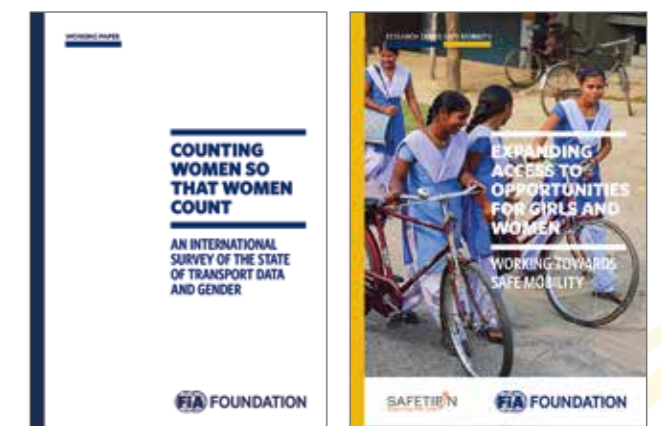
The report, launched at a C40 Cities conference in November 2020, highlighted the significant role the built environment plays in influencing the safety and perceptions of safety for women. In the three areas

where the study took place, poor road conditions do not just make it difficult and uncomfortable for girls to walk, but also had a significant impact on their perceptions of safety, yet 84% of the sites assessed had non-existent or extremely poor footpaths.

While the experiences of girls varied, there were many similarities in the ways they move in their communities, for example adapting plans to avoid particularly busy or quiet periods of the day. These fears emerged as one of the significant barriers to girls' mobility both in public spaces as well as public transport - in one location, street harassment was cited as one of the major factors

for abandoning education altogether and retiring to private family life.

"It is commonly understood that we cannot change what we do not fully understand. This is particularly true when it comes to the mobility patterns of women where there is so little available data on the specifics of how we use different mobility options, and too few of us active at every level in the sector," says Sheila Watson, Deputy Director of the FIA Foundation. "These complementary studies show the importance of change in this regard because of the very real and detrimental impact it is having on the lives of women across the globe."



ROUNDUP



The Maruti Suzuki S-Presso achieved zero stars for adult occupant protection and two stars for child occupant protection. The S-Presso offers only a driver airbag as standard.

Zero stars in Global NCAP tests show some car makers still don't prioritise safety

Recently released independent crash test results from Global NCAP and Latin NCAP show that some car manufacturers are still producing cars with zero star safety ratings – apparently morally comfortable with their customers buying them and families travelling in them.

The Maruti Suzuki S-Presso has achieved a disappointing zero star rating in Global NCAP's new round of #SaferCarsForIndia crash tests, published in November, while the Kia Picanto scored zero stars in a Latin NCAP test in October. The work of Global NCAP and its regional affiliates and campaigns is supported with core funding by the FIA Foundation.

The three models rated in the latest phase of testing were the Maruti Suzuki S-Presso, Hyundai Grand i10 Nios and Kia Seltos. Global NCAP chose the entry-level version of each model. The S-Presso was only fitted with a driver airbag as standard, while the other models offered both driver and passenger airbags as standard.

The range of results, from zero to three stars, highlights significant differences in adult occupant protection even in cars that meet minimum regulatory standards.



The Hyundai Grand i10 NIOS achieved two stars for adult occupant protection and two stars for child occupant protection.



The Kia Seltos achieved three stars for adult occupant protection and two stars for child occupant protection.

"It is very disappointing that Maruti Suzuki, the manufacturer with the largest share of the Indian market, offers such low safety performance for Indian consumers", says Alejandro Furas, Secretary General of Global NCAP. "Domestic manufacturers like Mahindra and Tata have demonstrated high levels of safety and protection for their customers, both achieving five star performance. Surely it's time for Maruti Suzuki to demonstrate this commitment to safety for its customers?"

In October 2020 the New Car Assessment Programme for Latin America and the Caribbean, Latin NCAP, released its first result under a new assessment protocol with a disappointing zero stars for the New Kia Picanto (Morning).

The Kia Picanto, produced in South Korea and equipped only with driver frontal airbag as standard, was rated with zero stars, achieving 0% in the Adult Occupant box, 29% in the Child Occupant Box, 51% in the Pedestrian protection Box and 7% in the Safety Assist Box. Antilock Braking System (ABS) and Electronic Stability Control (ESC) are not standard. Side body and head airbags are not available even as optional. The potential double front airbag as standard would not improve the score of the model as the Adult Occupant Protection box will still score below the minimum percentage to reach even one star.



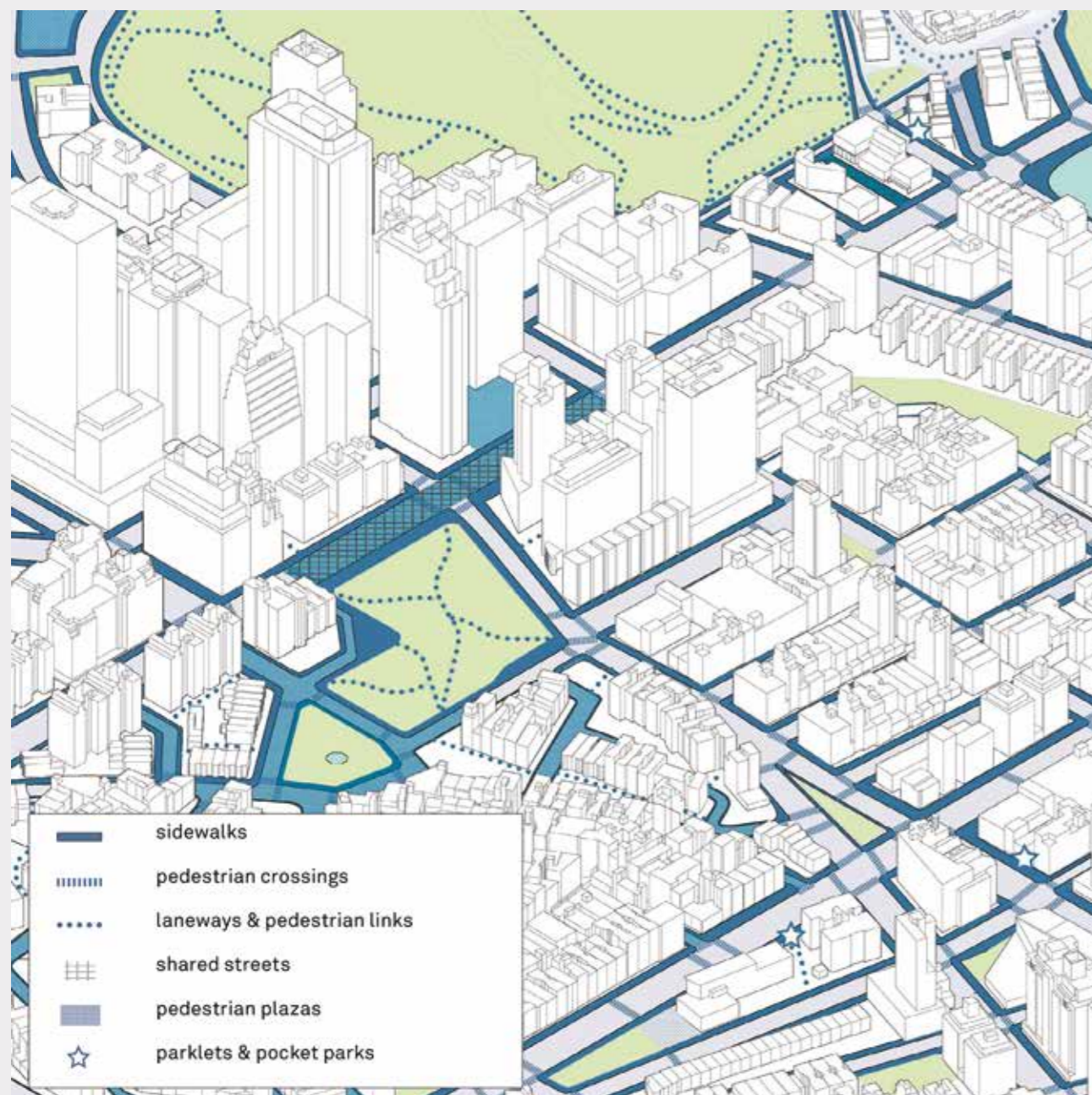
The Kia Picanto was rated with zero stars, achieving 0% in the Adult Occupant box. The car has only a driver airbag as standard.

The model was tested in frontal impact, side impact, whiplash and pedestrian protection. In the frontal impact both the driver's and passenger's chest were coloured red (poor protection) due to the high loads and structural instability. Side impact showed poor protection to the chest bringing the points for this test to zero. The whiplash test also showed poor protection to the neck. Side pole impact was not performed as the car does not offer side head protection as standard. The Picanto does not meet United Nations regulations on Pedestrian Protection.

Latin NCAP does not recommend buying cars without ESC, pedestrian protection and side body and head airbags and cars of zero and one star performance.

"This first result of the year highlights once again the poor practices that some manufacturers are carrying out, offering vehicles with lower levels of safety and equipment in Latin America and the Caribbean compared to other regions of the world", says Ricardo Morales, Latin NCAP Chairman. "It is unacceptable that the same manufacturer has this double standard. For this to stop happening, it is necessary for governments to promote an independent and transparent consumer information system as Latin NCAP and thus improve the safety levels of vehicles sold in the region".

Latin NCAP recently marked its tenth anniversary, a decade in which it has demonstrated real impact in encouraging stronger safety design by car manufacturers in the region. As in India, the number of four and five star cars, offering essential safety protection to occupants, has grown significantly, providing real choice and transparency for consumers. The improvement in the performance of the majority of vehicles has further exposed the failures of those companies that still insist on inflicting sub-standard products to the market and onto the roads.



Streets for Kids

New urban design resource *Designing Streets for Kids* was launched in August 2020, offering practical solutions and inspiration to make streets safer and more welcoming for all and to set a new global baseline for designing urban streets.

Designing Streets for Kids has been developed by the Global Designing Cities Initiative (GDCI), a programme of the National Association of City Transportation Officials (NACTO), as a supplement

to NACTO-GDCI's *Global Street Design Guide*, thanks to collaborative funding from the FIA Foundation, Botnar Foundation, Bernard van Leer Foundation and Bloomberg Philanthropies.

It builds upon the approach of putting people first, with a focus on the specific needs of babies, children, and their caregivers as pedestrians, cyclists, and transit users in urban streets around the world.

"If you design a street that works for kids, you've designed a street that works for everyone," says Janette Sadik-Khan, NACTO and GDCI Chair and Principal with Bloomberg Associates. *Designing Streets for Kids* shows how cities can lead by design to improve the quality of life for people everywhere."

Most streets were not built with children in mind, and current street conditions in many places are unwelcoming and unsafe for kids. Traffic crashes are the leading cause of death for children over the age of five. Traffic congestion and vehicle designs can also contribute to dangerously high levels of air pollution, which is responsible for the death of 127,000 children under the age of five each year. Many of these fatalities are preventable, and these numbers can be dramatically reduced through child-friendly street design.

"Every child should have the right to use safe roads, to breathe clean air, and to engage with and participate in the decisions that will impact their future," says Saul Billingsley, Executive Director of the FIA Foundation. "Cities committed to better environments for their children to play, learn, and live can use this new resource to implement child-friendly urban design. *Designing Streets for Kids* has the potential for universal application to build better urban spaces for all."



NACTO's Streets for Kids is a collaboration supported by four philanthropies: Fondation Botnar, FIA Foundation, Bloomberg Philanthropies and Bernard van Leer Foundation.

Poor street design also has negative consequences for children's physical and mental health. Streets that are noisy and/or hostile to pedestrians and transit users tend to discourage physical activity,

which deprives children of independent mobility and opportunities to exercise and play. Offering detailed diagrams and rich graphics, *Designing Streets for Kids* captures best practices, strategies, programmes, and policies used globally by cities from Bogotá to Moscow. The guide pays special attention to street redesigns in key places, such as schools and neighborhood streets, as well as high-traffic areas including commercial streets and intersections. With a dedicated chapter on "How to Make Change Happen," the guide also shows how to implement and scale up street redesign plans, highlighting tactics to engage children throughout the planning process—an often-overlooked approach that can dramatically transform how streets are designed and used.

"While urban design challenges affect all children, they are especially stark for children in low-income and historically underserved communities," says Skye Duncan, Director of NACTO-GDCI. "Reliable mobility options and access to safe, healthy streets are a human right, and *Designing Streets for Kids* provides actionable strategies for ensuring equitable access to these vital public spaces."

"*Designing Streets for Kids* provides a missing voice in the fight for better, safer streets," says Michael Bloomberg, Founder of Bloomberg Philanthropies and Former Mayor of the City of New York. "This guide builds on Bloomberg Philanthropies' efforts to bring road safety projects where they are most needed, not only for children themselves but also for their families and caregivers."





Costa Rica and Morocco lead country discussions on adolescent wellbeing during a UN session co-organised by the FIA Foundation.

Rising support for Global Youth Summit

The call for a Global Adolescent Summit initiated by the FIA Foundation's Child Health Initiative is attracting growing support from Governments at the United Nations.

The Child Health Initiative has been advocating for a Summit which would aim to increase funding and commitment for the main health burdens and key issues affecting adolescents - with road traffic injury a major focus.

A 'Call to Action' for adolescents has been issued by a range of international agencies including UNICEF, WHO, the Partnership for Maternal, Newborn and Child Health (PMNCH), UNFPA, the UN Major Group for Children and Youth, Plan International and the Child Health Initiative. Alongside road traffic injury it outlines the need for resources and coordinated action on issues such as non-communicable disease, physical activity, mental health, sexual reproductive health and violence prevention. Importantly, young people themselves are leading the campaigning for the Call to Action and the Summit outlined within it.

A first briefing for Governments in New York, co-hosted by the UN Permanent Missions of Morocco and

Costa Rica, was held on 11 February and organised by the CHI together with its international partners.

Delegates from 24 Governments participated in the briefing including Australia, Bangladesh, Canada, Central African Republic, Colombia, Denmark, India, Jamaica, Kenya, Mexico, Oman, Peru, Portugal, Sweden, Switzerland. Subsequent meetings have continued throughout the year, held online because of COVID-19. India is the latest country to formally endorse a summit in 2023.

"We're combining the focus on road traffic injury with the major issues affecting adolescents", says FIA Foundation Deputy Director Avi Silverman. "Globally, road crashes are the leading cause of death for this age group. It's encouraging to see Governments and international agencies beginning to mobilise around the adolescent agenda, with road traffic injury as a central concern.

"Together with all key international agencies, we initiated the call for a Global Summit for Adolescents, which we want to see raise significant political commitment and improved financing on road traffic injury and the issues that young people face. There is growing recognition that this agenda has to be a major priority for the Sustainable Development Goals."



The campaign by the automobile club in Sri Lanka has helped to lead to new child restraint policies protecting children..

Auto club leads child seat campaign in Sri Lanka

The Sri Lankan Government has announced new policies for compulsory Child Restraint Systems (CRS) to save lives to be introduced by the end of 2020, after campaigning by the Automobile Association of Ceylon (AAC) supported by the FIA's Road Safety Transformation Grant, funded by the FIA Foundation.

Following the announcement of the planned new laws Mahinda Amaraweera, the Minister of Transport, acknowledged that AAC has been instrumental in guiding and advising the scope and target of the legislation.

AAC launched the campaign with a press conference hosted by AAC President Dhammika Attygalle alongside Asia region racing champion and Goodwill Ambassador of the Club programme Dilantha Malagamuwa, who told the event: "Eight to 10 people die on the road every single day in Sri Lanka and children are most vulnerable. There are simple ways to avoid this crisis and we have a duty to act."

Public CRS demonstrations took place in public spaces such as libraries, shopping malls, playgrounds, pre-schools and schools across Sri Lanka for families to test and understand how the system can protect their children.

Devapriya Hettiarachchi, CEO and Secretary of AAC, said: "Very few parents in our country use a proper child safety car seat. We have to acknowledge the danger that this brings to our children and understand its impact on our society and health system. It is simple - if we love our children, we must protect them."



The AAC's campaign 'Is Your Child Safe in Your Car?' was launched lobbying for the new legislation while raising public awareness of the frequency of preventable child vehicle injury and death. The campaign targeted key decision-makers as well as using an integrated media advocacy campaign across TV, radio, publications and social media to build public support.



FIA Foundation Executive Director Saul Billingsley (centre) participates in a World Resources Institute panel during the World Urban Forum in Abu Dhabi, and below, joins WRI's Ani Dasgupta to help launch WRI's Prize for Cities.

Cities alliance for children launched at World Urban Forum

The 2020 World Urban Forum saw the launch of a new global alliance for children in cities. Led by Save the Children and UNICEF, the alliance aims to raise the profile of children and youth within urban policymaking. Mobility issues, including road danger and air pollution, will be important elements of the alliance's agenda. The FIA Foundation has joined the alliance and is an active member of its working group on advocacy.

Also at the World Urban Forum, held in Abu Dhabi, the World Resources Institute launched the 2020 Ross Center Prize for Cities with a focus on urban initiatives targeting climate action and inequality. An award of \$250,000 is available to the winner. In 2019 the Prize was won by NGO Amend, with its SARSAL programme which is funded by the FIA Foundation.

The Foundation's Executive Director Saul Billingsley joined WRI Ross Center's Global Director Ani Dasgupta and UN Habitat Executive Director Maimunah Mohd Sharif to launch the Prize.



Virtual safety skills for digital racers

Digital motor sport is one of the FIA's fastest growing disciplines. In a year during which the majority of sport activities have been disrupted or halted by COVID-19, the discipline has continued to grow and attract more participants and fans than ever. It is safe, accessible and environmentally sustainable motorsport, with safety skills training at its core.

For many of the FIA's sporting clubs, digital motor sport also offers a prime opportunity to bring more youngsters into the discipline, instil safe driving behaviours and skills and raise interest in sport in general. Online competitions democratise access to motor sport, historically reserved to the wealthy, and can produce real-life racing drivers. Over the last 12 months, a number of motor sport clubs continued their efforts of developing platforms for the Gran Turismo championships, karting as well as e-racing activities.

"EduKarting Grassroots Programme is now in its fourth very successful year", explains David McLaughlin, President of Bahamas Motorsport Association. "It has combined an introduction to motorsport for disadvantaged Bahamian children and teaching life skills and social responsibilities. EduKarting is a role model assisted enormously by the FIA Grant Process and adopted in other countries. Kids love it because it combines all the elements of their favourite video games. It is competitive, fast-paced and exciting. Parents love it because it's a confidence booster for children. They are learning essential skills for work and life, such as self-discipline, critical and creative thinking and problem solving."

The Ceylon Motor Sports Club has also found e-sport a very successful way to interest and engage with youngsters – they run a series of virtual racing championships at school level in order to identify drivers at a young age, reduce the cost of entry into motor sport, build up awareness and excitement about motorsports in Sri Lanka as well as attract sponsors. Since the launch of e-sport in November 2019, the activities have increasingly brought more interest and participation. Simulators travelled around the country and, during lockdown, were followed up with very successful Race from Home activities.

"We have successfully completed the launch as well as the first two rounds of the junior virtual driving championship" says Niroshan Pereira, President of the Ceylon Motor Sport Club. "We have had over

1,000 people participate in total and the feedback has been excellent. We have also set the framework in place for the national e-racing championship which will be conducted by the CMSC and consist of four championship rounds covering different provinces of Sri Lanka".

The club has set up a platform to engage youngsters and develop their passion as well as teach them basic techniques, in a safe and controlled environment. They have created a framework for e-racing in Sri Lanka which resulted in e-sports being declared an official sport in country and the club is looking to strengthening its position further.

Similarly, for Motorsport South Africa it has also been a long-term objective to increase numbers of competitors and license holders at the younger level. The club has been reaching out extensively to communities of young motorsport enthusiasts and turning them into competitors, initially in e-gaming activities, but with the additional goal of attracting at least a number of them into mainstream motorsport.



Virtual racing is growing in popularity, and for young people is a relatively cheap and accessible introduction to motor sport.

The club has acquired 12 Playseat units and they been in active use. They were deployed at activation events attracting over 14,000 participants before the COVID-19 lockdown. Activities will resume when the lockdown regulations are sufficiently eased, and it is safe to continue. In the pandemic and beyond, digital motor sport has a bright future.

Teaming up with CDC to take the conflict out of traffic

A new Traffic Conflict Technique (TCT) toolkit for school zones has been developed by the US Centers for Disease Control and Prevention (CDC) and its National Foundation (CDC Foundation) thanks to funding from the FIA Foundation and support from Child Health Initiative partners Amend, AIP Foundation and Institute of Transport and Development Policy (ITDP).

TCT is a simple, evidence-based, low-cost approach to evaluate the impact of road safety interventions to prevent crashes, injuries, and deaths. By counting and studying traffic conflicts, TCT can help decision makers select and evaluate the most effective strategies for improving road safety and preventing injuries. It is particularly helpful in locations where data are scarce.

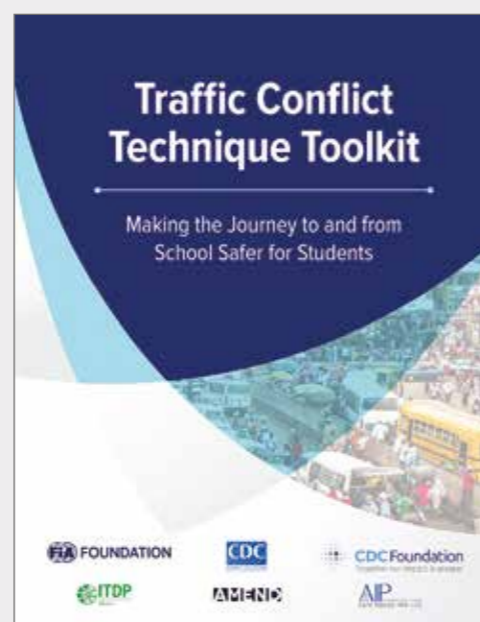
The comprehensive guide, which has been incorporated into the Child Health Initiative Toolkit, is designed for anyone interested in improving road safety, with a focus on children and the journey to school. It specifically focuses on traffic conflicts between vulnerable road users - student pedestrians and cyclists - and motorised traffic occurring in and around school zones in low- and middle-income countries. These types of traffic conflicts are referred to as pedestrian-vehicle conflicts. The guide offers different types of TCT based on available resources and level of expertise.

that humans can interact with safe infrastructure in unsafe ways, and highlighting where modifications should be made to encourage safer behaviour.



Millions of 'close call' conflicts between pedestrians and motor vehicles occur every day. Measuring them is an effective and low cost way to gauge risk.

"We developed this toolkit together because we were hearing from partners around the world that they didn't have the data needed to support road safety interventions around schools, or to prioritize intervention locations", says Natalie Draisin, the FIA Foundation's North America Director. "We cannot wait for children to be harmed before we make roads safer. Insufficient data is no longer an excuse. The TCT toolkit offers low-cost options to gather data, based on available resources and levels of expertise. The journey to school is often the most dangerous part of a child's day - and this toolkit helps clarify the risks and solutions to make every journey safer."



The Toolkit has been tested and piloted in three countries: Vietnam by AIP Foundation; Tanzania by Amend; and ITDP in Mexico. Further implementation and research into the impact of the interventions will be used to refine the Toolkit. It is a helpful complement to iRAP's Star Ratings for Schools, which assesses the safety of infrastructure around schools. The TCT toolkit assesses infrastructure from a behavioural perspective, accounting for the fact

Latin American cities urged to meet the Vision Zero Challenge

A new road safety challenge, supported by the FIA Foundation and coordinated by the World Resources Institute (WRI), was launched at Transforming Transportation 2020 in Washington DC in January 2020, with the aim of helping cities in Latin America and the Caribbean to create systemic change to reduce traffic deaths and serious injuries. Child Health Initiative ambassador Zoleka Mandela, who will serve on the jury for the challenge, joined WRI President & CEO Andrew Steer to launch the initiative.



Zoleka Mandela joins World Resources Institute President and CEO Andrew Steer to discuss adolescent wellbeing and launch the Vision Zero Challenge.

The Vision Zero Challenge will train city leaders on how to make streets safer for children, how to improve infrastructure and speeds, how to set policies and attract financing, and more; and five participating cities will be selected as #Vision2Action Champion Cities.

Vision Zero is the philosophy that no deaths or serious injuries should be acceptable in the mobility system. It is underpinned by the 'Safe System', a systemic, evidence-based approach to road safety, which looks beyond individual behaviour to address the underlying safety issues in how streets and vehicles are regulated, designed and managed. Faced with clear evidence that this holistic approach reduces traffic deaths faster and to lower levels, many cities, states and countries are adopting the Vision Zero strategy at an increasingly rapid rate. But the substantive action that must accompany Vision Zero commitments is often neglected, which is why the Challenge is being launched.

The Challenge has four core objectives:

- Disseminate knowledge so cities can implement Vision Zero correctly and swiftly;
- Build momentum so that cities and residents understand the importance of bridging the gap between commitment and implementation;
- Collaborate across a network of influential practitioners and funders to push for a paradigm change; and
- Spur action on the ground locally, while raising awareness globally.

The first year of the Vision Zero Challenge has targeted Latin America and the Caribbean - a region where rapid motorization has led to increased traffic fatality rates but where innovative cities such as Bogotá, São Paulo and Fortaleza are already emerging as pioneers for their Vision Zero approaches. Unfortunately, due to COVID-19, many aspects of the Challenge had to be scaled back, but a number of webinars and other outreach to cities have taken place.



Speaking at a Transforming Transportation plenary, held at World Bank HQ in Washington D.C., Zoleka Mandela in conversation with host Femi Oke.

"Vision Zero is a powerful approach to road safety that has become a global phenomenon," says Claudia Adriaola-Steil, Director of Health and Road Safety and Deputy Director of Urban Mobility at WRI Ross Center for Sustainable Cities. "But too often, we are finding that strong political commitments to Vision Zero are not followed by equally strong action and implementation based on Safe System principles, which recognize the importance of system design and policy in making roads safer."

2020 PROGRAMME RESULTS

Selection of results from our programme partners Oct 2018 - Oct 2019

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

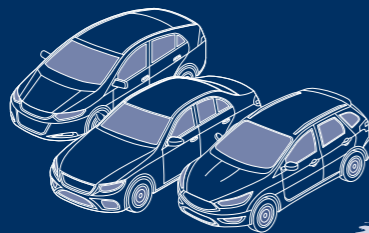


Star Rating for Schools

The Star Rating for Schools (SR4S) application was officially launched in February 2020 following a period of in-depth testing and training over last few years. Since its inception the SR4S tool has been used across 38 countries to assess 770 schools. 2,107 people across the world have been trained to use the application. SR4S tool has also been made available to all FIA Members as The FIA School Assessment Toolkit.

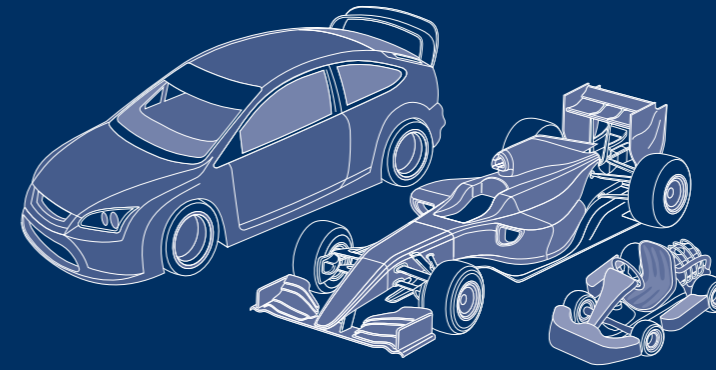
Safety Training

A further 7,000 professionals received an iRAP training in safer road infrastructure and 127 new suppliers received accreditation in last 12 months.



TRUE Global Database

Numbers for vehicle observations have been increasing with the TRUE global database now holding 60,500,000. Vehicle observations in London and Paris account for 283,000.



Motor Sport Safety Training

Motorsports becoming safer and more accessible through successful training delivered worldwide: 608 karting officials, 608 technical officials, 197 in safety car training, 186 in recovery safety officials, 106 marshals, 58 medical officials, 121 senior officials, 30 first on scene officials, 22 train the trainer, 18 grassroots officials, 13 cross car officials, 12 time keeping officials and 41 cross car driver participants. 8 medical vehicles with equipment procured in three countries.

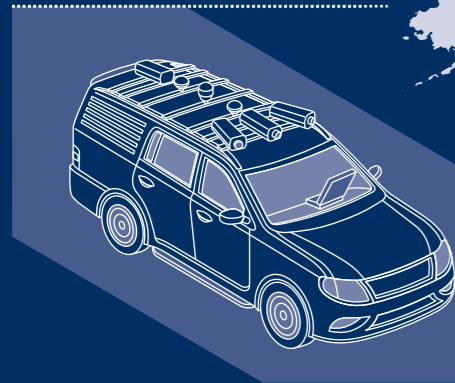
Crash Test Results

28 crash tests results published by Global NCAP and regional new car assessment programmes.



Electric mobility

16 GFEI countries (Bangladesh, Burundi, Chile, Costa Rica, Ecuador, Ivory Coast, Jamaica, Mauritius, Peru, Philippines, Saint Lucia, Sierra Leone, Sri Lanka, Togo, Ukraine and Uruguay) have received new GEF funding to promote electric mobility, as part of a project led by UN Environment and the International Energy Agency.



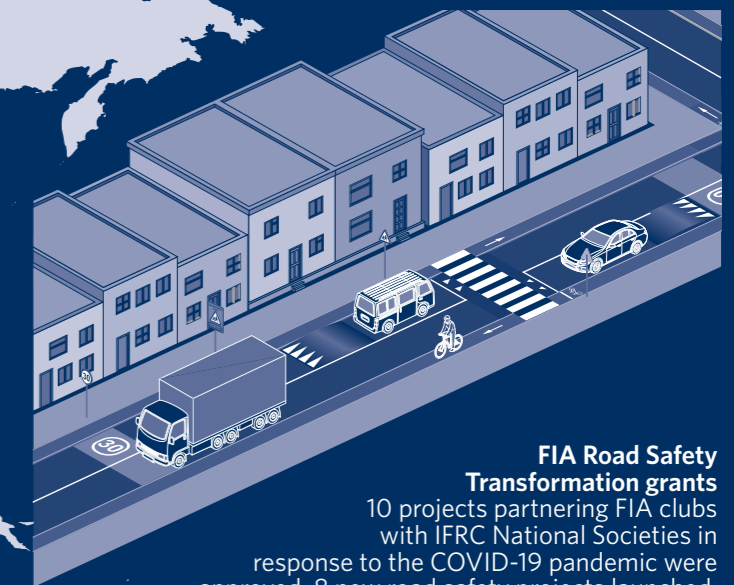
Increased Road Assessments

An additional 109,000 kms risk were mapped by iRAP which led to USD\$11 billion invested in making infrastructure safer over the last 12 months.



Fuel Economy Labelling

Three countries (Argentina, Mauritius, and Uruguay) introduced new fuel economy labelling in the past year and one new regional fuel economy roadmap agreed for Economic Community of West African States.



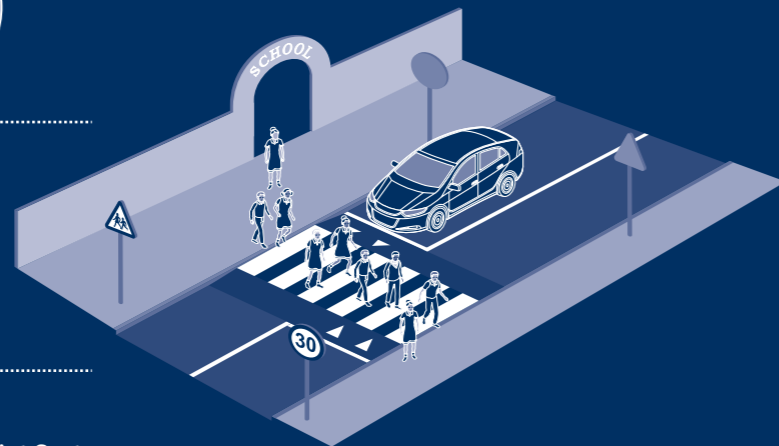
FIA Road Safety Transformation grants

10 projects partnering FIA clubs with IFRC National Societies in response to the COVID-19 pandemic were approved. 8 new road safety projects launched.

EUROPE



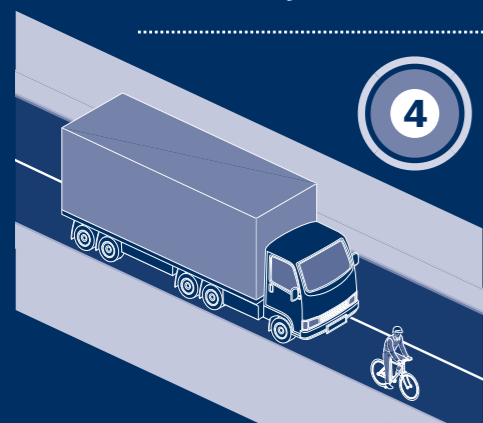
Reduced Speeds, Better Signage
 Maximum urban speed limits of 70km/h have been reduced by law by 10km/h in Yerevan, Armenia with the highest speed in the city now being 60km/h. The impact will be monitored in relation to road casualty rates with a view to reducing all speed limits by 10km/h across the whole country, including limits around schools, universities and hospitals from 40km/h to 30km/h. Campaign led by Eastern Alliance for Safe and Sustainable Transport (EASST).



2 Road Safety Infrastructure
 Improved infrastructure around 30 inner-city schools including 22 new raised zebra crossings and 10 sets of traffic lights are being installed in Tbilisi, Georgia.



3 Child Restraint Systems
 Thanks to EASST, the Georgian parliament amended the law to include mandatory use of child restraint systems in cars for all children up to the age of 12, meeting European standards (the previous age limit was three years), and removing an exception which allowed people to carry children on their laps. Speed limits have also been reduced from 40km/h to 30 km/h on the main urban roads in Tbilisi.



4

Protection for Cyclists and Pedestrians
 NGO Transport & Environment-led safe trucks campaign successfully lobbied for a new EU direct vision standard to protect cyclists and pedestrians, which will come into force from 7 January 2026 for all new types of trucks and buses introduced on the market, and from 7 January 2029 for all newly registered trucks and buses.

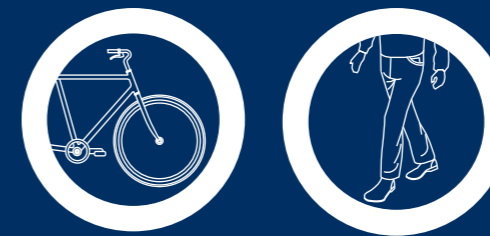


AFRICA & MIDDLE EAST

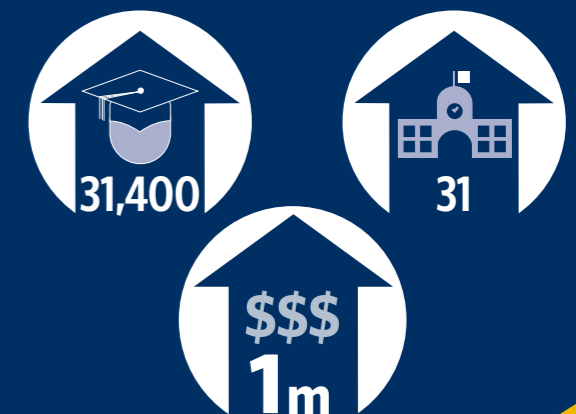


1 Mandating Speed Limits
 Long term advocacy efforts of Zambia Road Safety Trust and Amend resulted in legislation change in Zambia mandating speed limits of 30km/hr around all schools nationwide.

2 Share The Road
 Share the Road supported the development of walking and cycling policies, provided technical assistance and advocacy in Ethiopia, Rwanda, Zambia, Nigeria, Ghana, Uganda and Indonesia. Ethiopia and Indonesia approved national non-motorised transport polices.



3 Road Safety Measures
 A total of approximately \$1million worth of road safety measures were recommended by Amend on the World Bank Tanzania Strategic Cities and Dar es Salaam Metropolitan Development Projects. Approximately 31,400 children from 14 school areas (comprising 31 schools) across five cities are beneficiaries of these recommendations.



ASIA

1 **Crash Test**
ASEAN NCAP released 10 crash test results.

3 **5 Star Score**

5 Star Score
Safer Cars for India released seven crash test results with Tata achieving its second 5 star score and Mahindra's XUV300 recognised as the safest choice in India for its 5 star score for adult occupant protection and 4 stars for child occupant protection, and for offering ESC.

6 **School Safety Zone**
Slow Down

Safe School Zones
Two pieces of legislation were adopted in Vietnam setting up the legal framework for safe school zones: a circular 31/2019 allows removal of fixed speed limits nationally, with provinces able to set lower speed limits during peak hours when students commute to-and-from school. AIP Foundation's ongoing advocacy work is credited to have influenced these legislative changes.

7 **5x
3x**

Road Traffic Ticket Fines
The Cambodian government amended its Road Traffic Law to increase the ticket fines for all traffic offenses, with new fines 3-5 times higher than previously recorded.

2 **27,000+**

Safety In Numbers
AIP Foundation has distributed 27,065 helmets to students across Cambodia, Thailand, Vietnam and Myanmar.

4 **Increase in helmet usage**
Helmet use in Cambodia, Myanmar and Vietnam increased by 59% amongst students (new schools), 54% students in new and old schools. Cambodia saw the biggest increase, with 68.2% increase in new programme schools.

5 **109,841**

Lessons in Safety
A total of 109,841 people received training in road safety across Cambodia, China, Myanmar, Thailand and Vietnam: 69,022 students; 11,273 parents; 1,771 teachers educated; 638 police and government stakeholders and 22,107 community members.



Safe Infrastructure
1,500 children from two school zones in Gurugram, India benefit from implementation of interventions of safe infrastructure by WRI. The programme uses the participatory approach and engages with key stakeholders along the way – parents, teachers, local authorities and traffic police. Over 1,750 members of local community were consulted and actively participated in introduction of safe infrastructure.

NORTH & SOUTH AMERICA

1 **Child Restraint Systems**
Latin NCAP released 22 crash test results and the Latin American Child Restraint Systems Evaluation Programme (PESRI) released new results for the safety performance of 11 Child Restraint Systems (CRS) sold in the Latin America region.

2 **School Zone Improvements**
Fundación Gonzalo Rodríguez (GRF) has assessed 93 schools across Uruguay, Argentina and Chile with 97 school zones receiving treatment in Uruguay and Argentina. These improvements benefit 30,040 children.

3 **Safely Does It**
54 schools in Uruguay participated in 'I travel safely' workshops for students in Uruguay with 15,600 students attending and 109 principals, teachers and physical education professors trained in Uruguay.

4 **Vision Zero**
Three additional ITDP project cities in Mexico (Hermosillo, San Pedro Garza Garcia and Puebla) committed to Vision Zero for Youth. Implementation of a safe school zone in Puebla already contributed to the reduction of traffic conflicts between pedestrians and motor vehicle drivers by 65%.

5 **School Safety Zone Improvements**
In the US, the national Vision Zero for Youth Leadership Award was presented to the city of Fremont, California. The city's focus on children and youth has yielded a 92% reduction in crashes among people under age 16. Part of its work included 400 quick-build, low-cost infrastructure projects around schools. An International Vision Zero for Youth Leadership Award was presented to Fortaleza, Brazil.

6 **Decreasing Speeds**
Safe infrastructure built by WRI across two districts in Bogota, Colombia resulted in drop of vehicular speeds to less than 30 km/h. The most effective results observed speed decreasing by 35%, and 91% compliance with the speed limit of 30km/h.



FINANCIAL REVIEW

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

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

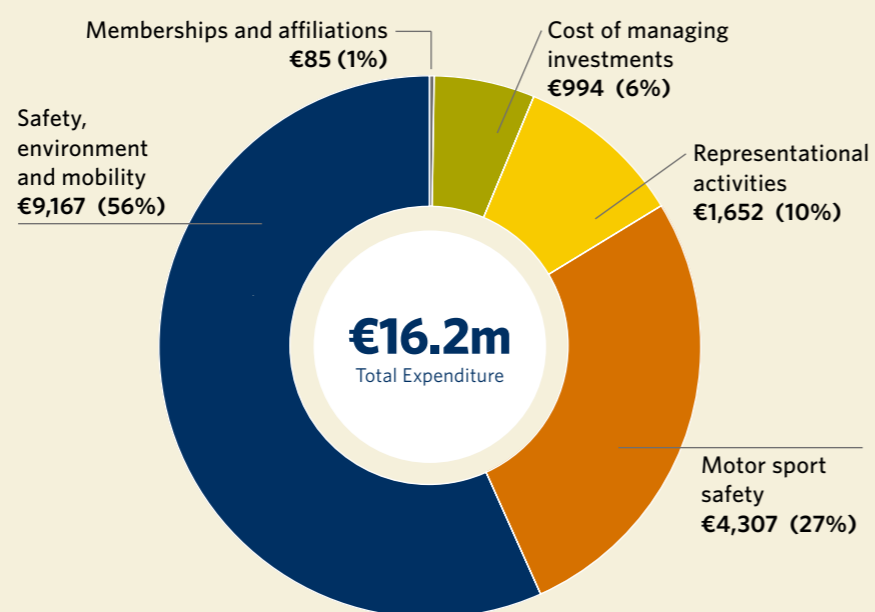
Expenditure

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

During the year ended 31 December 2019 the total expenditure of the Foundation was **€16,205,000**. Expenditure is split between Unrestricted and Restricted funds as follows:

FUND	EXPENDITURE €000's	PERCENTAGE
Unrestricted	16,179	99.8%
Restricted	26	0.2%
Total	16,205	100.0%

TOTAL EXPENDITURE BY ACTIVITY (€000's)



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

COST CATEGORY	EXPENDITURE	PERCENTAGE
■ Grants Awarded	€11,528,000	71%
■ Direct Expenditure	€1,145,000	7%
■ Support and Indirect Costs	€2,601,000	16%
■ Costs of Managing Investments	€931,000	6%
Total	€16,205,000	100.0%

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

Grant making

36 organisations benefitted from grants awarded during the year, with a value of **€11,528,000**.

Grants were awarded from both unrestricted and restricted funds.

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

can be sustained in the future beyond the periods 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.

In addition, the Board of Trustees agreed, in principle, to make three exceptional withdrawals totalling \$10 million to help catalyse wider fundraising efforts for the new United Nations Road Safety Trust Fund. The withdrawals are contingent on the UN fund being able to attract match funding from other sources. The 2019 contribution has been deferred

to 2020, with the final payment being due in 2021.

The Foundation manages two restricted funds: The Global Fuel Economy Initiative - Regional Implementation of Global Fuel Economy; 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 €163
Fédération Internationale de l'Automobile - France	€3,800
International Road Assessment Programme	€1,000
Global NCAP	€1,000

GRANTS AWARDED TO MULTI-YEAR PARTNERS

■ Unrestricted Funds ■ Road Safety Fund

PARTNERS	GRANTS (BY FUND €000'S)
Asia Injury Prevention Foundation	€200 €4
Amend	€200
Eastern Alliance for Safety & Sustainable Transport	€200
Fundación Gonzalo Rodríguez	€200
Institute for Brain and Spinal Cord Disorders (ADREC)	€325

32 smaller grants one-off grants were also awarded during the year, with a total value of **€2,416,000**. Details of the recipients can be found in the full financial statements.

LOOKING AHEAD: STRATEGY 2030



At the heart of the FIA Foundation's 2030 strategy: the vision that every child should be able to walk or cycle to and from school safe from road danger and air pollution.

Over the past two years the FIA Foundation's Board of Trustees has undertaken an in-depth review of our work and our future strategy. As we enter the UN Decade of Action for the Sustainable Development Goals, and a second Decade of Action for Road Safety, what do we as a Foundation want to help to achieve by 2030? There are six, inter-related, goals that we want to influence:

- Widespread adoption of the Safe System, and significant progress towards the 2030 SDG target to halve road traffic death and serious injury;
- Safe and healthy journeys to and from school for every child, integral for safe roads, clean air and climate action;
- Achieving WHO clean air guidelines for urban areas;
- Accelerated transition to low/zero carbon mobility, achieving Global Fuel Economy Initiative targets;

- Safe, sustainable and accessible motor sport;
- Sustainable and equitable funding for safe roads, air quality and adolescent wellbeing.

Some principles underlay the development of the detailed strategy to achieve these goals:

A social justice agenda

We work on global policy agendas where the quality of state regulation and the attitude towards the poorest and most vulnerable is a matter of life or death. Whether it is highway infrastructure knowingly built without consideration or protection for pedestrians, cars deliberately designed without crumple zones or airbags, or governments turning a blind eye to dangerous levels of diesel pollution, the result is thousands of lives being lost every day on the world's roads, and millions of children walking or being driven to school breathing carcinogenic air.

There are technical solutions to many of the issues we work on, but to be truly effective we can't ignore the underlying political issues of social justice, health and economic inequality, land and resource allocation, and civil rights. For too long society has accepted a 'blame the victim' culture which reduces road traffic injury to the level of an individual mistake. This lets leaders off the hook, allowing them to point fingers at a thousand accomplices without accepting responsibility for structural, often historic, injustices and failures of policy. It allows the media to cover road collisions as 'accidents', rather than the consequence of institutional failure. Evidence shows that countries or cities which go beyond the technocratic jargon to root the case for action in the language of human rights, can build a stronger, more coherent and more sustainable and defensible programme of action.

A social justice and human rights-based approach is at the core of the FIA High Level Panel's new 'values' advocacy approach to road safety. It has defined our Child Health Initiative's research on children, poverty and road injury and on the unequal impact of air pollution. It has motivated our influential gender research, examining women's attitudes to and experiences of public transport. And it has led us to commission groundbreaking political economy research to understand the political barriers preventing effective implementation of safe and sustainable urban transport. The policy analysis of social equity that imbues our work is an element we bring to our coalitions, partnerships and campaigns. It also provides a common thread tying our issues to many strands of the UN's 2030 Agenda in this Decade of Action for the Sustainable Development Goals.

Partnership first

The FIA Foundation is a relatively small philanthropy (by staff numbers and annual expenditure). We will only make a real contribution in partnership with others, and particularly by finding and operating at the sweet spot where small investments can relay significant policy change. Fortunately, our existing suite of initiatives and partnerships do this well, and we are constantly developing stronger working relationships with other philanthropic donors in our fields which will ensure our funding is deployed in a context which encourages collaboration and leveraging.

The Foundation pools sovereignty and plays to the strengths of various partners, many of which are better known and have a greater political and/or technical heft than we do. Our coordination role, and guiding the objectives of these alliances, is more effective because we operate as one partner amongst many.

We are rooted in motor sport

Since 2002 the FIA Foundation has funded much of the significant life-saving and injury-reducing motor sport safety research undertaken by or on behalf of the FIA, as the world governing body for motor sport. The recent introduction of a simulation modelling facility within the FIA research group (THUMS) dedicated to crash investigation and motor sport safety research will continue to enhance understanding of the causes and finding solutions to prevent death and serious injury. Critically important interventions have included high speed barrier research, wheel tethers, frontal and side impact protection, biometric crash data, and the Halo. Diverse projects are underway such as development of advanced racing seats to positionally control the occupant of a vehicle in a crash, review and improvement of the in-service frontal head restraint devices, advance protective windscreens, and fire extinguisher development for open cockpit cars.

Motor sport is also showing itself a proving ground for environmental technologies, providing technical and thought leadership, and serving as an effective ambassador for raising public awareness about environmental and climate solutions. Ensuring safe, sustainable and accessible motor sport is a political and moral priority for the FIA, it also underpins the FIA and the Foundation's credibility in the wider areas of our road safety advocacy and programming.

Science and data matter

Substance is derived from scientifically designed and measured action, and ultimately from proven and peer-reviewed achievement. Our expert partnerships are data-led and responsive to science. The best of our programmatic partners aim for peer review to independently validate their work, recognising it is the key to unlocking academic respect, and securing wider endorsement and financial backing including from blue chip donors. All of our programmatic road safety expenditure must be Safe System compliant; all of our programme expenditure must be deployed within a monitoring and evaluation framework which allows for objective assessment and includes a baseline from which to measure progress; all of our advocacy expenditure must be based on a clear theory of change and specific expected policy outcomes against which effectiveness will be judged.

Advocacy is our focus

To complement what others in the field are doing, the Foundation should focus on what it does well that others are not doing or funding. Most sustainable mobility funding is either heavily programmatic or focused on applied research: there is little time, space or funding available for advocacy, campaigning and other policy communication. In the road safety sphere we would argue that this in part explains the overall lack of progress the movement has made: the nuts and bolts of ‘lobbying’ (for want of a better word) is not being undertaken in anything like the sustained way it needs to be and the political economy of issue prioritisation and resource allocation is neglected.

Vital decisions happen at various strata, and while the Foundation can and does seek to influence the global conversation, local decisions, in the ministry of infrastructure or energy, or at city level, must be influenced locally by operators who have built political networks and understanding and are rooted in their polities.



Latin NCAP's success in transforming car safety in Latin America is a strong example of advocacy supported by the FIA Foundation.

At the global level, the Foundation is supporting two parallel efforts to mobilise resources for road traffic injury prevention. The FIA High Level Panel is working to make the ‘direct’ case for global road safety funding, both to governments and policy institutions and to the private sector. This effort has seen the establishment of the UN Road Safety Fund with some support from governments. It is also promoting corporate sector giving. In parallel, the Foundation is working through the Child Health Initiative to embed road safety as part of the new adolescent wellbeing agenda. Connecting to well established institutions, donors and NGOs, we have persuaded them to support a call for an Adolescent Summit as part of a wider push for increased funding for a range of neglected adolescent issues.

The strategic intention should be that these global efforts to influence financing streams, if successful, connect with and complement advocacy efforts at regional and national level to secure new financing and policy change. Some of our partners, who have been able to resource sufficiently to have a permanent footprint in their places of operation, and have built relationships of trust with decisionmakers, have demonstrated considerable success in this.

To deliver the child and youth ‘Manifesto 2030’ that we launched in Stockholm during the Global Ministerial Conference on Road Safety, we are establishing an Advocacy Hub to identify and support promising opportunities to ‘move the needle’ on global, national or city level policy. The Foundation’s key initiatives and partners will be invited to feed into the Hub, and participate in its discussions, to ensure a holistic approach to advocacy interventions. We will allocate a tactical budget to enable timely support for opportunities that arise.

Match ambition with resources

The world is in flux. Even before COVID-19 several revolutions were in play: the ‘three mobility revolutions’ of automation, electrification and shared mobility; the climate revolution from schoolkids protesting in the streets to boardrooms divesting from fossil fuels; the rapid urbanisation and motorisation experienced in the Global South; and the demographic youth bulge, particularly dramatic in Africa, and its opposite in the industrialised West. The impact of the virus has shaken up the motor industry and the oil industry and is accelerating a reimagining of urban space. Trillions will be spent in stimulus to extract the world from – at best – the deepest depression since the 1930s. And we have ten years – a UN ‘Decade of Delivery’ – to try to achieve the Sustainable Development Goals. Meanwhile many development charities, dependent on government or public funding, are suffering budget cuts and reducing their work.

Now is the time to be ambitious and to use this flux to seek policy change: safer and cleaner vehicles; safer streets; clean air; and a shift to low and zero carbon transport. To match this ambition we are expanding the Foundation’s grant programme for five years. As a charity we believe it is our responsibility to provide much needed funding during the post COVID-19 era to further the objects of the Foundation, often in areas where funding from other sources is not forthcoming.

Keep it simple

There is a tendency in the sustainable mobility world to complexity, it is almost a badge of honour. Endless navel-gazing conferences and processes discuss how the issues are so very multi-sectoral and complex. Is it any wonder we don’t cut through to new donors and allies? Is it any surprise that, time and again, ministers wriggle out of broadly drawn commitments? Yes, the issues are complex, and yes, they do require multi-agency action. But the top line solutions and messages have to be simple and motivating, to engage a sense of common purpose and bring political will to the table.

At the heart of our Strategy 2030 is a simple but powerful vision: **every child should be able to walk in safety and in health on their streets.**

This vision can unify the work of our partners and build broader alliances.

As the Foundation moves to implement our new strategy from 2021 we will be announcing new and renewed partnerships, and working to build on proven evidence and success.

Saul Billingsley
Executive Director

VISION 2030: SIX PRIORITY ACTIONS FOR THE FIA FOUNDATION

- 1 Children and youth are dying and being injured on their roads, so we promote a ‘speed vaccine’ of sidewalks, safe crossings and low speed for local streets.
- 2 Children are highly vulnerable to dirty air, so we provide the data needed to tackle dirty vehicles.
- 3 Killer roads are being built, so we provide assessments, advocacy and solutions to make them safer.
- 4 Substandard cars are still being sold, so we provide consumer information on the worst and best to encourage market and regulatory change.
- 5 Motor sport has a Vision Zero for death & serious injury, so we support research & training to help achieve it.
- 6 Motor vehicles are a growing source of CO₂ emissions, so we promote policies to reduce their carbon impact.

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 (No. 4219306) 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 146 founding members

and 15 members from 102 countries. The members of the Foundation, through their Annual Meeting, elect our Board of Trustees and receive the Trustees' Annual Report and Financial Statements.

The Foundation has built an international reputation for innovative global road safety philanthropy; practical environmental research and interventions to improve air quality and tackle climate change; and high impact strategic advocacy in the areas of road traffic injury prevention and motor vehicle fuel efficiency. The Foundation played a key role in the successful campaign to include road safety in the Sustainable Development Goals and, through its leadership of the Child Health Initiative, Global Fuel Economy Initiative, TRUE real urban emissions initiative, and through active support for the FIA High Level Panel on Road Safety and the UN Road Safety Fund, is contributing to practical achievement of the global development goals.

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



Trustees

Rt. Hon. Lord Robertson Chairman, UK	José Abed Mexico	Marilena Amoni USA	Gerardo Braggiotti Italy	Nick Crow USA (FIA Nominee)
Brian Gibbons New Zealand (FIA Nominee)	Alan Gow UK	Wan Heping China	Earl Jarrett Jamaica	Werner Kraus Austria
Miquel Nadal Spain	Graham Stoker UK (FIA Nominee)	Jean Todt France (Ex Officio, FIA President)	Kenneth Woodier UK	Michelle Yeoh Malaysia

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John Rigby Design and New Media Associate	Richard Clarke Researcher	Will Phillips Motor Sport Safety Adviser		

OUR MEMBERS



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

Our global network of members includes motoring organisations, national motor sport associations and road safety NGOs. Working in partnership with the FIA, the Foundation supports our shared membership with grants for road safety programmes and campaigns, and for motor sport safety and sustainability projects, and we benefit in turn from their knowledge and connections. With a strong reputation for independent consumer advocacy and technical expertise, many of our automobile club members play a leading role in their national transport issues, particularly as strong advocates for road safety, and are rooted in their local communities.



- Automobile Club Albania, Albania
- Automòbil Club d'Andorra, Andorra
- Automóvil Club Argentino, Argentina
- Automobile Federation of Armenia, Armenia
- Australian Automobile Association, Australia
- Confederation of Australian Motor Sport Ltd, Australia
- Österreichischer Automobil-, Motorrad- und Touring Club, Austria
- Bahrain Motor Federation, Bahrain
- Belarusian Automobile Federation, Belarus
- Belarusian Auto Moto Touring Club, Belarus
- Royal Automobile Club de Belgique, Belgium
- Touring Club Belgium, Belgium
- European Road Assessment Programme
- Automóvil Club Boliviano, Bolivia
- Bosnia and Herzegovina Automobile Club, Bosnia and Herzegovina
- Associação Automobilística do Brasil, Brazil
- Automovel Clube Brasileiro, Brazil
- Confederação Brasileira de Automobilismo, Brazil
- Union of Bulgarian Motorists, Bulgaria
- Canadian Automobile Association, Canada
- Automóvil Club de Chile, Chile
- Federación Chilena de Automovilismo Deportivo, Chile
- Federation of Automobile and Motorcycle Sports of People of China, China
- Chinese Taipei Automobile Association, Taiwan
- Chinese Taipei Motor Sports Association, Taiwan
- Touring y Automóvil Club de Colombia, Colombia
- Automóvil Club de Costa Rica, Costa Rica
- Hrvatski Autoklub, Croatia
- Hrvatski Auto/Karting Savez, Croatia
- Cyprus Automobile Association, Cyprus
- Autoklub České Republiky, Czech Republic
- Ustřední Automotoklub České Republiky, Czech Republic
- Dansk Automobil Sports Union, Denmark
- Forenede Danske Motorejere, Denmark
- Automóvil Club Dominicano, Dominican Republic
- Automóvil Club del Ecuador, Ecuador
- Automobile and Touring Club of Egypt, Egypt
- Automóvil Club de El Salvador, El Salvador
- Estonian Autosport Union, Estonia
- AKK - Motorsport, Finland
- Autoliitto, Finland
- Automobile Club Association, France
- Automobile Club de France, France
- Fédération Française du Sport Automobile, France
- Automobilclub von Deutschland e.V., Germany
- Allgemeiner Deutscher Automobil-Club e. V., Germany
- Deutscher Motor Sport Bund e.V., Germany
- The Royal Automobile Club, Great Britain
- RAC Motoring Services, Great Britain
- Motorsport UK, Great Britain
- RAC Foundation, Great Britain
- Motorsport Safety Fund, Great Britain
- Road Safety Foundation, Great Britain
- International Road Assessment Programme, Great Britain
- IAM Roadsmart Trust, Great Britain

- Automobile Association, Great Britain
- Hong Kong Automobile Association, Hong Kong
- National Automobile Sport Federation of Hungary, Hungary
- Magyar Autóklub, Hungary
- Icelandic Motorsport Association, Iceland
- Félag Íslenskra Bifreidageigenda, Iceland
- The Federation of Motor Sports Clubs of India, India
- Automobile Association of Upper India, India
- Automobile Association of Eastern India, India
- Western India Automobile Association, India
- Automobile Association of Southern India, India
- Ikatan Motor Indonesia, Indonesia
- Touring and Automobile Club of Iran, Iran
- Royal Irish Automobile Club, Ireland
- Automobile and Touring Club of Israel, Israel
- Automobile Club d'Italia, Italy
- Fédération Ivoirienne de Sports Automobile et de Motocyclisme, Ivory Coast
- Jamaican Millenium Motoring Club, Jamaica
- Jamaica Automobile Association, Jamaica
- Japan Automobile Federation, Japan
- Royal Automobile Club of Jordan, Jordan
- Automotosport Federation of the Republic of Kazakhstan, Kazakhstan
- Automobile Association of Kenya, Kenya
- Kenyan Motorsports Federation, Kenya
- Korea Automobile Association, Korea
- Kuwait International Automobile Club, Kuwait
- Latvijas Automobilu Federācija, Latvia
- Latvijas Automoto Biedriba, Latvia
- Automobile et Touring Club du Liban, Lebanon
- Automobile and Touring Club of Libya, Libya
- The Lithuanian Automobile Sport Federation, Lithuania
- Association of Lithuanian Automobilists, Lithuania
- Automobile Club du Grand-Duché de Luxembourg, Luxembourg
- Automobile General Association Macao-China, Macau
- Avto-Moto Sojuz na Makedonija, Republic of North Macedonia
- Automobile Association of Malaysia, Malaysia
- ANA, Automóvil Club de Mexico, A.C., Mexico
- Organización Mexicana del Deporte Automovilístico Internacional, Mexico
- Asociación Mexicana Automovilística, Mexico
- NACAM, Mexico
- Automobil Club din Moldova, Moldova
- Automobile Club de Monaco, Monaco
- Auto-Moto Savez Crne Gore, Montenegro
- Automovel e Touring Clube de Moçambique, Mozambique
- Knac Nationale Autosport Federatie, Netherlands
- Koninklijke Nederlandse Toeristenbond, Netherlands
- Koninklijke Nederlandsche Automobiel Club, Netherlands
- Motor Sport New Zealand, New Zealand
- New Zealand Automobile Association, New Zealand
- Club Automovilístico de Nicaragua, Nicaragua
- Kongelig Norsk Automobilklub, Norway
- Norges Automobil-Forbund, Norway
- Oman Automobile Association, Oman



- Automobile Association of Pakistan, Pakistan
- Asociación Automovilística de Touring y Deportes de Panamá, Panama
- Touring y Automóvil Club Paraguayo, Paraguay
- Touring y Automóvil Club del Perú, Peru
- Federacion Peruana de Automovilismo Deportivo, Peru
- AA Philippines, Philippines
- Polski Zwiasek Motorowy, Poland
- Automóvel Club de Portugal, Portugal
- Federação Portuguesa de Automovilismo e Karting, Portugal
- Qatar Automobile and Touring Club, Qatar
- Qatar Motor and Motorcycle Federation, Qatar
- Automobil Clubul Român, Romania
- Russian Automobile Federation, Russia
- AvtoClub Assistance Rus, Russia
- Saudi Automobile Federation, Saudi Arabia
- Saudi Automobile and Touring Association, Saudi Arabia
- Auto-moto savez Srbije, Serbia
- Automobile Association of Singapore, Singapore
- Singapore Motor Sports Association, Singapore
- Slovak Association of Motor Sport, Slovak Republic
- Avto-moto zveza Slovenije, Slovenia
- Motorsport South Africa, South Africa
- Automobile Association of South Africa, South Africa
- Real Automóvil Club de España, Spain
- Reial Automòbil Club de Catalunya, Spain
- Real Federación Española de Automovilismo, Spain
- Automobile Association of Ceylon, Sri Lanka
- Svenska Bilspportförbundet, Sweden
- Kungl Automobil Klubben, Sweden
- Riksförbund M Sverige, Sweden
- Automobile Club de Suisse, Switzerland
- Touring Club Suisse, Switzerland
- Automobile Club de Syrie, Syria
- Automobile Association of Tanzania, Tanzania
- The Royal Automobile Association of Thailand, Thailand
- Trinidad and Tobago Automobile Sports Association, Trinidad and Tobago
- Trinidad and Tobago Automobile Association, Trinidad and Tobago
- National Automobile Club de Tunisie, Tunisia
- Türkiye Turing ve Otomobil Kurumu, Turkey
- Turkish Automobile Sports Federation, Turkey
- Automobile Association of Uganda, Uganda
- Emirates Motorsport Organization, United Arab Emirates
- American Automobile Association, United States of America
- Automobile Competition Committee for the United States, United States of America
- SFI Foundation, United States of America
- Automóvil Club del Uruguay, Uruguay
- Fundación Gonzalo (Gonchi) Rodríguez, Uruguay
- Touring y Automóvil Club de Venezuela, Venezuela
- Yemen Club for Touring and the Automobile, Yemen
- Zambia Motor Sports Association, Zambia
- Zimbabwe Motor Sports Federation, Zimbabwe
- Automobile Association of Zimbabwe, Zimbabwe



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