



ANNUAL REVIEW 2021



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ANNUAL REVIEW 2021



INTRODUCTION

This year, 2021, marks twenty years since the FIA Foundation was established, with operations beginning in earnest in 2002. We will be celebrating this milestone with a special anniversary review, to be published at the Foundation's Annual General Meeting in Paris, and online, in December. So, this annual review, as usual, focuses on our activities and achievements this year.

But with the death of our founder Max Mosley in May, with the launch of our new 2030 strategy last January, and with transition in the FIA leadership this December, I would like to pay tribute to the vision of the FIA in 2001, to Max, in designing the FIA Foundation as an independent charity in the public interest and for the long term. I hope and believe that so constituted we are demonstrating a real value to the wider FIA, in particular our club membership, not only in the funding and ideas that we invest back into the FIA world, but in the way our outreach to the wider policy world has helped to affirm the FIA as a good global citizen and force for positive change.

The benefits of our long-term approach are evident in this year's Annual Review. Two programmes that we helped to launch, and have consistently funded, reaping public health rewards. When Global NCAP began crash testing cars in India in 2014, safety standards were often, literally, zero. From zero-star cars to the five-star Tata Punch, one of many home-grown cars now achieving high safety performance, catalysed by the widespread publicity and public interest, and policy influence, of the Global NCAP campaign. Made possible by our long-term funding.

iRAP, now assessing road infrastructure in 100 countries, working closely with governments and development banks. A version of iRAP's assessment methodology is now integrated within the World Bank's own safety policies. As the Review highlights, iRAP star ratings are now being used as an essential metric providing competitive advantage to bidders for road concessions valued in the billions of dollars. This is how we drive sustainable change. Made possible by our long-term funding.

It is also an approach which has benefited the safety of motor sport. Looking back over twenty years I have been impressed to see just how many of the safety improvements in the sport have been powered by Foundation funding, from fire resistant clothing to extrication training, from high-speed barriers to the Halo. Through our new 'Track to Road' funding stream we seek to transfer some of this knowledge to the public road, beginning with the Foundation's support for the FIA's safe and affordable helmet.

The final worldwide elimination this year of leaded fuel also shows the need for long term investment and commitment. The Foundation has supported the campaign, led by UN Environment Programme, since 2003. It took time and patience, but the results are so worthwhile. We take a similar long view in the march to establish global road safety as a leading public health concern. This year the Foundation has continued to play a creative role, designing the United Nation's 'Streets for Life' campaign which will form a centre-point of the new Decade of Action for Road Safety.

Jean Todt has been a key partner for the Foundation in this Streets for Life campaign as in many others,

both as FIA President and UN Special Envoy for Road Safety. As Jean prepares to step down from the FIA Presidency, and the Foundation board, I would like to pay tribute to his strong commitment to road safety and the environment. I have enjoyed our collaboration and we will maintain our connection as he continues his UN role. I very much look forward to working with the new FIA leadership team.

My thanks go too to all of our trustees, member clubs and partners, and to our staff team who have kept focus while continuing to mainly work from home this year.



Rt. Hon. Lord Robertson of Port Ellen
Chairman
FIA Foundation



OVERVIEW

This has been the first year for implementation of the Foundation's new strategy, which has a 2030 horizon and includes specific and detailed funding commitments through to 2025. Despite the continuing difficulties presented by the COVID-19 pandemic, our partners have made good progress and some of the highlights are included in this report.

For much of 2021 our team have had to support these efforts from our desks and Zoom, but thankfully we are beginning to get back to in-person project visits and face-to-face advocacy meetings: for example the Foundation participated in several policy events during the COP26 Climate Summit in Glasgow in November,

where our Global Fuel Economy Initiative was at the heart of discussions on accelerated electrification of car fleets. And we have resumed some in-person meetings with governments to encourage support for the Foundation's ongoing campaign for a global Youth Summit to address road traffic injury and many other issues affecting young people in an integrated way.

Together with our FIA colleagues we launched a new motorcycle helmet coalition in Kenya in June, and returned in October to support a meeting of coalition partners; we helped to launch another helmet coalition in Mexico in November; and the same month joined the unveiling of new safe school

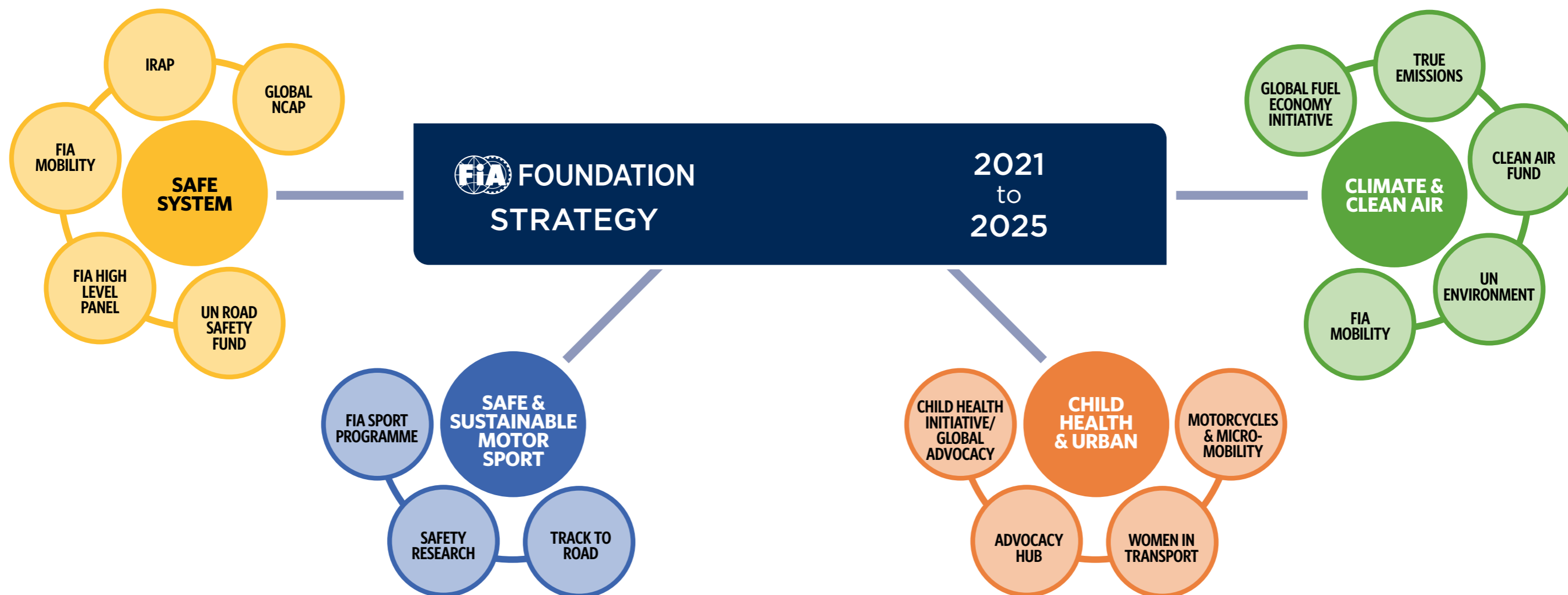
infrastructure in Mozambique, a project of our new Advocacy Hub bringing together iRAP, Amend, and the Automobile and Touring Club of Mozambique with the World Bank to assess more than 80 schools on one highway corridor, upgrading safety designs where necessary.

These tentative forays out into the real world are possible because the Foundation team and much of the industrialised world are vaccinated and travel is beginning to open up as a result. Yet COVID vaccines are being inequitably distributed - in Mozambique for example only 6% of the population has been fully vaccinated at time of writing. This inequity is why our Board agreed to make another exceptional donation, of €1 million, to support the global vaccination campaigns of UNICEF and the Red Cross/Red Crescent.

With important summits taking place in 2022, and the huge potential of our new strategy to be realised, we look forward to further active engagement with members, partners and policymakers next year, as we work to support ambitious global development and climate objectives.



Saul Billingsley
Executive Director
FIA Foundation





COP26: GFEI CHARTS PATHWAY TO ZERO EMISSIONS

The FIA Foundation was at the heart of many discussions and debates at the COP26 Climate Summit in Glasgow, raising the importance of the changes needed in the road transport sector as it rises in prominence on the global climate action agenda.

Our Global Fuel Economy Initiative (GFEI) launched a new report 'Securing global fleet transformation: GFEI's ZERO Pathway', which sets out why a radical global policy shift towards far greater support for fleet electrification and fuel efficiency improvement across all markets is essential if the global targets for zero emission transport by 2050 are to be met. The report was launched at a joint GFEI and International Transport Forum event 'Driving Implementation Actions and Turning Targets into a Transformation' which also heard from ministers and GFEI partners including FIA Foundation Deputy Director Sheila Watson; Head of the UN Environment Programme's Mobility Department, Rob de Jong; and Lew Fulton, Director of the Sustainable Transportation Energy Pathways programme at the Institute of Transportation at UC Davis.

A GFEI Working Paper 'Vehicle fuel economy in major markets 2005-2019' was also launched at COP26. The paper shows that average annual light duty vehicle fuel consumption fell by just 0.9% between 2017 and 2019 - far less than the 1.8% annual average reduction between 2010 and 2015. These stalling vehicle improvements are also far below the

levels of progress needed to meet the Paris emission targets. Increasing vehicle weight and power were a major impediment to further improvement - SUVs made up 44% of all light duty sales in 2019, which has eroded up to 40% of improvements in fuel economy. A core finding of the report is the significance of the right policy in securing improvements.

Sheila Watson, Deputy Director of the FIA Foundation, says "The full decarbonisation of the global vehicle fleet is essential to have any hope of limiting the climate crisis, and it is absolutely right that it has been front and centre of the discussions at this COP26, including having its own day for debate as a policy priority. This is a global challenge, and we will only succeed if every country has the right policy framework, tools and support, as the new GFEI ZERO Pathway highlights. The transformative change we need to see has to be equitable and inclusive or else it will not succeed."

The FIA Foundation was also represented at a wide range of events examining many of the factors which impact transport and the decarbonisation agenda, including a UNFCCC 'Just Transition' panel discussing equity in transport; an International Transport Forum event on gender equality in decarbonising transport, the ITDP's Cycling Cities launch, and a Global Alliance - Cities 4 Children event, organised by the Foundation, on youth and climate, with a strong active mobility theme.



COP26: FROM PARIS TO GLASGOW WORKING WITH 100 COUNTRIES

| NORTH AMERICA | |
|---------------|-----------------------|
| Canada | Green, Yellow, Purple |
| Mexico | Green, Yellow, Purple |
| US | Green, Yellow, Purple |

| LATIN AMERICA AND CARIBBEAN | |
|-----------------------------|-----------------------|
| Antigua and Barbuda | Green, Yellow, Purple |
| Argentina | Green, Yellow, Purple |
| Belize | Green, Yellow, Purple |
| Brazil | Green, Yellow, Purple |
| Chile | Green, Yellow, Purple |
| Colombia | Green, Yellow, Purple |
| Costa Rica | Green, Yellow, Purple |
| Dominican Republic | Green, Yellow, Purple |
| Ecuador | Green, Yellow, Purple |
| El Salvador | Green, Yellow, Purple |
| Guatemala | Green, Yellow, Purple |
| Honduras | Green, Yellow, Purple |
| Jamaica | Green, Yellow, Purple |
| Nicaragua | Green, Yellow, Purple |
| Panama | Green, Yellow, Purple |
| Paraguay | Green, Yellow, Purple |
| Peru | Green, Yellow, Purple |
| St. Lucia | Green, Yellow, Purple |
| Uruguay | Green, Yellow, Purple |

| EUROPE | |
|----------|-----------------------|
| Austria | Green, Yellow, Purple |
| Belgium | Green, Yellow, Purple |
| Bulgaria | Green, Yellow, Purple |
| Croatia | Green, Yellow, Purple |
| Cyprus | Green, Yellow, Purple |
| Czechia | Green, Yellow, Purple |
| Denmark | Green, Yellow, Purple |
| Estonia | Green, Yellow, Purple |
| Finland | Green, Yellow, Purple |
| France | Green, Yellow, Purple |

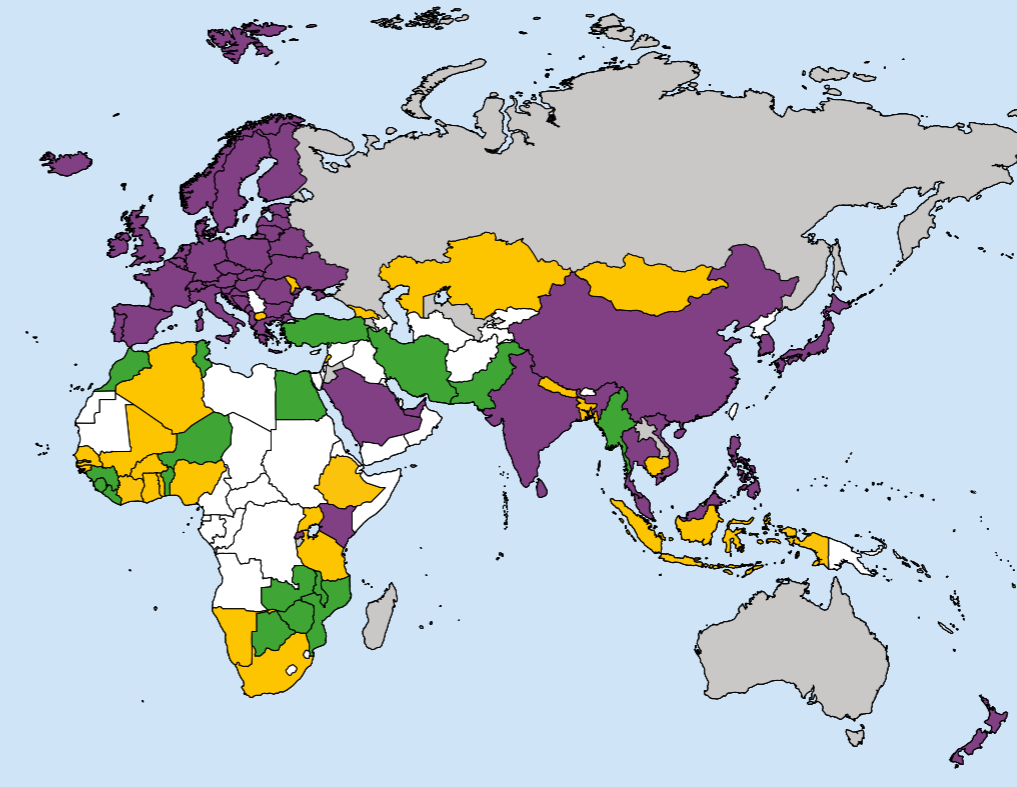
| EUROPE | |
|-------------|-----------------------|
| Germany | Green, Yellow, Purple |
| Greece | Green, Yellow, Purple |
| Hungary | Green, Yellow, Purple |
| Ireland | Green, Yellow, Purple |
| Italy | Green, Yellow, Purple |
| Latvia | Green, Yellow, Purple |
| Lithuania | Green, Yellow, Purple |
| Luxembourg | Green, Yellow, Purple |
| Malta | Green, Yellow, Purple |
| Netherlands | Green, Yellow, Purple |

| EUROPE | |
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| Poland | Green, Yellow, Purple |
| Portugal | Green, Yellow, Purple |
| Romania | Green, Yellow, Purple |
| Slovakia | Green, Yellow, Purple |
| Slovenia | Green, Yellow, Purple |
| Spain | Green, Yellow, Purple |
| Sweden | Green, Yellow, Purple |
| UK | Green, Yellow, Purple |

| EASTERN EUROPE AND THE CAUCASUS | |
|---------------------------------|-----------------------|
| Armenia | Green, Yellow, Purple |
| Georgia | Green, Yellow, Purple |
| Moldova | Green, Yellow, Purple |
| Montenegro | Green, Yellow, Purple |
| North Macedonia | Green, Yellow, Purple |
| Russia | Green, Yellow, Purple |
| Turkey | Green, Yellow, Purple |
| Ukraine | Green, Yellow, Purple |

| MIDDLE-EAST, WEST ASIA, AND CENTRAL ASIA | |
|--|-----------------------|
| Bahrain | Green, Yellow, Purple |
| Iran | Green, Yellow, Purple |
| Kazakhstan | Green, Yellow, Purple |
| Lebanon | Green, Yellow, Purple |
| Saudi Arabia | Green, Yellow, Purple |
| UAE | Green, Yellow, Purple |
| Uzbekistan | Green, Yellow, Purple |

| TABLE KEY | |
|--------------|------------------------|
| Green | Baseline completed |
| Purple | Policy Implemented |
| Yellow | Policy recommendations |
| Light Blue | G20 TTG member |
| Orange | ECOWAS |
| Light Yellow | ASEAN |



| ASIA PACIFIC | |
|--------------|-----------------------|
| Australia | Green, Yellow, Purple |
| Bangladesh | Green, Yellow, Purple |
| Cambodia | Green, Yellow, Purple |
| China | Green, Yellow, Purple |
| Fiji | Green, Yellow, Purple |
| India | Green, Yellow, Purple |
| Indonesia | Green, Yellow, Purple |
| Japan | Green, Yellow, Purple |
| Laos | Green, Yellow, Purple |
| Malaysia | Green, Yellow, Purple |
| Maldives | Green, Yellow, Purple |
| Mongolia | Green, Yellow, Purple |
| Myanmar | Green, Yellow, Purple |
| Nauru | Green, Yellow, Purple |
| Nepal | Green, Yellow, Purple |
| New Zealand | Green, Yellow, Purple |
| Pakistan | Green, Yellow, Purple |
| Philippines | Green, Yellow, Purple |
| Singapore | Green, Yellow, Purple |
| South Korea | Green, Yellow, Purple |
| Sri Lanka | Green, Yellow, Purple |
| Thailand | Green, Yellow, Purple |
| Vietnam | Green, Yellow, Purple |

| AFRICA | |
|---------------|-----------------------|
| Algeria | Green, Yellow, Purple |
| Benin | Green, Yellow, Purple |
| Botswana | Green, Yellow, Purple |
| Burkina Faso | Green, Yellow, Purple |
| Burundi | Green, Yellow, Purple |
| Cabo Verde | Green, Yellow, Purple |
| Cote d'Ivoire | Green, Yellow, Purple |
| Egypt | Green, Yellow, Purple |
| Ethiopia | Green, Yellow, Purple |
| Gambia | Green, Yellow, Purple |
| Ghana | Green, Yellow, Purple |
| Guinea | Green, Yellow, Purple |

| AFRICA | |
|---------------|-----------------------|
| Guinea Bissau | Green, Yellow, Purple |
| Kenya | Green, Yellow, Purple |
| Liberia | Green, Yellow, Purple |
| Madagascar | Green, Yellow, Purple |
| Malawi | Green, Yellow, Purple |
| Mali | Green, Yellow, Purple |
| Mauritius | Green, Yellow, Purple |
| Morocco | Green, Yellow, Purple |
| Mozambique | Green, Yellow, Purple |
| Namibia | Green, Yellow, Purple |
| Niger | Green, Yellow, Purple |
| Nigeria | Green, Yellow, Purple |

| AFRICA | |
|--------------|-----------------------|
| Rwanda | Green, Yellow, Purple |
| Senegal | Green, Yellow, Purple |
| Seychelles | Green, Yellow, Purple |
| Sierra Leone | Green, Yellow, Purple |
| South Africa | Green, Yellow, Purple |
| Tanzania | Green, Yellow, Purple |
| Togo | Green, Yellow, Purple |
| Tunisia | Green, Yellow, Purple |
| Uganda | Green, Yellow, Purple |
| Zambia | Green, Yellow, Purple |
| Zimbabwe | Green, Yellow, Purple |



GLOBAL ADVOCACY: UN APPROVAL FOR YOUTH SUMMIT

The United Nations has agreed to hold a high-level summit to tackle the major global issues faced by young people, following intensive advocacy by the FIA Foundation and its partners. The FIA Foundation first proposed in our 2018 'Unfinished Journey' report that a UN summit be held to address the leading and neglected burdens faced by young people, including road traffic injury. Over the past few years, a strong coalition of partners have joined the campaign, with young people themselves playing a leading role. The Foundation, in an effort led by Deputy Director Avi Silverman, has worked closely with the WHO-hosted Partnership for Maternal, Newborn and Child Health (PMNCH) in coordinating the advocacy engagement.

focus on youth in the UN reporting on the SDGs and the response and recovery from Covid-19. The UN General Assembly acknowledged that the wellbeing of young people, including adolescents, is critical for achieving the SDGs. It stated that action is urgently needed to coordinate multi-sectoral investments on priorities including safety, mental health, nutrition and skills. This is in line with the agenda on adolescent wellbeing which includes road safety among the range of priorities that require an accelerated and strengthened global multi-sectoral response.

This year, working with a range of Governments, UN agencies and other international partners, the FIA Foundation and PMNCH pushed for the summit proposal and for a focus on young people in the SDGs, to be included in the 2021 UN General Assembly Resolution on Youth. In their negotiations at the UN in October and November, Governments agreed to hold a high-level Heads of State and Government plenary in 2025 on the issues affecting young people. Ahead of this, in 2023, the Resolution encourages a

Earlier this year the FIA Foundation worked with UN agencies and experts to develop the global policy and programming framework for adolescent wellbeing which is central to the agenda. Safe system road safety interventions such as iRAP's Star Ratings for Schools and the Amend School Area Road Safety Assessments & Improvements (SARSAI) have been included in the overall framework, following input from the FIA Foundation. The advocacy will link with and build upon the UN High Level Meeting on Road Safety in 2022. And the focus in the months ahead will also be on ensuring that this agenda, concerning key issues affecting young people, is a priority for accelerating the Sustainable Development Goals.



'STREETS FOR LIFE' DEMAND IN NEW DECADE OF ACTION

A call for 'Streets for Life, for People and Planet' is at the centre of the second Decade of Action for Road Safety, which aims to halve road traffic deaths and serious injuries by 2030.

The global 'Streets for Life' campaign, largely devised and led by the FIA Foundation's advocacy and design teams, was launched in May 2021 to mark UN Global Road Safety Week. The campaign published a Call to Action urging governments and city leaders to adopt an urban speed limit of 30km/h where traffic and people mix.

Signatories of the Call to Action include many UN agency heads, government ministers, mayors, members of the FIA High Level Panel for Road Safety, and NGO leaders from across the world. An online event produced by the FIA Foundation, featuring speakers including UN Deputy Secretary General Amina Mohammed; Dr Tedros Adhanom Ghebreyesus, Director-General of the World Health Organization; Michael Bloomberg; UN

Special Envoy for Road Safety Jean Todt; and Maimunah Mohd Sharif, Executive Director of UN HABITAT, promoted the Call to Action.

The Stockholm Declaration, adopted by governments in 2020, made 30km/h its flagship recommendation in recognition of the critical role low speed can play not only in achieving the 2030 SDG road traffic injury target, but also in enabling many other policy goals. A new Global Plan for the Decade of Action, published in October 2021, also makes low speed a central call. The Streets for Life campaign will build momentum to the UN High Level Meeting on Road Safety, in July 2022, and beyond - holding political leaders accountable for specific action to slow traffic and share the road.



STREETS FOR LIFE: WE CALL FOR ACTION



STREETS FOR LIFE: FOR PEOPLE AND PLANET.

On our streets, worldwide, where we walk, play and live, we call for action on speed. Low speed, liveable streets are essential and urgent.

Urgent because low speeds save lives.

Urgent for public health, by making walking and cycling safer and more accessible, enabling and encouraging healthy lifestyles. Liveable streets are more crucial than ever as we respond to COVID-19.

Urgent for the Global Goals and for our climate, as a key that unlocks a virtuous cycle of zero carbon active travel, shifting from car dependence, enabling thriving public transportation, cleaner air and lower CO₂ emissions.

Urgent for social and racial equity, as it is lower income and minority communities who are most exposed to high-speed traffic, and the road danger, environmental hazard and social exclusion it causes. Urgent for the rights of people with disabilities; for the elderly; for all who are vulnerable.

Urgent for our children and youth, and vital for their wellbeing. They are most at risk on the streets where they live, play and travel to school. Every day 3000 children and young people are killed or seriously injured on the world's roads. A child hit by a car at 30 km/h (20 mph) can survive. Hit at 80 km/h (50 mph), most will die. Speed kills.

The 2020 Stockholm Declaration, adopted by governments worldwide, calls for a focus on liveable streets and, in line with available evidence, a maximum road travel speed of 30 km/h where vulnerable road users and vehicles mix. Commitment to this approach must be at the forefront of the new Decade of Action for Road Safety to achieve the Global Goals.

Now is the time to urgently deliver on this call to action by reducing, designing and enforcing traffic speeds that are safe for everyone, everywhere, prioritising low speed streets in all residential areas and near schools.

Streets for health. Streets for climate. Streets for people. We must act together to create #StreetsForLife.

I, _____, support the #StreetsForLife call to action, joining the global movement for low speed, liveable communities worldwide.



“ Road traffic crashes are the leading cause of death for children and young adults. We need a new vision for creating safe, healthy, green and liveable cities. Low speed streets are an important part of that vision. Evidence shows that limiting driving speeds to 30km/h or 20mph in cities significantly reduces road traffic deaths and injuries. As we recover and rebuild from COVID-19, let's make safer roads for a safer world. ”



Dr Tedros Adhanom Ghebreyesus
Director General,
World Health Organization

“ So many of us around the world are taking to the streets and demanding change. The streets are for the people. We want low speeds, we want liveable streets, and communities where we can walk safely, where our children can get to school unharmed. We call for 30km/h speed limits. Above 30 is a death sentence. These are our streets. ”



Zoleka Mandela,
Global Ambassador,
Child Health Initiative

“ As we embark on a global transition to net-zero emissions, a crucial milestone on this journey will be to move to a zero-emissions transport sector. Integrated, urban spaces which encourage walking and cycling as a form of mobility are a big part of this transition. I welcome the UN's new Streets for life campaign as an important step to build momentum towards sustainable cities. ”



Inger Andersen
UN Under-Secretary-General
and Executive Director of the UN
Environment Programme

“ We need change. And we are uniting with a clear call to action: Streets for life. Making the case for low vehicle speeds in communities where children walk, cycle, learn and play. Returning to children their basic right to explore their streets in safety. Because keeping traffic speed below 30 kilometres an hour near children is the vaccine that can save many thousands of lives. And low speed will encourage zero carbon travel – all of us walking and cycling more – to help clean our air and protect our planet. ”



Michelle Yeoh
Actor & UNDP
Goodwill
Ambassador for
the Global Goals

“ At the heart of the 2020 Stockholm Declaration for Global Road Safety was a call for 30 kilometre an hour speed limits on urban streets. Why? Because we know that above 30 the risk of death for pedestrians rises exponentially. So, it is a simple equation. If you support Vision Zero, if you believe that no one should die or be maimed in a road crash, then you must 'love 30'. ”



Rt. Hon. Lord Robertson
of Port Ellen
Chairman, FIA
Foundation

“ Implementing 30km/h in streets with mixed traffic, and where children live, walk and play, is life-saving. Lower speeds can encourage more walking and cycling and help us shift to zero carbon mobility. Streets for Life contribute to achieving many of our Sustainable Development Goals. ”



Jean Todt
UN Secretary General's Special
Envoy for Road Safety and FIA
President

“ Our National Red Cross and Red Crescent Societies are engaged in road safety all over the world. We know that as crash impact speeds rise above 30 km/hour, injuries to vulnerable road users dramatically worsen. Introducing 30 km/hour speed limits in locations where vehicles mix with pedestrians and cyclists will save lives and will prevent serious injuries. I strongly support this life saving 'Streets for Life #Love30' campaign. ”



Jagan Chapagain
Secretary General & CEO,
International Federation of
Red Cross and Red Crescent
Societies

ADVOCACY HUB FOR CHILD HEALTH

A new €15 million Advocacy Hub for safe streets has been launched by the FIA Foundation to support the policy change needed to limit speeds to 30 km/h (20 mph) on streets where children walk, live and play.

The Advocacy Hub, based within the FIA Foundation's Child Health Initiative, is supporting organisations across the world engaged in policy

change activities to secure safe, low-speed streets below 30km/h where pedestrians, particularly children and youth, mix with motorised traffic. With a base fund of €15m over five years, it is intended to deliver on the Child Health Initiative's Manifesto 2030: Safe & Healthy Streets for Children, Youth & Climate, launched at the Stockholm Ministerial Conference on Road Safety in 2020.

The Advocacy Hub has identified an initial portfolio of interventions, including 'Persuader' campaigns aiming for specific legislative and regulatory change; 'Pathfinder' projects developing an enabling environment for policy change; and support for global coalitions building capacity and awareness. Partners include UNICEF, UN Environment, the Global Alliance of NGOs for Road Safety, YOURS - Youth for Road Safety, and a range of regional and national NGOs. A special fund has been set up to support 'Star Rating for Schools' projects and advocacy by FIA clubs.

Lord Robertson explains the objective: "At the heart of the 2020 Stockholm Declaration for Global Road Safety was a call for 30 kilometre an hour speed limits on urban streets. Why? Because we know that above 30 the risk of death for pedestrians rises exponentially. So, it is a simple equation. If you support Vision Zero, if you believe that no one should die or be maimed in a road crash, then you must 'love 30'. Our new Advocacy Hub will put money, expertise and single-minded determination behind this objective".



WHERE WE ARE CAMPAIGNING

The Advocacy Hub is supporting projects across the world...

STREETS FOR KIDS CITIES

Cities being supported with in-depth technical assistance through the Streets for Kids programme led by NACTO - Global Designing Cities Initiative:

- 1 Fortaleza, Brazil
- 2 Santiago, Chile
- 3 Tirana, Albania
- 4 Kigali, Rwanda

VISION ZERO CHALLENGE

World Resources Institute's Vision Zero Challenge supports Safe System advocacy across Latin America.

SHARE THE ROAD

UNEP's Share the Road initiative supports advocacy and technical assistance for walking and cycling across Sub Saharan Africa.

UNITED STATES

Establishing national committees to support US involvement global in road safety, promote Vision Zero for Youth, and advocate for safe streets measures. Working with the New Mobility Initiative at Johns Hopkins University and the National Center for Safe Routes to School.

COSTA RICA

Supporting the government in policy re-design to prioritise vulnerable road users, with initial focus on school journeys, led by ITDP.

MEXICO

Advocating for inclusion of Vision Zero for Youth policies in Federal urban strategy, and building on Covid-19 measures in Monterrey Metropolitan Area to advocate for walking and cycling.

BRAZIL

Supporting the government of Rio de Janeiro to implement cycle lanes as a response to COVID-19, with ITDP.

UNITED KINGDOM

Research on air quality benefits of school streets, co-funded with Mayor of London and Bloomberg Philanthropies (project reported March 2021).

MOLDOVA, GEORGIA & ARMENIA

Advocating for specific speed limit reductions in urban areas and near schools. Led by EASST partners National Road Safety Council of Armenia, Partnership for Road Safety of Georgia and the Automobile Club of Moldova.

VIETNAM

Securing a National School Zone Definition for Vietnam, to legally establish technical traffic safety design requirements, including maximum 30km/h speed limits, for all Vietnamese schools. Led by AIP Foundation.

SOUTH AFRICA

Delivering a Safe System corridor in a Cape Town township, to protect children on their journey to school and advocate for wider implementation. With Child Safe South Africa and the George Institute.

MOZAMBIQUE & TANZANIA

Implementing footpaths, safe crossings and speed management near schools on major road corridors. Advocating through action. With Amend, iRAP, ATCM Mozambique and the World Bank.

ADVOCACY HUB: A LUTA CONTINUA IN MOZAMBIQUE

Child pedestrians are among the highest-risk groups in Mozambique for road traffic injury, which are the leading cause of death for children over the age of five in the country. The vast majority of school children in Mozambique walk to school, and they usually do so unaccompanied by an adult. A child in Africa is twice as likely to die on the roads as a child in any other region of the world.

A Luta Continua primary school in Maputo is located, along with several other schools, near a major intersection where vehicles travel at high speeds and in dangerous proximity to child pedestrians. Many children from these schools have been injured in traffic in recent years.

That's why the government of Mozambique – represented by the Maputo Municipal Council; the Services of Social Affairs, Maputo City; Maputo City Government; INATRO (National Institute of Road Transport); ANE (National Road Administration) and; the Mozambique Road Fund – the World Bank, the FIA Foundation, the Automobile & Touring Club of Mozambique and the non-profit Amend joined forces to deliver lifesaving infrastructure improvements and speed regulation changes around A Luta Continua primary and neighbouring schools.

After consultations with members of the school and community – including pupils and teachers – and the Maputo Municipal Assembly, improvements including footpaths, speed humps, zebra crossings, and more were designed and installed around and near A Luta Continua primary and neighbouring schools over the last several weeks. Additionally, speed limits have been reduced to 30km/h around the schools in line with the 'Streets for Life' campaign recommendation.

The infrastructure improvements and speed regulations are intended to highlight the kind of improvements that are being designed and built

into roads near schools in Mozambique on projects financed by the World Bank. All the partners in this project at A Luta Continua primary school are working together on World Bank financed projects such as the Integrated Feeder Roads project in Zambezia and Nampula provinces and the forthcoming 10-year rehabilitation of the N1 highway to help ensure that children across Mozambique can benefit from the same lifesaving measures that have just been put in place around A Luta Continua primary and neighbouring schools.





ADVOCACY HUB: VIETNAM SCHOOL ZONES

AIP Foundation and the Ministry of Transport have signed a Partnership Framework for the Safe School Zones Guide (SSZ Guide) 2021 -2025 to safeguard every child on their journey to and from school in Vietnam. With project funding from the FIA Foundation Advocacy Hub, the Hanoi-based NGO will develop the SSZ Guide to reduce injuries and fatalities in and around all school zones by improving road conditions and setting legal speed limits across the whole country.

In Vietnam, over 17 million children are commuting between home and school 2-4 times per day. The dangers of the road are everywhere. Many children share the road with speeding trucks, they have no sidewalks to walk on going to school, and no standardized school zones exist yet. Alarmingly, traffic speeds around schools frequently and significantly exceed internationally recommended school zones' speed limits.

The SSZ Guide aims to reduce road crash injuries and fatalities by developing a safer road environment around schools by establishing a national policy and legal framework for the creation of school zones to protect vulnerable children and road users. The SSZ Guide builds upon the success achieved in Pleiku city, where AIP Foundation's pilot program Slow Zones, Safe Zones resulted in extensive road modifications, infrastructure improvements on the school streets, and speed was reduced by 18-21 km/h.

Initially the SSZ Guide will be used to implement infrastructure modifications at 13 schools in Northern, Central and Southern Vietnam. The eventual aim of the 4-year program is to apply the SSZ Guide nationally, outlining mandatory engineering parameters for all school zones in Vietnam including 30km/h speed limits. All newly built schools will be designed with these parameters in mind and all existing schools will be gradually updated as well.





FIA CLUBS ADVOCATE WITH STAR RATING FOR SCHOOLS

Ten FIA auto clubs received Foundation grant funding in 2021 to deliver projects protecting children and young people, particularly on their journeys to school, through the FIA School Assessment Programme.

The FIA Programme is delivered with the support and expertise of the Star Ratings for School Assessments (SR4S) developed by FIA Foundation partner, iRAP. SR4S is an evidence-based tool for measuring, managing and communicating the risk children are exposed to on their daily journey to school. It supports quick interventions that save lives and prevent serious injuries from day one.

Some of the clubs will also complement their school assessment projects by using a tool developed by the Canadian Automobile Association (CAA) designed to be the first simple step in assessing the safety of road user behaviour in a school zone. Data collection can be completed easily on a phone or tablet and can be shared with stakeholders such as school staff, road safety advocates and local government.

The 10 FIA clubs will be working in-country to support safe streets with a range of interventions and programmes in: Croatia by HAK; Tanzania by AAT; Nigeria by ATCN; Zambia by ZMSA; Uruguay by ACU; Uganda by FMU; Moldova by ACM; Colombia by AAC; Panama by ASAI; and a Georgia based project with FIA Foundation Partner EASST. Some of these clubs are receiving additional funding from the Foundation's Advocacy Hub to expand or enhance their projects.

"Everyone should have the right to a safe journey to school", says Aleksandra Golovliova, FIA Policy and Campaigns Officer. "In collaboration with iRAP and the FIA Foundation, the FIA is pleased to support its members in implementing focused actions on the ground that contribute to improving children safety daily. The School Assessment Programme enables Clubs to advocate for the infrastructure and behavioural improvements that will save children's lives worldwide."





VISION ZERO FOR ALL LEVELS OF MOTORSPORT, PLEDGES FIA

The FIA launched a Vision Zero initiative in April 2021, committed to preventing death and serious injury at all levels of competition and across all disciplines of motor sport worldwide, particularly at the national, club and other grassroots competition level where almost all fatalities occur. The initiative is supported by the FIA Foundation through its funding for the FIA's safety, research and ASN (national sporting authority) programmes.

The Vision Zero Initiative focuses on identifying risk factors and developing cooperation with ASNs and local organisations to implement and support measures to mitigate those risks. Using a Global Impact Data Analysis Tool, every fatal motor sport accident around the world at both professional and amateur level is reviewed to build a detailed understanding of measures required at every level to protect drivers, guide policy, allocate resources, prioritise research projects and identify systemic risks.

Analysis of incidents over the last six years shows a steady decline of fatalities, from 54 in 2015 to 41 in 2019 according to the FIA Safety Department World Accident Data Base. Competition deaths fell to 17 in 2020. However, this was primarily due to the cancellation of many sporting events as a result of the COVID-19 pandemic.

The 'Vision Zero' philosophy is based on the principle that it is not acceptable for human mistakes to have fatal consequences and by translating this philosophy to motor sport, the FIA is seeking to ensure that the motor sport community takes responsibility for improving safety worldwide.

Tim Malyon, FIA Safety Director, says "The FIA Vision Zero initiative builds on similar previous campaigns and recognises the important work already underway to prevent fatal accidents in all disciplines and levels of motor sport. By working with our clubs and partners worldwide we can ensure that the appropriate measures are in place to protect competitors, officials and spectators."

Current research projects driven by incident analysis include an FIA Standard for Fuel Bladders update, FIA standards for Wheel Tether updates and creation of a new FIA Standard for Open Cockpit Car Extinguishers. Several projects were slowed because of the COVID-19 Pandemic and resultant worldwide travel restrictions but there has been continued development and support for all the FIA racing categories, with open wheel FIA F1, F2, F3, F4 & FE as well as Rally, Cross Country, Endurance, Karting and FIA Circuit support.



BUILDING COALITIONS FOR HELMET SAFETY

New national helmet coalitions have been launched in Kenya and Mexico as part of a major effort to increase motorcycle and motorised three-wheeler safety for riders and their passengers, supported by the FIA Foundation.

The coalitions are one element of the FIA's Safe and Affordable Helmet Programme. This has seen the creation of an innovative new high-quality motorcycle helmet which meets UN safety standard 22.05, is comfortable in hot and humid climates, and aims to be available at a target selling price of around 20 USD. The FIA Foundation is supporting the holistic global programme with an initial €1.3 million budget, and F1 drivers showed their support at the official launch.

The FIA Foundation will provide ongoing support for the initiatives in Kenya and Mexico. In Kenya NGO Transaid has been appointed to lead an initial 18-month project to build a national network of stakeholders to improve safety and reduce injury nationally. In Mexico, the FIA clubs and the Institute for Transportation and Development Policy (ITDP) are taking the lead in a similar effort.

Kenya's President Uhuru Kenyatta joined FIA President Jean Todt to launch the Kenyan initiative in June 2021. The majority of the estimated 1.4 million motorcycles in Kenya are used as 'boda bodas' (taxis) and whilst compulsory motorcycle helmet use laws exist, enforcement is currently inconsistent and helmet use is low.

"Our industry is an essential and growing element of Kenya's transport system, but the challenge to access safe, affordable and appropriate helmets means that the number of riders suffering from serious head injuries is on the rise", explains Kevin Mubadi, President of the Kenyan Boda Boda Safety Association. "We are committed to taking a leading role in the national helmet coalition implementation and we welcome the FIA Foundation's funding for the multi-sectoral approach which will seek to advocate for greater use of helmets to deliver safer Kenyan roads."





TATA PACKS A FIVE-STAR PUNCH

The Tata Punch achieved a five-star rating for adult occupant protection and four stars for child occupant protection in a Global NCAP #SaferCarsForIndia crash test.

In the test, results for which were published in October 2021, the Tata Punch was tested in its most basic safety specification, fitted with two airbags, ABS brakes and ISOFIX anchorages. Global NCAP encouraged Tata to further improve the Punch by equipping the model with standard Electronic Stability Control (ESC), side head impact protection systems as standard, and 3 point belts in all seating positions.

The Punch result followed a four-star performance by the Tata Tigor EV, the first Electric Vehicle (EV) ever tested by Global NCAP. Since launching the Safer Cars

for India campaign in 2014, many manufacturers have stepped up efforts to improve the crashworthiness of their products, with Indian car makers in the lead.

“Tata has once again achieved a top safety rating for adult protection and four stars for children in a new and popular model category”, says Alejandro Furas, Secretary General of Global NCAP, commenting on the Punch result. “This voluntary test result confirms the direction of Tata’s journey towards safer cars for India. Our test procedures demonstrate Tata’s progress in becoming one of the safety leaders in the Indian market with our current protocols. As the protocols evolve to include electronic stability control (ESC), side impact head protection and pedestrian protection, we would encourage Tata to maintain this leadership position.”

IRAP METRICS FOR \$2.5BN HIGHWAY IN BRAZIL

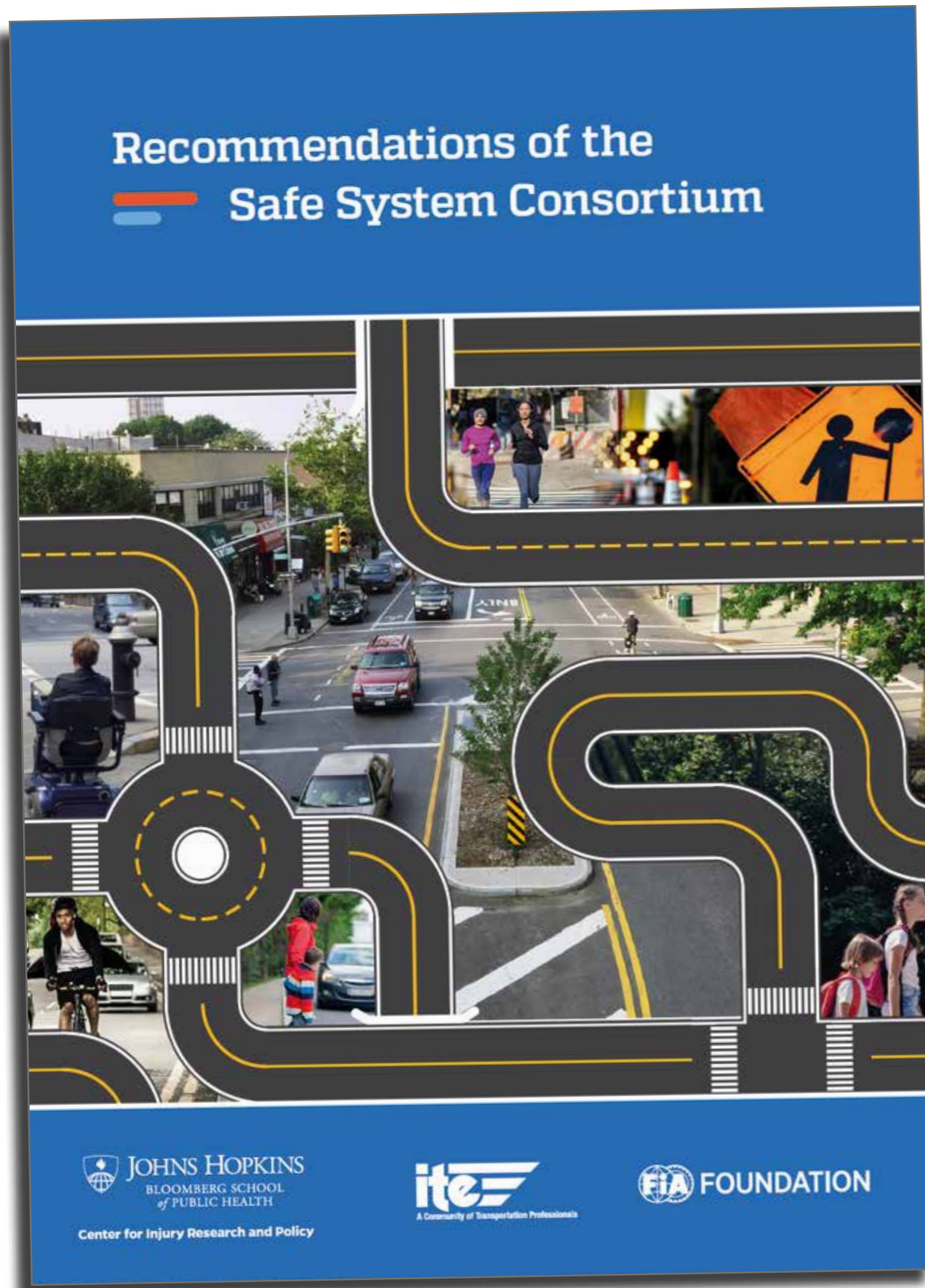
The Brazilian Minister for Infrastructure announced in 2021 the first incorporation of iRAP as a road safety metric on a federal road, with consortium EcoRodovias /GLP the winner of a R\$ 14 billion (US \$ 2.5bn) contract.

The thirty five year, 850 km, concession between Tocantins and Goiás will include road safety improvements, informed by iRAP assessments, to achieve a 3-star or better safety standard. The project also includes the implementation of additional lanes, marginal roads, unevenness interconnection devices, pedestrian walkways, underpasses, lighting in urban crossings and on marginal roads, among other improvements.

“Our goal is not to raise money. We are going to deliver a better project than we had thought,” said the Minister

of Infrastructure, Tarcísio Gomes de Freitas, after the auction, which brought a series of innovations. “It is the first auction of a new era”, he added, referring to the hybrid model created for the new road concessions.

The announcement, in May 2021, came as Brazil’s National Department of Transport Infrastructure (DNIT) undertook an iRAP survey of 62,000km of national roads - the entire paved network under its responsibility - and the largest application of iRAP’s methodology in Latin America. Incorporating the iRAP methodology in its assessment will enable DNIT to assess network crash risk for road user groups and prioritise countermeasures to maximise lives and serious injuries saved in their maintenance and construction works.



SAFE SYSTEM REPORT INFLUENCES US INFRA BILL

As a new Administration took office in Washington D.C., the FIA Foundation partnered with the Johns Hopkins University Bloomberg School of Public Health and the Institute for Transportation Engineers to convene a Safe System Consortium, a group of 25 road safety leaders from transportation, public health, government, and academia, to draft recommendations for United States federal Safe System policy.

The consensus report focused on the benefits of the Safe System approach for racial equity and included 34 recommendations for planning, funding, and implementation. The report launch, in May 2021, was moderated by former NHTSA Administrator Mark Rosekind, now at the FIA Foundation-supported New Mobility Initiative at Johns Hopkins. Additional funding has been secured from AAA Foundation for future consortiums.

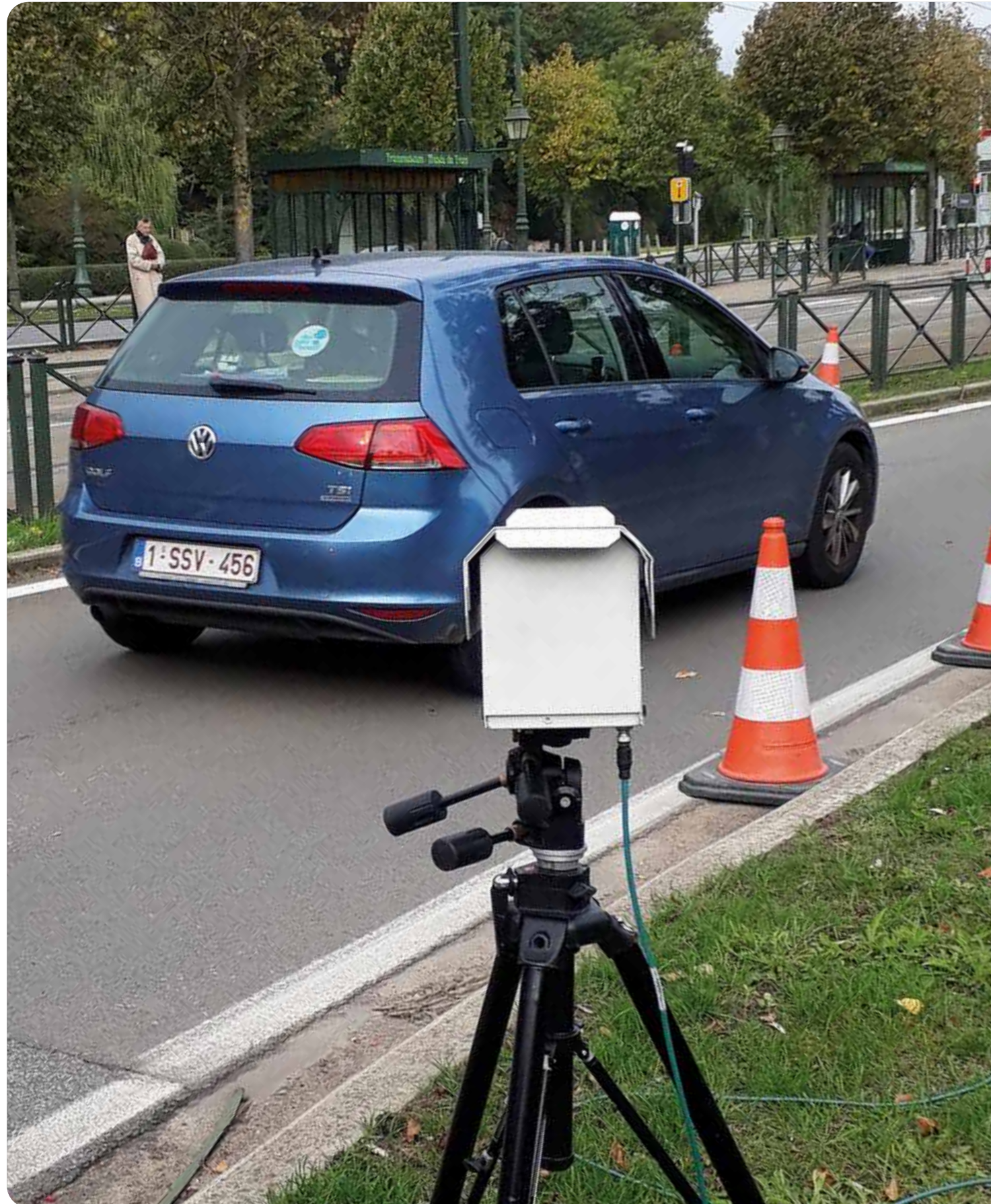
The report was delivered to the US Congress in time to be influential in helping to shape a new sweeping

one-trillion dollar policy proposal. The bill marks the first time that federal road policy explicitly supports the Safe System approach and this endorsement is anticipated to have far-reaching implications for adoption. Several life-saving Consortium recommendations have been integrated into the bill, including biennial Vulnerable Road User Assessments and road changes (consistent with the safe systems approach) to address gaps; funding traffic calming, speed reduction and road improvements to separate vehicles from pedestrians and cyclists; funding Safe Routes to School infrastructure improvements and annual financial support to States for Vision Zero.

“This effort lays the groundwork for the establishment of a Global Road Safety Committee consisting of domestic and international experts to stimulate visible US leadership and engagement in global road safety”, says FIA Foundation US Director Natalie Draisin. “The Committee will support high level representation at the United Nations high level meeting on improving global road safety in July 2022, and beyond.”



BRUSSELS DATA SHOWS TRUE EMISSIONS IMPACT OF DIESELS



New research in Brussels from the FIA Foundation's Real Urban Emissions (TRUE) Initiative has highlighted the continuing air quality impact of even the newest diesel vehicles, the impact of older vehicle fleets on air quality and the potential implications of forthcoming Low Emission Zone Standards (LEZ) changes in the city.

The project was undertaken by Brussels Environment in partnership with the International Council for Clean Transportation (ICCT) as part of TRUE, funded by FIA Foundation and Bloomberg Philanthropies

Analysis of the real-world emissions nitrogen oxides (NOx), particulate matter (PM) and particle number (PN) emissions of 130,000 unique vehicles took place in early 2021. The study is among the first large-scale collections of real-world emissions data for vehicles certified to the latest European emission standards for light-duty vehicles—Euro 6d-TEMP and 6d.

The study found that Euro 4 diesel cars, the vehicles restricted in the forthcoming Brussels ULEZ zone update, represented just 12% of the tested Brussels fleet, but contributed 47% of tailpipe PM. Meanwhile Euro 5 diesel cars and light commercial vehicles, which represent a fifth of the city's fleet, contributed 40% and 50% respectively of the NOx emissions on the city streets. The newest Euro 6d-TEMP diesel vehicles showed significant improvements but still produce over 60% more NOx than equivalent Euro standard petrol vehicles.

Diesel Particulate Filter (DPF) malfunctions were detected in 5% of the fleet fitted with the technology. These high emitting vehicles are estimated to be responsible for more than 90% of total particle number emissions from the group tested. Emissions of diesel Euro 6d-TEMP are 74% lower than pre-RDE Euro 6 vehicles, however, average real-world emissions from Euro 6d-TEMP diesel cars remain 60% greater than those of petrol vehicles certified to the same standard which are still higher than expected based on regulatory on-road limits, highlighting the need for

strong EURO 7 rules, and for quickly transitioning to "zero direct emissions" vehicles.

Air pollution is a major public Belgian health issue: according to the European Environment Agency, it is responsible for 9,000 premature deaths every year in the country, including around 1,000 in Brussels. As part of its effort to tackle air pollution and achieve its climate objectives, the Brussels-Capital Region set up a Low Emissions Zone in 2018 to gradually phase-out the most polluting vehicles to help clean up Brussels' air, with a planned exit from fossil fuel-powered cars in the city by 2035.

Alain Maron, Minister of the Government of the Brussels-Capital Region, responsible for Climate Change, Environment, Energy and Participatory Democracy, says: "The results of this study are extremely relevant for the Brussels Government. In addition to demonstrating the significant positive impact that the next milestones of our Low Emission Zone will have on air quality in 2022 and 2025, the data collected as part of this project will inform our transport decarbonization policy and enable us to take action against particulate filter fraud. By reducing the use of the car in the city and gradually phasing out the internal combustion engine, we improve the quality of life in our city."



ROUND UP

FIA FOUNDATION SUPPORTS UNICEF AND IFRC IN COVID-19 VACCINATION DRIVE

The FIA Foundation has made a €1 million donation to support efforts to combat the COVID-19 pandemic through equitable distribution of vaccines.

The funding, made on behalf of the FIA and the FIA Foundation in October 2021, was split equally between UNICEF and the International Federation of the Red Cross and Red Crescent Societies (IFRC) as a charitable contribution to the pandemic response. The donation builds on previous FIA Foundation support for the COVID-19 response during 2020, which included funding to a range of delivery agencies, NGOs and universities for logistics, medical research, PPE production and community outreach.

“The FIA Foundation has provided an important contribution for IFRC to achieve its global plan to help vaccinate 500 million people against COVID-19”, says IFRC Secretary General Jagan Chapagain. “Vaccine doses alone are not enough, it’s vaccination that saves lives. The IFRC and its member National Red Cross and

Red Crescent Societies play a key role in engaging and mobilizing communities, addressing vaccine hesitancy, and ensuring that people have access to vaccines. Our strong partnership with the FIA Foundation is a great expression of solidarity in these challenging times.”

“The FIA Foundation’s support of UNICEF’s COVAX appeal is helping ensure rapid and equitable access of COVID-19 vaccines –irrespective of a country’s wealth”, comments Steven Waugh, Interim Executive Director at UNICEF UK. “By supporting UNICEF, the FIA Foundation is helping the overall effort to procure and deliver three billion doses of life-saving vaccines for all 191 countries participating in the COVAX Facility, including those already facing humanitarian challenges. Thank you for standing by UNICEF to deliver the world’s largest vaccination campaign, in record time, and build a brighter future for the world’s children.”

“While this funding goes beyond the core focus of the Foundation”, says Lord Robertson, “our board felt it was vitally important to demonstrate solidarity with the global effort to deliver COVID-19 vaccines rapidly and equitably to every part of the world.”



LEADED PETROL SALE ENDS FOLLOWING GLOBAL CAMPAIGN SUPPORTED BY THE FIA FOUNDATION

The UN Environment Programme announced in August 2021 that the last leaded petrol to be produced has now been sold, thanks to the work of the Partnership for Clean Fuels and Vehicles (PCFV) a FIA Foundation-supported global campaign.

Poisoning from leaded petrol was one of the world’s most serious environmental health problems, responsible for 90% or more of human lead exposure, with children particularly vulnerable. Lead exposure in childhood has long lasting negative effects on mental health and personality even into adulthood. A UNEP-commissioned study estimated the benefits of the global elimination of leaded petrol at over 1.2 million premature deaths avoided per year, of which 125,000 are children. The overall global benefit of eliminating leaded petrol was measured as \$2.45 trillion per year.

The global campaign to remove lead from petrol was created at the UN World Summit on Sustainable Development in Johannesburg in September 2002, when the Partnership for Clean Fuels and Vehicles (PCFV) was established. This global public-private partnership is hosted by the UN Environment Programme (UNEP). The FIA Foundation has been a member since 2003, providing financial and strategic support to enable the campaign to achieve its goals, through global, regional and country level activities.

In 2002, 117 countries were still using leaded petrol. The partnership rapidly achieved its initial target of removing all leaded petrol from sub-Saharan Africa by 2005. However, a number of countries globally still stubbornly persisted – totalling 15 in 2008. Thanks to ongoing work, this number continued to decline, with just three remaining by 2018, and by 2021 Algeria was the last remaining producer of leaded fuel.



VISION ZERO FOR YOUTH AWARDS GO TO BOGOTÁ, MILWAUKEE, AND ADDIS ABABA



Hosted by the National Center for Safe Routes to School and the FIA Foundation, the Vision Zero for Youth Awards recognize road safety practices that can inspire other cities to take bold steps to reach zero traffic deaths among children and youth in their communities. In 2021, the award also recognised efforts to support safe walking and cycling during the COVID-19 pandemic. Three cities, Bogotá, Milwaukee, and Addis Ababa were given awards for efforts including emphasis on cycling infrastructure, speed limits near schools and a focus on equity.

“We are honoured to have been granted this award by the Vision Zero for Youth committee. Bogotá is devoted to achieving a zero youth road fatalities target and this is recognition of that effort,” says Claudia López, Mayor of Bogotá, Colombia. Milwaukee Mayor Tom Barrett notes: “Fostering the next generation of civic leaders is vital to ensuring healthy neighborhoods and safe streets in Milwaukee for decades to come. This award shows what can be achieved when everyone, especially our youth, brings their creativity and local knowledge to the table.”

UN FUND BUILDS PORTFOLIO, TARGETS FUNDRAISING

Ten new projects covering fourteen countries were approved by the UN Road Safety Fund in 2021, as the FIA Foundation fulfilled its commitment to provide US\$ 10 million for the initial phase.

New projects are focusing on activities including ensuring that children in Paraguay have safer ways to get to and from schools; strengthening the medical post-crash response in Bangladesh; developing streets for safer and low-carbon mobility of pedestrians and cyclists in East Africa; and strengthening road safety data management and policy design in the Arab region.

With a growing project portfolio beginning to deliver results and to demonstrate proof of concept, the Fund is now ramping up its efforts to expand fundraising. The 2022 High Level Meeting on Road Safety will be a major focus for securing new funding commitments, and the Fund has also established a portal for individual donations, which will be backed by an awareness raising campaign.



US BACK TO SCHOOL GUIDANCE

The FIA Foundation has worked with the US Department of Transportation, Centers for Disease Control and Prevention, American Academy of Pediatrics, and National Center for Safe Routes to School to issue guidance on safe journeys to US schools, as children returned after – in many cases – 18 months of home-schooling.

Global guidance produced with UNICEF in 2020 was complemented by US guidance convened by the FIA Foundation and National Center for Safe Routes to School in collaboration with leading domestic organisations. With strategies, examples, national guidance, and community innovations to reduce the risk of COVID-19 and road traffic injuries on the journey to school, 'Back to School Together' was launched in time for schools to re-open in September 2021.

Targeting decision makers and cities, the guidance was featured prominently during Walk to School Day on October 6, 2021. With pandemic-related appetite for



safe walking and cycling to school, registration reached a record high. The guidance was well received by US DOT Deputy Assistant Secretary for Safety Policy Robin Hutchesson, who delivered remarks at the event.



GIRLS STAY ON TRACK FOR PROMISING FUTURE IN MOTOR SPORT

Opening motorsport up to women has been a concerted focus of the FIA as competitors, officials, engineers, mechanics and in any of the array of roles the industry has to offer. The FIA European Young Women Programme, Girls on Track, was launched in March 2018 to promote and develop young female motor sport talent at grassroots level and raise awareness on key FIA campaigns relating to road safety and sustainability. The programme continues to go from strength to strength with three local Girls on Track events held in the UK, Australia and Zimbabwe, and a series of Girls on Track Virtual Experiences.

The FIA Girls on Track – Rising Stars programme helps identify 12-16-year-old female drivers and to mentor them towards a professional career in motor sport. The assessment included on-track performance, first in Karting and then in Formula 4, but also mental, physical and nutritional development, as well as providing candidates with a unique insight into the importance of physiological welfare in the sport. A full FIA Formula 4 season with the Ferrari Driver Academy in 2021 was on offer to the winner of the programme that included an intense training camp five-day assessment which saw 16-year-old Dutch/Belgian national Maya Weug become the first-ever female student of the Ferrari Driver Academy.

CLEAN AIR FUNDING LAGS SCALE OF IMPACT

Development funding for projects tackling air pollution accounts for less than 1% of total aid spending worldwide, despite a 153% rise in deaths caused by outdoor air pollution in aid recipient countries between 1990 and 2019, according to Clean Air Fund research, supported by the FIA Foundation.

The Clean Air Fund's annual The State of Global Air Quality Funding 2021 report provides the only global snapshot of projects tackling air pollution by donor governments and philanthropic organisations. It identifies gaps in funding and opportunities for strategic investment and collaboration to deliver clean air for all.

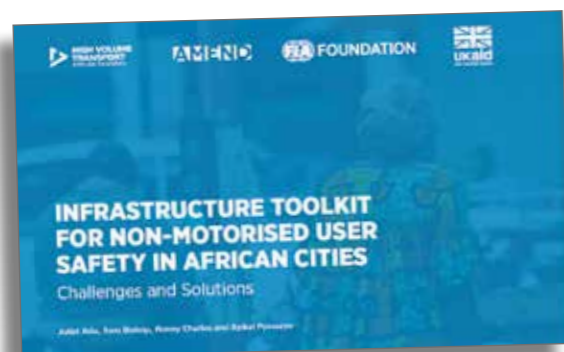
The Clean Air Fund has warned that the overall funding falls far short of what is needed to tackle a problem which causes over 4.2 million deaths every year – more than malaria, tuberculosis and HIV/AIDS combined. More money and better collaboration could save countless lives and deliver a wide range of health, environmental and development benefits.

"Governments are investing more aid in prolonging fossil fuel use than in protecting the 9 out of 10 of us breathing harmful and dirty air right now", says Jane Burston, Executive Director and Founder of the Clean



Air Fund. "With public health such a huge global priority and the world waking up to the scale of the climate challenge, this makes no sense at all. The good news is it can quickly change. We urgently need more funding, stronger targets and better collaboration to deliver clean air, for all our sakes."

AFRICA INFRASTRUCTURE TOOLKIT FOR WALKING AND CYCLING



A guide to prioritising safety in road design and improvements, 'Infrastructure Toolkit for Non-Motorised User Safety in African Cities: Challenges and Solutions', was launched in April 2021 by the NGO Amend, with the support of the FIA Foundation and the High Volume Transport Applied Research Programme, which is funded by UK Aid.

The Toolkit draws together Amend's experience across a wide range of African contexts to demonstrate

practical, affordable, and accessible ways to save lives, including evidence from Amend's School Area Road Safety Assessments and Improvements (SARSAI) programme. It has been developed to be accessible and, above all, practical to the people who make the decisions about where and how roads are built and maintained in Africa—engineers, governments, and contractors in small towns and large cities alike. The Toolkit was developed with information and learning gathered in Africa and, while the principles of road safety are the same everywhere in the world, the guide's focus is on realistic, readily available solutions for the African context.

"We found that the conditions in African cities where we have worked and implemented safe infrastructure for nonmotorized users—particularly the vulnerable ones, including schoolchildren and persons with disabilities—were very similar," explains Amend engineer, Juliet Adu, based in Ghana. "In putting the toolkit together, we thought that Africa would be one place where you could find solutions that have been tried and tested in both developing and developed countries. This toolkit is meant to show that making roads safe for the non-motorized road user is really not rocket science."

LONDON STUDY SHOWS SCHOOL STREETS CUT POLLUTION

Closing roads around schools to traffic at pick-up and drop-off times reduced polluting nitrogen dioxide levels by up to 23 percent according to a study of the Mayor of London's 'School Streets' programme, which was funded by the FIA Foundation and Bloomberg Philanthropies.

The results were published in March 2021 following installation of 30 cutting-edge sensors from the Breathe London network at 18 primary schools to record nitrogen dioxide levels where school streets were in place and in neighbouring areas. Testing was designed to build an accurate picture of how the School Streets scheme is working to change travel behaviour and, as a result, improve air quality.

More than 300 School Streets have been put in place by Transport for London to tackle children's exposure to air pollution and improve their health. Roads surrounding schools are closed to motor traffic at drop-off and pick-up times, enabling children to walk or cycle to school, reducing car trips and improving air quality. School Streets also provide space for social distancing and help to reduce road danger around schools, making journeys safer and easier.



"School Streets, play an important role in enabling parents and children to walk, cycle or scoot to and from school which has so many benefits, not least in improving air quality", says the Mayor of London, Sadiq Khan. "It's great to see the huge reduction in nitrogen dioxide during pick up and drop off on schools streets – a time where countless children and adults would otherwise be exposed to dangerous emissions. Too many lives are already lost each year as a result of our city's toxic air and the results of our monitoring study show just how much of a difference reducing car journeys through School Streets makes."

CHILE'S CHILD RESTRAINT SUCCESS

Chile has more than halved the number of children killed in road crashes in the past five years following the introduction of compulsory Child Restraint System legislation thanks to a prolonged campaign by FIA Foundation partner the Gonzalo Rodríguez Foundation (FGR).

A report, 'Child Restraint Systems. A multidimensional approach to strengthen their use: The case of Chile' was launched at a special online event in March 2021 and set out the importance of the collaborative efforts between state and road safety leaders. It summarises the four main lines of action taken in Chile to improve CRS use: diagnosis and adaptation of vehicle design and technology; control of laws and regulations; education and development of institutional capacities; and public communication campaigns.

More than 200 participants from around the world joined the report launch with speakers including: Gloria Hutt, Chilean Minister of Transport and Telecommunications; Saul Billingsley, Executive Director of the FIA Foundation, who spoke on 'The importance of working on safe mobility for children and adolescents in the new Decade of Action for Road Safety'; Fred Wegman, Professor Emeritus of the University of Delft; and Dave Cliff, CEO of the Global Road Safety Partnership.



FIRST FIVE-STAR CAR IN SOUTH AFRICA

Global NCAP's #SaferCarsForAfrica programme recorded its first five-star car in January 2021. The initiative is a partnership with AA South Africa, supported by the FIA Foundation and Bloomberg Philanthropies.

The India manufactured Mahindra XUV300 had achieved a five star rating for the Indian market in 2020. Global NCAP's Indian and African programmes share the same assessment protocols, and following a production compliance review, the rating was confirmed for the model's roll-out in Africa.

"This is a milestone event for the #SaferCarsforAfrica project, and signals that it is possible to achieve this excellent rating for vehicles in our market", says AA South Africa CEO Willem Groenewald. We are particularly pleased that this rating has been achieved through a compliance review. We applaud the fact that there is a reasonably priced five-star vehicle available in Africa which gives consumers a safe choice when purchasing a new car."

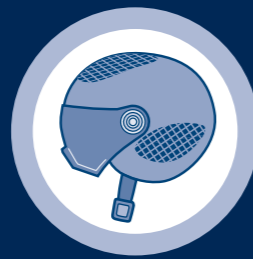
2021 PROGRAMME RESULTS

Selection of results from our programmes partners from September 2020 - September 2021

Together with NGOs, FIA Clubs and international agencies around the world we tackle issues of public health, road safety, sustainable transport, fuel efficiency and clean air, and safe and inclusive motor sport. Whilst in the majority of countries Covid-restrictions are still in place and affect activities, we have an impressive portfolio of results to share:



30km/h streets
New Advocacy Hub to support organisations, FIA member clubs and coalitions across the world engaged in policy change activities to secure safe, low-speed streets below 30km/h especially around school zones.



Motorcycle safety
New Motorcycles and Micromobility Initiative links stakeholders and worldwide initiatives addressing issues of motorcycle safety and sustainability. Our MMI supports the FIA Safe and Affordable Helmet Programme and has helped launch National Helmet Coalitions in Kenya and Mexico.

AWARDS AND ANNIVERSARIES



International Road Assessment Programme (iRAP) received the Prince Michael Award for their work saving lives across the world, effective collaboration with global partners and networks of the FIA member clubs.



Cities of Addis Ababa in Ethiopia and Bogota in Colombia received the 2021 International Vision Zero for Youth Leadership Award.



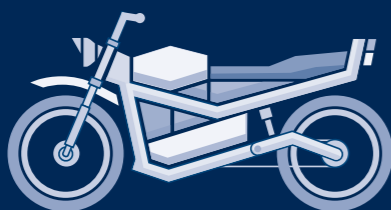
Latin NCAP has celebrated its 10th anniversary.

GLOBAL FUEL ECONOMY INITIATIVE



209MT CO₂ saved in project countries, in low- and middle-income setting, on track to 793MT by 2030 at current rates, and to 1325MT if GFEL's target to double vehicle efficiency by 2030 is achieved.

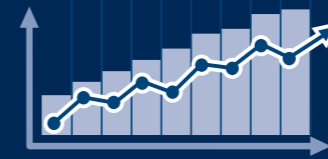
4 countries involved in electric motorbike pilots in East Africa (Kenya, Uganda, Rwanda, and Ethiopia)



FIA Vision Zero Campaign
The FIA's Vision Zero campaign aims to reduce the number of fatal crashes in amateur level motorsport to zero. The initiative was launched in Argentina and four more countries will be active by the end of 2021. Each FIA Region will have a Safety Envoy.



GFEL has reached the target of its '100 for 50by50' campaign, to secure the commitment of 100 countries world-wide to the GFEL target of a 50% reduction in average fuel use by 2050.



TRUE Global Database
Numbers for vehicle observations have increased with the TRUE global database now holding 61.4 million. Vehicle observations in the US account for 59 million, Europe 2.2 million (New European data have been collected in Brussels - 265,327 record - and Warsaw - 220,484). Jakarta 2021 data holds 130,000 records.



Global elimination of leaded petrol
This victory was achieved after an 18-year campaign of the Partnership of Clean Fuels and Vehicles, and is credited with preventing more than 1.2 million premature deaths and saving the global economy USD 2.45 trillion a year.

STAR RATING FOR SCHOOLS



Star Rating for Schools
The Star Rating for Schools Programme (SR4S) continues to grow with another 43 schools improved and another 123,824 USD invested. This brings the total of safer schools to 200 with 2.5 million USD invested. Almost 100 upgrades have been star rated with an average star rating of 2.73 before improvements and 4.36 (out of 5) after.



SR4S partnered with the FIA Road Safety Grants to develop the FIA School Assessment Toolkit. Ten clubs (Croatia, Tanzania, Nigeria, Zambia, Uruguay, Uganda, Moldova, Colombia, Panama and Georgia) will receive funding for assessments, advocacy and upgrades.

Safety Training

A further 38,000 professionals received iRAP training in safer road infrastructure, delivered in 16 languages. New Training Grants Programmes launched to bring more female engineers to work and boost capacity in Africa through grants to 60 local road safety professionals.



Delft Road Safety Course (DRSC)

Due to C19, the annual 2-week course on the Safe System approach for road safety professionals from low and middle-income countries was deferred to an 11-week online course in 2021 that trained 20 alumni. DRSC introduced 10 webinars for the DRSC alumni network with participation from 450 persons representing 54 countries.



The AiRAP Initiative is developing to capture the advances in artificial intelligence, machine learning, vision systems, LIDAR, telematics and other data sources to deliver critical information on road safety, crash performance, investment prioritisation for all road users.



International Road Assessment Programme (iRAP)
Partnership with NACTO-GDCI to launch the New iRAP Star Ratings of Global Street Design Guide resource and #Love30 animations to support UN Global Road Safety Week.



FIA Road Safety Grants

The Transformation stream supported clubs in 30 countries to implement projects improving safety of school journeys, tackling distracted driving, helmet safety and innovation for safe mobility and facilitating partnerships with International Federation of Red Cross. 34 initiatives have been supported through the Global Action stream to promote the Streets for Life campaign.



Crash tests
15 crash test results published by Global NCAP covering Latin America (5), India (6) and Africa (4).

EUROPE



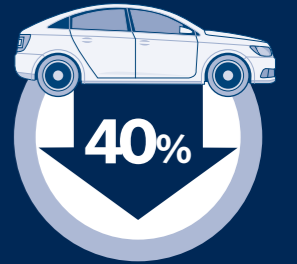
30km/h speed limits
The Automobile Club of Moldova and EASST secured 30km/h speed limits commitments at capital city and national level. Compulsory 30km/h speed limits around schools and on urban streets are being studied for inclusion in the National Road Safety Strategy (2021-2030).



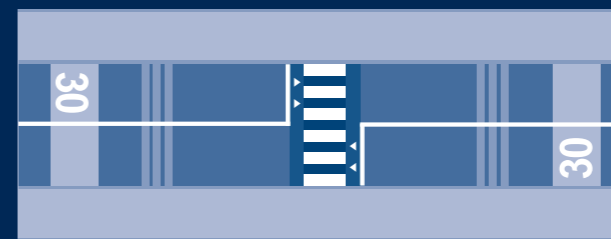
Speed reductions around school zones
In Georgia, the Partnership for Road Safety and EASST worked to ensure that Tbilisi City Hall commits to supporting policy change for 30km/h speeds around schools. In the Municipality of Zestaponi, it was also agreed to support speed reductions from 40km/h to 30km/h around school zones. 31 schools across both regions have already begun installing speed management infrastructure including zebra crossings, speed bumps, road surface, 30km/h signs, etc.



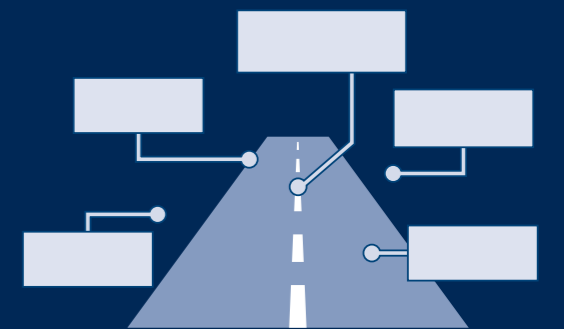
Safer Cars for Africa
Launch of the first 5-star car tested by Safer Cars for Africa: the Mahindra XUV300. AA South Africa's supported media and advocacy outreach.



Amend
School Area Road Safety Assessments and Improvements (SARSAI) and road safety education completed in two schools Dar es Salaam, Tanzania benefiting a total of 1,054 students including some with accessibility needs. Vehicle speeds dropped by 40% after the SARSAI implementation.



Scaling up safe schools
Amend provided technical consulting on two World Bank funded roads projects in Tanzania and in Mozambique to provide last mile safety on 73 kms of roads with approximately 138 adjacent schools. Automobile & Touring Club of Mozambique has joined forces with Amend to deliver a demonstration project in Maputo.



Share the Road
Africa network for walking and cycling launched by UN Environment Programme, with 60 members and 49 organisations signed up.



NigeriaRAP launched
The Federal Road Safety Corps (FRSC) inaugurated a committee to establish NigeriaRAP to enhance safer road infrastructure and complement existing efforts to reduce road deaths and injuries.



Pedestrian friendly avenue
The Chavchavadze Avenue was transformed into Tbilisi's first pedestrian friendly avenue based on the NACTO Urban Street Design Guide. Thanks to the NGO Partnership for Road Safety the NACTO toolbox has been used by the Transport Development Agency of Tbilisi in redesigning its streets.

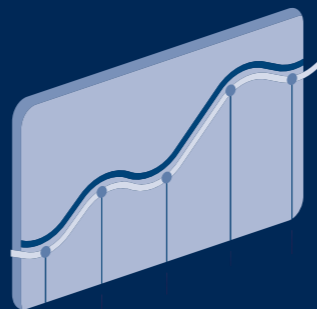


Streets for Life campaign
EASST and its partners achieved a significant social media reach for the Streets for Life campaign. Collectively, the activities were featured in over 50 local news items - including TV, radio, newspaper, and online media.



Low speed streets
In Kyrgyzstan, political commitments to support low speed streets around schools were made by local MPs. The Traffic Safety Department of the Ministry of Internal Affairs committed to pilot 30km/h speed reductions outside two schools in Bishkek.

Road safety data mapping tool
The National Automobile Club of Azerbaijan together with EASST supported establishment of first ever road safety data mapping tool covering 2019 and 2020.



Air quality benefits
FIA Foundation collaborated with the Mayor of London and Bloomberg Philanthropies to measure air quality benefits of 'School Streets'.

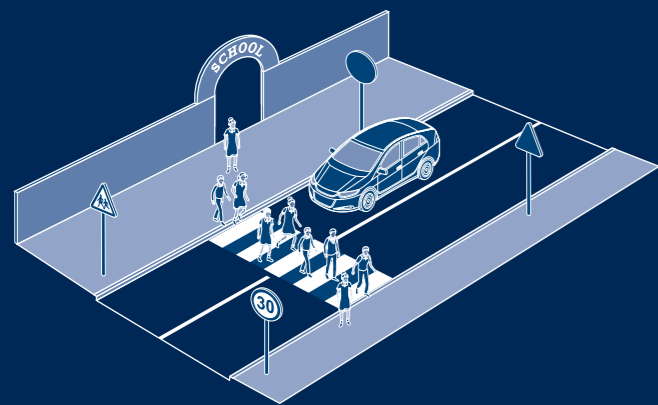


Protection for Cyclists and Pedestrians
The NGO Transport & Environment-led safe trucks campaign, which successfully lobbied for a new EU direct vision standard to protect cyclists and pedestrians in 2020, has gone global with a proposal for a new UN Direct Vision Regulation expected to be approved in 2022.

Vehicle emission standards in Western Africa
15 countries formally adopted 50 ppm petrol and diesel fuels, and Euro 4/IV vehicle emission standards for all imports into the region beginning 1 January 2021.



ASIA



SAFE SCHOOL ZONES

AIP Foundation worked closely with the Gia Lai provincial government through the Slow Zones, Safe Zones program and influenced the decision for Pleiku City in Central Vietnam, mandating that speed limits do not exceed 30km/h or 40km/h on school roads, and prioritizing government funding allocation for safe school road infrastructure. 29 primary schools received road modifications and speed will be reduced.

22 schools across Vietnam, Cambodia, Thailand, China received road modifications and safety equipment through projects funded by the Foundation and like-minded donors.



4 Star Score

The Tata Tigor EV, was the first Electric Vehicle (EV) ever tested by Global NCAP and achieved four stars for both adult and child occupants under Safer Cars for India.



Quality helmets

A new government decree in Vietnam prohibits the sale of, and trading in, counterfeit goods including helmets. The Vietnamese government committed to control and prevent the production and circulation of substandard helmets in its 2021-2030 National Road Safety Strategy.



Increased helmet use

The Vietnamese government distributed 1,914,393 quality helmets across 15,000 schools. 86.5% helmet use increase was noted amongst students in Vietnam.

Legislative change in Vietnam

The Vietnamese Government included targets to improve road infrastructure in its 2021-2030 National Strategy, covering recommendations such as 3 star or better roads; inclusion of dedicated lanes for motorcycles, motorbikes, bicycles and ensure safety for vulnerable traffic participants and school gates to receive road safety improvements, and traffic jam prevention.



Safety by numbers

AIP Foundation distributed 14,225 helmets in Vietnam, Cambodia, Thailand, Myanmar, Philippines.

14,225



Road safety training

AIPF trained 103,840 people on road safety issues in China, Vietnam, Cambodia, Thailand, Myanmar, Philippines including students, parents, teachers, police, government stakeholders and community members.

NORTH & SOUTH AMERICA

WALK & BIKE TO SCHOOL EVENTS



Over 1,275 events were registered in 44 states and Washington, D.C. for the Walk to School Day organised by National Center for Safe Routes to School. Bike to School Day was celebrated across the country with more than 1,200 participants across 45 states and DC.

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

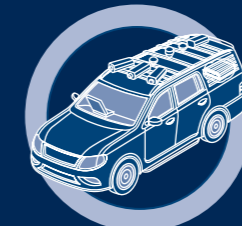
Walk and Bike to School Day activities took place in six municipalities in Mexico and two relevant national-level institutions: Costa Rica's National Council for Road Safety (COSEVI) and the Ministry of Agrarian, Territorial and Urban Development (SEDATU).



Four candidates signed up to our partner ITDP's commitments on road safety: the elected Governor of Nuevo León, the elected mayors of Monterrey and San Pedro Garza García and one of the candidates for Mayor of Juárez.

iRAP

Ten years after its first safety analysis, iRAP has supported an Inter-American Development Bank reassessment of Central America's Pacific Corridor connecting 7 countries.



62,000km assessment underway in Brazil and 26,000km in Sao Paulo; Minfra and Brazilian Association of Road Concessionaires signed agreement for 10 priority axes in transport and the first federal road concession was awarded requiring iRAP safety metric to ensure Parana's State Highways will be 3-star or better.

Mexico's Puebla High Bypass underwent MXN \$1 million upgrade following iRAP assessment.



Safe school zones

ITDP Brazil trained 25 officials from the City of Rio de Janeiro Traffic Engineering Company (CET-Rio) on traffic conflict analysis for a school zone pilot with active involvement of teachers and students. CET-Rio endorsed the Streets for Life campaign at the 6th UN Road Safety Week and placed signs and reduced speed limits to 30 km/h in 24 school zones across five boroughs.

CHILD RESTRAINT SYSTEMS



The Latin American Child Restraint Systems Evaluation Programme (PESRI) tested 14 Child Restraint Systems (CRS) models sold across the Latin America region.

Gonzalo Rodriguez Foundation, the National Traffic Safety Commission of Chile and the Ministry of Transport of Chile launched the 'Child Restraint Systems, a multi-dimensional approach to promote its use. Chile case' report - to highlights need for the child safety and showcase best practice.



Vision Zero for Youth was included in Philadelphia Vision Zero Action Plan. Findings from the youth pedestrian crash analysis were used to inform a chapter on Vision Zero for Youth and its objectives to improve youth pedestrian safety.

The Vision Zero for Youth USA Innovation Award was awarded to the Milwaukee Safe Routes to School program led by city of Milwaukee Department of Public Works and Wisconsin Bike Fed.



Safe System for racial equity

Johns Hopkins University Safe System Consortium Recommendations for planning, funding and implementation included in the one-trillion USD infrastructure act signed into law by President Biden. The consensus report focused on the benefits of the Safe System approach for racial equity.

ITDP MEXICO & COSTA RICA

The Council of Nuevo León and the transition team of the Governor elect adopted road safety as one of the two priority themes for the generation of intermunicipal coordination agreements in the Monterrey Metropolitan Area after ITDP presented the VZY and metropolitan road safety vision strategy.

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

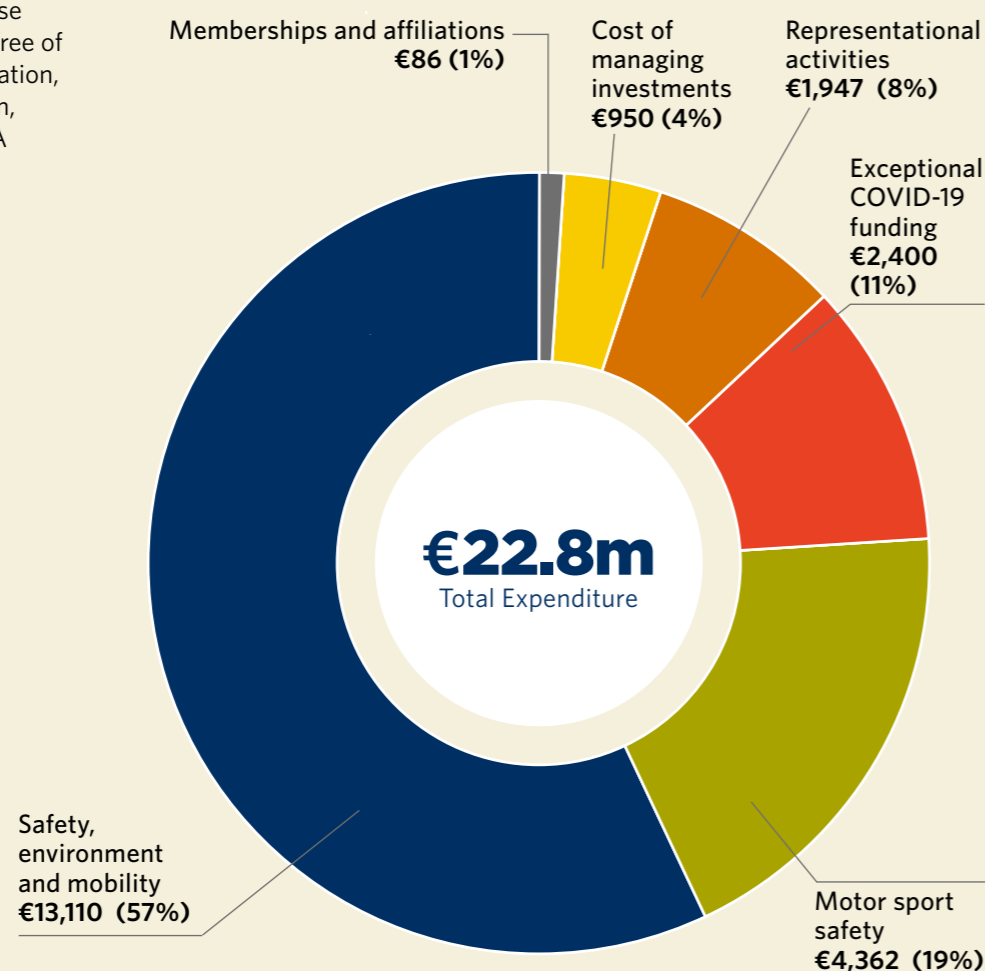
Expenditure

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 2020 the total expenditure of the Foundation was **€22,855,000**. Expenditure is split between Unrestricted and Restricted funds as follows:

| FUND | EXPENDITURE €000's | PERCENTAGE |
|--------------|-----------------------|---------------|
| Unrestricted | 22,819 | 99.8% |
| Restricted | 36 | 0.2% |
| Total | 22,855 | 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 | €17,228,000 | 75% |
| ■ Direct Expenditure | €791,000 | 4% |
| ■ Support and Indirect Costs | €4,076,000 | 18% |
| ■ Costs of Managing Investments | €760,000 | 3% |
| Total | €22,855,000 | 100.0% |

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

Grant making

41 organisations benefitted from 51 grants awarded during the year, with a value of **€17,228,000**.

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, during 2020, the Foundation made a €5,748,000 exceptional withdrawal to fund the following: The second instalment of \$3 million to United Nations Road Safety Trust Fund. The total

commitment to the fund, contingent on the UN fund being able to attract match funding from other sources is \$10 million, with the last instalment of \$4 million due in 2021; The United Nations Economic Commission for Europe; and, Funding to support the efforts to tackle the COVID-19 emergency as described below.

The Foundation managed one restricted funds: The Global Fuel Economy Initiative - Regional Implementation of Global Fuel Economy. The donations and other incoming resources received or generated for expenditure is restricted for the specified purposes as laid down by the donor. The programme was completed during the year and the fund is now closed.

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

GRANTS AWARDED TO MAJOR PARTNERS

| PARTNERS | GRANTS (BY FUND €000'S) | |
|---|-------------------------|---|
| | Unrestricted Funds | Unrestricted Funds - exceptional withdrawal |
| Fédération Internationale de l'Automobile - Switzerland | €2,020 | €163 |
| Fédération Internationale de l'Automobile - France | €3,907 | |
| International Road Assessment Programme | €1,150 | |
| Global NCAP | €1,000 | |

GRANTS AWARDED TO OTHER MULTI-YEAR PARTNERS

Unrestricted Funds

| PARTNERS | GRANTS (BY FUND €000'S) |
|--|-------------------------|
| AIP Foundation | €200 |
| AMEND.org | €200 |
| Delft University | €138 |
| Eastern Alliance for Safety & Sustainable Transport | €200 |
| Gonzalo Rodríguez Memorial Foundation | €200 |
| Institute for Brain and Spinal Cord Disorders (ADREC) | €325 |
| National Association of City Transport Officials (NACTO) | €222 |
| The Clean Air Fund | €216 |
| United Nations Environment Programmes (UNEP) | €298 |

2020 EXCEPTIONAL WITHDRAWAL - GRANTS AWARDED

Unrestricted Funds - exceptional withdrawal

| PARTNERS | GRANTS (BY FUND €000'S) |
|---|-------------------------|
| COVID-19 Funding | €2,400 |
| United Nations Economic Commission for Europe | €750 |
| United Nations Road Safety Trust Fund | €2,671 |

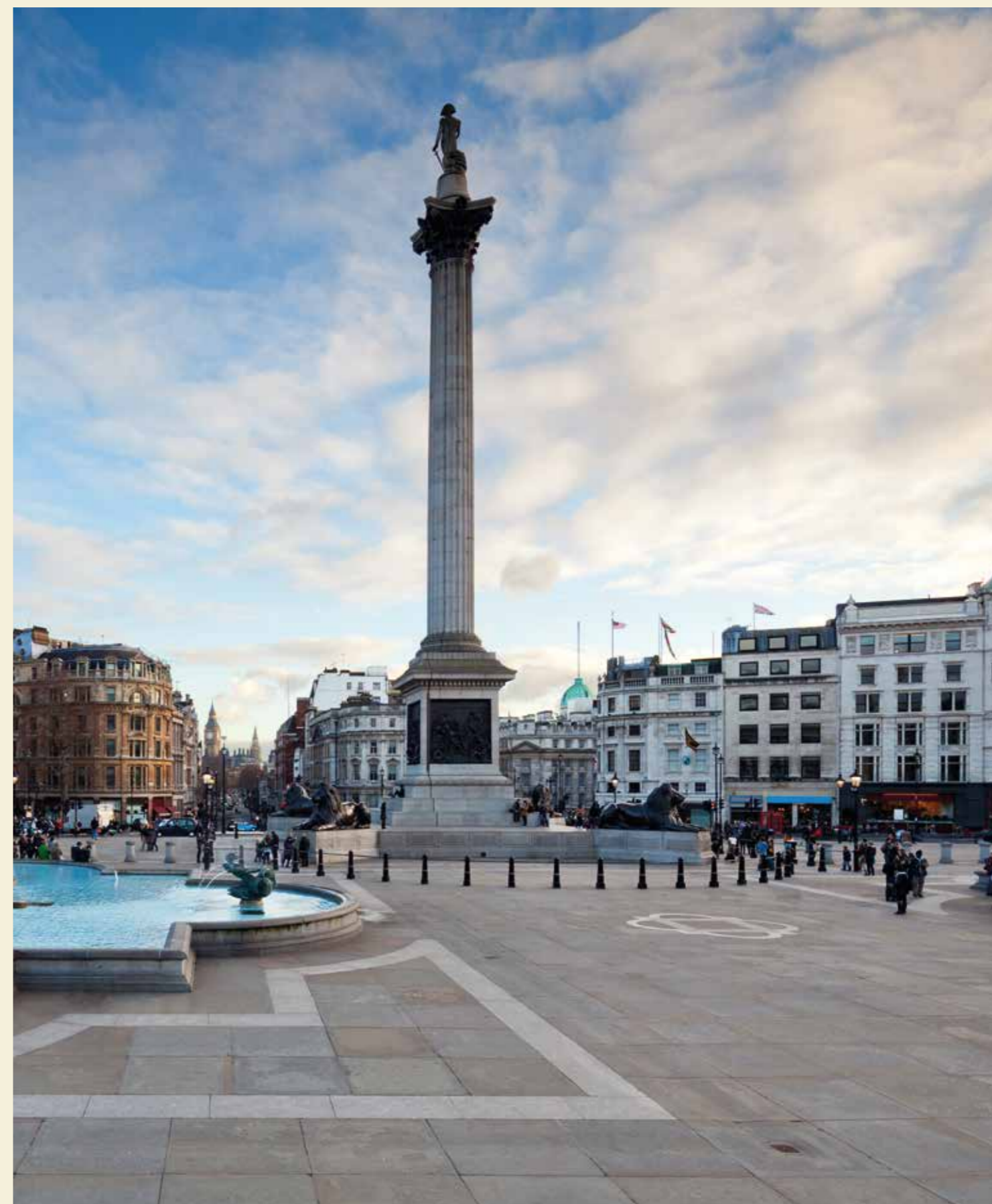
To support the efforts to tackle the COVID-19 emergency the Board of Trustees agreed to undertake an exceptional €2.4 million of grants and donations during 2020, as follows:

2020 COVID-19 GRANTS AWARDED

Unrestricted Funds - exceptional withdrawal

| PARTNERS | GRANTS (BY FUND €000'S) |
|--|-------------------------|
| AIP Foundation | €250 |
| The International Federation of Red Cross and Red Crescent Societies | €1,000 |
| John Hopkins University | €200 |
| Oxford University Development Trust | €100 |
| Paris Brain Institute | €400 |
| Transaid Worldwide Services Limited | €150 |
| The United Nations Children's Fund (UNICEF) | €300 |

22 smaller grants one-off grants were also awarded during the year, with a total value of €1,168,000. Details of the recipients can be found in the full financial statements.





IN MEMORIAM: MAX MOSLEY

Max Mosley, who as President of the FIA established the FIA Foundation, died aged 81 in May 2021.

He leaves a powerful legacy of road safety action which has transformed vehicle safety and the global response to road traffic injury. His achievements include European crash test legislation and the independent car safety tests of Euro NCAP and Global NCAP, which together are estimated to have saved many tens of thousands of lives. The FIA Foundation, set up by Max Mosley in 2001-2, supports road safety and sustainable transport programmes in more than 100 countries worldwide and is a leader in advocacy for global road safety and the rights of children to safe and healthy journeys.

Max Mosley, a barrister, became President of the FIA in 1993, following a long career in motor sport, first in sports cars and then later in Formula 2 driving Brabham and Lotus cars. He retired from driving in 1969 to co-found March Engineering, which quickly became one of the world's leading racing car manufacturers.

As FIA president he prioritised motor sport safety, forming an Expert Advisory Safety Committee, which brought together leading safety experts in motor sport to research and find solutions for the major safety issues in motor sport. In 1994, spurred by the deaths in one tragic Formula One weekend of Roland Ratzenberger and Ayrton Senna, Mosley instituted major reform of safety in the sport. He served as the first Chairman of the Formula One Safety Commission, which focused on the development of all aspects of Formula One circuit safety, and worked closely with Professor Sid Watkins, Peter Wright, Charlie Whiting and others to instil a strong safety culture. In 2004, Mosley also established the FIA Institute for Motor Sport Safety in order to develop and improve safety measures and sustainability across all areas of motor sport, from junior racing to top-level championships.

His interest in motor sport safety and understanding of the important role of crash testing in improving crashworthiness and survivability, led Mosley to demand change in automobile safety too. He was determined that the FIA would have a social impact in the world outside motor racing and promoted increased road safety and environmental protection. He led a successful FIA campaign to modernise and strengthen EU crash test standards and promoted the European New Car Assessment Programme (Euro NCAP), the independent crash-test organisation described by the European Commission as the most cost-effective road safety initiative of the last 20 years. Mosley remained Chairman of Euro NCAP from 1996 until 2004.

In 2001, Mosley proposed the establishment of the FIA Foundation, using proceeds secured from Formula One TV rights, and created it as an international charity based in the UK. The Foundation became the first major private funder of global road safety, and helped the World Health Organization, the World Bank and the United Nations to develop strategies and establish funding initiatives. Mosley served as a Trustee of the Foundation until 2014. He also became the first Chairman of the Global New Car Assessment Programme (Global NCAP), established with funding from the FIA Foundation in 2011, which has worked to improve vehicle safety in Latin America, South East Asia, India and South Africa.

A road safety pioneer, leader and donor, Max Mosley's legacy will continue to be seen and felt every day in the work of the FIA Foundation and other institutions he established, the motor sport safety reforms he led, and in the many thousands of deaths and serious injuries prevented through the road safety research and programmes he supported.



TRUSTEES AND STAFF OF THE FIA FOUNDATION

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Damiani
ITALY



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UNITED KINGDOM



Werner Kraus
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EXECUTIVE DIRECTOR



Sheila Watson
DEPUTY DIRECTOR



Avi Silverman
DEPUTY DIRECTOR



Natalie Draisin
DIRECTOR, NORTH
AMERICAN
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Béatrice
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Diana Fauner
DESIGN AND NEW
MEDIA ASSOCIATE



John Rigby
DESIGN AND NEW
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Richard Clarke
RESEARCHER



Rita Cuypers
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TRANSPORTATION



Oscar Diaz
REGIONAL ADVISOR,
LATIN AMERICA



Agnieszka
Krasnolucka
PROGRAMMES
MANAGER



Kate Turner
MEDIA AND PUBLIC
AFFAIRS MANAGER



Caroline Flynn
PA / OFFICE
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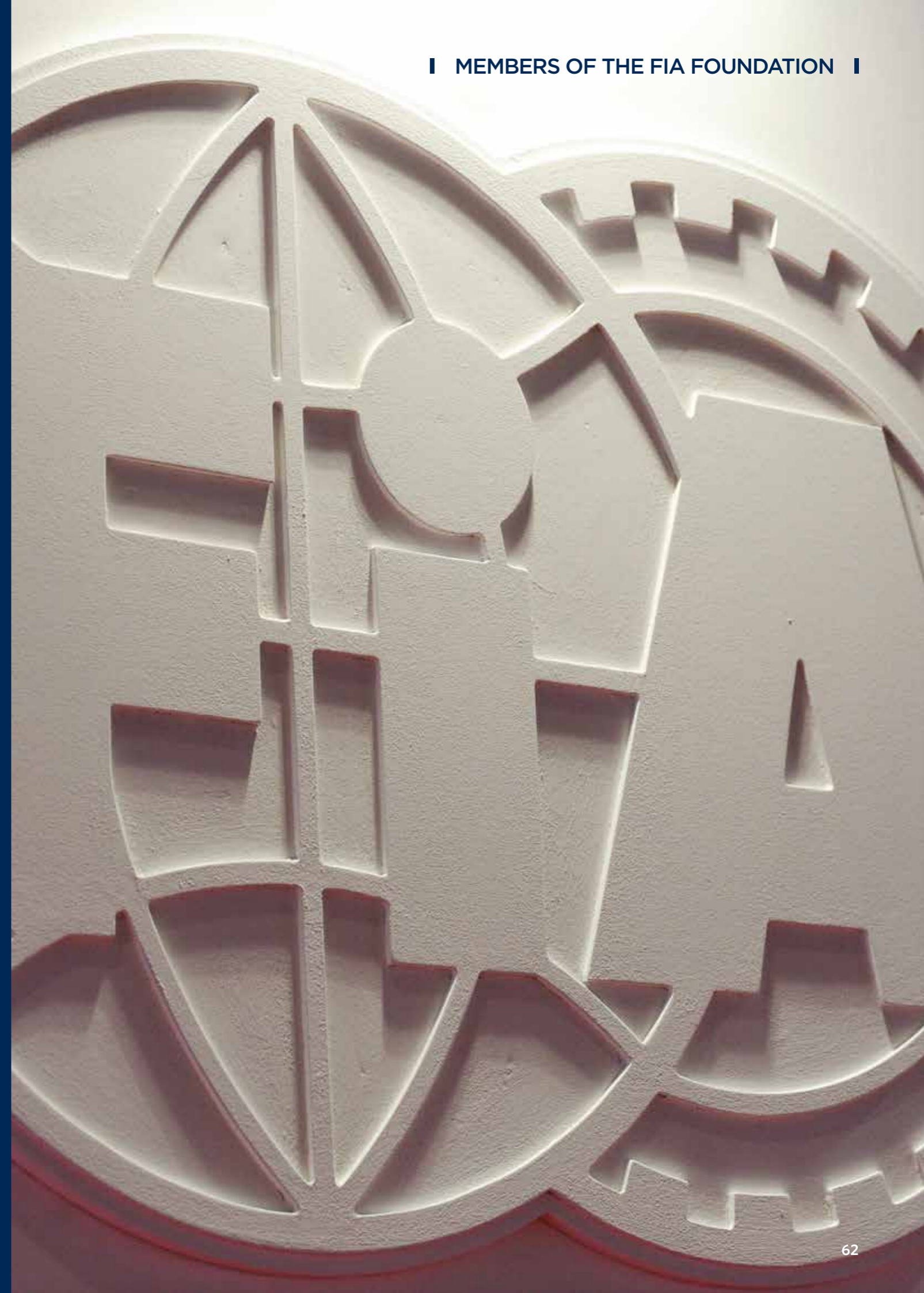


Chris Bentley
HEAD OF
INFORMATION
TECHNOLOGY

MEMBERS OF THE FIA FOUNDATION

- 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
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- 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
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- 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
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- Automobile and Touring Club of Libya, Libya
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- Avto-Moto Sojuz na Makedonija, Republic of North Macedonia
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- Asociación Mexicana Automovilística, Mexico
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- Automobile Club de Monaco, Monaco
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- Nepal Automobiles' Association, Nepal
- 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 Związek Motorowy, Poland
- Automóvel Club de Portugal, Portugal
- Federação Portuguesa de Automobilismo 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 Bilsportförbundet, 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
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- Fundación Gonzalo (Gonchi) Rodríguez, Uruguay
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- Zambia Motor Sports Association, Zambia
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