



ANNUAL REVIEW 2024



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INTRODUCTION

It is an honour to become Chair of the FIA Foundation, a charity which has such a remarkable track record of creating policy change that has undoubtedly saved many lives.

My predecessor, Lord Robertson of Port Ellen, led the Foundation's Board of Trustees for eight years and the Foundation's global road safety advocacy for more than a decade before that. I'm sure my fellow trustees would wish to acknowledge his outstanding work over this 18 year period and wish him well for the future.

Road traffic injury remains the leading global cause of death for young people aged 5-29. Through its grants and advocacy the Foundation plays a vital role in tackling this. We do so in a practical way, based on evidence, supporting the development of tools and standards, supporting governments and institutions

and empowering communities. The latest survey from the World Health Organization (WHO) shows that this work, by the Foundation and many partners, is at last paying dividends. There has been a small reduction in global road traffic deaths since 2010. Measured against population growth and particularly against a significant increase in vehicles, the decline is more dramatic and encouraging. There are big variations between world regions, rich and poor, car occupants and pedestrians, and Africa's upward trend is troubling. There is therefore a long way to go and many millions of appalling and preventable tragedies will continue until governments end their complacency and make road safety the priority it needs to be.

Road transport's contribution to greenhouse gas emissions and the related issue of local air pollution are also high on the Foundation's agenda. Through



our partnership with leading institutions in the Global Fuel Economy Initiative and in collaboration with the International Council on Clean Transportation on the TRUE real urban emissions initiative we are deploying data to inform better policymaking. Our recent benchmarking report on global fuel efficiency shows that more efficient ICE technology and fleet electrification can make a big difference to global carbon emissions, but we need to ensure that the trend to bigger and heavier vehicles doesn't offset these gains. In our work with cities, providing TRUE real-world emissions data, we are helping politicians make informed decisions. We recognise the issue of car dependence alongside the need to ensure fair and affordable outcomes which balance individual freedoms and an environmental imperative.

My own background in motor sport has allowed me to see first-hand the contribution the Foundation has made, over more than two decades, to the safety of the sport through supporting FIA technical research, training, medical interventions and circuit improvements. I am keen to use my role as Chair

to enhance the visibility within the motor sport community of all the work of the Foundation, particularly identifying ways that we can do more to bring mobility policy to motor sport where we have common interests of safety and the environment. In a time of rapid technological change and ecological challenge, the Foundation has an important role to play as an independent, evidence-led charity straddling the worlds of motoring and motor sport; high- and low-income nations and experiences; and the responsibilities and rights of road users around the world.



David Richards CBE
Chair
FIA Foundation



OVERVIEW

The Foundation's charitable objectives are to promote public safety and public health, the protection and preservation of human life and the conservation, and the protection and improvement of the physical and natural environment.

Measuring our impact is important but can be difficult. Road traffic casualty reductions, air quality improvements and fuel efficiency advances may be the result of many factors, so isolating and attributing the Foundation's contribution is hard. Knowing we have helped deliver the work of effective partners can be its own reward, even if a health outcome can't be narrowed to a specific, directly attributable, number.

Sometimes it is possible to estimate impact with a good degree of certainty, as with the assessment of the International Road Assessment Programme (iRAP)'s work undertaken by Johns Hopkins University, which we showcase in this annual

review. Johns Hopkins' calculation that the work of this small charity has prevented 700,000 deaths and serious injuries since 2016 is an important independent validation and a cause for celebration.

iRAP began life as a project of the European auto clubs - what became EuroRAP - which then expanded to undertake pilots in a few developing countries, Costa Rica and Malaysia the first, with the active participation of the FIA clubs and governments there. The Foundation's consistent strategic core funding is the crucial ingredient which provided the space for trial and error, and enabled iRAP to grow. Today, working in more than 130 countries, partnering with development banks, influencing investment in safer road infrastructure estimated, by iRAP, at more than \$100 billion worldwide, iRAP's quantifiable, life-saving impact is a proud legacy for the dedicated team at iRAP, for its auto club founders, and for the Foundation.



A living legacy, because the numbers of deaths and injuries prevented will continue to accrue and new road projects supported by iRAP will continue to be added.

The Foundation's goal in supporting or designing initiatives is always to influence policy change and practice at sufficient scale that we help to decisively move the needle. The Global New Car Assessment Programme (Global NCAP) has transformed car safety and continues to deliver in its role as consumer watchdog, and this year its international policy conference was hosted by its longtime technical partner ADAC at the auto club's headquarters in Munich. Johns Hopkins University, again, estimates that adoption of vehicle safety regulations in G20 countries alone will prevent 160,000 deaths between 2015-2030.

The TRUE Initiative is deploying data to influence emissions policies in cities across the world, most recently in Delhi as we describe in this review. The FIA is using incident investigation to improve car, circuit and management safety across its sport championships. The Child Health Initiative is

scoring wins with national-level changes in policy and practice for speed limits and road design near schools. The new FIA Road Safety Index has the potential to become another significant initiative improving safety and preventing traffic-related injury in the operations of Fortune 500 companies.

Strategic health financing, investing with the long view. This is what the Foundation does well. Our approach is paying dividends, and every life saved is a contribution - on behalf of the entire FIA family - to a healthier world.



Saul Billingsley
Executive Director
FIA Foundation





“IT COULD BE SOMEONE YOU LOVE”: IRAP’S 700,000 LIVES, AND COUNTING

Road safety infrastructure changes informed by the International Road Assessment Programme (iRAP) methodology have prevented almost 700,000 deaths and serious injuries in 74 countries since 2016, according to estimates by Johns Hopkins University published in the respected journal Plos One.

The paper ‘Statistical estimation of fatal and serious injuries saved by iRAP protocols in 74 countries’ estimates the likely impact of road improvements in 1,039 infrastructure projects where the iRAP methodology and tools have been used. The FIA Foundation is the core funder of iRAP’s work.

Key findings of the report, with modelling year-by-year, show the application of the iRAP model will have prevented a cumulative and estimated 699,768 deaths and serious injuries between January 2016 and the end of 2024. Further, the paper projects that by 2044, the existing road treatments will prevent almost 3.2 million fatalities and serious injuries, given the average effective lifespan of 20 years.

“We are so proud and thankful for each and every life saved by our partners around the world”, says Rob McNerney, iRAP CEO. “We don’t know who we have saved, but we do know it could be someone you or I love. What this research shows is that countries and organisations that are making use of the iRAP methodology and tools to inform investment in safer roads – such as sidewalks and crossings, bicycle lanes, safety barriers and traffic calming – are having a real and measurable impact.”

The study is the first to measure the impact of road projects financed by governments, development banks, NGOs, and private-sector road operators around the world using the iRAP methodology and tools.



The iRAP Star Rating Methodology provides an objective measure of road safety levels ‘built in’ to the road for vehicle occupants, motorcyclists, bicyclists, and pedestrians. It presents an evidence-based measure of the likelihood of a crash occurring and its severity. A 1-star rated road is the least safe while a 5-star road is the safest. iRAP partnerships now extend across more than 125 countries, 1.8 million kilometres of Star Ratings of roads and designs, and 1.8 million kilometres of Risk Mapping, influencing the safety of over 100 billion USD of road investment.

Examples of projects where the iRAP methodology has been used include: In Karnataka, India, deaths reduced by 54% and injuries by 42% on a 62km section of the Belagavi - Yaragatti Highway; in Victoria, Australia, deaths fell by 77% and hospital bed days reduced by 74% on 1,730km of key highways; zero fatalities and an 89% fall in injuries on a section of Highway 4028 in Thailand; in Shaanxi, China, road deaths fell 33% and injuries more than halved (53%) on 850km of roads; in Albania, road deaths fell 23% following treatment on 1,335km of the nation’s busiest primary and secondary roads; in England, deaths fell by 54% on more than 7,000km of strategic network roads; and in Colombia, speed limit reductions informed by iRAP assessments resulted in a 22% reduction in fatalities.



GLOBAL NCAP AND ADAC LEAD VEHICLE SAFETY DEBATE

The German auto club ADAC hosted the first Global NCAP World Congress at its headquarters in Munich, in April 2024, bringing together all the world's car assessment programmes with motor industry representatives, governments and safety activists.

The ADAC has been a trusted partner of Global NCAP for more than a decade. Europe's largest mobility club has supported successful consumer protection programmes across the world. ADAC's technical facility at Landsberg has crash tested all the cars inspected by Global NCAP, Latin NCAP, Global NCAP's 'Safer Cars for India' campaign, and the 'Safer Cars for Africa' campaign co-led by AA South Africa.

"Global NCAP and the NCAP community are rightly recognised and highly respected for their transformative work on vehicle safety improvements", says Karsten Schulze, ADAC Technical President. "We have seen their achievements in regions across the world, most recently in India, and the ADAC is very proud to have partnered with Global NCAP for every milestone on their advocacy journey. The ADAC is committed to consumer protection, in Germany, in Europe and, thanks to our collaboration with Global NCAP, to consumers across the world."

A focus of the NCAP24 event was the success of the Safer Cars for India campaign, led by Global NCAP and IRTE with support from Bloomberg Philanthropies and the FIA Foundation. After 10 years of independent consumer crash testing which raised the profile of vehicle safety in the media and with the public and politicians, the Indian government launched its own official programme in August 2023.

Speakers at NCAP24 included Sophie Schulman, acting Administrator of the US National Highway

Traffic Safety Administration and Meera Naran, a road safety campaigner from the UK who lost her daughter in a crash. The FIA was recognised with an innovation award for its Road Safety Index. At NCAP24 Global NCAP and the ADAC's Mobility Test Centre agreed a new vehicle safety partnership, extending their technical and crash testing collaboration to include wider advisory, educational and road safety training activities for the future. A new Global ISA Partnership, convened by Global NCAP to support the introduction of intelligent speed assistance across the fleet, was also announced during the conference.

"Global NCAP could not have achieved its success in vehicle safety improvement across the world without the support of the ADAC", says David Ward, President of the Towards Zero Foundation, which manages Global NCAP. "We are grateful for the ADAC's world class team, for their expertise and for their highly collaborative and proactive approach to consumer protection. We look forward to extending our partnership and to finding new ways for our road safety work to make a tangible real world impact."





KENYAN COALITION PRESCRIBES HELMET STANDARDS TO CUT MOTORCYCLE DEATHS

The rising role of motorcycles in Kenya's economy is coming at too high a cost, with an urgent need for a helmet testing facility to enforce standards, according to a report by the Kenyan National Helmet Wearing Coalition, launched in March 2024.

The Coalition report 'A Fare Price: An Investigation into the Health Costs of Motorcycle Taxi Crashes in Kenya' studied boda boda helmet usage through hospital data, observational studies, in-depth interviews, and national data analysis.

In Kenya, registered motorcycles have risen to 2.2 million: 22 million journeys, with fares totalling US\$100 million, are made daily. The personal and economic cost, however, is high, and motorcycle users made up 35% of all Kenyan road deaths in 2023, with low helmet prevalence and quality representing major factors.

High-risk roads in Nairobi saw just 63% of boda boda drivers and 15% of pillion passengers wearing helmets. Research has shown that a motorcycle helmet can reduce the risk of death by 42% and the risk of head injury by 69% in a crash. Head injuries are the leading cause of hospital admission and make up more than one-third of all injuries (35%), according to the analysis of hospital records from two hospitals in Nairobi. Almost 1,000 individuals received treatment for motorcycle crash injuries in an 18-month period, where the mean stay was 18 days, and 28% of patients stayed more than three weeks. Most victims were younger than 35, with boda boda drivers (62%) more frequently injured than pillion passengers. Six per cent of patients died during treatment. However, roadside deaths are not recorded by hospitals, and broader data is limited.

While there is no data specific to motorcycle crashes, the burden of overall road traffic injuries to the Kenyan economy collectively is approximately US\$6.5 billion (World Bank, 2020). Further, the most expensive forms of treatment relate to head and limb injury types, which are the most common among motorcycle users. Personal testimonies revealed boda boda drivers with healthcare costs equal to 4.5 years of salary, with many drivers unable to return to work for more than one year after a crash.

Most boda boda drivers interviewed reported wearing helmets but needed a better understanding of helmet safety and the role of helmet standards. Only 14% of drivers were confident that they were wearing quality helmets, and compliance was mainly focused on enforcement rather than personal safety.

The report identified a series of recommendations including to: strengthen data collection; raise helmet safety awareness; increase financial and political investment; and establish a helmet testing laboratory, the first in East Africa. Its publication secured significant media interest, and support from the Kenyan government.

"In Kenya, motorcyclists are particularly vulnerable because they have limited protective equipment that could prevent major traumas in the event of a crash", says George Njao, Director General of the Kenya National Transport Safety Authority. "Based on the report it is evident that riders face significant risks due to the absence of appropriate helmets. We welcome these findings, and it will go a long way in supporting the Government in coming up with evidence-based interventions including the establishment of helmet testing centres."

A FARE PRICE? THE HUMAN COST OF THE MOTORCYCLE BOOM

While researching the 'Fare Price' report, our team met many ordinary Kenyans whose lives have been affected by motorcycle crashes. Here are a few of their stories...



MARY MUSIEKA MBALI

In one hand, Mary holds a mobile phone with a photo of her son, Joyfam Mark Salamba, the other arm is wrapped around her wiggling baby grandson.

"I waited 17 years for my son. Now he is gone, and I am mother and father to my grandchild."

The bodaboda, a motorcycle loaded with goods or passengers, has become a ubiquitous sight across urban and rural Kenya. They have rapidly become the major source of low-cost transport and economic opportunity. The sole breadwinner for his family, Joyfam was one of almost two and a half million Kenyans who have taken to two wheels

for employment, a number that is rapidly growing. One October evening, Joyfam was in a crash. His helmet shattered, and he died from his head injuries. Mary's grief is profound. She lost her only son and is now the primary caregiver to her grandson. And yet she cannot avoid using bodabodas. She needs them to transport herself and her grandson. She is even trying to retrieve her son's motorcycle so it can be used again to earn some extra income.

Young bodaboda riders are often vilified by authorities, Mary warns. Many are young men supporting their families, shouldering responsibilities for children, wives, and elderly parents. Yet when a crash happens they are regularly blamed and accused of criminality.



BEN KISUTA

Ben was a farmer, but heard rumours he could make more money in the city as a bodaboda rider. Now he takes passengers back and forth to work.



One day in 2022 he was riding back from a job when he was in a crash. A car ahead of him turned, and his next memory was waking up in a hospital two days later. He had a traumatic brain injury. Correctly worn, a high-quality helmet can prevent up to 74% of head injuries.

“My helmet didn’t protect me, it was a poor quality, so when I hit the vehicle it broke to pieces, I used to think that any helmet sold in the market would be OK so I went for the cheapest one. I didn’t know that there are poor quality helmets.”

Now Ben advocates for helmets and protective gear with his fellow riders. He shows off his new yellow helmet and points out the safety features that protect his head if he has another crash. He wants the government to test helmet quality and crack down the market for non-protective helmets.

JONES MERABA

Jones Meraba is 28 years old and is married with one child who is six months old. He has been riding a motorcycle and working as a bodaboda rider since he was 13 years old. He was first taught to ride by friends, but once he reached the legal age, he underwent formal training to gain his licence. He owns his motorcycle and earns an average of US\$9.60 a day.

Jones was involved in a crash three months ago, in December 2023, although he wasn’t riding his motorcycle in this incident. He was relaxing at his bodaboda stage when the driver of a passing car lost control of their vehicle and drove into the stage, hitting Jones.

Jones sustained a fractured lower left leg, a dislocated heel and some damage to his hip. He was admitted to the hospital for two days, whereby a rod was inserted into his leg. The total cost of treatment to date is US\$146.50, however, treatment is ongoing and is expected to incur additional costs. Jones’ mobility is still significantly impaired, and he is forced to walk on crutches.

Jones has been forced to use all of his savings to cover the cost of the treatment so far, and recently, his wife has had to find employment.

With a 6-month-old baby at home this presents several challenges and so Jones is now the primary caregiver at home. No timeline has been provided for when Jones expects to fully recover.





INNOVATING RACE SAFETY: THE NEW F3 CAR

The FIA Foundation has been a longtime partner of the FIA when it comes to motor sport safety research. From the early days of supporting the FIA Institute for Motor Sport Safety, through to its current support of the FIA's internal motor sport research programme, currently overseen by Safety Director Nuno Costa, and Deputy Safety Director and Head of Research, Marco Petrilli. The Foundation's grant funding combines with the contributions of a significant number of stakeholders supporting the FIA's research effort, with a commitment to bring to fruition new innovations and safety improvements, with a shared vision to help reduce fatalities and serious injuries.

Many such innovations are often first developed at the elite level of the sport, such as Formula One and the World Rally Championship. Typically, these will then be customised for deployment into lower levels of the sport, and eventually for national-level competition run by the FIA's member clubs, where they can have the widest impact. Such innovations and improvements often take several years of exacting research before they are ready for implementation, and the example below shows how this work has been brought to life for one of the FIA's key open cockpit categories, the 2025 FIA Formula 3 Championship, in a similar approach to that followed for the 2024 FIA Formula 2 Championship.

Nose, Front Impact Structure: Having been developed for higher formulae, this was part of the cascading down process across other single seater categories. Leveraging on the extensive research the FIA performed for the definition of the 2022 Formula One technical regulations, the FIA developed a new set of design and performance requirements for the new Formula 3 frontal impact structure. This was aimed at increasing the impact angle, with the structure able to withstand the energy absorbed in case of longitudinal impact, specifically, from 77kJ to 111kJ.



Chassis, Survival Cell update: This key development was the result of a complete review of the Formula 3 chassis strength. This has included the development of an anti-intrusion panel test and specification, with side strength having been increased up to 350kN, together with a frontal impact strength increase, from 300kN to 400kN.

Rollover Structure: As a result of extensive research following a number of crash investigations, the FIA updated the specification for this rollover structure. This included increasing the resultant force applied during the homologation test and increasing the application angle, so as to stress more aggressively the chassis-structure connection during the test.

Cockpit package and steering effort: An extensive number of developments have been implemented by the FIA to enhance both comfort and safety for drivers. These take account of differing physiology between drivers, including males and females, so that the FIA can deliver on its core principle of inclusivity. These include innovations such as: (i) increasing the range of seat dimension and pedal positions, which now span 1.50m to 1.97m; and (ii) the introduction of technologies that will see a reduction in steering loads, by reducing the maximum torque from 48N.m to 30N.m.



FIA UNITES SPORTS AGAINST ONLINE ABUSE

The United Against Online Abuse (UAOA) campaign, led by the FIA and supported by the FIA Foundation, has stepped up activity during 2024, hosting its first summit and announcing the first recipients of its Global Research Scholarship.

Experts from across the sporting, political, and social worlds pledged their support to the campaign at the summit held in May at the FIA's headquarters in Paris. Panelists and attendees joined from key institutions and social platforms including FIFA, World Rugby, UNESCO, the African Union, Peace and Sport, and TikTok, and worked together to shape the coalition's mission and drive towards the goal of eradicating online hate. Amélie Oudéa-Castéra, French Government Minister for Sport and the Olympic and Paralympic Games of France, sent a message of support. All agreed the objectives of UAOA are highly relevant and urgent, as abusive behaviour by social media users – sometimes spilling over into verbal and threatened actual violence – affects the mental health of athletes and discourages engagement in sport.

Summit attendees heard firsthand the experiences of top athletes, including Olympian and taekwondo champion Pascal Gentil, and rally driver Burcu Çetinkaya. Burcu, who alongside being a top rally driver is the FIA Women in Motorsport Commission Chair, shared her experiences as a survivor of online abuse and spoke bravely about the impact it had on her, and the journey she had made to return to rallying.

“This conference was an opportunity for leaders and experts to come together and collaborate on our united mission to combat online abuse”, says the founder of UAOA, FIA President Mohammed Ben Sulayem. “I thank all who have pledged their support for this coalition and urge the wider global community to come together and join us in this important fight.”

UAOA also published a barometer survey in 2024 which found that 75% of athletes have reported threats against their physical safety, whilst over 90% agreed that if online abuse is not addressed, it will drive them away from their sports. The survey is an example of the data underpinning the campaign, delivered through the UAOA Research Centre. The four recruited scholars for the Centre, established researchers within their respective fields, are carrying out Masters by Research at Dublin City University with full funding from the FIA Foundation. Their work will help to improve understanding of online abuse against athletes and officials, providing a strong basis for the UAOA coalition's ongoing efforts to drive behavioural and regulatory change.

Ana Rodríguez Armendariz is a Deputy CMO at the F1 Mexico City Grand Prix. She has completed clinical placements at Hospital Zambrano Hellion, Queen Elizabeth Hospital Birmingham, and TecSalud Zambrano Hellion Hospital. Kimberley Wyllie joins the programme following Psychology Master's and Bachelor's degrees at the University of Stirling and Heriot-Watt University. She currently works as a Managing Editor of the Women in a Man's Race Magazine and actively participates in the UK Girls on Track programme. Roshni Gajjar is the Founder and Managing Director of StratAstute, a South African consulting firm, and Future Ones, a company providing STEM educational programmes for motorsport and allied industries. Maria Iuliano is a press officer at Italian motor sport governing body, ACI Sport SpA.

“One of the primary charitable objectives of the FIA Foundation is to promote and enable safe participation in motor sport, which makes this issue highly relevant for us, says FIA Foundation Chair David Richards. “There's no doubt that cyberbullying and hate speech makes participants in sport feel unsafe and threatened and action against this activity is long overdue.”



POLLUTED DELHI: A TRUE PICTURE OF VEHICLE EMISSIONS IN INDIA'S CAPITAL

The Indian cities of Delhi and Gurugram have faced severe air pollution for decades, and road transport is recognised as a major contributor. A TRUE report on remote-sensing testing in the Delhi Capital Region (DCR), published in August 2024, revealed commercial and compressed natural gas (CNG) vehicles are high real-world emitters.

To offer new insight into the vehicle fleet, the TRUE Initiative conducted a remote testing campaign of real-world vehicle emissions and provided analysis to support evidence-based policymaking to improve air quality. Over 110,000 vehicles were tested by ICCT India across 20 sites between December 2022 to April 2023. The tested fleet included two- and three-wheelers, private cars, taxis, light goods vehicles (LGVs), and buses. It also included a mix of petrol, CNG, and diesel vehicles.

Key findings of the report, 'Real-world motor vehicle exhaust emissions in Delhi and Gurugram using remote sensing', include:

- Vehicles produced to the newest emissions standard - Bharat Stage (BS) VI - show significant improvements in tailpipe emissions across all pollutants and vehicle types measured compared to BS IV. For example, real-world NO_x emissions from private cars showed a reduction of 81% and buses nearly 95%.
- For many segments, however, the real-world emissions remain higher than lab limits, particularly for NO_x. High-use commercial vehicle emissions are much higher than private vehicles, for example, BS VI taxi and LGVs emit 2.4 and 5.0 times more NO_x emissions than their private car counterparts.
- CNG vehicles also exhibited high NO_x emissions with Class II LGVs emitting up to 14 times their NO_x type limit and taxis 4 times.

The CNG findings, which made up 32% of all tested vehicles, challenges the narrative of CNG as a 'clean' alternative fuel. Often considered a viable alternative or transitional step to zero-emission vehicles (ZEVs), many NCR cars are either factory-fitted or retrofitted from internal combustion engines to CNG.

For policymakers in the Delhi region, this new analysis could help guide the development of targeted policies to significantly reduce emissions. This could include the adoption of more stringent emission standards, including additional phases to BS VI or a jump to BS VII; the accelerated adoption of ZEVs through mandates or a phase-out scheme; and the deployment of remote sensing technology for real-world monitoring.

The release of the report was also timely given a recent directive of the Supreme Court of India to finalise the Automotive Industry Standard (AIS) 170 and implement remote sensing in the National Capital Region. AIS 170 will set the required technical parameters for remote sensing devices and provide authorities with the proper resources to measure vehicles exhaust in real-time.

"Remote sensing as an on-road surveillance method can not only help identify and weed out the worst emitters, but also help understand emissions performance of different technologies and fuels", says Anumita Roychowdhury Executive Director, Research and Advocacy, Centre for Science and Environment, India. "This shows that while the CNG transition has helped cut toxic particulate emissions from diesel vehicles during the early years, NO_x emissions from on-road CNG vehicles without adequate controls can be high. This builds a case for the next big transition to electrification to make tailpipe emissions not cleaner but zero."

SCALING UP SAFER SCHOOL JOURNEYS

Road traffic crashes are still the leading global cause of death for children over the age of five, and the school journey is one of the obvious starting points to fix the problem. During 2024 FIA Foundation partners, including auto clubs and NGOs, have made strides towards bringing this goal to scale.

VIETNAM

Following the launch by AIP Foundation in 2023 of a Safe School Zones technical guide, which was endorsed by the government, the Vietnamese Prime Minister announced Directive No. 31/CT-TTg, which calls for relevant agencies to review and amend Vietnam's current technical standards and regulations for safer school zones. The Ministry of Transport has also instructed all 63 Vietnamese

provinces to assess, report, and develop school zone action plans.

In May 2024 the Ho Chi Minh City Department of Transport and Traffic Safety Committee inaugurated the first school zone modifications carried out at four project schools using the Guide. The four project schools were selected following a city-wide assessment by students through the AI&Me programme using the Youth Engagement App (YEA), through which a total of 57 schools were identified as requiring critical safety upgrades. The majority of schools in the city received 1 or 2-star safety ratings. "Allocating resources towards enhancing school zone safety infrastructure is an essential measure in securing the safety and success of our future generations", says Mirjam Sidik, AIP Foundation's CEO.





MOLDOVA

The Automobile Club of Moldova (ACM) has implemented road safety upgrades around another three schools using iRAP's Star Ratings for Schools methodology. The project, protecting 3000 children, is part of a broader advocacy initiative to ensure all school zones in Moldova are safe and sustainable through street design and infrastructure that prioritises vulnerable road users. ACM is building knowledge and capacity amongst local public authorities to support the implementation of the recently introduced national 30km/h school zone policy (a campaign which won the FIA President's Award in 2023). Tatiana Mihailova, ACM Vice-President/CEO, says: "The evidence base supports our government advocacy work, which has resulted in changes to the National Road Regulations, lowering all school zones speed limits to 30km/h."



SOUTH AFRICA

The WATCH project aims to improve the safety of road infrastructure around 10 schools in Mamelodi, a township north of Pretoria. This includes modifications to physical and passive traffic measures such as road safety traffic signs, traffic markings, speed humps, raised pedestrian crossings, and sidewalks around the school zones.

WATCH, launched in August 2024, is part of a wider initiative to implement similar modifications at other schools across South Africa over time, which will include extensive lobbying by ChildSafe SA and AA South Africa to reduce speed limits at school zones throughout South Africa from the current 40km/h to 30km/h. The project is supported and endorsed by the City of Tshwane, Gauteng Department of Education, and the Gauteng Department of Community Safety.



"This is an important initiative that will ensure improved pedestrian safety for learners at the 10 schools" says Sikkie Kajee, Chairman of AA South Africa. "We are excited about the outcomes of the WATCH project and would like to see it replicated throughout the country."





FINANCING ON THE ROAD TO MARRAKESH

With the 4th Global Ministerial Conference on road safety due to be held in Marrakesh, Morocco, in February 2025, the Foundation is making the case for investment in safer roads and for more effective use of existing resources.

At the Transforming Transportation conference at the World Bank in March 2024, the Foundation's Deputy Director Avi Silverman presented 'Life Support: Advancing the Global Agenda for Financing & Action on Road Safety', a paper setting out a call to action in four main areas: increasing the levels of finance; raising government demand and providing capacity; scaling-up safe system solutions; integrating funding streams for road safety, sustainable transport and climate, with a particular emphasis on support for active mobility. A version of the paper was subsequently accepted as a policy contribution to discussions around the Brazil G20.

Often, governments lack capacity to deliver effective programmes in these key areas, which can also hinder efforts to access and deploy financing for road safety. The 'Life Support' agenda calls for improved engagement between governments, cities and sources of catalytic financing, raising the levels of demand for support to deliver strategies at national and city level. A platform bringing together organisations providing safe system expertise, governments and financing institutions including Multilateral Development Banks, as well as organisations with expertise in active mobility and climate finance, should be established to address this.

Also speaking in the same World Bank session, the Director of Road Safety for the Government of Morocco Benacer Boulaajoul, lead coordinator for the Marrakesh Ministerial, welcomed the 'Life Support' agenda. He emphasised that for many developing countries the issue of financing is critical. "We also want to engage with Ministers of Finance. You can have the best action plans and the best strategy in the world but if you don't have the funding to implement the action plan, you cannot possibly reach your goals. We want to work with the World Bank and the development banks to come to Marrakesh with proposals to help countries reach their goals." For Foundation partners like iRAP and Amend, closing



the loop between World Bank safeguard requirements and local engineering priorities and budget realities is vital. Amend's Safe Schools Africa programme is working in exactly this niche, providing micro-engineering solutions to help realise road safety objectives that might otherwise remain visions on a page, if considered at all. In West Africa Amend is now working with the Agence Française de Développement, AFD, to mainstream this agenda.

Meanwhile, the FIA Road Safety Index is building momentum in the run-up to Marrakesh. The private sector-focused initiative provides assessment tools to enable companies to measure their road safety policies, and aims to become an industry standard and an essential requirement of the ESG agenda. Early adopters, including Total Energies, have flown the flag for other companies to join. The Foundation hosted events for the Index in Washington D.C. in January and March 2024 and has been actively working to persuade companies to come on board. The FIA has held outreach events and is in discussions with leading global companies.

With a strong track record of supporting global fund start-ups at the World Bank and the United Nations, and commissioning the first research on the role of social impact bonds in road safety, the Foundation continues to play a key role in the challenging area of road safety financing. Ensuring governments finance, and effectively implement, traffic safety must be the priority discussion when ministers meet in Marrakesh.



LOW-COST IMPACT DATA RECORDER FOR ALL MOTOR SPORT

A new FIA motor sport crash recorder has been launched for National Sporting Authorities (ASNs) around the world, developed by the FIA and supported by the FIA Foundation.

The FIA Impact Data Recorder (IDR) is now available for all motor sport grassroots and national level competitions. The device, developed by the FIA with the support of the FIA Foundation, is a low-cost, fit-and-forget system that has the potential to revolutionise motor sport safety across the globe by giving organisers access to real-world incident data. While data is a core part of elite-level motor sport, incident data recorders are often too costly for grassroots competitors – the FIA IDR addresses this issue.

The FIA IDR is low-cost for the competitor – equivalent to less than half of the average cost of a single competition tyre – and will last for two years, recording up to 80 impacts. Physically unobtrusive, the FIA IDR is just six centimetres long and weighs just 12 grams, with an adhesive patch to attach it to the vehicle requiring no specialist installation or maintenance. It is also versatile and compatible with all motorsport disciplines, from circuit racing to rallies and cross-country events, hill climbs to autocross, and everything in between. Regardless of the size or extent of an ASN's activities, the FIA IDR can be used to start building a bank of data that will inform the local safety developments of the future.

The device has been in real-world testing between 2021 and 2023 across various championships including the British Touring Car Championship and FIA European Truck Racing Championship, as well as every category of the 2022 FIA Motorsport Games. It was again a feature of all the events in the FIA Motorsport Games in October 2024.

The success of the first phase of the project means that now the FIA IDR is being made available to all ASNs to purchase, and the FIA has developed an ASN syndicate incentive for IDR procurement so that ASNs can meet the requirements for minimum order quantities and access more competitive IDR unit prices.



This launch also introduces fresh developments and features to the system that has been in testing, including the introduction of the FIA IDR Database to help ASNs store and analyse the data recorded on their circuits and rally stages.

“We are relentless in our pursuit of safety in motor sport, from World Championships to grassroots”, says FIA President Mohammed Ben Sulayem. “With a project such as FIA IDR, we are demonstrating that safety is as important at entry level as it is at the pinnacle in close collaboration with our ASNs. The potential benefits for them in the long term are significant, as they seek to attract more people to the sport in the knowledge that their safety is being driven by real-world data.”

“We are very pleased with what we have seen so far with the FIA IDR project – it has been reliably recording data around the world in testing, and now we are ready to move to the next phase and make the device available to every ASN”, adds FIA Safety Director Nuno Costa. With the implementation of the database, we expect that over the coming years, our clubs will have access to more and more important information that will allow them to make their circuits, rally stages and competition cars safer for everyone. It really is a project that can have global benefits, and the more competitors are using the FIA IDR, the bigger the safety improvements will be.”

ROUND UP

AUTOMOBILE CLUB OF COSTA RICA TACKLES TRAFFIC CONFLICTS

Near misses: the collisions that don't happen but almost do can tell us a lot about the safety of our streets and highways. Now the Institute for Transportation and Development Policy (ITDP) and the Road Safety Council of Costa Rica (COSEVI) have developed a Transport Analysis Conflict (TCA) manual supported by the FIA Foundation and the Automobile Club of Costa Rica (ACCR).

The guide, 'Manual for the Observation of Road Conflicts for the Prevention of Traffic Accidents in Latin American Cities,' is an adaptable tool to improve road safety in Latin American cities through safer infrastructure design, especially for vulnerable users such as pedestrians and cyclists.

The guide aims to offer city authorities, technicians, and specialists in mobility and road safety in Latin America the right tools to develop and implement road safety solutions and policies to prevent road traffic deaths and injuries. It includes an overview of road safety in Latin America and the Caribbean, the methodology and its origins, and step-by-step implementation, with case studies in Mexico and Costa Rica.

The guide builds on established research and evaluation methodology from the Traffic Conflict Technique (TCT) and the Traffic Conflict Technique Toolkit funded by the FIA Foundation, US Centers for Disease Control (CDC), and CDC Foundation. TCT is a way to proactively collect observational data to evaluate the safety of intersections or stretches of roadways to prevent crashes and injuries before they occur.

The guide launched at a special event with Costa Rica Vice Minister of Transportation and Road Safety Carlos Ávila, Director of the ITDP Mexico Programme Director Gonzalo Peón, President of FIA Region III Frank Fotia, and ACCR President Daniel Coen.

"Traffic Conflict Analysis technique, based in the Swedish Methodology but adapted to our environment, is a tool that local and national governments should use to plan for changes in infrastructure in our cities in Costa Rica and in the region", says Roy Rojas, Road Safety Council of Costa Rica Director.

Daniel Coen, President of the Automóvil Club de Costa Rica, adds: "This manual will provide national and municipal authorities involved in the development of safer mobility with the methodology to assess, design and implement solutions, tailored to their needs, that will improve the quality of life of citizens in general."



JAMAICA HELMET COALITION AIMS TO CUT ROAD DEATHS

A new coalition to tackle Jamaica’s high motorcycle death toll was launched in 2024 by the Jamaican National Road Safety Council (NRSC) and the JN Foundation, supported by the FIA Foundation.

The National Helmet Wearing Coalition (NHWC) aims to raise awareness about motorcycle helmet safety and prioritise the import and use of certified helmets through advocacy for policy development around helmet quality regulation and capacity-building initiatives. The challenge is set against high motorcycle-related deaths and low helmet use in the country. Recent data from the NRSC indicates that despite 94% of motorcyclists recognising that helmets can save lives, 60% of respondents report riding without helmets at times. Data also highlighted that up to 80% of motorcycle riders involved in crashes who were not wearing helmets suffered fatal or severe head injuries on the nation’s roads.

The launch event in March was opened by Hon. Dr. Horace Chang, Deputy Prime Minister and Minister of National Security, who said, “I extend my heartfelt gratitude to the National Road Safety Council, JN Foundation and the FIA Foundation for their tremendous contribution for an initiative such as this project. Motorcycle related issues must be addressed as a crucial component of our country’s overall strategy to improve public order and save lives.”



The membership of the Coalition is drawn from government, law enforcement, transport associations, private sector, non-governmental organisations, youth organisations, academia, parish development committees, and international organisations. Since launch intensive activity has focused on helmet standards, working with Jamaica’s Bureau of Standards.

“Motorcycle fatalities is one of the largest group of fatalities, with recent data indicating that it is accounting for more than 30 per cent of all road fatalities”, warns Earl Jarrett, CEO of the Jamaica National Group and Director of the JN Foundation. “We are in danger of losing a generation of young people to these accidents and if awareness and persuasion were in place, we could have probably changed the trajectory of those who died.”

OLYMPIC CALL FOR ‘STREETS FOR LIFE’

Kenya’s athletes joined the FIA Foundation in ‘Streets for Life’ campaigning, backing the UN-led call for safe roads to protect everyone that uses the roads, and particularly the most vulnerable, around the world.

At their final training camp at high altitude in Kenya’s Rift Valley region, the world’s best marathon runners led the call for action ahead of the Olympics. The Kenyan marathon team had suffered tragedy earlier in 2024 during the build-up to the Olympics when world record holder Kelvin Kiptum died in a car crash. He was just 24 years old and was a favourite for gold in Paris.



Over the years many Kenyan athletes have been injured or killed on the roads, and this has motivated them to champion change. Across the Eldoret region where they train they have led calls for safer roads, and the Government has successfully implemented safe and separated pathways on the road network for runners and pedestrians.

“There have been too many cases where athletes have suffered”, says London Marathon champion and Olympian Alexander Mutiso Munyao. “It is good to see safe paths for athletes to run, for people to walk safely and for children to get to school in safety. I support Streets for Life, I want there to be safer roads everywhere”.

PATH SHOWS THE WAY TO ACTIVE MOBILITY COMMITMENTS

The Partnership for Active Travel and Health (PATH) coalition is calling for countries to commit to walking and cycling in the next round of climate change Nationally Determined Contributions (NDCs) using new tools, with the support of the FIA Foundation.

In May 2024 PATH launched two knowledge tools, an NDC guide and tracker, to support national policymakers to compare and benchmark existing policies, build capacity, and adopt active mobility as part of country climate commitments. NDCs are the formal carbon reduction commitments that governments make within the UNFCCC climate change framework process. PATH is calling for countries to build walking and cycling into their NDCs using its new Active Travel NDC Template. The template offers a step-by-step guide for national governments to strengthen commitments to walking and cycling within their NDCs. The guide is timely as the next NDC submission runs from November 2024 to February 2025, ahead of COP30 in Brazil.

The new tracker is a dashboard which visualises data from PATH's report, National Policies for Walking

and Cycling in all 197 UNFCCC countries. It offers an overview of the progress made by countries in integrating walking and cycling strategies into their policy frameworks, outlining objectives and planned interventions. Furthermore, it facilitates direct comparisons between countries and pinpoints areas requiring additional investment and ambition. Active travel is significantly undervalued in NDCs, PATH research shows. Only eight countries had consistently linked their national policies with UN climate goals. Further, despite two-thirds of nations having active travel policies in place, there remains an urgent need for increased ambition, action, and investment to fully unlock the benefits of active mobility for climate targets.

“These PATH tools represent a mandate to all countries – with this guide and benchmark there are no excuses not to include active mobility”, explains Sheila Watson, Foundation Deputy Director. “It is vital for governments and decision-makers to understand the best ways to build active mobility into new climate commitments and understand where improvements are needed. Without bringing all countries into active mobility commitments, policy, and action, we simply cannot meet the goals of the Paris Agreement.”



INDIAN G20 FOCUS ON SAFE AND SUSTAINABLE TRANSPORT

The FIA Foundation has been working with the Government of India and partners to raise political and financial support for safe and sustainable mobility both nationally and globally.

Together with ICCT India and the Raahgiri Foundation, the FIA Foundation convened a roundtable meeting in Delhi of organisations that are working on a range of aspects of sustainable mobility, representatives of India’s state and national Government, Multilateral Development Banks and civil society, including the AA of Western India.

The agenda was focused on strengthening financing and policy making for safe and sustainable mobility across India. A key objective was also to provide input to the Government of India on including a focus on financing safe and sustainable mobility in upcoming G20 meetings. India’s G20 Sherpa Amitabh Kant gave a keynote address to the roundtable, stressing the need to reduce urban congestion and improve air quality.



“India is going through a process of rapid urbanisation, and it’s essential and necessary as we progress with our development that we do it off the back of public transportation, and off the back of cycling and walking”, Amitabh Kant told the meeting.

The Foundation has also helped to arrange an exchange between Indian and Mexican officials on sustainable transport financing, and is organising discussions during the G20 cities conference, the Urban20, in Brazil.

US VISION ZERO ACADEMY LEARNING SAFE SYSTEM

At the heart of the US National Road Safety Strategy, the safe systems approach has been gaining popularity. Countries using the safe systems approach have achieved both the lowest rates of fatalities on roads and largest reductions in fatalities over 20 years. With \$5 billion in federal Safe Streets and Roads for All (SS4A) community grant funding, the US has an opportunity to learn from safe system experts.

So in May 2024 Johns Hopkins University, the FIA Foundation, the Institute for Transportation Engineers, and the AAA Foundation for Traffic Safety hosted the first US Vision Zero Academy, modelled after the annual training programme conducted by the Swedish Transport Administration. Academy attendees included federal staff from the US Department of Transportation and the National Transportation Safety Board. Representatives of US tribal communities engaged through Bella Dinh-Zarr, the FIA Foundation’s Senior Advisor for Public Health & Transportation, presented their Action 2 Zero Toolkit to facilitate safe system adoption in underserved communities. The Foundation has so

far helped to secure more than \$5m in federal road safety funds for these communities.

“As the world’s only large, high-income country where fatalities on roads have spiked in recent years, we have an obligation to save lives through what works - safe systems”, says the Foundation’s North America Director, Natalie Draisin. “With unprecedented funding via the Infrastructure bill, we have an opportunity to scale safe systems nationwide and also share lessons learned across borders.”





SAMMY'S LAW BRINGS 20 MPH STREETS TO NEW YORK CITY

New York City will be able to lower the urban speed limit to 20mph thanks to dedicated campaigning by Transportation Alternatives and Families for Safe Streets over several years.

Sammy's Law was signed by New York Governor Kathy Hochul in April 2024 after the legislature voted a budget measure. The success followed campaigning over four previous legislative sessions. The FIA Foundation and the Child Health Initiative supported the final advocacy push in 2023/4 with funding and collaboration, writing an open letter to the Speaker of the New York State Assembly, Carl E. Heastie, advocating for New York to adopt Sammy's law in line with international best practice. In 2023 then- FIA Foundation Chair Lord Robertson

also wrote to Speaker Heastie urging support for the measure.

The campaign was spearheaded by Amy Cohen, whose 12-year-old son Sammy was killed outside his home by a speeding vehicle in 2014. In the past decade, 108 children have died after being hit by vehicles on New York City streets. Cohen founded Families For Safe Streets, and her campaign for Sammy's Law included a hunger strike, many street protests, and committed advocacy to elected and other public officials.



PROMOTING MOTORCYCLE SAFETY AT GLOBAL INJURY CONFERENCE

Road safety challenges and solutions were highlighted by the FIA Foundation at the 15th World Conference on Injury Prevention and Safety Promotion (Safety 24) held in Delhi, India.



Safety 24, the biggest specialist conference for injury prevention, was hosted by the World Health Organization and the George Institute for Global Health in September 2024. The FIA Foundation convened global experts and stakeholders through pre-conference workshops and main conference sessions focused on critical road safety issues, including motorcycle safety and financing.

The Foundation drew particular attention to its growing body of motorcycle safety work. During the conference session 'Powered Two-Wheelers Safety', FIA Foundation Executive Director Saul Billingsley delivered a keynote speech highlighting the growing use of motorcycles, particularly in low- and middle-income countries and the strategies to improve safety while supporting Sustainable Development Goals. A pre-conference workshop organised by the Asian

Development Bank, brought together experts including the World Bank, iRAP, AIP Foundation and the Global Road Safety Partnership, among others, to address the safety of powered two-wheelers. Programmes Director Aggie Krasnolucka spoke on three panels about motorcycle safety issues, including helmet standards, child safety, and anti-lock braking systems (ABS).

Deputy Director Avi Silverman led the 'Spotlight Session on Road Safety Financing', which emphasised the importance of sustainable financing for road safety. The FIA Foundation was also represented across a range of panels with Child and Youth Director Atsani Ariobowo chairing 'Road safety around schools' and Media and Advocacy Manager Kate Turner chairing 'Media and Injury Prevention'.



NEW MOTOR SPORT CONCUSSION AWARENESS PROGRAMME LAUNCHED

In a motor sport first, the FIA has launched a new educational programme designed to raise awareness of the dangers of concussion, supported by the FIA Foundation.

The educational content, created to be used across social platforms and as printable assets, is available to all FIA Member Clubs and is a collaboration of the FIA Medical and Safety teams. The assets will be available in any club's language of choice, reflecting the FIA's commitment to improving accessibility and inclusivity.

Concussion is a mild brain injury that needs to be taken seriously, and by educating on how to spot it, the steps to take if concussed, and how to return to racing, this knowledge sharing will help keep motor sport as safe as possible. Signs of concussion to watch out for include headache, nausea, dizziness, problems balancing, amnesia or and a changed emotional state.

"I have experienced concussion firsthand, away from the racetrack", says Mohammed Ben Sulayem, FIA President and driving force behind this project. "I have felt the symptoms and dealt with the aftermath. I understand the critical importance of this issue. Thanks to the FIA Medical and Safety team, we will provide an educational and accessible approach to identifying and combating concussion in our sport, ensuring the safety of all current and future competitors."



SEAT ATTENUATION RESEARCH TACKLES SPINAL INJURIES

The FIA Foundation has co-funded a research project aiming to prevent sport competitors from suffering spinal injuries. These are sometimes observed in categories such as cross-country competition, and usually follow a heavy vehicle landing.

Concerned with preventing avoidable injuries, the FIA has been gathering and analysing data from this and other incidents where competitors have been injured. The aim was to find a way to mitigate the consequences of heavy landings that caused compressive loads transferred to the spine. As part of its motor sport safety technical research programme, the FIA undertook a project with a number of key stakeholders to develop a seat attenuation system.

Using the analysis, a representative severe crash pulse was selected, which combined data from several incidents involving a heavy landing, recorded in the FIA's World Accident Database, or 'WADB'. This resulted in a 40g peak crash pulse orientated along a direction which gives an angle of 58 degrees with respect to the horizontal axis.

This crash pulse was then applied to a simplified multibody model of the driver installation to identify the best force-displacement characteristic, in order to assign this to a reversible damping mechanism

NEXT GENERATION OF FEMALE RACING STARS STAND AGAINST ONLINE ABUSE

The next generation of female motorsport talent is taking a stand against the growing crisis of online abuse in sport with the United Against Online Abuse (UAOA) campaign, supported by the FIA Foundation.



connected to the seat. This allowed an oleo-pneumatic damper matching the optimal characteristic to be designed, manufactured and tested to confirm a benefit in terms of decrease in lumbar spine compression by approximately 50%.

The research team was able to connect to the roll cage via a linkage driven by a damper reflecting the prescribed characteristic. This system was tested and put into service for the first time in Morocco in 2024.

A recent global study found that 58% of girls and young women have experienced some form of online harassment. This underscored the importance of interactive workshops organised by UAOA at the FIA World Motorsport Games in Valencia, Spain, in October 2024. The sessions facilitated discussions about their current digital presence, provided them with an understanding of the challenges posed by online abuse and equipped them with practical tools to protect themselves online.

"Young people are deeply immersed in the world of social media but, as we know, this exposure also comes with great risks and sadly online abuse against females is particularly widespread and pernicious", advises Erin Bourke, United Against Online Abuse Lead. "I am delighted that the United Against Online Abuse campaign has been able to host these workshops, providing young women with an understanding of critical digital literacy tools such as privacy settings and reporting mechanisms to take control of their online presence. I hope this will help foster a safe, supportive environment for them both on and off the track."



GIRLS ON TRACK IN BRAZIL

The Confederação Brasileira De Automobilismo has continued its work on inclusion of women and girls in motorsport with a new multiphase project supported by the FIA Foundation. The initial phase of the project consisted of an FIA Girls on Track talent discovery project with 20 participants, where the top three would have the chance to compete in a national championship and the winning driver to join

the 2023 FIA Girls On Track - Rising Stars project. The second component involved a selection of 20 young female drivers for internships at racing teams across five Brazilian cities, as well as participation in the FIA Girls on Track Karting and Simulation Day. Lastly, 30 women, including drivers, promoters, public relations specialists, engineers, mechanics, and company CEOs, were given the opportunity to expand their knowledge of the FIA Formula One World Championship by attending the Brazilian Grand Prix.



ACI PROMOTES SPORTING EXCELLENCE THROUGH TRAINING CENTRE

The Automobile Club d'Italia (ACI) was awarded funding to invest in the creation of the first national training centre of sporting excellence in Italy designed to provide ongoing training and refresher theory classes and practice sessions for professionals evolving in the world of motorsports. The purpose behind this project is to elevate the quality of knowledge, skills and abilities of motorsports managers, executives, technical staff and insiders to contribute to the development, growth, management and safety of Italian motorsport. The academy is carrying out training activities at the ACI Vallelunga facility in Campagnano di Roma and its adjoining circuit, in collaboration with ACI Vallelunga SPA and ACI Sport SPA.

2024 PROGRAMME RESULTS

Activities by our programme partners between August 2023 - August 2024

Together with NGOs, FIA Clubs and international agencies around the world we promote public health by investing in action on road safety, sustainable transport, fuel efficiency and clean air, as well as supporting safe and inclusive motor sport. Here are some of our recent results.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME (iRAP)

According to Johns Hopkins University, road safety infrastructure changes and safer speeds using iRAP methodology have prevented almost 700,000 deaths and serious injuries in 74 countries between 2016 and the end of 2024 saving an estimated 159,926 fatalities and serious injuries each year.



Shaanxi, China - deaths reduced by 33% and injuries by 53% on 850km of roads;



Albania - 23% reduction in annual road fatalities on 1,335km of the nation's busiest primary and secondary roads, saving 68 lives per year;



US\$103 billion of identified investment in 86 countries has been made safer informed by iRAP assessments with USD\$2.9 billion in last 12 months.



Uzbekistan - improved road design saved 1,845 lives;



82 policies or guidelines worldwide include RAP metrics and performance targets. New strategies have been added in the last year for Kenya, Peru, The Philippines.



Two 2023 Prince Michael International Road Safety Awards for the Ten Step Tanzania Project and Road Safety Capacity Building Program.



106,950km crash rate risk maps added in last 12 months in Australia, Italy, Tunisia, Spain and UK taking a total to 1.9 million km of roads.

Safety assessments have now been performed in 128 countries. New countries include Bolivia, Madagascar, Jersey and Chad.

New Road Assessment Programmes launched – United Kingdom RAP, MexiRAP, KSARAP and a first State-based programme BrazilRAP Sao Paulo



CHILD HEALTH INITIATIVE (CHI)

The Government of Vietnam recognised the Safe School Zones Guide created by AIP Foundation as the first national reference material on safe school zones. The Guide has been launched globally to 98 participants from FIA Clubs in Region II and other organizations worldwide. It is a critical resource for any organisation working on school safety.



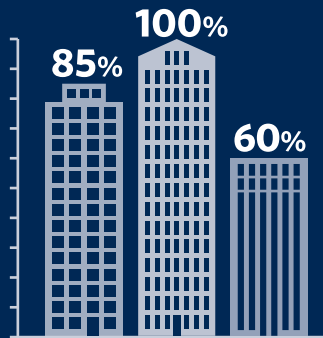
Star Rating for Schools (SR4S) has been used in 2000 schools helping to make school journeys safer across 74 countries. 409 new schools and 7 new countries were added in the last 12 months. Over the lifetime of the programme, locations at 427 schools have been improved including 329 where post-construction star ratings have been produced. The safety of 426,796 students improved thanks to SR4S.

€450,000 committed funding from Agence Française de Développement (AFD) for Amend's Safe Schools Africa work in Côte d'Ivoire and Senegal.



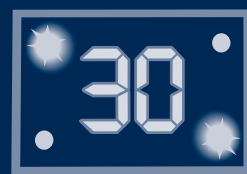
Philanthropist Mike Bloomberg named Pleiku City, Vietnam, an inaugural winner of his Awards for Excellence in Road Safety. Pleiku's Slow Zones, Safe Zones and the SSZ Guide project run by AIP Foundation reduced school zone speed limits to 30km/h as part of a comprehensive approach which collectively improved safety for 43 primary schools.

85% of cities reported that participation in the programme improved decision-making around children's and caregivers' needs. 100% noted the program inspired new or improved existing projects, training, or funding. Nearly 60% mentioned it helped shift a political leader or community's vision around the role of streets in their cities.



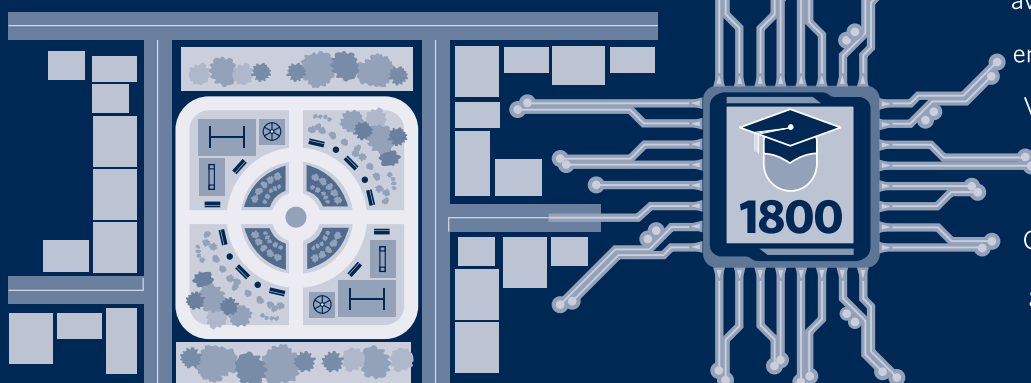
The Moldova Ministry of Internal Affairs and the Automobile Club of Moldova have won the Vision Zero for Youth International Leadership Award for their work on 30kmh streets.

Government officials in Armenia, Georgia and Moldova have made commitments to supporting 30km/h school zone policies. All three countries have included 30km/h school zones in their national road safety plans.



New York City can lower the urban speed limit to 20mph thanks to dedicated campaigning by Transportation Alternatives and Families for Safe Streets over several years. The FIA Foundation and the Child Health Initiative supported the final advocacy push with funding and collaboration.

Streets for Kids projects by the Global Designing Cities Initiative resulted in: over 40,000 SqM of public space reclaimed to prioritize children and caregivers; 4,000 children and over 700 caregivers involved; a 4:1 leverage of local funds. The number of vehicles exceeding the speed limits fell by 53%.



The innovative Big Data and AI&Me project has been positively engaging youth to raise their voices for safe mobility. The YEA app is now available in six languages; over 1,800 students empowered with mobility and road safety skills; Vietnamese government enabled for data-driven decision-making in road upgrades and speed reduction and a Citizen Portal embedded in five provincial government websites to support dialogues with communities and decision-makers.

GLOBAL NCAP

New results launched for Safer Cars for India (9), Latin NCAP (3) and Safer Cars for Africa (3).



First NCAP World Congress held in 2024, bringing together all the regional NCAPs with industry and policymakers, hosted by German auto club ADAC in Munich.

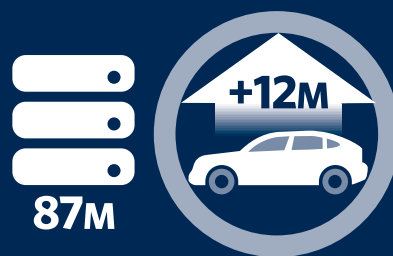
Launch of Euro NCAP Safer HGV protocol.



Intelligent Speed Assistance Global Partnership announced at ADAC and launched in London.

THE REAL URBAN EMISSIONS INITIATIVE (TRUE)

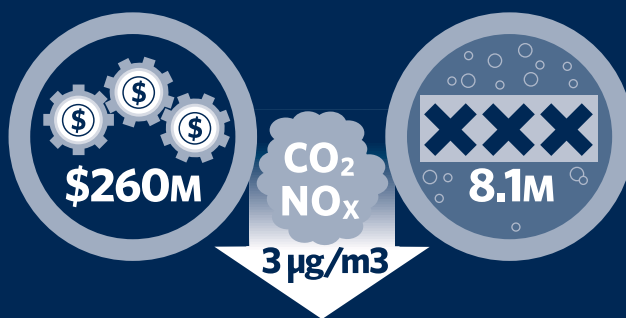
TRUE real-world emission database now holds 87 million records (+12 million since 2023). Whether it is in Warsaw, Mexico City, Delhi, Abu Dhabi, or Edinburgh, TRUE data and expertise have supported data-driven city policies, stronger national standards, and faster electrification, and is engaged in 41 cities and municipalities globally.



CLEAN AIR FUND (CAF)

CAF will catalyse more than \$260m of funds in support of cleaner air in 2024.

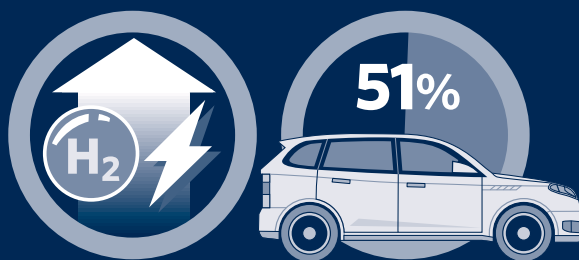
Work supported by CAF in Poland – including with TRUE – has led to measurable reductions in dirty air of 3 µg/m³ over the last three years, and Warsaw has introduced a Low Emissions Zone.



CAF-funded State of Global Air 2024 report finds that air pollution is now the #2 risk factor for death globally, resulting in 8.1 million deaths in 2021, overtaking tobacco as a risk.

GLOBAL FUEL ECONOMY INITIATIVE (GFEI)

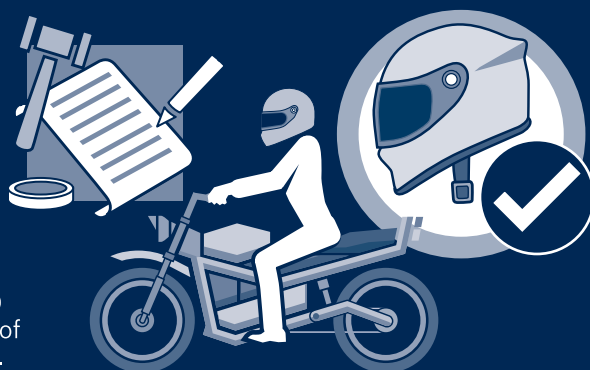
A new GFEI report by ICCT and FIA Foundation highlighted strategies that, if applied in combination with accelerated transition to ZEVs, could put road vehicles on track to come close to the Paris climate targets.



New research by GFEI found that SUVs now represent the largest share of the new car market (51%); The average LDV weight has reached an all-time high, exceeding 1.5 tonnes. The shift to larger vehicles has damaged progress on climate, as energy demand and CO₂ emissions could have fallen 30% more between 2010-2022 if vehicles had stayed the same size.

MOTORCYCLE INITIATIVE

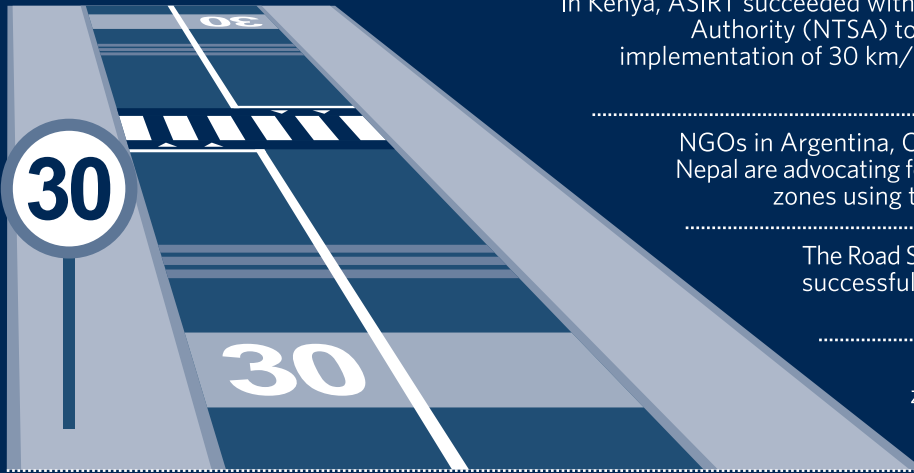
Rwanda Standards Board has published a legislated Rwanda helmet standard RS: 576, which complies with UN 22.05 standards and certification scheme. The very first helmet testing laboratory in Rwanda and Africa is being installed in country.



In Mexico reformed mobility laws in 10 states now require the mandatory use of certified helmets for motorcycle riders.

Mexico's largest distributor of motorcycle helmets committed to phase out the sale of uncertified helmets and procured their largest purchase of certified helmets. Six new models of affordable certified helmets introduced to sale.

GLOBAL ALLIANCE OF NGOs FOR ROAD SAFETY



In Kenya, ASIRT succeeded with the National Transport and Safety Authority (NTSA) to review the Traffic Act and include implementation of 30 km/h zones as part of their speed limit reforms to be achieved by 2027.

NGOs in Argentina, Chile, Kenya, Uganda, Tanzania and Nepal are advocating for implementation of new 30 km/h zones using the Alliance Accountability Toolkit.

The Road Safety Advocacy Coalition of Uganda successfully advocated for a tenfold increase in the national road safety budget.

The implementation of 30 km/h zones has been set a priority in the new Tanzania Road Safety Plan.

GREEN NCAP

9 cars tested in collaboration with Region I, ADAC and OEAMTC.



FIA ROAD SAFETY INDEX

Engagement with transport sector is gaining momentum with 3 global corporations completing the accreditation phase and receiving top performance; 10 companies finalizing their accreditation and 15 completing internal clearance.



Concept of traffic safety footprint incorporated in the International Transport Forum President's statement and latest UN Resolution on road safety.

PARTNERSHIP FOR ACTIVE TRAVEL & HEALTH (PATH)

PATH has developed a Nationally Determined Contributions (NDCs) template to assist national governments who are re-drafting these vital contributions to the UN's climate change process. It has been shared with 197 UNFCCC countries to provide guide and take action.



A dashboard published with analysis of walking and cycling policies in all 197 member countries of the UN Climate Treaty UNFCCC.

Over 400+ signatories secured to PATH campaign letter at COP28 in UAE and hosted a side event with lead politicians in attendance and its second global PATH symposium addressed by Juan Carlos Muñoz, Minister of Transport and Telecommunications, Chile.

YOUTH FOR ROAD SAFETY

A new Advocacy and Campaigns Toolkit for Youth Advocates launched. The toolkit shares case studies of evidence-based solutions for safe mobility and step-by-step resources for policy change.

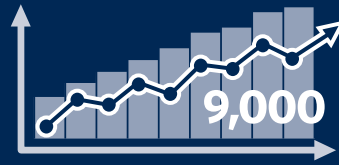


46 youth advocates participated (as panellists, facilitators, moderators and keynote speakers) in 24 local and global events, including road safety policy-making forums, bilateral meetings, and climate, health, and active mobility conferences.



FIA MOBILITY

50 representatives from FIA Member Clubs have been provided with comprehensive training including how to design evidence-based interventions.



9,000 Gen-Z individuals from nine countries participated in Youth and Mobility research.



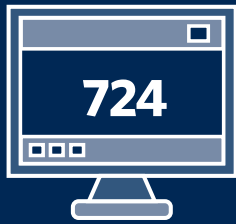
Environmental Accreditation

54



54 clubs were assessed under the FIA Environmental Accreditation Programme.

In Greece 600 students were trained on e-scooter usage and sustainable mobility through the efforts of RSI.



In Vietnam, the AIP Foundation produced 300 GPS trackers, partnered with 10 schools, and gathered responses from 1,200 students for a Bicycle Safety survey.

In Vietnam, AAV trained 724 university students, achieving an estimated 10,324,725 views on media platforms through the Autosobriety E-training project.

SR4S safe schools assessment data was collected from five countries: Armenia (FAA), Botswana (EA991), Colombia (ACC), Azerbaijan (AMAK), and Spain (RACE).



In Hungary, MAK hosted four roadshows with 180 students, a micromobility skill competition with 75 participants, covered by 26 media articles under the theme of Stress-free Mobility.

DELFT COURSES



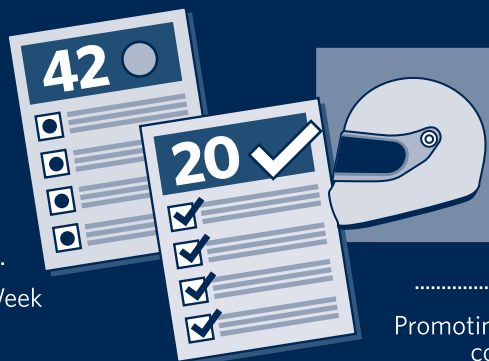
Forty participants from 24 countries joined the Delft Road Safety Course to learn the Safe System approach.

2 Delft trainings held for FIA clubs in Asia and Africa with 34 participants.



MOTOR SPORT SAFETY

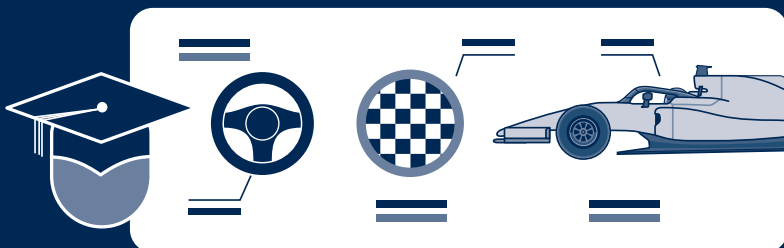
There are currently 42 active research projects being undertaken, with 20 completed over the past 36 months. The latest projects include the definition of Safety Requirements for Hydrogen Cars and Electric Vehicle Consolidation of Safety Requirements.



The FIA have updated 2 standards as a direct result of the research undertaken, specifically FIA Standard 8859-2024 Premium Helmets, and FIA Standard 8856-2018 Protective Clothing.

Within the Vision Zero Initiative, FIA Safety Week in February 2024 was well attended with approximately 3,200 participants, 152 clubs represented and 6,050 hours of viewed content.

Promoting safe motor sport through continuous training delivered worldwide: 43,697 grassroots drivers; 1,300 Karting driver participants; 300 medical and senior medical officials training participants; 120 Marshals training events; 45 Circuit officials training participants; 692 Rally Driver Participants; 250 Rally Marshals Training Participants; 45 Rally Officials Training Participants; 531 Digital motorsport driver participants and 132 Grassroots Event Participants.



EUROPE

SAFER SCHOOLS ACROSS EASST REGION

22 schools have undergone extensive safety assessments (many using SR4S) with at least 16 schools installing further traffic calming measures (speed bumps etc.) to support speed limit reductions.

At least 119 schools have had speed limits reduced to 30km/h across the region (Moldova, Georgia, Armenia, Kyrgyzstan, Azerbaijan, and Tajikistan).



Approximately 250 police inspectors, engineers, and local authority employees have been trained on implementing and enforcing 30km/h school zone policies.

Partnership with the Asian Development Bank led to increasing the scope of the activities in Mongolia including expanded safety measures around schools, police engagement and school training.



The Automobile Club of Moldova won the FIA President's Award for Road Safety at the 2023 FIA Annual General Assembly. The award recognises ACM's outstanding contribution to improving road safety around school zones in Moldova, including securing a reduction in speed limits around all schools to 30km/h.



Approximately \$650,000 has been invested by Local Public Authorities to reduce speed limits around schools.

At least 15 roundtable meetings advocating for 30km/h policy change organised by EASST partners involving up to 200 high-level decision makers.

MOLDOVA NATIONAL STRATEGY

UNICEF Moldova coordinated with UNDP and WHO to support the Government in the development of a new National Road Safety Programme. The National Strategy has been developed and drafted by the Automobile Club of Moldova (ACM) and EASST in close partnership with Government Ministries and the key implementing agencies.

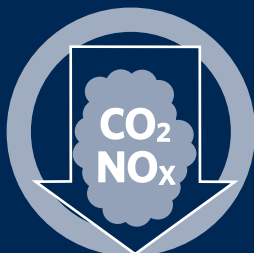


TRUE

Warsaw, Poland, implemented a low emission zone. TRUE worked with Warsaw identifying older diesel vehicles as a key target which could bring air quality and climate benefits, for example cut fleet-wide emissions by up to 90% in Warsaw. It is estimated it halves fleet average tank-to-wheel and well-to-wheel GHG emissions compared to 2023 levels respectively around 3 - 6 years and 6 - 9 years earlier than with no LEZ.



The TRUE Initiative has pioneered a 'plume-chasing' campaign in Slovakia, introducing a novel method for real-world emissions collection through an emissions analysis partnership.



The European TRUE vehicle rating system received its fifth update, revealing to consumers new information on the emissions of hundreds of passenger cars.

AMERICAS & CARIBBEAN

GLOBAL ROAD SAFETY COMMITTEE IN THE US

Committee for 20 key government and nongovernment stakeholder organizations to coordinate contributions to global road safety, led by FIA Foundation. U.S. Department of Transportation is actively engaged, with the former USDOT Deputy Assistant Secretary and Administrator of the Federal Motor Vehicle Safety Administration, Robin Hutcheson, speaking at the committee.



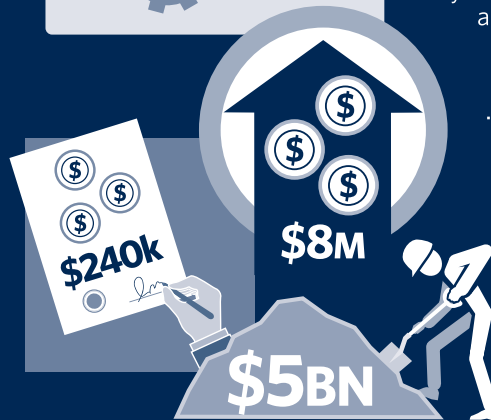
SAFE SYSTEM

FIA Foundation-led Safe System Regional Exchange to share experiences in implementing the Safe System approach among governments, safety leaders and auto clubs from Mexico, Canada, and the US. Exchange assisted the USDOT with plans for a regional workshop in South America on data system development. As a result, California DOT requested FIA Foundation guidance on potential engagement in Africa.



Assistance with Safe System adoption provided to the Native American Blackfeet Nation, the East End District of Houston, Texas, and the City of Baltimore. \$100k FIA Foundation investment yielded over \$8M in SS4A grants, and built enough capacity that minimal match required for second round of grants.

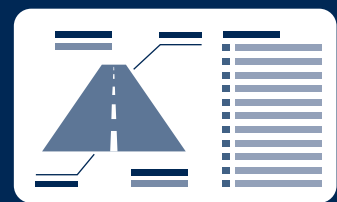
Several additional agreements secured for work related to Safe System implementation. A new \$240,000 agreement was obtained from with the City of Baltimore for assistance in implementing their federal SS4A grant. This supplements prior agreements supported by the FIA Foundation activities (\$5.4 million agreement with the USDOT and the \$450,000 agreement with AAA Foundation for Traffic Safety).



Hosted first US Vision Zero Academy, focused on leveraging \$5 billion in Safe Streets and Roads for All (SS4A) community grant funding, with partners including Institute for Transportation Engineers, and AAA Foundation for Traffic Safety.

FIA ROAD SAFETY INDEX

The Index was pitched to over 100 Fortune 500s, and presentations included at major conferences such as the National Safety Council, NETS, and Vision Zero Fleet Safety Forum. Connections brokered between FIA Index and Amazon, Uber, National Safety Council, UPS, Mazda, AAA, Together for Safer Roads, National Waste and Recycling Association, New York Department of Citywide Administrative Services, and the City of Boston.



TRUE

The 2024 U.S. light-duty emission standards were toughened in response to TRUE analysis.



A new TRUE study launched in Bogotá, Colombia to collect real-world emissions data to identify effective transport air quality policies.

A testing campaign launched by TRUE, the first of its kind for the city of São Paulo, to address rising air pollution in Brazil's largest urban environment.



The results of TRUE's first Latin America remote sensing campaign in Mexico City quantified the high emissions from older vehicles and revealed the impacts of lagging LDV national emission standards.

VISION ZERO FOR YOUTH LEADERSHIP AWARDS

2024 Vision Zero for Youth U.S. Leadership Award presented to Arlington County, Virginia, through the work of its Vision Zero initiative, and Arlington Public Schools for its wide range of traffic calming strategies; use of data; inclusion of youth needs in Arlington’s Vision Zero Plan and its proactive, inclusive engagement of community members.

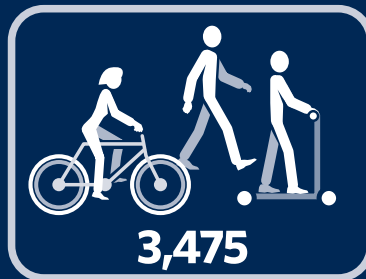


ENGAGING YOUTH TO ADVANCE SAFER STREETS FOR ALL

Two Vision Zero for Youth resources created in collaboration with youth activists and transportation researchers: Engaging Youth to Advance Safer Streets for All: Guide and Inspiration for Partnership Between Youth and Adults and Recommendations for Meaningful Youth Engagement.

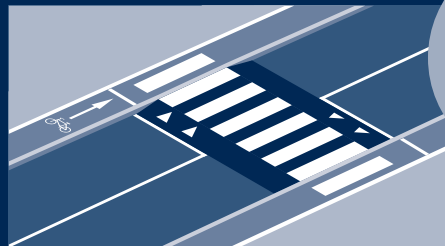
NATIONAL WALK & ROLL TO SCHOOL DAY

3,475 events in 47 states and Washington, DC took place. 90 held at high schools (ages 14-18). National event in Washington, DC included FIA Foundation, the National Center for Safe Routes to School, U.S. Department of Transportation, the Council of District of Columbia, and other local and national road safety, education and health groups hosted by the Ward 6 Public Schools.



In the US the most frequent policy and infrastructure changes, noted as a result of the activities, were adding signage to support safe walking or bicycling to school, adding walking or bicycling promotion to school policies, and adding required safety education.

ITDP Mexico launched the WRSD guide, in partnership with SEDATU and Yucatan State authorities and started the implementation of a pilot program based on VZY methodology. The program will include infrastructure redesigns, school community engagement, and enforcement measures.



SAFE SCHOOL ZONES

Rio de Janeiro launched the Road Safety Plan in September 2023. The Plan requires the mandatory weekly report of traffic victims in the municipal public and private health units; implementation of the City Permanent Road Safety Commission; development of first municipal road safety reports and implementation of 4 capacity building sessions on safe street design, reaching 40 technical staff members from 5 city departments.



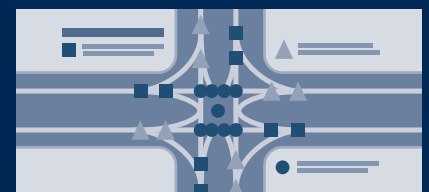
The On the Way to School project by ITDP Brazil in Rio de Janeiro helped 27 school zones receive safety improvements, with 11,885 students impacted by the school area traffic-calming improvements. A Guide for Safe School Environments in Rio de Janeiro published by ITDP Brazil.



The FIA Region IV Office has been working on improving school zone safety in Latin America and SR4S assessments have been conducted in over 120 schools across Chile, Ecuador, Colombia, Paraguay, Guatemala, Panama, and Uruguay, and 70 have seen safety improvements.

TRAFFIC CONFLICT ANALYSIS

The ITDP Mexico published the TCA Guide in collaboration with the Costa Rica COSEVI and the Automobile Club of Costa Rica. The publication was complimented by workshops, presentations, and targeted debriefs with school communities.



MEXICO HELMET SAFETY

Reformed mobility laws in 10 states require the mandatory use of certified helmets for motorcycle riders. This includes the State of Mexico, the largest state in the country, who reformed their Mobility Law in May 2024 and showcased its example to other states.

The commitment of Mexico's largest distributor of motorcycle helmets in Mexico to phase out the sale of un-certified helmets in Mexico and procurement of their largest purchase of certified helmets. Six new models of affordable certified helmets introduced to sale.



With 432,199 motorcyclists observed, a situational analysis on helmet utilization in the priority municipalities launched.

ITDP Mexico obtained a grant from the Global Health Advocacy Incubator (GHA) to develop a draft of the new version of the motorcyclist helmet standard as part of Helmet Coalition activities.

JAMAICA HELMET SAFETY

The National Helmet Coalition launched in Jamaica comprising 30 members from civil society, government agencies, and private entities. The Action Plan with several activities developed and the implementation begun.

The development of a comprehensive regulatory framework for helmet certification and enforcement is underway, supported by technical guidance from the Coalition.



The Ministry of National Security donated 2,000 helmets and is actively participating in coalition activities.

A white paper developed for Parliament advocating for policy changes to strengthen helmet safety regulations in Jamaica.

LATIN NCAP

A new car to car crash test between the Peugeot Partner Patagónica and the Peugeot Rifter, both sold as new and complying with local regulations, revealed that the twenty-five-year-old Partner Patagónica model lacks many basic safety features. One year after the test, the manufacturer has announced that they will be stopping the production of the Partner Patagónica.



MOVERNOS SEGUROS

Two new reports published with up-to-date figures related to road safety, vehicle fleet, and motor insurance.

The World Bank produced a worldwide study on vehicle registry; Movernos Seguros worked with the Andean Community of Nations (CAN) in documenting motor insurance schemes for cargo and public transportation for international routes and supported FIA Club in Guatemala to produce a perception survey for road safety.



7 advocacy events to highlight the need for compulsory motor insurance to reduce road traffic injuries. Workshops in Costa Rica and Guatemala, attended by over 85 journalists, resulted in subsequent publications reaching an estimated audience of 26.3 million people.

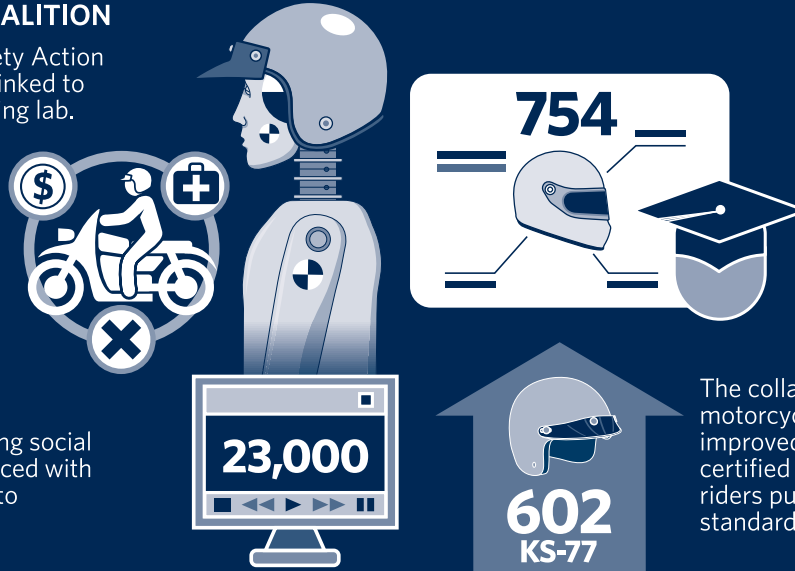
AFRICA & MIDDLE EAST

KENYA HELMET COALITION

The National Road Safety Action Plan included a target linked to installing a helmet testing lab.

The Fare Price report launched to highlight economic and human costs of motorcycle crashes, first in Kenya.

3 short awareness raising social media films were produced with estimated distribution to ~23,000 riders.



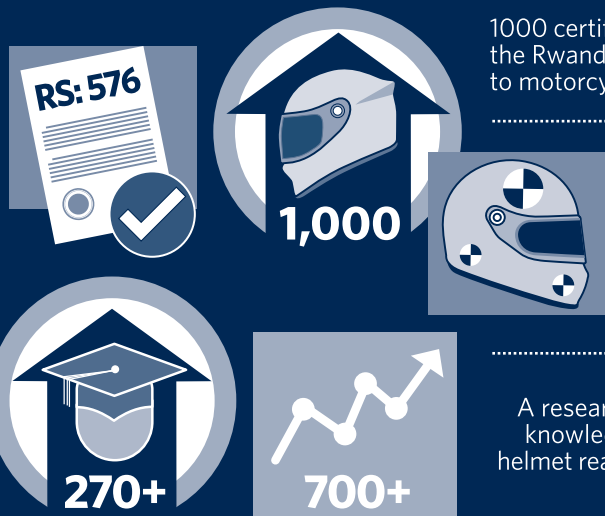
754 boda riders received helmet awareness training.

The collaboration with motorcycle taxi associations improved the uptake of certified helmets, with 602 riders purchasing KS-77 standard.

TUWURINDE, RWANDA HELMET SAFETY

Rwanda Standards Board has published a legislated Rwanda helmet standard; RS: 576, which complies with UN 22.05 standards and certification scheme.

Helmet safety training has reached: 272 motorcyclists cooperative committee members, 10 helmets suppliers and 20 journalists.



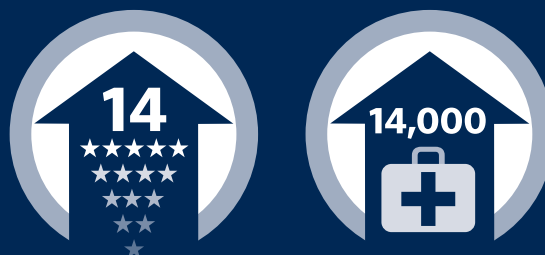
1000 certified helmets were purchased by the Rwanda government and distributed to motorcyclists across the country.

The helmet testing laboratory has been installed by the Rwanda Standards Board.

A research on motorcyclist and passengers knowledge and willingness to pay certified helmet reached 701 participants and a market study within 35 helmet shops.

UNICEF

UNICEF South Africa in collaboration with ChildSafe supported SR4S assessments in 14 schools with improvements in 6 schools co-funded by the Urban Mobility Directorate of the City of Cape Town. Road improvements have positive impacts on 18,000 community members.



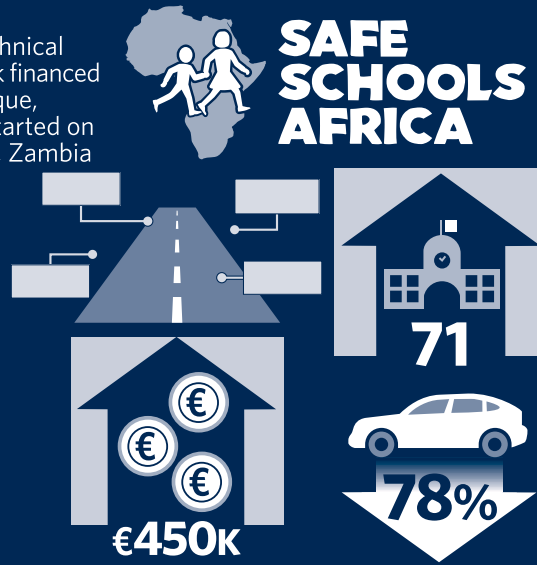
Project schools received first aid training for 14,000 students and teachers to support post-crash care. Advocacy training and engagement for safe spaces around schools was provided to 11,300 youth.

SAFE SCHOOLS AFRICA

In addition to Amend's ongoing technical assistance on four development bank financed roads projects in Ghana, Mozambique, Tanzania and Zambia, assistance started on three new projects in Mozambique, Zambia and São Tomé & Príncipe.

Safe Schools Africa Demonstration using SARSAL methodology delivered in Côte d'Ivoire, Senegal and Kenya in collaboration with FIA member clubs.

€450,000 committed funding from Agence Française de Développement (AFD) for work in Côte d'Ivoire and Senegal.

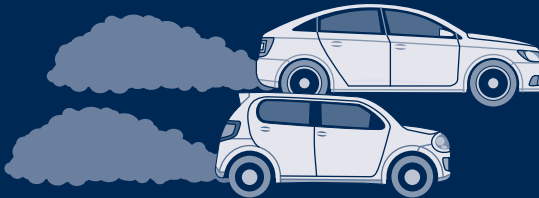


The infrastructure recommendations will benefit 71 schools (69,045 children) within 2km of project roads. This includes 21 schools (25,931 children) directly along project roads (within 500m of road).

Two school areas covering three individual schools with a total population of 3,163 protected by improved infrastructure in Bouaké, Côte d'Ivoire with speeds reduced by up to 78% around the schools.

TRUE

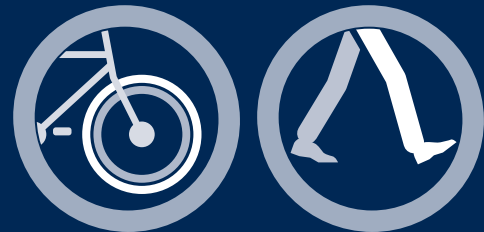
The first-ever real-world vehicles emissions testing programme was undertaken in the Middle East and highlighted Abu Dhabi's highest emitting vehicles. The key findings and recommendations were presented and discussed during COP28 at the UAE Pavilion.



TRUE has begun a new project in Kampala, Uganda, to measure on-road vehicle emissions, the first to take place in Africa.

SHARE THE ROAD

54 African countries are now consulted by the Pan African Action Plan for Active Mobility (PAAPAM) developed by UNEP and launched in November 2024 at the World Urban Forum, and UNEP has consulted on how to fast track prioritisation of active mobility in Africa.

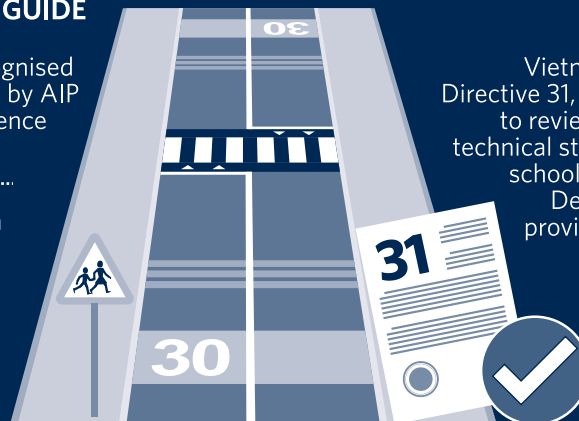


ASIA PACIFIC

VIETNAM SAFE SCHOOL ZONE GUIDE

Vietnam's Ministry of Transport recognised the Safe School Zones Guide created by AIP Foundation as the first national reference material on safe school zones.

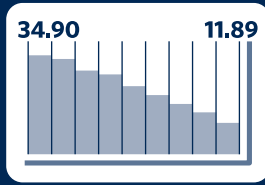
The Department for Roads of Vietnam (DRVN) issued an action plan to improve road safety around school zones along national roads under its administration. They encourage all provincial Departments to adopt the SSZ Guide for build/modification of school zones.



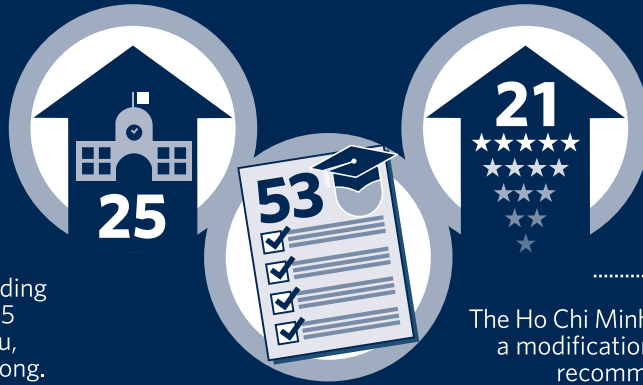
Vietnam's Prime Minister issued Directive 31, urging all relevant agencies to review and update the country's technical standards and regulations for school zones. The Ministry issued Decision 64, instructing all 63 provinces in Vietnam to conduct thorough assessments and develop action plans for enhancing school zone safety within their respective jurisdictions.

SAFER SCHOOLS

School modifications implemented in schools in Vietnam - Pleiku (4), Yen Bai (4), and Ho Chi Minh City (4) - based on the SSZ Guide. SR4S showed improvements ranging from 0.4 to 2.5 stars after upgrades. Traffic Conflict Analysis revealed a decrease in conflict rate from 34.90 to 11.89 per hour per 1,000 vehicles.



Clubs in FIA Region 2 received a comprehensive training on safe school zones implementation from AIP Foundation and iRAP. Nepal Automobile Association was selected for funding for school zone upgrades and support in implementation.



Provincial governments of Gia Lai, Yen Bai, and Hai Duong have provided co-funding to improve school zones in 25 schools, including 12 in Pleiku, 7 in Yen Bai, and 6 in Hai Duong.

UNICEF Papua New Guinea coordinated the assessment of 21 schools in collaboration with the Road Traffic Authority (RTA).

The Ho Chi Minh City government is reviewing a modification plan for 53 of the 57 schools recommended by the AIP Foundation.

SRI LANKA ENFORCEMENT

In Sri Lanka the FIA Member club has provided enforcement officers with specialized training to implement stricter measures against drivers engaging in dangerous behaviour, such as using mobile phones while driving.



MOTORCYCLE SAFETY

The ASEAN motorcycle ABS project is encouraging regulation of the technology by Malaysia, Philippines and Vietnam. The regulations have been already reviewed by respective countries and await adoption. Singapore is the latest government to consider the ABS related legislation.



AIP Foundation partnered with Ores, the creative agency, to create a comprehensive Heads-Up campaign PSA in five target countries: Vietnam, Cambodia, India, the Philippines, and Chinese Taipei. The campaign reached over 1.3 million people and won the Media Award at the Safety 2024 global injury conference.

NCAP

A five star result (Tata Nexon) under Global NCAP's new more demanding crash test protocols for India. The Nexon achieved the second highest Global NCAP score for adult and child occupant safety in the Safer Cars for India testing to date and the Nexon was the first model to achieve a five star Safer Cars for India rating in 2018.

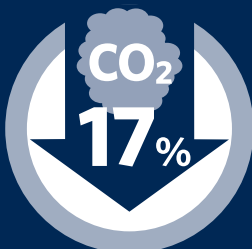


New protocol for Global NCAP's Safer Choice Award: the new Award was presented to Tata Motors for their Safari/Harrier model, setting a new benchmark for safety performance in the Indian market.



GFEI

Australia's New Vehicle Efficiency Standard (NVES) is the country's first-ever CO2 emission standard for light-duty vehicles following more than a decade of advocacy from GFEI. The standard will reduce average CO2 emissions from passenger cars (including most SUVs) by about 17% per year and light-commercial vehicles by about 12% from 2024 to 2029.



A new remote-sensing testing report in the Delhi Capital Region (DCR) has revealed commercial and compressed natural gas vehicles are high real-world emitters.



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.

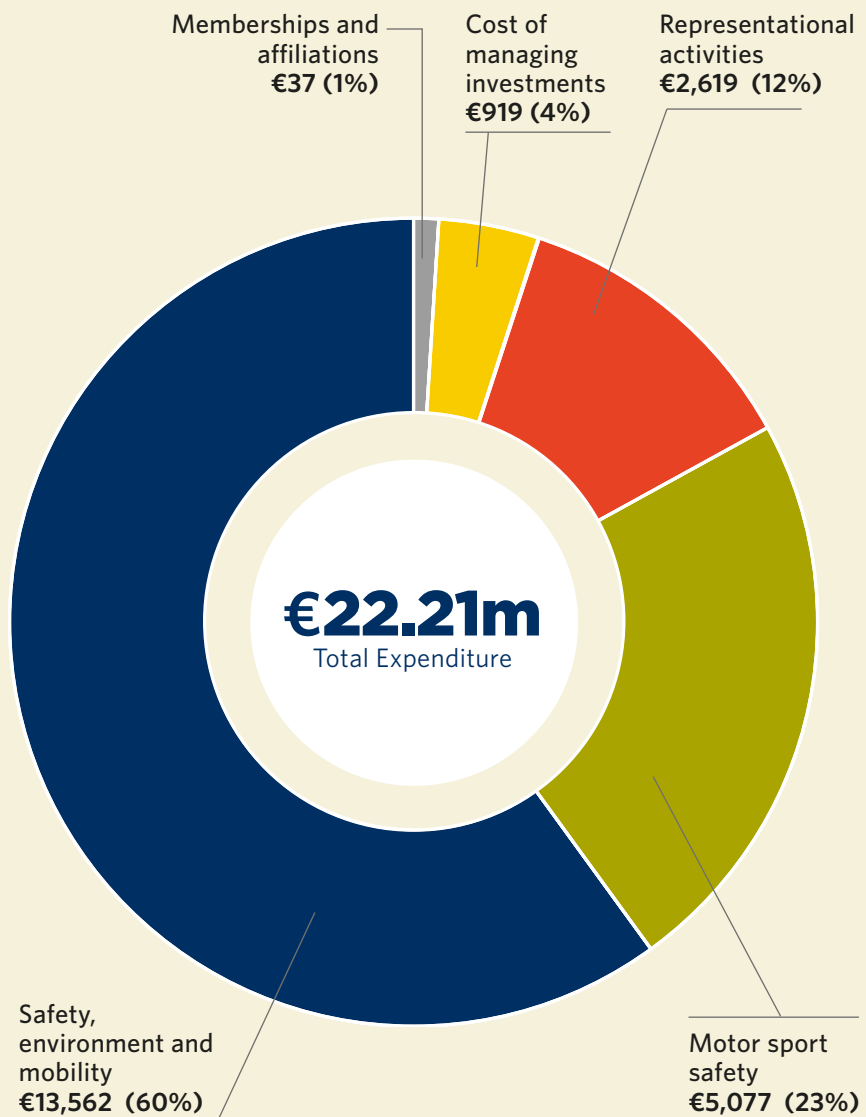
For further information, the full annual accounts, the independent auditors' report on those accounts and the Trustees' Annual Report should be consulted. Copies of these accounts can be obtained from the FIA Foundation's website www.fiafoundation.org

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 2023 the total expenditure of the Foundation was **€22,214,000**.

TOTAL EXPENDITURE BY ACTIVITY (€000s)



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

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

COST CATEGORY	EXPENDITURE	PERCENTAGE
■ Grants Awarded	€15,702,000	71%
■ Direct Expenditure	€1,658,000	7%
■ Support and Indirect Costs	€4,073,000	18%
■ Costs of Managing Investments	€781,000	4%
Total	€ 22,214,000	100.0%

Grant making

38 organisations benefitted from 58 grants awarded during the year, with a value of €15,702,000.

GRANTS AWARDED TO MAJOR PARTNERS (BY FUND €000s)

Towards Zero Foundation	€930
Fédération Internationale de l'Automobile - Switzerland	€2,000
Fédération Internationale de l'Automobile - France	€4,645
International Road Assessment Programme	€1,500



Grants awarded during the year to other multi-annual recipients were as follows:

GRANTS AWARDED TO OTHER MULTI-YEAR PARTNERS (BY FUND €000s)

AIP Foundation	€307
AMEND.org	€620
A Escobar	€50
Eastern Alliance for Safe & Sustainable Transport	€254
Global Alliance of NGO's for Road Safety	€80
Global Designing Cities Initiative	€260
Institute for Brain and Spinal Cord Disorders (ADREC)	€325
The International Council on Clean Transportation (ICCT)	€700
Johns Hopkins University	€50
JN Foundation	€250
The Clean Air Fund	€232
Stichting Delft Road Safety Courses	€110
Stichting Youth for Road Safety (YOURS)	€93
UNC Highway Safety Research Centre	€75
The United Nations Children's Fund (UNICEF)	€500
United Nations Environment Programmes (UNEP)	€325

In addition, during 2023, the Foundation made a **€750,000** exceptional withdrawal to fund the United Nations Economic Commission for Europe (UNECE).

21 smaller grants one-off grants were also awarded during the year, with a total value of **€1,646,000**. Details of the recipients can be found in the full financial statements.



The Mexican Helmet Coalition, an initiative supported by the FIA Foundation, ITDP Mexico and the Mexican auto club OMDAI put a spotlight on motorcycle safety at the FIA Mexican Grand Prix with F1 racing driver Sergio Perez.



Amend's Safe Schools Africa programme, supported by the FIA Foundation, is working with international aid donors to make journeys to school safer for tens of thousands of children.

TRUSTEES AND STAFF OF THE FIA FOUNDATION

OUR TRUSTEE BOARD 2024



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EXECUTIVE DIRECTOR



Sheila Watson
DEPUTY DIRECTOR



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DEPUTY DIRECTOR



Natalie Draisin
DIRECTOR, NORTH
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Atsani Ariobowo
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John Pap
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AND NEW MEDIA



Kate Turner
MEDIA AND
ADVOCACY
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Caroline Flynn
PA / OFFICE
MANAGER



Chris Bentley
HEAD OF
INFORMATION
TECHNOLOGY



Béatrice
Dumaswala
COMMUNICATIONS
CO-ORDINATOR



Diana Fauner
DESIGN AND NEW
MEDIA ASSOCIATE



John Rigby
DESIGN AND NEW
MEDIA ASSOCIATE



Rafaela Machado
PROGRAMMES
MANAGER



Will Phillips
MOTOR SPORT
SAFETY ADVISER



Oscar Díaz
REGIONAL ADVISOR,
LATIN AMERICA



Bella Dinh-Zarr
SENIOR ADVISOR,
PUBLIC HEALTH &
TRANSPORTATION



Oliva Nalwadda
REGIONAL
COORDINATOR,
AFRICA

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- Automòbil Club d'Andorra, Andorra
- Automóvil Club Argentino, Argentina
- Automobile Federation of Armenia, Armenia
- Australian Automobile Association, Australia
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- Royal Automobile Club de Belgique, Belgium
- Touring Club Belgium, Belgium
- European Road Assessment Programme, Belgium
- 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
- Touring y Automóvil Club de Colombia, Colombia
- Automóvil Club de Costa Rica, Costa Rica
- Fédération Ivoirienne de Sports Automobile et de Motocyclisme, Côte d'Ivoire
- Hrvatski Autoklub, Croatia
- Hrvatski Auto/Karting Savez, Croatia
- Cyprus Automobile Association, Cyprus
- Autoklub České Republiky, Czech Republic
- Ustřední Automotoklub České Republiky, Czech Republic
- Dansk Automobil Sports Union, Denmark
- Forenede Danske Motorejere, Denmark
- Automóvil Club Dominicano, Dominican Republic
- Automóvil Club del Ecuador, Ecuador
- Automobile and Touring Club of Egypt, Egypt
- Automóvil Club de El Salvador, El Salvador
- Estonian Autosport Union, Estonia
- AKK – Motorsport, Finland
- Autoliitto, Finland
- Automobile Club Association, France
- Automobile Club de France, France
- Fédération Française du Sport Automobile, France
- Automobilclub von Deutschland e.V., Germany
- Allgemeiner Deutscher Automobil-Club e.V., Germany
- Deutscher Motor Sport Bund e.V., Germany
- The Royal Automobile Club, Great Britain
- RAC Motoring Services, Great Britain

- Motorsport UK, Great Britain
- RAC Foundation, Great Britain
- Motorsport Safety Fund, Great Britain
- Road Safety Foundation, Great Britain
- International Road Assessment Programme, Great Britain
- IAM Roadsmart Trust, Great Britain
- Automobile Association, Great Britain
- Hong Kong Automobile Association, Hong Kong
- National Automobile Sport Federation of Hungary, Hungary
- Magyar Autóklub, Hungary
- Icelandic Motorsport Association, Iceland
- Félag Íslenskra Bifreidaeigenda, Iceland
- The Federation of Motor Sports Clubs of India, India
- Automobile Association of Upper India, India
- Automobile Association of Eastern India, India
- Western India Automobile Association, India
- Automobile Association of Southern India, India
- Ikatan Motor Indonesia, Indonesia
- Touring and Automobile Club of Iran, Iran
- Royal Irish Automobile Club, Ireland
- Automobile and Touring Club of Israel, Israel
- Automobile Club d'Italia, Italy
- Jamaican Millenium Motoring Club, Jamaica
- Jamaica Automobile Association, Jamaica
- Japan Automobile Federation, Japan
- Royal Automobile Club of Jordan, Jordan
- Automotosport Federation of the Republic of Kazakhstan, Kazakhstan
- Automobile Association of Kenya, Kenya
- Kenyan Motorsports Federation, Kenya
- Korea Automobile Association, Korea
- Kuwait International Automobile Club, Kuwait
- Latvijas Automobilu Federācija, Latvia
- Latvijas Automoto Biedriba, Latvia
- Automobile et Touring Club du Liban, Lebanon
- Automobile and Touring Club of Libya, Libya
- The Lithuanian Automobile Sport Federation, Lithuania
- Association of Lithuanian Automobilists, Lithuania
- Automobile Club du Grand-Duché de Luxembourg, Luxembourg
- Automobile General Association Macao-China, Macau
- Avto-Moto Sojuz na Makedonija, Republic of North Macedonia
- Automobile Association of Malaysia, Malaysia
- ANA, Automóvil Club de Mexico, A.C., Mexico
- Organización Mexicana del Deporte Automovilístico Internacional, Mexico
- Asociación Mexicana Automovilística, Mexico
- NACAM, Mexico
- Automobil Club din Moldova, Moldova
- Automobile Club de Monaco, Monaco
- Auto-Moto Savez Crne Gore, Montenegro
- Automovel e Touring Clube de Moçambique, Mozambique
- 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

- 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
- Federación 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
- Chinese Taipei Automobile Federation, Taiwan
- Chinese Taipei Motor Sports Association, Taiwan
- Trinidad and Tobago Automobile Sports Association, Trinidad and Tobago
- Trinidad and Tobago Automobile Association, Trinidad and Tobago
- National Automobile Club de Tunisie, Tunisia
- Türkiye Turing ve Otomobil Kurumu, Turkey
- Turkish Automobile Sports Federation, Turkey
- Automobile Association of Uganda, Uganda
- Emirates Motorsport Organization, United Arab Emirates
- American Automobile Association, United States of America
- Automobile Competition Committee for the United States, United States of America
- SFI Foundation, United States of America
- Automóvil Club del Uruguay, Uruguay
- Fundación Gonzalo (Gonchi) Rodríguez, Uruguay
- Touring y Automóvil Club de Venezuela, Venezuela
- Yemen Club for Touring and the Automobile, Yemen
- Zambia Motor Sports Association, Zambia
- Zimbabwe Motor Sports Federation, Zimbabwe
- Automobile Association of Zimbabwe, Zimbabwe





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