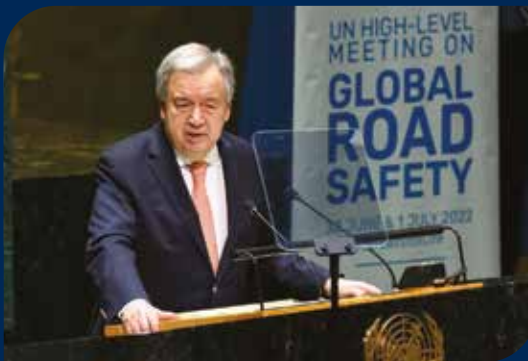




# ANNUAL REVIEW 2022



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## ANNUAL REVIEW 2022



# INTRODUCTION

I have often paid tribute in these reports to the diverse network of partners with whom the FIA Foundation works, who deliver the on-the-ground results that our grants enable. The portfolio of our charity encompasses people working on safe and sustainable mobility ranging from advocates for local transport solutions to race-track designers to car crash testers to air quality researchers. We have active partners working in more than 100 countries, but it is rare that we can all get together across these various disciplines.

It was a pleasure then, at the FIA Foundation's 20th anniversary events in June, to host so many friends and partners of the charity, as well as current and former trustees, previous Chairmen Rosario Alessi and Tim Keown, FIA regional presidents representing our member clubs across the world, and the new FIA presidential team led by Mohammed Ben Sulayem. I am particularly grateful to HRH Prince Michael of Kent for graciously joining us and giving the keynote address at our anniversary dinner, and for his long engagement with and support for the work of the Foundation.

Our anniversary of course provided an opportunity to celebrate achievement, but we spent little time looking backwards. Our 'Design for Life' policy forum, held at Banqueting House in central London, focused instead on current and future objectives, connecting our core themes of human and planetary health through the prism of street design, use and management. Streets for Life: our on-going campaign to ensure that every journey is a safe one, for all road users, through street and vehicle re-design according to Safe System principles. Streets for Climate: our partnerships with international agencies, philanthropies and technical experts to re-design automotive propulsion and urban environmental policies to deliver clean, efficient, and equitable low carbon transport.

These would be challenging goals at the best of times. But the succession of global shocks – COVID-19, the Ukraine war, and the resulting economic volatility – are putting huge pressure on all the UN's sustainable development targets, including those in which the Foundation is most invested.

And as was the case when the pandemic hit, our Board decided that unprecedented times call for an unprecedented response which reaches beyond our core charitable objectives.

Following the Russian invasion of Ukraine in February the Foundation quickly joined the FIA-led effort supporting the humanitarian campaign to help refugees. We provided €1 million to refugee agencies, and assistance to member clubs in border countries. The Foundation also helped to persuade the global alliance of road safety NGOs to make a robust response to the invasion, and to call for Russia to relinquish her role as road safety lead at the UN.

These events are a reminder, if one was needed, that our policy aims as a charity are intricately interconnected with real world politics. Wars undermine UN meetings on road safety; trade interests exert influence on car safety standards; impassioned climate protestors invade Formula One circuits, placing themselves and participants at risk. We must navigate through the turbulence, and make sure our work and agenda are relevant and responsive while keeping focus on our public health mission.

In this, the Foundation is ably served by its trustee board. This year has seen many departures and arrivals. We sadly lost José Abed, who is much missed by all of us across the FIA and wider motor sport community. Michelle Yeoh resigned, to focus on her wonderfully successful movie career, and I want to thank her most sincerely for her many years of committed campaigning with the Foundation, a true star. We have welcomed to the board the new FIA president and his nominees and continue to collaborate closely and constructively with them and our member clubs as the independent charitable arm of the global FIA network, delivering our mission to 'design for life'.



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



# OVERVIEW

**The war in Ukraine has obviously dominated international affairs this year, with hugely detrimental impacts on global development and, tangentially, on global road safety. The first ever High-Level meeting on road safety was almost derailed by geopolitics. The event, held at UN HQ in June, went ahead but with low level ministerial participation and many key nations absent. It was sadly a missed opportunity to advance our vital agenda, collateral damage.**

Around the time of the High-Level Meeting, Ukraine estimated that 24,000 km of its roads and highways had been damaged, and 300 bridges destroyed. More than 6,000 km of rail had also been destroyed. With the recent ferocious bombardment of Ukraine's civilian infrastructure, trying to destroy essential services before winter, this tally will have risen. One of many Russian missile strikes this summer, in the city of Vinnytsia, caught widespread international

attention because of photographs of a juxtaposed image: a dead child in her stroller, next to her mother's severed foot. They had just walked past a row of city hire bikes.

A row of hire bikes: in this age of climate emergency, of fires, floods, extreme summers, once-in-a-century storms every hurricane season, is there any better exemplar of humanism and belief in our shared future than a row of bicycles for hire, and the infrastructure to use them safely? Research recently commissioned by the FIA Foundation, from the Institute of Transportation & Development Policy, finds that protected cycle lanes are one of the most cost-effective ways to reduce greenhouse gas emissions from urban transport. For every 200 dollars spent on highways, the report estimates, one tonne of greenhouse emissions per year will be created, while the same spend on protected bicycle lanes prevents almost the same level of emissions.

Our Child Health Initiative partners and FIA colleagues came together in June to share progress in campaigns and projects to encourage just such cycling and walking infrastructure and, crucially, the low vehicle speed limits that need to accompany them. The Foundation is investing millions of euros to help make urban streets safe for children to walk and cycle independently, particularly on their journey to and from school. In line with the UN campaign, we are investing in 'Streets for Life'.

It may seem counterintuitive that a charity formed by auto clubs and funded from motor sport places such emphasis on this, especially as it inevitably requires re-prioritisation of policy away from private cars. But it is essential that we do. For the climate, for safety, for air quality, for liveability, we cannot carry on with the status quo of the past century. Motorists must accept a fairer balance, or risk losing it all. And when drivers get out of their cars, and walk or cycle or take the train, as they do; when their children or grandchildren walk to school or play on safer streets, in cleaner air, on a healthier planet; then a small sacrifice in time and space makes sense. Having

power but ceding some of it for a greater good: sharing the road, for people and planet.

In Ukraine's neighbour, Moldova, the automobile club has been working hard this year to help endless waves of refugees. Despite this, the ACM team have still managed to successfully advocate for new national road safety regulations requiring 30km/h speed limits near schools. The greatest solidarity we can show to one another is to care for each other's children as though they were our own. Our weapons in this struggle are crash standards and sidewalks, low emission zones and traffic speed signs, empathy and imagination. A row of hire bikes.



**Saul Billingsley**  
Executive Director  
FIA Foundation



# DESIGN FOR LIFE: THE FIA FOUNDATION AT 20



The FIA Foundation gathered policymakers, FIA auto clubs, and NGO partners in June in a series of events held in London to celebrate the charity's twentieth anniversary.

The 'Design for Life: For People & Planet' Forum brought together international policymakers to review progress in meeting UN global targets for reducing road deaths and serious injuries ahead of the first-ever UN High Level Meeting on road safety which took place later that month in New York. The Forum's panellists and attendees discussed how to design streets for life, addressing road danger and the interlinked issues of improving air quality and decarbonising road transportation in a series of themed panels.

As an expression of anti-fascist solidarity with the people of Ukraine, the Forum heard a powerful and moving opening speech from Oksana Romanukha, Director of Ukraine Impact NGO and a long-time partner of the FIA Foundation. Oksana was a keynote speaker in the opening panel, hosted by Foundation Chair Lord Robertson of Port Ellen, including H.E. Dr Amani Abou-Zeid, African Union Commissioner for Infrastructure and Energy; Will Norman, London's Walking and Cycling Commissioner; Floyd Green MP, Minister without Portfolio in the Office of the Prime Minister, Jamaica; and FIA President Mohammed Ben Sulayem.

During the event the Foundation announced a series of new funding commitments to help deliver the charity's agenda:

- €1 million in 2022 to support the UN Road Safety Fund, as part of the Fund's replenishment campaign;
- €1 million to launch a new Safe Schools Africa initiative to design and deliver road infrastructure safety improvements, in partnership with NGO Amend and the World Bank's Global Road Safety Facility;

- €1 million to support motorcycle helmet initiatives in Jamaica and Rwanda, tackling the rapid increase in casualties amongst young riders in both countries;
- €2 million to expand the Real Urban Emissions (TRUE) initiative, in partnership with the International Council on Clean Transportation (ICCT), to tackle urban air pollution from vehicles, announced with FIA Foundation Deputy Director Sheila Watson and Peter Mock, Europe Managing Director of ICCT.

UN Special Envoy for Road Safety Jean Todt opened a Safe System 'Streets for Life' session, hosted by FIA Foundation Deputy Director Avi Silverman, which included Etienne Krug, Director, Social Determinants of Health, WHO; Jennifer Homendy, Chair, US National Transportation Safety Board; Nneka Henry, Head, UN Road Safety Fund; Said Dahdah, Head, World Bank Global Road Safety Facility; and Oliva Nalwadda, YOURS Youth for Road Safety.

Sheila Watson led a 'Streets for Climate' panel including Jane Burston, Director, Clean Air Fund; Peter Mock; Heather Thompson, CEO of the Institute for Transportation and Development Policy; Rob de Jong, Head, Mobility Unit, UN Environment Programme; and Ferry Smith, Chair, FIA Policy Commission.

During the week the Foundation hosted other policy events, with a Child Health Initiative partner meeting bringing together more than 50 child safety and clean air practitioners at the British Institute. As well as reviewing progress with the Advocacy Hub projects, the meeting heard from outside speakers including Duncan Green, Oxfam senior adviser; and Jamila M. Porter, from the De Beaumont Foundation. A roundtable of the Foundation's Motorcycle Initiative was also organised.

# CELEBRATING SERVICE AND ACHIEVEMENT: THE FIA FOUNDATION AT 20



HRH Prince Michael of Kent GCVO was Guest of Honour at a special dinner to celebrate 20 years of the FIA Foundation. Held at the Banqueting House, Whitehall Palace, the dinner followed the Foundation's Design for Life forum and was attended by many past trustees of the charity, as well as the new leadership of the FIA and all the regional FIA presidents.

The Foundation was pleased to honour past leaders of the Foundation: inaugural and Honorary Chairman Rosario Alessi, Tim Keown, and current Chair Lord Robertson of Port Ellen, in an award ceremony with FIA President Mohammed Ben Sulayem. The Foundation's founder, former FIA President Max Mosley, and former Chair, Carlos Macaya were also remembered. David Ward was recognised for his contribution as inaugural Director General of the FIA Foundation between 2001-2013.

HRH Prince Michael of Kent described the impact of the charity: "Through a combination of its funding, its energy and its ideas, the FIA Foundation has helped to transform the global road safety agenda. Many of the advocacy achievements of the last 20 years – the UN Ministerial conferences, the first Decade of Action for Road Safety, a road safety target in the UN development goals, and now a first ever UN youth summit – began as proposals made by this charity.

So, I congratulate the FIA Foundation on your 20th anniversary. I am delighted to see former leaders of the Foundation here tonight and it is a pleasure to meet the new President of the FIA, Mohammed Ben Sulayem, who I know is strongly committed to the Foundation's agenda. And the former president, Jean Todt, who continues to fly the road safety flag as UN Special Envoy."

In his speech Rosario Alessi remembered the beginnings of the charity: "20 years ago I felt honoured to accept the offer of Max Mosley to be the first Chairman of the newly born Foundation. At that time I was the President of the FIA Senate that strongly supported the idea of Max to deploy the revenues from the sale of Formula One's commercial rights to set up a Charity with the aims to promote road safety and sustainable mobility and to protect and preserve the natural and physical environment. It was thanks to the foresight of Max Mosley that motor sport has found a way of giving something back to the global community in terms of road safety and protection of the environment.

Over the last 20 years the Foundation has been funding an impressive number of major projects and initiatives all over the world so establishing itself as a reliable and recognised partner for institutions like the United Nations, the World Health Organization, UNICEF, the World Bank, many NGOs and other public and private organizations. It has also been instrumental for enhancing the role of FIA and its affiliated clubs as leaders in the public policy arena."

Tim Keown also paid tributes to two founding fathers of the charity: "Max was a man who inspired admiration, affection and criticism in equal measure. To me he was supportive, fiercely intelligent, self-deprecating, and a good friend. The worlds of road safety and of motor sport owe him a colossal debt, and to my mind this has not yet been adequately acknowledged following his untimely death last year. For me the second absent friend of note is my immediate predecessor as Chairman, the late and much lamented Carlos Macaya. His support for the Foundation's work was unwavering, but also he was, I think, one of the nicest men I ever worked with."

Finally, in memory of advocacy filmmaker Richard Stanley, whose work over more than 15 years helped define the charity's mission and brought the reality of road traffic injury to a global audience, the FIA Foundation announced a new Memorial Award with the World Health Organization. The award will continue Richard's legacy by training journalists to make the compelling humanitarian case for road safety around the world.



# FIA PRESIDENT SEES STAR RATING SUCCESS IN COLOMBIA



**FIA President Mohammed Ben Sulayem has seen first-hand the impact of safe school projects managed by FIA automobile clubs with the support of the FIA Foundation.**

In August he visited Colegio Pedro Romero School, in Cartagena, where the Automobile Club of Colombia has supported infrastructure changes including widening walkways, adding road signs, and building raised crossings to slow and stop road traffic. The school safety project is part of the Club's ongoing commitment to child road safety and the visit was organised during the FIA Americas Congress, which brought together mobility and sport clubs from across North America, Latin America and the Caribbean.

"Road safety has always been important for the FIA", says Mohammed Ben Sulayem. "This is something we can do. That's where the FIA Foundation comes, there are these grants and support, and really we can see how much it can improve road safety."

The project used the iRAP Star Rating for Schools (SR4S) methodology to assess and make recommendations to improve the safety infrastructure of the school and was used to showcase to other clubs how to undertake similar activities. The visit included representatives from the FIA Congress as well as representatives of the Mayor of Cartagena's office and the National Road Safety Agency from Bogota who heard from local school children about why road safety should be a priority.

"We are committed, with the children, to work for their safety", says Ricardo Morales, President of Colombia's automobile club and of FIA Region IV. "There are schools that don't even have a traffic signal around them".

Globally, more than 200 new schools have been assessed with the iRAP rating tool in 2022. The running total is now more than 940 schools, of which 171 have had infrastructure upgrades as a result which have also been assessed with typical safety performance increasing from one- or two- star safety to four- or five- star, with a corresponding reduction in vehicle speed. Almost 200,000 children have been directly protected by the changes. iRAP has now launched an online 'safe school tracker' to map the assessments and their impact.

In addition to funding from the Foundation via the FIA Road Safety Grant Programme, automobile clubs can now also access a stand-alone fund for star rating, as part of the Foundation's Child Health Initiative Advocacy Hub. The aim is to help more clubs develop the capacity and skills to use the iRAP app and advocate in their communities for safer schools.

"The Automobile Club of Colombia showed clubs across the region how they can deliver meaningful community engagement and change to deliver streets for life", says Aggie Krasnolucka, FIA Foundation Programmes Manager. "It is great to see how Star Ratings for Schools can be used to deliver effective and popular infrastructure changes in all types of contexts."



# STANDING WITH UKRAINE

**In response to the unprovoked, illegal and brutal invasion of Ukraine by the Russian Federation, the FIA Foundation has committed extraordinary funding supporting direct humanitarian action to help Ukrainian refugees and the embattled country's emergency services.**

As part of a broader effort led by the FIA, the FIA Foundation made a one-off special donation of €1 million to support humanitarian actions and alleviate the suffering of refugees. The International Federation of the Red Cross and Red Crescent Societies (IFRC) and the United Nations High Commissioner for Refugees (UNHCR) were the recipients of the fund, which was split evenly. Since Russia launched its aggression against Ukraine, it is estimated that more than 7.7 million people have left their homes and crossed into neighbouring countries and further across Europe, while a similar number are internally displaced within Ukraine.

Donations to the IFRC and the UNHCR supported urgent and targeted help to those in need, especially those most at risk including unaccompanied minors, single-parent families, the elderly and the disabled. The Foundation's support has been used to provide support for families with food, water, and hygiene products and assist people leaving Ukraine with shelter, basic aid items and medical supplies.

FIA President Mohammed Ben Sulayem said: "In collaboration with the FIA Foundation, and with the support of the IFRC and the UNHCR, we are combining our FIA resources to support the humanitarian effort in Ukraine and neighbouring countries. We are indebted to the initiatives of our Member Clubs and the FIA Foundation in making a contribution to easing the plight of all those affected by the invasion of Ukraine. We hope for a peaceful outcome to the conflict."

The donation builds on actions from FIA member clubs which mobilised quickly and continue to provide humanitarian support and assistance to refugees and internally displaced people. Member clubs have been collecting and transporting essential goods, providing roadside assistance, and financial support through

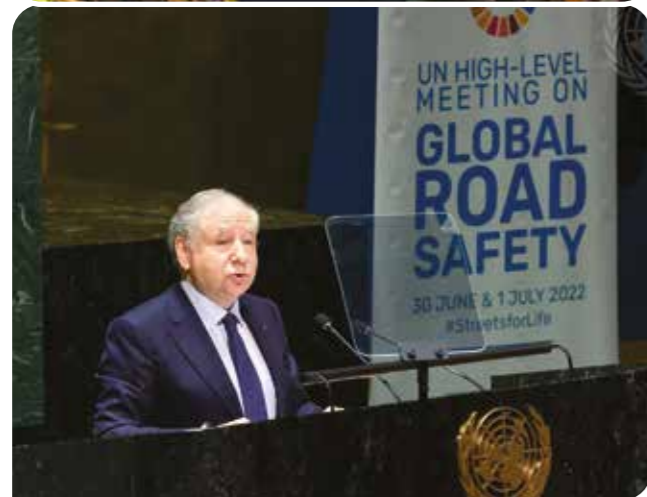
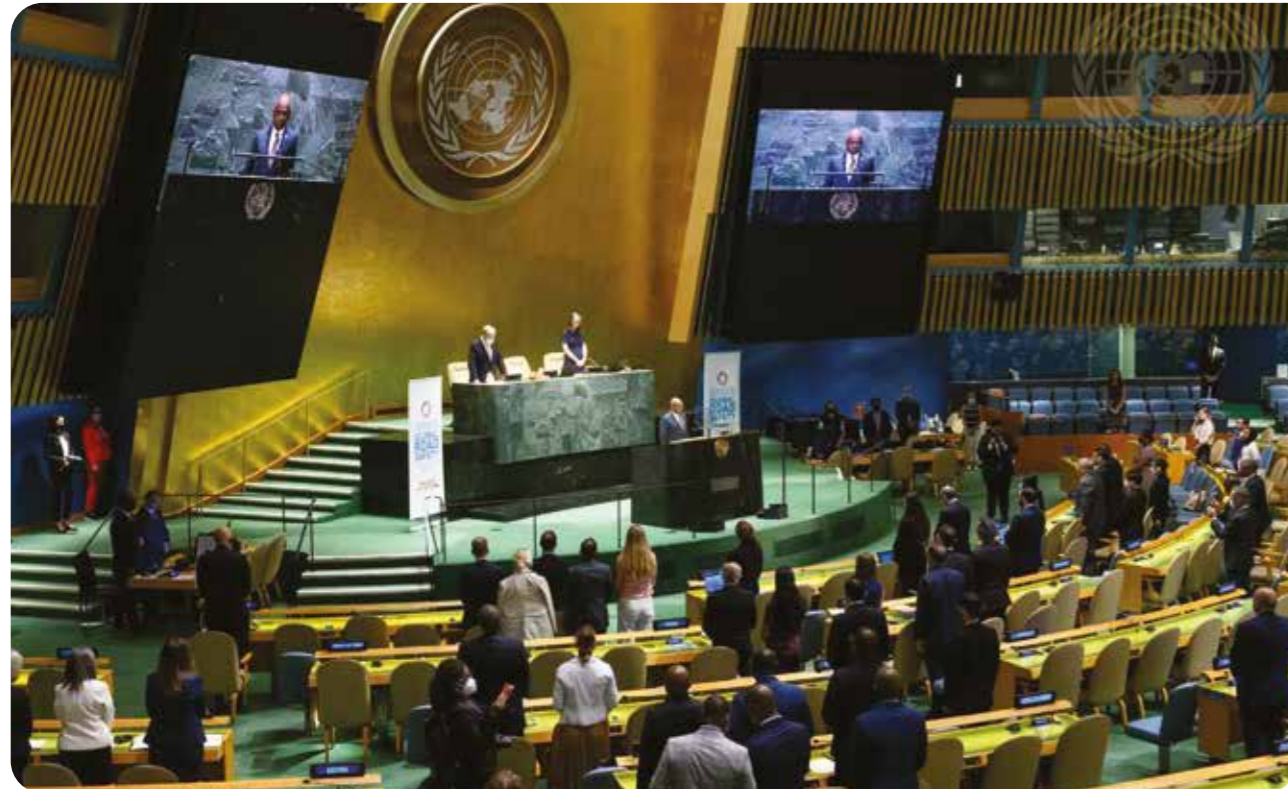
humanitarian organisations. The Austrian Automobile, Motorcycle and Touring Club (ÖAMTC) has collaborated with the Automobile Club of Moldova (ACM) for a fuel card scheme; the Automobile Club of Ukraine (FAU) is delivering medical supplies amongst many other activities; while the Polish Automobile and Motorcycle Federation (PZM) has been running a summer camp for children and youth, all of which are supported by the FIA Foundation.

In the early days of the war the Foundation also provided financial support for an emergency convoy of donated fire engines and lifesaving equipment to Ukraine which has been organised by UK charities FIRE AID and EASST, working with many UK fire services and the UK government.

FIA Foundation Chair, Lord Robertson of Port Ellen, said: "The war in Ukraine is causing Europe's worst refugee crisis since the Second World War. This requires an urgent response to try to alleviate some of the suffering. I am pleased that the FIA community, including clubs in countries bordering Ukraine, clubs across the world, the FIA leadership, and the FIA Foundation have come together quickly and effectively to show solidarity and to provide practical and financial support".



# UN CONVENES TO HIGHLIGHT IMPACT OF ROAD TRAFFIC INJURY



**The first-ever UN High Level Meeting on Road Safety heard renewed calls for action and funding to address the global challenge of road safety. During the event the FIA Foundation joined governments, international agencies, donors, global experts and civil society at the UN headquarters in New York.**

The High Level Meeting was opened by UN Secretary General Antonio Guterres, who described the scale of carnage as ‘a silent epidemic on wheels’ and warned that ‘unsafe roads are a key obstacle to development’. He encouraged member states to scale up technical and financial support to the UN Road Safety Fund. UN Special Envoy Jean Todt, whose secretariat is funded by the FIA Foundation, also spoke in the opening session and, while recognising some significant results, urged governments and donors to do more to support road traffic injury prevention.

These calls were echoed by FIA Foundation Executive Director Saul Billingsley, speaking in a panel session of the High Level Meeting chaired by Tomas Eneroth, Infrastructure Minister of Sweden. He urged governments to ‘stop talking and start funding’ the proven interventions needed to meet the 2030 target to halve road traffic deaths and injuries. Highlighting the work of Global NCAP, iRAP and other evidence-based programmes, he called on rich donor nations to show solidarity with the middle- and low-income countries bearing the brunt of road traffic injuries. The Foundation also confirmed a new €1m donation to the UN Road Safety Fund at a pledging lunch during the High Level Meeting, which raised US \$15 million towards the Fund’s \$40 million replenishment goal.

Six months prior to the High Level Meeting Foundation Chair, Lord Robertson, and global ambassador for the Child Health Initiative Zoleka Mandela, both delivered messages to the main preparatory event, held in the UN General Assembly

in December 2021. At this preparatory meeting Deputy Director Avi Silverman joined representatives from the International Transport Forum, World Bank, Bloomberg Philanthropies, World Resources Institute and UN Economic Commission for Africa in a discussion panel session on international and private financing. The preparatory session also heard an address from H.E. Amani Abou-Zeid, Infrastructure Commissioner for the African Union (and now a Foundation trustee).

At the close of the UN High Level Meeting on Road Safety in July 2022 a Political Declaration was approved by the UN General Assembly which reaffirmed the 2030 target to halve road deaths. A further High Level Meeting was agreed for 2026.

The 2022 event had been badly set back by a diplomatic row over Russia’s initial leadership of the road safety negotiations (subsequently taken over by the President of the General Assembly to ensure consensus), and levels of participation were not as senior as would normally be expected for a ‘high level’ meeting, which should be at head of government level. It is to be hoped that the 2026 meeting will be held during the September opening of the General Assembly to ensure head of government/State level participation and momentum.

Yet advocacy and action must continue. WHO Director-General Dr. Tedros Adhanom urged governments to implement the new Global Plan for reaching the Sustainable Development Goal road safety targets. “I call on all governments to use the global plan to develop national plans and invest the necessary resources to achieve the road safety targets and where needed, international donors should support them,” he told the High Level Meeting. “Let’s make safer roads for a safer world.”



# BIG APPLE SHOWS BIG DIESEL POLLUTION INEQUALITIES

**The FIA Foundation expanded its commitment to urban air quality in 2022 with increased support for two programmes targeting vehicle emissions.**

At the Foundation's Design for Life Forum in June, a €2 million package was announced to expand the Real Urban Emissions (TRUE) initiative, in partnership with the International Council on Clean Transportation (ICCT). TRUE uses roadside sensors to develop real-world emission data sets. These inform city policymakers to target the highest emitting vehicles and support a shift to cleaner, more sustainable transport. The Foundation also renewed support for Green NCAP, an EU-based programme involving FIA Region I, which undertakes realistic laboratory tests of new cars.

The scope of TRUE's work has expanded this year in terms of location, vehicle type and perspective. In New York City, testing examined 70,000 heavy-duty vehicle emissions for the first time and identified the social inequality of air pollution exposure in the city. Fewer than 10% of diesel trucks on the road are responsible for more than two-thirds of the fleet's tailpipe PM2.5 emissions, the study showed, and Black and Latino residents of the city are exposed to 17% more PM5 from diesel trucks than white residents. Diesel trucks are a major source of PM2.5 and NOx emissions, which have adverse health impacts. It is estimated that 2,000 New Yorkers die prematurely each year as a result of PM2.5 exposure alone.

The TRUE report found that major freight corridors in the Bronx and Queens have the highest levels of ambient PM5 from diesel trucks, and the oldest diesel trucks, manufactured before 2007, make up a small proportion of the fleet (6%-10%) but are responsible for approximately two thirds (64%-83%) of all diesel truck tailpipe PM5 emissions. Changing from a pre-2010 to a contemporary diesel truck model can reduce negative health impacts by between 81% to 96%. But even new diesel trucks have negative health

impacts. An accelerated transition to zero-emission alternatives is essential to ensure a continued decline in diesel truck emissions and to meet climate goals.

"In New York, the impact of diesel trucks on air quality and health is very clear, and this report sets the steps needed to address that and deliver real health benefits", says Sheila Watson, Deputy Director of the FIA Foundation. "However, the urban health burden of dirty air is not borne equally, and this important new analysis also shows that environmental justice has to be a key part of cities' policy-making process. This is an urgent issue, particularly as freight traffic in the city will continue to grow."

The potential of low-emission zone policies was the focus of the launch of TRUE data in Warsaw. The study, supported by the Clean Air Fund and carried out by TRUE partner ICCT, collected over 220,000 real-world emissions of in-use vehicles on the streets of Warsaw. Analysis of this dataset finds that the average age of imported second-hand vehicles operating in Warsaw, which made up 32% of the total light-duty vehicle measurements, is 13 years, more than double that of domestic vehicles, and their average mileage is 1.5 times that of domestic vehicles. Moreover, the average air pollutant emissions from these vehicles are two to three times those from domestic vehicles.

The analysis highlighted how action to target the oldest and highest-emitting vehicle groups can have an outsized impact on reducing air pollutant emissions while affecting only a small portion of the Warsaw fleet. Although diesel passenger cars certified to standards below Euro 4 only make up 6% of the fleet in Warsaw, restricting their use in the city would remove vehicles responsible for 18% of the total NOx emissions and 37% of the total PM emissions. The city of Warsaw has now committed to introducing a low-emission zone by the end of 2024.



# MEXICAN MOTORCYCLE HELMET COALITION CONVENES FOR ACTION

**Senators, official, business partners and NGOs have come together in Mexico to advance action on motorcycle safety, as the country grapples with rapid increases in motorbike use and injuries.**

The Mexican Motorcycle Helmet Coalition aims to establish multi-sectoral strategies and actions to reduce the number of deaths and serious injuries from motorcycle traffic crashes nationwide. It is coordinated by the Institute for Transportation and Development Policy Mexico (ITDP Mexico) with the support of the FIA Foundation. At the first meeting, which took place in May, more than 40 participants from the national and subnational public sector, the private sector, and civil society organisations, including the FIA auto club, gathered to discuss road safety. During the session, participants established three goals for the Coalition: to make more affordable the supply of safe helmets, to raise awareness about the importance of using certified helmets, and to strengthen the regulatory framework and its enforcement.

The meeting was addressed by Senator Patricia Mercado, one of the political leaders of a successful campaign to introduce a new General Law on road safety. Implementation of the new law, which embeds safety on the road as a human right, should provide opportunities in individual States to advance action on motorcycle helmets.

This is urgent because in recent years there has been an alarming upward trend in the number of deaths and injuries of motorcyclists on the road in Mexico. Between 2013 and 2018, the number of motorcyclists killed increased by 73.5%. The main goal of the Mexican Helmet Coalition is to increase the use of certified helmets, since not all helmets protect users in the same way: an inadequate helmet can be more dangerous than not wearing a helmet because it creates a false sense of protection. In addition, an

uncertified helmet can cause serious injury due to breakage resulting in sharp shards.

In the meeting, ITDP Mexico presented preliminary results from the regulatory analysis, surveys and fieldwork that ITDP is undertaking in six metropolitan areas of the country. Findings highlight a disparity in the use of helmets nationwide; in some municipalities, more than 40% of motorcyclists do not wear proper helmets. The average price of approved helmets, the equivalent of around \$151 USD, is unaffordable for a large percentage of the population - 35% of employed Mexicans earn less than 3,967 Pesos (\$195 USD) a month. The report identified that traffic regulations that require the use of certified helmets are rare.

The next steps for the Helmet Coalition in Mexico will be to complete the situational analysis, continue the regional and sectoral meetings to define actions focused on improving road safety for motorcyclists, and promote the expansion of the Coalition to bring together more stakeholders.





# CHILE ANNOUNCES VEHICLE SAFETY LABELLING TO INCLUDE NCAP TEST RESULTS

Chile has passed legislation requiring NCAP safety ratings on labelling for new vehicle models, the first country in Latin America to do so. The move follows years of testing and advocacy for labelling in the country by the New Car Assessment Programme for Latin America and the Caribbean (Latin NCAP), which was supported by the FIA Foundation and FIA Region IV.

The Chilean Ministry of Transport and Telecommunications made the announcement on the first day of the United Nations High Level Meeting on Global Road Safety, 30th June. All new cars must now be sold with the NCAP star rating result on their safety label and should indicate whether safety measures are present. The label will also include a QR code which is directed to further information about the NCAP testing system. The rating is specifically for vehicles purchased in Chile, not models available in other countries which may have different safety features. Achieving a low NCAP star rating will not, however, prevent a vehicle from being on sale.

“This is a great step forward for Chile towards safer cars in the region following UN recommendations in this new Decade of Action for Road Safety towards 2030”, says Alejandro Furas, Secretary General of Latin NCAP. “As Chile is a Latin American country, it is understood that Latin NCAP’s evaluation should be explicitly required together with the assessment

of at least the best-selling models. Latin NCAP has demonstrated many times the effectiveness of assessing local models that when they perform below expectations. The majority of the manufacturers voluntarily react improving the safety performance of their models. Independently and impartially informed consumers brings a positive change to the market in the short and midterm. Latin NCAP supports and is committed in all of the extent with this step of Chile as well as with any other country that choose the same path in the region.”

Safety labelling is the cumulation of advocacy by Latin NCAP, specifically supported by the FIA Foundation. The public affairs director of the Automovil Club de Chile, Alberto Escobar, spearheaded the successful campaign. Latin NCAP is now encouraging other governments in the region to follow Chile’s lead and require independent consumer information about the safety levels offered by vehicles in the market. The need for such transparency is great. Latin NCAP tests are still showing a wide disparity of performance by manufacturers in the region. In September, for example the Volkswagen Nivus made in Brazil and equipped with six airbags (frontal, side body and side head airbags) and Electronic Stability Control (ESC) as standard, was rated with five stars. Meanwhile, the Honda WR-V, with only two frontal airbags and ESC, also made in Brazil, was rated one star.



# Protected Bicycle Lanes Protect the Climate

Measuring How Networks of Protected Bicycle Lanes Reduce Carbon Emissions, Transport Costs, and Premature Death



# PROTECTED CYCLE LANES PROTECT LIVES AND PLANET

**Investment in urban protected bicycle lanes can significantly reduce greenhouse gas (GHG) emissions, lower transport costs, and prevent premature road fatalities compared to investment in other infrastructure, according to a report developed by the Institute for Transportation and Development Policy's (ITDP) global Cycling Cities campaign, with support from the FIA Foundation.**

The report, 'Protected Bicycle Lanes Protect the Climate', finds that networks of protected bicycle lanes in middle-income cities are an extremely cost-effective way of reducing emissions; providing quantifiable economic benefits, and paying for themselves in less than a year. These networks create more economic value annually than they cost to build, given the transportation cost savings and the public health benefits of increased exercise. Protected bicycle lane networks outperform all other infrastructure developments, for example, metro rail systems, while an essential part of sustainable urban transportation, are outperformed by a factor of 10 in terms of emissions reductions per dollar spent. For every \$200 USD spent on highways, the report estimates, one tonne of GHG emissions per year will be created, while the same spend on protected bicycle lanes mitigates almost exactly the same level of GHG emissions.

The report is one of the first-ever empirical measures of GHG reductions from networks of protected bicycle lanes in low- and middle-income countries, specifically examining the impacts of the extensive networks that exist in the major cities of Bogotá, Colombia and Guangzhou, China. Using cyclist counts and intercept surveys, combined with lifecycle emission factors for various modes, this study estimates that these networks prevent the emission of about 22,000 tonnes of CO<sub>2</sub>-eq per year in Bogotá and 16,000 in Guangzhou. In each city, this is equivalent to the amount of carbon that would be sequestered by planting 300,000 to 400,000 new trees every year.

Investing in cycle lanes provides a myriad of economic and social benefits to cities as well. According to the report, Bogotá's network cost an estimated \$132 million USD to build, saves travellers \$80 million USD per year, and prevents 300 deaths per year — providing an economic value of \$230 million USD, for a benefit of \$310 million USD per year in total. Guangzhou's network cost an estimated \$69 million USD to build, saves travellers \$30 million USD per year, and prevents 50 deaths — providing an economic value of \$55 million USD per year, for a benefit of \$105 million USD per year in total. These estimates of economic benefits do not include time savings, reduced air pollution, land value uplift, or other aspects of the economic benefits of cycling.

"Cities need to be designed for the well-being, safety, and health of people. Having robust networks of protected cycle lanes is key to ensuring more sustainable and inclusive urban mobility," says ITDP CEO Heather Thompson. "This report presents crucial evidence that extensive networks of protected lanes lead to more cycling, which in turn helps to reduce GHG emissions by reducing cars on the road. Now is the moment for governments and financiers to ensure that more protected cycle lane networks are built as a fast, affordable solution to climate change. The evidence is here - the time to act is now."



# WOMEN MOVING INTO POLE POSITION WITH FIA SPORT EXCHANGE

A new global FIA Women Officials' Exchange Programme is promoting opportunities for and visibility of women at the highest levels of motorsport. Gathering talent from 24 countries across six continents, it represents a new step in the effort to encourage greater female participation in the sport, thanks to the FIA Women in Motorsport Commission and the FIA Volunteers and Official Commissions, with co-funding from the FIA Foundation.

This is the first-ever international programme to bring together volunteer female motorsport officials to experience motor sport at the highest levels. The scheme aims to further develop skills to enable more women to officiate at world-class events and also support participants in becoming ambassadors for women officials in their home countries and regions. A total of 24 women from across the globe fought off competition from more than 300 applicants to attend the Singapore Grand Prix and experience a world championship event. The participants, all of whom have officiated motor sport at a local or national level

for at least a year, were mentored by women already working across a range of volunteer F1 official roles.

"It is important to highlight the work of women officials that are already in the sport", says Janette Tan, Singapore Grand Prix Assistant Director. "There are many women in motor sport, but the spotlight is not often turned on us. Women are able to perform at a high level in all the functions and roles available at a motorsports event."

Each participant was mentored to try their hands at a range of roles to experience the breadth of volunteer opportunities including flag, track, fire, observers, paddock, pit lane and marshal roles, as well as attending senior officials' briefings. The Singapore Grand Prix boasts a total of 202 female volunteers, representing about 27% of volunteers working across different roles ranging from race control, administration and flag marshals to crane operators, scrutineers, and starters.

The programme is elevating and securing a new generation of female F1 officials, all of whom can take advanced safety training and skills to their own countries as well as officiate at international events. A number have already begun applying to be involved in this and the next racing World Championship season.

Magdalene Kiiru travelled from Kenya to take part, saying: "The FIA Women In Motorsport exchange programme was a dream come true for me as it was also my first time to attend an F1 race and what better than being at the heart of it all as a trackside marshal. The inclusivity of more women in the sport is commendable, and the synergy and organization at the Singapore Grand Prix were world-class. I learnt a lot from the organisers, sector teams, and my fellow 23 ladies from all over the world. It is a memory that will never fade and I am forever grateful for the opportunity."





# MOLDOVA AND VIETNAM SCORE EARLY RESULTS FOR 30KM/H PUSH

**Moldova has taken an important step to improve road safety with new low-speed legislation to protect vulnerable road users, advocated by Automobile Club of Moldova (ACM) with support from the FIA Foundation's Child Health Initiative Advocacy Hub.**

Amendments to the Moldovan Road Traffic Regulation (RTR) have advanced the safe systems approach, requiring vehicle speed limits below 30km/h in areas where vulnerable road users and motorised vehicles mix, including schools, hospitals, parks and historic city centres. This includes infrastructure to slow traffic to below 30km/h and separated traffic lanes for motorised vehicles and cyclists.

Other measures in the new regulations protect cyclists and other two-wheeler riders while being overtaken on the road. Mobile phone and headphone use are now banned while riding a scooter, bicycle or moped. Electric scooter use has now been regulated, including speed limits, road use guidelines, and bans for riding under the influence of alcohol or narcotic substances. There are further plans to develop a new Road Code to address Moldova's changing mobility trends.

The changes have come following a prolonged advocacy campaign by ACM, with the support of the Eastern Alliance for Safe & Sustainable Transport (EASST). This advocacy has particularly focused on low-speed streets, targeting legislators as well as national and regional governmental bodies. Campaigning included workshops training, stakeholder roundtables, school events, public petitions, and media activity.

"The Automobile Club of Moldova team worked hard using a mix of action and widescale advocacy with

the public, media, and government at national and local levels", says Tatiana Mihailova, Project Manager and Vice-President at Automobile Club of Moldova. "Now it is time for the local authorities to focus on implementation, for the police to focus on enforcement and, ultimately, but very importantly, on the drivers who must respect the new law to ensure safety. We hope this will reduce the road traffic casualties among children and other vulnerable road users."

In Vietnam, a Slow Zones, Safe Zones programme piloted in Gai Lai province is now extending to the entire country and forms a model that can be replicated both in national and global contexts. The work has been recognised by two prestigious international road safety awards - the Vision Zero for Youth Award 2022 and the Prince Michael International Road Traffic Safety Award 2020.

Vietnam's national and local government were commended for the implementation of the Slow Zones, Safe Zones policy and its resulting impact conducted in partnership with the AIP Foundation. The project was supported by Fondation Botnar, under the Botnar Child Road Safety Challenge, with implementation and funding partners including the Global Road Safety Partnership, iRAP, the FIA and the FIA Foundation. The programme began with two pilot schools and expanded throughout Pleiku City to all 31 primary schools. Key elements include using evidence-based systems for data collection—such as the iRAP Star Rating for Schools app—developing local capacity in applying these technologies, forming partnerships across the public and private sectors, launching awareness campaigns designed to mobilize the public, and demonstrating the proven value of investing in road safety to governments.







# ADOLESCENT HEALTH STUDY MAKES ROAD SAFETY INVESTMENT CASE

**Almost 12 million serious injuries to children and youth and 1.9 million deaths can be prevented between now and 2050 if proven road safety interventions are implemented across 77 low- and middle-income countries, according to new modelling.**

The compelling humanitarian and economic case for investment in road safety was highlighted by new research from Victoria University and Melbourne's Murdoch Children's Research Institute, commissioned by the FIA Foundation. The study, 'Development of the Investment Case to Reduce Road Traffic Injuries among Adolescents', examines how proven road safety interventions introduced at scale could prevent death and serious injury to youth aged 10 to 24 between now and 2050. Economic returns on these safety investments would be at least threefold, the analysis showed, and in some countries would deliver up to fifty-fold returns.

Road traffic injury is the leading global cause of death for young people aged 5-29. These injuries can be life-changing and life-long for victims and their families. The research model looked at how proven interventions including traffic speed reductions, safe road infrastructure design, motorcycle helmets, drink-driving enforcement and vehicle safety measures would save lives and deliver economic returns on investment.

The study focused in detail on three case studies with projections up to 2030, the deadline year for a UN target to halve road traffic deaths and serious injuries: Tanzania, Vietnam, and Colombia. In Tanzania, the impact was particularly compelling: implementing the full set of recommended interventions would

reduce youth deaths by 58% and serious injuries by 59% by 2030 with a combined benefit-cost ratio (BCR) of 38.3. In Vietnam, implementation would cut youth death by 61.1% and serious injuries by 56.6% by 2030, with a fatality BCR of 3.7 and 26.6 when combining death and serious injuries. Colombia, which has made significant progress on road safety, could achieve a further 53% reduction in adolescent road traffic fatalities by 2030 if it implemented all interventions. This would deliver a 1.7 BCR for fatalities, rising to 4.9 when serious injuries are included.

The case for action was highlighted at an event for development agencies and donors hosted by the FIA Foundation's Chair, Lord Robertson, at the House of Lords, to promote action across a broad adolescent health and well-being agenda. Bringing together Helen Clark, Chair of the Partnership for Maternal, Newborn and Child Health (PMNCH) and the Baroness Scotland, Secretary General of the Commonwealth, the meeting, in June, previewed a new campaign '1.8 billion for Change', launched in October, which is rallying countries, donors and - most importantly - young people to demand coordinated action ahead of a Global Adolescent Forum in September 2023.

"There is a compelling case for investing in traffic safety measures to reduce child and adolescent casualties", says Avi Silverman, FIA Foundation Deputy Director. "Through our advocacy the Foundation is helping to bring together different youth agencies and voices around a holistic agenda for change. We need to see joined up action and increased levels of financing, which will pay for itself many times over. This is particularly true of investment in traffic safety."

# F1 ACCIDENT INVESTIGATION AIDED BY LEGACY OF ANALYSIS

**A legacy of safety technology funded by the FIA Foundation has provided key analysis inputs in the aftermath of one of the most significant accidents in recent Formula 1 history at the Silverstone Grand Prix this year, and the Foundation funded investigation of this accident, and many others, will make Grand Prix races even safer in the future.**

In July this year Alfa Romeo driver Zhou Guanyu, making his debut season as the first ever Chinese F1 driver, was involved in a multi-car accident which saw his vehicle dramatically flip and travel through a gravel trap and barrier before slamming into a debris fence.

The crash began in the opening lap as the rear wheel of the Alfa Romeo car was shunted from behind and the two cars' wheels touched. The wheel-to-wheel contact caused the car to lift from the road and roll, skidding across the track and then across a gravel trap, flipping again and passing over a safety barrier and finally stopped against a debris fence.

An initial risk assessment was performed, and with no potential sources of fire found the driver was extricated by trained safety and rescue personnel and transferred on to a long board, where he was transported to the medical centre for assessment. Remarkably, Zhou was shortly after cleared with no injuries and was referred to the medical centre where he was further assessed.

The presence of the halo system, a protective device around the cockpit, has been widely credited with preventing any head damage to Zhou. Introduced during the 2018 season, it has been instrumental in preventing a series of serious incidents and was developed with funding from the FIA Foundation.

While there were no serious injuries, the post-crash analysis with data from the ADR (accident data recorder) and high-speed camera identified a number of issues and failures which could have put driver safety at risk. As a result of this investigation, and learnings from other accidents where the principal roll

structure was put to the test, the FIA is implementing several changes to the crash test requirements for the 2023 season and further iterations for the 2024 and 2026 seasons.

The principal roll structure, designed as a major form of protection for the driver, detached from the Alfa Romeo car when it was sliding upside down. To make cars more resilient to the high forces that can occur during a crash, a number of changes to the design will be introduced, to make sure the roll structure remains intact. There are two roll structures on each car, and the principle roll structure must now be resilient to forces of over 15G while upside down, while the minimum enclosed structural cross section has been expanded, the external surface is smaller. In the required static homologation tests the vehicle must now, among other measures, be able to resist a load of 140kN vertically downwards, applied to the centre of the top of the structure.

The accident data recorder (ADR) and high-speed camera fitted to the car were the key investigative tools which provided the information and ability to identify and reconstruct the events of the accident, both items which were previously funded by the FIA Foundation. The evolutionary nature of motor sport safety and continued research into safety and accident investigations enables the FIA to quickly implement regulation changes as knowledge is acquired.

"The FIA has a longstanding and ongoing mission to continuously improve safety in all areas of motor sport", says Tim Malyon, FIA Safety Director. "The unwavering support and funding of the FIA Foundation continues to contribute to this mission, as it has done for so many years. When we look at an accident such as that which happened in Silverstone, it is possible to identify many direct connections between the understanding, tools, equipment, and designs that have resulted from research that the FIA Foundation has funded, all of which combined significantly contributed to the fortunate outcome of this accident."



# ROUND UP

## MOTORCYCLE ABS PARTNERSHIP LAUNCHED IN BID TO PREVENT 8,000 DEATHS A YEAR

A campaign to promote anti-lock braking system (ABS) crash avoidance technology for motorcycles in the Association of Southeast Asian Nations (ASEAN) region has been launched with support from the UN Road Safety Fund.

The rate of road traffic fatalities in the ASEAN region is one of the highest in the world with riders of powered two and three-wheelers accounting for the majority of these deaths. Globally, powered two and three-wheelers represent 29% of all road deaths, however this rises to 62% of all ASEAN road deaths and, in some countries in the region, motorcycle rider fatalities are as high as 74%.

Motorcyclists are especially vulnerable due to their lack of protection compared to car occupants. Crash avoidance technologies like motorcycle ABS can make a life-saving difference, increasing rider stability, reducing stopping distances and decreasing rider fatalities by more than 30%. Despite the availability and effectiveness of motorcycle ABS, penetration of the technology in ASEAN has been low due to the absence of government legislation and consumer awareness. Currently, Thailand and Malaysia are the only ASEAN countries to mandate motorcycle ABS.

The Motorcycle ABS Partnership (MAP) is a multi-stakeholder partnership, including the FIA Foundation, which seeks to bring together a variety of public and private stakeholders aligned to the key objectives of



the project for ASEAN. Funding has been secured from the UN Road Safety Fund, to which the Foundation has been the major donor. A steering committee with representatives from each partner organisation has been formed to help guide the project direction and activities. The campaign objectives are to increase the fitment rate of motorcycle ABS in the ASEAN region by raising awareness of the benefits of motorcycle ABS and increasing consumer demand; and to advocate for an ASEAN region-wide commitment to mandate motorcycle ABS (UN Regulation 78/GTR3) on all powered two-wheelers capable of travel speeds of 50km/h or greater.

"In the ASEAN region, motorcycle ABS is likely to save up to 8,000 lives every year", says Jess Truong, Towards Zero Foundation Secretary General, who coordinates the initiative. "The Motorcycle ABS Partnership consists of a coalition of partners invested in accelerating the adoption of an ASEAN region-wide mandate for the technology to help keep motorcyclists safe."

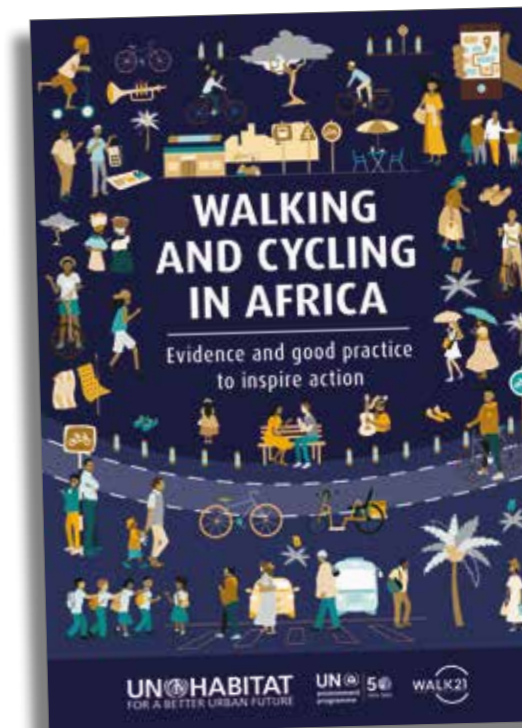
policies and data addressing the 78 percent of the African population which commutes by foot and on bicycles every day despite just 19 countries (35 percent) having a walking and cycling policy. Difficult, dangerous and uncomfortable conditions on the roads, alongside rising motorisation rates, have grave implications for people's health and the environment: 261 pedestrians and 18 cyclists are killed every day on the roads.

The report examines data on standards of roads used by pedestrians and cyclists and their experiences. Almost all assessed roads (95%) have been rated as

inadequate for both pedestrians and cyclists by the International Road Assessment Programme (iRAP) making Africa the world's most dangerous continent for walking and cycling. In addition, fewer than one-in-three Africans live within 1km of public transportation - the lowest access in the world.

To reap the full benefits of walking and cycling, the report warns that government policies must make walking and cycling a safe and inclusive experience. The report calls for greater focus on the protection of pedestrians and cyclists, investments in adequate infrastructure, and better data collection.

"Strategic infrastructure planning can improve the safety, health and comfort of more than one billion people on the continent, while simultaneously maintaining Africa's low carbon footprint," says Inger Andersen, Executive Director of UNEP. "A transformation to safer and sustainable transport - steered by leaders of African cities - can create more liveable, equitable and prosperous cities."



## ZAMBIAN SCHOOL ROAD SPEED INITIATIVE SUPPORTED THROUGH CHILD HEALTH INITIATIVE

A new initiative targeting vehicle speeds around schools launched in Kitwe, Zambia, supported by the FIA Foundation's Child Health Initiative and local partners Zambia Motor Sport Association and the Zambia Road Safety Trust.

Over 3,500 road traffic fatalities occur each year in Zambia. To reduce road traffic deaths and injuries in Kitwe, the city is focusing on safer journeys to school for children by reducing vehicle speeds and separating students from traffic with infrastructure improvements. Raised zebra crossings, rumble strips, footpaths, bollards and signage are simple but effective measures that are proven to save children's lives by reducing the speed of motorized transport.

To demonstrate the city's commitment to road safety, Kitwe Mayor Mpansa Mwaya inaugurated the first infrastructure changes at Chimwemwe Secondary School and Kamitondo Combined School. At the event, Mayor Mwaya said: "We need to protect vulnerable road users such as children, and this means improving road safety - especially around schools. A key aspect of improving safety around schools is ensuring speeds of 30km/hour or less through the provision of traffic calming measures and dedicated reduced speed zones in these areas of high pedestrian activity."

"As only one of the two schools selected for this project in the Copperbelt, we are really thankful for the funders the FIA Foundation, and their partners the Zambia Road Safety Trust and the Zambia Motor Sports Association for safe guiding the lives of school-going children at Chimwemwe Secondary", says headteacher Simukonda Edwin of Chimwemwe Secondary School. "In the past year, we had experienced traffic accidents involving children coming to and from school because the road outside had no humps and road signs. With the safe infrastructure now put in place, most especially the humps and rabble strips, it will be difficult for the drivers to over speed."



### CHIȘINĂU STREETS FEEL UNSAFE, SAY SEVEN IN TEN ROAD USERS WITH LIMITED MOBILITY

Seven out of 10 Moldovans with limited mobility feel unsafe moving around the streets of Chișinău, according to a survey by the Automobile Club of Moldova (ACM).

The study, 'Identifying the needs of people with limited mobility in the field of road safety in Chisinau', examined movements in the Moldovan Capital for those living with disabilities, parents with children, and elderly people. The study was designed to build a picture of the current experiences moving around the city, allow users with limited mobility to identify and provide recommendations to improve city design and implement a number of improvements with the city authority. Seven in 10 respondents (72%) reported feeling at risk when crossing the city's streets.

Respondents also had the opportunity to advocate for the types of changes they wanted to see to improve the city's streets. Lowering curbs, introducing ramps at pedestrian crossings were almost universally supported (95%), nine out of 10 respondents (89%) supported the installation of sound traffic lights, while 67% proposed installing tactile pavement at the pedestrian crossings. In response to the study, project partners installed 10 sound traffic lights systems on three major streets in the city.



"The ACM has been leading the way for a number of years now to make Chisinau a safer and more accessible city for people with limited mobility", says Corrine Vibert, Director of Communications for EASST. "However, as the results of this survey show, more work is needed urgently. We are so proud of what the ACM has achieved so far, and we will do all we can to support them in taking this work forward and address the issues raised to make Chisinau safer and fully inclusive."

The study was conducted by ACM as part of the Equal Road Rights project in partnership with the Center for the Rights of Persons with Disabilities (CDPD) and Universal Access Ltd and Eastern Alliance for Safe and Sustainable Transport (EASST) with the support of the FIA Foundation.

### SCHOOL STREETS: PUTTING CHILDREN AND THE PLANET FIRST

'School streets' schemes, which close streets near schools to vehicle traffic, have increased five-fold in less than four years and deliver low-cost interventions for cleaner, safer journeys to schools world-wide, according to new global analysis by the Child Health Initiative's Advocacy Hub.

The report, the first of its kind to take a global overview, found that there are more than 1,100 school streets schemes around the world in a dozen countries. The first school streets were established in Italy in the late 1980s, and began expand at pace from 2012, thanks to an EU-wide school transport project, and have rapidly risen in response to COVID-19. Motivated by the need to create additional street space, school streets, which are relatively low-cost and quick to implement, were expanded rapidly.



Most school streets are only car-free for a short duration at the beginning and end of the school day and evidence suggests that they are popular with parents and increase active travel and improve air quality. While most begin as temporary pilots for a trial period, a large number have been made permanent daily occurrence on school days. Previous research funded by the FIA Foundation in London has shown that school streets can lead to a 23% reduction in emissions around schools. However, there are also a range of other benefits, including increased social connections, tranquility, road safety and physical activity levels.

### CLIMATE GOALS NEED WOMEN TO TAKE A LEAD, URGES ITF REPORT

A lack of gender diversity in its workforce and leadership is undermining the transport sector's net zero carbon targets, warns a report by the International Transport Forum (ITF), launched in September with support from the FIA Foundation.

The study examines the linkages between gender equality, transport and climate change to better understand the development of policies that can achieve both gender equality and decarbonising transport goals by 2050. Drawing on in-depth one-on-one interviews with individuals from four ITF member countries and two ITF Corporate Partnership Board members, the report provides guiding principles with specific actions to help countries and companies align their gender equality and decarbonising transport as well as identifying examples of existing good practice.

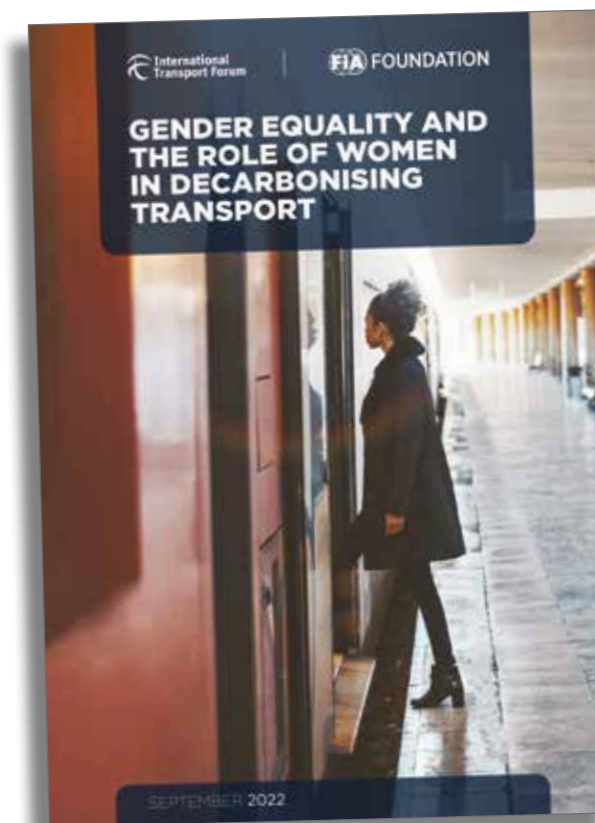
The report identified that a consistent approach to incorporating a gender dimension into decarbonising transport policies for users and improving the gender balance in the transport workforce would have a significant impact. It sets out four 'guiding principles' which are: Capacity building, knowledge management and communication; gender balance, participation and women's leadership; implementation; and monitoring and evaluation. Each principle is accompanied by specific actions countries and companies can take to improve gender equality and decarbonisation policies.

"This report highlights the clear message that unless there is meaningful gender representation throughout the transport sector, in employment, planning systems, and disaggregated data then our transport

The report takes a political economy approach to understanding the reasons why school streets are successful and the potential for the future. These include bold leadership from politicians, particularly Mayors, and collaboration between large numbers of local stakeholders. The concept addresses a large number of issues which matter to parents and children alike, and as well as making life safer, switching from vehicles to active travel also supports action towards addressing the climate emergency. The report recommends every city consider school streets - for the benefit of children and planet, and take a range of other steps to measure air pollution and address safety and emissions across the whole city, including 30km/h zones - or 'streets for life'.

systems will fail us all" warns Sheila Watson, Deputy Director of the FIA Foundation.

The report was launched during a special webinar, with representatives from: the International Transport Forum; United Nations Economic and Social Commission for Asia; Ministry of Transport, New Zealand; Chilean Ministry of Transport and Telecommunications; Voi Technologies; and the Environment Directorate, OECD.



**VISION ZERO CHALLENGE AWARDS FOUR CITIES FOR STRIDES IN ROAD SAFETY**

The World Resources Institute’s Vision Zero Challenge has recognized four Latin American cities that have taken important strides to make their streets safer and more equitable in a project supported by the FIA Foundation.

In 2021, the Vision Zero Challenge worked closely with four cities – Buenos Aires, Argentina; Lima, Peru; Mérida, Mexico; and Belo Horizonte, Brazil – to guide them through their efforts to develop and implement a road safety plan aligned with at least one Vision Zero tenet, such as speed management or road safety for children.

Belo Horizonte, Brazil, is working to implement many ambitious actions as part of its road safety plan, such as installing electronic speed surveillance devices, speed-calming infrastructure and several low-speed zones. Buenos Aires, Argentina has launched its second road safety plan, which aims to halve road fatalities by 2030. With the support of Vision Zero Challenge activities, the city is also developing a comprehensive speed management plan. Lima, Peru is working on a road safety plan that focuses on school zones, aiming to eliminate child fatalities in the city’s central district. With guidance from the Challenge’s global experts, the city has been able to make significant progress on this plan, which will transform many of its high-risk roads near schools to make them safer not only for children

but for all road users. Mérida, Mexico, is working on a road safety plan with support from Challenge experts that aims to reduce speeds around schools and hospitals, re-design several high-risk intersections, and establish and enforce safer speeds on dangerous roads.



The inaugural Vision Zero Challenge 2020-2021 focused on cities in Latin America and the Caribbean, with 24 cities from across Latin America invited to participate in an interactive webinar series led by global road safety experts. The 2020 webinar series equipped participating cities with best practices and technical skills to make Vision Zero a reality in their region. The Vision Zero Challenge is aiding leaders in these cities and beyond to identify tangible actions needed to implement a Vision Zero approach, helping them to implement a paradigm shift on road safety.



**SURVEY SUPPORTS WORLD BANK PROJECT ON VIETNAMESE HIGHWAY**

The FIA Foundation has co-funded a survey of motorcyclists on one of Vietnam’s main highways to help the World Bank improve its infrastructure safety provision.

The AIP Foundation’s ‘Road Safety Citizen Engagement Study In Vietnam’, supported by the FIA Foundation, surveyed almost 400 motorcyclists to understand their knowledge, experience, and opinions on road safety and the changes needed on the NH19 highway. The study was undertaken to support and supplement ongoing work by the World Bank’s Global Road Safety Facility and the International Road Assessment Programme (iRAP) to develop technical guidance and undertake safety assessments, both with a view to support safer infrastructure development, initially around the N19 highway.

The study found that almost half (45%) of all respondents had witnessed a road crash in the N19 in the past year alone, and 6% had personally been involved in at least one crash themselves. The two major factors the respondents identified were poor road conditions and risky road user behaviour. The study worked with respondents to identify key infrastructure problems which included: no separate lane for motorcycle riders; sharp curves; poor quality or narrow pavements; steep inclines and declines; and poor signage. The study recommends a range of infrastructure changes to improve road safety on NH19, supplemented by strong education and awareness campaigns, and encourages stakeholders—including state regulators, donors, law enforcement agencies, and researchers—to coordinate research, investment, and implementation of solutions for critical areas along NH19.

## SUB-SAHARAN MOTORCYCLE BOOM PUTS LIVES AT RISK, WARNS NEW REPORT

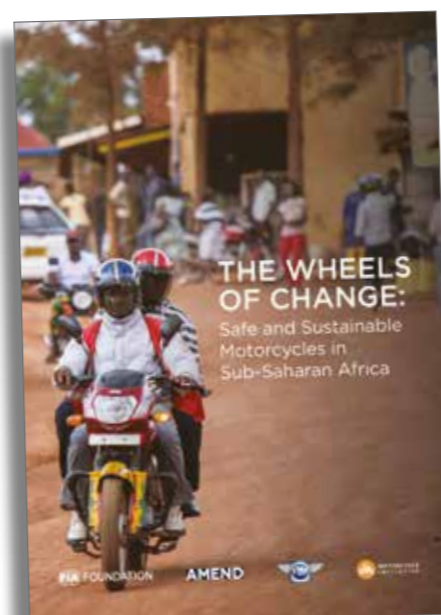
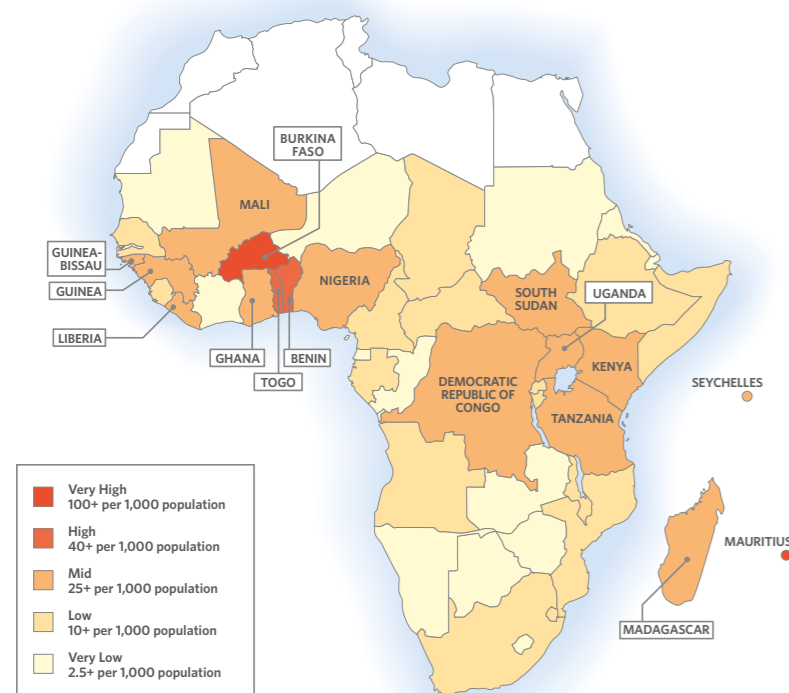
Urgent action is needed to address the boom in sub-Saharan motorcycles to deliver on safety, sustainability, and climate warns a new report by NGO Amend, the FIA Foundation, and Fédération Internationale de Motocyclisme (FIM).

The report, 'The Wheels of Change: Safe and Sustainable Motorcycles in Sub-Saharan Africa,' examines the motorcycle boom on the African continent, and its impact. There are 27 million registered motorcycles in sub-Saharan Africa in 2022, rising from just 5 million in 2010. Motorcyclists account for more than half of road deaths, and as high as 70%, in many sub-Saharan countries. Motorcycles have become significant sources of informal employment with 80% used as taxis or for delivery services.

Launched in November 2022 during a meeting of the Kenya Motorcycle Helmet Coalition in Nairobi, the report makes recommendations with a proposed Action Agenda to maximise motorcycle benefits while managing and minimising their risks.

- Standardised helmet use is the single most effective way of reducing motorcycle head injuries by up to 72% and fatalities by up to 39%. Legislation and enforcement for safe use by riders and passengers alongside certified standards, with robust testing facilities, are needed;
- Anti-lock braking systems (ABS) can reduce fatalities by up to a third. Government-mandated ABS on new motorcycles sold, recently introduced in China and India, would have a significant impact;
- Road design must consider motorcycle safety, deploying speed reduction and designing purpose-built infrastructure;
- There must be urgent emphasis on providing safe, clean and affordable urban public transit to provide genuine alternatives and stem motorisation.

Over the past two decades, the number of motorcycles in Sub-Saharan Africa has grown rapidly, driven by low-cost imports and the growth of informal commercial enterprise. They have been used to address mobility gaps in formal and public transport systems, reaching isolated rural areas, offering navigation through overcrowded urban streets, and supporting first and last-mile journeys. Distribution of motorcycles varies by country; Burkina Faso and Mauritius boast the



highest proportion by population while Nigeria has the largest number, totalling 5.1 million. The motorcycle boom supports livelihoods and economies by offering new mobility and commerce options and is expected to spread and grow. Young men, who often struggle to find formal economic opportunity in the region, have particularly benefited. Millions of people rely on the sector through ancillary roles.

The health impacts of motorcycles are, however, profound, the report warns. Motorcycle riders account for more than half of all road deaths in some countries: In Togo, the figure is over 70%. More than half of all child pedestrians injured on the roads in Dar es Salaam, Tanzania, are hit by a motorcycle. Road traffic death

## UN ROAD SAFETY FUND HAILS PROGRESS, URGES FINANCING

The UN Road Safety Fund launched a US\$ 40 million replenishment campaign in 2022. The call was announced at a media event during the International Transport Forum Summit in Leipzig, Germany, in May.

The Fund's 2021 Annual Report "Making an impact: safer roads, improved lives" highlighting the projects and advocacy undertaken by the Fund, was published at the ITF by the Fund's director Nneka Henry. The report showcases results from across the Fund's 25 road safety projects in 30 low- and middle-income countries, alongside its global partnerships, platforms of engagement and outreach and advocacy. From creating safe liveable spaces for walking and cycling, to innovative, evidence-based tools, models and training across the Middle East, Asia and Latin America, the Report demonstrated how the Fund has promoted safer, accessible and inclusive roads for all users.

The media briefing was attended by Angela Maria Orozco Gómez, Minister of Transport of Colombia, a recipient country; Lotte Brondum, Executive Director, Global Alliance of NGOs for Road Safety; Nicolas Beaumont, Senior Vice-President Sustainable Development and Mobility, Michelin Group, a private sector donor to the Fund; and Saul Billingsley, Executive Director of the FIA Foundation. The Foundation was the single largest donor during the first phase of the Fund, contributing US \$10 million – around half of the total raised.

Speaking at the event, Saul Billingsley praised the progress of the Fund, and the strong partnerships engendered by its project funding. He called on governments and the private sector to step up to

rates continue to rise across Africa. As well as the risk of injury, there are also wider negative environmental, health and social impacts.

"Transportation systems are failing, unable to meet the needs of the millions of people trying to get into, across and out of the continent's dense urban centres", warns Dr Olive Kobusingye, a trauma surgeon and Senior Fellow in Public Health at Uganda's Makerere University. "Hospitals across Africa are overwhelmed by road traffic injuries, in particular motorcycle-related injuries. African countries need to pay urgent attention to urban transport. Bold and decisive planning and execution are essential to change the overall mobility of our cities."

provide much needed financing. "There is a funding challenge. We can see the immense potential of the UN Road Safety Fund, but to realise that potential we need donors to provide significant funding to make this replenishment a success."

By the time of the UN High Level Meeting in June, the Fund had raised US \$15m towards its target, with a new €1m donation from the Foundation part of that total. An additional 12 projects were approved in August 2022.



# 2022 PROGRAMME RESULTS

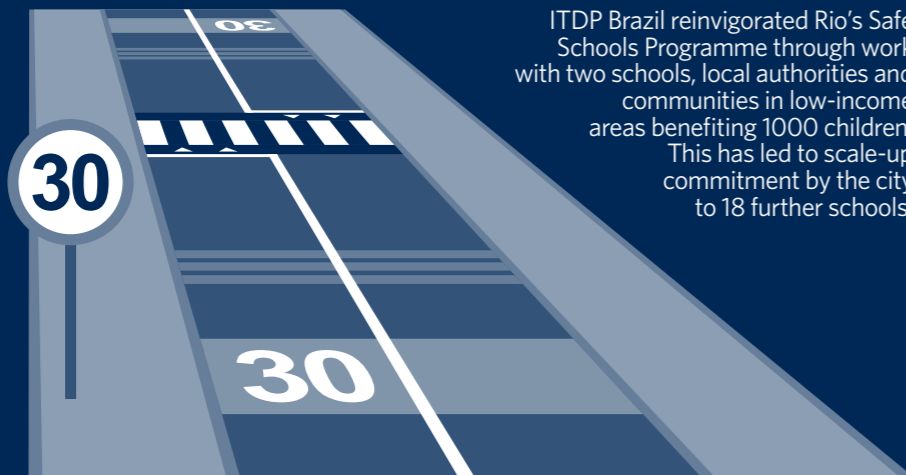
Selection of results from our programmes partners from September 2021 - September 2022

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 the results from last 12 months.

## ADVOCACY HUB - 30km/h STREETS

ACM and EASST successfully advocated for new low-speed legislation in Moldova which now requires vehicle speed limits below 30km/h in areas where vulnerable road users and motorised vehicles mix.

In Vietnam the government has approved the Safe School Zone Guide developed by AIP Foundation, and all 63 provinces received it for recommended use. The Guide includes a definition of recommended elements for a school zone, including a speed limit of 30km/h.



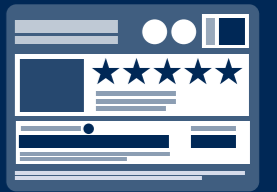
ITDP Brazil reinvigorated Rio's Safe Schools Programme through work with two schools, local authorities and communities in low-income areas benefiting 1000 children. This has led to scale-up commitment by the city to 18 further schools.

## GLOBAL FUEL ECONOMY INITIATIVE

UNEP's Global Electric Mobility Programme, which has grown out of GFEI, supports more than 50 low and middle-income countries with more than \$70 million USD in grants and over \$250 million USD in loans. There are 18 countries in Africa, 10 in Asia, 6 in Central Asia and 19 in Latin America and Caribbean.



Fuel Economy labelling policy launched in Argentina.



## TRUE REAL URBAN EMISSIONS

11 cities worked with TRUE: London, Paris, Warsaw, Brussels, Jakarta, Mexico City, Delhi, Bogota, Seoul, New York City and Sofia.

Numbers of vehicle observations have increased from 61.4 million to 70 million over the past year. The US account for 67.3 million data points; Europe 2.2 million and Latin America 75,000 through the TRUE Mexico City study.



## MOTORCYCLE INITIATIVE

Two new helmet safety initiatives developed in Rwanda and Jamaica while national helmet coalitions work continues in Mexico and Kenya.



Research papers on safety of motorcycle infrastructure in Vietnam and role of motorcycles in public transport in Africa.



## STAR RATING FOR SCHOOLS

214 new schools in 12 new countries assessed in last 12 months (running total now includes Vietnam with 99 schools, India - 82, Philippines - 83 and USA - 82). 217 locations are now safer including 171 where post-construction star ratings have been produced. The average Star Rating improved from 2.5 before intervention to 4.7 post intervention.

## UNICEF'S SAFE JOURNEYS TO SCHOOL

UNICEF HQ leveraged the €1.5M FIA Foundation funds with an additional €6M from other donors.



Launch of a technical guidance on Child and Adolescent Road Safety for 150 UNICEF country and seven regional offices.



## VISION ZERO AWARDS

The Vietnamese government and Gai Lai Province received the 2022 International Vision Zero for Youth Leadership Award and the Prince Michael Award for their commitment to child safety and implementation of life saving safety measures around schools.



The city of Seattle, Washington, received the U.S. Vision Zero for Youth Leadership Award for its implementation of school streets, citywide speed reductions and traffic calming measures, and the development of a community-engaged equity plan for the Safe Routes to School Programme.

## STRATEGIC YOUTH ADVOCACY FOR SAFE AND SUSTAINABLE MOBILITY

1,138 youth from 107 countries trained and empowered in advocacy: 15 youth leaders spoke at nine high-level meetings; A YOURS leader was selected as COP27 Envoy on Youth, two on EU Youth Sounding Board to advise EU Commissioner and one to represent YOURS on WHO Youth Council.



To guide the youth leaders, the Youth SDG champions produced 2 Policy Briefs, and YOURS produced 1 Policymakers Toolkit on Meaningful Youth Engagement in Road Safety.

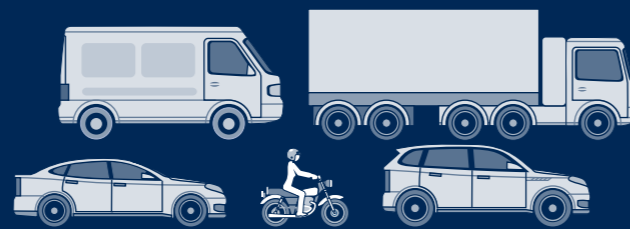
**GLOBAL NCAP**



900,000 five star cars now in use in India - an official NCAP is set to launch in 2023.

A compulsory vehicle safety label, including NCAP ratings, was approved in Chile.

Global NCAP Fleet Safety Guide and Safer Vehicle Purchasing Policy 2022-2023 includes recommendations for passenger, commercial and heavy vehicles as well as motorcycles.



**STREETS FOR KIDS ONLINE TRAINING**

472 participants from around the world received online training from Global Designing Cities Initiative. On average 37% increase in level of expertise on street design for children and caregivers after the training and 63% increase in the level of expertise in street design for children and caregivers.

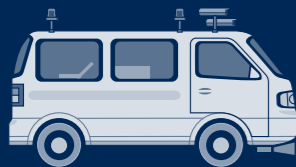


**SAFE SYSTEM IN ACTION**

The International Transport Forum and the World Bank published a case study report on Safe System implementation, including four real life studies funded by the Foundation.



**INTERNATIONAL ROAD ASSESSMENT PROGRAMME (iRAP)**



iRAP road safety assessments have been undertaken in 109 countries with an additional five added in last 12 months (Andorra, Burkina Faso, Mozambique, Tunisia and Uzbekistan).



Over 5.2 million km of road safety data stored in iRAP's online software ViDA, accessed by 14,254 registered users (cumulative over time; additional 770,000km added in 12 months).



16,122 professionals received iRAP training in safer road infrastructure, delivered in 17 languages. 79 iRAP suppliers accredited in 44 countries (including first suppliers in Argentina, Austria, Cameroon, Netherlands, Panama and Zambia).



Over 1.3 million km of roads have been Star Rated globally over time with nearly 100,000km in last 12 months - major countries of activity include Australia, Brazil, Indonesia, South Africa, India, Ghana, Dominican Republic, UK, Kazakhstan, Spain, Philippines, South Africa, USA, Qatar and Nepal (>1000km).

**FIA REGIONAL CAMPAIGNS**



FIA Region I launched its Drive with Care campaign in 21 countries and 23 languages in Europe, the Middle East and Africa calling for respect for everyone's journey.



Initiated by AA of Vietnam and Region II the youth-led Heads Up! campaign raised awareness on helmet wearing and use of high-quality helmets amongst clubs across the region.

**ENVIRONMENTAL ACCREDITATION PROGRAMME**



85 accredited teams, circuits, suppliers, ASNs, promoters and event organisers have acquired their environmental accreditation, with 14 joining the scheme in the last year. There are seven accredited mobility clubs to date.

**GLOBAL MANUALS**



Drink-driving, seat belt and powered two-and-three wheelers revised manuals for decision-makers have been launched by WHO.

**GLOBAL ALLIANCE OF NGOs FOR ROAD SAFETY**

Seven training sessions for 278 participants, spurring advocacy for 30km/h limits near schools in eight cities.



Three written commitments to reduce speed to 25kmh and install traffic calming measures secured by NGOs in Punjab, India, Dakar, Senegal and Kampala, Uganda.



**FIA ROAD SAFETY GRANTS**

The Transformation stream supported clubs in 28 countries to implement projects improving safety of school journeys, tackling distracted driving, generating road safety data to assist policy makers and working with other organisations on evidence-based interventions.



The Automobile Club of Colombia improved the infrastructure around a high-risk school in a low-income area of Cartagena including widening walkways, adding road signs, and building raised crossings to slow and stop road traffic.

Zambia Motor Sport Association partnered with NGO Zambia Road Safety Trust to provide, for the first time in the Copperbelt region, a lifesaving infrastructure around three high-risk schools in Ndola and Kitwe improving the journeys of the students from one and two-star ratings to 5 stars. The two partners were able to scale up their efforts thanks to the special funding allocated to the Road Safety Grants recipients from the FIA Foundation Advocacy Hub.

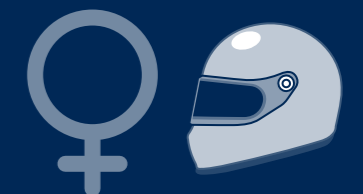


**MOTOR SPORT SAFETY TRAINING**

Promoting safe motor sport through continuous training delivered worldwide: 1,105 rally drivers; 7,721 grassroots drivers; 240 rally marshals; 261 scrutineers; 335 volunteers training participants; 6,725 digital motorsport driver participants; 1,174 marshals training participants; 103 senior officials training participants; 194 clerk of course training participants; 240 rally marshals training participants; and 335 volunteers training participants.



**WOMEN IN MOTORSPORT**



First edition of FIA Women Officials' Exchange Programme to give women access to trackside careers at Grand Prix events. Trained and mentored by local experienced officials, 24 women from six regions had their first experience at the Singapore Grand Prix in 2022.

**MOTORSPORT SAFETY RESEARCH**



34 active projects in motor sport safety research in 2022.



4,277 officials & volunteers completed eLearning on safe conduct of motor sport using electric vehicles.



More than 120 accidents reviewed and investigated to direct and inform safety development and research.



# EUROPE

## UKRAINE

Donation of €1 million split between IFRC and the Office of the United High Commissioner for Refugees (UNHCR) to assist Ukrainian refugees. Support also provided to FIA Humanitarian Taskforce in neighbouring countries (ÓAMTC, PZM Poland, FAU Ukraine, the Red Cross Ukraine, and Moldova).



#StandWithUkraine

Fire Aid and EASST organised a convoy of fire engines to Ukraine from the UK to deliver fire and post-crash rescue equipment.



## 30 KM/H SPEED LIMITS



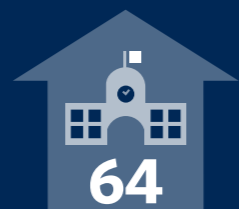
**Moldova:** National Road Safety Council has approved 30km/h speed limit around schools to be included in new Road Regulations in Moldova.



**Armenia:** Police and authorities committed to initiating a pilot reduction of speed to 30km/h in three school zones.



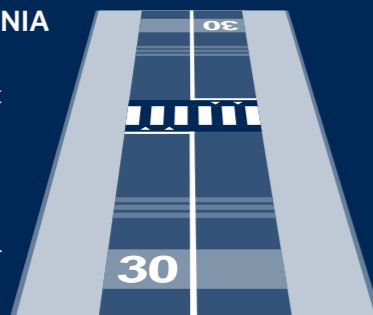
**Georgia:** reduced speed limits and traffic calming measures implemented at 57 schools - 14 in Tbilisi, 40 in Zugdidi and 3 in Rustavi.



64 schools across the region have been upgraded across **Georgia, Moldova, Azerbaijan, Tajikistan and Kyrgyzstan.**

## STREETS FOR KIDS, ALBANIA

Following the first school zone in Tirana, 1680m<sup>2</sup> street space was converted to protected sidewalks and 310m<sup>2</sup> dynamic play space added leading to 12% more pedestrian crossings, 16%-27% speed reduction for vehicles and motorcycles and 59% reduced vehicle traffic.



## TRUE INITIATIVE

TRUE initiative released a report on the poor performance of imported vehicles in Warsaw with the city's Deputy Mayor at the launch of the city's plan to introduce a low emission zone.



## EQUAL ROAD RIGHTS IN MOLDOVA

ACM Moldova in partnership with EASST implemented the Equal Road Rights project in Chisinau upgrading road crossings and installing first ever acoustic traffic signals to protect people with disabilities.



## ACCESSIBLE TRAVEL

Launch at 2022 ITF Summit of FIA Disabled Motoring Website for inclusive and accessible travel opportunities.



# AFRICA & MIDDLE EAST

## SHARE THE ROAD

Launch of the Global Outlook for Walking and Cycling Report - first of its kind baseline of the status of walking and cycling in all 54 African countries.



Commitment to develop a Pan-Africa Action Plan for Active Mobility by 2030 achieved at Kigali Regional Forum for Active Mobility.

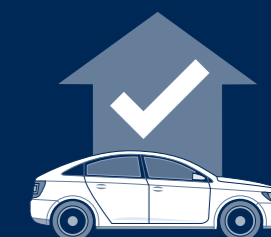
## iRAP

TanzaniaRAP launched and 16 engineers and road safety professionals have become Accredited Suppliers in Tanzania demonstrating success of the Ten Step Tanzania Project.



## SAFER CARS

Launch of three new results under Safer Cars for Africa with AA South Africa and Global NCAP.



## AMEND

School Area Road Safety Assessments and Improvements (SARSAI) and road safety education completed in 3 schools in Maputo, Mozambique and Dar es Salaam, Tanzania benefiting 2,370 students. Vehicle speeds dropped by 53% in Tanzania site and 22% in Mozambique site. The improved school areas raised SR4S star rating from as low as two-stars to five-stars.



## CHILDSAFE IN SOUTH AFRICA

Six schools participating in the Watch Khayelitsha project in Cape Town have been star rated and environmental modifications implemented to create safer school zones. Journeys of more than 400 students were surveyed, 5000 students and 500 parents received road safety education.



## SCALING UP SAFE SCHOOLS

Amend provided technical consultancy services on two World Bank financed road projects in Tanzania and in the Zambezia Province, Mozambique. In Tanzania, four school zones received safe pedestrian infrastructure that significantly reduced speeds from an average 46km/h to 34km/h with a drop of 37% around the schools in Dar es Salaam. In the Zambezia Province, three pilot schools were assessed and design improvements proposed. Further assessments are currently being carried out along the entire length of the project road, a major strategic corridor.

## HELMET SAFETY

Project aiming to enforce a helmet standard and establish a helmet testing facility was launched in Rwanda. The National Helmet Coalition in Kenya set up pilot projects looking at addressing helmet enforcement gaps, including helmet regulation in the trade association framework and helmet awareness through training. Additional funds were secured for the training.



## MOTORCYCLE SAFETY RESEARCH

Review of public transport systems focused on opportunities for safe use of motorcycles in Mozambique, Maputo and Zambia, Lusaka in collaboration with World Bank and the Africa Transport Policy Programme informed the preparatory phases of the public transport reforms in both countries.



# ASIA

## INFRASTRUCTURE AND TECHNOLOGY TO IMPROVE MOTORCYCLE SAFETY

Road Safety Citizen Engagement Study in Vietnam was conducted by AIP Foundation in partnership with World Bank and IRAP to address safety concerns of motorcyclists along the NH19 highway with infrastructure improvements.



The Motorcycle ABS Partnership for ASEAN countries was launched to support ABS advocacy efforts in the region.

## HELMET SAFETY

AIP Foundation's Protec helmet factory upgraded its facilities outside Hanoi to produce the UN 22.05 standard helmet at affordable cost contributing to regional and global helmet safety efforts.



## MOTORCYCLE HELMET SAFETY IN MEXICO

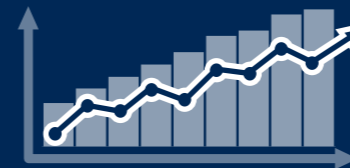
Following the launch of the Helmet Wearing Coalition in May 2022, 87 stakeholders engaged with the activities. ITDP has carried out fieldwork in Mexico City, Monterrey, Guadalajara, Mérida, Tuxtla Gutiérrez and Mazatlán Motorcycle, conducting 1,200 surveys with motorcycle drivers. The results of the first of its kind study in Mexico were presented at various fora resulting in increased interest in helmet safety across the country.

## VISION ZERO FOR YOUTH IN MEXICO



During the last election period, ITDP secured public commitments on road safety from the winning candidate to State Governor in Nuevo Leon and three candidates for local mayors from the municipalities of San Pedro Garza García, Monterrey and Juárez. One private commitment secured from the winning candidate in Santa Catarina.

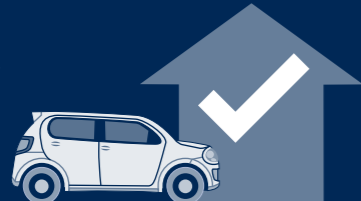
## TRAFFIC CONFLICT ANALYSIS (TCA)



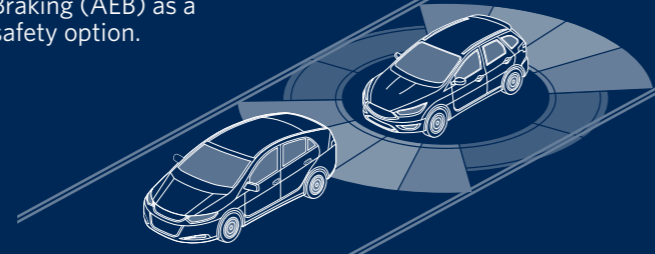
ITDP has trained 20 civil servants from COSEVI, Costa Rica and 23 from Monterrey and Apodaca, Mexico on the use of TCA. The methodology will inform the intervention of 10 intersections in the municipality of Monterrey between 2022 and 2023. The FIA Foundation-funded TCA toolkit developed by US CDC has already guided some of the interventions in Americas.

## GLOBAL NCAP

Launch of 12 new results for Safer Cars for India.



Global NCAP reached the 50 model milestone for cars tested in the Indian market. Mahindra achieved its second five stars for adult occupant and four stars for child occupant protection and 'Safer Choice' Award for the XUV 700, the first Indian made and owned brand to offer Autonomous Emergency Braking (AEB) as a safety option.



VW Taigun and Skoda Kushaq are the first to score top star ratings for adult and child occupant safety under Global NCAP's more demanding new protocol crash test requirements for India.

## WALK AND ROLL TO SCHOOL DAY

In the US over 1,985 events were registered in 46 states and the District of Columbia. Safety for biking, walking, and active transportation was noted as motivation for community participation by 70% of surveyed participants (up from 48% in 2017; 60% in 2018).



Costa Rica carried out nationwide WBSD activities in 98 schools.

In Mexico, nine schools across three municipalities (Monterrey, San Nicolás de los Garza, and Cholula) participated in activities.

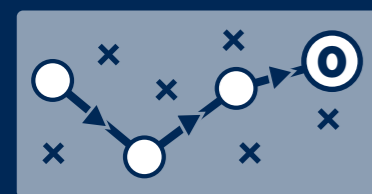
## STREETS FOR KIDS PROGRAMME IN BRAZIL AND CHILE

In Fortaleza, 90% of children found the redesigned street safer for walking, and over 90% better for playing; 90% of parents enjoyed enhanced social interaction with their children and with other parents; over 80% of parents were more likely to bring their kids to the redesigned street.



In Santiago, Chile 85% of children and caregivers consider it safe and very safe to cross the street and 85% of children and caregivers consider it exciting and enjoyable to walk around redeveloped Enrique Soro Street. The 15% speed reduction was observed with 60% fewer speeding vehicles.

# AMERICAS & CARIBBEAN



## VISION ZERO IN US

The US DOT developed a National Roadway Safety Strategy towards reaching a long-term goal of zero-road fatalities, influenced in part by Foundation-backed John Hopkins University study.



## SCALING UP SAFE SCHOOLS IN RIO, BRAZIL

The City Company of Brazil hired 13 full-time employees to work on the Way to School Programme on a two-year contract.



## TRUE INITIATIVE

TRUE analysis of heavy duty emissions in New York City revealed their disproportionate negative effect on communities of colour.

## MOVERNOS SEGUROS



Movernos Seguros supported Costa Rica, Guatemala, El Salvador, and Paraguay to draft their compulsory private insurance laws and regulations which are now being discussed by the Congress. Seven FIA member clubs - El Salvador, Costa Rica, Peru, Guatemala, Jamaica, and Paraguay and Honduras - committed to the Movernos Seguros activities.

## YOUTH ENGAGEMENT IN ROAD SAFETY

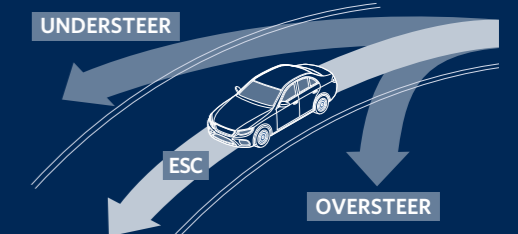


The National Center for Safe Routes to School engaged with a youth advocacy team that offered technical support to Atlanta Students Advocating for Pedestrians and the National Youth Bike Council.

## LATIN NCAP

The Brazilian-produced Volkswagen Nivus, with six airbags and Electronic Stability Control (ESC) as standard was the second Volkswagen model to achieve five stars. Poor test results for Hyundai Grand i10 sold in Mexico demonstrated the double standards that apply to vehicle safety across national borders (vs Hyundai Accent sold in the US).

### UNDERSTEER



15 new results launched across the region.

# 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.

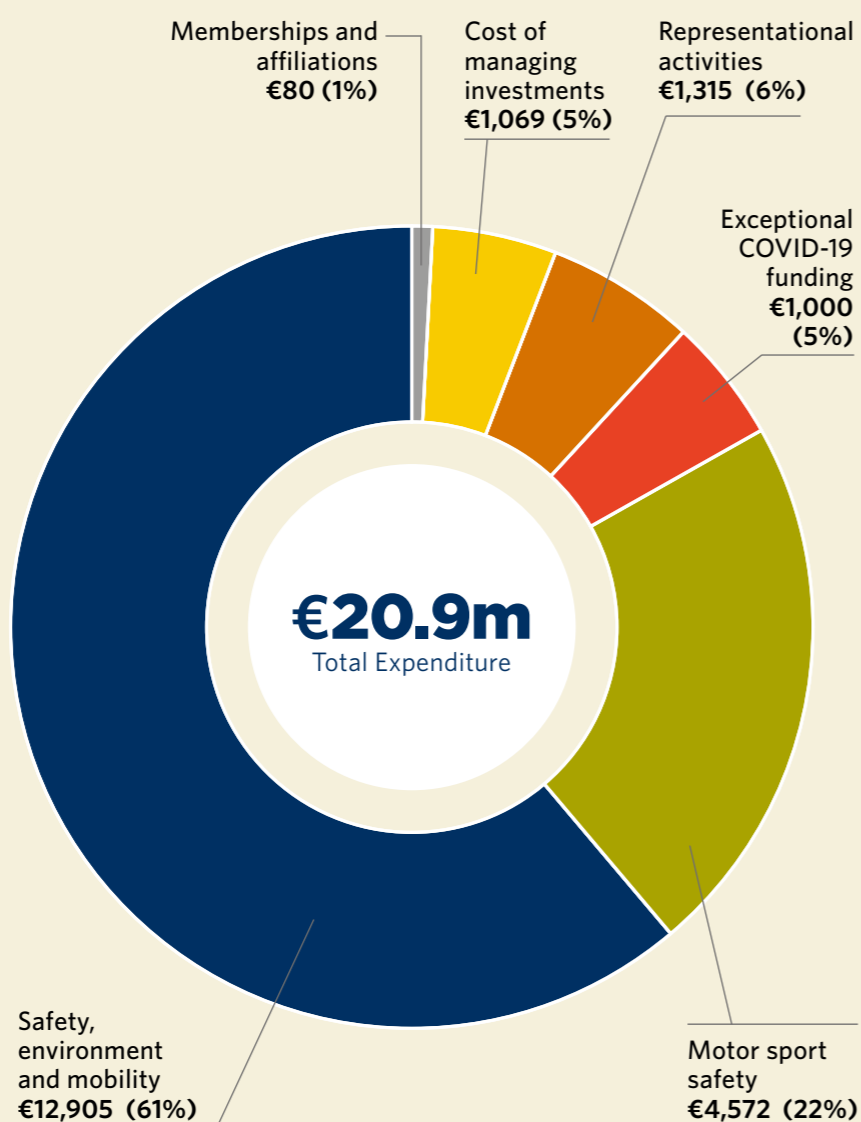
For further information, the full annual accounts, the independent auditors' report on those accounts and the Trustees' Annual Report should be consulted. Copies of these accounts can be obtained from the FIA Foundation's website [www.fiafoundation.org](http://www.fiafoundation.org)

## Expenditure

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

During the year ended 31 December 2021 the total expenditure of the Foundation was **€20,941,000**.

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



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	€17,039,000	81%
■ Direct Expenditure	€687,000	3%
■ Support and Indirect Costs	€2,293,000	11%
■ Costs of Managing Investments	€922,000	5%
<b>Total</b>	<b>€20,941,000</b>	<b>100.0%</b>

## Grant making

35 organisations benefitted from 46 grants awarded during the year, with a value of **€17,039,000**.

During 2015 and 2017 the Foundation made an exceptional withdrawals of €10 million and €5 million, respectively. These drawdowns allowed the Foundation to extend the grant making programme during the period 2017 to 2021. These are exceptional grants, and there is no guarantee that this level of support for initiatives can be sustained in the future beyond the periods covered by this proposal. As always, our partners are encouraged to seek additional and diverse sources of funding to ensure sustainability for the long term.

In addition, during 2021, the Foundation made a €5,370,000 exceptional withdrawal to fund the following: the third and final instalment of \$4 million to United Nations Road Safety Trust Fund. The total commitment to the fund, contingent on the UN fund being able to attract match funding from other sources was \$10 million; The FIA Safe and Affordable Helmets Campaign; and, Funding to support the efforts to tackle the COVID-19 emergency as described below.

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

### GRANTS AWARDED TO MAJOR PARTNERS

PARTNERS	GRANTS (BY FUND €000'S)
Towards Zero Foundation	€900
Fédération Internationale de l'Automobile - Switzerland	€2,000
Fédération Internationale de l'Automobile - France	€4,750
International Road Assessment Programme	€1,400

Grants awarded during the year to other multi-annual recipients (excluding COVID-19 emergency funding) were as follows:

**GRANTS AWARDED TO OTHER MULTI-YEAR PARTNERS**

PARTNERS	GRANTS (BY FUND €000'S)
AIP Foundation	€220
AMEND.org	€260
A Escobar	€50
Child Accident Prevention Foundation of Southern Africa	€72
Eastern Alliance for Safe & Sustainable Transport	€220
Global Alliance of NGO's for Road Safety	€88
Institute for Brain and Spinal Cord Disorders (ADREC)	€325
Johns Hopkins University	€41
The Clean Air Fund	€211
Stitching for Road Safety (YOURS)	€75
UNC Highway Safety Research Centre	€76
The United Nations Children's Fund (UNICEF)	€500
United Nations Environment Programme (UNEP)	€325

**GRANTS AWARDED FROM EXCEPTIONAL WITHDRAWALS**

PARTNERS	GRANTS (BY FUND €000'S)
The International Federation of Red Cross and Red Crescent Societies - COVID-19 Response	€500
The United Nations Children's Fund - COVID-19 Response	€500
Transworld Worldwide Services (FIA Safe and Affordable Helmets Campaign)	€60
Fédération Internationale de l'Automobile - France (FIA Safe and Affordable Helmets Campaign)	€390
United Nations Road Safety Trust Fund	€3,457

€550,000 of the exceptional withdrawal for the FIA Safe and Affordable Helmets Campaign has been carried forward for grants awarded in 2022.

18 smaller grants one-off grants were also awarded during the year, with a total value of €619,000. Details of the recipients can be found in the full financial statements.



# TRUSTEES AND STAFF OF THE FIA FOUNDATION

## OUR TRUSTEE BOARD 2022



Wan Heping  
CHINA



Werner Kraus  
AUSTRIA



Miquel Nadal  
SPAIN



Lord Robertson  
UNITED KINGDOM  
**CHAIRMAN**



H.E. Dr Amani  
Abou-Zeid  
EGYPT



Abdelrahman  
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FIA PRESIDENT)



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Carmelo Sanz  
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Bernard Tay  
SINGAPORE



Kenneth  
Woodier  
UNITED KINGDOM

## OUR CURRENT STAFF TEAM 2022



Saul Billingsley  
EXECUTIVE DIRECTOR



Sheila Watson  
DEPUTY DIRECTOR



Avi Silverman  
DEPUTY DIRECTOR



Natalie Draisin  
DIRECTOR, NORTH  
AMERICAN  
OFFICE AND UN  
REPRESENTATIVE



Béatrice  
Dumaswala  
COMMUNICATIONS  
CO-ORDINATOR



Diana Fauner  
DESIGN AND NEW  
MEDIA ASSOCIATE



John Rigby  
DESIGN AND NEW  
MEDIA ASSOCIATE



Richard Clarke  
POLICY & EVIDENCE  
MANAGER



Rita Cuypers  
DIRECTOR OF  
PARTNERSHIPS



Jane Pearce  
DIRECTOR OF  
GOVERNANCE AND  
PERSONNEL



Alicia Talbot  
FINANCE DIRECTOR



John Pap  
HEAD OF DESIGN  
AND NEW MEDIA



Will Phillips  
MOTOR SPORT  
SAFETY ADVISER



Bella Dinh-Zarr  
SENIOR ADVISOR,  
PUBLIC HEALTH &  
TRANSPORTATION



Oscar Díaz  
REGIONAL ADVISOR,  
LATIN AMERICA



Agnieszka  
Krasnolucka  
PROGRAMMES  
MANAGER



Kate Turner  
MEDIA AND PUBLIC  
AFFAIRS MANAGER



Caroline Flynn  
PA / OFFICE  
MANAGER

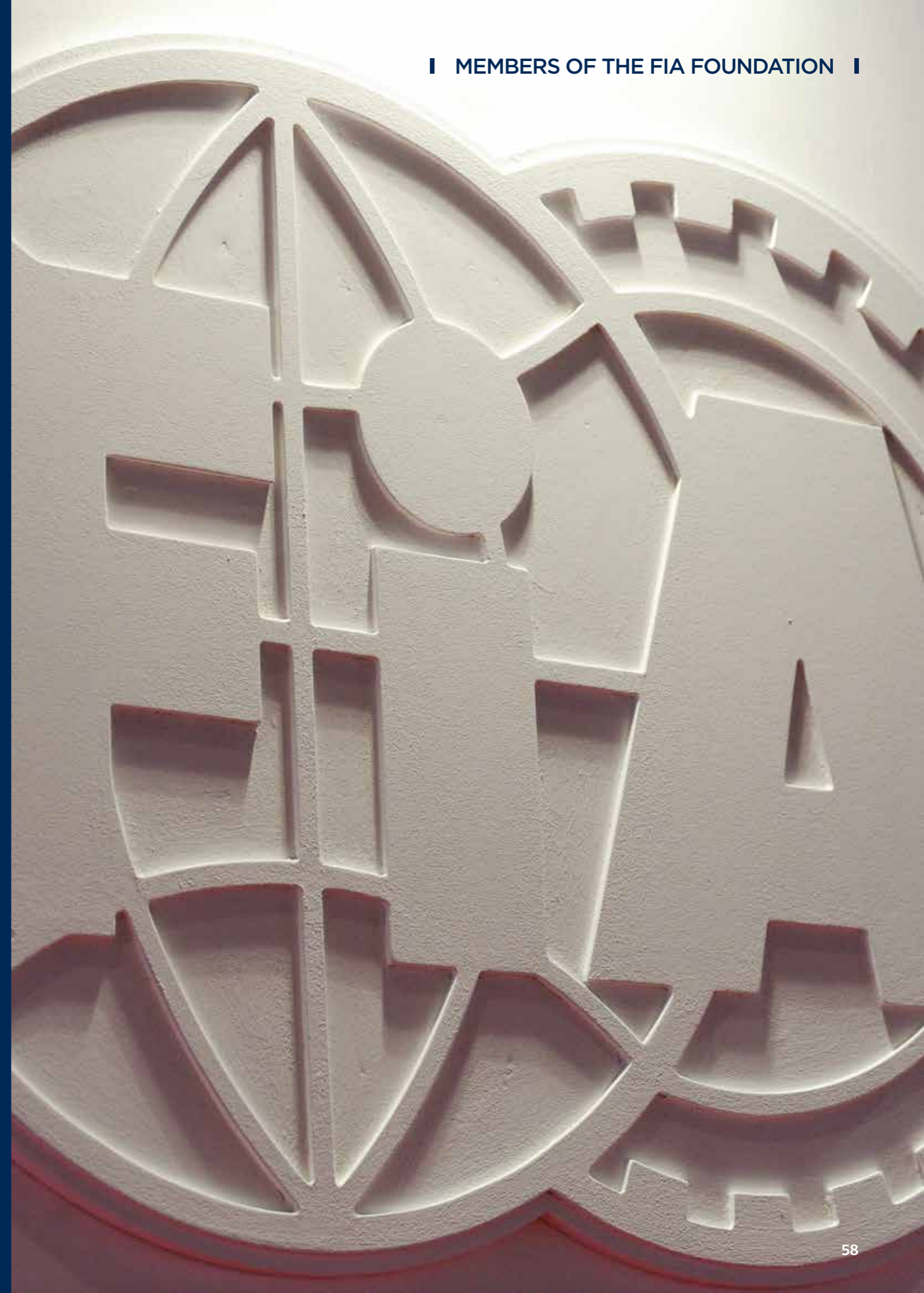


Chris Bentley  
HEAD OF  
INFORMATION  
TECHNOLOGY

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