



ANNUAL REVIEW 2023



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INTRODUCTION

At this year's annual general meeting I will be stepping down from the FIA Foundation after eight years as Chairman and nine years as a trustee of this formidable charity.

My association with the FIA Foundation in fact began nineteen years ago when, shortly after concluding my term as NATO Secretary General, I was invited by the Foundation to take on the role of Chairman of the Commission for Global Road Safety. This high-level advocacy commission, established by the Foundation, produced groundbreaking reports and analysis and launched the Make Roads Safe campaign.

Our recommendations – for a first-ever Global Ministerial Conference on Road Safety, for a first UN Decade of Action for Road Safety, for a strategic fund to catalyse international, regional and national action, for road safety to be included in the UN's development goals – were all adopted and have helped to transform political awareness of this hugely important issue.

The Foundation's programmatic activity has complemented this road safety lobbying and instigated and built global initiatives like the International Road Assessment Programme, the Global New Car Assessment Programme and the Child Health Initiative which have improved policy and practice and have prevented many thousands of deaths and serious injuries. This is the true measure

of a foundation like ours: how many lives are protected, saved, and improved by the investments we make.

It is also the measure of our environmental programmes, led by the Global Fuel Economy Initiative, the TRUE emissions initiative and our new Partnership for Active Travel and Health, as well as our support for Green NCAP and the Clean Air Fund.

Improving fuel efficiency and tackling toxic vehicle emissions are not abstract technical fixes. They directly protect and improve the health of people and planet, they maintain the political viability of the private motor car by reducing the damage it causes, and they protect the consumer interests of motorists by introducing data transparency and the facts into environmental performance and the cost of motoring.

The Foundation's support for motor sport safety has been significant. Millions of euros for vital safety technical research every year since 2002. Funding of the FIA Institute and the safety training and medical programmes of FIA Sport. Support for dozens of ASN projects and training initiatives. In this way the Foundation gives back through charitable activity to the original source of our funding, motor sport from grassroots to the major championships.

By generously establishing the FIA Foundation as an independent charity, operating under the



UK's robust governance rules, the FIA irrevocably placed funds in trust for the benefit of the public. These are directed to activities which meet the Foundation's charitable objectives to "to promote public safety and public health, the protection and preservation of human life and the conservation, protection and improvement of the physical and natural environment". This clear objective is hugely to the FIA's credit and adds greatly to the FIA's reputation as a global social actor of good standing. The substantive policy partnerships and impact of the Foundation compare very favourably with those of other global sporting federations and honour the public interest legacy of so many motoring clubs.

Road safety has been a passion of mine since I survived a serious traffic collision as a young man. We face an epidemic for which there are no easy answers and few quick wins. It takes time and patience to build the evidence, make the case and persuade policymakers, car companies, road designers and road users of the need for change. Thanks to the way it has been established and endowed the Foundation can commit to this effort for the long haul. It can seed and nurture initiatives and see them grow into global changemakers. Ending road carnage, all this unnecessary and avoidable waste of life, is a prize worth fighting for.

Based on World Health Organization projections, with data and modelling, we can say with certainty that hundreds of thousands, if not millions, of deaths have been prevented over the past twenty years through our collective efforts. That is a legacy of which I am very proud.

In my term as Chairman of the FIA Foundation I have benefited from strong relationships with the FIA Presidents, first Jean Todt and now Mohammed Ben Sulayem, and from the support and wise counsel of the excellent trustees who have served alongside me. It was also a great pleasure to work with the Foundation's global ambassadors during my time in office, Michelle Yeoh, who moved on to well-deserved Oscar winning heights, and the wonderful Zoleka Mandela, who very sadly passed away in September and to whom we pay tribute in this Annual Review.

It has been immensely enjoyable and rewarding to work with the charity's staff, so few in numbers and yet so great in commitment, dedication and output, as well as to see the impact that our partners and members have on the ground across the world. An organisation whose sole purpose is to protect and improve people's lives should be cherished, and I will maintain a keen interest in the Foundation's activities and support your mission however I can. I wish my eminent and highly qualified successor as Chair, David Richards, every success as he takes on this important and fulfilling role.



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



OVERVIEW

In May this year Zoleka Mandela visited a school in the Khayelitsha district outside Cape Town. It was to be her last mission for the FIA Foundation, and she died in September at the age of 43. On page 59 you can read her obituary, including a moving account of how, despite the suffering she was going through in the latter stages of terminal cancer, she comforted there a young girl who had recently lost her best friend in a road traffic collision.

Zoleka understood all too well the human cost of road traffic. It was the death of her own daughter, Zenani, in a car crash in 2010 which spurred her to work with us to advocate for safer roads around the world. She spoke with passion and power at heads of state summits, she opened global conferences, she met UN chiefs. But it was in her visits to local communities and schools, and in quiet communing with bereaved families and children, that her empathy and fundamental decency really shone through.

In 2016, while she was in London to launch our Child Health Initiative, Zoleka agreed to visit a school in my own neighbourhood which had recently suffered an appalling tragedy. A teenage girl had been

crushed by a lorry while walking to school. Zoleka spoke to a group of students, met the headteacher and some of the girl's friends. I often pass the junction where the girl died, and there are always fresh flowers tied to the lamppost on the corner. Now when I see the scene, I remember Zoleka too.

The Western Cape school Zoleka was visiting in May was one of our Child Health Initiative projects, a collaboration with the NGO ChildSafe and the George Institute. The project deployed iRAP's Star Ratings for Schools to measure the safety performance of the surrounding roads (low), the traffic speeds (high), and worked with the municipal authority and the police to implement improvements to infrastructure design and enforcement. These are forgotten and poverty-stricken communities, forgotten children. Facing many challenges, not least high unemployment and stratospheric crime rates, traffic safety is low on the political agenda. Yet the regional minister for mobility and the deputy mayor took time to attend our workshop in Cape Town in May and to pledge their support for stronger action to improve traffic safety for the youngsters in their charge.



The project is now expanding to Pretoria, with the active involvement of AA South Africa. The Foundation is supporting training in star rating and partnerships with expert implementors of school safety programmes for clubs across Africa and in Asia and Latin America. And, in an effort to scale up, we focused on encouraging governments to make commitments at the UN's Sustainable Development Goals summit, in September. Working with agencies from across adolescent health and wellbeing, the Foundation organised a high-level event during the summit, at which more than a dozen ministers from countries around the world committed to action. South Africa, and neighbouring Botswana, committed, at Presidential level, to a holistic package of adolescent interventions including on safe journeys to school. Of course, the proof will always be in the delivery. We will be doing what we can to help our local partners and the governments meet the promise of their ambition.

As you will see from this Annual Review it has been another busy and productive year for the Foundation across all areas of our work, and our grantees continue to produce some stunning results with wide and lasting impact for safety and the environment. Whether it is helping India to launch its own official car crash testing programme, helping Warsaw to become the first Polish city

to implement an ultra-clean air zone, working with the government in Vietnam to develop and approve nationwide guidance on safe school zones, or supporting a Mexican campaign to require motorcycle helmet standards, our investments are delivering real progress at scale.

I would like to thank my colleagues in the secretariat for their constant supply of imaginative ideas and for their incredibly hard work, our trustees for their support and interest, and our partners and member clubs for their collaborative spirit and their creative ability to achieve practical change. This year, most particularly, I thank George Robertson for his support, advice and leadership over many years as both Chair of the FIA Foundation and as one of the world's most influential voices for road traffic safety.



Saul Billingsley
Executive Director
FIA Foundation





ROAD SAFETY FOCUS FOR YOUTH CAMPAIGN

A five-year campaign instigated by the FIA Foundation to raise adolescent and youth wellbeing issues, including road traffic safety and safe environments, up the international agenda has secured government commitments for action at the UN development summit and a first ever two-day Global Forum for Adolescents.

Ministers from around the world joined young people in launching commitments to tackle the major issues facing adolescents and youth during the Sustainable Development Goals (SDG) Summit in New York. Road safety featured prominently, with governments including pledges to address the road traffic injury burden on young people during a high-level event at UN headquarters organised by the FIA Foundation on 19 September. The SDG Summit marked the midway point in the 2030 agenda, with world leaders focusing on the transformative and accelerated actions needed to achieve global sustainable development priorities. The Foundation worked with governments and partners to help mobilise commitments in countries including Canada, Botswana, Honduras, India, Liberia, Mali, Mexico, Portugal and South Africa.

The high level 1.8 Billion for Change Campaign event, hosted by Minister of Foreign Affairs of Honduras, Eduardo Enrique Reina, heard ministers emphasise that a thriving adolescent and youth population is critical to achieving the SDGs. As well as improving road safety, SDG pledges made by governments included priorities such as: accelerating action on adolescent pregnancy; mental health; increasing access to quality education; action on gender-based violence; comprehensive sexuality education; provision of sexual reproductive health services.

The FIA Foundation was represented by Africa Youth Ambassador Oliva Nalwadda. She said: "Young

people across Africa have been demanding action. We want our governments to step forward on providing safe environments, including action on road traffic injury which is the biggest killer of young people. This is a moment to shine the spotlight on the needs of adolescents and young people. We must keep up the pressure to make sure our leaders deliver."

FIA Foundation Board Member and African Union Commissioner for Infrastructure, Energy and Digitalisation Dr. Amani Abou-Zeid, European Commission Vice President Dubravka Šuica and former Prime Minister of New Zealand Helen Clark also addressed the high-level event.

Three weeks later the Global Forum for Adolescents, the world's largest gathering of young people aimed at galvanising action and policy commitments, also saw a strong focus on road safety.

The Forum, which was coordinated by the global alliance for women's children's and adolescents' health (PMNCH), was the culmination of a global 'What Young People Want' consultation involving 1.2 million young people, gathering their views on priorities for action. Road safety had featured in responses from around the world. Further commitments on a range of adolescent issues were launched by the Republic of Congo, Ecuador, Ethiopia, Ghana, Namibia, Nigeria, and the US.

Oliva Nalwadda led a session dedicated to road safety. 'Driving Change: Youth Engagement for Improved Road Safety' focused on youth-led road safety advocacy, organised jointly with International Road Assessment Programme (iRAP), The George Institute for Global Health, Youth for Road Safety (YOURS), Global Youth Coalition for Road Safety, AIP Foundation, UNICEF, and WHO.

ACTION FOR ADOLESCENTS

In 2018 the FIA Foundation's Child Health Initiative published 'Unfinished Journey', a report calling for more attention to be paid to the needs of the world's 1.8 billion adolescents and young people. Led by the FIA Foundation's Deputy Director Avi Silverman, we have contributed ideas, advocacy, funding and coordination to support the resulting global '1.8 billion for Change' campaign. Our focus has been on trying to secure recognition and action for the leading killer of this age group, road traffic crashes. Results include:

SOUTH AFRICA SUPPORTS SAFE SCHOOL JOURNEYS

In a call to action for adolescent well-being, President of South Africa Cyril Ramaphosa said that selected adolescent health interventions can yield a "ten-fold return on investment", bringing not only health but social and economic benefits. South Africa's new holistic national commitment for adolescents, which is being developed by the government, includes, among other priorities, a focus on low speed road safety measures on the school journey which are being implemented by the FIA Foundation's partners ChildSafe and AA South Africa.

FOCUS ON ROAD DESIGN IN BOTSWANA

President Mokgweetsi Masisi launched Botswana's commitment during a national event on 10 October, with participation from the FIA Foundation's Africa Youth Ambassador Oliva Nalwadda alongside UN organisations, civil society and youth leaders. The Government of Botswana's commitment includes the following:



1. Commitment to develop transport policies enabling safe walking, cycling and public transport, including standardised road-worthy transport.
2. Strengthen and scale-up the partnership with the FIA Foundation's partner Amend on school area road safety.
3. Strengthen investment in sustainable safe transport particularly cycling and walking provision.

Speaking at the launch event, President Masisi said that his government's commitment "sets out to tackle the scourge of road traffic injury that disproportionately affects adolescents and young people of Botswana. Yes, I heard it distinctly and clearly that the design of our roads and the routes to school are a dangerous risk at the moment."

TARGETING SPEED IN MEXICO

Mexico's national commitment includes a focus on speed limits near schools, building on recent legislation to introduce 30km/h speed limits where pedestrians and traffic mix. Working closely with Mexican Congresswoman Cynthia Lopez Castro, who had spearheaded the legislation, Avi Silverman joined the Mayor of Mexico City Claudia Sheinbaum to highlight the importance of safe journeys for youth and briefed Assembly members and Foreign Ministry officials ahead of the SDG summit to encourage support.





PHILANTHROPIES UNITE AT CLINTON GLOBAL INITIATIVE

\$150 million for adolescent action was pledged by a group of philanthropies during a special session of the Clinton Global Initiative in September. Led by Fondation Botnar, which pledged \$45 million to enhance adolescent health and wellbeing, through initiatives such as making cities safe for adolescents, fostering safe digital environments, and improving mental health and wellbeing, commitments included MTV Staying Alive, supported by the Bill & Melinda Gates Foundation, which focuses on reproductive health rights and gender equality in India; UNICEF's Generation Unlimited initiative, which aims to create opportunities for 10 million young people through volunteering, advocacy, and green skilling by 2025; the Born This Way Foundation & Cotton On Foundation, with support from Prospira Global which focuses on mental health programmes for young people. The FIA Foundation committed its continued multi-million dollar support for the Child Health Initiative advocacy hub, promoting policy change for safe school journeys.

A VOICE FOR YOUTH

The FIA Foundation coordinated an interactive dialogue between young leaders and UK Development Minister Andrew Mitchell MP. The Minister stressed the importance of road safety.



"It is road deaths, particularly in the developing world that are a major source of trauma and difficulty," Mitchell said. "Making roads safer is something that we try to build into any programmes that are infrastructure and road related." The Minister acknowledged that road traffic injury is the biggest killer of young people and said that prevention needs to be built into development work.

INVESTMENT CASE LAUNCHED

Road safety features prominently in an Investment Case for Adolescents analysis published by WHO at the Global Forum, confirming a very high benefit-cost ratio for road safety interventions of over 15:1. "Roads with high levels of pedestrian, child or cyclist activity should allow speeds no higher than 30 km/h. Limits should be enforced in such a way that drivers believe there is a high chance of being caught if they speed," says the guidance. Other key measures such as enacting and enforcing mandatory helmet laws and rigorous standards are also recommended.



"This agenda, and the work on the investment case for adolescents, leaves no doubt as to the importance of addressing road traffic injury", says Avi Silverman. "When we first began our advocacy in this area, there was a startling lack of emphasis on the biggest killer of young people. Road safety can no longer be ignored and what is equally important is that a route to further action has been charted through this process. It has been encouraging to see the level of commitment increase. Now we need to see follow-through, implementation and impact."





GLOBAL TRANSITION TO ELECTRIC VEHICLES NEEDS URGENT SUPPORT

Without targeted support for low- and middle-income countries to transition toward zero-emission mobility, progress will be critically slowed, risking serious and inequitable outcomes, warns a report by the UC Davis Institute of Transportation Studies (ITS-Davis) and the UK Government's ZEV Transition Council (ZEVTC), supported by the FIA Foundation, this year.

Facilitating a Transition to Zero Emission Vehicles in the Global South examines the status of zero-emission vehicle (ZEV) uptake across the world and considers how to accelerate the transition as part of emergency measures to avoid a climate catastrophe. The 'Global South' refers to low- and middle-income countries in Africa, Eastern Europe, Latin America, the Caribbean and Asia. The report also draws on work by the FIA Foundation's Global Fuel Economy Initiative and was launched at the International Transport Forum Summit in Leipzig, in May 2023.

Recommendations include the need to recognise the varied levels of ZEV policies across these regions, to appreciate the profound need for equitable funding, and secure collective global buy-in to address the global challenge.

"This report highlights urgent policy actions needed to achieve a global, inclusive, and equitable transition towards sustainable and low-carbon mobility," says Dan Sperling, Founding Director of the UC Davis Institute of Transportation Studies. "It underlines the Institute's commitment to support Global South countries in benefiting from the transition to Zero Emission Vehicles for their development, energy security, and environmental protection."

The report notes that there has been positive momentum for the ZEV transition worldwide. While much attention is given to electric cars, the report reveals that electric scooters, motorcycles and other two-wheelers — 50 million of which are now sold

annually — and buses have actually achieved higher EV penetration globally. Despite these developments, the global distribution of ZEVs remains deeply uneven. Low and middle-income countries face unique challenges in decarbonising their road transport sectors, including unreliable electricity supply, lower vehicle prices, limited access to affordable asset finance, and significant flows of used vehicle imports.

The report offers a novel approach to understanding these issues by grouping countries according to key metrics including vehicle market characteristics, vehicle manufacturing capacity, battery manufacturing, related supply chains, and carbon intensity. It also makes recommendations to enable some of these groupings to "leapfrog" to the best practice policies in support of EV uptake.

"The findings of this report provide valuable insights and recommendations for policymakers, industry stakeholders, and international organisations working towards a sustainable and decarbonized future for road transport," says Sheila Watson, FIA Foundation deputy director. "By embracing the ZEV transition and leveraging the opportunities it presents, the Global South can simultaneously reduce emissions, drive economic growth, and improve public health. To do this, though, they need the support of other more developed countries which are facing this transition alongside them."

The report emphasises the importance of international cooperation and increased funding to address these challenges and ensure a just and equitable transition. It highlights the significance of the ZEV Transition Council in facilitating policy developments and fostering collective buy-in among stakeholders. Leveraging the Council's convening capacity will play a critical role in building capacity and directing financial support toward low and middle-income countries.





DECADE-LONG EUROPEAN CAMPAIGN REMOVES TRUCK BLIND SPOTS

The European Union has implemented a new law to improve visibility for truck drivers, a measure advocated for by NGO Transport and Environment, and supported by the FIA Foundation.

The legislation addresses safety blind spots, which are areas around and in front of the truck cab that drivers cannot directly see, a significant step toward enhancing road safety for cyclists and pedestrians.

Tragically, over 500 cyclists and pedestrians lose their lives in truck collisions every year across Europe, often due to drivers failing to see them. The most common incidents involve cyclists being crushed by turning trucks or pedestrians hit in front of the cab, invisible to the driver as the truck sets off. Shockingly, while trucks account for only 2% of vehicles on European roads, they are involved in 14% of fatal collisions. The sheer size and weight of trucks leave little chance for vulnerable road users to survive.

The solution to this grave issue has long been clear—larger and strategically positioned windows, along with lower cab heights resembling those of larger vans. These design changes, known as “enhanced direct vision”, enable drivers to see a significantly larger area around the cab, effectively eliminating blind zones.

Under the new law, deadlines have been set to expand the areas visible to drivers from the cabin of new trucks. By January 2026, all newly approved

vehicle designs must meet these standards across the European Union and the United Kingdom. Three years later, every newly sold truck must comply, regardless of its type approval date. Although the new regulations also apply to buses and coaches, their direct vision is generally superior to that of most trucks.

“It is brilliant to see such tangible safety results for cyclists and other road users from the FIA Foundation’s nine-year collaboration with Transport and Environment for safer trucks”, says Saul Billingsley, FIA Foundation Executive Director. “This is a great example of partnership and long-term collaboration translating into significant and live-saving changes on Europe’s roads.”

While phasing out the sale of trucks with poor visibility is a noteworthy achievement, in which the European Transport Safety Council (ETSC) and Transport for London also played key leadership roles, it serves as an initial step rather than the final destination. The European Commission, mandated to review vehicle safety legislation by July 2027, must pursue further measures to eliminate blind spots. Although the new law represents progress, it is concerning that trucks with substantial blind zones will remain legally sellable until the end of 2028. More work is needed to completely eliminate blind spots in new trucks. And the benefits of safer truck design will extend far beyond Europe’s borders. As the leader in HGV manufacture for global markets, European safety changes will influence UN standards and will translate into safer journeys for cyclists in many parts of the world.



‘RED CAR’: FORMULA E SAFETY TRAINING SUPPORTED BY FIA FOUNDATION

Safety training for Formula E racing vehicles is protecting drivers, medics and rescue teams from electric hazards on the race track, supported by the FIA Foundation through ongoing research grants.

‘Red car’ extrication exercises have been a feature of the ABB FIA Formula E World Championship since its inception and are used to protect everyone from harm during the extrication of drivers from stricken electric cars and car recovery during races.

Red car simulations are conducted on-site in the immediate build-up to each race weekend, overseen by the championship’s FIA Medical Delegate, Bruno Franceschini, in partnership with the FIA E-Safety Delegate, Konrad Essen, and a permanent medical extrication team from MDD Motorsport Medical which travels to every E-Prix.

A ‘red car’ is essentially a car stopped on-track because of either a collision or electrical issue, rendering it potentially unsafe – or ‘red’ like the safety lights located on the chassis in front of the halo. Due to the voltage running through electric vehicles, certain steps must be followed in order to carefully and safely extract the driver from the cockpit and recover the car.

During these training exercises, FIA Formula E safety car driver, Bruno Correia, plays the role of the driver needing to be extricated. Wearing special protective gloves, the medical extrication team covers the car with non-conductive tarpaulins before beginning the operation.

These regular simulations ensure the procedure remains fresh and clear in the mind of every member

of the team, while taking into account any relevant particularities or updates to each circuit. Additional extrication exercises are carried out with two championship drivers at every event, to make sure they similarly are fully aware of what will happen and what they must do should they find themselves in such a situation. In both instances, the local medical and rescue teams are also involved in the ‘dress rehearsal’, enabling their members to practise and develop their own competencies, which may prove beneficial at future national and regional race meetings.

“Special care is always required when extracting a driver from a stranded race car, and that is even more the case when the car in question is electric, with the additional factors that need to be considered,” explains Bruno Franceschini. “We are proud of Formula E’s status as the standard-setter in this domain but can never rest on our laurels and must continuously train and re-train to ensure skills stay sharp.

“In the same way, these red car exercises enable us to educate and enhance the expertise of local medical and rescue personnel in the locations the championship visits, leaving behind a positive legacy for the overall benefit of our sport”.

“The FIA Foundation is committed to supporting the FIA in its efforts to ensure that everyone involved in motor sport is safe”, says the FIA Foundation’s motor sport safety adviser Will Philips. “Formula E is the next iteration of motor racing and comes with new safety challenges which is why our motor sport research grant has been supporting the development and implementation of the red car simulations as part of the FIA’s ongoing safety innovation.”

STAR RATING FOR SCHOOLS BOOSTED BY \$2M GOOGLE AI SUPPORT

The International Road Assessment Programme (iRAP) has secured US\$2 million in grant funding from Google.org's 'AI for the Global Goals Impact Challenge' to use artificial intelligence (AI) to improve road safety for children. The funding will be used to scale up iRAP's Star Rating for Schools and AiRAP partnerships, which use AI to identify and prioritise high-risk roads around schools.

Road traffic crashes are the leading cause of death among children and young people worldwide. The AiRAP program uses AI to identify and prioritise high-risk roads around schools by analysing satellite imagery, Street View images, and other data. Using this data iRAP can help governments and other stakeholders make informed decisions about how to best improve road safety. The work follows from a three-year project 'AI&Me' delivered by iRAP and AIP Foundation with the support of Fondation Botnar, Anditi and the FIA Foundation.

The AI for the Global Goals Impact Challenge is part of Google's company-wide commitment to help accelerate progress towards the UN's Sustainable Development Goals. iRAP is one of 15 organisations receiving support through the \$25 million philanthropy challenge for projects that use artificial intelligence (AI) to accelerate progress towards these goals. The funding from Google.org will be used to provide a country-wide star rating evaluation of road infrastructure around schools in Vietnam. It will also support the upgrades at the highest-risk schools and capture student perceptions of the risks they face to inform decision-making. The project has the potential to scale to other countries and inform new policies and investment in pedestrian-friendly roads.

"The AI enabled Star Rating for Schools partnership with Google.org is a global game-changer that will support sustainable mobility for youth and contribute to at least eight of the UN Global Goals," says iRAP CEO, Rob McInerney. "We know that children are

approximately 20 times more likely to be killed or injured on a 1-star road compared to a 5-star road. By using artificial intelligence to identify high-risk 1- and 2-star roads that children use on their journey to school we can identify known hazards and mobilise evidence-based upgrades that will save children's lives. Our ultimate dream is to Star Rate every road on earth and ensure every journey is safer. Achieving the UN target for more than 75% of travel on 3-star or better roads will help save over 100 million deaths and injuries over the life of the upgrades. The Google.org partnership is a big safe step in that direction."

Using AI, satellite imagery and Street-View images to detect road safety risks, iRAP, together with partners AIP Foundation, Anditi, and the University of Zagreb, will provide a country-wide star rating evaluation of road infrastructure around schools in Vietnam and support the upgrades at the highest-risk schools. The YEA Youth Engagement App will also be used to capture student perceptions of the risks they face to inform decision-making.

"Road safety is not only an under-represented public health crisis, it also impacts people's ability to access education, health, well-being and job opportunities," says James Bradford, iRAP's Global Technical Director. "With AI and big data, we maximise the effectiveness and efficiency of the Star Rating process to allow governments to save time and resources."

"Each of the 15 selected organisations share our vision for using AI to accelerate progress on the United Nations' Sustainable Development Goals, and each organisation brings their own expertise to help move the needle," says James Manyika, Google's SVP of Research, Technology and Society. "We are inspired by the possibilities they see for how AI can be harnessed to help people solve societal problems and are excited about the collective impact they will have over the next three years."



MEXICO HELMET COALITION URGES CERTIFIED HELMET REGULATION

New federal helmet regulations must be adopted by all states to reduce the rising death toll of motorcyclists across the country, warns the Mexican Motorcycle Helmet Coalition, supported by the FIA Foundation.

In the last five years, the motorcycle fleet in Mexico has increased by 89% and more than 4,000 motorcyclists die on the road annually - representing 26% of all road traffic crash deaths. The new General Mobility and Road Safety Law regulates for certified helmets at a federal level, however, the majority of Mexican states do not have legislation to establish the mandatory use of certified helmets. The federal District of Mexico City and the state of Jalisco have already updated their traffic regulations while nine other states have now made commitments to do the same.

A seminar 'Have We Made Progress on Motorcyclist Road Safety?' was hosted by the Institute for Transportation and Development Policy (ITDP) in October and brought together more than 60 members of the Coalition, interested organisations, and national media. The event included public sector, private sector, auto clubs and civil society updates, representing the main focus areas for the Coalition. The event focused on the low levels of public awareness of helmet safety standards and existing gaps in regulation and enforcement by individual states.

The Mexican Motorcycle Helmet Coalition includes national and local governments, the private sector, and civil society organizations focused on multisectoral collaboration to reduce the number of deaths and serious injuries from motorcycle traffic crashes nationwide. It is organised by the ITDP with the support of the FIA Foundation.

"It is important to promote the use of certified helmets, as they are an effective measure to reduce the number of deaths and serious injuries among

motorcyclists. Our goal is to encourage people to wear life-saving helmets, rather than fine-dodging ones," says Gonzalo Peón, Executive Director of ITDP Mexico. "It shouldn't be possible to wear a helmet that does not adequately protect the user; they shouldn't be available on the market, nor should their use be allowed by traffic regulations."

"The next steps are in the hands of federal state entities through traffic regulations", says Senator Patricia Mercado, who led the legislative push for the General Law. "To date, only 10 States have harmonised their laws with the national Mobility and Road Safety law and we hope that they will soon do the same with their traffic regulations."

The use of helmets that comply with international certifications such as UN22.05 or US DOT standards reduces the probability of death by up to 39%. Despite the benefits of using certified helmets, however, in Mexico public and political awareness of the issue is low.

The key role of auto clubs was highlighted with representatives from OMDAI Mexico which has offered its support to the Coalition including helmet distribution and awareness-raising activities, and Costa Rica which shared their experiences in mainstreaming certified helmets.

"In OMDAI México and ANA, as FIA members, we have always been strongly committed to road safety issues", says Nathalie Moutet, Director General of OMDAI. "Therefore we have joined this unique cross-sector coalition to promote the use of a safe and accessible helmet that meets minimum safety standards to protect the growing population of motorcyclists in Mexico. We were pleased to see that there was very satisfactory progress since the first discussions and we reiterate our support for the ongoing and future initiatives of this great coalition."



FIA PROVIDES SAFETY TOOLS FOR PRIVATE SECTOR

Total Energies has become the first private sector company to receive 3 stars as part of the FIA Road Safety Index.

Led by the FIA and supported by the FIA Foundation, the Road Safety Index is a tool that organisations and companies of any size in all parts of the world can use to determine their impact on road safety, report on their activities in that field, and improve their results. The index intends to stimulate organisations to achieve more sustainable road traffic through continuous improvement and benchmarking of their own performance. Designed on the basis of a long-term commitment, the index offers a systematic approach to identify, measure and follow up road safety results from a value chain perspective. The index has been designed and tested by a team led by Professor Claes Tingvall, the originator of Vision Zero.

As road safety is a crucial sustainability area for achieving the Sustainable Development Goals set in the United Nations' Agenda 2030, it is receiving increasing attention as a sustainability issue for various businesses. To ensure these ambitious goals are met, it is necessary for road safety to be highlighted in steering documents and given a greater role in purchase and procurement processes. Ultimately it is hoped that many organisations and companies will use the FIA Road Safety Index to measure their safety footprint just like they do for their carbon footprint. The safety footprint can then be used as a basis for setting goals and formulating strategies and as a clear key figure to include in their sustainability report.

“If we want to reach the Sustainable Development Goal to halve road safety crashes by 2030, we need to embark everyone on the journey towards building a culture of safety”, says FIA Secretary General for Automobile Mobility and Tourism Jacob Bangsgaard. “Companies and organisations have an immense role to play and with the FIA Road Safety Index we are giving them the comprehensive solution they need to assess, report and take concrete action to improve road safety. I’m pleased to see that TotalEnergies has achieved the maximum result. I am convinced their achievement will convince other companies and organisations to implement the Index.”

“We are proud that our long-lasting commitment to road safety has been recognised through the FIA Road Safety Index”, says TotalEnergies SVP HSE Michel Charton. “In fact, for years, we have considered safety as a daily battle that never comes for granted and that is waged with humility and vigilance. We do hope that this FIA programme will encourage other companies from the private sector to reduce their safety footprints and thus, collectively, lead the way for safer mobility.”

The 3-star recognition was announced by Jacob Bangsgaard during a dedicated panel discussion gathering Michel Charton, FIA Foundation Executive Director Saul Billingsley, World Health Organization Head of Safety and Mobility Nhan Tran and Director of Traffic Safety, Swedish Transport Administration Maria Krafft at the Vision Zero Conference 2023 held in Stockholm in June.

FIA FORMULA 2: INNOVATION FOR SAFE MOTOR SPORT

The FIA Foundation has been a longtime partner of the FIA when it comes to motor sport safety research. From the early days of supporting the FIA Institute for Motor Sport Safety, through to its current support of the FIA's internal motor sport research programme, currently overseen by Safety Director Nuno Costa, and Deputy Safety Director and Head of Research, Marco Petrilli. In addition to the Foundation's support, there are a significant number of other stakeholders contributing to the FIA's research effort with a commitment to bring to fruition new innovations and safety improvements

and a shared vision to help reduce fatalities and serious injuries.

Many such innovations are often first developed at the elite level of the sport, such as Formula One and the World Rally Championship. Typically, these will then be customised for deployment into lower levels of the sport, and eventually for national-level competition run by the FIA's member clubs, where they can have the widest impact. Such innovations and improvements often take several years of exacting research before they're ready for





implementation, and the example below shows how this work has been brought to life for one of the FIA's key open cockpit categories, the FIA Formula 2 Championship.

NOSE, FRONT IMPACT STRUCTURE: Having been developed for higher formulae, this was part of the cascading down process across other single seater categories. Leveraging on the extensive research the FIA performed for the definition of the 2022 Formula One technical regulations, the FIA developed a new set of design and performance requirements for the new F2 frontal impact structure. This was aimed at increasing the impact angle, with the structure able to withstand the energy absorbed in case of longitudinal impact, specifically from 88kJ to 130kJ.

CHASSIS, SURVIVAL CELL UPDATE: This key development was the result of a complete review of the F2 chassis strength. This has included the development of an anti-intrusion panel test and specification, with side strength having been

increased up to 350kN, together with a frontal impact strength increase, from 350kN to 450kN.

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

COCKPIT PACKAGE AND STEERING

EFFORT: An extensive number of developments have been implemented by the FIA to enhance both comfort and safety for drivers. These take account of differing physiology between drivers, including males and females, so that the FIA can deliver on its core principle of inclusivity. These include innovations such as: (i) increasing the range of seat dimension and pedal positions, which now span 1.50m to 1.97m; and (ii) the introduction of technologies that will see a reduction in steering loads, by reducing the maximum torque from 50Nm to 30-35Nm.





WHO CONVENES NATIONAL ROAD SAFETY LEADERS TO ADVANCE TARGETS

Heads of National Road Safety Agencies from more than 100 countries came together for the first time for a global road safety summit to tackle the scourge of road crash deaths and injuries worldwide, with support from the FIA Foundation.

This was the first in-person meeting of the new World Health Organization-facilitated Global Network of Heads of Road Safety Agencies aimed to spur, aid and assess actions to meet the global goal of halving road crash deaths and injuries by 2030 that is set out in the Sustainable Development Goals (SDGs) and the United Nations Decade of Action for Road Safety 2021-2030. The FIA Foundation played a key role in the meeting. Executive Director Saul Billingsley moderated a session on national financing of road safety with agency heads from Costa Rica, India, Morocco, Saudi Arabia and Sweden. North America Director Natalie Draisin provided an inspirational summing up at the concluding session of the two-day meeting, while Senior Advisor Bella Dinh Zarr introduced a session on community action. Our partner organisations iRAP and Global NCAP also provided presentations in a session on practical implementation of the safe system.

“We must seize the moment of this landmark summit to lock-in life-saving national road safety strategies and action plans. National road safety agencies design and direct countries’ road safety plans. They must set clear, measurable goals that are rooted in evidence and are backed up by strong policies, laws, regulations and inclusive coordination,” Dr Etienne Krug, Director of the Department of the Social Determinants of Health at WHO, told the gathered officials. Dr Krug also announced that the fourth Global Ministerial Conference on Road Safety will be hosted by Morocco in Marrakesh on 18-19 February 2025.



The Global Plan for the UN Decade of Action for Road Safety 2021-2030 offers a blueprint for policy makers to create national and local road safety plans. It calls for a new vision for mobility that puts safety first, adopts a holistic and systems-focused approach, and ensures that all stakeholders meet their responsibilities. The summit, held in Stockholm on June 28-29, aimed to help countries share knowledge and experience around the role of national road safety agencies in strategic planning, setting roles and responsibilities, coordinating across sectors, financing and monitoring and evaluating their national road safety plans.

“We must urgently move from an old model of drab, dirty and dangerous streets built for cars, to safe, green and vibrant spaces designed and built for people”, says Dr Nhan Tran, Head of Safety and Mobility at WHO. “Mobility underpins so many other aspects of public health and development. By making walking and cycling safe, we can reduce air pollution and fight climate change. By prioritising the safety of vulnerable road users like pedestrians and cyclists, we can reduce poverty and tackle inequalities, including access to jobs, schools and gender equality.”



STELLANTIS' SAFETY STARS FAIL TO SHINE

"Building Stellantis while making a positive contribution to our society is a truly shared endeavour..." says the blurb in the name of Chairman John Elkann on the corporate website of car giant Stellantis.

Perhaps he forgot to share the endeavour with his engineers and marketing department.

This self-proclaimed "customer centric" company has been found wanting with regards to its Latin American customers in successive Latin NCAP tests during 2023. Stellantis was scolded by the independent car safety NGO, which is co-funded by the FIA Foundation, for misrepresenting the safety performance of its Jeep Renegade, which scored only a one-star occupant safety rating in 2023 for its latest version of the vehicle. Yet Stellantis had continued to promote the Jeep Renegade as a five-star car, based on a 2015 test of an earlier model under less rigorous test protocols. Manufacturers are only supposed to promote an NCAP star rating for up to four years, before submitting for renewed testing.

"It is unfortunate that Stellantis misleads consumers in the region by using a Latin NCAP result that simply cannot be applied to the newly tested Jeep Renegade", said Stephan Brodziak, Latin NCAP Chairman. "The brand should at least rectify this situation immediately and volunteer to evaluate any improvement in safety of this model. Taking into account that the human body is equally vulnerable to a collision anywhere in the world, we strongly urge Stellantis to put aside the pernicious practices of misleading advertising and vehicle safety double standards and to respect the consumers of the entire region, providing the same minimum level of protection in all markets where the Jeep Renegade is sold."



In another 2023 Latin NCAP test Stellantis scored zero stars for its Brazil-built Citroen C3, which was found to have failings including an unstable structure, weak protection in frontal impact, lack of side head protection and lack of seat belt reminders.

"It is alarming how Stellantis repeatedly dismisses basic safety for Latin Americans and unacceptable that their vehicles aim so low in safety while they know very well how to produce affordable and much safer cars", says Alejandro Furas, Secretary General of Latin NCAP. "Stellantis recently stated that 'once again we reinforce our commitment to the constant evolution of safety in our products and markets models with the most severe engineering, quality and approval requirements'; with this result, added to poor performance of the Strada, 208, Cronos/Argo among others, we strongly encourage them to review these requirements that are far from what they claim and what consumers in the region deserve".

Stellantis, from the Latin Stello, means 'someone who brightens with stars'. Ironic.





SOUTH AFRICAN LESSONS ON SAFE WALKING TO SCHOOL

The impact and lessons of the South African Walking Safely To School (WATCH) project, implemented by ChildSafe South Africa and supported by the FIA Foundation, were presented at a special event bringing together regional road safety leaders and decision-makers.

The 'Safe School Zones Colloquium', hosted in Cape Town during the seventh United Nations Global Road Safety Week in May, celebrated the achievements of the WATCH project which has been working to protect children on school journeys around six schools on the same road in Khayelitsha, Cape Town. The schools have been part of the project to protect and educate more than 6,300 children, working with more than 180 teachers and 500 parents. Significant changes have been made to the road including adding pedestrian crossings, speedbumps, and intersections as well as a range of road markings and signs. The changes are designed to protect children, and force drivers to slow down and be more aware of the risks when driving around the schools.

Child Safe was joined by a panel including FIA Foundation Executive Director Saul Billingsley to share results around the implementation of a Safe System approach to address vulnerable road user safety. Global Child Health Ambassador Zoleka Mandela also made a special visit to see the project and meet the students prior to the event.

Panellists at the event in Kirstenbosch National Botanical Garden included the Minister of Mobility for the Western Cape Government, as well as representatives from Red Cross Children's Hospital, the City of Cape Town, and the Western Cape Government. The panel consisting of representatives from the ministries, local authorities, Red Cross

Children's Hospital, FIA Foundation and Child Safe discussed the cross-cutting nature of road safety issues and the importance of addressing them at the local, national and international levels. The CEO of the Automobile Association of South Africa, Willem Groenewald, also spoke at the event and pledged support for further action to expand the scope of the Child Safe interventions.

"The safety of our children is a critical priority for the Western Cape Government. Children need to be able to get to school safely with reliable, affordable and sustainable mobility options", says Ricardo Mackenzie, Minister of Mobility for the Western Cape Government. "Our Western Cape Mobility Department's vision is simple: no one should be killed on our roads ever. There is still much work to be done to achieve this vision. It requires the collective efforts of all stakeholders - government, road safety activists, community leaders, and citizens - to continue working together towards safer roads for our children and future generations. I commend all the partners involved in the WATCH project, which is an excellent example of what can be achieved through collaboration and innovation."

"Our work on schools around Khayelitsha shows that our children can and should expect to be safe on the journeys to school", says Zaitoon Rabaney, Executive Director of Child Safe. "We desperately need inter-agency collaboration and target policies to roll out the interventions to slow speed that we know work."

South Africa has more than 12,500 road deaths annually, more than 35 a day, 41% of whom are pedestrians. Sub-Saharan Africa has the highest road traffic rates in the world, with 16% of road deaths despite having just 2% of the world's vehicles.





TRANSPORT: A MISSING LINK FOR ADOLESCENT HEALTHCARE

Adolescent girls' journeys to access sexual health services in four countries across Africa are often expensive, dangerous, and inaccessible, with key transport infrastructure needed to improve equitable access, according to a report published by the NGO Girl Effect and the FIA Foundation.

The report, *Mobility Matters: The role of transport services in supporting access to sexual reproductive health services for adolescent girls and young women*, focuses on the availability, accessibility, safety and reliability of existing mobility modes. Women and girls, particularly in low and middle-income countries, are facing a 'shadow pandemic' with higher rates of sexual violence, child marriage and teenage pregnancy as well as differential access to services and gender-specific restrictions to reproductive rights. Being able to access Sexual and Reproductive Health (SRH) services safely is more important than ever but there has been relatively little research to examine the journeys made by adolescents and young women to access these services.

To fill this research gap data was collected through Girl Effect's Technology Enabled Girl Ambassadors (TEGAs), a network of 18 to 24-year-old women trained in qualitative research methods, to develop a picture of girls' mobility experiences in a range of locations across Nigeria, Malawi, Tanzania, and Rwanda. The findings identify four core issues:

- Affordability - high and inconsistent pricing, especially for intermediate and last mile journeys which make journeys difficult to plan.
- Threat of sexual harassment and physical violence - there is significant fear of using public and intermediate modes of transport exposing them to harassment from other passengers, drivers, and members of the public.

- Infrastructure - transport infrastructure around mobility is poor with concerns about road safety from poor road design and maintenance, inadequate regulatory systems and dangerous driving.
- Accessibility - these challenges are even more complex for girls with disabilities and young mothers.

Whilst mobility is not the only challenge when accessing SRH services, the evidence of this study shows that it is an important one. The report, and the girls responding to the research, recommend a range of actions to deliver affordable, inclusive, and sustainable transport systems, led by and focused on women to deliver meaningful change, including: consistent and affordable costing practices; female and community-led transport; adjusted pricing for young mothers and girls with disabilities; greater regulatory systems; and greater investment in walking and cycling infrastructure.

"The shadow pandemic has restricted the access of young women to the health services that allow them safe, healthy and free lives", says Sheila Watson, FIA Foundation deputy director. "The role that mobility plays in restricting that access has been under-researched and the FIA Foundation is pleased this report with Girl Effect is meeting the data gaps. The findings of this report show that young women know what they need and how to achieve it - governments would do well to recognise these simple changes that would deliver better mobility and health for all."

Gertrude Sai, lead report author, added: "The barriers highlighted in this report by adolescent girls and young women speak to a wider issue; until concerns in transport and road infrastructure are addressed girls will continue to face barriers to their journeys to SRH services. The report also has a clear call to action in allowing more opportunities for young people to have an active role in transport planning to improve their well-being and that of their communities."

ROUND UP

TRANSPORT ENABLING SUSTAINABLE ECONOMIES: FIA FOUNDATION AT ITF

The FIA Foundation played a key role during the 2023 International Transport Forum (ITF) Summit, held in Leipzig in May, launching three reports with partners and hosting a sustainable mobility panel side event. The work covered a range of issues from global decarbonisation, gender imbalance and active mobility investment, connecting to the Summit's theme 'Transport enabling sustainable economies.'

The Foundation's multidisciplinary side event, 'The sustainable mobility jigsaw: fitting the pieces together to reach our goal' drew together an all-female panel speaking across infrastructure, decarbonisation, air quality and child safety. The event highlighted partner programmes funded by the FIA Foundation and how they fit together to create the change we need. The event was opened by Executive Director Saul Billingsley, moderated by Deputy Director Sheila Watson, and speakers included: Sandra Wappelhorst, ICCT Senior Researcher; Jill Warren, European Cyclists' Federation CEO; Ayikai Poswayo, Amend Programme Director; Heather Allen, equity and gender consultant' and Heather Thompson, ITDP CEO.

Three reports supported by the Foundation were launched: Examining the active mobility focus of ITF

member countries the Partnership for Active Travel and Health (PATH) launched the report *National Policies for Walking and Cycling in ITF Countries*. The World Bank's Sustainable Urban Mobility for All (SUM4All) initiative and POLIS launched *Gender imbalance in the transport sector: A toolkit for change*. More details on these reports are provided on the following pages.

The report 'Facilitating a Transition to Zero Emission Vehicles in the Global South' by the Institute of Transportation, UC Davis, funded by the FIA Foundation, examines the status of zero-emission vehicle (ZEV) uptake across the world and considers how to accelerate inclusive transitions. It was launched during a press event with a panel including both report authors, Pierpaolo Cazzola and Maria Santos Alfageme. This report is highlighted in the main section of the Annual Review.

The FIA Foundation also welcomed visits to our stand from the Irish Transport Minister Jack Chambers and Lithuanian Transport Minister Marius Skuodis, African Union Commissioner and FIA Foundation trustee, Amani Abou-Zeid, and Government of Saxony Minister for Economic Affairs Martin Dulig, as well as representatives from international bodies and key partners, including FIA Deputy President Tim Shearman and Secretary General (Mobility) Jacob Bangsgaard.





OECD COUNTRIES URGED TO BUILD ON WALKING AND CYCLING POLICIES

International Transport Forum (ITF) member countries are increasing their commitment to walking and cycling policies and strategies but more needs to be done to link climate, health and equity agendas, shows analysis by the Partnership for Active Travel and Health (PATH), supported by the FIA Foundation.

More than four-fifths of ITF countries boast walking policies and 41% have a related strategy, while 45% have a cycling policy but just one in five have a cycling strategy in place says the report 'National Policies for Walking and Cycling in ITF Countries.' The report is the first ever to combine analysis of walking and cycling policies in the 64 ITF member countries.

Almost all walking and cycling policies include commitments to the five key PATH calls to action to improve infrastructure, integrate with public transport, improve land use planning, coordinate campaigns, and commit to capacity building. The report highlights that translating policy into meaningful action requires dedicated staff, funding and evaluation. More than twice as many countries have committed funding to the delivery of cycling policy (76%) than walking (28%).

In a post-Covid context, the cross-cutting benefits of active mobility have become more prominent. While transport ministers lead more than half of walking and cycling policies, 21% of walking and 24% of cycling policies are cross-departmental to identify the cross-cutting benefits for health, climate, and equity. While road safety is the most common objective cited in 70% of walking policies and 83% of cycling policies, at least half also include an objective to increase participation, and climate change mitigation in 52% of walking and 76% of cycling policies.

"PATH partners seek to unlock walking and cycling's potential to accelerate the achievement of climate goals and other benefits, through greater prioritisation and investment including through national strategies and other policy instruments. Therefore it seemed fitting on the occasion of the ITF Summit to prepare a national policy analysis for walking and cycling in ITF countries," says Walk21 CEO Bronwen Thornton. "We found that the majority of ITF member countries are actively supporting the PATH call to create integrated and coherent strategies, including plans, funding and concrete actions for walking and cycling, though there are wide variations between countries and room for more action."



DAMAGING GENDER IMBALANCE IN TRANSPORT HIGHLIGHTED

Women face persistent barriers when entering and working in the transport sector at all levels, according to research and tools published by World Bank’s Sustainable Urban Mobility for All (SUM4All) initiative and POLIS, funded by the FIA Foundation.

The report *Gender imbalance in the transport sector: A toolkit for change* was launched at the International Transport Forum Summit in Leipzig in May. The report is the result of pioneering research which examined existing data and conducted in-depth interviews and surveys to build a comprehensive global analysis of employment practices and women’s lived experiences working in the sector. Just 16.8% of those working in transport worldwide are women, representing only 5.5% of the workforce in Arab States and 10% in Africa compared to 29% in North America.

Women working across the transport sector continue to face multiple challenges to entering, remaining, and advancing their careers. This study identified five key barriers which are critical to addressing the current gender imbalance:

- Gendered stereotyping remains strong with persistent occupational segregation, with women still underrepresented in many positions—particularly STEM-based roles and driving positions;
- Discriminatory workplace cultures persist including the risk of harassment and even violence;
- Lack of flexible working and childcare provisions limiting women’s ability to remain in the workplace;
- The glass ceiling remains, limiting opportunities for career progression and leadership roles;
- The approach to gender must be intersectional, recognising the interconnected issues of diversity including racial, sexual and socio-economic equality.

These findings demonstrate that policy frameworks lay the foundations for change, but cannot be solely relied on to achieve transformative change on the ground. Action at the leadership level, with comprehensive equitable employment systems and processes developed within organisations must build on policy, to translate it into tangible change.

The report highlights the importance of gender equity at a leadership level, as disparity here continues, placing transport as one of the worst-performing sectors in regard to gender balance. It is noteworthy, therefore, that the report also found that at the political level the disparity continues; just 7 of 64 International Transport Forum member countries and 15.5% of EU Member States have female ministers with transport portfolios. The report includes interviews with women occupying leadership positions and their lived experiences of breaking through the ‘glass ceiling.’



However, the research identifies a clear capacity, and urgency, for progress. To support this, the accompanying toolkit contains an extensive set of case studies and provides in-depth and practical recommendations for practitioners. With 25 case studies from transport organisations from across the world, including UPS, Kochi Metro, Go-Ahead Group, the International Longshore and Warehouse Union, (ILWU) Canada and Alta, it is a broad-ranging resource for practitioners across the sector, from aviation to maritime to public transport.

“The lack of gender diversity, in particular, is apparent. While we have seen a growing recognition of the necessity for change, displayed vividly in this study, translating words into action has been far slower”, says Karen Vancluysen, Secretary General, POLIS. “Sustainable and inclusive transport services cannot be delivered without a more diverse workforce. We need to be able to reflect and represent who we seek to serve, and at present, the transport workforce is far from achieving this much-needed diversity.”

MISSION TO COSTA RICA SEES RESULTS OF FOUNDATION FUNDING

Costa Rica's roads are being made safer by a series of projects and partnerships, bringing together government activity, international expertise, and long-term mobility activity by the Automobile Club of Costa Rica (ACCR), supported by the FIA Foundation.

The FIA Foundation joined ACCR to visit a number of projects supported in Costa Rica by the Costa Rica Road Safety Council (COSEVI) and the Institute for Transportation and Development Policy (ITDP). The FIA Foundation has worked with ACCR over many years and previously supported the club's road safety work to introduce mandatory seat belt and child restraint system use in cars.

COSEVI and ITDP are currently collaborating on a project trialling the Traffic Conflict Analysis technique which is being piloted in the coastal city of Puntarenas, directly supported by the FIA Foundation, with subsequent activities funded by the ACCR via an FIA road safety grant from the Foundation. Activity is focused around areas with high levels of vulnerable road users like schoolchildren and cyclists.

The initial findings and activity of the Traffic Conflict Analysis pilot were shared at the COSEVI conference 'Promoting safe and sustainable urban mobility

in Latin America.' The event aimed to facilitate knowledge and best practices exchange, while highlighting opportunities for further work across Costa Rica to deliver safe and healthy journeys to school.

ACCR, via the FIA, has funded the Girls On Track permanent exhibition at the Children's Museum in which encourages girls and young women to take an interest in STEM careers through motorsports. Girls on Track is an FIA programme, supported through the FIA Foundation, which has seen more than 2,000 girls all over the world participate since its inception in 2019.

During the visit, the FIA Foundation and the ACCR met with Costa Rican Vice Minister of Land Transport and Road Safety, Carlos Avila Arquin, and COSEVI Executive Director, Cindy Coto Calvo.

Daniel Coen, president of the Automobile Club of Costa Rica said: "The programmes that the ACCR has developed over the years for the benefit of national karting and motor racing, as well as the improvement of the capacities of its sports officials with its own funds and those coming from the FIA, in large part come to the latter from the Foundation. The visit of the FIA Foundation officials allowed us to show the organisation how we have invested the resources received."





JAMAICA TARGETS MOTORCYCLE HELMET SAFETY

The Jamaican National Helmet Wearing Coalition, mandated to advocate for increased helmet-wearing among riders and pillion, has been launched by the JN Foundation and National Road Safety Council, supported by the FIA Foundation.

The National Helmet Wearing Coalition's work will assist in addressing the widespread issues of lack of regulation for a helmet standard, lack of enforcement powers for police, and awareness among riders of the need for a safe helmet, regardless of existing laws and regulations.

Approximately 600 motorcyclists have been killed on Jamaican roads since 2012, according to the National Road Safety Council, more than 90% of whom were not wearing helmets at the time of the crash. Data from the Ministry of Transport and the Jamaica Constabulary Force indicate that these deaths account for approximately 30% of total deaths caused by road crashes in Jamaica over the period.

The first phase of the project will undertake research, stakeholder mapping and an engagement exercise will be run to examine and understand the current situation relating to helmets and helmet-wearing in Jamaica. This will be followed by the development of an action plan highlighting key milestones and policy objectives that will guide the activities of the National Helmet Wearing Coalition during and beyond the

timeframe of the project. The project builds on initial pilot work initiated by the FIA, through the FIA road safety programme.

"The FIA Foundation supports the 'Vision Zero' approach which seeks to redesign transportation to put people first; to engineer and manage highways, streets and vehicles within a 'Safe System' where no death or serious injury is accepted", says the charity's Programmes Director Aggie Krasnolucka. "This agreement is a testament to our commitment to reduce deaths on our roads globally."



"The Jamaica National Group, through the JN Foundation, is happy to be part of this agreement," adds its CEO Earl Jarrett. "We are a staunch advocate of road safety and preserving the lives of road users. We believe that this project, when implemented, will reduce road fatalities among motorcyclists."

PRESIDENT OF GHANA HANDS EXCELLENCE AWARD TO SAFE SCHOOLS AFRICA

The Safe Schools Africa programme, a joint project between Amend and FIA Foundation has received the inaugural International Road Federation (IRF) Excellence in Roads African Award, presented by Nana Addo Dankwa Akufo-Addo, President of the Republic of Ghana.

Safe Schools Africa is a collaboration between Amend and the FIA Foundation, with the support of the World Bank and the African Development Bank, among others. The programme provides proven-effective, targeted technical assistance on road projects in Sub-Saharan Africa to ensure that roads are designed and built safely for children and other vulnerable road users. Safe Schools Africa is built on the foundations of Amend’s award-winning School Area Road Safety Assessments and Improvements (SARSAI) programme. Through SARSAI, pedestrian infrastructure has been improved around more than 80 schools in nine countries across Africa, installing footpaths, speed humps, road signs and more. A multi-year, population-based impact evaluation of SARSAI, carried out by the US Centers for Disease Control and Prevention in 2015, found that the programme results in an over 26% reduction in injuries among children and a reduction in the severity of injuries that do occur.



The programme was selected by an independent, international panel of judges with expertise in the roads and transportation industry and the award was presented at the Third IRF Africa Regional Congress, held in Accra, Ghana.

Tom Bishop, Amend Programme Director, who accepted the award, said: “On behalf of Amend and the FIA Foundation, I was delighted to accept this prestigious award from the International Road Federation, presented by the President of Ghana, his Excellency, Nana Akufo-Addo. The award recognises the contribution that Safe Schools Africa is making to improve safety for children and other vulnerable road users across the continent. The presentation of the award by the President demonstrates both Ghana’s commitment to road safety and the recognition of Safe Schools Africa’s efforts at the highest levels.”

LUSAKA RECOGNISED FOR 30KM/H SAFETY DRIVE

The Zambian capital of Lusaka was named as recipient of the 2023 International Vision Zero for Youth Leadership Awards by the National Center for Safe Routes to School, with support from the FIA Foundation.

The International Vision Zero for Youth Leadership Award recognises road safety practices that can inspire other cities to take bold steps to reach zero traffic deaths among children and youth in their communities and was announced during the seventh UN Global Road Safety Week.

Lusaka was selected by the Award Committee in recognition of its leadership in reducing speed limits to 30 km/hr in school zones and all urban streets and making infrastructure improvements around schools. These measures will save lives by reducing speeds and creating more space in places where children – and people of all ages – are walking.

“I am humbled and honoured to accept the Vision Zero for Youth International Leadership Award on behalf of the city of Lusaka. This award is a testament to the hard work and dedication of our community partners. Together, we have made significant strides in improving road safety around our schools and reducing the risk of traffic injuries for our children and youth,” said Her Worship the Mayor Ms. Chilando Chitangala. “What began as a local effort to make our streets safer for children has now grown into a national movement, with a 30 km/hr speed limit enforced across urban roads throughout Zambia. Our commitment to the safety and well-being of our young people is unwavering, and we will continue to work tirelessly to create safer, more liveable communities for all.”

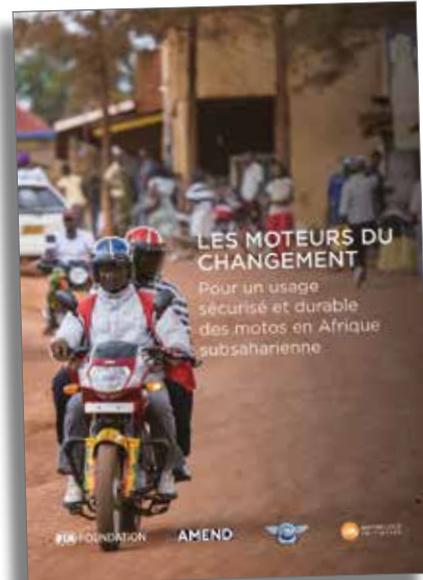


LES MOTEURS DU CHANGEMENT

A French language version of the Amend and FIA Foundation report 'Wheels of Change', on the rise of motorcycles in sub-Saharan motorcycles and their impact on safety, sustainability, and climate was launched in Lomé, Togo, in February.

Motorcyclists account for more than half of road deaths in many sub-Saharan countries including Togo where more than 70% of road deaths involve a motorcycle. There are 27 million registered motorcycles in sub-Saharan Africa in 2022, rising from just 5 million in 2010 and they have become significant sources of informal employment with 80% used as taxis or for delivery services. The health impacts of motorcycles are profound: Road traffic death rates continue to rise across Africa. As well as the risk of injury, there are also wider negative environmental, health and social impacts.

Ablamba Johnson, Minister for the Republic of Togo responsible for road safety, responded to the report by commenting: "The Ministry in charge of transport, in line with the Government's policy, is working tirelessly to strengthen road safety. It is committed to continuing motorcyclist training and licensing, as well as reorganising the motorcycle taxi sub-sector."



The report launch secured significant media interest in Togo. The Foundation and Amend also worked with a team from the UK's Daily Telegraph newspaper to explore the human impact of motorcycle injuries in the country. Journalist Tom Parry and photographer Simon Townsley published a lengthy and detailed report on the warlike conditions on Togo's roads and in hospital wards as the country tries to tackle a rising tide of death and injury on two wheels.



FIA Foundation Partnerships Director Rita Cuypers speaks to the media at the report launch in Togo.

UNITING AGAINST ONLINE ABUSE

Sport arouses great passions, but when emotions run high and passion turns to anger competitors can bear the brunt of aggressive, threatening and abusive social media. FIA President Mohammed Ben Sulayem has made tackling online abuse in sport a signature initiative.

Through the #UnitedAgainstOnlineAbuse campaign the FIA is building a coalition amongst international sporting organisations and governments to better understand online abuse and fight it more effectively.

“Sustained online toxicity has reached deplorable levels”, says Mohammed Ben Sulayem. “We will no longer tolerate FIA volunteers, officials, employees and drivers being subjected to this extreme abuse. It has no place in our sport and if it continues it could destroy it. We will take a collaborative approach in combatting this scourge on our sport and others.

We want everyone, the teams, drivers, media and fans to play their part. Only through collaborative action, can we bring about behavioural change. We are united against abuse. This journey has only just begun.”

The FIA is taking a knowledge-led approach to the campaign which includes the launch of six scholarships. These scholarships will invite researchers worldwide to collaborate against the global scourge of online hate speech in sport while earning a Masters by Research (MPhil).

The scholarships fall under the auspices of the FIA University and are being funded by the FIA

CANADIAN GRAND PRIX BOOSTS FEMALE ENGAGEMENT IN SPORT

During the 2023 Canada Grand Prix which welcomed 300,000 motorsport fans, Women in Motorsport Canada organised a booth staffed entirely by women in motorsport, offering women and girls the opportunity to participate and grow an interest in motorsport. The activity was supported by the FIA Sports Grants Programme funded by the FIA Foundation.

Visitors to the booth were able to meet and network with real racers and read about their accomplishments in short biographies that were displayed on a community bulletin board. About 350 girls and women tried the racing simulators, and the “haptic

Foundation as part of its charitable objective to ensure that motorsport is safe for all participants. The FIA is partnering with Dublin City University, one of the world’s leading centres for research in the field of online hate speech, on the initiative.

It will be a distance-learning programme spanning two years part-time and starting in January 2024. The FIA scholarship covers all academic fees and costs. The scholarship programme is part of the FIA’s Equality, Diversity and Inclusion commitment.

As part of the campaign the FIA also launched a White Paper in March, including research showing that across the European Union some 80% of people surveyed had encountered some form of online hate, with 40% of respondents claiming that they had been either left frightened or threatened by postings they had read online.



Jorge Viegas, President of the Fédération Internationale de Motocyclisme (FIM) joins FIA President Mohammed Ben Sulayem to unite the sporting federations against online abuse.

lounge” – a sofa with actuators similar to those of simulators – was seldom left unoccupied and was programmed to run in conjunction with a video showcasing the achievements of Canadian female drivers. Visitors particularly enjoyed the Lego-sponsored build table where they could build cars. Women in Motorsport Canada’s racing simulator package “WIMSim” was also launched at the event and includes guidance on how to train for esports as well as motor racing.



SLOVAKIA LEADS REGIONAL SCRUTINEER TRAINING

The Slovak Association of Motor Sport (SAMS) organised an international technical seminar to train scrutineers and build knowledge and skills ahead of the season with the aim of building a safer motorsport environment. Being a cluster project, it involved other regional clubs including the Autoclub of the Czech Republic (CCR), the Polish Automobile and Motorcycle Federation (PZM), the Österreichischer Automobil-Motorrad und Touring Club (ÖAMTC), and the National Automobilsport Federation of Hungary (MNASZ), with an extended invitation to Central

European Zone (CEZ) clubs. Around 50 participants from 10 countries attended the seminar and included those new to the field ensuring they received the technical knowhow and experience to apply in practice. The training, which was delivered by experts from the FIA Technical Department, also introduced the region's volunteers to new FIA activities and relevant rules, new tools and technology.



COSTA RICAN STARS OF TOMORROW

Following successful implementation of its Stars of Tomorrow entry-level karting programme from 2016-2021, the Automovil Club de Costa Rica (ACCR) obtained funding through the FIA Sports Grants Programme, supported by the FIA Foundation, to continue the project in 2023. Since its inception, more than 70 children aged nine to twelve participate every year. Ten children are selected and given the opportunity to take part in Costa Rica's karting championship. At least three continue in the championships every year consecutively. Ultimately, the programme aims to grow motor sport participation and to raise karting standards within

teams. The first ever all-female podiums and the first female national champions have emerged as a result of the Stars of Tomorrow programme.



IMMERSION PROGRAMME FOSTERS MOTORSPORT STARS OF TOMORROW

Aspiring motorsport leaders from across the globe took part in the intensive ten-day FIA Immersion Programme supported by the FIA Foundation.



The programme offers training, activities, and insights into the FIA's organisation with its focus on safe, sustainable and accessible motor sport and mobility worldwide. The third iteration of the programme welcomed nine Club members from Algeria, Brazil, Hungary, Kenya, Malta, New Zealand, Saudi Arabia, the Cayman Islands, and Uruguay. Participants had

the opportunity to visit and learn about various FIA Departments, from safety and sport the marketing and the People and Culture Department at the Paris and Geneva headquarters. The insights gathered by participants are designed to serve as the foundation for tailored development plans, driving positive change in their regions.

The final stage of the programme saw the participants join the Rallye International du Valais as integral members of the operational team to give them first-hand experience of how to run successful sporting events.

"I am excited to welcome the participants of this third edition of the FIA Immersion Programme", said FIA Deputy President for Sport Robert Reid. "This educational journey will undoubtedly provide them with a unique opportunity to uncover the inner workings of the FIA and gain priceless insights into the realm of motorsport."

TRUE EVIDENCE POINTS TO WARSAW LOW EMISSION ZONE

A low-emission zone (LEZ) in Warsaw, Poland could help reduce NOx emissions by 30% and PM emissions by 57% by 2025 according to analysis by the FIA Foundation's TRUE emissions initiative.

The Mayor of Warsaw, Rafał Trzaskowski, announced early in 2023 that the city intends to introduce a clean air zone to restrict access for some of the vehicles with the highest tailpipe emissions. One of the most polluted cities in Europe, Warsaw suffers from high levels of nitrogen oxides (NOx) and particulate matter (PM) tailpipe emissions. A previous TRUE remote sensing study in the city with the support of the Clean Air Fund revealed that actions which target the oldest and highest-emitting vehicle groups can have a disproportionate positive impact on reducing air pollutant emissions while affecting only a small portion of the Warsaw fleet.



NASA NEPAL LEADS STAR RATING FOR SCHOOLS CAMPAIGN

The first-ever Nepalese Star Rating for Schools (SR4S) campaign has been completed by Nepal Automobile Association (NASA Nepal), with the support of the FIA Foundation.

Infrastructure around 14 schools in the Kathmandu Valley and the Nuwakot District were assessed and upgraded using iRAP's Star Rating for Schools (SR4S) system. All the school zones achieved at least a three-star rating, with three schools being updated to 5-star ratings. More than 5,000 school students were provided with road safety education under this campaign. The project concluded with an official ceremony in Kathmandu, where the results of the

The analysis - outlined in a TRUE Initiative technical note - models how two different LEZ designs could impact both air pollutant emissions and vehicle drivers in Warsaw, using data from TRUE's previous real-world emissions testing analysis. Both models would ban diesel vehicles certified to below Euro 4 and gasoline vehicles certified to below Euro 2, by 2024. As most of the oldest vehicles in the 2020 Warsaw fleet are expected to be off the streets by 2024, the first phase of restrictions would affect vehicles that account for just 3% of the passenger car traffic but account for 11% of the total NOx emissions and 23% of the total PM emissions from the passenger car fleet. Expanding restrictions to limit diesel vehicles certified to Euro 4 and gasoline vehicles certified to Euro 2 by 2025, analysis shows, could help Warsaw reduce NOx emissions by 30% and PM emissions by 57% or, in a slower transition to phase two, starting in 2026, the city could expect reductions of up to 28% of NOx and 55% of PM emissions.

Rafał Trzaskowski, said: "87 percent of Warsaw's residents want local authorities to take action to reduce air pollution, and 76 percent favour implementing a Low Emission Zone. Creating Low Emission Zones in cities with over 100,000 inhabitants is one of the milestones of the National Reconstruction Plan. Warsaw takes its obligations to residents and the law seriously, which is why we want to implement a Low Emission Zone in the Capital in mid-2024. However, before any action is taken, the citizens of Warsaw are invited to discuss the project. We want to know their opinion on the specific solutions we are proposing."



project were presented to Members of the Parliament, representatives of the Ministries of Transport and Health, Department of Transport Management, National Road Safety Council, Nepal Traffic Police, local NGOs, and other stakeholders.



TEN CITIES CHOSEN TO DELIVER STREETS FOR KIDS

Ten cities working to make streets safer, more accessible, and more enjoyable for children and their caregivers are taking their work to new levels in 2023 as Streets for Kids Selected Cities with the help of the Global Designing Cities Initiative's (GDCI) team of experts.

Each of the 10 selected cities receive up to USD 20,000 along with technical assistance from GDCI's Streets for Kids team. GDCI's Streets for Kids programme aims to help improve the lives of kids in

BHARAT NCAP LAUNCHED TO ADVANCE SAFER CARS FOR INDIA

In a significant milestone for road safety in India, the Bharat New Car Assessment Program (Bharat NCAP) has been launched by the Indian government. The announcement of the new government crash test programme is a direct result of the Safer Cars for India Campaign, led by Global NCAP and the Institute for Road Safety Education (IRTE). For almost a decade this consumer campaign has independently crash tested popular cars in India and published the results, generating huge media attention. Bloomberg Philanthropies and the FIA Foundation funded the campaign.

Bharat NCAP was formally launched by Union Minister of Road Transport and Highways, Nitin Gadkari at a ceremony attended by David Ward, President of Global NCAP, in August. The initiative aims to address the alarming rate of road traffic fatalities and injuries in the country by improving vehicle safety standards. The launch of Bharat NCAP marks a pivotal moment in India's efforts to improve automotive safety.

cities by inspiring leaders, informing practitioners, and empowering communities to understand cities through the lens of children and their caregivers and to take action on their streets to ensure a cleaner, healthier, and safer future. The Streets for Kids programme is supported by the Bernard Van Leer Foundation, the FIA Foundation, and Fondation Botnar.

The 10 GDCI's 2023 Streets for Kids Selected Cities are: Abuja, Nigeria; Cuenca, Ecuador; Istanbul, Turkey; Leon, Mexico; Lima, Peru; Lusaka, Zambia; Recife, Brazil; Santiago, Chile; Solo, Indonesia; and Tyre, Lebanon.

"More and more cities around the world are realising we need to plan for, design, and implement Streets for Kids," says Skye Duncan, Executive Director of Global Designing Cities Initiative. "We are thrilled that this year's 10 selected cities have shown that they are thinking strategically about this work and have the political courage and leadership to make it a reality."

"Streets that are safe for kids are essential infrastructure for cities," says Janette Sadik-Khan, GDCI chair. "By building the needs of children into sidewalks and crossings, we create the foundation for strong communities and help streets come alive with new possibilities for everyone."

"Every hour we have 47 accidents and 18 deaths in India. 70 percent of deaths in road accidents in India are between the age group 18 to 34 years," said Minister Nitin Gadkari.



India is the world's sixth-largest car market but, until now, has lacked a dedicated testing programme to evaluate vehicle safety. The new programme will see cars sold in India assigned NCAP star ratings and is the 10th NCAP worldwide.

2023 PROGRAMME RESULTS

Selection of results from our programme partners from September 2022 - September 2023

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

Partners from iRAP, AIP Foundation and Anditi and the University of Zagreb (FPZ, FER) have been awarded USD\$2 million in grant funding from Google.org, to provide children with a safer journey to school in Vietnam through technological solutions such as AI, satellite imagery and Street-View images to detect road safety risks. This work will complement and build upon the development and implementation of the YEA Youth Engagement App already piloted with 1800 students in Vietnam and supported by Botnar Foundation and FIA Foundation.

Advocacy by the Global Alliance of NGOs for Road Safety Incubator members led to adoption of law reducing speed around schools to 30km/h in Senegal. In Argentina nine municipalities around Buenos Aires have made specific commitments to implement 30 km/h zones, and five have already implemented them. In India, State of Punjab, changes include reduced speed limits of 25 km/h around schools for all categories of roads and vehicles.

EASST and the National Road Safety Council NGO (NRSC) in Armenia secured 30km/h school speed zones in the Draft National Road Safety Strategy and Action Plan; the Georgia Partnership for Road Safety (PFRS) successfully advocated for 30km/h speed zones around schools in the cities of Rustavi, Tbilisi, and Zugdidi. In Zugdidi, the municipal authorities have made this a policy priority.

Walking Safely to School (WATCH Khayelitsha) project by Childsafe in Cape Town, Safe Africa, has secured co-funding of EUR 13,769 from the City of Cape Town Municipality for safety modifications, and the project catalysed a scaling up of the Cape Town pilot in Gauteng province.

The Safe Schools Africa programme received the International Roads Federation (IRF) Excellence in Roads African Award presented by the President of Ghana, Nana Akufo-Addo at the 3rd IRF Africa Regional Congress in Accra.

The World Bank is contributing USD 225,000 to the scale-up of Rio's Safe Routes to School Programme by ITDP Brazil to fund extensive surveys and road safety audits.

Authorities of Pleiku City, Vietnam agreed co-funding of US\$ 83,000 for safety improvements around eight schools as part of Safe School Zone project by AIP Foundation.

Safe Schools Africa has secured €300,000 funding from the French Development Agency (AfD) for six school zone improvements in St Louis and Thiès, Senegal and Bouaké, Côte d'Ivoire; and US\$750,000 from the World Bank for safe school infrastructure on a corridor road in Mozambique.

GLOBAL FUEL ECONOMY INITIATIVE

UNEP is now supporting close to 50 mobility country projects with fleet transformation (electrification and fuel efficiency).



The Australian government has launched a public consultation on introducing mandatory national fuel efficiency. In Kenya, the Foundation supported work on the national e-mobility toolbox and the participation of government staff in related workshops. The submission of a budget proposal for the reduction of taxes, excises and levies to incentivise the uptake of electric mobility has shown concrete impact.

The report 'Facilitating a Transition to Zero Emission Vehicles in the Global South' by the Institute of Transportation, UC Davis emphasised the importance of international cooperation, increased funding, and the significance of the COP process in facilitating policy developments.



UNEP published a report summarising all the work carried out by GFEI and its partners in 68 countries with a cumulative fleet total of 30 million light-duty vehicles.

ADOLESCENT HEALTH

Our SDG Summit event was attended by 16 governments. 10 highlighted their policies/commitments to advance adolescent well-being policy priorities and UNFPA, WHO, EU, AU and PMNCH were represented. The President of South Africa stressed the importance of investing in adolescent priorities.



10 philanthropies, including the FIA Foundation, made commitments for the adolescent agenda at the Clinton Global Initiative.

Botswana, Mexico and South Africa presented high level political commitments on road safety.



Direct engagement with FCDO and UK NGO partners on international development policies. UK development minister highlighted road safety at the Global Adolescent Forum.

MOTORCYCLE INITIATIVE

In Mexico a requirement to wear a certified helmet by riders has been incorporated into State laws as part of their harmonisation process with the General Law on Mobility and Road Safety. Nine States have now reformed their laws to make the use of certified helmets mandatory; with Jalisco and Mexico City already including it in their traffic regulations.



Wheels of Change. Safe and Sustainable Motorcycles in Sub-Saharan Africa report released by Amend to review key issues surrounding motorcycles in Africa and to provide recommendations on how to maximise the benefits that motorcycles offer and to reduce the risks.

The ECE 22.05 helmet model was approved by the Government of Vietnam thanks to the advocacy of AIP Foundation and Protec.



The National Transport Safety Agency in Kenya agreed to become a permanent host of the National Helmet Wearing Coalition. The Coalition is now chaired by Kenyan stakeholders on a revolving basis, indicating a strong transition to Kenyan ownership.

TRUE REAL URBAN EMISSIONS

The total number of records in TRUE databases is ~75 million and the programme is engaged in 38 cities and municipalities globally.



In Krakow, Poland authorities have voted to introduce a Low Emission Zone to the city, the first of its kind in Poland and Eastern Europe, which was supported by remote sensor data analysed by TRUE partner the ICCT and knowledge sharing through the TRUE City Symposium.

PATH

On the occasion of the COP27, the Partnership for Active Travel and Health, alongside supporters of more walking and cycling, issued a letter to governments and cities which was signed by over 400 civil society organisations from all over the world.



To advance the global advocacy a number of reports launched: Protected Bike Lanes Protect the Climate produced by ITDP and Make Way for Walking & Cycling and first ever report that analyses walking and cycling policies in the 64 ITF member countries – National Policies for Walking and Cycling in ITF Countries.

STAR RATING FOR SCHOOLS

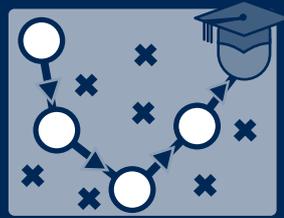
285 new schools assessed in last 12 months (running total now is 1,229) with 117 locations receiving upgrades and 207,778 students benefiting from new safety measures.



Average star rating more than doubled, from 1.7 to 3.7 stars out of 5; locations with 30km/h or lower speed limit increased from 29% to 85% and locations with speed management (or traffic calming) increased from 17% to 74%. Locations with pedestrian crossing facilities increased from 45% to 96% of the improved locations and locations with sidewalks increased from 70% to 86%.

UNICEF'S SAFE JOURNEYS TO SCHOOL

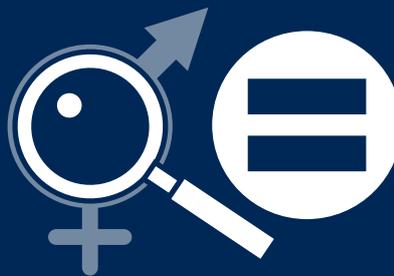
UNICEF Global Technical Guidance for child and adolescent injury prevention was released to support Global, Regional and Country level action for children and adolescents as a critical component of the UNICEF 2022-2025 Strategic Plan.



UNICEF engaged and advocated youth road safety in the G20 co-branded event Health of Youth Wealth of Nation. Road safety was one of the four key themes with specific recommendations in the final outcome document to G-20 Member States.

GENDER RESEARCH

The report 'Gender imbalance in the transport sector: A toolkit for change' was launched at the International Transport Forum Summit in Leipzig, by World Bank's Sustainable Urban Mobility for All (SUM4All) initiative and POLIS, funded by the FIA Foundation.



Four ITF member countries, Canada, Chile, New Zealand, and Sweden and Voi Technology and Michelin were interviewed for the joint ITF and FIA Foundation report 'Gender equality and the role of women in decarbonising transport.'

UNITED AGAINST ONLINE HATE

The FIA has launched the United against Online Hate in sport campaign that consists of coalition-building, research and the use of AI technology to help the FIA detect and reduce levels of online hate speech on its social channels. The FIA also announced six fully-funded Masters by Research degree scholarships in collaboration with the Dublin City University.



FIA ROAD SAFETY INDEX

The FIA and developer AFRY launched the FIA Road Safety Index tool to measure and improve companies' safety footprint. Total Energies is the first private sector company to receive 3-star recognition.



STRATEGIC YOUTH ADVOCACY FOR SAFE AND SUSTAINABLE MOBILITY

720 new young advocates joined the Global Youth Coalition for Road Safety, making it a total of 1,806 youth from 121 countries actively advocating for recognition of safe mobility as their right. 83 leaders participated in 36 local and global events on Road Safety, Sustainable Mobility, Public Health and Climate Action; 14 spoke at eight high-level meetings.



Two policy briefs were launched to showcase the connection between road safety and SDG 11 and 13 in the context of youth mobility and the Policymakers Toolkit on Meaningful Youth Engagement in Road Safety was translated into Spanish.

GLOBAL NCAP

Bharat New Car Assessment Program (Bharat NCAP) has been launched by the Indian government. The announcement of the new government crash test programme is a direct result of Global NCAP's Safer Cars for India Campaign, in partnership with the Institute for Road Traffic Education (IRTE). It becomes the world's 10th new car assessment programme.



GDCI'S STREETS FOR KIDS

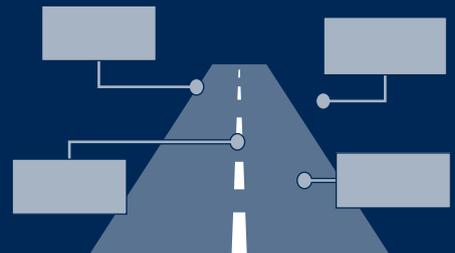
Streets for Kids Leadership Accelerator provided an eight-month virtual programme for 60 urban planner, engineers and educators from 20 cities over six continents, to train them on child and family-friendly street design.



Technical support to Streets for Kids projects in 10 cities has generated ongoing commitments from five city mayors and, based on the success of two of the pilots, pop-up changes have been made permanent. Further, 80% of the projects have introduced kids' engagement techniques based on the learnings from the previous Leadership Accelerator. The cities include: Abuja, Nigeria; Cuenca, Ecuador; Istanbul, Turkey; Leon, Mexico; Lima, Peru; Lusaka, Zambia; Recife, Brazil; Santiago, Chile; Solo, Indonesia; and Tyre, Lebanon.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME (IRAP)

268,057 kilometres of roads and designs assessed in last 12 months in 19 new countries (cumulative 3.3 million kilometres in 128 countries). Safety in 174 countries influenced with over USD\$100 billion of road infrastructure investment leveraged.



8,965 people trained, and training delivered in 19 languages. 241 people accredited to deliver iRAP specification services on projects world-wide and 18 accredited inspection systems. 100% of clients rated iRAP accredited practitioners performance as Excellent or Very Good.



iRAP is now working with 28,000+ partners across the world providing the tools, training and support to help them make their roads safer (an additional 3,370 in the last year).

DELFT 2023

Delft Road Safety Course on the Safe System approach for road safety professionals from low-and middle-income countries trained 27 alumni online from 22 countries and 21 out of the 27 alumni completed both the online and onsite course.



FIA ROAD SAFETY AND SUSTAINABLE MOBILITY GRANTS PROGRAMME

77 schools have been assessed and 59 upgraded, 25 000 children have been reached through the FIA School Assessment Toolkit Programme implemented under the Transformation stream of the grants.



40 road safety experts from member clubs have been trained through the Delft Road Safety University Course. 2 research studies have been published on accessibility in micromobility and cost of motoring.

13,000 motorcycle riders have been trained in Turkey, Peru, Poland and Czech Republic and 1000 helmets have been distributed in India and Philippines.



HeadsUp campaign has directly reached 22,000 with motorcycle helmet safety messages. 14 million indirectly reached in Bangladesh, Cambodia, India, Indonesia, Philippines, Thailand and Vietnam.

12,300 users in Australia and 4300 worldwide trained through the interactive Drive in the Moment platform.



29 member clubs awarded with the FIA Road Safety and Sustainable Mobility Grants across different thematic areas of road safety.

ENVIRONMENTAL ACCREDITATION PROGRAMME

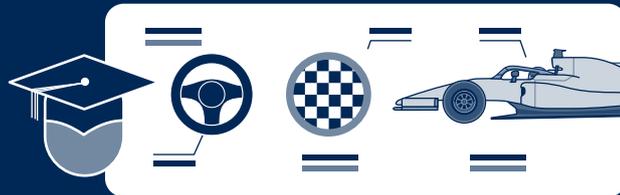


11 sustainable mobility initiatives supported.

In Nigeria, the ATCN organised advocacy events focusing on pollution caused by end-of life tyres. 200 drivers participated in training sessions.

MOTOR SPORT SAFETY TRAINING

Promoting safe motor sport through continuous training delivered worldwide: 20,318 grassroots drivers; 40 rally drifting officials; 15 senior scrutineers; 68 train the trainer participants; 1,401 marshals training participants, 55 senior officials training participants, 63 race directors; 164 rally marshals training participants; 60 rally driver participants; 24,945 rally officials and 90 hill climb officials.



MOTORSPORT SAFETY RESEARCH

52 research projects, 12 completed, six on hold and 34 active and new projects approved. The latest projects include the definition of Safety Requirements for Hydrogen Cars and Electric Vehicle Consolidation of Safety Requirements.



Findings from accident investigations were incorporated into 4 safety-related updates to FIA sporting and technical regulations released; 5 safety related updates to FIA standards, appendices and guidelines.

Fatal incident statistics stand at 28 at the end of August 2023 (pre COVID average of 39 over the last 8 years) with one in FIA sanctioned event (Dakar), 13 in ASN & ASN affiliate and 14 in non ASN.



1171 individual participants joined the Safety Week online event. Representing 101 countries with three sessions averaged per participant and 3513 sessions viewed.



33 FIA Safety Bulletins shared on Foundation website.



EUROPE

30 KM/H SPEED LIMITS ADVOCACY AND LEGISLATION

Automobile Club of Moldova (ACM) and EASST successfully advocated for new low-speed legislation in Moldova which now requires vehicle speed limits below 30km/h around schools, parks and historical zones of cities. From early 2023, municipal governments across the country began to implement the new law.



UNICEF Moldova in collaboration with ACM assessed and star rated environment around three schools in three cities in northern Moldova which was followed by Infrastructural upgrades to support 30km/h speed limits.



Partnership for Road Safety (PfRS) in Georgia has secured support from municipal authorities for 30km/h speed zones around schools in Rustavi, Tbilisi, and Zugdidi. Across the three cities, over 90 schools had speed reductions implemented, including every school in Zugdidi city now having a school zone speed limit of 30km/h.

The National Road Safety Council NGO (NRSC) in Armenia succeeded in getting 30km/h school speed zones included in the Draft National Road Safety Strategy and Action Plan. It is expected that this Strategy will be formally accepted by the government by the end of 2023.

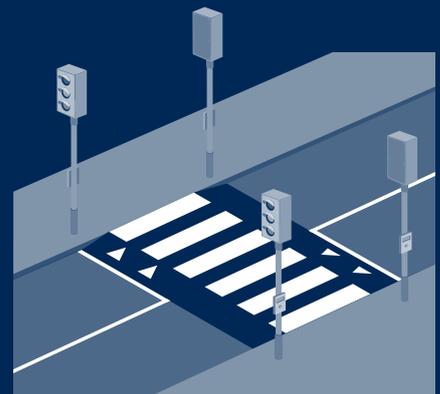
INCREASED SPEED ENFORCEMENT BY TRAFFIC POLICE AROUND SCHOOL ZONES

A high level of engagement from the Traffic Police in Kyrgyzstan resulted in a public commitment from the Head of the Traffic Police to work towards reducing speed limits to 30km/h as a pilot initiative outside selected schools.



SAFER CROSSINGS/SPEED MANAGEMENT INFRASTRUCTURE

New speed management infrastructure and pedestrian facilities have been installed around 22 schools across the EASST region, providing a safer environment for over 40,000 learners in Azerbaijan, Georgia, Kyrgyzstan, Moldova, Mongolia and Tajikistan. The upgrades typically include new zebra crossings, high visibility signage, along with speed reductions. Speed bumps and signalised traffic lights are also installed.



TRUCK SAFETY

The EU has implemented a new law to improve visibility for truck drivers, advocated for by Transport and Environment, supported by the FIA Foundation. By January 2026, all newly approved vehicle designs must meet these standards across the European Union and the United Kingdom. Three years later, every newly sold truck must comply, regardless of its type approval date.



AFRICA & MIDDLE EAST

VISION ZERO FOR YOUTH IN AFRICA

2023 Vision Zero for Youth International Leadership Award presented to Lusaka, Zambia in recognition of the city's leadership in reducing speed limits to 30 km/h in school zones and all urban streets and making infrastructure improvements around schools.



30KM/H ADVOCACY AND LEGISLATION

In Senegal, a law mandating 30 km/h limits around all schools in the country has been approved. Global Alliance for Road Safety NGO's Incubator programme mentored the NGO LASER International who have been instrumental in advising the Ministry for Infrastructure and Transport on the drafting of the new law. The NGO worked with municipal mayors who acted as champions to petition Ministers of the national parliament to adopt 30 km/h around schools into national policy. The text was included in amendments to the road code, drafted by the Minister of Transport, to incorporate the mandate for 30 km/h limits in school zones.



MOTORCYCLE HELMET SAFETY

Revised version of the National Road Safety Action Plan recognises the importance of setting up a helmet testing lab in Kenya aligning with objectives of Kenya Helmet Coalition.



National Transport Safety Agency in Kenya agreed to become a permanent host of the National Helmet Wearing Coalition. Coalition is now chaired by Kenyan stakeholders on a revolving basis, indicating a strong transition to Kenya ownership.

Healthy People Rwanda and partners have begun developing a helmet standard with the commitment and foundation work from Rwanda Bureau of Standards to host the testing lab and collaboration with academics to design helmet research projects.

239 riders were trained in road safety awareness including helmet safety based on the training developed by the Coalition.

Kenya Helmet Wearing Coalition has raised over \$135,000 in support of the motorcycle related legislative change activities.

SHARE THE ROAD

As a result of a three-year UNEP Share the Road advocacy project for increased investment in Active Mobility, national and city commitments have been unlocked in 3 countries - Rwanda, Zambia and Ethiopia. With support from local partners Global Green Growth Institute, UNDP and World Resource Institute.

Africa Network for Walking and Cycling (ANWAC) has grown to 200 members.



800

Pan African Action Plan for Active Mobility is currently in development and over 700 people have been consulted. The action plan will act as the guiding commitment for the whole region to work towards over the next 10 years.



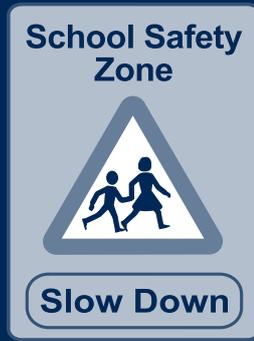
SAFE SCHOOLS AFRICA

The Safe Schools Africa programme is working to improve safety of children walking to and from school. Team is consulting projects in Ghana, Mozambique, Tanzania, Zambia, Senegal and Cote d'Ivoire. Amend has also collaborated with FIA member clubs in Mozambique, Botswana and Côte d'Ivoire on implementation of the SARSAL demonstration projects.



SAFE SCHOOLS AFRICA

Requirements for safe school zones/safe infrastructure for children embedded in project procurement documentation for new roads. Safe school zone recommendations included on Request for Proposals documentation in Zambia writing safe school zones into the project plan.



Approx US\$750,000 budget has been allocated for safe school infrastructure in Mozambique covering 15 highest risk schools directly along the project corridor road.

The Safe Schools Africa programme was awarded the International Roads Federation (IRF) Excellence in Roads African Award at the 3rd IRF Africa Regional Congress in Accra, Ghana. The award was presented to Amend by the President of Ghana, Nana Akufo-Addo.



Safe School infrastructure recommendations put forward to cover 111 schools (103,956 children) within 2,000km of project roads. This includes 61 schools (56,356 children) directly along project roads (within 500m of road).

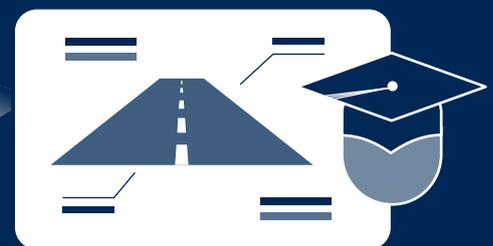
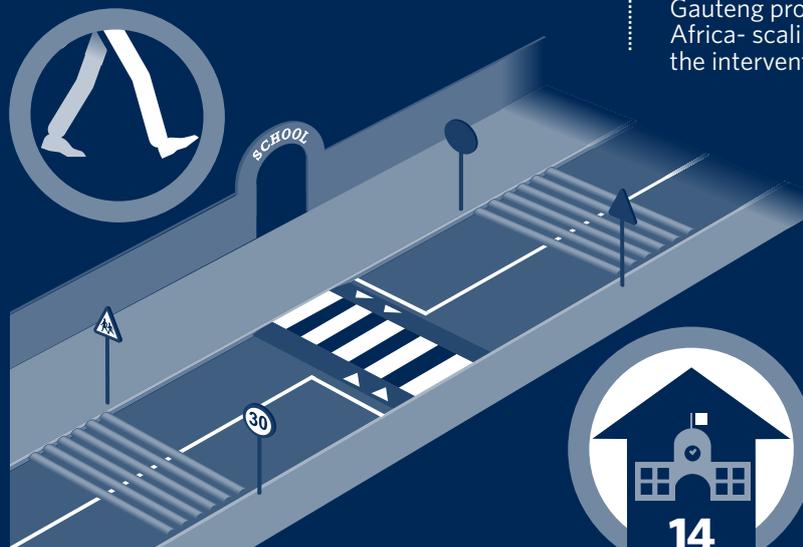


French Development Agency (AFD) is the third development partner of Safe Schools Africa committing an initial €300,000 for projects in Senegal and Côte d'Ivoire.

CHILD SAFETY IN SOUTH AFRICA

7000 children from six schools in Cape Town, South Africa benefitted from Walking Safely to School (WATCH Khayelitsha) project by ChildSafe. Safety modifications included speed humps, raised pedestrian crossings, improved road markings and signage. A toolkit was created to guide schools and local authorities to replicate and scale up the model.

The project generated additional EUR 13,769 from the City of Cape Town Municipality for safety modifications and catalysed two additional initiatives - 14 schools in Cape Town in partnership with UNICEF and future 10 schools in Gauteng province with AA South Africa- scaling up the impact of the intervention.



UNICEF South Africa in collaboration with Child Safe South Africa completed SR4S assessments of 14 schools in 30 locations in Cape Town with improvement interventions and educational workshop underway to support safe school zones.

AMERICAS

VISION ZERO IN US

Coordinated by the FIA Foundation, 20 key government and nongovernment stakeholder organisations formed the Global Road Safety Committee to motivate and coordinate contributions to global road safety. The Committee is the result of negotiation with Biden Administration to fill a gap left by the discontinuation of meetings previously sponsored by the U.S. State Department. The U.S. Department of Transportation is engaged and supportive.

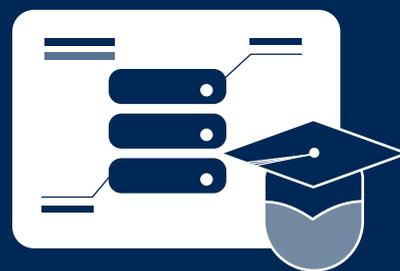
Assistance with Safe System adoption is being provided to the Native American Blackfeet Nation, the East End District of Houston, Texas, and the City of Baltimore as part of the Biden Administration's signature Safe Streets and Roads for All (SS4A) grant programme, in conjunction with the FIA Foundation, Johns Hopkins Bloomberg School of Public Health, and Traffic Injury Research Foundation. US communities are collaborating with international experts to implement the grant.



Catalysed by FIA Foundation funding, two new agreements were secured to further support Safe System dissemination and adoption. \$5.4 million agreement with the USDOT to develop strategies for integrating Safe System principles in traffic law enforcement. The agreement from the AAA Foundation for Traffic Safety provides \$450,000 for work to facilitate public education concerning Safe System improvements and to develop guidance for collaboration between local roadway professionals and community safety advocates.



VISION ZERO



Regional Exchange programme planning in coordination with the US DOT was launched to assist the DOT with gathering national and city governments from South America for a series of workshops on data system development.

VISION ZERO FOR YOUTH

2023 Vision Zero for Youth US Leadership Award presented to Lincoln, Nebraska to recognise establishment of school zone standards, including improvements of safety in underserved neighbourhood schools.

National Walk & Roll to School Day featured the presentation of the 2022 Vision Zero for Youth US Leadership Award to Seattle. Nationwide 3,233 events were held, demonstrating continued commitment to safe walking and biking.



WALK, BIKE & ROLL TO SCHOOL DAY

National Bike & Roll to School Day held in May in Washington, DC brought together students, caregivers and teachers from more than 15 schools. Community leaders and representatives from government and non-governmental organisations were present and the DOT offered high level remarks from every Agency leader endorsing the Vision Zero for Youth.

1130 children and 282 caregivers participated in the workshops and 851 people across 11 cities in Mexico and 1016 people in 13 schools across Costa Rica took place in the 2022 Walk and Roll to School. 33 workshops on road safety and air quality were organised, 9 walks, 2 bike rides, 3 hybrid events, one tactical urbanism intervention and various accompanying activities.



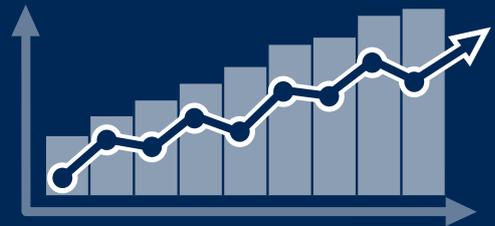
YOUTH ENGAGEMENT IN ROAD SAFETY

Engaging Youth to Advance Safer Streets for All - youth engagement guide and recommendations, co-written by the Vision Zero for Youth advocacy team and National Center for Safe Routes To School, launched. It showcases roles of youth in advancing road safety and recommendations for adults and youth in fostering successful partnerships and features the voices of youth.



TRAFFIC CONFLICT ANALYSIS IN COSTA RICA

The Traffic Conflict Analysis Guide featuring methodology and findings from field observation was developed through the collaboration of COSEVI, ITDP Mexico and the Automobile Club of Costa Rica. It will guide permanent redevelopments of selected high risk intersection in Puntarenas, including 20 intersections and 5 tactical urbanism interventions. It has also led to government commitments to reduce deaths by half and increase protective infrastructure.

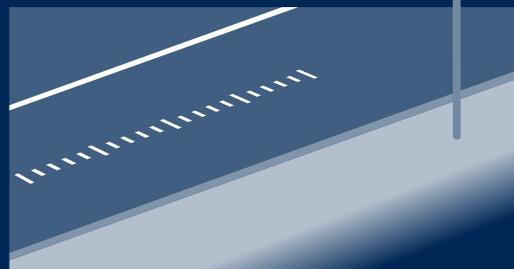


VISION ZERO FOR YOUTH IN MEXICO

Monterrey Municipality has intervened at 50 crossings to increase safety as a result of the mayoral commitments at the 2021 Walk and Bike to School Day.



Speed Camera Studies conducted in Sao Paulo (Brazil), Guadalajara and Mexico City to showcase an impact on reducing fatalities. ITDP is now working with respective governments and stakeholders to facilitate inclusion of speed control measures.

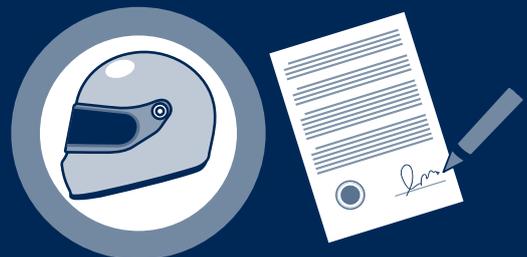


Traffic conflict technique was implemented in the second largest school in Mexico and resulted in a 70% decrease in conflicts among a population of 9,000 students. The Administration is now investing in scaling it up.



MOTORCYCLE HELMET SAFETY IN MEXICO

Risks associated with lack of certified helmets have been recognised and incorporated into State laws as part of their harmonisation process with the General Law on Mobility and Road Safety in Mexico. 9 States have now reformed their laws to make the use of certified helmets mandatory; with Jalisco and Mexico City already including it to their traffic regulations.



SCALING UP SAFE SCHOOLS IN RIO, BRAZIL

ITDP Brazil has supported the improvement of Rio's Safe Routes to School Programme since 2021. Safety of 23 school areas was improved with traffic calming measures between April 2022 and August 2023, involving 2000 students in the street redesign process and benefitting more than 12,000 students.



The World Bank has joined to support the scale-up of Rio's Safe Routes to School Programme with the investment of USD 225,000 to fund extensive surveys and road safety audits.



30KM/H ADVOCACY IN ARGENTINA

Asociacion Madres Del Dolor and Luchemos por la Vida, a participant of the Global Alliance for Road Safety NGOs Incubator, have successfully advocated for 30 km/h streets to protect pedestrians and cyclists in Argentina. So far, 9 municipalities around Buenos Aires have made specific commitments to implement 30 km/h zones, and 5 implemented them. A further 20 other municipalities and cities have shown an interest.



LATIN NCAP

Launch of 16 new results for Latin NCAP.



A new round of results of the Latin American Child Restraint Systems Evaluation Programme PESRI was released with the safety performance of 14 Child Restraint Systems (CRS) models sold in Latin America and the Caribbean region.



Stop the Crash event in Mexico demonstrating the lifesaving benefits of electronic stability control, autonomous emergency braking and motorcycle ABS to governments, fleet managers, NGOs and media.



MOVERNOS SEGUROS

Movernos Seguros supports Costa Rica, Guatemala, El Salvador, Honduras, Jamaica Paraguay and Peru to introduce the compulsory private insurance laws. Costa Rica, Guatemala, El Salvador and Paraguay are currently in the process of drafting laws and regulations. 7 workshops organised with public and private entities.



7 FIA member clubs - El Salvador, Costa Rica, Peru, Guatemala, Jamaica, and Paraguay and Honduras - engaged with the Movernos Seguros activities, including stakeholders outreach and advocacy.

ASIA

SAFE SCHOOL ZONES, VIETNAM

AIP Foundation tested its Safe School Guide prototype in 6 schools in Hanoi, Nghe An, and Soc Trang. Results showed that road safety conditions in all school zones improved, with upgrades from 1-2 stars before intervention to 4-5 stars after intervention. The number of crashes decreased by nearly 21% after the intervention. A decrease in the traffic conflict rates between pedestrians observed in Nghe An (by 4.28 conflicts/hour/1000 vehicles) and Soc Trang (by 5.17 conflicts/hour/1000 vehicles).



SCHOOL SAFETY IN PAPUA NEW GUINEA

UNICEF Papua New Guinea in collaboration with iRAP trained PNG Road Traffic Authority, Road Safety Unit on the Star Ratings for School Methodology to enable road safety assessments for schools in country. 12 schools were assessed and 21 locations analysed in advance of introduction of speed management measures and improving journeys to school.



SPEED LIMITS AROUND SCHOOLS IN INDIA

A coalition of the Global Alliance for Road Safety NGO members, Avoid Accident, Patiala Foundation, and People’s Trust Jaipur, has successfully advocated for the introduction of the 25 km/h limit around schools in the State of Punjab, India.

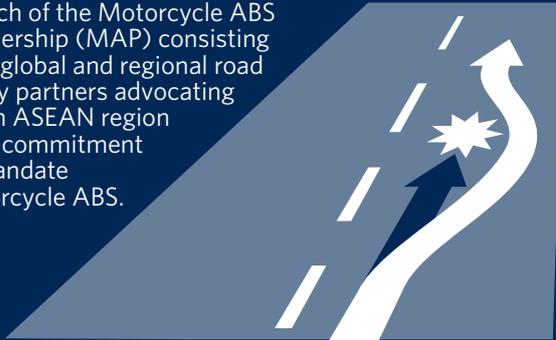


Pleiku City authorities approved the co-funding of VND 2 billion (USD 83k) for safety improvements around eight schools. 9,000 students will benefit from these measures.



MOTORCYCLE ABS ADVOCACY

Launch of the Motorcycle ABS Partnership (MAP) consisting of 17 global and regional road safety partners advocating for an ASEAN region wide commitment to mandate motorcycle ABS.



Launch of an ASEAN Motorcycle ABS Status Report which shows that the implementation of a motorcycle ABS regulation in the ASEAN region is likely to be able to save the lives of up to 8,000 motorcyclists every year.

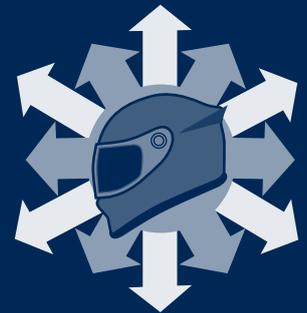


MOTORCYCLE HELMET SAFETY

The Protec Helmet Factory’s internal testing lab was upgraded with two new equipment and is now able to test ECE 22.05 model. The model was approved by the Government of Vietnam and is ready for mass production.



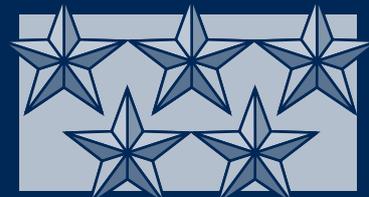
750 ECE 22.05 certified helmets were distributed to students and teachers in Ho Chi Minh City and the public awareness campaigns reached over 80,000 people.



GLOBAL NCAP

Bharat New Car Assessment Program (Bharat NCAP) has been launched by the Indian government. The announcement of the new government crash test programme is a direct result of the Safer Cars for India Campaign and becomes the 10th new car assessment programme in the world.

A five star result under Global NCAP’s new more demanding crash test protocols for Safer Cars for India for the VW/Skoda Virtus/Slavia and Skoda taking out a front page advertisement in the Times of India to promote their 5 star safety rating.



Eight new results launched for Safer Cars for India.

FINANCIAL REVIEW

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

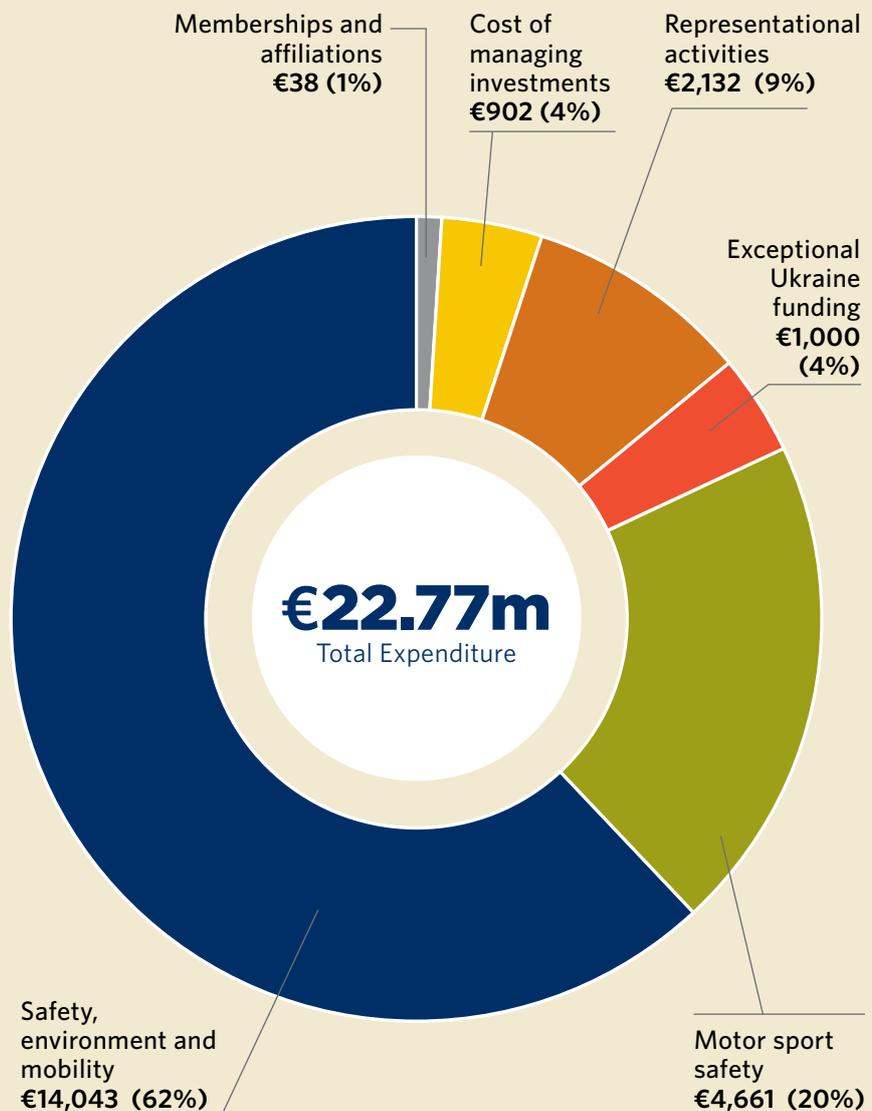
For further information, the full annual accounts, the independent auditors' report on those accounts and the Trustees' Annual Report should be consulted. Copies of these accounts can be obtained from the FIA Foundation's website www.fiafoundation.org

Expenditure

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

During the year ended 31 December 2022 the total expenditure of the Foundation was **€22,776,000**.

TOTAL EXPENDITURE BY ACTIVITY (€000s)



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

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

COST CATEGORY	EXPENDITURE	PERCENTAGE
■ Grants Awarded	€16,688,000	73%
■ Direct Expenditure	€1,135,000	5%
■ Support and Indirect Costs	€4,116,000	18%
■ Costs of Managing Investments	€837,000	4%
Total	€22,776,000	100.0%

Grant making

40 organisations benefitted from 55 grants awarded during the year, with a value of €16,688,000.

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

Towards Zero Foundation	€910
Fédération Internationale de l'Automobile - Switzerland	€1,980
Fédération Internationale de l'Automobile - France	€4,700
International Road Assessment Programme	€1,400



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

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

AIP Foundation	€266
AMEND.org	€560
A Escobar	€50
Child Accident Prevention Foundation of Southern Africa	€72
Eastern Alliance for Safety & Sustainable Transport	€284
Global Alliance of NGO's for Road Safety	€62
Global Designing Cities Initiative	€260
Institute for Brain and Spinal Cord Disorders (ADREC)	€325
The International Council on Clean Transport (ICCT)	€900
Johns Hopkins University	€41
The Clean Air Fund	€217
Stichting Delft Road Safety Courses	€110
Youth for Road Safety (YOURS)	€88
UNC Highway Safety Research Centre	€73
The United Nations Children's Fund (UNICEF)	€500
United Nations Environment Programme (UNEP)	€325

In addition, during 2022, the Foundation made a **€3,000,000** exceptional withdrawal to fund the following: The United Nations Road Safety Trust Fund; United Nations Economic Commission for Europe (UNECE); and the Ukraine Refugee response with grants payable to The International Federation of Red Cross and Red Crescent Societies and the United Nations High Commissioner for Refugees.

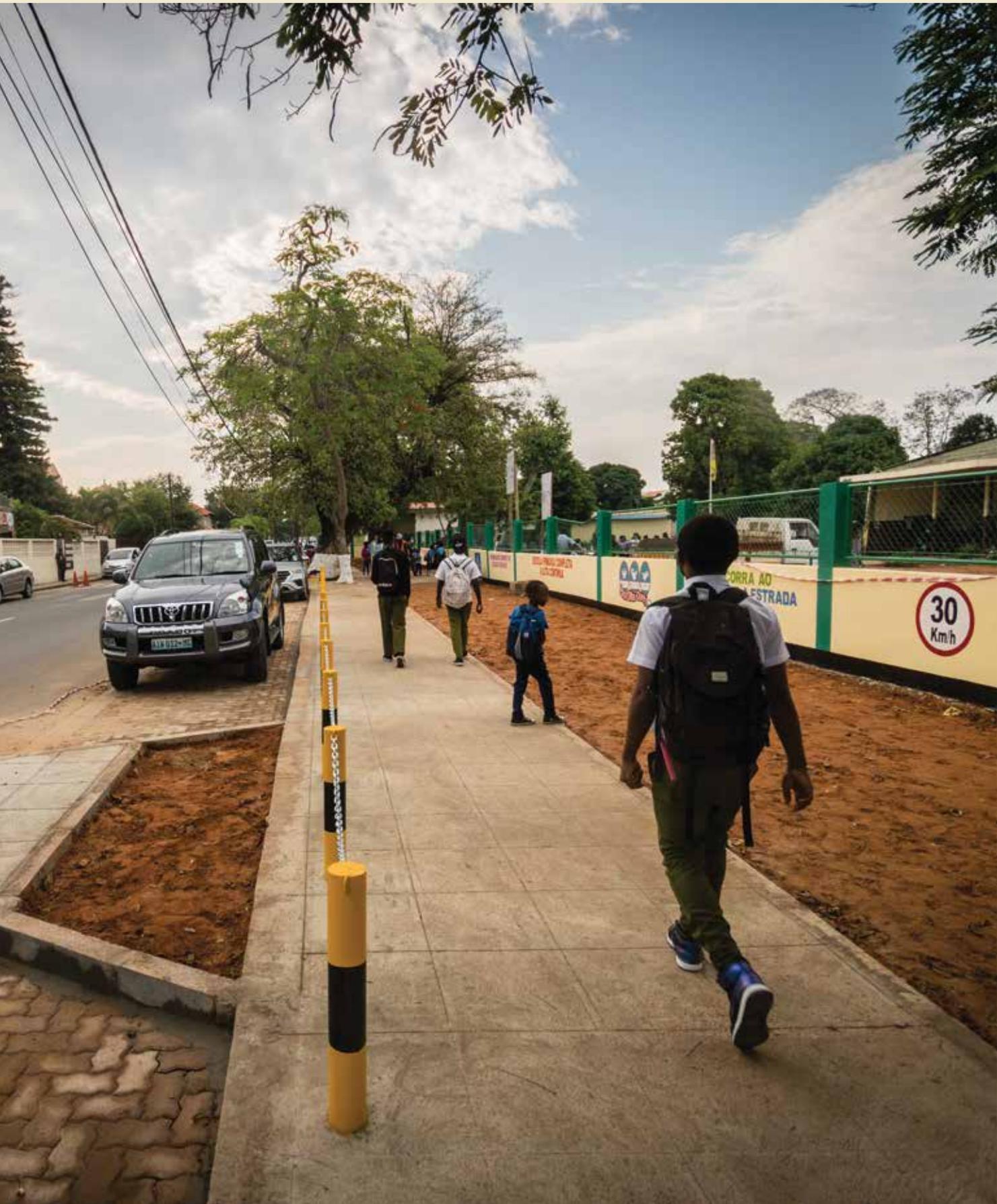
In 2021, **€1 million** was withdrawn to fund the FIA Safe and Affordable Helmets Campaign. **€418,000** has been carried forward for grants awarded in 2023.

Grants awarded from the exceptional withdrawals were as follows:

GRANTS AWARDED FROM EXCEPTIONAL WITHDRAWALS (BY FUND €000s)

The International Federation of Red Cross and Red Crescent Societies	€500
United Nations High Commissioner for Refugees	€500
Transworld Worldwide Services (FIA Safe and Affordable Helmets Campaign)	€32
Institute for Transport & Development Policy (ITDP) (FIA Safe and Affordable Helmets Campaign)	€100
United Nations Economic Commission for Europe (UNECE)	€750
United Nations Road Safety Trust Fund	€1,000

17 smaller grants one-off grants were also awarded during the year, with a total value of **€683,000**. Details of the recipients can be found in the full financial statements.





IN MEMORIAM: ZOLEKA MANDELA

It is surely an impossible task to live up to the Mandela name, with the expectation of greatness that it carries.

Yet in her own way, with humility and an understated power, Zoleka Mandela not only followed in the footsteps of her iconic grandfather but forged her own path and found that her voice could resonate on a global stage.

Zoleka had faced and overcome adversity throughout her 43 years. She was determined to be a “survivor” of breast cancer but, after a long struggle, she died in hospital in Johannesburg on 25 September 2023. Throughout her adult life, Zoleka constantly battled the challenges of mental health, a consequence of abuse she suffered as a teenager. Her response was to see it as her duty to tell her story in an effort to help others. It was a story she told with stark honesty in her autobiography *‘When hope whispers’*.

Zoleka’s life began in the intensity of the fight against Apartheid. Her mother Zindzi was famous for standing in front of thousands in Soweto in 1985, speaking on Nelson Mandela’s behalf, rejecting PW

Botha’s offer of a conditional release from Pollsmoor Prison. Zindzi was a force to be reckoned with. Zoleka used to tell the story of how her mother could assemble an AK-47 in 38 seconds. And as a 20 year old, Zindzi was trained in guerilla warfare in order to fight the Apartheid regime as a member of the militant group Umkhonto we Sizwe.

A few years before Zindzi’s Soweto speech, not long after she was born, Zoleka was smuggled into Robben Island Prison by her grandmother so that her grandfather could hold her. On the journey over to the island, while white prison visitors could shelter inside the ferry boat, Winnie Mandela had to sit on the top deck. Exposed to the wind and rain, she had covered herself in a large blanket. Unrevealed to anyone until her grandmother had entered the prison itself, Zoleka was wrapped and hidden inside it. After some discussion, the guards did allow Zoleka to stay and following much pleading they eventually allowed Nelson Mandela some time with his granddaughter. He stood with her in silence, holding her for a few minutes with tears in his eyes. Zoleka was the only one of his grandchildren that Nelson Mandela was to have contact with during his 18 years on Robben Island.

Zoleka had a special and close relationship with both of her grandparents, and she drew much inspiration from them. She used to tell the story of how in the days after her daughter was killed in a car crash, her grandfather insisted on her coming over to sit with him in his armchair. She remembered the words he whispered to her clearly. He had said: "You are not the only one who has lost a child. I have lost a child and many people have. But for you, it is so that you can bring hope to many."

Zoleka found an inner strength in these words. Just nine months after her daughter, Zenani, was killed on a Johannesburg road, Zoleka started her campaigning with the FIA Foundation. She launched the "Zenani Mandela Scholarship" in London in April 2011 for the start of the UN Decade of Action for Road Safety. The Scholarship – announced in partnership by the FIA Foundation with the Nelson Mandela Foundation – supported young road safety professionals from South Africa to receive training from leading experts.

Zoleka's first speech, delivered at our "Make Roads Safe" event to mark the launch of the Decade of Action, was impassioned and intensely moving. She told the audience about the close bond she had with her daughter and urged strong action and bold leadership – "no family should suffer as mine has done".

This was to be the first of many powerful speeches over the next 12 years of sustained advocacy and campaigning including at the UN where she helped launch the Sustainable Development Goals in 2015, leading the successful campaign which secured the inclusion of road safety as a targeted priority in the 2030 Agenda. Zoleka grew in confidence combining effectiveness as a communicator – which had echoes of her grandfather – with an authentic emotional power all her own.

At the second Global Ministerial Conference on Road Safety, in Brasilia in 2015, she shared the stage with the President of Brazil and delivered a strong and deeply personal call to action. She told the packed auditorium, Ministers and government representatives from around the world that she stood before them primarily as a mother and issued a stark reminder: "you have it in your power to end this crisis".

"Six year olds told us that they needed a safe crossing to get to school; little ones said they needed child seats to keep them safe in vehicles; school kids asked for action against speeding and drink driving. Perhaps we should listen to our kids. If children find these answers self-evident, why are our leaders not doing more?" she asked the Ministerial.

While Zoleka was the voice of many thousands of parents who had lost a child on the world's roads, her advocacy was sharply aimed at policy makers. She presented an agenda, a set of immediately actionable priorities, charting a way ahead to prevent millions of deaths and injuries. The solutions can no longer be ignored she said, "no excuse".

Her energy and indefatigable spirit continued even in the last few months before her death. Severely ill, Zoleka's final contribution was to visit one of the most deprived and challenging neighbourhoods in South Africa – Khayelitsha. There, the FIA Foundation had been supporting its local partner ChildSafe to reduce speeds around the schools and implement traffic management and safe crossings.

In a quiet classroom she met 12 year old Azipheli Ngesi. Azipheli and her best friend Langa Gwele used to walk to school together. Langa was a quiet girl, who often got overlooked by the more outgoing children. But the pair were inseparable, and Langa would often be seen chatting and laughing with her best friend. Langa was killed just weeks before Zoleka's visit. She was hit while crossing the road one morning on the way to school.

Zoleka comforted Azipheli as only she could. And in an incredibly moving piece of filming she helped Azipheli tell her story. Such was the strength of Zoleka Mandela.

Zoleka Mandela died on 25 September 2023, after battling cancer for several years.

She was Global Ambassador of the FIA Foundation's Child Health Initiative.



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- 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
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- Automobile Association of Upper India, India
- Automobile Association of Eastern India, India
- Western India Automobile Association, India
- Automobile Association of Southern India, India
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- Touring and Automobile Club of Iran, Iran
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- New Zealand Automobile Association, New Zealand

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- 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
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- Trinidad and Tobago Automobile Association, Trinidad and Tobago
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