



FIA NEWSLETTER FOR CLUBS AND ASNs  
FEBRUARY 2017 - ISSUE 18

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### STYLED FOR SAFE ROAD USE

TCS launches innovative range of fashion-conscious reflective clothing P 7

### NEW HOME FOR ÖATMC

Austrian club opens new headquarters designed for 'next 120 years' of service P 8

### FIA AMERICAS AWARDS

Stars of motor sport and safety honoured in Mexico City P 30

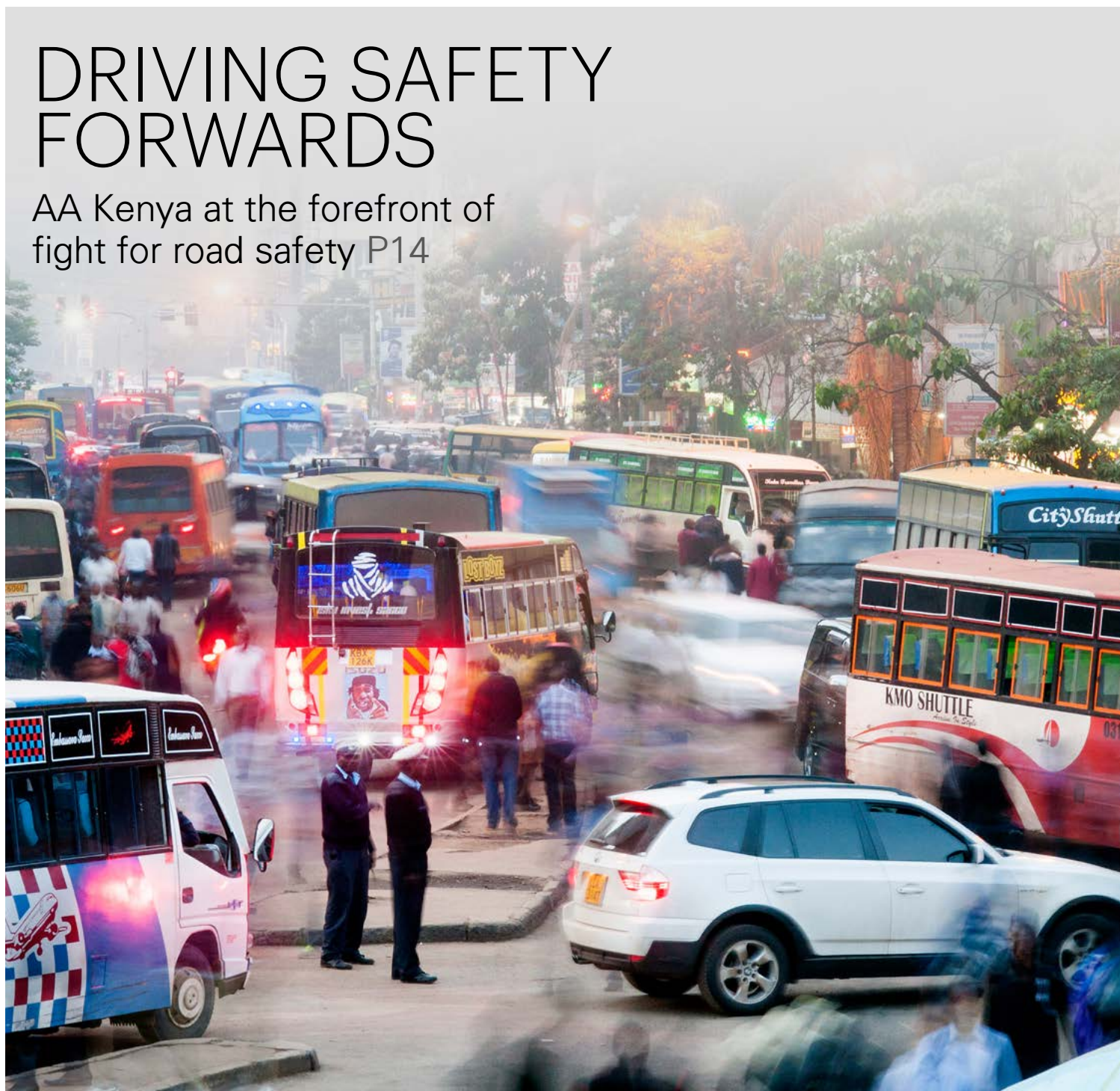
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to view the list of all our member Clubs

# AUTO+ NEWS

## DRIVING SAFETY FORWARDS

AA Kenya at the forefront of  
fight for road safety P14



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Dear Friends,

Welcome to this latest edition of our Club newsletter AUTO+.

In this edition we focus our attention on Africa, meeting two Clubs that are making great strides towards improving conditions on the roads, circuits and rally stages of their nations.

As you will discover in our first Meet the Family feature, Kenya's Automobile Association is at the forefront of the battle for road safety in a country that has numerous hurdles to overcome in terms of reducing fatalities and injuries. However, through a number of innovative education and training initiatives, some funded by the FIA, it is enjoying great success in raising awareness among a wide range of road users throughout society.

Turning the focus to Sport, we meet the Ethiopian Motor Sport Association. Last year I had the privilege to attend the Regional Sport Congress in Addis Ababa and was greatly impressed by the commitment and enthusiasm the Club's members have for redeveloping motor sport in a country with a long and rich heritage of competition.

To this end, the FIA has designated the country as the African pilot for the Karting Slalom initiative and we have presented the EMA with a 'karting toolbox' to help with youth engagement. This is a programme I am sure will lead to increased participation in the future and I look forward to hearing of their progress in the months and years to come.

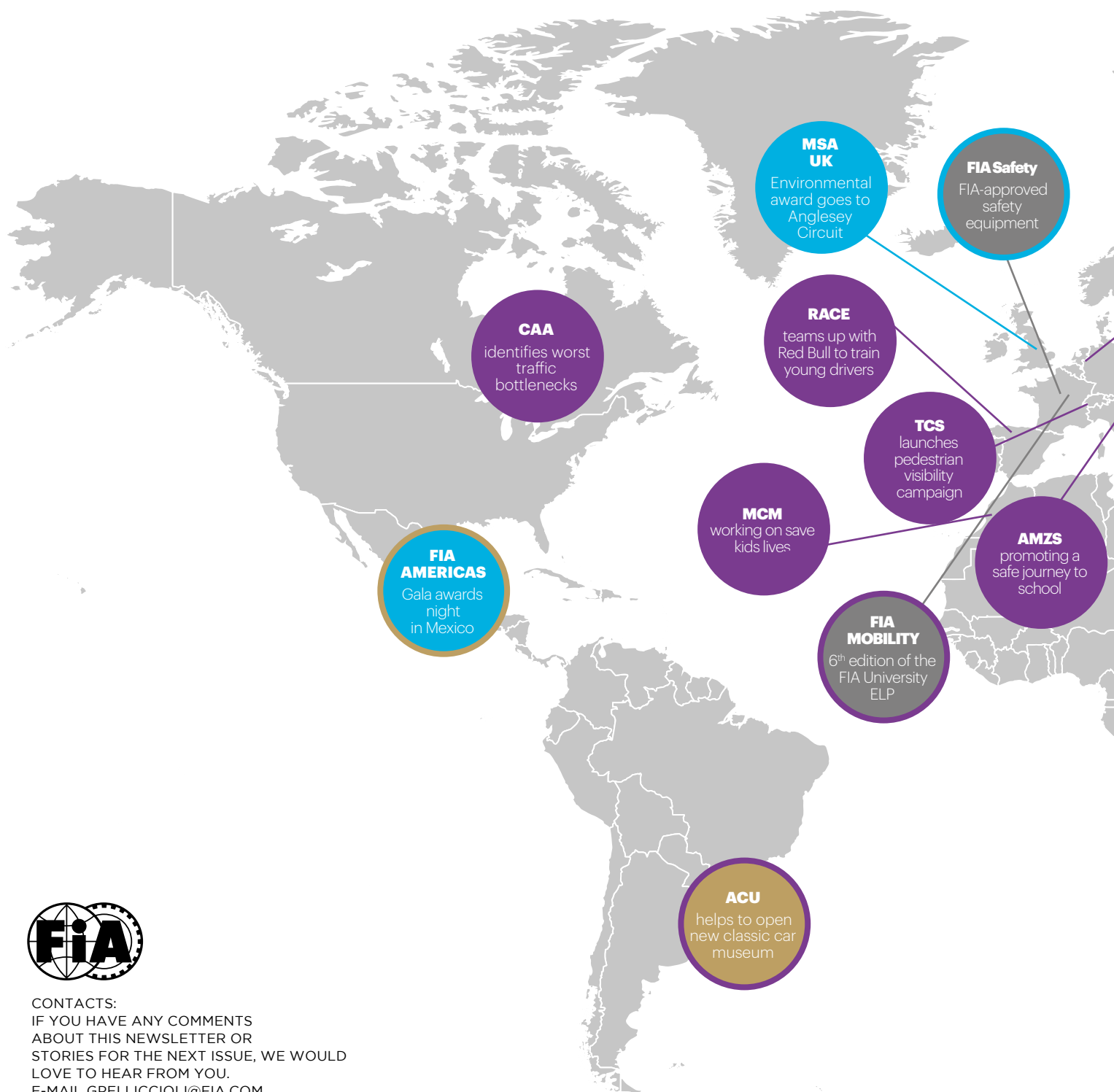
Elsewhere, we report on an innovative safety clothing scheme in Switzerland, hear of developments of cycle-based assistance in the Netherlands and reveal details of new game-based safety education programmes for children in Canada and Romania. I hope you enjoy this latest issue of AUTO+.



Jean Todt  
FIA President



# FIA CLUBS AND ASN<sub>s</sub> PARTICIPATING IN THIS ISSUE



CONTACTS:  
IF YOU HAVE ANY COMMENTS  
ABOUT THIS NEWSLETTER OR  
STORIES FOR THE NEXT ISSUE, WE WOULD  
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## Automobil Clubul Roman



# Romanian Club develops children's road safety game

The Automobil Clubul Roman has developed a solution for dealing with kids getting bored on long car journeys – a video game app that teaches children about traffic rules and road safety.

The Mr Bear Driver app, which is free and available on Google Play and Apple's App Store, receives data about the speed of the car in which the children are travelling through GPS. When the car reaches the speed limit, the app sends an alert to the player who can then warn the driver to slow down. If the driver doesn't alter his or her speed, the player loses points or even the game.

Through the gameplay children learn to be responsible for their parents' behaviour behind the wheel and thus children have the chance to become true co-pilots during a long drive. More importantly, they learn from a young age that speeding is never a good thing.

The Mr Bear Driver app is the result of a collaboration between ACR and the FIA within the FIA Road Safety Grant Programme.

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ROAD SAFETY  
GRANT PROGRAMME

## Avto-moto Zveza Slovenije

# Promoting a safe journey to school

Slovenia's AMZS last year staged an innovative initiative designed to promote the concept that safety for children on their way to school should be a year-round concern and not just during the days leading up to their return to school for a new academic year.

According to the Club, "Governmental and non-governmental institutions prepare different campaigns with the aim of warning drivers that children are returning to school routes. These campaigns are problematic, because they focus on children's road safety only at the beginning of September. The AMZS believes that the state should systematically manage these activities all year round."

To get the message across the AMZS, in cooperation with the police and automobile clubs across Slovenia, carried out an activity involving its two mascots, named Anja and Zdravko. Three days before the new school year the mascots appeared at junctions and pedestrian crossings near schools to remind drivers when school was starting – "3 more days", "2 more days", "1 more day". However, on the first school day Anja and Zdravko were carrying the message "365 days!" to warn that children's safety on the road needs to be considered all year round.

The campaign had a positive response among the public was widely reported in local and regional Slovenian media.

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ROAD SAFETY  
GRANT PROGRAMME



AMZS mascots Anja and Zdravko promote year-round child safety on the route to school.

Touring Club Suisse



# TCS shines a light on pedestrian visibility with stylish clothing options

Swiss Club TCS is taking an innovative approach to persuading pedestrians and other road users to increase their visibility at night by designing a range of clothing that not only improves their safety but which makes them more stylish.

The club's "Made Visible" campaign, which launches in February, is based on research stating that the risk of a driver being involved in an accident is three times higher at night. If that journey also occurs in rain or snow or against oncoming lights, the risk can increase tenfold. People wearing dark clothing can be seen by drivers from a distance of 25 metres, but this increases to 140 metres if they are wearing reflective clothing. The earlier a driver sees a person, the better he or she can react.

"Knowing from surveys that classic reflective jackets are seen as unfashionable and impractical, we want to show people some trendy alternatives," says Helmut Gierer, campaign manager at TCS. These include shoes, headphones with LEDs, as well as umbrellas, scarves and clothing made of a new material that has

a neutral appearance in daytime but becomes reflective when light shines on it at night.

"Today, people who make themselves visible to traffic are seen as outsiders. We want to turn them into trendsetters," explains Gierer.

"Snowboarders serve as a role model for the campaign," he adds. "In the past, skiers just used to wear a hat and colourful clothing. But when the snowboard hotshots came along and began exploring dangerous off-piste routes, they wore helmets. Snowboarding became popular and wearing a helmet became normal in other winter sports as well. Nowadays, the rate in Switzerland is at over 90 per cent."

The Made Visible campaign will be advertised on posters, in the press and on social media.

[www.madevisible.swiss](http://www.madevisible.swiss)

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Österreichische Automobil-, Motorrad- und Touringclub



# ÖAMTC opens new HQ in Vienna designed for 'next 120 years' of Club

With the construction work finished, the relocation completed, and the members' technical service and assistance centre up and running, the new ÖAMTC headquarters at Baumgasse 129 in Vienna's Landstrasse district opened its doors on 5 December 2016.

The new centre is home to some 800 employees and, for the first time in its 120-year history, the ÖAMTC has now grouped all its emergency services together under one roof in Vienna's Landstrasse district. In January the Christophorus 9 emergency rescue helicopter landed at the new site for the first time and the building have its official opening ceremony in March.

The new headquarters amalgamates five of the ÖAMTC's office locations in Vienna. Apart from incorporating all the administrative sectors, the new building also boasts a spacious customer service area for club members and a technical service and assistance centre.

Particular importance has been attached to e-mobility to meet the requirements of all motorists, motorcyclists and cyclists and access to the new headquarters by all modes of transport from cycling to private and public transport has been as user-friendly as possible.

The requirement profile for the new premises revolved around functionality and environmental compatibility. The energy-optimised building with a gross floor space of 27,000 m<sup>2</sup> offers a high-tech, feel-good environment not just for ÖAMTC

members, but also for the Club's employees. According to the Club it is a forum for meetings that doubles as a service centre.

The ÖAMTC's new building also sets new standards as a contemporary working environment. Besides their fixed workplaces, staff also have access to a wide selection of workspaces for communication and privacy.

"This building will take the ÖAMTC into the future. So we're looking forward to the next 120 years of ÖAMTC success," says the club's CEO Oliver Schmerold.

The new building was designed by the Viennese firm of architects Pichler & Traupmann, who emerged as winners from the general planners' competition in June 2013 and began working on the construction itself in February 2015.

For its requirement planning and site finding the ÖAMTC was assisted by the firm of building consultants M.O.O.CON. They were responsible for the facility and functional planning and helped define the property's economic, socio-cultural and ecological quality factors so the ÖAMTC's people would be able to identify fully with the new premises and the enterprise itself.

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Canadian Automobile Association

# CAA identifies Canada's worst traffic bottlenecks

According to a new report from the Canadian Automobile Association the country's three largest cities face crippling traffic bottlenecks that waste millions of hours of drivers' time while draining 22 million litres of fuel every year.

Issued in early January, the CAA report listed the top 20 traffic bottlenecks in Canada, with major freeways such as Toronto's Highway 401 and Montreal's Highway 40 making up the worst stretches of road in the country.

A 15-kilometre stretch of the 401, for example, adds an average of 36 minutes to a 60-minute commute, leading to 3.2 million hours of delays each year.

The CAA identified the worst bottlenecks by analysing provincial and municipal traffic-volume numbers along with GPS data over nearly 3,000 kilometres of roads across Canada. Toronto dominated the rankings, taking up half of the 20 top spots, followed by Montreal, which had five.

CAA spokesperson Ian Jack said the report highlights the urgent need for action on addressing gridlock across the country. He added that simply building more roads is not the answer.

"It may be a matter of pouring concrete and asphalt in some cases, but there are a lot of other solutions as well," he said.

"What we are trying to do here, with the report, is identify the problem and [suggest] how to reduce the traffic jams we do have in those locations most efficiently, with technology and innovations."

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Australian Automobile Association



# Report shows true cost of transport in Australia

The Australian Automobile Association (AAA) recently released its first Transport Affordability Index, revealing that the average Australian family spends in the region of AUD17,000 (12,000 euros) per year on transport.

AAA Chief Executive Michael Bradley said the index demonstrates just how much of the average household budget is taken up by transport costs.

"The Index shows around 13 per cent of an average budget in most capital cities is spent on transport, much higher than electricity, water, and telecommunications costs, which combined account for only 1-3 per cent of household income," Mr Bradley said.

The AAA commissioned SGS Economics & Planning to develop the Index so consumers and policy makers can have a clear picture of exactly how much transport really costs, and how policy decisions will impact household budgets over time.

The Index is based on the incomes and transport costs of a hypothetical household in each capital city that consists of a couple with children, two cars, and it assumes that one member of the family drives to work, while the other catches public transport.

The Index will be updated regularly by the AAA, and can be viewed [here](#).

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Touring and Automobile Club of the Islamic Republic of Iran

## TACI photographic festival finishes

The closing ceremony of the TACI's 1<sup>st</sup> Travel and Road Safety Photography Festival was held on December 25, 2016. A total of 1500 photographs from 300 photographers were received by the secretariat and the jury panel selected 57 photos for the exhibition at which prizes were presented to the winners at the competition. The festival was held for the first time with support of Iran's Cultural Heritage, Handicrafts, and Tourism Organization (ICHTO), Traffic Police, Road Maintenance & Transportation Organization, Road Safety Supporter Society and Travel Services Coordination Headquarter. The E-Book of selected photos will be published on the TACI website and the Club's official Instagram in near future.

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Real Automóvil Club de España



## RACE teams up with Red Bull to train young drivers

After just three months of operation, the Real Automóvil Club de España's young driver training programme, established in partnership with the Red Bull drinks company, had succeeded in training more than 500 youngsters to better drivers.

Based at the Jarama Race Circuit in Madrid, the Drivers' Academy RACE-Red Bull involves a number of different driving exercises designed to give young people an understanding of the performance of the vehicles under their control. Young drivers were able to either bring their own cars in order to learn about their daily drive or use the programme's cars, Volvo V40s. These were equipped with tyres from the programme's official supplier, Goodyear, so the young road users could also get a feel for different kinds of grip.

The combination of RACE, a leader in road safety in Spain, and Red Bull, a company with a key youth demographic thanks to its marketing activities, provided the ideal platform upon which to build youth engagement on road safety issues.

This academy is recommended for young drivers who have just obtained a licence as well as for drivers with some years of experience who are keen to improve their driving skills.

More information can be found at:

[www.driversacademy-race-redbull.es](http://www.driversacademy-race-redbull.es) and at [facebook.com/DriversAcademyraceredbull](https://facebook.com/DriversAcademyraceredbull)

CONTACT: [internacional@race.es](mailto:internacional@race.es)





Koninklijke Nederlandse Toeristenbond

# ANWB launches pilot bicycle patrol scheme in Amsterdam and The Hague

The ANWB last year began pilot programme in which patrolmen travel to customers by bicycle. Between August and the end of October, the RA patrolmen cycled through inner city areas of Amsterdam and The Hague. The idea was based on similar programmes operated by Austrian Club ÖAMTC and German Club ADAC. The ANWB believes that using bikes is a good choice in city traffic with respect to both the liveability and the air quality in the cities.

Patrolmen use the Charger LS (Low Speed) e-bikes – with a robust battery – made by Riese & Müller and equipment is hauled in an Aidoo bike trailer. Both the bike and the trailer feature safety stripes to increase visibility in traffic.

The programme saw patrolmen cycle through the canal belt in Amsterdam and between downtown The Hague and Scheveningen. One bike was active during the trial period, used in rotation by eight patrolmen.

The patrolman was equipped with enough tools to assist with the most frequent breakdown problems, including a compressor to pump tyres, an electronics tester, a first-aid kit, a jack and a jump battery, all fitted into the compact tool car.

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FIA Region I President Thierry Willemarck

## 6<sup>th</sup> edition of the FIA University ELP in Barcelona

The FIA University was presented for the first time in December 2011. The project grew in 2012 following Clubs' expectations and demands. 2013 saw the delivery of two sessions of the Emerging Leaders Programme (ELP) in Barcelona, as well as a Strategic Lobbying Programme course in The Hague. Specifically designed Regional programmes have also taken place in Region IV (2014 and 2015), and Region II (2016).

The FIA University Emerging Leaders Programme (ELP), the flagship programme of the FIA University, will return for a 6<sup>th</sup> edition from 8-10 March 2017 at ESADE Business School in Barcelona, Spain.

The Emerging Leaders Programme leverages Clubs development through learning and networking, gathering talented executives from different Clubs worldwide and bringing them together in Barcelona; a unique training experience within the FIA family.

For more information regarding the 6<sup>th</sup> edition of the FIA ELP please consult the [brochure](#) or apply directly online via this [link](#).

Go to [www.fia.com/fia-university](http://www.fia.com/fia-university) for further details on all upcoming FIA University sessions.

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## Mobilité Club Maroc

# MCM working to save kids lives

On 21 January 2017, the Moroccan FIA Mobility Club "Mobilité Club Maroc" (MCM) met with members of the national Children's Parliament at the International University of Rabat, Morocco.

During this meeting, organised in collaboration with the National Observatory on Children's Rights (ONDE), MCM President Jalil Nekmouche discussed the dramatic road safety crisis affecting Moroccan children, insisting on the Club's intention to fight these unnecessary road traffic deaths, joining the FIA, the UN, and the Moroccan State in their fight. The FIA's #SaveKidsLives campaign to halve road traffic deaths and injuries by 2020 was then presented.

The children in attendance were also introduced to basic road safety rules on speeding, respecting the highway code, and wearing seatbelts and helmets.

Closing off the meeting, Mr Nekmouche invited both the ONDE and Children's Parliament to join forces with the Moroccan Club, building an active partnership to help save the lives of hundreds of children.

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MCM President Jalil Nekmouche during the meeting with the members of the national Children's Parliament.





## Automóvil Club del Uruguay



## Uruguayan Club helps to open new classic car museum in Punta del Este

The Automóvil Club del Uruguay, the Sport & Classic Car club of Punta del Este, the local government of Maldonado and petroleum company ANCAP have joined forces to open the first classic car museum in the Uruguayan city of Punta del Este.

Opened last year, the museum is located in the cellar of an old service station, instantly giving visitors an atmospheric sense of place and time.

The museum features vehicles dating from 1898 onwards and the collection includes cars such as a 1900 Delin from Belgium, a 1904 De Dion Bouton and a 1925 Ford. This particular model is exhibited as the first service vehicle of the Automóvil Club del Uruguay.

The Museum has already attracted a large number of visitors including some celebrities, such as Hollywood actor and director Edward James Olmos.

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## Autoklub Slovakia Assistance

## Slovak Club uses GPS to come to the aid of riders

Telematics systems are becoming increasingly common in four-wheels vehicles and last year the Autoklub Slovakia Assistance came to the aid of motorcyclists with the launch of an automated response system specifically aimed at riders of bikes, trikes and quads.

In co-operation with the TSS Group the Club last summer launched Motoasist, a unique motorcycle security system that uses an onboard GPS unit to automatically evaluate dangerous situations caused by collision or a falling bike.

The unit sends the information about the incident to the ASA dispatch centre, where an operative calls the motorcyclist to verify that an incident has occurred. If the motorcyclist responds, rescue and security teams are sent to his or her location. The motorcycle is also equipped with an SOS button by which a rider can manually summon help.

While the bike is parked the system's security mode indicates any unauthorised use of the motorcycle, such as moving it from the stand, activation of the alarm, towing, starting the engine, or unplugging it from a power supply.

In such cases Motoasist immediately warns the motorcyclist and the ASA's dispatch centre. The dispatch team then contacts the motorcyclist to check if the motorcycle is in order. If the owner confirms unauthorised use of his bike the dispatch team immediately notifies the police of an incident.

The successful initiative was launched in tandem with its own website, [www.motoasist.eu](http://www.motoasist.eu), as well as billboard advertising and social media campaigns.

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# HELPING TO DRIVE SAFETY FORWARD

*As Kenya's economy grows rapidly and motorisation increases at an exponential rate, the country's Automobile Association is at the forefront of action to improve safety for all road users*





One of AA Kenya's roadside rescue teams in action.



Earlier this month the World Bank reported that in 2017 it expects the Kenyan economy to grow by six per cent, a projection largely unchanged from the 5.9 per cent the country experienced in 2016. Contrast this with forecasts of just 2 per cent growth for the US, 1.4 per cent for the UK, a similar percentage for France, and just 1 per cent for Japan and it's clear that the East African country is going through a sustained period of prosperity.

The economic success is reflected in the World Bank's 2015 reclassification of Kenya as a lower middle-income country. While the country still has 46 per cent of its population below the poverty line according to UNICEF, the improved economic circumstances have led to a growing middle class with greater spending power and in recent years that has meant increased demand for mobility. In 2015, for example, a total of 19,524 new vehicles were sold in 2015, up from 17,296 vehicles in 2014. Sales fell to 13,535 last year but the message is clear – Kenya is on the move. And serving the needs of an increasingly motorised population is the Automobile Association Kenya.

“Our membership has continued to grow, especially during the period from 2014-2015 where we grew by 10 per cent,” says Club President Jinaro Kibet. “We have 100,000 members as per our current database.”

The growth in membership is a sign of the club's robust health, but on a wider level increasing motorisation has led to a concomitant increase in road crashes and fatalities.

“The increase in car sales in Kenya has resulted in a direct increase in road crashes,” says Kibet. “This is attributed to incompetent and inexperienced drivers, speeding, drunk driving, dangerous overtaking and distracted driving amongst other factors.”

“Kenya has one of the worst road safety records in the world,” he explains. “According to the 2016 half-year report of the National Transport and Safety Authority (NTSA), approximately 3,000 people were killed, with over 40 per cent being pedestrians. The 2015 World Health Organisation Country Report indicated that Kenya is losing between 12,000–14,000 lives annually as a result of road crashes.”

Kibet highlights specific sections of road and specific sectors of

**“ DURING THE PERIOD FROM 2014-2015 WE GREW BY 10 PER CENT ”**



AA Kenya President Jinaro Kibet speaking at the launch of the Msamaria Mwema Campaign, the club's initiative in partnership with St John's ambulance to train PSV drivers on first and fast response to road crashes.



# “ OVER THE PAST TEN YEARS, AA KENYA HAS SET ITSELF APART AS A PARTNER IN THE PRIVATE SECTOR TO STEER IMPACTFUL ROAD SAFETY INITIATIVES ”

AA Kenya's Safe Walk to Schools Programme currently trains three schools per year with an opportunity to train 1,700 schools along the Northern Corridor (Mombasa to Malaba).



Kenyan where risk is most prevalent.

“The Northern Corridor (Mombasa to Malaba) registers the highest number of crashes, fatalities and injuries, with 160 registered black spots attributed to poor road engineering, poor driver education and poor enforcement of traffic rules,” he explains. “The most affected age group are the youth 18- 45, who are the most productive members of our society. The economic cost of road crashes is 300 billion Kenyan pounds annually, which is 5.6% of Kenya’s GDP.”

It’s a situation that last year resulted in representatives of the Kenyan and Ugandan governments making requests to FIA President Jean Todt, in his capacity as the UN Secretary General’s Special Envoy for Road Safety, for regional co-ordination on road safety efforts.

That, in turn, led the Kenya National Transport and Safety Authority – in co-operation with the United Nations Economic Commission for Europe (UNECE), the United Nations Economic Commission for Africa (UNECA), the Africa Transport Policy Program (SSATP), the World Bank and the International Road Traffic Accident Database organization (IRTAD) of the Organization for Economic Cooperation and Development (OECD) – to organise a Road Safety Workshop for Anglophone Africa in Nairobi last December, with President Todt in attendance.

The toll on Kenya’s roads has led to a growing focus on road safety matters for the AA Kenya.

“The Club is responding by scaling our road safety training programmes which are designed to embed a culture of safety amongst all motorists and road users; we have also invested in enhancing road rescue capacity for more efficient road side assistance



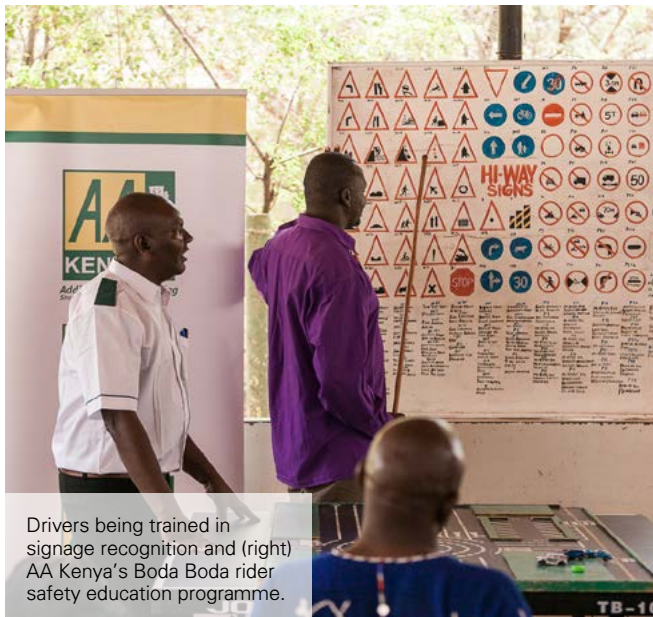
Regional Road Safety Workshop for Anglophone Africa, Nairobi, December 2016.



A first responder training exercise being conducted as part of the PSV Driver Training programme, funded through the FIA Road Safety Grant Programme.



## “ THE SAFER RIDER PROGRAMME TRAINED OVER 7,000 RIDERS IN 2016. THERE’ S AN OPPORTUNITY TO TRAIN 1.2 MILLION RIDERS ”



Drivers being trained in signage recognition and (right) AA Kenya's Boda Boda rider safety education programme.



for our members,” says the AA Kenya President.

“Moving forward we recognise that road safety solutions require a concerted effort; therefore we continue to build strategic partnerships with other road safety actors for a more holistic approach towards the above road safety challenges.”

Kibet adds that AA Kenya has aligned itself with the strategies undertaken by the NTSA in tackling the road safety issue.

“Over the past ten years, AA Kenya has set itself apart as a partner in the private sector to steer impactful road safety initiatives alongside the NTSA to address the increasing road crash rates in Kenya,” he says.

“The NTSA has been aggressive in rolling out road safety interventions. Among the most impactful have been the Transport Integrated Management System (TIMS), online and mobile friendly solution to improve access to motor vehicle data and automation of all road transport functions. This includes registration, licensing, inspection and enforcement all of which are accessible on their E-Citizen portal.

“They have also developed a standardised National curriculum for training, testing and licensing of drivers, instructors and examiners, introduced speed limiters in PSV's and Commercial vehicles for speed management, installed speed cameras along various highways across the country and conducted Anti Drunk Driving Public Enforcement operations across the country.

“AA Kenya is focused on aligning its road safety initiatives to the NTSA policies,” Kibet says. “We believe that the Government has developed a solid platform, which we seek to anchor our initiatives to for greater and sustainable impact.”

In recent years the Club has rolled out a number of successful initiatives aimed at reducing the toll of fatalities and injuries on the country's roads.

“The Club has been working closely with the National

Transport and Safety Authority, to roll out a number of initiatives; this has gone a long way in advocating for motorists right, increase road safety awareness as per the UN Decade of Action pillars as well as generate revenue for the Club.”

The initiatives focus heavily on driver training and include a series of Ladies' Auto clinics, a partnership with industry players to increase knowledge among female motorists on how to be safer drivers.

The Club also initiated a PSV Defensive Driver and First Aid Training Programme. Funded by the FIA, this programme, designed in partnership with St John Ambulance, helps equip public service drivers with defensive driving and First Aid Skills for accident prevention and post crash care response.

The Clubs has also launched a Boda Boda Safer Rider Training Programme aimed at improving the riding skills and experience of drivers, helping them to earn valid riding licences, and informing them of value of safety gear.

“The initiatives have been executed as pilot programmes and have provided critical information to guide us in scaling them for long term sustainability and impact within the Road Safety agenda in Kenya,” says Kibet. “The Ladies Auto clinic has been training 200 motorists per year over the last four years. There's an opportunity to train over 600,000 lady motorists in Kenya. The Safer Rider Motorcycle training programme trained and licensed over 7,000 riders in 2016. With the increase in motorcycle purchases in Kenya there is an opportunity to train over 1.2 million riders.

“In partnership with St John we successfully trained 651 drivers in three major towns thanks to FIA funding of the PSV Defensive Driver and First Aid Training programme. Through partnerships with other road safety actors AA Kenya is targeting to train 300,000 drivers in this sector.”

With 47 per cent of road fatalities in Kenya occurring among pedestrians, the Club's Safe Walk to School Children's Training Programme, is an initiative it is keenly focused upon.

"In Kenya most children walk to school every day with a majority of children attending schools located near busy roads," Kibet explains. "With children being identified as one of the most vulnerable road users at risk across several levels, AA Kenya, in partnership with NTSA and the Kenya Traffic Police is raising the next generation of responsible road users through our Safe Walk to School Road Safety Programme. This currently trains three schools per year with an opportunity to train 1,700 schools along the Northern Corridor (Mombasa to Malaba)."

While the drive to improve road safety is a key pillar of AA Kenya's policy engagement, servicing the needs of Club members on the roads remains at the Club's core and in a country where the vast majority of cars on the road are often aged, used imports the Club is keen to grow its technical services capacity, which currently accounts for 14.5 per cent of the Club's business.

"In Kenya there are over 100,000 vehicles imported per year, of these 19,000 are new, meaning over 80,000 imports are used car models," says Kibet. "We have recognised that this is a critical growth area for the Club and we have built initiatives into our strategic plan to tap these opportunities.

"Specifically, we have invested in revamping our fleet to enhance our response turnaround time," he adds. "We have also trained our Road Rescue technicians on handling new vehicle models entering the market. In the coming financial year, we will leverage technology to roll out our new call centre and mobile apps for rescue and membership enrolment."

Elsewhere, the Club's model is concentrated on three main areas, with driver training accounting for 50 per cent of business, membership fees account for 23 per cent, and miscellaneous

profit centres, such as training, IDP & Carnet, training, insurance commission making up the remaining 12.5 per cent of turnover.

However, Kibet is sure there is still plenty of room for further growth. "Our Strategic Plan has prioritised membership as our reason for existence," he says. "We have set targets to grow each of our business units to scale for greater social impact. Guided by our strategic plan we will prioritise membership growth but use Valuation and Insurance to add value to members as opposed to competing with the market in these two areas.

"We believe the greatest value we can add to our members is to champion the road safety agenda in a country with a poor road safety culture. Our approach seeks to leverage technology to create value for members and drive member engagement through partnerships locally as well as globally."

Ultimately, Kibet says the Club is well positioned to take advantage of the country's growing economic good fortune and development.

"Kenya has a ballooning middle income group. The country's population is currently at 40 million with 70 per cent being youth aged between 18 – 40 years. There is a vehicle population of 2.7 million and 1.2 million motorbikes; both are expected to increase at a high rate annually," he says.

"AA Kenya has positioned itself to tap into the above opportunities by innovatively re-engineering our products and services to add value sustainably to the next generation of motorists using technology as a driver. We foresee a major opportunity in championing Road Safety interventions benchmarked against international Road Safety platforms to reduce road crashes and injuries."

And thus, the future for AA Kenya looks as bright as that forecast for the nation itself.

## A RICH TRADITION OF MOBILITY

*AA Kenya President Jinaro Kibet details the historic origins of one of Africa's oldest motoring organisations*



Lionel Douglas Galton-Fenzi (left).

"The East African Automobile Association – the forerunner of AA Kenya – was founded in September 1919 by Lionel Douglas Galton-Fenzi (1881-1937), an automobile enthusiast and adventurer. In 1926 Galton-Fenzi became the first man to complete the journey from Mombasa to Nairobi in a Riley car. This was a great achievement because previously all vehicles had been transported from Mombasa port to Nairobi by rail.

"As a pioneer in the Kenya motoring sector, he opened up countless road routes across the length and breadth of the country. For his achievements for the motoring industry in Kenya, the Galton-Fenzi Memorial was erected in honour at the junction of Kenyatta Avenue and Koinange Street in Nairobi.

"It features an obelisk bearing the names and distances — in miles and kilometres — of various towns and cities including Nairobi to Mombasa, Nairobi to Dar es Salaam to Malawi, and Nairobi to Khartoum routes. The point at which it is erected is said to have been the focal point from which all distances from Nairobi were measured and happens to be right next to the General Post Office.

"Fenzi envisioned a club for motorists to provide useful information and advice relating to the purchase, maintenance and repair of their precious vehicles as well as for negotiating attractive insurance premiums, road mapping and the setting up of petrol depots.

"Over the years AA Kenya's growth has been driven by our purpose which is to add value to motorists sustainably. With the current Global Road Safety Challenges, our vision is to champion Road Safety in Kenya."





# FORGING A NEW SPORTING IDENTITY

*Chosen as the pilot nation in Africa for the FIA's karting slalom scheme, Ethiopia', though the work of the EMA, is beginning to reassert itself as a country with a deep passion for motor sport competition.*







FIA Deputy President for Sport Graham Stoker, President of the Automovel e Touring Clube de Mocambique António Marques, FIA President Jean Todt, Ethiopian Motor Sport Association President Ermias Ayele, FIA Vice President for Sport Surinder Thatthi and delegates of the FIA Sport Regional Congress at the karting slalom demo in Addis Ababa.

Last August, during the FIA's Regional Sport Congress for Africa held in Addis Ababa, FIA President Jean Todt revealed that the country had been chosen as the pilot African nation of the Federation's karting slalom programme, a scheme designed to encourage motor sport participation as grassroots level. It was, says Ermias Ayele, President of ASN the Ethiopian Motor Sport Association (EMA), a significant step forward in the Club's efforts to boost motor sports culture in Ethiopia and further afield.

"This is very important for club and grassroots development in Africa," he explains. "In our case specifically it's also a big challenge because we do not have karting circuits and therefore the slalom events need to be organised in alternative locations and those are difficult to find or obtain permissions for."

"However, for sure this is a great initiative by the FIA and it will surely help promote motor sport among the youth and consequently grow the sport in the future," he adds. "The success will clearly depend on the work done by EMA and other ASNs in Africa participating in this pilot scheme. We also feel that FIA should help smaller and less experienced ASNs such as EMA to properly implement such projects in order to achieve the greatest benefit for the sport in Africa and best use of FIA resources possible."

To that end, the FIA presented the Club with a free 'karting toolbox' containing two karts, hundreds of plastic cones, a guide to setting up karting slalom, and the associated sporting rules and regulations.

The presentation was followed at the time of the Congress by a demonstration of karting slalom, with over 50 people taking part in the event, which was staged in a car park adjacent to the Congress venue.

"I am a firm believer in the potential of this programme and not just in terms of developing grassroots motorsport," said FIA President Todt. "It will also teach people, especially youngsters,

**“ THIS IS A GREAT INITIATIVE BY THE FIA AND WILL HELP PROMOTE MOTOR SPORT ”**



EMA President Ermias Ayele.



**“ WE HAVE NO TRACK FOR CIRCUIT RACING. THERE IS AN OBVIOUS DIFFICULTY IN ORGANISING EVENTS, ESPECIALLY WITH CITIES DEVELOPING FAST ”**



the basics of driving and safety aspects that can be transferred directly from racing to driving on public roads."

The karting slalom programme might seem a long way from the country's motor sport heyday – a 1960s and early '70s golden age defined by the success of the famed Ethiopian Highland Rally – but it is the latest stage of a revival that has been slowly gathering pace in the country in recent decades.

"Motor Sport in Ethiopia was started at the beginning of 1958 by a few motor sport enthusiasts competing each other for entertainment. This kind of entertainment continued until 1965," explains Ayele.

"The Ethiopia Highland Rally was first held in January 1965 and was started in relatively small way. In all, nine Highland Rallies were held until 1973. The event received backing at the highest level and was actively supported for many years by its Patron, Ethiopia's Crown Prince, Merid Azmach Asfa Wosson."

That prosperous period came to an end in 1974 with the ousting of Emperor Haile Selassie. During the subsequent rule of the Derg, the group of police and armed forces that took power, motor sport almost ceased to exist in the country.

In recent years though things have begun to change thanks in part to the efforts of a dedicated group of enthusiasts such as Ayele and Simone Ferrari, competitor representative and motorbikes commission chairman at the Ethiopian Motor Sports Association (EMA).

According to Ferrari developing motor sport in Ethiopia remains a difficult prospect, despite grassroots passion.



FIA President Jean Todt and EMA President Ermias Ayele talk with FIA Vice President for Sport Surinder Thatthi following his karting experience.





FIA President Jean Todt with Ethiopian President Mulatu Teshome, who pledged his commitment to the UN's Save Kids Live road safety campaign.

## “ THE FIA CONGRESS WAS IMPORTANT BECAUSE IT HELPED US TO GET ATTENTION FROM DIFFERENT STAKEHOLDERS INCLUDING GOVERNMENT ”

“High importation taxes on both cars and parts (make it difficult),” he explains. “There are no professional tuning companies in the country able to prepare cars, so competitors need to prepare the cars themselves with limited knowledge. There is no availability of competition parts locally; everything needs to be imported. We have no race track for circuit racing and therefore there is an obvious difficulty in organising races especially with cities developing fast.

“Government policy on treating racing incidents is very discouraging as competitors can be jailed if an accident occurs instead of conducting an investigation first,” he adds. “There is a very small number of qualified officials and we have a lack of clubs and organisers. All races until today have always been organised by the ASN with limited capacity and therefore the number and quality of events has been low and is difficult to improve.”

Ayele completes the picture of a tough landscape by adding: “Development of the sport has been limited in the last 10 years due to a number of challenges. We lack sporting facilities for racing and training. Public roads are used for racing, which is very dangerous. We don't have a facility to nurture interested and talented youth.

“[Vehicle] taxes are also very high this does not encourage competitors to import cars. As a result they use old cars. It doesn't help us to attract potential sponsors. Finally, there is a lack of government support for the development of motor sport and a lack of unity among the motor sport family here to lobby different stakeholders.”

Despite the obstacles, however, there is a thriving motor sports subculture in the country. “We have 265 members, among them 150 are pilots and the majority of them interested

in city circuits,” says Ayele.

The presence of the FIA Congress in Addis Ababa served to focus media attention on the sport and its ambitions in Ethiopia, adds Ayele.

“It was very important for EMA because it motivated the motor sport family and help us to get attention from different stakeholders including government,” he says, adding that recognition of the sport was giving a boost via FIA President Todt's meeting with Ethiopian President Mulatu Teshome during the Congress.

“Relations with government offices will improve as a result of this,” he confirms. “It will help to make our sport better positioned with the government. It has highlighted EMA through the FIA's work on road safety and it will help us to start the necessary awareness raising-activity in collaboration with the government. It also focused EMA's attention to work more on road safety, which is major problem in Ethiopia.”

In the development of a new motor sport culture in the country the presentation to EMA of a 'karting toolbox' is just the first stage of a planned expansion of grassroots engagement, with the FIA playing a supporting role through its grant programmes.

“Resource is scarce in Ethiopia and the FIA Grant programme helps us to develop the sport,” says Ayele. “It shows that the FIA, as the global governing body of the sport, cares about developing counties. For instance, we have requested 10 more karts from FIA Grant funding in 2017, which has been approved by FIA. This will help us develop the sport better and bring young people to motor sport, which will enable us to grow the sport.

“We need to use the excitement and attention the congress

**“ IN FIVE TO 10 YEARS WE HOPE TO HAVE A HEALTHY RALLY CHAMPIONSHIP AND TO BRING THE HIGHLAND RALLY BACK TO THE INTERNATIONAL SCENE ”**



Ethiopia's motor sport heritage stretches back to the late 1950s but reached its high point between 1965 and 1973 when the Highland Rally proved a popular event with local and international competitors.

Pictured left is Major Onni Niskanen, one of the originators of the Highland Rally. A Swedish sports coach, he not only competed in rallying but also trained Ethiopia's Abebe Bikila, a barefoot runner who won marathon gold at the 1960 Summer Olympics in Rome and at the Tokyo Olympic Games in 1964.





Competitors J Mamalingas and Robert Nadir piloting a Peugeot 504 Injection during the 1970 Highlands Rally and (below) the incredible landscape which gave the rally its name.



created to grow the sport. More work is needed from EMA board members, EMA full time staff and the wider motor sport family to position better in the coming years and looking forward to the future.”

Ferrari adds that there is much work to be done: “At the moment I would say that there is huge potential but the current scene is not healthy because of the many challenges listed earlier. However, EMA is now trying to implement new strategies and find solutions to the many challenges. It’s going to be hard work but we hope to see the fruits of this in the future.”

Top of the agenda is youth engagement through the karting programmes but Club President Ayele also targets “city circuit racing and rallying, since these are the two kinds of sports competitions we organise” as priorities for development.

And while it might be some time before the glory days of the Highland Rally are reached again, Ferrari also targets a revival of rallying, again with FIA assistance.

“We would love to revive rallying and bring it to its former glory,” he says. “We have secured a grant from FIA for timing

equipment following the one we had already obtained for officials training previously. We have also informally talked with experienced organisers in South Africa and they are very keen to help us achieve this goal. In the next five to 10 years we therefore hope to have a healthy rally championship and to bring the Highland Rally back to the international scene.”

In developing motor sport in the country the pair also point to obtaining duty free status or reduced importation taxes for competition vehicles and parts, the securing of government land to be used to develop a motorsport complex and the encouragement of motor sport club formation in Addis Ababa as major goals. They say they will also be pushing for the greater involvement of manufactures and sponsors at a higher level and seeking a growth in two-wheeled motorsport with a focus on motocross and affiliation with FIM.

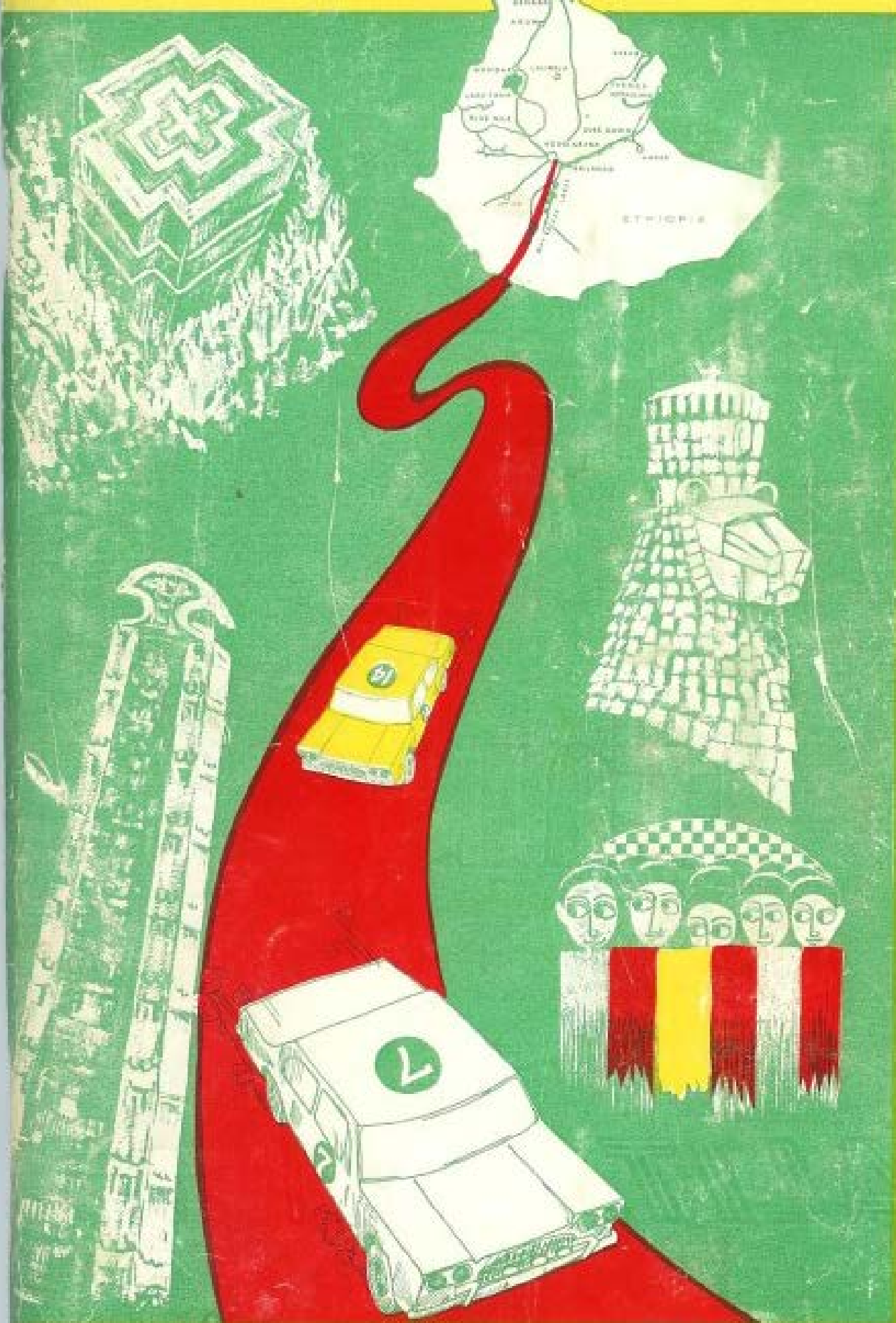
“The club’s goal for the coming five to 10 years is to own a sporting facility for training and completion,” concludes Ayele hopefully. “We want to increase the number of drivers and to increase the fun of motor sport.”

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**VI Ethiopian Highland Rally**  
 Tel. 45699 P. O. Box 2762 Addis Ababa



## Confederation of Australian Motor Sport



Participants of the Track Inspectors Course designed and hosted by the Confederation of Australian Motor Sport (CAMS).



# CAMS and Karting Australia join forces to advance track safety

Eight Karting Australia Track Inspectors from across Australia recently attended a Track Inspectors Course designed and hosted by the Confederation of Australian Motor Sport (CAMS).

The course was led by Karting Australia Safety Risk and Compliance Manager Tony Manson, a former advisor to the CAMS National Track Safety Committee and V8 Supercars Operations Manager. CAMS representatives included Track Safety Manager Bruce Keys and WH&S Manager Andrew Fisher.

Two separate theory sessions were held, with a final practical inspection exercise held at Melbourne's Todd Road kart circuit. This was based on the existing processes used by CAMS when inspecting venues.

Learnings across the two days included the concepts, planning and documentation processes designed by CAMS for track inspections. The aim of the CAMS standards, and the Karting Australia initiative, is to create a consistent set of track safety standards and reporting methods across disciplines held under the FIA/CIK banner in Australia. Similar processes, developed with assistance from CAMS, have already been adopted by Motorcycling Australia.

"All motor sport regulators using similar assessment processes have significant advantages, especially where the training of personnel is involved," Keys said.

The documentation process CAMS utilises can identify not only areas that require improvement, but it can also identify risk controls that may be excessive depending on circumstances. An example is allowing an increase in grid numbers where appropriate for some

single release track activities. The benefit of this comes in promoting further participation at events that are more user friendly and offer more track time for entrants.

"Some see the use of formal risk assessment tools as being a hindrance to progress and that it promotes too many irrelevant regulations, but this is not so," Keys continued.

A unified process for track inspection is aimed at allowing global affiliated motor sport to work together to use a risk management and assessment process across grass roots right through to Formula One.

Another benefit comes in the form of a consistent set of processes that exceed the requirements of Civil Agencies, such as WorkSafe, ensuring venues and the sport comply with various civil legislation acts.

"It is important that the sport continues to take on board modern and transparent decision-making processes, especially those which are universally used in industry and at high risk events, where those processes are used advantageously," Keys concluded.

CAMS has its own network of track inspectors across Australia attending club and state-level motor sport venues. National venues are inspected by the National Track Safety Advisory Committee, and International venues are inspected by FIA representatives.

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Motor Sports Association UK

# MSA Environmental award goes to Anglesey Circuit in Wales

Britain's MSA has presented its 2016 Environmental Award to Anglesey Circuit in Wales, with the trophy being handed to circuit representatives at the MSA's Night of Champions at the Royal Automobile Club in London at the end of January.

The award is designed to recognise outstanding achievements or a significant contribution towards environmental responsibility and the active promotion of sustainability within motor sport.

Located within a nationally designated Area of Outstanding Natural Beauty, the circuit has taken extensive steps towards sustainability.

For example, while the circuit was being reconfigured in 2007, rock was quarried on-site to save an estimated 3,500 wagon journeys, while more technologically complex processes included laying the asphalt cold.

The MSA also noted that designating two Sites of Special Scientific Interest after the circuit was established is indicative of thorough environmental planning.

A major undertaking for the venue has been working closely with the local authority's environmental health department and acoustic consultants to manage noise. This has included forming a community liaison group and investing in state-of-the-art noise monitoring equipment, which has benefited all parties. In 2015 the Isle of Anglesey County Council won the Noise Abatement Society's John Connell Award for its work with Anglesey Circuit.

Rob Jones, MSA Chief Executive, said: "In today's world, organisations of all kinds must respect environmental factors in their operations and motorsport is no different. Anglesey Circuit's positive and proactive engagement with the Local Authority and community is a model for others to follow, and shows that responsible motorsport activity can be compatible even with Areas of Outstanding Natural Beauty."

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Clockwise from top left: FIA President Jean Todt with FIA Vice President and OMDAI President José Abed; Sergio Perez; Miguel Ángel Mancera, and Emerson Fittipaldi being presented with his award by FIA Region IV President Jorge Tomasi.



## FIA Americas Awards

# Stars of motor sport and safety honoured in Mexico City

The most outstanding performers in motor sport and mobility across the American Continent were recently honoured at the FIA Americas Awards 2016 held at the Autodromo Hermanos Rodríguez in Mexico City.

Saluting the award winners FIA President Jean Todt said: "It is an honor to start the year with you.

"Thank you for the support we have received from Mexico, both on the sporting scene with the organisation of major international events, and in road safety," he added in a message to those in attendance. "The Americas is a very passionate region about motor sport and we are pleased with the commitment shown [across the Americas]," he added.

José Abed, FIA vice president and president of OMDAI FIA Mexico, welcomed the clubs representing the region and expressed his delight at the country hosting the award ceremony once again, after a number of years being staged in Panama.

Formula One racer Sergio Perez received the Most Outstanding Driver of the Americas Award for his 2016 efforts with the Force India team, which finished the season in fourth place in the F1 Constructors' Championship standings.

"It is a very special recognition that means a lot, seeing so many car racing personalities in Mexico is a reason of pride and we are sure that 2017 will be another great year for the country," said the Mexican driver.

In the sphere of mobility, the Government of Mexico City, led by Miguel Ángel Mancera, received the Initiative of the Year award, due to the 'Vision Cero' campaign, which has the aim of establishing a new road safety culture among inhabitants of the Mexican capital.

"I want to thank the FIA and in particular the enthusiasm of Jean Todt, as it is not only the organiser of car races, but also for its commitment to spread the importance of public policies to have safer roads worldwide," said Mancera Espinoza, who announced that the CDMX has reduced road deaths by 20 per cent through the 'Vision Cero' programme.

"We know that it is not easy to implement this type of measures because of the resistance they sometimes cause, but the results are clear," he added.

Elsewhere, two-time Formula One champion Emerson Fittipaldi was presented with an honorary award in recognition of his achievements on the track and for his time as Chairman of the FIA Drivers' Commission and for his efforts as a member of the World Motor Sport Council.





## Automobile and Touring club of UAE



# GCC states launch multi-category cross country championship

The six motorsport federations of the Gulf Cooperation Council zone are to launch an ambitious new motor sport series in 2017, allowing bikes, cars and buggies to compete across the region.

Announced in Dubai last October, the Gulf Challenge will feature rounds in Oman, Saudi Arabia, UAE and Qatar. The new series, launched following a year of research, is designed to reduce costs for competitors, in particular novice drivers, and to exploit the natural terrain of the Arabian Gulf region. Participants across the various categories will compete for separate class Championships.

The Dubai launch of the project was attended by the Bahrain Motor Federation's Sheikh Abdulla Bin Issa Al Khalifa, Sheikh Ali Al Fawaz Al Sabah of the Kuwait International Automobile Club, Jamal Al Ta'ai of the Oman Automobile Association, Abdulrahman AL Mannai of the Qatar Motor and Motorcycle Federation, Abudullah Bakashab of the Saudi Arabian Motorsport Federation and Mohammed Ben Sulayem of the Automobile and Touring club of UAE.

"This is the biggest development for the GCC motorsport community since rallying was started in the region 30 years ago, we are confident that via our collective efforts this will add real value to the motor sport community and indeed society in general," read a group statement. "We see this as the perfect

proving ground for the next generation of Arab champions and the natural route for those who want to progress to competing in the three World Cup Cross Country events held in the region."

In addition, each individual Federation has also undertaken to examine the creation of individual feeder National Championships in each territory for novice competitors, with an annual budget ceiling of US\$12,000 for a motorcycle and US\$34,000 for a buggy.

The six Federations also stressed that they see the championship as a platform for local engineers and preparation companies to develop vehicles for the series, thus providing added value to society. The series will be promoted mainly via Social media. Each round will be one day in duration and run over approximately 150 kms of desert terrain.

Each round of the Gulf Challenge will be promoted and managed by the host federation with collective management of time keeping, safety regulations and marketing undertaken by the six founding GCC Federations.



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## FIA Safety

# Equipped to make motor sport safer

The FIA's quest to improve safety in motor sport at every level focuses not only on improving car and circuit safety but also the standard of the equipment used by those taking part in the sport.

And to encourage competitors to invest in the right equipment, the FIA Safety Department recently produced an informative leaflet that sets out the benefits and reasonable costs of using FIA-approved safety equipment.

The leaflet has a number of key objectives. These include: showing those involved in motor sport the key safety protections provided by FIA-approved safety equipment; demonstrating that FIA-approved equipment is not expensive and that the level of safety can be the same whether someone chooses to use expensive pro-standard safety equipment or more cost-effective FIA-approved solutions (the difference often being measured only in weight and materials used); providing drivers with a safety equipment check list, and explaining the research conducted and the approvals required before a safety equipment is published by the FIA.

It also details the standards existing in relation to helmets, where the Advanced standard is reserved so some of the FIA top

level championships.

Aimed at drivers, ASNs and officials, the leaflet is designed to help individuals understand the safety protection each piece of equipment provides. It also allows ASNs and officials to show drivers that safety equipment is not as costly as drivers often believe.

Presented for the first time to the FIA's Serious Accident Study Group last September it was later presented to the World Motor Sport Council and it has since been distributed at a number of FIA congresses and in seminars organised by FIA.

In addition to the leaflet the FIA has produced an information video presented by star driver Petter Solberg in which the two-time FIA World Rallycross champion details the equipment used to keep him safe while racing.

[Read the full leaflet](#)

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**TARGET: MAXIMUM SAFETY**

The driver's equipment is a key aspect of the FIA's relentless pursuit to improve safety in motor sport. To that end, the FIA is implementing the following process in order to ensure that the products worn and used by competitors meet the highest level of safety at all times:

- R&D**  
The FIA works in partnership with Global Institute for Motor Sport Safety to develop the standards, which will be used by the industry to ensure the most advanced safety protection products.
- TESTING**  
Each product is tested in order to ensure that it not only complies with FIA standards but also is suitable and comfortable.
- MARK OF APPROVAL**  
The FIA-approved label is affixed on the product only if it fully complies with the FIA's safety requirements.

LOOK FOR THE FIA HOLOGRAM AND LABEL.  
It is easy to identify which products have been subject to stringent FIA tests: simply look for the FIA Hologram and/or label on the product.

**FIA-APPROVED SAFETY EQUIPMENT CHECKLIST**

FIA STANDARD	DESIGNATION OF THE PRODUCTS	TECHNICAL LIST WITH APPROVED PRODUCTS
8856-2000	Casuals	1227 - Part 1
8856-2000	Underwear (short and pants), socks and shoes	1227 - Part 2
8856-2000	Gloves	1227 - Part 3
8858-2002 8858-2010	Frontal Head Restraint (FHR) System	1129
8858-2002 8858-2010	Holmat Compatible with FHR Systems	1141
8859-2015	Premium Helmet	1149
8860-2004 8860-2010	Advanced Helmet	1133

THE FIA STANDARDS AND TECHNICAL LISTS CAN BE FOUND ON:  
[FIA.COM/HOMOLOGATIONS](http://FIA.COM/HOMOLOGATIONS)

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**FIA DRIVER SAFETY EQUIPMENT**

**NO PROTECTION**

Accidents are a part of motor sport. The FIA's priority is to ensure the highest level of safety for motor sport competitors. It is compulsory to wear FIA-approved safety equipment when taking part in FIA-governed championships.

NO HELMET  
NO FRONTAL HEAD RESTRAINT  
CASUAL CLOTHING  
NO GLOVES  
CASUAL UNDERWEAR  
CASUAL SHOES

**PROTECTION WITH ENTRY-LEVEL PRODUCTS**

With the exception of helmets, the FIA's minimum safety requirements are the same for all FIA-governed championships. For certain championships\*, competitors may be required to wear advanced helmets.

PREMIUM HELMET  
FRONTAL HEAD RESTRAINT  
OVERALL  
GLOVES  
UNDERWEAR  
SHOES

**PROTECTION WITH TOP-LEVEL PRODUCTS**

Top-level and entry-level products offer the same level of safety protection. The cost difference of products reflects the materials and technology used in the manufacturing process. Top-level products are lighter and more comfortable.

ADVANCED HELMET  
FRONTAL HEAD RESTRAINT  
OVERALL  
GLOVES  
UNDERWEAR  
SHOES





## MAK elects József Hatala as new Club President



The Magyar Autóklub (MAK) of Hungary has elected József Hatala as the club's new President. The previous incumbent, Oszkár Hegeds, announced his intention to step down with effect from 1 January 2017, having celebrated his 80th birthday at end

of October. The General Assembly elected former Vice-President, Hatala for the remaining term of three years.

Mr Hatala held a number of high-level positions at the Hungarian Police between 1983 and 2013, serving as National Police Commissioner from 2010 to 2013, holding the rank of lieutenant general. During his long career he has worked to promote vehicle mobility and the development of traffic infrastructure by focusing on road safety and accident prevention.

Before being elected club President, he worked on the board of the Budapest club and on the Legal Committee representing the interests of MAK members. In 2013, he was elected to the position of Vice-President and on 15th December 2016 he became President of MAK.

## Akbar Ebrahim chosen as new FMSCI President



Akbar Ebrahim has been elected as the new President of Federation of Motor Sports Club of India (FMSCI) in the 43rd Annual General Meeting held in Chennai, on December 12.

The Chennai-born former racer will replace Zayn Khan, who took

the role in September 2015 after an untimely death of R Bharath Raj while serving in the highest role.

After one year and three months at the helm, Khan will hand the baton to Ebrahim for the next three years between 2017-2019, with J Prithviraj taking over the vice-president role from K D Madan.

Ebrahim, whose son Armaan races in the Lamborghini Super Trofeo series, currently is involved in development and training of young Indian racers through Meco Motorsports.

## Manuel Aviñó is new RFEDA President



In December 2016 the Real Federación Española de Automovilismo (RFEDA) elected Manuel Aviñó as new President.

The young Valencian replaces Carlos Gracia Fuertes, FIA Vice President for Sport, who had been RFEDA's

President for 32 years.

Former President of the Federación de Automovilismo de la Comunidad Valenciana (2010-2016), Manuel Aviñó is looking forward to pursuing new projects within the sport federation and promoting a new era for Spanish motor sport.

## Nigel Alexander elected new AAA President



Nigel Aleksander has been elected as the new President of the Australian Automobile Association (AAA) at the end of 2016.

Former President of the Royal Automobile Club of Queensland (RACQ), Mr Aleksander previously worked in corporate finance roles with both Australian and

international banks.

He is also Director of the North Australian Pastoral Company Pty Limited and recently joined the FIA World Council for Automobile and Tourism as Region II member.



FIA Annual General Assembly 2016, Vienna.

# SAVE THE DATE! COMING SOON...

## **MOBILITY EVENTS:**

### **Global Road Safety Film Festival**

20-21 February  
Geneva, Switzerland

### **FIA University**

#### **Emerging Leaders Program (6th edition)**

6-10 March  
Barcelona, Spain

### **FIA High Level Panel for Road Safety meeting**

6 March  
Geneva, Switzerland

## **SPORT EVENTS :**

### **FIA Sport Regional Congress, MENA**

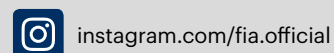
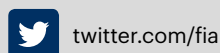
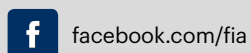
16-17 February  
Kaslik, Lebanon

### **FIA Sport Regional Congress, ASIA-PACIFIC**

17-19 March  
Seoul, South Korea

### **FIA Sport Conference**

19-23 June  
Geneva, Switzerland





# THIS MAY ALSO BE OF INTEREST TO YOU :

## **NEW HOME FOR AUTOMOBILE ASSOCIATION TO BE COMPLETED BY LATE 2018**

<http://www.straitstimes.com/singapore/new-home-for-automobile-association-to-be-completed-by-late-2018>

## **TIME FOR TALKING IS PAST - AA**

<http://southcoastherald.co.za/184183/time-for-talking-is-gone-aa/>

## **SAMSUNG AUSTRIA TO INTRODUCE VIRTUAL REALITY DRIVING LESSONS**

<http://www.thelocal.at/20170117/samsung-austria-to-introduce-virtual-reality-driving-lessons>

## **EAST AFRICA: EA HOPES FOR WORLD RALLY CHAMPIONSHIP COMEBACK**

<http://allafrica.com/stories/201612270185.html>

## **HONG KONG FORMULA E ORGANISERS WANT NEW FORMAT TO BOOST FAN INTEREST**

<http://www.scmp.com/sport/hong-kong/article/2061298/two-days-two-races-hong-kong-formula-e-organisers-want-new-format>

## **FIA FOUNDATION BEGINS 2017 WITH RENEWED ROAD SAFETY GRANT PARTNERSHIPS**

<https://www.fiafoundation.org/blog/2017/january/foundation-begins-2017-with-renewed-road-safety-grant-partnerships-for-the-global-goals>

## **CITIES INCREASINGLY TURNING TO ELECTRIC BUSES - REPORT**

<http://www.eltis.org/discover/news/cities-increasingly-turning-electric-buses-report>

## **AUTOMOBILE CLUB PREMIA I CAMPIONI ITALIANI ALLA REGGIA DI CASERTA**

<http://www.picenotime.it/articoli/20854.html>

## **LE TCS GENÈVE FÊTE SON CENTENAIRE EN HABILLANT UN BUS**

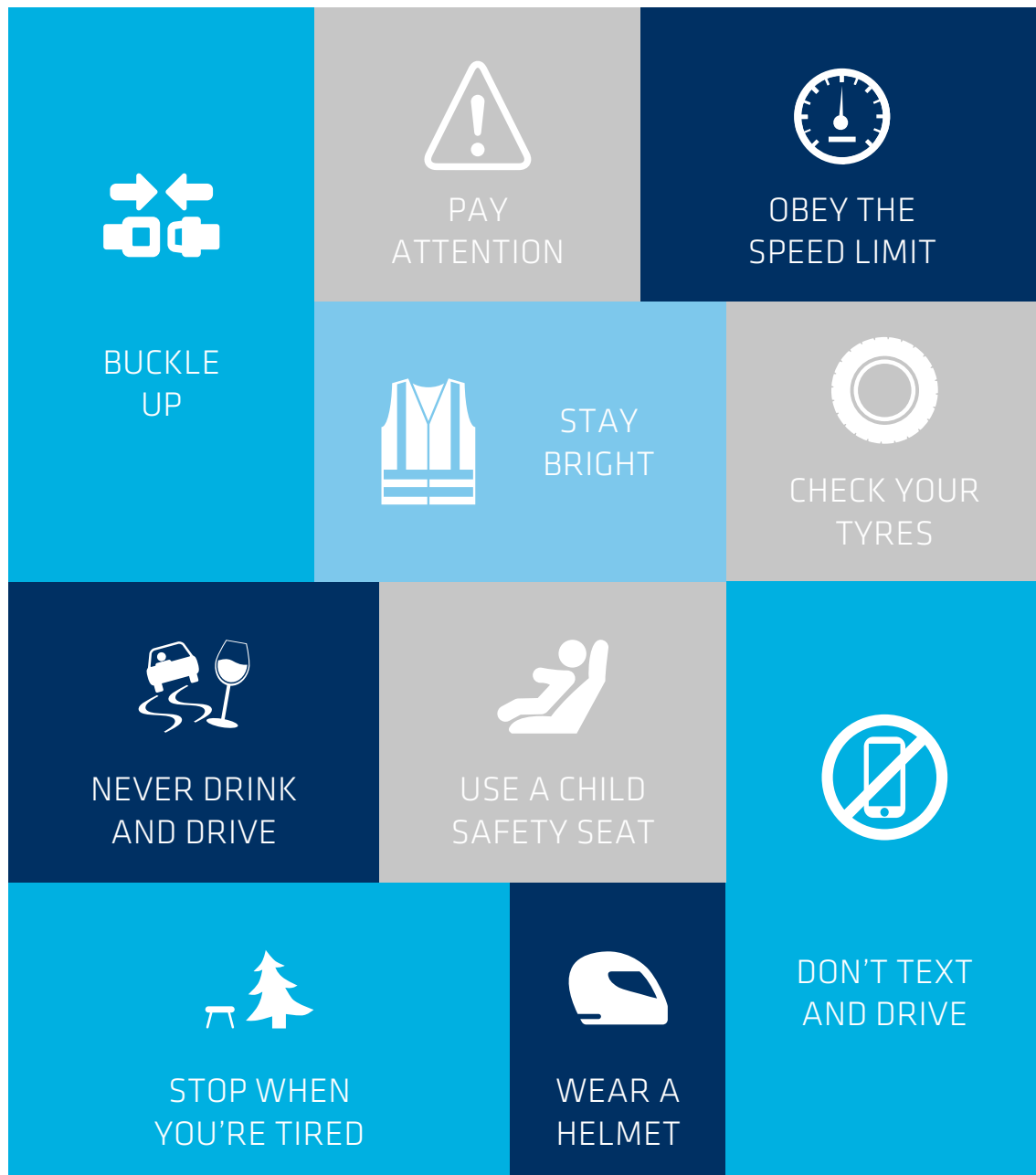
<http://www.tdg.ch/geneve/actu-genevoise/tcs-geneve-fete-centenaire-habillant-bus/story/31000328>

## **LEAKED TRANSPORT PLAN WOULD REPLACE NEW CAR TAX WITH ROAD USAGE FEE**

[http://yle.fi/uutiset/osasto/news/leaked\\_transport\\_plan\\_would\\_replace\\_new\\_car\\_tax\\_with\\_road\\_usage\\_fee/9411062](http://yle.fi/uutiset/osasto/news/leaked_transport_plan_would_replace_new_car_tax_with_road_usage_fee/9411062)



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