FIA Mobility Policy Commission

Conference Week

Johann Grill

10 September 2013



THE HAGUE 10-13 SEPT













Role

Chair

Vice Chair

Members

Structure & Roles



World Council for Automobile Mobility and Tourism

Programmes Committee

Nurture & guide Commissions' work, decide on FIA Road Safety Grant Programme Brian Gibbons (NZAA)
Susan Pikrallidas (FIA)
Thierry Willemarck (TCB)
Ross Herron (AAA)
Tim Shearman (CAA)
Jorgé Tomasi (ACU)
Johann Grill (ADAC) / NN
Frank Fotia (CAA) / NN

Commissions Reform

Policy Commission

Policy formulation, advocacy, campaigning and lobbying

Johann Grill (ADAC)

NN

Miquel Nadal (RACC) Jeff Walker (CAA) Andrew McKellar (AAA)

Services Commission

Services or products for Club members and/or consumers

Frank Fotia (CAA)

NN

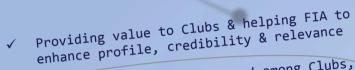
Gebhard Sanne (AvD)
Daniel Ordoqui (ACU)
Daniel Tesch (ACL)
Dougal Swift (AANZ)

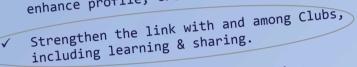
Customs Council

Customs Network



Vision & Mission





- ✓ Help to identify the most promising policy ideas for the FIA to pursue.
- √ Give advice to the FIA leadership about
 the opportunities, costs, and operational
 considerations associated with various
 efforts.
- ✓ Help create opportunities for Clubs to take action alongside FIA.
- ✓ Ensure that FIA and its Clubs are prepared to represent and defend the interest of Club members, in policy and regulatory affairs.
 - Leverage partnerships with stakeholders in public, private & not for profit sectors.



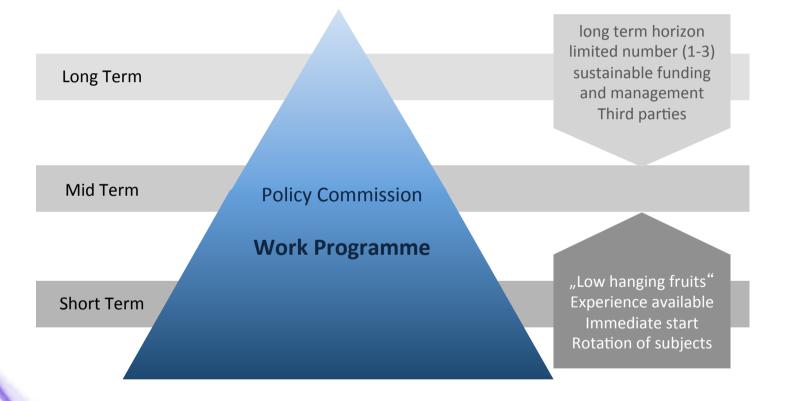






Project Initiatives





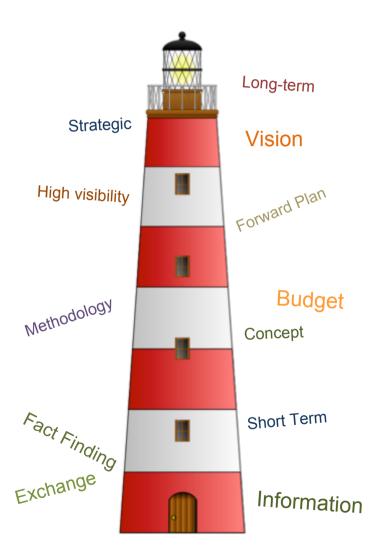


Project Initiatives



In the immediate term

- Strengthen the policy regime for the FIA with some core building blocks of activity that not only demonstrate the possibility for more in the future.
- Create a stronger foundation for collective effort in the future.
- Identify and prioritise initiatives re:
 - Achievability
 - Credibility
 - Collective Action
 - Collaboration
 - Short term impact
 - Cost



In the longer term

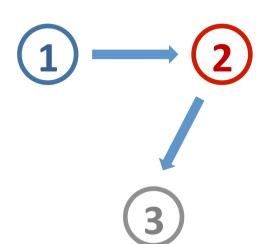
- Incorporate some initiatives that will have timeframes in the medium and longer term.
- Particular consideration of relevance for Clubs and for the profile of the FIA
- Trials and/or pilots in order to reduce risk
- Sustainability
- Professional management
- Funding and/or cooperation with third parties



Prioritisation







Topic			Johann Grill	Jeff Walker	Mique Nadal
Road safety	Mit: use existing indicators and/or work w/ int institutions (UN, WR, WHS) to develop a basic set of regular RS indicators on a world wide basic. I will send you a paper on this in a couple of weeks, taking as a base the paper you circulated recently and a report that we (RACE) have elaborated. I think this project could give a lot of visibility to the FIAI and the cluba) and strengthen its position as a reference institution when dealing w/ RS issues.	MN: I see this as a long term project, requiring –non negligible- funding.			x
Driver training	MRL is would propose to do 2 things, On one hand, elaborate a short report/survey to know what the situation is drowly on awd of wide basis) a regards the requirements to obtain a drowler (leases. On the other hand, in jurallel, we could work on trying to come up w/a basic "TRA package" of diver training (we would probably meet to set up an internal peers commission for this, This basic "TRA package" could be useful for dusts that have driving schools or training centers, additionally, we could use the package to oble by in order to have a minimum set of common standards to get a develor license on a work of whe basis.	MN: I see this as a medium term project, requiring —limited-funding.			x
Seat belt wearing and child restraints	MN: I understand this is basically an awareness campaign. Content based on the paper being elaborated by JG.	MN: I understand this can be a short term project that (if we deem it interesting) could attract (large?) funds from private sponsors.	x		x
Ecodriving	MN: develop an online toolkit (with all sorts of information, materials, videos, etc) to help clubs promote ecodriving techniques among novice and experienced or drivers and –eventually-among truck drivers. We (RACC) are developing such a tool (w/ finandial support from the FIA Foundation) for Region 4 and could adapt it (and improve it) with not much difficulty for all FIA regions.	MN: I see this as a short term project, requiring –limited-funding.			x
Air quality	MR: think it important that the Commission get moved in a policy issue related to the environment. In throad terms, there are by discuss to address one ic intract change (Commission) and the there has an quality (No.P, MR, ed., Climate change is keing partly addressed by the FAF Foundation through the GFI (together with the EAF and other institutions). My understanding is that are quality is somehow being ingrored (at a worldwide level, at least), while it is a very important issue (in Spain, for example, it is estimated the death that can be atthitude to local publishion are 'Stem being being that the faithlies due to road accladers, So in would insist in doing something related to a requality in large metapotitian areas in the world (Mexico city, Shanghai, Jakatra, New DMI), Calups) the potential for improvement is that	MN: I see this inevitably as a long term project, as I do not have a clear idea of how we should approach it			x
	MN: develop a dynamic FIA digital hub to share information about existing Club awareness campaigns. Definition and architecture to be based on JW paper.	MN: I see this as a short term project, requiring —limited-funding.		x	x





Work in Progress





FIA Connect

Access to Car Data and Telematic Platforms

Child Safety in Cars

Road Safety Indicators

UNECE

Eco-Driving





Thank you for your attention

Johann Grill

Chairman, FIA Mobility Policy Commission johann.grill@adac.de



Access to Car Data and Telematic Platforms





Rationale

- •As supplier for roadside assistance services Clubs need RMI in order to deliver effective services to their members.
- •Also independent repairers need access to the same information and under the same conditions as manufacturer-authorised repair shops.
- •Both in keeping open access to car data and telematic platforms Clubs safeguard consumers' free choice.

Idea

- Coordinate continuous exchange of information on RMI.
- •Workshops on expert / management level.
- •Consult external experts where necessary.

Next Steps

- Working group compiling information about RMI in different regions
- Create a worldwide network of RMI interested Clubs.
- •Use opportunities given by Club gatherings to exchange information.

10-09-2013



Child Safety in Cars





Rationale

- Road traffic injuries are second most common cause of death in children aged 5-14.
- Many Clubs address this issue through consumer information, awareness raising, lobbying, etc.
- Action is necessary both in countries with or with legal requirements.

Idea

- Support Clubs / FIA Regions in:
 - Raising awareness
 - Informing and/or setting-up CRS testing.
 - Lobbying for changes in legislation;

Next Steps

- Working Group researching the issue and documenting existing activities and proposing follow-up.
- Evaluating the need and necessary means for FIA action.





Road Safety Indicators



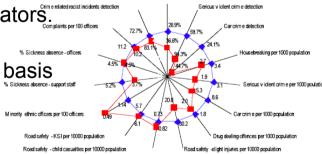


Rationale

- Good road traffic accident data as important element for research, policy and preventive actions.
- Development and improvement of data as priority of the UN Decade of Action.
- International organisations both at global and at regional level publish road traffic safety data, but lack of global road safety indicators.

Idea

- Develop universal road traffic safety indicators.
- Raise FIA profile by contributing to better understand road safety problems and lay basis for effective prevention work.



Next Steps

Initial discussion with the ITF to evaluate the potential for cooperation.



UNECE





Rationale

 UNECE Regulations set harmonised rules for vehicle conception, also in terms of safety and environmental sustainability.

UNECE guards and develops internationally harmonised traffic rules in

relation to the Vienna Convention.

Idea

- Represent FIA / Club interests in UNECE decision making process.
- Increase visibility of related FIA work.

Next Steps

- Strengthen reporting about UNECE developments through the Commission.
- Commission providing guidance in setting focus of FIA work and disseminating information.
- Commission to set-up small expert groups where needed to address specific issues.



10-09-2013





Eco-Driving





Rationale

- Eco-driving can be applied everywhere in the world, irrespective of the level of economic development.
- A lot of know-how within Clubs can be transferred.
- Many Clubs have driver training activities to which eco-driving aspects can be added.

Idea

 Develop an online toolkit to help clubs promote eco-driving techniques among novice and experienced car drivers.



Next Steps

- Further define the proposal & evaluate Club interest in this issue.
- Set-up project team to compile information about current practices.
- Work with FIA Regions to help Clubs to set-up the online toolkit.