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THE FIA

The Fédération Internationale de l'Automobile is the governing body of world motor sport and the federation of the world's leading motoring organisations. Founded in 1904, it brings together 236 national motoring and sporting organisations from more than 135 countries, representing millions of motorists worldwide. In motor sport, it administers the rules and regulations for all international four-wheel sport, including the FIA Formula One World Championship and FIA World Rally Championship.

THE FIA FOUNDATION

The FIA Foundation is an independent UK-registered charity that supports an international programme of activities promoting road safety, the environment and sustainable mobility. It was established in 2001 with a donation of \$300 million from the FIA and is governed by a Board of Trustees. Among its activities, the Foundation participates in various UN road safety and environment-related partnerships and is a member of the UN Global Road Safety Collaboration.



Dear reader, dear friend,

Freedom of movement is one of the great benefits of everyday life that in the past many of us have too often take for granted. Over the last 10 months, however, that benefit has been severely curtailed as the travel restrictions imposed by the COVID-19 pandemic have forced us to narrow our world view and deal with a different reality when it comes to mobility.

And as the effects of the crisis continue to be felt around the world, several questions remain. Are the trends we are seeing short-term adjustments or will journeys be greatly changed in the future? When restrictions ease, will our reluctance to travel closely together lead to shifts in how we make our way to work, or indeed whether we even leave home to work? And finally, will the changed landscape present unexpected positives in the shape of accelerated moves towards clean energy, reductions in congestion and smarter, technologically better travel overall?

While the 2020 FIA Annual General Assembly and Prize Giving are mainly being held in digital form, our cover story examines all these questions and more, while also analysing the effect the pandemic has had on motoring organisations and how the FIA has created a support structure in the shape of the FIA MOBILITY WORLDWIDE TOOLKIT.

Elsewhere in this issue, we hear from Formula E driver LUCAS DI GRASSI on his plans for a green future for motor sport and on the roads. We continue the theme of sustainability with a look at how the FIA and FORMULA 1 are researching advanced renewable fuels for use at the top level of motor sport as part of a drive towards carbon neutrality by 2030.

Another champion of sustainable motoring is RENAULT GROUPE CEO LUCA DE MEO, who features as this edition's automotive leader. As well as directing the French manufacturer towards greater electric power he is also a passionate fan of motor sport who is returning one of the great racing names, Alpine, back to competition. Building a better future is a key goal for young people and helping them to voice their concerns is the mission of my friend and inspiring leader, JAYATHMA WICKRAMANAYAKE, the UN SECRETARY-GENERAL'S ENVOY ON YOUTH, who tells us how today's youth are helping to make roads safer. Our focus on youth advocacy continues with the thoughts of the Co-chairpersons of the 2nd World Youth Assembly on Road Safety, OMNIA EL OMRANI and THIAGO GRUNER.

Finally, in our Heritage section we look back at the achievements of Formula 1's only posthumous champion, JOCHEN RINDT, who died 50 years ago, and we celebrate 1000 F1 GRANDS PRIX FOR FERRARI, a remarkable milestone. A special reward for Lewis Hamilton, Sébastien Ogier and Julien Ingrassia for their seventh world championship titles in F1 and WRC.

I trust you will enjoy this edition, and while we are still getting through this difficult time I hope you all stay safe and well.



JEAN TODT,
FIA President

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NEWS

Formula 1 receives FIA Three-Star Environmental Accreditation

F1 plans to be carbon neutral by 2030 as it looks towards a sustainable future.

The FIA Formula One World Championship has been awarded Three Star Environmental Accreditation as measured against the FIA Environmental Certification Framework. The milestone has been reached exactly one year on from F1's announcement of its environmental sustainability plan, which is set to see the championship achieve net-zero carbon output by 2030.

From the launch of Formula 1's strategy in December 2019 until the FIA audit that took place in October 2020, several reports and surveys have been carried out by F1 together with external resources. The audit took account of the series' significant ambitions to improve its environmental performance across all areas of operation, and found the championship to be demonstrating best practice and commitment to seeking continual improvement through the implementation of an environmental management system.

The three-star rating reflects a credible, robust and fact-oriented road map that sets out to meet the overall objectives of its plans in the short, medium and long term, and means that the FIA Formula One World Championship joins the ABB FIA Formula E Championship as one of two promoters to reach this level of certification.

Felipe Calderón, President of the FIA Environment and Sustainability Commission, said: "The FIA Environmental Certification Framework is an important standard by which sustainability is measured across motor sport and its stakeholders. I am pleased to see that the strong commitments and actions made by Formula 1 have brought it to the Three Star level, with rapid progress being made across all aspects of the championship, reflecting in new areas the pioneering innovations that have always been a part of the sport on the track."

FIA Deputy President for Sport, Graham Stoker, said: "The FIA Formula One World Championship set out a hugely ambitious sustainability plan one year ago, and we are very pleased to be awarding the FIA's highest level of environmental certification, reflecting the clear and decisive actions already being undertaken to achieve the goal of net-zero carbon emissions by 2030. Formula 1 represents the top level of global motor sport, and we believe it is absolutely essential that the championship capitalises on its inherent potential for innovation to not only be a world-leading advocate for sustainability, but a practical driving force for change."

Chase Carey takes role of F1 Non-executive Chairman

Chase Carey has been credited with broadening F1's appeal in his time as CEO.

Chase Carey will move to the role of Formula 1 Non-executive Chairman from 2021, after spending four years as the Chief Executive Officer and Executive Chairman.

Carey replaced Bernie Ecclestone as the sport's CEO in January 2017 following the completion of the championship's buyout by Liberty Media.

Since then he has expanded F1 by introducing new races such as Jeddah for the Saudi Arabian Grand Prix, while also aiming to return to Zandvoort in the Netherlands in 2021 following a 36-year absence from the calendar.

In addition, Carey was responsible for putting together the latest Concorde Agreement, a crucial renegotiation of the deal that governs how F1 shares revenues with its racing teams.

Prior to joining F1, Carey was a former executive vice-chairman of Rupert Murdoch's 21st Century Fox company, where he was instrumental in the set-up of Fox News and Sky Television.

People familiar with Carey's original appointment at the helm of F1 said he had planned to leave at the end of a three-year deal, but the CEO agreed to see out the 2020 season to ensure it could be concluded despite the disruption caused by the COVID-19 pandemic.

"Chase has done a phenomenal job leading F1," said Greg Maffei, Liberty Media President and CEO. "He assembled a first-class commercial and sporting organisation that has a long list of achievements, including broadening the appeal of the sport, growing its digital presence, establishing new technical regulations, securing a cost cap for the first time and reaching a new more equitable Concorde Agreement with the teams."

"His actions have reinforced Formula 1 as the pinnacle of motor sport," added Maffei. "As always, he has been a great partner and I look forward to his continued counsel in his new role as Non-executive Chairman."

Carey said: "It has been an honour to lead Formula 1. I'm proud of the team that's not only navigated through an immensely challenging 2020 but returned with added purpose and determination in the areas of sustainability, diversity and inclusion."

"I'm confident that we've built the strong foundation for the business to grow over the long term. It's been an adventure and I've enjoyed working with the teams, the FIA and all of our partners," he concluded.

Stefano Domenicali appointed President and CEO of F1

Stefano Domenicali, Chief Executive of Lamborghini has been appointed as the new President and Chief Executive Officer of Formula 1.

Domenicali returns to F1 after having spent 23 years at Ferrari, as Race Director at the Mugello circuit from 1991 and then Ferrari's Head of Personnel in its sporting department from '95.

In 1996 he was promoted to be F1 Team Manager and remained in that position until 2001 when he became the team's Sporting Director, then later Team Principal in 2008 until his departure in 2014.

Domenicali joined German manufacturer Audi as Vice-President

of New Business Initiatives before being named as Chief Executive for Lamborghini in 2016. During his time at Lamborghini, the Italian successfully expanded the brand in major global markets, producing strong financial results.

In addition, he has been head of the FIA's Single Seater Commission, during which time he worked on streamlining the route to F1 and the introduction of national F4 championships.

"I am thrilled to join the Formula 1 organisation, a sport that has always been part of my life," said Domenicali. "I was born in Imola and live in Monza. I've remained connected to the sport through my work with the Single Seater Commission and I look forward to connecting with the teams, promoters, sponsors and many partners in F1 as we continue to drive the business ahead."



New F1 chief Stefano Domenicali has held senior positions at Ferrari, Audi and Lamborghini.

"The past six years at Audi and Lamborghini have given me broader perspective and experience that I will bring to F1," he added.

Domenicali will replace current F1 Chairman and CEO Chase Carey, who will move to the role of Non-executive Chairman.



FIA and Essilor renew road safety partnership

Jean Todt, FIA President and the United Nations Secretary-General's Special Envoy for Road Safety, and Paul du Saillant, CEO of Essilor International, recently met at the FIA headquarters in Paris to continue driving global focus on the importance of vision for safe mobility.

The FIA's partnership with Essilor began in 2017 with the promotion of good vision as a key pillar of road safety through wide-reaching awareness campaigns within the FIA Action for Road Safety Campaign.

Launching a renewal of the collaboration, President Todt said: “Together with Essilor, the FIA has achieved significant milestones towards the UN's road safety-related 2030 Sustainable Development Goals. Today, we are accelerating our journey and will do so by equipping our FIA club members, providing glasses to people in need, and by continuing to support innovation through our racing expertise.”

Commenting on the continued potential of the campaign for vision awareness, Paul du Saillant added: “By leveraging our expertise, innovation, brands and inclusive business programme, we are helping drivers, bikers, cyclists and pedestrians to enjoy the road safely thanks to good vision. By doing so, Essilor further strengthens its commitment to the FIA and the United Nations Road Safety Fund.”

As part of the renewed commitment, Essilor and the FIA plan to provide FIA clubs with preferential access to adequate vision care solutions for their members through offline and online offers, and to collaborate on the distribution of glasses to road users in developing countries through the involvement of national FIA clubs. The FIA will also work together with Essilor's instruments division to define, improve and promote appropriate eye exams for drivers. The two organisations will explore further synergies by leveraging the Helmet Industry Working Group outputs and examine the possibility of Essilor's involvement in FIA championships.

High Level Panel for Road Safety meets in Monaco

The FIA High Level Panel (HLP) for Road Safety met in Monaco at the headquarters of the Automobile Club de Monaco (ACM), with 82 leading personalities from both the private and public sectors discussing road safety worldwide.

Held eight months after the 3rd Global Ministerial Conference on Road Safety, which took place in Stockholm in February, the meeting tackled the topic of lessons learned

from the COVID-19 pandemic with regard to mobility and road safety at a global level.

Discussions focused on the need to further mobilise important partners such as car manufacturers, new players in electric mobility and insurance companies to develop innovative and sustainable financing mechanisms, as well as on the urgency to strengthen prevention campaigns at local level.

“I am pleased to welcome Jean Todt and members of the FIA High Level Panel in Monaco who, like me, are committed to road safety,” said event host HSH Princess Charlene of Monaco. “This year, which has changed our daily lives and lifestyles, is one of consolidation of the actions put in place by the FIA High Level Panel to fight against mortality on the roads, particularly in developing countries. We must unite our efforts in the service of this cause.”

The ongoing effort by the HLP includes the implementation of regional observatories in Africa and Asia, which were supported by the World Bank, Asian Development Bank and International Transport Forum.

A further project looks to extend compulsory third-party insurance in several Latin American countries in cooperation with the Inter-American Development Bank. The HLP is also supporting a project to improve conditions for importing used vehicles to Africa, which is being done in association with the United Nations Environment Programme.



HSH Princess Charlene and FIA President Jean Todt (centre) at the HLP meeting.

Formula Regional and Eurocup merge with Alpine support

The FIA has announced that Formula Regional European and Formula Renault Eurocup will merge to form a new series in 2021 with support from Renault's Alpine brand.

The new series will be known as the Formula Regional European Championship by Alpine – certified by the FIA, and will mark a merger of two series that are placed between Regional Formula 4 and F3 on the motor sport ladder.

The championship will start next year and will feature 10 rounds consisting of two races. Three rounds will be staged in Italy, with the remaining seven across other European countries.

A cap of 36 cars will be allowed on the grid with each team able to run a maximum of three, but they will be permitted a fourth car if they have a female driver. The car will be a Renault-powered Tatuus

chassis, which are being built at Alpine's base in Dieppe, and will run on Pirelli tyres.

“The establishment of a new Formula Regional European Championship by Alpine – certified by the FIA is another significant step in refining the pathway to the pinnacle of motor sport, Formula 1,” said FIA President Jean Todt.



Alpine is playing a major role in the new Formula Regional European Championship.

“It joins the Formula Regional Championships in the Americas, Asia and Japan to form a global platform for young racing talent to progress their motor sport career.

“I would like to thank Renault, Alpine and ACI for making this merger possible, and I look forward to seeing the champions of the future racing in what is sure to be a thrilling new series.”

The involvement of Alpine comes as part of Renault's sister-brand having a greater profile within motor sport, which will extend to the F1 team from 2021.

Study on cerebral consequences of COVID-19 supported by FIA and FIA Foundation

The FIA and FIA Foundation are supporting a study by the Paris Brain Institute into the cerebral consequences for patients who are infected with COVID-19 over the course of a year.

During the early weeks of the pandemic a number of neurological symptoms were reported by physicians in patients infected with COVID-19, such as loss of smell or taste and more serious conditions such as seizures or stroke.

In April, a project investigating the severity of symptoms among patients was jointly launched by the neuroscience medical-university department of the AP-HP Pitié-Salpêtrière Hospital and the Paris Brain Institute.

The unique study focuses on two aspects: the direct effects of COVID-19 on the central nervous system, and the impact of the infection on patients suffering from neurological diseases such as Alzheimer's, Parkinson's and Multiple Sclerosis.

The initial results after six months have identified the impacts of the disease and factors that contribute to the severity of the infection for



The FIA-supported study looked at the neurological symptoms of COVID-19 patients suffering with diseases such as Alzheimer's.

patients. These initial findings are helping researchers and clinicians build a better understanding of the neurological and psychiatric manifestations of COVID-19, and to develop new treatments to help patients in the best possible way.

The efforts of researchers and clinicians to better characterise the neurological symptoms of patients has led to the development of a new therapeutic approach in intensive care units. There are also further collaborations with prestigious research centres such as Yale and Liverpool universities, and with international consortiums.

FIA confirms updated 2020/21 Formula E season calendar

Ahead of the start of the 2020/21 Formula E World Championship an updated calendar has been announced with the first four rounds confirmed.

Rounds one and two of Season 7 will take place in Santiago, Chile on January 16-17, with rounds three and four set to take place in Saudi Arabia on February 26-27.

While the Santiago race will be held behind closed doors, it is hoped that the Saudi Arabia event be open to spectators. All the races will be held in coordination with local health authorities to ensure their safe and successful running.



The Formula E rounds in Mexico City and Sanya, China have been postponed 'indefinitely' until later in the season, with races in Italy and France planned for April, Monaco and South Korea in May, and Germany in June. The championship is set to conclude in July with events in the US and UK.

Formula E says it will continue to

work with local authorities to monitor the situation and is in constant communication with its community of teams, manufacturers, partners, broadcasters and drivers.

The next set of confirmed races will be published in early 2021 with all calendar updates subject to approval by the FIA World Motor Sport Council.

Amina Mohamed appointed to FIA World Motor Sport Council



Kenyan minister Amina Mohamed is involved in other sporting groups as well as the WMSC.

Amina Mohamed, Kenya's Minister for Sport, Culture and Heritage, has been appointed as a new member of the FIA Women in Motor Sport Council (WMSC).

Mohamed is also chairperson of the WRC Safari Rally Project Steering Committee and a member of the Ethics Commission of the International Olympic Committee.

FIA President Jean Todt praised her appointment to the WMSC, describing Mohamed as “a great asset for the FIA in advancing gender equality and diversity”.

Kenya Motor Sports Federation President Phineas Kimathi also congratulated Mohamed on her appointment. “I wish to congratulate Amb. [Dr] Mohamed on her election to this key organ of the FIA,” he said. “This shows the confidence global motor sport has in Kenya, and this development will hold us in good stead as we prepare to return to the World Rally Championship fold next year.”

Mohamed said her position in the WMSC is important in the context of Africa's ambition to get more involved in the management of global sport events in the continent.

“This recognition is not an individual one, but collectively represents Kenya's and Africa's ambition to get more involved in the management of global sport which will, in turn, translate to the development of sport on the continent in general,” she said. “I would like to thank His Excellency President Uhuru Kenyatta for the support he has accorded sport, and his particular interest in ensuring the successful return of the iconic Safari Rally into the World Rally Championship calendar.”

NE WS Sébastien Ogier and Julien Ingrassia secure seventh FIA WRC title

Sébastien Ogier and Julien Ingrassia won their seventh FIA World Rally Championship title in eight seasons with victory at ACI Rally Monza the final round of the 2020 campaign.

The French crew began the weekend Italy need to overturn 14-point deficit to Toyota team-mates Elfyn Evans and co-driver Scott Martin. Ogier and Ingrassia the lead on Saturday morning, but Evans’ measured pace kept the

Welshman on course for a maiden championship success.

However, disaster struck for Evans when he skidded off the road in snowy condition. His slide down a muddy bank ruled him out of the day’s remaining running and left Ogier in charge. The French driver eased through Sunday’s final leg at the Autodromo Nazionale Monza to win by 13.9sec and take the crown by eight points.

There was one last drama for Ogier to endure. During a wet closing Wolf Power Stage, the wipers on his Yaris briefly failed, leaving him with no visibility behind a muddy windscreen.

“That was scary! I knew there were still a couple of narrow gates to pass and it would have been challenging without seeing anything,” said Ogier afterward “It’s been a difficult weekend. We feel for Elfyn today. He made a very strong season, very consistent, and we had really good fun to fight each other. I’m very happy and I feel very privileged.”

Outgoing champion Ott Tänak finished second in a Hyundai i20, 1.4sec ahead of team-mate Dani Sordo. The double podium was sufficient to secure back-to-back manufacturers’ titles for Hyundai Motorsport by five points from Toyota Gazoo Racing.

Evans finished outside the top 10 but banked three points from the final Power Stage in wet conditions.



Sébastien Ogier and Julien Ingrassia with FIA President Jean Todt.

NE WS Jean Todt's 'Millions of Lives to Save on the Roads' now available in French language edition

FIA President Jean Todt’s book ‘Millions of Lives to Save on the Roads’, which advocates for a new philosophy on road safety, has been published in French.

In the book, initially published in English ahead of February’s 3rd

Ministerial Conference on Road Safety held in Stockholm, Sweden, the FIA President, who also serves as the United Nations Secretary-General’s Special Envoy for Road Safety, makes the case for a road safety revolution to halt a global

tragedy in which 1.4 million people are killed each year.

Arguing that many road accident fatalities and injuries are preventable through available solutions, he calls for a ‘safe system’ approach with the ambitious aim of eliminating fatalities altogether.

President Todt also advocates for the establishment of a Global Road Safety Summit, modelled on the Earth Summits.

“At the end of every day when the sun sets, the futures of 500 children who were there to see it rise have been wiped out. This can’t be seen as business as usual. We are facing a road safety emergency,” he says.

The new French language edition, ‘Des Millions de Vies à Sauver... sur les Routes du Monde’ is published by Debats Publics and is available at Librairie Eyrolles (www.eyrolles.com) in print for €18 and in digital form for €12.99.

The FIA’s COVID-19 Code of Conduct worked well in restarting motor sport.



NE WS New book looks at management of COVID-19 crisis in France

A new book written by FIA medical advisor Dr Eric Caumes called ‘Urgence Sanitaire’ (Health Emergency), which looks at the management of Coronavirus in France, features a chapter dedicated to the FIA’s response to the global pandemic.

Dr Caumes, who is head of the infectious and tropical disease department at the Pitie-Salpêtrière Hospital in Paris, was part of the FIA’s panel of medical experts that was formed to tackle the restart of motor sport during the COVID-19 pandemic.

The chapter on the FIA’s response to the pandemic details how the organisation’s panel of medical experts was formed and how it led to the FIA establishing the effective COVID-19 Code of Conduct.

Headed by FIA Medical Commission President Professor Gérard Saillant, it was used to inform all FIA stakeholders during the pandemic.

After close work with the World Health Organization, the COVID-19 Code of Conduct was used to restart Formula 1 in June and later most international and national motor sport events including Formula E, the World Rally Championship and World Endurance Championship.

The book also examines the wider response by France and identifies the mistakes and lack of preparation in the management of the crisis, as well as how experience from the SARS and MERS epidemics should have been looked at.

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Four finalists selected for ‘FIA Girls on Track – Rising Stars’ shootout

The four finalists in the FIA Girls on Track – Rising Stars competition have been selected, with the winner set to get a full season in FIA Formula 4 in 2021 funded by the Ferrari Driver Academy.

Launched in June this year by the FIA and Ferrari Driver Academy, the Girls on Track – Rising Stars programme aims to promote the best female junior racing talent from participants aged between 12 and 16.

The programme’s final three-day training camp took place at the Circuit Paul Ricard in France, where eight drivers took to the track in F4 machinery and measured themselves against a benchmark lap set by Arthur Leclerc (Charles Leclerc’s brother).

The four finalists – Brazil’s Julia Ayoub and Antonella Bassani, France’s Doriane Pin, and Dutch/Belgian driver Maya Weug – went

on to attend a final training and assessment programme at the Ferrari Driver Academy headquarters in Maranello, Italy to determine who gets the fully-funded season of FIA Formula 4.

“Congratulations to the four girls selected to compete at the Ferrari

Driver Academy in Maranello,” said FIA President Jean Todt prior to the event. “Through actions such as FIA Girls on Track – Rising Stars, the FIA is embracing gender equality and diversity in motor sport, which is one of the objectives of our #PurposeDriven movement.”



The new Honda Jazz passed Euro NCAP’s latest crash test with flying colours.



FIA President Jean Todt meets Girls on Track – Rising Stars participants.

Euro NCAP last month published its third round of results, putting two small family cars to the test: the new Honda Jazz and Mazda’s first all-electric vehicle, the MX-30. Both sign off with a complete set of stars.

The Honda Jazz now exclusively comes with a hybrid engine. Along with its modern drivetrain, the latest model is also equipped with the most up-to-date safety equipment, including autonomous emergency braking and an all-new centre-mounted airbag that protects driver and front passenger against injuries in far-side crashes.

Mazda joins the growing list of debutant EVs with its new electric MX-30. Naturally, the CX-30-based MX-30 is a good deal heavier than its combustion-engined sister, but still delivers an impressive 91 per cent for adult occupant protection, thanks to its compatible front-end structure and new far-side restraints.

However, the MX-30 disappoints on its vulnerable road users’ collision avoidance capabilities, showing mediocre test performance and lacking more advanced functionalities, such as turn-across-path intervention.

Euro NCAP’s Secretary-General, Michiel van Ratingen, said: “The ratings released to date demonstrate that Euro NCAP’s new 2020 protocols are having a tangible impact on the safety equipment and crash performance of car models in Europe, including the latest electrified vehicles. Industry response to consumer ratings remains one of the most important drivers for vehicle safety innovation, to the benefit of all road users across Europe.”

Formula 1 honoured WDoR at the Turkish Grand Prix.



The FIA Community supported the 25th World Day of Remembrance for Road Traffic Victims (WDoR) in November on the theme ‘Remember, Support, Act’.

Celebrated by the European Federation of Road Traffic Victims (FEVR) since 1995 and endorsed by the United Nations since 2005, WDoR commemorates the many millions killed and injured on the world’s roads, as well as families tragically affected by road crashes.

FIA President Jean Todt, who also serves as the United Nations Secretary-General’s Special Envoy for Road Safety, said: “COVID-19 has reminded us to revalue human life, where one preventable death is too many. We gather in silence to remember the 1.4 million lives lost and the 50 million more injured with life-sustaining disabilities each year on the roads.

“I would like to congratulate FEVR for their work in promoting the World Day of Remembrance for Road Traffic Victims for 25 years now. Their support for road victims

since 1995 has enabled us to bring this day to a large community of victims, road safety stakeholders and institutions worldwide.”

At the invitation of the World Health Organization, Jean Todt also participated in a global commemoration held online on November 13 with United Nations Secretary-General António Guterres, Jamaica Prime Minister Andrew Holness, WHO Director-General Dr

Tedros Ghebreyesus, Child Health Initiative Global Ambassador Zoleka Mandela, Bloomberg Philanthropies founder Michael Bloomberg, as well as families of road traffic victims.

The FIA Formula One World Championship, the FIA World Endurance Championship and the FIA World Touring Car Cup promoted WDoR2020 by organising family pictures in Turkey, Bahrain and Spain.

Five-star rating for Honda Jazz as Euro NCAP releases latest set of test results



The new Honda Jazz passed Euro NCAP’s latest crash test with flying colours.

Euro NCAP last month published its third round of results, putting two small family cars to the test: the new Honda Jazz and Mazda’s first all-electric vehicle, the MX-30. Both sign off with a complete set of stars.

The Honda Jazz now exclusively comes with a hybrid engine. Along with its modern drivetrain, the latest model is also equipped with the most up-to-date safety equipment, including autonomous emergency braking and an all-new centre-mounted airbag that protects driver and front passenger against injuries in far-side crashes.

Mazda joins the growing list of debutant EVs with its new electric MX-30. Naturally, the CX-30-based MX-30 is a good deal heavier than its combustion-engined sister, but still delivers an impressive 91 per cent for adult occupant protection, thanks to its compatible front-end structure and new far-side restraints.

However, the MX-30 disappoints on its vulnerable road users’ collision avoidance capabilities, showing mediocre test performance and lacking more advanced functionalities, such as turn-across-path intervention.

Euro NCAP’s Secretary-General, Michiel van Ratingen, said: “The ratings released to date demonstrate that Euro NCAP’s new 2020 protocols are having a tangible impact on the safety equipment and crash performance of car models in Europe, including the latest electrified vehicles. Industry response to consumer ratings remains one of the most important drivers for vehicle safety innovation, to the benefit of all road users across Europe.”

Formula 1 honoured WDoR at the Turkish Grand Prix.

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01

Creating equal sporting opportunities

TEXT
/
RICHARD MILLE

Striving for greater gender equality in motor sport, *Richard Mille* explains his own personal drive to open doors for female racing talent and his duty, as President of the FIA Endurance Commission, to lead change



Richard Mille, founder of the eponymous watchmaking brand, is striving for greater diversity in motor sport.

The ambitious project of building the Richard Mille Racing Team was the beginning of a great adventure – not just for me and for Richard Mille as a brand, but also for the female racers who are at the forefront of what we hope will be a new era of opportunity in motor sport, when talented women are afforded the chance to race at the highest levels and, most importantly, with the top teams in our sport.

The topic of how we can help women progress in motor sport has been tabled many times and we wanted to take action that we hope will spark long-term change.

For that reason we opted to approach our goal in a more holistic way, not simply through the support of driving ambition on the part of emerging female competitors, but

through the creation of a complete environment in which they can grow and succeed.

At Richard Mille, we have one ambition: always being at the top of everything we do; there are no concessions. Setting up the team meant having the best possible conditions, resources and technical support to enable us to showcase the talent and ability of female racers to compete at the top level of endurance racing.

As the first-ever all-female LMP2 team in the European Le Mans Series and at the Le Mans 24 Hours, we knew all eyes would be on us and our performance, so there was no question we had to be as ambitious and precise on track as we are with our watches.

FIA Women in Motorsport Commission President Michèle [Mouton] and I share the same passion: to unearth, nurture and develop female racing talent and to forge ahead with greater diversity across the whole of our sport. By working together and benefiting from the Commission's knowledge of worldwide talent, we were able to secure the best racers and role models for our programme.

The onset of the COVID-19 pandemic at the start of the motor sport season set us an even tougher challenge than expected and ahead of the revised FIA European Le Mans schedule our squad of three drivers – Katherine Legge, Tatiana Calderón and Sophia Flörsch – had limited track time in which to familiarise themselves with the team's car.

However, when the delayed ELMS season finally got underway at Le Castellet in France, our mission grew even more complicated as Katherine's accident in practice and Sophia's prior commitment to a rescheduled Formula 3 race meant that Tatiana was left as our sole remaining racer.

There was never any thought of giving up though and with the support of Signatech, our technical partner, we were able to get back on

who has already proved to us she has earned her place.

More promising results came in the following three ELMS races at Spa – where the team finished sixth – and then back at Le Castellet and most recently Monza. It's a tough journey so far, but I'm extremely proud of what the whole team has achieved in its infancy.

The team's debut at the Le Mans 24 Hours was unusual. We had a rookie crew who had never competed together, the pre-event test was cancelled and the long practice sessions were reduced due to the compressed schedule.

The longer hours of darkness posed a greater challenge for newcomers and, of course, in light of the restrictions imposed by the pandemic the electrifying and magical atmosphere created by the incredible Le Mans crowd was gone.

Despite the absence of fans, Le Mans still evokes intense emotions and the sense of pride when our red #50 Oreca 07 Gibson-powered car took the chequered flag ninth in LMP2 was profound.

We are on a revolutionary journey that I hope will lead to a change in perception, greater on-track success and ultimately victory at Le Mans.

We have a long-term commitment to support female racers and to promote not only the need for equality but also everyone's right to it. There is a desire to facilitate change within everyone in the sport – it is hugely important – and the day must come when labels and prejudices are firmly left behind in the past. ◀

‘We are on a revolutionary journey that I hope will lead to a change in perception’

track with a revised line-up that went on to secure an enormously satisfying fifth place in our first race.

With such challenges comes even greater motivation and further opportunities, and while Katherine continues her recovery, we have been able to welcome Beitske Visser to the team – another young racer

Tatiana Calderón, Sophia Flörsch and Beitske Visser became the first all-female LMP2 team to race at Le Mans.





Oscar's winning performance

TEXT
/
CHRIS MEDLAND

02 Oscar Piastri's journey to this year's FIA Formula 3 Championship title has taken him halfway around the world and through some tough times, but for the Australian even greater vistas are now on the horizon...

Oscar Piastri perches on the arm of his sofa at home in Oxford as the newly-crowned 2020 FIA Formula 3 champion. Far from resting on the laurels of his success, however, the 19-year-old racer is fresh from a day working with Renault at Enstone where he's been pushing hard to prepare for a step up to Formula 2 next year.

It's a world away, both physically and metaphorically, from his earliest racing years in kart meetings in his native Melbourne, Australia, and Piastri admits that the journey to this point has been difficult.

"It was definitely tough," he recalls. "I left home when I was 14 with my dad, and we moved to the UK and lived together in a flat for six months. It was tough on both of us, especially my dad. I've got three sisters and obviously he had to spend six months away from my mum and his daughters. So I think it was just as tough for him as it was for me.

"Leaving all my friends behind was certainly a pretty big sacrifice, but it was one I knew I needed to take if I was going to have a career in European motor sport and ideally F1 if I can get there."

That commitment means the Australian – who is now managed by countryman and former F1 star

Mark Webber and has caught the eye of Renault Formula 1 driver Daniel Ricciardo – rates his father as the most influential person in his career.

Following their move, Piastri went to boarding school in the UK until COVID-19 intervened. But Coronavirus hasn't halted his career progress. The journey to Europe was for a final season in karts that was solid but not spectacular, and he feels it was the switch to cars in the British Formula 4 championship that allowed him to showcase his potential.

"It's not a given that being quick in karts is going to mean you're quick in cars. To be honest, for me it was almost a little bit of the opposite. I would say I was decent in karts but when I raced in Europe I didn't win anything.

"When I entered cars I came into my own and had six race wins that year," he adds. "I hadn't really won that many races for a year or two, so to know I could do it in cars as well and get the recognition of the car racing scene was important. To be honest, after your first year in cars nobody really looks at what you could do in karts anymore, so to establish myself was key."

After a runner-up performance in his first full season in cars, Piastri stepped up to Formula Renault Eurocup in 2018, but the wins dried up as the reality of trying to juggle exams alongside pursuing a racing career hit home.

That made his 2019 season all the more crucial as Piastri moved to the series' defending champions, R-ace GP, and with a year's experience under his belt he was tipped as a pre-season favourite. A strong start saw him leading the way comfortably before his title rival Victor Martins piled on the pressure in the closing stages. Piastri was ultimately successful by just 7.5 points and it was a fight that would prepare him well for his F3 campaign this season.

"Certainly the experience of the Eurocup title decider helped me this year. Victor was super quick and had a run of six poles in a row at the end, so we needed to pull off a miracle to just be there if he made a mistake and that's basically what I did. To be honest, that's pretty much what I did this year as well.

"At the beginning of the year I had a strong first few rounds and then after that I didn't do anything spectacular, I was just there or thereabouts and picking up the points. That's what won me the championship I would say."

Races in the compressed 2020 Formula 3 season came thick and fast, with a total of nine rounds and 18 races being held from early July to mid-September. But it was the final two events in Italy – at Monza and Mugello respectively – where everything came to a head.

"Monza was the most challenging weekend I've ever had in my life, let alone racing! It was just a massive rollercoaster of emotions. Qualifying was a disaster with all the traffic and then I picked up a grid penalty. Then to have the Race 1 that I did and come back to the podium, I'd rate that as one of the best drives of my career.

"Obviously I was over the moon with that and was having a solid Race 2, but I got taken out

'Monza was the most challenging weekend in my life, let alone racing!'

and when I saw Logan [Sargeant] was up to fourth place from 26th that definitely didn't help! I had just got back to the truck, was watching the live timing and saw Logan's name drop down the order and I couldn't believe it. And then I picked up another grid penalty after that! So I went from happy to sad to happy to very angry, and I don't think I've experienced as many emotions as I did that day at Monza. Emotionally it was very taxing."

WINNING MINDSET

Piastri had to deal with those emotions fast as the title decider in Mugello came just a week later, and he came out on top of a three-way fight against Sargeant and Theo Pourchaire by a mere three points.

"Mugello was taxing for different reasons. In Monza there were quite a few things out of my control, but Mugello was a bit different. It was more just disappointment than frustration, but during the races I was making sure I could get as far up as I could. My mentality was, 'Wherever I end up, as long as I did the best I could then that's all I can do'. That mindset and mentality really got me over the line at the end."

There was some downtime with his girlfriend and school friends to celebrate, but after that Piastri went straight into prep mode as he looks to continue his progress next year. Making use of the Renault facilities in his first year as part

of the team's driver academy, the Australian keeps channelling his recent experiences to set realistic targets.

"It's very, very likely I will be in F2 next year. We're sorting the final details now, so it's more or less confirmed that I'll be on the grid," he says. "It's probably going to be a similar mindset to what I had in F3. I came into F3 knowing that there was a possibility I could fight for the championship but not really aiming to be fighting for it. I would have been quite pleased with a top five, so I think I need the same approach."

Piastri has been working on his upper body strength for both the more physical Formula 2 car and in the hope of a run in a two-year old Renault F1 car at some stage on his way to the top.

"If I keep doing what I've been doing the last couple of years then I'd like to hope that I could get an F1 seat, but there's some stiff competition in the academy at the moment with [Guanyu] Zhou and Christian [Lundgaard].

"Renault were in a tough spot this year. I know they've copped a lot of flak for putting Fernando Alonso back in the car but to be honest they didn't really have a lot of choice to promote from within the academy because I'm the only one that now has a Super Licence, and at the beginning of the year if you'd said am I going to have a Super Licence I would have said probably not.

"Having that Super Licence is definitely something important, but anyone who wants an F1 seat is going to have to stand out. I can't be complacent; I need to be fighting for championships. Everyone knows there's a lot more than just speed in F1. Timing's a massive part and a few other things as well, so all I can really do is the best I can, hopefully I'm at the top of a few championships and my time will come."

While Piastri's journey has taken him a long way from his homeland and from his early racing career, it's clear that his latest success means a whole new world of racing opportunity awaits. ◀



Oscar Piastri's F3 title win with Prema Racing has set him on the road to an F2 drive in 2021.

03

ANATOMY OF AN ACCIDENT

Data collection and analysis is at the heart of the FIA's work to learn from accidents and continuously improve safety

TEXT
/
MARC CUTLER

During this year's Italian Grand Prix at Monza, Charles Leclerc lost control of the rear of his Ferrari SF1000 at 210km/h in Parabolica corner – one of the fastest points of the circuit – causing him to slam into the tyre barrier with an impact velocity of 155km/h and a resultant peak force equivalent to 32G. But the fact he walked away unscathed was no accident.

Using video analysis, the impact angle was determined to be 27 degrees. The type and placement of the barrier was predetermined by the FIA using simulation software, to ensure the energy of an impact at this angle could be successfully managed to prevent injury to the driver.

The FIA's circuit simulation software uses a virtual car model to predict the speed and trajectory should a loss of control occur at any point on the track, thus determining the optimum design and choice of barrier for all corners and run-off areas. This software enables circuit designers to understand the angle at which any impact may occur at each corner, ensuring they select the best type of barrier to manage the energy during an accident and minimise the forces transmitted to the driver.

DATA DRIVEN

The use of real-world accident cases is at the heart of all the FIA's work in accident prevention and injury mitigation, from using instrumentation to collect data from the cars and drivers, to analysing that data and using it to develop solutions.

Take, for instance, Racing Point driver Lance Stroll's accident during this year's Tuscan Grand Prix. He suffered a puncture at the high-speed right-hander of Turn 9 at the Mugello Circuit and collided head-on with the barrier. While only one camera caught the accident, the FIA was able to piece together exactly what happened to the car and driver using an array of on-car sensors and data logging systems.

Post-race analysis using information from the onboard Accident Data Recorder (ADR) showed that Stroll lost control at 270km/h and impacted the barrier at 97km/h. The ADR data also showed a peak car deceleration of 19G, with the impact angle into the barrier determined to be 48 degrees.

Using this data can help researchers understand how the passive safety structures of the car and the driver's safety equipment are performing, enabling them to more fully understand the limits concerning the driver's tolerance to injury.



The FIA is using a variety of on-car sensors and data to better understand accidents, such as Lance Stroll's at this year's Tuscan GP.

COVER STORY

The road that lies ahead

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Navigating a new path

The FIA's Thierry
Willemarck on post-
COVID travel trends

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Mobility in the future

The FIA 'toolkit' aimed
at improving mobility
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Back from the brink

How the automotive
industry is recovering
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Directions of travel

Three mobility experts
map the possible
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Di Grassi's future focus

The Formula E star
on the race towards
sustainable mobility

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Hydrogen's big goal

Hydrogen fuel cells: the
power for public and
long haul transport?

04

FROM CRISIS TO OPPORTUNITY

The COVID-19 pandemic is set to have a lasting impact on mobility and travel. But as businesses start to recover from its impact, they are seizing the opportunity to develop new modes of transport that will lead to a safer and more sustainable future



Navigating a new landscape

TEXT
/
JUSTIN HYNES

04

As we adjust to a post-COVID-19 environment, FIA Deputy President for Automobile Mobility and Tourism *Thierry Willemarck* looks at how the pandemic is changing the way we move and how emerging trends will shape the business of mobility in the future



Thierry Willemarck is working with FIA mobility clubs to plan for a post-COVID future.

The effects of the pandemic are only just starting to become apparent and it seems as if there will be no swift exit. What mobility trends have you noticed emerging during this period?

I think the main effects we have seen are that people are wary of public transportation and, when travel has been possible, it has seen a shift back towards personal car use and also an increase in the use of micro-mobility solutions, particularly e-scooters and e-bikes. Demand for e-bikes is exploding and most FIA member clubs I have spoken to are developing new services around that trend, as well as increased use of cargo bikes. There is a lot of activity around last-mile delivery services. On the downside, we have much fewer technical interventions, roadside assistance call-outs, than before because while people are choosing personal mobility over public transport they are generally driving less as home working has seen a manifold increase. In the post-COVID situation with the experience we have there will be much less business travel. Taking our own example at the FIA, we are doing most things remotely. I have been giving lectures as part of FIA University programmes to more than 150 people and you develop systems to deal with that. We have staff managing chat windows, referring queries so that you can continue to efficiently interact with the attendees and that adaptation is improving all the time. I do believe it is a trend that will persist in the wake of this pandemic.

Business travel has slowed dramatically but international travel for tourism has slowed to a trickle. For many motoring organisations tourism services make up a significant part of their business. Is it a business which clubs can continue to pursue?

Well, at my own club, the Royal Touring Club of Belgium (TCB), we had a board meeting recently to look at the forecast for the coming years and, honestly, we do not expect travel to recover up to the level it was pre-COVID before 2024. There are, however, some cancellation insurances that could continue to be sold but by and large we are going to probably stop that kind of business, simply because demand no longer exists. However, going back to micro-mobility, what you see is that the developments around e-bike, e-bike assistance, the sale of batteries and so forth presents an opportunity. So patrolmen on the roads might carry standard batteries. With three types of battery you can cover 80 per cent of the e-bike models on the market. That’s something I think will generate some business in the future. But wider travel service remains a big question.

You mention opportunities around e-bikes. Are there other avenues to explore? How difficult a period is it for clubs to know what to do, whether to shift one way or the other?

We’ve had several conferences on the topic – working together and brainstorming and sharing experience – and we realised as roadside assistance call volumes are dropping, a motoring club active in that area can shift its activity from emergency response to an appointment-based service or to home visits, facilitated by the huge rise in home working.

That also creates efficiencies in regards to scheduling. You can co-ordinate the day of a patrolman or service person much more closely than when you are responding to emergencies. It has increased tremendously the productivity of our patrolmen. However, some clubs have the model of a call centre but no patrolmen and they rely entirely on towing companies. For them it’s a variable cost. So if there is lesser volume it doesn’t affect them tremendously. Still, the towing companies are suffering because they have fixed costs and they have lesser volume to cover it. So in the long run the price per rescue could increase. That’s what some are expecting in the years to come. The threat is also that if there is lesser rescue on the roadside assistance, the product may no longer appear as necessary. By that I mean that when the time for renewal comes around many people might think twice. To mitigate that, many clubs are starting promotions whereby if you renew now you get a six-month extension.

You mention the need to brainstorm and innovate. For want of a better phrase, are clubs struggling to know where to place their bets?

There are many pilot projects happening but they are not providing the same kind of revenues and margins that travel assistance was providing. You cannot replace that overnight. So in our conferences we were also targeting cost-cutting and the scaling of economies. In Europe we are very much looking at common systems to register the statistics of our roadside assistance and the communication with third parties. If each club has to invest in its own system, it’s time wasted

re-inventing the wheel. More than 80 per cent of the time we are doing common things. So why not agree a common platform? We all agree we pay per use and there is a fixed fee to enter and then, according to the volume, it should be cheaper than building your own system. This is something I know European clubs are looking at which could be employed around the world.

Prior to COVID-19, we were already in a period of disruption with the rise of electric vehicles and multimodal transport systems. Has that shift been hastened by the pandemic?

The change began 10 years ago where clubs were already beginning to think ‘it’s not the car that is important to us, it’s the driver, the person, his or her family’. And that’s still where we need to develop new services. So whatever means of transport you are on, if you are in trouble we are here as a kind of a mobility concierge service that provides you with a solution. You need a cab? We send you a cab. You need a train ticket? Here it is. You need a map to journey from A to B across different systems? Here are the options. At the TCB we are working together with a Dutch company that started the idea of bike swap. Instead of buying a bicycle, you rent it, okay? Whenever you have an issue with your existing bike, don’t worry, as within half an hour you’ll have a replacement delivered to you. These are the kind of services I think we can

provide tomorrow. We will see more activity in final-mile delivery in downtown areas because local authorities will continue to fight against the presence of cars in those areas. Cargo bikes are going to be more and more numerous and that’s a space we can occupy. These are the changes that we have been pursuing, but now COVID says we have to increase the speed at which we change. And in some ways it confirms that the developments we have been exploring are the right ones. The only concern I have is that the message needs to be global and if you address members of the African or Asian clubs, their situation is very different. But there the solutions have been just as forward-thinking. In Africa, a number of clubs have developed expertise in the evaluation of second-hand cars. They have positioned themselves as



While the pandemic has reduced the need for roadside assistance, there are opportunities for clubs with the growth in cargo bikes and personal mobility such as e-scooters (below).



a trusted source of valuation. Insurance companies are very much interested in their service. You buy a second-hand car, you want to get that car insured, and the insurance company needs a valuation for that car, they need a trusted source for that and clubs are meeting that demand.

Personal mobility – scooters, mopeds – have always been a major mobility option for emerging economies. Is that demand just going to increase in this environment as people shy away from public transport and does it present safety issues that could be solved by clubs getting involved in ratings or validation programmes?

I think so. The FIA has developed a new norm for helmets that are safe enough for a low price. That’s an ongoing project, and we had a first test in Tanzania that has been very successful and we hope to be able to multiply this kind of example. That’s good for clubs because it puts them in the picture, they improvise and they can be used as a sales channel for safe helmets..

Obviously this crisis impacts every organisation and business. Some of the larger clubs are more resilient than others but is it the small and medium-sized ones that are most at risk?

Undoubtedly you need to have a sense of urgency. When you are facing a tremendous reduction in turnover and your new possibilities are not compensating immediately, there is just one solution – to cut costs. You still need to keep capacity so that you can continue to serve, otherwise you damage the image of your service. But at the same time you need to move a little bit from a fixed cost structure into a variable cost structure. It’s a very difficult situation. What I would say, though, is that the FIA is deploying all the means at its disposal to provide assistance and we will continue to do so in the future. ◀



‘Demand for e-bikes is exploding and clubs are developing services around that trend’

MOBILITY GOING FORWARD

The COVID-19 pandemic has had a profound impact on almost every sector of the economy, and automobile associations are no exception. But, by leveraging the expertise, creativity and responsiveness of its network of 243 members, the FIA has built a toolkit design to improve the resilience on clubs around the world

TEXT
/
MATT YOUSON

A year ago, disquieting reports of a novel respiratory virus began to emerge from China, clustered in the Hubei Province and the city of Wuhan. By January 2020, the virus appeared to be spreading across China, and sporadic international cases – both real and suspected – started to appear. On January 30th, Tedros Adhanom, Director-General of the World Health Organization (WHO), made a formal declaration that the virus was a Public Health Emergency of International Concern (PHEIC). On February 11th, it received an official name: Coronavirus Disease 2019 – usually contracted to COVID-19.

By March 11th, WHO had declared COVID-19 to be a global pandemic. In the second quarter of 2020 many countries, for the first time in modern history, began limiting movement, requiring businesses to shutter and instituting command-economy blueprints never before seen in peacetime. ▶

A reduction in road travel during the COVID-19 pandemic has forced mobility clubs to rethink their business plans. ▶



‘Unprecedented’ is the word most frequently used to describe the attempt to control COVID-19 and the impact of that on the global economy. In June, the World Bank forecast global GDP would shrink by 5.2 per cent in 2020. For context, the Global Financial Crisis caused global GDP to drop by 1.8 per cent in 2009.

Every area of the global economy has been affected by COVID-19 but few to the extent seen in mobility. Lockdown has hit hard everywhere from travel and tourism to logistics, commuting, workshop services and training. Self-reporting from FIA Mobility member organisations has 71 per cent of clubs reporting a significant impact, and 27 per cent reporting some impact. The smallest clubs appear to be the hardest hit: 81 per cent of clubs designated ‘small’ say they are suffering significant impact.

Those impacts are diverse and far-reaching but break down into easily understandable groups: club revenues are suffering because members are doing fewer of the activities that traditionally generate revenue for them; club services are being rendered irrelevant by a sudden and wholesale change in members’ behaviour; and clubs are being required to be more agile and flexible in their organisational principles, while also endeavouring to make a positive contribution in the fight against COVID-19.

Part of the FIA’s response comes via the Mobility Worldwide (MW) programme launched in April by the FIA Mobility Division and the FIA Innovation Fund. At its inception, the programme was aimed at providing enhanced support and mentoring to emerging and new FIA member clubs. The programme was conceived before COVID-19 struck – but augmented to include articles designed to deal with the impact of pandemic, moving from survival in the early stages to rebounding

‘While COVID-19 poses a threat to mobility organisations, it also presents opportunities’

and building in the aftermath of the first wave.

MW’s COVID-19 component commenced on June 8th. It was open to all mobility clubs and ACNs, with clubs invited to self-nominate, but also allowed region heads to suggest suitable candidates. As with many FIA initiatives, the intention was to share best practice: the programme targets both clubs in need of assistance in formulating their response to COVID-19, but also clubs who have found effective ways to deal with the new world – in addition to broader ideas to fuel resilience and growth beyond the scope of a COVID-19 response.

Ultimately, 28 clubs formed a core group participating in the MW activity, mixed between those receiving, and those needing help. Using the services of consultancy EY-Parthenon,



ANETA in Ecuador redeployed its driving school fleet to act as a food delivery service.



the programme developed a best practice ‘toolkit’, the tools of which in large part come from observations of clubs deploying successful strategies in the midst of the pandemic, suggesting ways in which clubs can protect revenue, have a positive impact of the COVID-19 recovery effort, better connect with members and, indeed, grow the membership. It advances the theory that, while COVID-19 undoubtedly poses an existential threat to the existence of mobility organisations, it also presents opportunities.

RECOMMENDATIONS

The toolkit suggests the most pragmatic approach to coping with COVID-19 is to pull back and gain a strategic overview of the organisation, preparing first for survival with effective, short-term crisis-response planning, then building in resilience by adapting the business to suit the medium-term outlook, and finally planning for growth to deliver long-term value creation.

The first step dealt with by the toolkit is triage. Few businesses – if any – were prepared for the impact of COVID-19. With hastily convened crisis management plans being put into place, it provides 10 questions to evaluate the vigour and fitness of that plan, covering basics such as: how does the organisation ensure the well-being of its people? Are there well coordinated and standardised communication systems and protocols? Keen to prevent ‘crisis-paralysis’, it goes on to ask operational questions regarding the appropriateness of cash reserves and the identification of broken links in the supply chain.

These questions are not a check-list but rather a route map to ensuring a club can develop a robust and professional crisis management plan. While COVID-19 is clearly at the forefront of everyone’s thoughts, the nature of crisis planning assumes the sort of situations that arise are unforeseen. The goal is to build a business with enough inherent resilience to cope not just with the pandemic but also be sufficiently robust to deal with any other crises that come along in a nebulous future.

While crisis management planning is largely generic and could be applied to almost any industry, participants in the MW project identified three overarching business resilience elements that begin to target planning more specifically on the mobility sector. Clubs that have performed well during 2020 all identified the need to have diversified income streams, a lean and agile cost structure, and a strong member base.

Having a diversified income stream allowed clubs to better cope with shocks to one particular aspect of the business. An example provided was of a club that took a big hit on travel insurance, from many cancelled trips, offset by a strong decline in car insurance pay-outs because fewer journeys greatly reduced the number of road traffic accidents.

Having a lean cost structure was of more generic benefit, allowing clubs to scale cost up or down according to circumstance. Elements such



New Zealand’s NZAA focused on cash flow as a way of protecting the business.

as using contractors for Road-Side Assistance (RSA) rather than having the business in-house, and renting rather than owning office space, allowed clubs to greatly reduce their outgoings during lockdown, rather than carrying the burden of costly assets.

The subject of a strong member base manages to be specific to mobility but bears comparison to other business areas. Club memberships are typically fixed-fee and thus provided a relatively stable source of income for clubs. Membership does not necessarily decline even when customers make less use of the services on offer, and thus loyalty is inherently good for stability and resilience.

BEST PRACTICE IN ACTION

Rather than feature generic examples to illustrate ‘Survival’, ‘Resilience’ and ‘Growth’, the toolkit contains practical and tangible instances of best practice, taken from the various clubs that participated in the programme. They provide a more relatable basis on which to move forward, while potentially also serving as a starting point for further bilateral club discussions: they present an open invitation to learn and to seek collaboration.

Many of the examples address specific issues of lockdown: idle assets; changing customer demands; the need to contribute to societal well-being. Some, however, look at a broader issue of operational security. One such initiative, developed by the New Zealand Automobile Association, was to closely monitor its weekly cash position to ensure the liquidity of the organisation during slow periods.

Decision-making was adapted within the NZAA to focus on cash flow considerations, with priority given to maximising cash-in, and minimising cash-out. During New Zealand’s lockdown, all management decisions at the NZAA were made with reference to the weekly cash position forecast. This allowed the club to maintain tight control over its finances and, from that position of knowledge, make effective and focused decisions.

For many clubs, getting an iron grip on their cash flow position first required an income stream to be generated. South Africa’s AASA found retail revenue cut off by the closure of physical shops

(prompting a switch to online sales) but also because of changing consumer habits.

It thus made the decision to pivot away from selling items popular with long-distance travel – travel plugs, luggage, flight accessories etc – and instead concentrated on local travel, domestic mobility and local leisure demands including car care products, camping equipment and bicycles. While founding new supplier relationships required rapid change, it allows the AASA the opportunity to begin generating income again, while responding to a burgeoning need.

In some instances, the requirement has been to redeploy existing assets rather than change the offering. One of the most innovative and responsive initiatives came from ANETA in Ecuador.

Like many clubs, ANETA found that its assets – in this case a fleet of driving school vehicles and instructors – became a fixed cost when lessons were halted. Ingeniously, the club managed to solve its problem and provide a valuable public service by re-tasking the motorcycles in its fleet as a food delivery service. ANETA Express allowed the club to use its assets, maintain its employees and provide a service – not unlike the model of UberEATS – that allowed people to receive food from restaurants. The initiative had a positive impact on the club’s short-term cash flow – but also encouraged Ecuadorians to stay indoors and maintain social distance.

Not every customer-facing initiative was intended as a profit centre to offset lost income; some look to the future and the potential to use the unexpected slack in business models for brand awareness. AMZS in Slovenia put its fleet assets to use to support frontline workers. It provided RSA and transportation from home to work for employees of hospitals, health centres and care homes. This was altruistic, and lacking in ulterior motive – though the MW programme highlights that this kind of social engagement can create brand awareness through media attention and ensuing publicity. ▶

In South Africa, the AASA has shifted its business away from long-distance to local travel needs.



It strengthens the image of the club as a community-minded player, with a focus on all things related to mobility and travel.

The quest to be strongly associated with all things mobility and travel comes with certain responsibilities. In Europe at the moment, the different travel restrictions and quarantine requirements between neighbouring countries makes tourism a fraught exercise.

For this reason, ANWB in the Netherlands has introduced a travel information dashboard. Developed in cooperation with FIA Region I, it has been made available to members and non-members alike, making ANWB the trusted source for travel information in the region. Between January and April, monthly page views on the club website dropped from over nine million to under six; after the service launched on May 7th, the site has seen a 61 per cent uptick in hits. While free to use, raising brand awareness and providing an essential service, in the longer term it also generates significant

'The toolkit offers best practice examples in which clubs can endure the crisis'

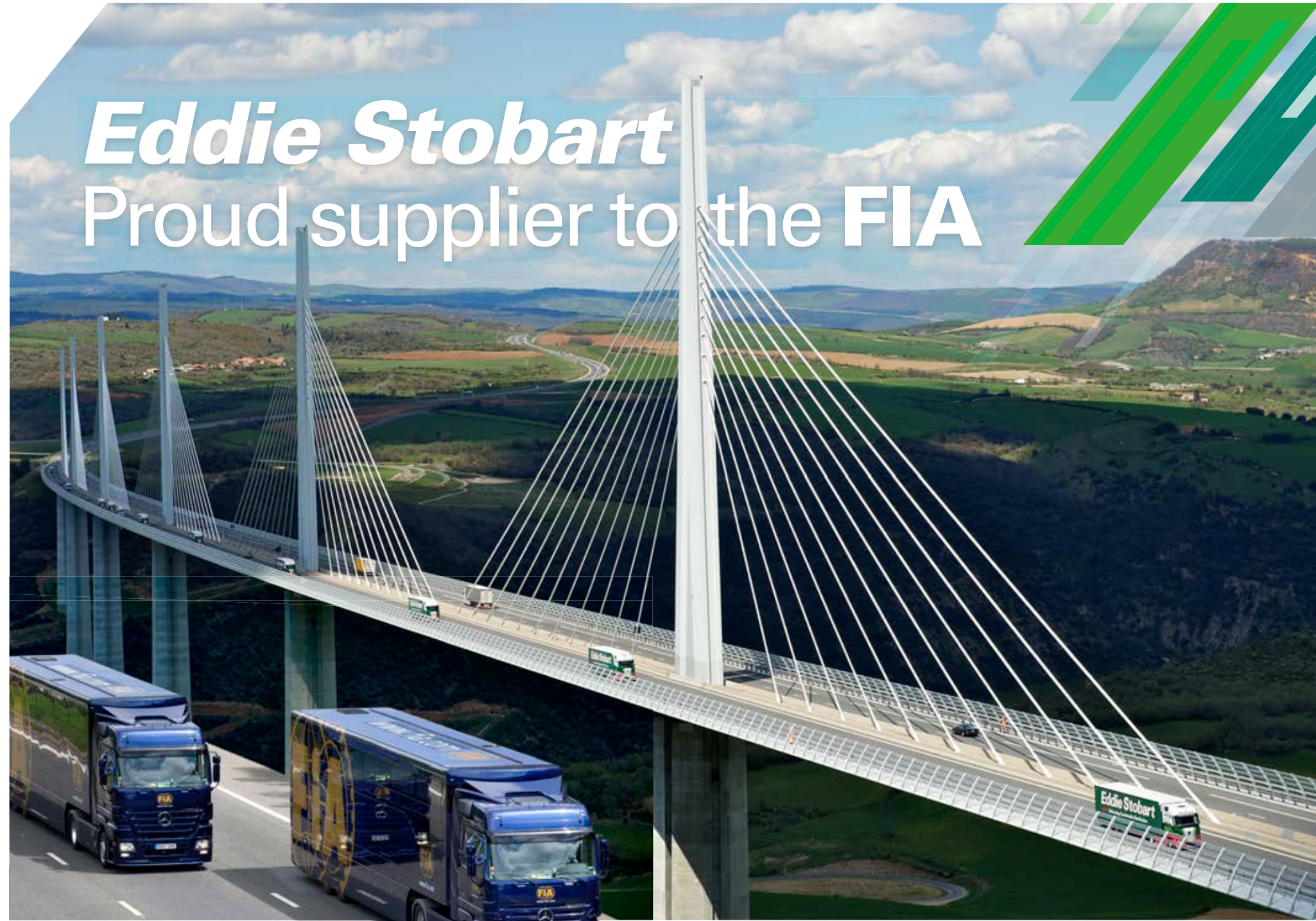


AMZS in Slovenia used its vehicle fleet to support frontline workers. Below: In the Netherlands, ANWB became the go-to travel information service.

cross-traffic to revenue-generating areas of the site – it is, in essence, a win-win for clubs and road users.

While COVID-19 continues to dominate the agenda, the route map suggested by the toolkit does, at least, posit a post-COVID future, offering best practice examples in which clubs can endure the crisis and emerge out the other side, more robust and flexible, better able to survive in a world sure to have changed.

For all its uniqueness, COVID-19 is also unlikely to be the only challenge faced by clubs in the coming decades. It is the sixth PHEIC declared by WHO since 2009, in a decade that has also seen increased financial volatility catalysed by economic and political upheaval. Meanwhile, climate change looms large and threatens greater unpredictability. While the focus of the moment is firmly on COVID-19, the experiences of tackling this crisis also provide a blueprint for stronger, healthier clubs better prepared to weather the next one. ◀



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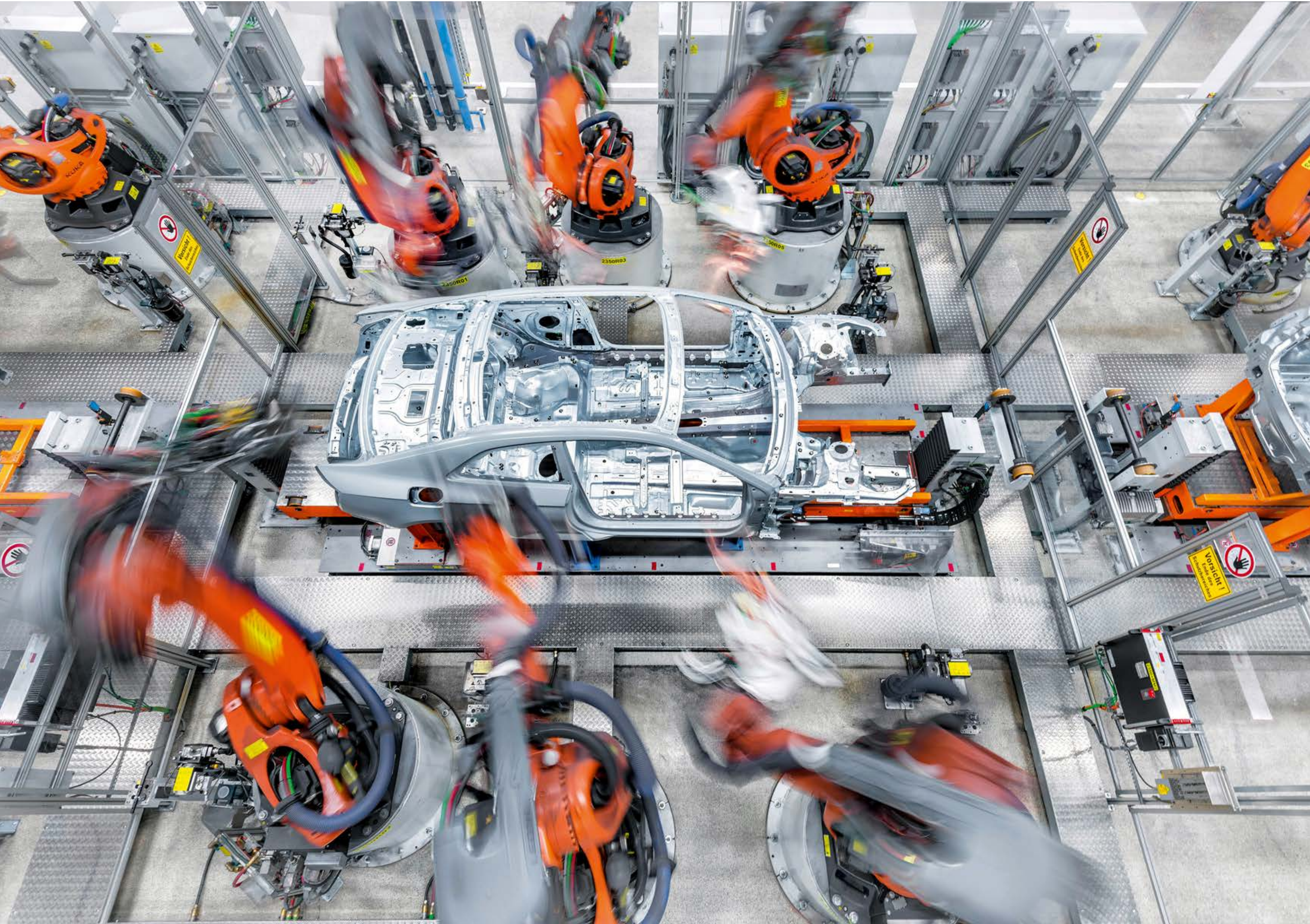
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Driving back from the brink

In the wake of plummeting demand, factory shutdowns, and painful restructuring, the automotive industry is slowly beginning to recover from the economic impact of the COVID-19 pandemic. But how have manufacturers responded and what does the future hold? AUTO investigates

TEXT
/
BEN BARRY

When the coronavirus pandemic began to take hold globally early in 2020, the automotive industry reeled, with factory shutdowns, staff furlough schemes and lay-offs, and a catastrophic drop in vehicle sales.

With much of the world in lockdown and governments grappling with an unprecedented health crisis, this was unsurprising, but even as the world begins to adapt to the reality of a post-COVID-19 environment, after-effects continue to ripple through the automotive industry, not only manifesting through depressed sales and hygiene protocols at car dealerships and factories, but also in effecting deep-rooted change within the industry generally.

The early impacts of coronavirus are relatively straightforward to quantify. According to Amon Madhok at Counterpoint Research, global vehicle sales dropped by 38 per cent in March from the same month in 2019, down 600,000 units to two million as countries implemented national or local lockdowns, many car dealerships closed and footfall dropped generally – according to IHS Markit – by 40-70 per cent in dealerships worldwide.

By May, the European passenger car market had fallen by 43 per cent, the US 23 per cent and China 27 per cent compared with the same period in 2019, with most experts predicting 20 per cent fewer global passenger vehicle sales in 2020 compared with the year before, estimated at around 71 million units. ▶

The average factory shutdown during the pandemic equated to 30 days of lost production.

Factory shutdowns of both OEMs and suppliers also resulted in the production of far fewer cars – in June the ACEA (the European Automobile Manufacturers’ Association) estimated production losses of 2,446,344 vehicles due to coronavirus, including cars, trucks, vans, buses and coaches. The average factory shutdown lasted 30 working days, with Italy and the UK worst affected with 41 days’ lost production.

Government furlough schemes helped mitigate some of the impact, although Counterpoint Research reported one million job losses globally by late April, and in March Volkswagen CEO Herbert Diess revealed plant shutdowns were costing the company \$2.2 billion per week. With automotive suppliers enjoying a smaller financial cushion than multi-national OEMs, S&P Global Market Intelligence reported the odds of default for such companies jumped 20 per cent in April – with the wider repercussions of any insolvencies likely to be felt throughout the tightly interconnected supply chain.

While the predicted devastation of the automotive supplier base hasn’t yet materialised, it’s possible furlough schemes and government assistance have deferred the impact, and two main trends remain likely: the acquisition of smaller suppliers by larger suppliers or OEMs, and moves to reduce reliance on China as a supplier base, with Counterpoint Research estimating that 85 per cent of global automotive parts are dependent on China, whether through finished components or raw materials; EVs are only likely to increase that dependency due to China’s dominance in battery production. In response, Japan has earmarked \$2.2bn to help domestic companies shift manufacturing from China to Japan, and \$214m to shift from other countries.

RECOVERY SIGNS

Despite widespread disruption to existing supply chains and manufacturing bases, production actually began to recover late in the first quarter of 2020, albeit with new social distancing and hygiene protocols. Factories in China slowly resumed production from mid-February to early March, including in Wuhan, the centre of the outbreak, in part because China was first to feel the effects of the virus and first to start recovering. In the second quarter, Daimler and Hyundai re-opened US plants in Alabama in late April, and

With safety protocols in place, car production started to recover in late Spring.

European plants operated by all OEMs re-opened progressively over three weeks also in late April. The recovery of vehicle sales has similarly varied country by country, in line with when the virus first took hold, the severity of impact and government measures implemented.

Car sales in Italy plunged by 98 per cent in April, France recorded an 88 per cent drop, but pent-up demand in China was so strong that the Honda-Guangzhou joint venture plant worked overtime to meet demand. After an 80 per cent decline in February with only 310,000 units delivered, China actually recorded an increase year-on-year in April, up 4.4 per cent to 2.1m units, and stronger 12 per cent growth in May, again to 2.1m units. Supercar manufacturer McLaren might have axed 1200 jobs and restructured its lending, but it reported the first signs of recovery in May, with China leading the resurgence.

Counterpoint Research reported key markets globally posted signs of improvement in August on a month-on-month basis, though cautioned pent-up demand from lockdown might be concealing lower overall market demand. With an increase in coronavirus cases and furlough schemes winding down, it said, consumer

confidence may yet deteriorate – a picture that is perhaps emerging in Europe, with the positive trends seen since May reversing in August, and an 18 per cent year-on-year decline following the four per cent decline in July.

New consumer trends were also evident within the statistics. Buyers embraced online buying where possible, and IHS Markit reported that 30 per cent of dealerships regretted having no online support for sales, servicing and finance, and 65 per cent expect an acceleration of development in online vehicles sales and booking platforms.

Perhaps surprisingly given a surplus of oil had severely depressed fuel prices, sales of EVs grew exponentially – up two thirds year-on-year in Europe in June, the same period in which petrol and diesel sales dropped a third.

Felipe Munoz of Jato Dynamics attributes this phenomenon to several near-simultaneous developments: “The pandemic hit when world car markets were already having growth issues, and many OEMs were getting ready for the coming CO2 emissions targets in Europe. China also started to take off in the electrification race... and many OEMs launched more competitive EVs, so consumers had more choice,” he explains.



Post-COVID, more car sales are expected to shift online. Below: EV sales have continued to grow during the pandemic, with Tesla a beneficiary.



Chinese make Lynk&Co had already planned online sales in Europe pre-COVID.

‘The pandemic hit when world car markets were already having growth issues’



When the pandemic struck, “governments boosted their industries by increasing incentives and support, and much of that is being used to promote clean cars – because by incentivising EVs to boost economies they are also reducing dependence on fuels and improving air quality.”

Tesla proved the biggest beneficiary of the shift to online sales and EVs, having already established a strong online buying model and retailing a purely EV line-up. Tesla was the only large OEM to increase sales during Q1, and in April and May its Model 3 became the UK’s best-selling model.

MOVING ONLINE

While online buying was already becoming more prevalent – Lynk&Co, for instance, planned to offer vehicle sales online in Europe, supported by 200 ‘pop-up’ stores – COVID has accelerated OEM strategies to fully embrace the digital arena, with Mercedes-Benz planning to convert 25 per cent of its vehicle sales to online by 2025. About 25 per cent of Ford’s sales are online now with 72 per cent of its North American dealers offering online options, COO Jim Farley said in June.

Ford customers still need to visit a dealership to finalise the purchase, but a spokesperson said “moving to a contact-free experience is a change in process, but our dealer partners are no strangers to change.”

Counterpoint Research, however, expects the dealership model to account for the majority of vehicle sales for the next decade due to customer preferences for test drives, and because many US states don’t allow direct selling to customers.

The pandemic could also strengthen demand for private car ownership, which was previously challenged by car-sharing/ride-hailing services.

Uber and Lyft, for instance, have recorded incredible growth over the last decade, providing a viable alternative to personal car use, most notably in crowded urban spaces. Yet as employers implemented working from home and travellers reacted to concerns over transmission of the virus, Uber and Lyft recorded an unprecedented fall in demand of 80 per cent in the US in April.

Similarly, demand for public transport in major cities fell 70-90 per cent, a trend that could greatly damage commercial vehicle manufacturing, with perhaps wider-reaching consequences for interlinked supply chains and employment than the downturn in ride-hailing services.

It’s clearly possible that much of the trend away from car-sharing/ride-hailing could be reversed with the prospect of a vaccine and a return to work, and indeed Jato Dynamics’ Felipe Munoz does ultimately foresee reduced private car use and increased car-sharing.

The automotive industry has already witnessed product development delays and the deferment of new model launches due to financial constraints, R&D bottlenecks and ongoing supply chain issues – GM announced the deferment of six refreshed models to 2022, and investment in new technologies such as autonomous driving could also be deferred. Investment in EVs is unlikely to reduce, however.

In Europe, OEMs face huge fines if the average CO2 emissions of the vehicles they sell exceeds 95g/km CO2 by the end of 2020. The target has become harder to hit due to the collapse of more CO2-efficient diesel sales in recent years, the introduction of stricter WLTP standards and the continued growth of SUV sales.

Jato Dynamics estimates fines could reach €34bn, but Munoz foresees no need to reassess upcoming emissions standards, and expects EVs to account for more than 25 per cent of the European and Chinese new-car fleet in the mid-to long-term. “The shift from ICE to EVs will continue and is expected to accelerate mid-term once battery costs decrease and more choices arrive, therefore I don’t see why current CO2 policies should be relaxed,” he says.

However the impact of coronavirus shakes out, in-car technology could capitalise as motorists embrace social distancing and OEMs fully exploit in-car touchscreens, over-the-air updates and 5G networks – perhaps for paying for fuel, tolls or drive-through services, although smartphone manufacturers and app developers are arguably better placed to take advantage with devices that are transferable between vehicles.

COVID-19 has drastically altered the way we live in the short-term, but it is also beginning to reshape the automotive industry with potentially far-reaching consequences, from the way cars are built to how they’re powered, from footfall at dealerships to where and when we drive. The full effect is yet to shake out, but there’s no question coronavirus will leave a lasting legacy on the automotive industry, some of which will even prove positive for both motorists and the environment alike. ◀

04

Directions of travel

COVID-19 has led to profound shifts in travel patterns, but are the trends that have emerged temporary adjustments or has the way we move changed for good? Three mobility experts look beyond the pandemic to map the possible future of mobility

STEPHEN PERKINS

HEAD OF THE RESEARCH AND POLICY ANALYSIS OF THE INTERNATIONAL TRANSPORT FORUM AT THE OECD

COVID-19 has had many impacts but one of the major revelations has been the weakness that existed in our public services before this crisis. It's highlighted where we've underinvested and particularly under austerity policies.

We need more investment in public transport capacity and frequency of service and especially reliability in places where rail, metro and bus systems were already struggling to cope with peak crowding and peak demand – and we need it now, especially when people are more concerned about crowding.

As we take measures to counter the impact of COVID, the overall guiding principle we need to adhere to is to maintain the pre-COVID priorities we had, particularly in terms of promoting sustainable mobility and ensuring that we build sustainable systems that in the long term are not substantially affected by short-term crises.

Reduced service and reluctance towards using public transport, has shifted trips to cars underlining the resilience of the automobile. To have a car in reserve offers comfort and security in the face of disruption.

We have seen that reaction in recently released data from the second-hand car market in the UK. The price of second-hand vehicles has gone up sharply and that's not just because people have less disposable income and are worried about the future and don't want to borrow to buy a new car. They are also looking to keep an older vehicle as a second car to provide resilience in the face of disruption. However, buying an old diesel car is obviously far from ideal and going forward we need to stay on the

course of shifting towards increasingly clean vehicles on the roads.

We are going to find that the roads are increasingly crowded. The competition for space on the roads is likely to be intense. The big increase in delivery vehicles on the road during Covid is one trend that seems set to persist.

To mitigate against public transport concerns and to cope with pressure on car use, many governments have been encouraging, and providing for, cycling, walking and micro-mobility in order to pick up the demand that just can't be taken on the roads. And, of course, these modes fit extremely well with the longer-term sustainability policies being implemented by

Stephen Perkins says work must continue on long-term transport agendas despite the pandemic.



cities. Reallocating space to micromobility and to quality sidewalks is critical.

Post-COVID, I foresee a lot of the temporary allocations of road space becoming permanent. As long as you can provide a safe environment, more people will turn to these forms of mobility for short trips and those modes are an important part of the balance of mobility going forward.

And that's the key for me – continuity of purpose. Ultimately, the bottom-line recommendation is that we need to build back better. We need to keep our eye on long-term agendas as these are just as important post-COVID as they were prior to the pandemic. Reducing CO2 emissions and reducing air pollution remains critical. Short-term response measures are sometimes in direct contradiction with our policy goals and we have to be careful not to lose sight of the ultimate goals as we react to what is a serious but hopefully finite threat.

ANDREW MCKELLAR

FIA SECRETARY-GENERAL FOR AUTOMOBILE MOBILITY AND TOURISM

Looking at the observed trends of the last 10 months or so, there has undoubtedly been a shift away from shared mobility and public transport due to heightened concerns about the risk of infection. And while that has sent people back to their cars, it has been at much lower rates, people have generally been using their own cars less. Those short-term trends do come with spill-over impacts such as congestion being reduced, with possible positive impacts on air quality in cities. But the question remains as to whether the developments we have seen during the pandemic translate to longer-term changes in behaviour.

My own feeling is that it's unlikely everything will reset to the way we travelled before COVID-19, but the changes that we will see will be different from region to region around the world, depending on population density, prevailing modalities and levels of economic development.

In the cities of developed nations we are already seeing local authorities taking the opportunity to further agendas around mobility choice. There's been a sudden rollout of space for cycling and micro mobility. That's a development I do not think will reverse once the pandemic recedes.

Given the apparent reluctance of a lot of people to return to public transport and a manifold increase in personal transport, that increase in capacity will be useful. By extension, though, it could also push people back towards use of their car for commuting purposes and it's possible that in many places we are going to see worsening congestion problems and I suspect that will stiffen the resolve around tighter CO2 emissions regulation.

One of the easily identifiable impacts of the pandemic has of course been disruption of normal business, and for organisations concerned with travel and mobility the effects have been severe – though not as devastating as one might imagine.

Aware of the depth of the crisis, the FIA has rolled out a major support programme over the past five or six months called Mobility Worldwide.

The central goal of the initiative was to engage with our member clubs to assess the impact the pandemic has had on their business, to define strategies to mitigate adverse effects and to build a toolkit of mechanisms they can employ in order to build resilience (see p34).

And what we've seen in most cases is that clubs were able to quickly adapt to the changed conditions. They swiftly transitioned to working remotely. They were quickly on top of managing cash flow and cutting costs where needed. And following that phase they were into a second phase, where they secured their businesses by connecting with their members, adjusting their services, and in some cases bringing new services to market in very short timescales.

What does that mean for clubs in a post-pandemic environment? I can see a huge increase in digitalisation, a growth in automation and an optimisation of services to reduce costs, particularly fixed costs, and increase efficiency.

I think it will also see clubs adjust their business planning to redefine the offer they make to members and to diversify their businesses. Clubs will understand that to become more resilient they need to diversify. The changes are already happening in many organisations and we actually have very few clubs that have needed direct financial support. It is strange but, to some degree, out of adversity comes opportunity.

Ultimately the pandemic will leave a lasting impact on mobility but in the end we will want to get back the sense of freedom that travel brings. However, the way in which we do it may be quite different. And there is a very real role that FIA member clubs can play in that process. We are service providers. We are membership-based organisations and we're in touch with what consumers want. There will be a very real and constructive role that mobility organisations can play in delivering better outcomes for people in the future.

JULIEN CHAMUSSY

CEO OF FLUCTUO, SHARED MOBILITY DATA SPECIALIST, AND FIA SMART CITIES SEASON 4 GLOBAL START-UP WINNER

The pandemic undoubtedly caused a great deal of hardship in the mobility sector. As an example, in March the number of trips by shared mobility in Paris dropped by something like 90 per cent.



What we saw during the initial lockdown was that some operators opted to stay in the market, for differing reasons. Many initiated programmes offering free rides to frontline workers but some stayed because it was the only way to survive. In Paris, there was a tender happening at the time and the results were announced after the first wave. For those who continued to work it demonstrated commitment and enhanced their reputation. There were also purely technical reasons, as with many electric vehicles if the batteries are not used they degrade.

Once the lockdown eased we saw a rapid recovery, though with some differences. Bikes and mopeds bounced back quickly as people were reluctant to use public transport and bikes offered convenience and effective social distancing. We also saw that across Europe, municipalities and governments created a lot of new bike lanes, new parking facilities and additional charging stations for e-mobility. As a result, we have seen traffic in many countries rising at a higher level than in pre-COVID times.

However, a lot of e-scooter traffic is reliant on tourism and obviously that has decreased massively. That sector has therefore had to reinvent itself by adapting their business models, altering pricing, and by changing the location of scooters to be nearer train stations and Metro stops. However, I would say that the outcome of the first lockdown has been interesting and actually quite good for the industry.

What's next? I think for shared mobility businesses such as scooters the first thing to note is that the period we are in now will not be as hard as the first lockdown – simply for the reason that we are in low season for their businesses. They will miss revenues, but not as severely as in March and April.

Secondly, when people do return to work, the aversion to public transport will continue. That's obviously not good news, but it is a likely outcome. So again, the shared mobility sector, at least on two wheels, will continue to grow in the spring.

FIA member clubs can adapt to support post-COVID changes in travel, says Andrew McKellar.

Julien Chamussy would like travel to shift to public transport combined with shared mobility.



More widely, I feel that this will prompt us to look at urban mobility more holistically. We increasingly need a combination of modes. We need a robust public transport network, because there is no way micro-mobility will be able to cater for demand.

If you take all the trips made on public transport in Paris in one day in September, it was in the region of eight million. There is no way shared mobility can take that strain, but we can create synergies between public transport and shared mobility, and this has to be the future. We have to offer flexible, easy access to the various modes and ensure seamless transition between various modes.

The difficulty comes in the shape of that anxiety over sanitation and for that I just don't have a clear answer.

For micro-mobility it's not an issue as I think people are happy to take responsibility for their own safeguarding, but with car sharing it's much more complicated because there are so many more touch points in a car.

In terms of public transport there could be a possibility to partner with mass transit to use real-time data to predict and moderate crowd numbers on public transport.

Indeed, I don't think we're far away from that. Here at Fluctuo, we recently applied to a challenge organised by the public transport authority of the Greater Paris region to try to upgrade the travel information system with real-time data in order to offer alternatives to commuters when there is disruption. To progress from that real-time use monitoring of passenger numbers to ensure effective distancing could be possible.

I see some interesting start-ups working on on-demand mobility, systems that adapt bus routes by taking into account real-time demand by people. That's very interesting and could provide part of the solution for what is likely to be a very different landscape in the future. ◀

04

TEXT
/
TONY THOMAS

Racing
towards
the future

In the world of motor sport it’s rare to find a driver whose focus extends beyond the intensity of competition. FIA Formula E star *Lucas Di Grassi* is different and his immersion in the electric championship has given the series’ 2016-’17 champion a new mission – to push racing to the limit of technological possibility in pursuit of sustainable mobility

“I was crying. My mom was crying. All of Brazil was crying and I didn’t know why. But it was then that I decided to try to become a professional racing driver.”

A nine-year-old Lucas Di Grassi had just seen his hero, Brazil’s demi-god Ayrton Senna, die in the accident that made the world choke with grief and which would permanently re-set attitudes towards safety in motor sport.

The dark-haired kid who loved football and cars, like a million other scrappy Paulistas, didn’t fully understand his feelings that May 1, 1994, but the effect of Senna’s death on everything he knew sparked in young Lucas a conviction that somehow in life he had to do something useful, something with purpose.

“This guy was a racing driver,” says Di Grassi, “but the impact he had on Brazilian society was immense. And it was then I realised that, look, this is something I want to do. I want to have the same impact as this guy. I want to follow in his footsteps.”

He was karting busily a year later and soon following the tyre tracks scorched by a legion of talented, charismatic forbears, from Emerson Fittipaldi to Felipe Massa.

European racing in Formula 3 and then GP2 were the stepping stones to a season of Formula 1 in 2010 and top-level endurance racing. Outright success proved elusive, however, until his move in 2014 to the nascent Formula E championship.

His perspicacious switch to all-electric racing, which only six short years ago seemed

daringly avant-garde, proved to be the making of Di Grassi. He won the first-ever Formula E race in Beijing in 2014, and two seasons later he was champion.

Now established, at the age of 36, as one of the series’ heavy hitters, Di Grassi is increasingly recognised as a driver whose engagement runs deeper than mere sporting participation.

He helped develop the prototype Formula E race cars and, as a member of the championship’s advisory committee since its inception, he exhibits an innate affinity with its sustainable mobility mantras. Indeed, where most of his peers are happiest discussing lift-off oversteer or track surface imperfections, Di Grassi appears almost more at ease promoting the necessity of ethical investment, the links between air pollution and social inequality, or how motor sport beyond Formula E is ignorant of the existential crisis it faces.

“I think it’s fair to say I share overall the same vision, the same understanding of how to create Formula E,” he says, “so it really makes sense to me the way things are being done there. The level of the championship is really hard. It’s really nice on the sporting side. There’s

Formula E has been the making of Lucas Di Grassi, but he wants to leave a legacy beyond motor sport.

‘Formula E needs to be the fastest-accelerating series on the planet’

equality between the cars, the level of the drivers and the level of the teams, so the fun we have at the races and the difficulty of the race tracks make it a very complete championship. After I’d done my years in F1, then endurance racing and Le Mans, Formula E seems to be the natural progression.”

BIGGER PICTURE

Di Grassi speaks first and foremost as a racing driver. This is his day job after all – a fabulously elevated one, of course, but a day job nonetheless. More intriguing, though, are his bigger-picture thoughts about motor sport: where it’s at, where it’s going, and, perhaps, the role he might have to play in shaping its future.

Take his vision for the development of Formula E: “The championship needs to have a fresh new vision and follow that regardless of what Formula 1 is doing,” he says. “They need to be very aggressive with their strategy.

“A lot will depend on the technical decisions that Formula E will take,” he adds. “The championship still has a lot of space to grow, and the correct path is one that keeps the balance between opening up the technical regulations and keeping costs under control.

“You need to make a decision that creates value over cost on the R&D side and the same on the entertainment side: you increase the entertainment, the level of the drivers, the spectators, without increasing the cost, so you gain value. So all decisions have to be these two ways: increasing technical expertise without increasing cost and increasing entertainment without increasing cost.”

He also warns of the dangers of the sport being unconsciously moved away from its disruptive founding philosophies by commercial influences. Better, Di Grassi suggests (both publicly and in his advisory board capacity), is a futuristic technical approach designed to appeal to auto manufacturers’ road-relevance needs, while grabbing fans with a visceral hook.

“I’ve done the calculations and it’s possible,” he insists. “For me, Formula E needs to be the fastest-accelerating formula motor sport series on the planet. So that will create excitement without creating extra cost. We can add four-wheel drive, or replicate the drivetrain we have at the rear on the front axle and that will double the power. But it will only increase costs by seven per cent, because you are duplicating a part that already exists.”

The upshot would be a “very exciting” machine that could out-sprint an F1 car from 0-100mph for only a marginal cost increase. Design-wise, he says, the next generation of Formula E cars should be like something from the movie *Tron*, with aerodynamics and suspension both active and LED body panels capable of showing different sponsors in rotation.

It remains to be seen to what extent Formula E will pursue any such bold vision, but in the meantime Di Grassi is exploring other, more radical, motor sport avenues. ▶



Fuelling up for clean racing

05

Formula 1's pursuit of efficiency has been enormously successful since the introduction of hybrid power in 2014. Now the FIA and F1 are targeting even greater gains through the development of advanced sustainable fuels

TEXT
/
LUKE SMITH

Formula 1 has been pushing for a greener, cleaner future ever since its adoption of hybrid power units in 2014. As environmental issues have become increasingly relevant throughout motor sport and society, the progress F1 is looking to make has been accelerating.

The sport unveiled an ambitious plan last November to become carbon neutral by 2030, with much of its focus laying with the existing power units. Its hope was that by advocating the use of energy recovery systems and advanced sustainable fuels, it could pave the way for the global automotive industry to shift away from the traditional internal combustion engine.

The push for sustainable fuels is something the FIA and F1 have been working closely together on in shaping what the future of the pinnacle of motor sport will look like.

There are three generations of biofuels. The first, largely developed from crops grown specifically to create fuel, is not sustainable and has ethical issues, making the second and third generations the preferred routes. The second looks at turning waste and biomass into fuel, while the third generation – known as e-fuels – is more chemically driven.

"E-fuels are fuels created by combining CO₂, which is a pollutant, with hydrogen, which will lead to hydrocarbon," explains FIA technical director Gilles Simon. "Hydrogen is mainly the by-product of the petrol industry, and there are a lot of efforts and big investments to develop from a sustainable source, which is basically hydrogen coming from hydrolysis – electrolysis of water – with a green energy source or sustainable electricity."

Simon and his team believe that both the second and third generation of biofuels are sustainable. "Both approaches are currently in development," he says. "We will not make them compete, but just help this technology develop through motor racing."

F1 has always been a laboratory for the automotive industry, with many of its advancements working their way to road cars and helping to change global perceptions of the technology being used.

F1 chief technical officer Pat Symonds said last year that the sport's shift away from internal combustion engines in 2014 helped "show what a hybrid could be, and it moved people's perceptions of what a hybrid is capable of". This kind of wider impact is at the heart of F1's vision for a cleaner future, with the focus on sustainable fuels being a key part of it.

"F1's DNA is all around technological innovation at pace driving progress," says Yath Gangakumaran, director of strategy and business development at F1. "Ultimately this is something that F1 has been doing for 70 years. What we're trying to say is let's continue to do that, but focus our attention more particularly on environmental sustainability."

"We wanted to develop these fuels so that not only can we reduce the carbon footprint of our cars when they drive around tracks, but also



FIA technical director Gilles Simon is leading the drive towards sustainable fuels in F1.



People's perceptions of hybrid power changed when it came to F1, says tech chief Pat Symonds.

see if we can make them relevant to the wider automotive industry.

"We have over a billion vehicles on the planet, and something like 99 per cent of them have an internal combustion engine. These vehicles are going to be around for the next decade or two, minimum, so having an impact outside F1 means developing these fuels so that over time they can hopefully become relevant to wider road cars, and we can start to reduce the carbon emissions of these vehicles that have internal combustion engines."

"That's the first leadership point that we want to take when it comes to CO₂ emissions."

COLLABORATIVE EFFORT

On-track competition has always been an effective method of advancing technologies, and is a large part of what has made the sport so attractive to manufacturers throughout its history.

The same is true for fuel suppliers. Petronas, Shell, ExxonMobil and Castrol are all currently involved in F1, and are working closely with stakeholders in the development of future fuel solutions. Simon hopes the push towards more efficient fuels can help foster greater competition between suppliers and manufacturers.

"It's a good showcase of evolution of the technology," Simon says. "Different companies will have a different technical approach to the topic, as there are different routes possible. So that will be an interesting technical competition."

"We are in the very first stages. We are starting to discuss this and do some trials. We will supply some experimental fuels to engine manufacturers for them to test, so it's really a common work plan we have before we are able to say yes, it's feasible, let's do it, and we can advertise it."

"For now, it's really technical work ongoing with good collaboration of the engine manufacturers to test these fuels and give their feedback." ▶

'F1's DNA is all around technological innovation at pace driving progress'

All agree that a move to biofuels must not come at the cost of car performance.



05

Changing the game

Dogged by management upheavals, crumbling partner relations and falling sales, the Renault brand has endured a torrid few years. New Group CEO *Luca de Meo* has been charged with turning the company around – and he believes the secret to success is to alter its ‘game module’ and prioritise value over volume

TEXT

/

JUSTIN HYNES

Once the poster child for automotive globalisation and voracious expansion, in recent years Renault has been besieged by a disparate array of attackers, ranging from the singular to the global. The singular came in the shape of the spectacular and very public fall from grace of flamboyant boss Carlos Ghosn, a man once regarded as an industry visionary and the leader who had single-handedly and autocratically set the course of the French car maker and its allies Nissan and Mitsubishi for two decades. The global came in the shape of the current pandemic, a once-in-a-century crisis that impacted almost every business on the planet.

Renault is reinventing the *Mégane* in EV mode. Right: CEO Luca de Meo returns to the company fresh from reviving SEAT's fortunes.

In between the two came a fracturing of relations with its Asian partners, rising costs associated with meeting emissions regulations, and falling sales – especially at Nissan – that threatened the alliance's position as the world's second largest manufacturer.

The decline, sharply accelerated by the coronavirus outbreak, was so stark and so rapid that in February of this year Renault reported its first annual loss in a decade, as margins fell and the French automotive maker felt the impact of Nissan's troubles. Renault reported a net loss of €141 million in 2019, compared with €3.3 billion net profit the previous year. Sales fell 3.3 per cent to €55.53bn and stock plummeted to a seven-year low.

Charged with calming the turbulent economic water churning around the company and steering a fresh course towards profitability is new CEO Luca de Meo.

The 53-year-old Italian comes to one of the most high-profile roles in the automotive industry from one of its most low-key – though it is the one that earned de Meo his moment in the limelight.

As CEO of SEAT, de Meo was responsible for taking an underperforming, unloved and always unprofitable Volkswagen brand from red to black in just four years. And after posting a profit in 2015 (the first in VW's 25-year full ownership of the brand), de Meo followed it with equally successful bottom lines in each of the following

four years, with profit reaching a maximum of €346m in 2019, up 17.5 per cent on the previous year.

De Meo's success at the Spanish brand should have come as no surprise though. The Italian executive started his career at Renault more than 25 years ago before joining Toyota in Europe and then moving to Fiat Chrysler Automobiles. His star was firmly put in the ascendant when late boss Sergio Marchionne picked him to relaunch the Fiat brand and de Meo played a major role in launching the hugely successful 500, a vehicle which helped revitalise the fortunes of the Italian marque.

Revitalising Renault, however, is a different and more complex task, but it's one that de Meo is well aware of.

"We are in a complex, difficult situation, we all are, but Renault took the COVID hit as we were already, I would say, feverish," he told an investors call recently. "So for sure, it is even harder for us. I am personally already pretty deep in the diagnostic of what went wrong, what is wrong and what we need to do to fix it. The good news is that Renault is still a great company with a lot of substance, projects and also a lot of competence.

"People are frustrated, but I think that's what I feel, they are very eager to change direction. The sense of urgency is also definitely there. We are currently touching from what I see the bottom of a negative curve that started several years ago and probably even earlier."

BUILDING BRIDGES

Part of that negative curve is undoubtedly the fractious relationship the Group currently has with its Japanese partners, but the new CEO is keen to build bridges and construct a new working arrangement.

"The first priority is for both companies to focus and fix their miseries internally," he says. "We are finding a good set-up and we are trying to focus on four or five key projects where we can really prove to each other that by working together it's going to bring a benefit. We are making it not too philosophical, very pragmatic and concrete, and you know the Japanese are very concrete people, so they are starting to appreciate that new way of playing the game. ▶



'We are bringing a dream brand alongside the biggest names, for spectacular car races'

CEO Luca de Meo



05

Building better school journeys

The public health crisis caused by COVID-19 has sharpened the focus on safe and sustainable mobility, and now the Child Health Initiative, co-ordinated by the FIA Foundation, has partnered with UNICEF to issue a new set of guidelines designed to promote safe and healthy school journeys

TEXT
/
KATE TURNER

As hope begins to dawn for the immediate challenges of COVID-19, the long-term recovery implications are increasingly seen as an opportunity to address systematic inefficiencies and inequalities, with policymakers and public alike calling to 'build back better.'

The sustainable mobility agenda has become a focus as the co-benefits of actions for both mobility and public health have never been more explicit. Temporary shifts to more sustainable transport modes like walking, cycling and scooting have helped enable physical distancing and given an unprecedented glimpse of the wider public health benefits, especially in urban spaces. Across many urban areas, fewer vehicles on the roads have meant cleaner air, re-purposed roads to encourage walking and cycling, widened pavements for more walking and greater accessibility, and improved health for those using more active transport.

On school journeys children are often faced with multiple threats, from dangerous road traffic, dirty air and COVID-19. Now more than ever, safe

and healthy journeys to school are crucial. Many of the solutions for one threat also address the other – lower vehicle speeds, more walking and cycling, more space to move – and all are important for COVID-19 prevention and reduced road injury risks. These measures enable safe physical distancing and help lower air pollution – believed to increase the risk of contracting COVID-19 as well as causing respiratory illness, which actually increases vulnerability to the novel coronavirus. The journey to school is a particularly urgent issue as more than a billion children are at various stages of returning to school as governments seek out ways to balance COVID-19 risks with the need for education. Road traffic injury, however, remains the leading global cause of death for young people age five to 29.

These connections are not just being made by specialist sectors – the support for change is across the globe from parents and the wider public alike. Almost three-quarters of people worldwide support local changes like road closures, limiting traffic and reducing speeds to protect children, and more than two-thirds of parents would switch to walking and cycling on the journey to school as part of COVID-19 social distancing measures, but only if streets were safe.

Saul Billingsley, Executive Director of the FIA Foundation, says: "Parents are facing difficult choices about how to protect their children from COVID-19 exposure, from dangerous roads and air pollution, while still accessing education. The pandemic has highlighted the vital role of pedestrian and cycling provision in enabling safe social distancing."

NEW GUIDANCE

To keep children safe from both risks on the roads and COVID-19, the Child Health Initiative, a global health partnership co-ordinated by the FIA Foundation, partnered with global charity UNICEF to develop 'Guidance For Safe And Healthy Journeys To School During The COVID-19 Pandemic And Beyond.' The guidance includes 10 key action areas highlighting simple, low-cost ways to not only make streets safer during the pandemic but also in the long-run for children and the wider population. The guidance outlines how to: engage the entire school community; enable social distancing; prioritise active transport; make walking, cycling, scooting and riding a wheelchair safe; help students to follow protocols; reduce private vehicle use; treat school buses as extensions of the classroom; promote safety and hygiene on shared transport; ensure equality; and sustain long-term change.

'The pandemic has highlighted the vital role of pedestrian and cycling provision'



London Mayor Sadiq Khan has backed a city scheme to reduce car journeys to school.

It draws together the successes of experience from across the world in a wide variety of environmental and economic settings. By creating checklists for education authorities and policymakers as well as communities, and by issuing broad, illustrative guidance, it aims to encompass the varying needs of children of different ages and abilities living in different contexts.

From using community events to build improvised street separations with logs and rocks in rural spaces to city-wide public transport messaging, there are ways to protect every child – no matter where or who they are. Bringing together examples from across the globe, the Child Health Initiative and UNICEF joined with Save the Children to develop a live, open database to share real-world examples. This project gathered examples of safe and healthy interventions to build learning and understanding from across borders. While gathering experiences from interventions across the pandemic, the database also includes pre-pandemic examples that support COVID-19 interventions now since they are conducive to outdoor activity, physical distancing and cleaner air.

One example of pre-COVID-19 child road safety interventions with current and long-term impact is the Mayor of London's School Streets programme. It encourages walking, cycling and scooting by closing roads around schools to vehicle traffic at drop-off and pick-up times to enable physical distancing and improve road safety and air quality. The city's wider Streetspace plan aims to provide safe space for walking and cycling to avoid a damaging car-led response to coronavirus.

"It is vital that we don't throw away the improvements made to air quality during lockdown and the past few months with a damaging car-based recovery from this pandemic," said Mayor of London, Sadiq Khan. "Too many lives are already lost each year as a result of our city's toxic air and the results of our monitoring study will show just how much of a difference reducing car journeys through School Streets makes."

The impact of the project is being assessed by a new air quality testing programme funded by the FIA Foundation and Bloomberg Philanthropies. The study, the first of its scale, is intended to add to the global evidence base to support a growing public demand for the interlinked issues of safer streets for children and cleaner air. ◀

Public demand for safer streets

There is overwhelming public support for investment in safe walking and cycling to protect children on their journey to school from both COVID-19 and road danger – that is the result of an opinion survey in 11 countries conducted by YouGov for the Child Health Initiative. Almost three-quarters of the general public support physical changes such as road closures, limiting traffic and reducing speeds to protect children worldwide, and three in five were worried about air pollution. For parents, more than half of school journeys are considered not safe, and more than two-thirds would switch to walking and cycling on the school journey as part of COVID-19 social distancing measures if streets were safer. Latin American respondents reported the highest concerns about air quality and the journey to school. Overwhelming global public support – not just from parents but the wider population – for road safety measures around schools, which would slow, limit and even ban vehicles in the vicinity, saw 74 per cent of respondents expressing support. In five countries (Argentina, Mexico, Turkey, India, and Kenya), that support rose to more

than four out of five members of the public. Overall, more than 69 per cent of parents said they would commit to 'shift modes' by walking and cycling on the journey to school to support COVID-19 distancing measures if they felt the streets were safe. This represents the potential for a huge change in how journeys are made – reducing pollution, encouraging physical activity, and reducing congestion, while at the same time reducing the risk of COVID-19 transmission. Executive Director of the FIA Foundation Saul Billingsley says: "This polling shows there is overwhelming and wide community support to invest in walking and cycling, and to reduce vehicle access and speeds around school streets everywhere. Local authorities have public backing to make these changes to streets now, in response both to COVID-19 and the wider challenges of road traffic injury – the leading global cause of death for children and young people – and air pollution. While we await the roll-out of COVID-19 vaccines, we must implement the speed vaccine."



The FIA Foundation's Saul Billingsley says there is wide support for improving road safety near schools.



TEXT
/
JUSTIN HYNES

The change generation

From climate change to diversity and from healthcare to road safety, young people have embraced activism with a commitment not seen for many decades. *Jayathma Wickramanayake*, the UN Secretary-General’s Envoy on Youth, explains why, if we are to build a better future, today’s youth need to have a seat at the decision-making table

05

The current generation of youth has embraced political activism with great zeal. How can that movement for positive change be targeted at boosting road safety worldwide and are their voices heard enough by policy makers?

In August 2018, young people took to the streets of Dhaka, Bangladesh to demand better road safety in their communities. Echoing this message we have seen how young people all over the world are calling for better road safety in their countries. It has been frustrating to see that we lose thousands of young lives in road traffic accidents that are 100 per cent preventable. As you can see from youth movements globally, young people are able to highlight how different global challenges are interlinked with one another. For example, when young people are tackling the climate crisis, they are also addressing gender inequality, which is primarily responsible for the disproportionate impact of climate change on young women and girls. This is because young people understand the intersectional nature of the issues that the Sustainable Development Goals aim to address and solve. Policy-makers need to acknowledge the power of young people’s leadership and to do so we must actively listen to youth. At the United Nations, as we celebrate the 75th anniversary of our work, we recognise the need to listen meaningfully to young

people’s priorities and concerns. The global UN75 survey and town hall which reflected thousands of young people’s voices showed that 87 per cent of young people who took part believe global cooperation is vital to address today’s challenges. This shows how young people are ready to be heard and engaged as leaders and equal partners in global action, working side by side with policy-makers. When mobilising young people and their leadership, it is also important for us to highlight the connections between road safety and other global priorities. For instance, we need to be able to highlight how best road safety practices can contribute to the global health agenda, climate action agenda, improve accessibility and inclusivity, and lead to better access to education infrastructure for young people. We need to embrace young people’s political activism, while also ensuring that they are engaged in the development of solutions for road safety. By acknowledging young people as equal partners and co-creators of the global road safety agenda, the world can best benefit from their leadership and agency.

According to the World Health Organization, nearly 1.3 million people die in road traffic crashes annually. Of these, nearly 400,000 young people under the age of 25 are killed.



That’s a staggering 30 per cent of lives lost. What must be done to reduce that number?

This staggering number cannot be ignored. Road traffic injuries are the leading cause of death globally for young people. Every day more than 1000 young people under the age of 25 are killed in road traffic crashes, many of them vulnerable road users – pedestrians, cyclists, motorcyclists and passengers of public transport. To reduce this number, we not only need global collaboration, but also joint multi-stakeholder efforts that are cross-sectoral, ranging from public awareness, to education to infrastructure development, to accountability and rule of law. This is crucial because road safety policies and solutions should be a shared responsibility for both road users and the stakeholders involved in building and improving road infrastructure and policies. These joint efforts and collaboration should open opportunities to share data, research and best practices that can lead to global vehicle safety standards, road laws and regulations, and sustainable transport systems. A meaningful multi-stakeholder collaboration on road safety can only be achieved through a truly inclusive process that ensures young people, who often make up for the largest proportion of road traffic victims, are consulted throughout and are included in relevant decision-making on this issue.

Road traffic injuries are the leading cause of death for children and young people aged 15–29. Do you think public awareness of this crisis needs to be elevated to the level shown towards other issues? And is that particularly the case among young people who can pressure their elders towards better road behaviour?

Since the start of the COVID-19 pandemic, the world and our lives are no longer the same. Even though preventative COVID-19 measures have limited our mobility and travel, the ‘new normal’ that we’re living in today also presents a possibility to re-evaluate our infrastructure, policies and ways of living. This re-evaluation should serve as a guide on how the world can build back better as part our post-COVID recovery agenda. It is important to continue raising awareness and ensuring that road safety is included as part of this agenda, so the infrastructure and policies that are being reimaged during the recovery period are ones that align with the best practices on road safety. As for young people, we are witnesses of their consistent advocacy for the need for better road safety policies and global standards, in addition to their rightful demand for meaningful engagement in decision-making processes. At the 2nd World Youth Assembly for Road Safety, the Global Youth Statement — reflecting the voices of 1,500 young people from around the world — demanded better road behaviour in addition to better road policies, standards and infrastructure.

An issue that is at the forefront of the minds of young people is climate change. Does that level of concern make you optimistic about future action on this subject?

I think if there’s one way to describe young people’s climate activism it would be ‘we’re just getting started’. Young people’s consistent call for urgent action by leaders, decision-makers and business leaders is one of the things that keeps me optimistic about our future. Today’s young people understand the irreversible impact of climate inaction and therefore they are ready to risk their lives, safety and well-being to be at the forefront of climate action efforts. They know that the clock is ticking and we need to act now. At the end of the day, climate change is an existential issue for young people. It is about having a liveable, healthy planet. The efforts that young people are undertaking to raise awareness, demand change and create solutions for reversing climate change, global warming, environmental degradation and biodiversity loss have led to significant progress in the global effort to demand accountability from decision-makers. When young people are meaningfully engaged as leaders and equal partners, the world will always have a chance at not only being hopeful, but finding the most impactful and sustainable, future-proof solutions.

Obviously the automotive world has a responsibility with regard to sustainability. Are you encouraged by moves towards electrification and cleaner mobility?

I’m very glad to see that the awareness and commitment from the automotive sector has been increasing. Efforts to drive the automotive world to be cleaner and more sustainable are positive signs for a greener future. However, I also hope the sustainability efforts which are implemented in the automotive world are holistic, and that rights-based sustainability principles are applied throughout the entire process from design and production, all the way to the end-user experience.

‘One way to describe young people’s climate activism is “we’re just getting started”’

COVID-19 has deeply affected all aspects of life globally. How concerned are you about the long-term effects of the global pandemic on young people in terms of economic hardship, joblessness, mental health and the erosion of opportunities?

Like young people all around the world, I am deeply concerned regarding the long-term impact of COVID-19. Even before the pandemic, young people were already facing the consequences of unemployment, the impacts of the climate crisis, and the lack of mental health resources and services available for youth. The pandemic has only exacerbated these concerns and deepened the inequalities. As a result of the COVID-19 pandemic more than one in six young people are out of work and nearly 1.6 billion learners in more than 190 countries are affected because of school and university closures. Increased gender-based violence has affected young women and girls disproportionately, and we are at a risk of further leaving behind youths with disabilities, LGBTQ+ youths, young indigenous peoples and other minority youths who were already facing multiple layers of exclusion and decision-making even before the pandemic turned the course of our world.



Creating safer travel for children, including to school, is high on the youth movement’s agenda.

However, with these concerns in mind, I also want to acknowledge that young people are often unparalleled in their resilience and resourcefulness. Throughout the COVID-19 pandemic, they have taken initiatives to contribute to creating solutions to safeguard their communities. I’ve also seen how young people provide peer-to-peer support for mental health, volunteering to be first responders, fighting misinformation online, and young entrepreneurs who are helping the local economy. These are clear examples of how the world can learn from young people in our attempt to overcome global challenges, recognising that governments must work hand-in-hand with young people and invest in youth-led solutions towards recovery.

The UN Sustainable Development Goals 2030 were launched in 2015 with an emphasis on youth engagement in the delivery of those goals. How has youth involvement in that process developed over the past five years and are their actions having an impact?

For the longest time, young people have been advocating for a seat at the table. However, in the five years since the 2030 Agenda for Sustainable Development was first agreed, we have not seen enough progress towards achieving the SDGs. The COVID-19 pandemic was the ‘test’ and we failed. As a result, we have seen young people everywhere increasingly claiming spaces, demanding accountability, and significantly pushing a sustainable development progress that leaves no one behind. As an example, the world’s youth movement for climate action through global climate strikes has led more world leaders to strengthen their commitment for climate action in line with the Paris Agreement. All over the world young people are not only voicing their concerns but also offering youth-led solutions and helping mobilise communities to contribute to the achievements of the SDGs. In recognition of the leadership and potential of young people, UN Secretary-General António Guterres launched the system-wide UN Youth2030 Strategy in 2018 that serves as a common framework to ensure the United Nations and its partners can work together with and for young people of all diversity towards the achievement of the SDGs and ensuring they can fulfil their potential. Since then, a system-wide effort led by my office has worked to put the Youth2030 Strategy into action even during the pandemic. Today, the establishment of the Secretary-General’s Youth Advisory Group on Climate and the new class of Young Leaders for the SDGs are concrete examples of how young people’s voices are included at the UN’s highest level and how they are contributing to shaping global action. ◀

New voices for safety

TEXT

/

OMNIA EL OMRANI / THIAGO GRUNER

05

Founded in the wake of the United Nations World Youth Assembly for Road Safety in 2007, YOURS, the Youth for Road Safety organisation, earlier this year issued a statement demanding safer roads worldwide. The Co-chairpersons of the 2nd World Youth Assembly on Road Safety explain why it's crucial that young people are given a voice at the decision-making table on global mobility

As the leading cause of death in youth and adolescents globally, road traffic injuries lead to devastating impacts on young people, their families and friends on a daily basis – no matter where they are.

Yet we, as youth, no longer tolerate being marginalised as the victims of a mobility system that was designed around the use of motor vehicles instead of our safety and health. Not only do road crashes threaten our existence, they also imperil sustainable development and social equity due to their significant effects on low- and middle-income countries. That is why road safety is relentlessly tackled by YOURS – Youth for Road Safety. YOURS has mobilised thousands of young leaders, including us, to advocate for meaningful engagement in shaping safer roads that do not kill us or our dreams.

These continuous efforts reached a turning point in February in Stockholm where the 2nd World Youth Assembly for Road Safety took place. It was an empowering event organised by youth for the youth, gathering global young leaders from all walks of life to act against road traffic violence.

Young advocates, innovators and change-makers from academia, private and public sectors participated in an action-oriented, artistic and inclusive event, with more than 160 young people from 74 countries in attendance.

Most importantly, a Global Youth Statement for Road Safety, based on 200 youth-led consultations, was approved and presented the following day during the 3rd Global Ministerial Conference on Road Safety. This key advocacy document illustrates the current challenges faced by young people across all five regions, as well as our demands and commitments for safer roads.

To reinforce the crucial role of young people as agents of change in the road safety agenda, we joined eight other youth leaders to form the Youth Advisory Board for the first-ever Global Youth Coalition for Road Safety.

Our aim is to build the capacity of young people

to effectively advocate for a safer mobility system. We also work to advance the grassroots efforts led by young people to empower their communities and drive policy change, hence putting the Global Youth Statement into action. By this, we can engage as key stakeholders and emphasise the urgency of addressing this global crisis that is impacting current and future generations to come.

Since the launch of the coalition, we have organised three virtual events that reached over 30,000 people. We additionally participated in more than 10 online conferences and panels to further scale up youth-led advocacy for road safety

and its connection with COVID-19 and the post-pandemic recovery, highlighting how critical safe mobility is to building a better future.

Now, what kind of world will we inhabit once the COVID-19 pandemic comes to an end?

As young people, we believe it's critical that we build safer roads with a transformative and health-centered approach that ensures no one is left behind. We call on world and local leaders to have a seat for us at the decision-making table so that we can deliver our inputs and create solutions for safer and more sustainable mobility systems.

We are those who will face the consequences of the decisions made today. We are here to claim our space and ask you: will you work with us to save lives and put an end to the global road safety crisis?

You can find more information about our initiative at www.claimingour.space. Feel free to reach out to us in case you are interested in partnering with us! ◀

‘It’s critical we build safer roads with a transformative and health-centred approach’



Thiago Gruner and Omnia El Omrani at the 2nd World Youth Assembly for Road Safety.



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Rindt Remembered

September 5th marked the 50th anniversary of the death of Formula 1 legend *Jochen Rindt*. AUTO celebrates the career of the sport's only posthumous champion

It is the summer of 1970. Daughter Natasha is two years old. The newly-built house on Lake Geneva, right next door to his friend and rival Jackie Stewart's, has been remodelled and Jochen Rindt's win at the French Grand Prix of July 5 means the 28-year-old is now leading the Formula 1 World Championship for the first time. The man with the distinctive nose and nasal voice, competent at a number of sports, one of F1's new breed of 'rock star' racers and a national hero back home in Austria, had already had an impressive career. Life was good.

Strictly speaking he wasn't Austrian at all. He was German. His father Karl owned the Klein & Rindt spice mill in Mainz. Karl Jochen Rindt had a German passport and retained it until his dying day. Only his mother, Ilse, was Austrian, as was his racing licence further down the line. When asked what nationality he felt he was, he always answered "European".

Both Jochen's parents died in Operation Gomorrah, a series of RAF bombing raids on Hamburg in the summer of 1943, which cost 34,000 people their lives. Jochen was 15 months old at the time. He had no memory of his parents. All that survived were a few fading photos. Jochen and his half brother Uwe were sent to the Austrian provinces in the hope that the orphans would have a better chance of survival in Bad Ischl and later Graz than in the middle of Germany.

Rindt's youth was wild, even by the standards of the day. He first came to the police's attention at the age of 15 for speeding on his moped. Problems at school saw him sent to boarding school in Bad Aussee where he shared a room with Red Bull's current Head of Motorsport, Helmut Marko. When he broke his leg in a skiing accident, the spice mill sent him a VW Beetle, chauffeur included. He sent the driver back, but the car stayed. Rindt and his cohort proceeded to terrorise the mountain roads before they even had driving licences. ▶

Jochen Rindt paved the way for Austrian involvement in motor sport, and was a national hero.





He came to motor racing through an acquaintance of his late mother's who advised him to put his impetuosity to competitive use as a competitor in rallies. In 1961 he bought a Simca Montlhéry and after that a much more powerful Alfa Romeo Giulietta TI in which he mixed it up on the central European racing scene. Rindt finally sat in an open-wheel car for the first time on an icy cold day in February 1963 on tyre manufacturer Semperit's test track in the town of Kottlingbrunn in Lower Austria. His friend, Austrian motor sport journalist Helmut Zwickl, recalls: "It was the Formula Junior of local star Kurt Barry and Rindt wanted to buy it. He got out after a couple of laps, exasperated. 'What a load of s**t,' he ranted. 'I can't see a thing. I'm not comfortable. The wheels are vibrating.' A couple of weeks later he won his first formula car race in the very same car at Cesenatico in Italy."

And so it continued. Rindt came of age and finally had access to his inheritance. He moved to England and invested a not inconsiderable sum in a Formula 2 Brabham and employed a mechanic. In May 1964 he won his first race on English soil, the London Trophy F2 race at Crystal Palace, going head-to-head with then-world champion Graham Hill. If he hadn't featured on the list of racing greats of the day until that point, he did now. He would go on to win 29 F2 races in all.

'He got out the car exasperated. A couple of weeks later he won his first formula race in it'

The first win on English soil was the 1964 London Trophy F2 race, where Rindt beat world champion Graham Hill.



place, again with Cooper. The following campaign was a year to forget, except in his private life, as he married Nina, née Lincoln, the daughter of a Finnish racing driver. After another fruitless year with Brabham, he finally moved to Lotus in 1969, the first non-British driver in that team's history. "I'll either become a world champion or die here," he said prophetically.

Neither option was that far-fetched. The cars designed by the ingenious Colin Chapman were the technological benchmark of the day but they were also delicate and unpredictable. At Montjuich Park in Barcelona in 1969 the rear wing supports failed, as did a steering column during practice for the 1970 French Grand Prix. But technical fragility was a price Rindt was willing to pay in exchange for the raw pace of Chapman's car and in order to make his dream of a world championship title come true.

"I don't trust Lotus. We have a business relationship," Rindt said provocatively to camera without a hint of diplomacy or political correctness. He also said: "It's impossible to knock any sense into Chapman's thick skull". He didn't mince his words when it came to the mechanics either. When the steering column broke in Clermont-Ferrand, he tore a strip off the Lotus crew in front of Zwickl, who recalls the driver saying: "If this happens again and I survive, I'm going to kill you all."

ALL OR NOTHING

But the calculated partnership with Lotus continued, as it was now all or nothing. The brand-new Lotus 72 was a radical departure from its predecessors, and from its rivals, and was loaded with potential. Introduced for the Spanish Grand Prix, the car proved a handful, however, and after a second unsuccessful outing at the non-championship BRDC International Trophy at Silverstone seven days later, Lotus decided to temporarily withdraw the 72 from service and thoroughly rework it. With two races gone (Rindt had opened the campaign in South Africa driving a 49C to 13th place) the Austrian driver was pointless, while Jackie Stewart led the championship chase with 13 points, four ahead of Jack Brabham.

In Monaco Rindt again started in the old Lotus 49. This time though he was determined to make an impact. He chased veteran Brabham through the streets of the Principality in a thrilling race, driving like a man possessed to close up to the Australian in the late stages. On the final corner of the last lap, he was right behind the three-time champion and forced him into a mistake. Brabham slid into the straw bales, Rindt slipped by and won. He would later cite his Monaco drive as the best of his career.

Meanwhile, the heavily-revised Lotus 72 was now considered stable enough to return to action. Rindt took it to victory at the Dutch Grand Prix in Zandvoort, having secured pole and gone on to lap all the other drivers in the race bar second-placed Jackie Stewart. ▶



Celebrating 1000 races, on home soil

2020 – TUSCAN GRAND PRIX

Ferrari's 1,000th race had to take place at a special location and in a year when sudden change was forced up Formula 1, what better venue could there be to host the landmark race than Ferrari's own circuit, Mugello, at the heart of one of the most beautiful landscapes in the world, the hills of Tuscany.

The weekend began with a stunning celebration of the Italian marque's storied F1 journey in Florence. Then, after the gala and back at Mugello, the flowing, high-speed layout didn't disappoint.

Lewis Hamilton won a drama-filled, incident-packed Tuscan Grand Prix that was twice red-flagged due to crashes. The Briton took his 90th career F1 win ahead of team-mate

Valtteri Bottas, while Red Bull Racing's Alex Albon scored his first Formula 1 podium finish with third place.

For Ferrari, labouring through a difficult season, the spoils were less extravagant but with Charles Leclerc ninth and team-mate Sebastian Vettel finishing in tenth place, the Scuderia took its third double points result of the season.

Ultimately though, the story was not about the result but about the achievement. In the entire history of the sport Ferrari has missed out on just 28 races and across its 1,000 races the Scuderia has undoubtedly helped define what Formula 1, the pinnacle of motor sport, means for generations of fans worldwide. ◀



Charles Leclerc on his way to P9 at this year's Tuscan GP.



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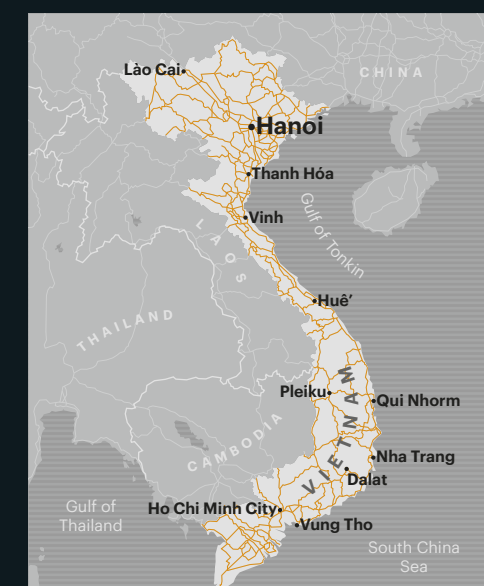
Geared up for greater safety

TEXT

/

GAIA PELLICCIOLI

As one of South East Asia's most dynamic economies, Vietnam's rapid development has sparked a huge increase in motorisation. But while interest in mobility and motor sport has blossomed in the country it also comes with a downside – a rising toll of injuries and deaths on the road. Aiming to arrest that trend are the country's AA Vietnam and the Vietnamese Motorsport Association



AA VIETNAM –

For the benefit of all /

As the world struggled to contain the COVID-19 pandemic, a small Vietnamese non-profit helmet factory named Protec used its assembly line to produce millions of face masks, thus helping save lives around the world.

Protec's Founder, AA Vietnam President and long-time philanthropist Greig Craft, calls this initiative an example of "social enterprise" for its twofold goal of helping his factory's workforce (many of whom are physically disabled) and benefiting society as a whole.

"The goal is to give people with disabilities an opportunity to work so they can feed and care for themselves and their families, and also do something good for society. Many of the workers are physically disabled from road crashes, yet are among the most productive of our employees," says Craft.

"With the support of the FIA Foundation and AIP Foundation, we are producing quality and CE-certified medical masks for frontline workers and hospitals, with a special focus on supporting vulnerable communities in impacted countries."

The club president was committed to making a positive impact in Vietnam long before the pandemic started, however.

Since the establishment of the AIP Foundation in 1999, the AA Vietnam president's priority has been to reduce the suffering experienced by so many in the country due to road trauma.

"Twenty years ago, when traffic deaths and serious injuries were skyrocketing in Vietnam and other developing countries – many due to head injuries from motorcycle crashes – we established the AIP Foundation, a non-profit organisation, and in 2018



AA Vietnam to deliver effective road safety interventions centred around research, education, infrastructure, advocacy and communication, in addition to the core mobility tasks of insurance, travel and roadside assistance," explains Craft.

"What started as Helmets for Kids, a school-based programme launched in collaboration with former US President Bill Clinton in 2000, has since expanded into a comprehensive set of AA Vietnam road safety programmes, each designed to address unique communities. In collaboration with the FIA, FIA Foundation and AIP Foundation, this approach has expanded into car safety and speed reduction interventions."

In 2018 AA Vietnam, with the support of the FIA, brought the #3500LIVES Global Road Safety Campaign to the country, leveraging a multifaceted

AA Vietnam President
Greig Craft has long
supported the use
of safe helmets,
especially for children.



'Work needs to be done to remove dangerous helmets from Vietnam's streets'

communications strategy to install billboards in 12 locations and conduct training workshops for 200 drivers in Hanoi. As a result, more than 700,000 members of the community were exposed to educational materials aimed at encouraging safe driving habits for car and motorcycle owners.

Also as part of the FIA Road Safety Grant Programme, in 2019 AA Vietnam implemented the Child Safety in Car initiative, modelled after the FIA Child Safety Toolkit. Through training workshops, the initiative has considerably raised awareness of the importance of child vehicle restraints and seatbelt use in the country.

URGENT ACTION

Nonetheless, recent road safety figures in Vietnam show an urgent need for action.

"In 2018, road crashes resulted in approximately 24,970 deaths in Vietnam; road injuries cost the country more than US\$5.4 billion annually, which accounts for 2.9 per cent of its GDP," explains Craft.

"Approximately 2,150 children die on the roads of Vietnam each year, the equivalent of five children dying per day. As of 2017, road crashes are the fourth leading cause of death among Vietnamese children aged five to 14."

To address this unacceptable situation, AA Vietnam, in



Many of the workers at
Craft's Protec factory
have disabilities but
have learned how to
support themselves.

collaboration with the AIP Foundation, has engaged in the Slow Zones, Safe Zones programme in Pleiku City, resulting in the government setting lower speed limits during peak hours in school zones in the 2019-20 school year.

For Craft, these legislative changes represent a landmark step towards securing safer school zones throughout Vietnam and the government's commitment to protecting children on the roads.

Among the road safety risk factors addressed by the club, the non-use of helmets is a major issue. In South East Asia, 43 per cent of deaths are on two- and three-wheel vehicles. Moreover, the vast majority of child passengers do not wear a helmet while riding on motorcycles, with helmet compliance varying widely between rural and city areas.

In 2006 Craft launched the hard-hitting campaign 'Wear a Helmet. There are No Excuses'. With backing from the Vietnam Helmet Wearing Coalition and the support of the government, the scheme was rolled out nationwide.

The success of the campaign, together with advocacy initiatives carried out by AA Vietnam, the AIP Foundation, the FIA and FIA Foundation, were pivotal in influencing and advancing the successful passage of Vietnam's universal helmet law in 2007.

"Helmet compliance went up overnight, from below 10 per cent in the early 2000s to over 90 per cent," says Craft. "After 10 years, the impact of the law has been significant, with savings of US\$3.5bn, a reduction in fatalities of 15,000 and 500,000 fewer head injuries."

A unique step towards road safety was taken in 2019 with a new

initiative organised by AA Vietnam in collaboration with the Global Alliance of NGOs for Road Safety and AIP Foundation, when the Vietnamese government made specific pledges of action to meet the road safety SDG target by 2030.

"Since the round table, the Government of Vietnam has taken action to demonstrate its national commitment in promoting helmet safety for children," says Craft. "Between 2018 and 2019 the Government and Honda have delivered nearly 4 million helmets to first graders nationwide with support from AA Vietnam and AIP Foundation, in addition to 1 million Helmets for Kids helmets distributed by the AIP Foundation/ AA Vietnam and the FIA Foundation beginning in 2000."

In a comprehensive helmet safety strategy, nonetheless, affordability and quality of helmets remains essential.

Since the creation in 2000 of the world's first 'tropical helmet', adapted to humid and wet climates, Craft's team has challenged itself to think about the best way to increase helmet quality and use at an affordable cost.

In recent years, AA Vietnam has focused on improving the quality of helmets in light of an increasing number of counterfeits appearing on the market.

"Research conducted by the AAV/AIP Foundation suggests that up to 90 per cent of helmets do not pass local safety standards," says Craft. "Work needs to be done to remove dangerous helmets from Vietnam's streets, including education for consumers and enforcement by police and regulatory authorities, but we are encouraged by the steps that have been taken." ▶

Thanks to an upcoming initiative in collaboration with FIA and its club network, the Protec laboratory plans to develop an affordable ECE 22.05 standard motorcycle helmet as well as a new Star Rating system so that it could serve as an FIA-certified testing facility and assess helmets in the Asia-Pacific region.

While the motorcycle remains the most common mode of transport on Vietnam’s roads, the country’s fast-growing middle class is increasingly embracing car ownership. Between 2016-18, 300,000 new cars were registered per year.

“We feel that it is imperative to support the government as it aims to develop safe road systems across the country, which protect all road users, pedestrians, cyclists, motorcyclists and passengers.”

He believes a road system focused on safety for all road users can contribute to prosperity and life enjoyment.

“Smart urban mobility will not just improve roads, but other success indicators of a city. With

“While the journey to school is often a dangerous one for far too many of the world’s children, the pandemic has forced a rethink of how to incorporate safety into many areas, including public transport and road safety, which previously were accepted as a status quo.”

Ultimately, AA Vietnam’s contribution to society provides an example of what is possible when a dedicated government, NGOs, and public and private partners work together towards a common objective.

“AA Vietnam and AIP Foundation have worked with government, corporations and civil society organisations to implement life-saving interventions and protect society’s most vulnerable from road crashes and its consequences,” says Craft. “Our goals for the future are driven by optimism of the huge role and benefits that ongoing motorisation will bring to societies.”

Besides road safety, AA Vietnam and the AIP Foundation have made a positive impact in other areas of society as well, such as health and



Craft with AA Vietnam CEO Na Huong, FIA President Jean Todt and road safety campaigner Michelle Yeoh.

a safe journey to school, children’s access to education increases. A safe journey also saves the country costs in medical care and lost labour output,” adds Craft. “With improved sidewalks, families are encouraged to walk or cycle, which contributes to a healthy lifestyle and decreases carbon emissions.”

To ensure that children have safe journeys to school, AA Vietnam recently partnered with the FIA Foundation, UNICEF and the Child Health Initiative to develop a Guidance on Safe and Healthy Journeys to School during the pandemic and beyond.

gender equality – 90 per cent of AA Vietnam and AIP Foundation management are women, including AIP Foundation CEO Mirjam Sidik.

Such ‘global social vision’, allied to a plan of action and multi-sectoral cooperation, and – above all – supported by political courage and commitment can only lead to lasting success.

‘It is imperative to support the government as it develops safe road systems’

VIETNAMESE MOTORSPORT ASSOCIATION – Sporting responsibility



Grassroots motor sports such as karting are becoming more popular in Vietnam.

With a female workforce participation rate of 48 per cent, Vietnam is the Asian leader in gender diversity. Women fill 22 per cent of senior leadership roles, hold 25 per cent of CEO and board-level positions, and own 30 per cent of enterprises at the most recent count. Thi Quy Phuong Nguyen, President of the recently-established Vietnamese Motorsports Association (VMA), makes no exception to this trend.

“With my new position as VMA Executive President, I find that I have more advantages than challenges,” she says. “The VMA team is full of young, enthusiastic women. This is not only an inspiration for the motor sport community in Vietnam, but has also fostered the active engagement of women in motor sport.”

Passion and dedication are core values of the VMA, formed in 2018 thanks to the joint effort of a variety of stakeholders.

“Before 2010, there were no legal guidelines and regulations for motor sport in Vietnam,” Nguyen explains. “Competitions were being held outside the law or called ‘driving skills competitions’. Thanks to the enthusiastic, thoughtful and professional guidance of Motorsport Australia, the VMA was able to take its first confident step into the world of motor sport.”

In 2018, the club was recognised by the Ministry of Culture, Sports and Tourism as the only Vietnamese body

responsible for organising motor sport races in the country and, after one year of active engagement, it became an official member of the FIA. Then in 2020, the Ministry of Home Affairs appointed the VMA as the National Sporting Federation, responsible for managing all legal motor sport activities in Vietnam.

“In just two years the VMA has actively developed motor sport activities in Vietnam,” says Nguyen. “These include organising the first official national motor sport competition – the AUTO Gymkhana Championship – and forming a professional licensing structure, granting licenses for the 32 first Vietnamese drivers, as well as organising activities that connect national club members.”

The club’s chief goal in 2020 has been restarting motor sport activities post-COVID, with a special focus on grassroots motor sport.

“Motorkhana [Gymkhana], Go-Kart and E-Motorsports are our priority choices in this first phase as they do not require a high level of participation and training ground conditions,” says the president. “Over the past five years, a certain number of clubs and drivers have gathered and generated a young and dynamic motor sport community in Vietnam.”

Unlike other popular sports, motor sport is relatively new to Vietnam and requires specific skills, especially in volunteers and officials.

“Thanks to the efforts of the Standing Committee of the Executive Boards of the VMA, motor sport is gradually becoming a favourite sport for car owners in big cities,” says Nguyen. “As a result, the VMA database recorded more than 4,000 profiles and over 1,000 officials have been trained and certified by Motorsport Australia, our FIA Region II Training Provider. As of the third quarter of 2020, the VMA has admitted three more affiliated clubs.”

Helping young people to get involved in motor sport is another major objective.

“We have supported two junior go-kart drivers, Pham Hoang Nam and Bui Duc Minh. After being granted an International Go-Kart License Grade C, Pham Hoang Nam has become the first Vietnamese driver qualified to compete in the FIA Karting Academy Trophy 2020..”

In a bid to help young drivers the club has made great efforts to find partners to operate driver-training centres, such as the Vietnam Racing Academy (VR), which was recently established in Ho Chi Minh City.

Besides motor sport, the VMA is committed to social responsibility, promoting and raising awareness on education in mobility and road safety. Over the last two years it has successfully organised events as part of the FIA’s #3500LIVES Global Road Safety Campaign.

In March 2019, the club hosted the campaign’s launch event in

Hanoi, with FIA President and UN Special Envoy for Road Safety Jean Todt receiving a baton symbolising the Vietnamese government’s commitment to tackle the road safety challenge.

Then in April, 10,000 bike helmets were donated to students in Hanoi with the support of the Vietnamese Sporting Community during the ‘Ultimate Technology – Absolute Safety’ event organised by the VMA and attended by Jean Todt and UNDP Goodwill Ambassador and actress Michelle Yeoh.

Another major road safety event, attracting over 10,000 participants,

President Thi Quy Phuong Nguyen has helped the VMA achieve many goals in its first two years.



The VMA has actively promoted road safety with the support of the FIA and President Jean Todt.



took place in Vietnam’s capital, where a round table discussion was centered on traffic safety.

More than 500 Vinschool parents and students joined Michelle Yeoh for a traffic safety education programme. During the event, representatives of the National Traffic Safety Committee Office and the Vietnamese Motorsports Association signed a coordination agreement on the implementation of the #3500LIVES programme in Vietnam.

COMMUNITY WORK

In addition, the club is proud of its contribution to the Traffic Safety Day in mountainous northern Vietnam, held last December as part of the #3500LIVES campaign and in collaboration with the National Traffic Safety Committee.

“In order to raise awareness of traffic safety with ethnic minorities, the event consisted of various practical activities such as safe driving skill competitions and parades to communicate the FIA campaign’s golden rules,” says Nguyen. “Some 2,000 local participants attended the event and

the VMA handed over 5,000 helmets, especially designed for married Thai women to cover their hair buns (a ritual of ethnic Thais), thus ensuring safety as well as preserving the uniqueness of Thai culture.”

Promoting road safety through motor sport is the VMA’s ultimate goal, according to Nguyen.

“The VMA wishes to attract as many participants as possible through motor sport because if one practices motor sport, they will be equipped with safe driving skills,” she says. “This is not only a crucial goal for the VMA but also of significance to Vietnamese society.”

Recently the VMA worked with the Ministry of Information and Communications and Vietnam Post to issue one million stamps of four of the #3500LIVES Golden Rules (Never Drink and Drive, Buckle Up, Wear a Helmet, Use a Child Safety Seat), with the goal of delivering the safety message via letter to as many recipients as possible.

Due to the pandemic, many of the club’s motor sport activities had to stop and events such as the FIA Regional Congress and the final round of AUTO Gymkhana Championship were postponed. Nonetheless, the VMA has continued to connect with its members.

“During the pandemic, the VMA joined the disease prevention process by donating 240 Essilor goggles sent by the FIA Medical Commission to doctors at Vinmec International Hospital and 108 Military Central Hospital.”

Thanks to its collaboration with ministries, the National Traffic Safety Committee and Vietnam Post along with national media, the club has spread its campaigns as well as the FIA’s values among leaders, government and other stakeholders.

The support received from ASNs in the Asia-Pacific Region, as well as FIA experts and technical teams, was essential, according to Nguyen, for the VMA to start building a road safety culture in Vietnam and developing a stronger ASN.

“The VMA has contributed to a firm foothold of motor sport in the country,” she concludes. “In the next 10 years, we will become one of the most prestigious national sporting federations helping to lead public awareness activities and support national authorities in developing safer and more civilised mobility in Vietnam.” ◀

RICHARD MILLE

A RACING MACHINE ON THE WRIST



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SEBASTIEN LOEB