



# CONFERENCE NEWS

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## BUILDING SYNERGIES





# PROGRESS THROUGH COLLABORATION

The first joint Sport and Mobility conference in the FIA's history was opened yesterday by FIA President Jean Todt, alongside guest speaker, South Africa's Minister for Transport Blade Nzimande.



The 2019 edition of the FIA Conference, the first joint gathering of Sport and Mobility Clubs in the Federation's history, was formally opened in Sun City, South Africa yesterday, with FIA President Jean Todt being joined by dignitaries from the host nation and from the FIA's twin pillars.

Launching the Conference President Todt thanked the Automobile Association of South Africa (AASA) and its Executive Chairman Sikkie Kajee for hosting the event, and Motorsport South Africa (MSA) and its President Anton Roux for their support.

"For the first time in 115 years, Mobility and Sport are here together in South Africa," he said. "On this special occasion, we should make the most of this unique opportunity to build synergies between our two pillars, as well as between FIA Clubs.

"I have always been convinced that working hand in hand is the most fruitful strategy. In my mind, 'Stronger Together' is not empty rhetoric, but very much a reality."



Looking to both pillars of the Federation in the context of the African continent he said that there were opportunities and challenges on both sides.

"Sport is enjoying a renaissance in the continent," he said. "For example, the Safari Rally in Kenya should soon be back on the FIA agenda. I could also talk about the Formula E race in Morocco that took place in January with a new generation of cars. And also the FIA World Rallycross Championship event that will happen in this country next November.

"But sport can sometimes take a tragic turn: lately in Uganda, three spectators have died while attending national sports events within five months. It is thus essential to reinforce safety around the races to protect the public and the competitors," he added.

In Mobility, he outlined the challenge of improving road safety in Africa. "The road mortality rate across this continent is almost 50% higher than the world average," he said. "Indeed, road traffic crashes are now the primary cause of death for 15-29 year olds in Africa, surpassing even malaria and AIDS."

Presenting solutions, he referenced the establishment of the first African Road Safety Observatory; a forum for better decision-making, improved data collection, and analysis practices. He also pointed to the FIA's #3500LIVES Campaign and the support of African athletes Wayde Van Niekerk and Haile Gebreselassie, as well as the Campaign's new ambassador, Her Serene Highness Princess Charlene de Monaco, a native of South Africa.

Earlier, AASA Executive Chairman Sikkie Kajee highlighted the value of the joint conference in developing Club capacity.



"In a few months' time, our Club, the Automobile Association, will be turning 90 years old, a milestone we would not have reached without help from our solid network of colleagues from Clubs around the world. I want to advise you to make use of the special relationships available to you through the FIA. The networks you build here will be invaluable to your future success."

The collaborative nature of the event was also celebrated by FIA Deputy President for Automobile Mobility and Tourism, Thierry Willemarck.

"I'm delighted to see that over the next two days we will explore some of the issues that both Motor Sport and Mobility are experiencing together," he said. "That being said, a dedicated Mobility programme stream running in parallel with a Motor Sport stream will build on the strength of the FIA Clubs, individually, and as a network, to define the best path forward."

MSA President Anton Roux, meanwhile, outlined the current success of motor sport in South Africa, with 448 events held last year and with the Club having some 8,500 license holders, 4,500 vehicle and 4,000 motorcycle.

"We are also delighted that we will be hosting a nine-hour event in Kyalami in November, as well as an FIA World Rallycross Championship event in December in Cape Town," he added. "We have an incredibly well-developed engineering capability in this country. We have seen the evidence of that with the Toyota Gazoo team winning the Dakar Rally earlier this year in vehicles that were built by Allspeed not far from here."

FIA Deputy President for Sport Graham Stoker added that opportunities to grow motor sport on the continent are not confined to South Africa.

"From my point of view, with a passion for development, this is the most challenging but the most rewarding content in motor sport," he said. "With a population of 1.5 billion, there is a challenge there but also huge potential if we can unlock that. The opportunity is for Africa to move forward and to become a real force in our sport."

Delegates were addressed by South Africa's Minister for Transport Blade Nzimande, who spoke of his desire to work with the FIA and its Member Clubs in addressing issues facing the country.

"We are confronted with a number of challenges," he said. "For example, the necessity to build an efficient, affordable and accessible public transport system. On this, we hope we will be able to share some ideas at this Conference but also with the constituent components of the FIA at a later date.

"We are also very passionate about the fourth industrial

revolution," he added. "To that extent, I have taken the initiative of establishing a panel of experts to advise us on science, technology, and innovation. An organisation such as the FIA could be a very important partner in this.

"Finally, a key challenge is road safety. We require a multi-form strategy to tackle this, and we would like to engage with you on this going forward. You can use us as a gateway and as a very important platform for interacting with the rest of the continent."



# CREATING A SUSTAINABLE FUTURE

Yesterday's opening joint plenary session looked at the future of fuel and how technology will help create sustainable Motor Sport and Mobility in the years to come.



The first joint Mobility and Sport plenary session to be held at an FIA Conference examined the diversification of fuel types likely to become prevalent over the coming decades before a cross-pillar panel of experts discussed the impact of new technology in creating sustainable futures for both Motor Sport and Mobility.

Opening the session, Momar Nguer, President, Marketing and Service of oil company Total, detailed how firms such as his are diversifying energy supply in order to meet changing demand from consumers.

He first pointed out that transportation currently accounts for 59% of oil demand and that 95% of that transport is based on fossil fuel use. As such, he said, a wholesale switch to alternative sources of energy in the short term is impractical. "Oil," he added, "will continue to be one of the ways we provide energy."



He admitted, however, that there was now greater pressure than ever to increase the use of alternative energies, with countries such as Denmark legislating to prohibit the use of internal combustion engine-vehicles from 2030 and the EU implementing more stringent emissions levels.

"Therefore, we must be able to deliver to our customer any type of energy they need for mobility, whether that is electric, biofuel, natural gas or hydrogen."

In the quest to develop new and cleaner fuels, he said, that motor sport is a key component of Total's strategy.

"The track is our lab," he insisted. "We have a partnership with the FIA World Endurance Championship. In Formula E, we are partnering with the DS Techeetah team and we have a partnership on hydrogen too as we support H24 racing with the ACO. We have conducted a first trial at Spa-Francorchamps and we aim to have hydrogen cars in endurance competition in 2024."

Following the presentation, a panel discussion then focused on the potential for new technology to create sustainable Motor Sport and Mobility.

Bryn Balcombe, Chief Strategy Officer for the autonomous Roborace series, outlined how the goals of the series could drive autonomous road technology in the future.

"We are trying to find something that is completely road relevant for the future," he said. "Motor sport is a proving ground for technology. It accelerates development. The autonomous car industry currently targets at the level of a human taxi driver in a

city. Motor sport sets completely different bar and that's what will accelerate things. It's not just fuel and powertrain, it should be everything."

Matthias Kässer of management consultants McKinsey added that the technological transformation taking place in transportation was unprecedented.

"There are four elements at play," he said. "We have electric, autonomous, connected, and shared. On autonomous we are looking for zero fatalities, on shared, a better use of assets. On connected we seek a better user experience, and on electric, it's emission-free mobility. Those four things create change on an order of magnitude we have not seen. We are moving towards a mobility world where you have all kinds of new tech, all kinds of different mobility."

Francesco Romani, Compound and Formula 1 Material Development Manager at Pirelli said even within tyre manufactures technology was being employed to reduce pollution.

"Friction between tread and tyres is fundamental for road safety. It provides grip," he said. "But, on the other side, that friction causes particles. In air pollution, the influence of rubber and road particles is not huge but all tyre manufacturers are working hard on this topic as we need to understand the mechanisms that create these particles, and also because the level may grow. In the reduction of pollution nothing is enough, we have to do more and more."

He went on to outline how Pirelli's Formula 1 programme aids with the research.

"In Formula 1, we run around 1.5m kilometres per year. We measure the wear of every single tyre so we have plenty of data on conditions, wear ,etc. Obviously, the formulations we use in F1 tyres are not suitable for road tyres but the principles are the same, so with all this data we can build models predicting the behaviour of a tyre. This is something we can transfer from F1 to tyres because of the similarity of the concepts. F1 and motor sport in general is our lab."

Michael Shearer from McLaren Applied Technologies, meanwhile, pointed to his firms' use of F1 simulation tools to develop more efficient and reliable train systems.

Thierry Willemarck, Chief Executive Officer of the Touring Club Belgium and FIA Deputy President for Automobile, Toursim and Mobiliy, pointed out that the drive for radical change often confuses consumers.

"There is a lack of vision and we see that in the decisions politicians take, such as forbidding internal combustion engines



from 2030," he said. "if you apply a Formula 1 style ICE you are using just 1.2 litres of fuel per 100 kilometres. It is up to us as the FIA to help consumers get a clearer view.

"In 20 years, EVs will only represent 15-20% of usage. If all of the manufacturers produced them they will never have enough sales volume to pay off the huge investment," he added. "We are very concerned about the affordability of mobility. A Tesla is not affordable to the average consumer."

Finally, the panellists were asked for their vision of the future. Michael Shearer pointed to better understanding of end-of-life solutions for batteries and sustainable energy generation and storage, while also showing McLaren's vision for future racing on a track featuring induction coil charging and shapeshifting aerodynamics. Thierry Willemarck said that the great unknown of electric vehicle proliferation – energy creation and large-scale storage – would need to be solved, while Franceco Romani looked to a multi-modal transport future.



# FUELLED FOR THE FUTURE

Momar Nguer, President Marketing and Services at energy giant Total, explains how fuel diversification will be the key to transportation in the coming decades.



**Q.** In terms of translating the scale of the issue of future energy, what's the importance of coming to an event such as this that brings together Sport and Mobility Organisations from around the world?

**A.** For Total, it's very important. We are talking about motor sport and mobility. One cannot dream of a better platform for your products than the motor sport industry. That's where all of us bring the best of our technology. Motor sport is a world of passion and it's a nice way for us to make the link between the brand and the customers, and this is where they meet.

In terms of mobility, everybody is being asked 'what is your mission?' Our mission at Total is to allow people to move. That's our ultimate goal, and hence the importance of mobility for us and why I was so glad to participate in this Conference.

**Q.** When looking at the future of energy, what are the issues that concern us, and your company in particular?

**A.** The question is: 'How are we going to cope with a population where today you have 1.2 billion light duty vehicles that will double between now and 2040?' There is no way that we are going to say to Africans, to Indians, to the Chinese, who do not have the same number of cars per family as us in Europe, that they must do without cars. How are we going to accommodate that doubling? How are we going to contribute to the reduction of emissions?

Where we are heading to is a situation whereby we need to provide multiple sources of energy to the population. At Total, we must be ready, and we are getting prepared for that.

If you want to use natural gas in your vehicles we must be able to provide you with that. We've decided that come 2022, in

five countries in Western Europe, we are going to have 300 service stations that are going to provide natural gas for vehicles. In the United States, we decided to buy a 25% shareholding in a company that is very active on clean energy, on gas for trucks, on the west coast, in California.

On electricity, we will need to provide charging points. They are going to charge at home, they are going to charge in public spaces, at the roadside, at the office, and at service stations. I must be able to tell customers that I will be able to provide them with clean energy, affordable energy.

**Q.** Where do fossil fuels fit into that picture of diversified energy types in the coming decades?

**A.** What we see is that by 2040 we will probably have 30% of vehicles that will be fully electric, and that will be in China, in Europe and the US. The rest will be fossil-fuelled – be it gas or gasoline, or diesel.

However, you are going to see fossil fuels that are much cleaner. In our scenario, between now and 2040, consumption will increase only by 1 million barrels per day because of energy efficiency, because of EVs. And if you consider that we will have cleaner fuels than those we have today, I think we can be quite optimistic about the way things are going to progress.

**Q.** Looking ahead, what's your vision for the distribution of fuel and energy in 2050?

**A.** First, I think in terms of the type of fuels, we will still have fossil fuels, but they will be cleaner. We will have electric and we will need to be able to provide a charging point at a reasonable distance from wherever people live or work. On hydrogen, we will probably see that on trains. Natural gas and electric will be used more on trucks. It will be multi-channel distribution but that's what we will need, and we must be ready to bring them whatever energy people require.

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## MEET THE FIA FAMILY

The Meet the FIA Family networking session provided an opportunity for Club delegates to obtain first-hand information on programmes and services, and to discover how they can get involved and take ownership of them.





# TALKING ABOUT A REVOLUTION

As the concept of Smart Cities gains increasing practical momentum, how can the flood of data being generated be leveraged to build better urban environments.



The opening Mobility Plenary Session of this year's joint FIA Conference focused attention on the wealth of data being generated by new mobility systems, and the opportunities that information generates for cities, for transport providers, and for Mobility Clubs.

Introducing the session, Andrew McKellar, FIA Secretary General for Automobile Mobility and Tourism said that the changes taking place in urban mobility have been identified as a fundamental aspect of the challenges facing FIA Mobility Clubs. He added that the FIA Smart Cities initiative was created to generate discussion around the issue and to promote the development of solutions to the challenge. "It is a key part of our platform

to build information for Clubs to help create safe, sustainable mobility in cities around the world," he said.

"One of the points of focus is the prevalence of data," he added. "More and more data is accessible in real time in cities – from moving vehicles, people carrying smart phones, from buildings, from infrastructure. The real power that comes with that is the power to use and interpret that data.

"If our Member Clubs can make sense of that data and respond to it in real time, recognise how to connect with members as well as how to deliver services, and understand where the flow of goods and service is occurring, they will be well positioned."

He then introduced David Zipper, Resident Fellow, Urban and Regional Policy at the German Marshall Fund, a US public policy think tank dedicated to promoting cooperation and understanding between North America and Europe, who gave a presentation outlining some of the development taking place in the Smart Cities arena and in particular in the area of Mobility as a Service (Maas).

Zipper outlined the pace of change within cities, pointing to the sudden growth in E-scooter use in cities around the globe as an indicator of the rapidity with which new systems emerge within urban landscapes.

"Until 10 years ago, we had fixed numbers of ways of moving around cities," he said. "You could walk, drive, take transit or ride





a bike. That all changed about 10 years ago with bike-sharing and car sharing, and now we have micro mobility of all kinds. All these systems have been made possible by smart phones, better batteries, cloud computing. All these services rely on data."

He went on detail the benefits of the arrival of data-driven transport can have in bringing about true Mobility as a Service, citing the development of provider-owned apps that link transport systems together, such as the upcoming roll out in Denver, Colorado, of an app by Uber that allows users to not only hail rides but also to buy public transport tickets. He added that similar apps, though either public-owned (such as in Berlin), or via neutral third parties (such as Helsinki's Whim app) for a connected future that enables integrated journeys across a wide range of transportation types.

Zipper then chaired a panel discussion that delved into issues surrounding the definition of Smart Cities and the implementation of MaaS systems.

Karen Giese, Smart Cities Programme Manager at Siemens pointed to the disconnect between private enterprise trying to create a market and city officials, who might take a more conservative approach to innovation.

"There is a big gap between the people providing new technology and policy-makers, and we have to bridge that gap," she said. "Cities have a challenge as very often they are seen as not progressive but they have a responsibility to safeguard cities."

She said progress had been made on the disparity in recent years through the increasing use of analytics. "What we've seen is a trend in using a lot of the analytical tools by service providers as that's a great way of demonstrating how a system can be integrated. From a policy-making side that allows agencies to see what the potential impacts are and it allows them to do what-if scenarios. We've seen a rapid escalation of using analytical capabilities and simulation tools in the last five years."

Denis Coderre, former Mayor of Montreal and FIA Adviser for Urban Mobility, insisted that the gap between providers and policy-makers is a space in which FIA Member Clubs should be working.

"Clubs have a great role in this," he said. "The credibility of an institution is key to making sure we enhance the quality of life of people and I think the status of Clubs offers an amazing springboard to bring people together."

The thought was echoed by Ferry Smith, Chair of the FIA Policy Commission and International Public Affairs Director of ANWB, Netherlands.

"What we have done in the Netherlands is find a mobility alliance, featuring 24 different organisations, that helps to shape our vision. I like to use the term pathfinders and followers and I would be enormously grateful if the FIA picked up that role of a pathfinder."

Kari Eik, OiER Secretary General, United Smart Cities Programme added: "The FIA has such outreach. There are a lot of things you can do towards helping to implement solutions because it is so slow. The solutions are there but we are waiting and waiting. The FIA has a great opportunity to bridge that gap between providers and policy-makers."

Looking towards less developed cities, Mustapha Bakkouri, President of the Casablanca Region of Morocco, said that across Africa and, in particular in Morocco, the issue of creating smarter cities relies more on infrastructural development.

"We need better infrastructure to improve competitiveness," he said. "Opening up the country, we have just launched an African TGV, that is new for this continent. So even before mobility, it's infrastructure and services. This has an effect on all kinds of mobility."





# EMERGING AFRICA

THE FIA CONFERENCE 2019 GOT UNDERWAY WITH THE FIRST SPORT PLENARY SESSION, THE FOCUS OF WHICH WAS EMERGING AFRICA – WITH SPECIAL EMPHASIS ON THE DEVELOPMENT OF MOTOR SPORT ACROSS THE CONTINENT.



To set the scene for the challenges faced by African motor sport, keynote speaker Sebastien C. Dessus, Program Leader for Equitable Growth, Finance and Institutions at the World Bank provided an overview of the region from the economic perspective. Based in Pretoria, this is a prime institution for financing development solutions for developing countries.

"In emerging (sub-Saharan) Africa, countries are faced with many challenges and opportunities, for example demographic transition, governance, women's development, adaptation to climate change, urbanisation, digital revolution and education, integration into global value chains, and macroeconomic stabilisation."

Dessus indicated that things are moving in a positive direction. "Some African cities are adopting more efficient transport solutions and there are other signs of progress. But much remains to be done and we need both public and private financing to fill the gap."

Moving on to the motor sport perspective, the speakers for the panel discussion were Tschops Sipuka, Driver and Presenter for African TV channel SuperSports; Baba Epega, Chairman

and Founder, EMC3, Ogun State Motorsport; Wayne Riddell, Sporting Services Manager for Kyalami Racing Circuit; and Jutta Kleinschmidt, President of the FIA Cross Country Rally Commission.

South Africa has an illustrious history, witnessing its first Grand Prix in 1939 at the Prince George Circuit, which is still the fastest in the African continent and retains its original layout.

For Kleinschmidt, the only woman to win the Paris Dakar Rally, Africa was where it all began. "Africa inspired me to start my career, so it was very important to see the Dakar Rally coming here. After doing more than 18 Dakars when it was still in Africa I am very familiar with the country and the potential here is huge."

Sipuka knows Africa's motor sport landscape inside out. "The African continent is driven by a population of 1.2 billion, and motors port can be at the heart of that. But traditional motor sport on a worldwide basis is having to look at ways of reinventing itself and become more attractive to spectators, sponsors and to broadcasters.

Riddell explained: "One of the fundamentals is that the youth are not exposed to motor sport in the way that I was. I was almost

born at a race track and I've spent all of my life there with my father, so for me it's in-bred. The closest the next generation can get to it is when they reach their teens and have access to social media. We need to try to engage with young people, because youth is where our future is."

So what are the key areas of focus needed to develop, particularly at a grassroots level?

"Digital media is becoming increasingly important and needs to be effectively harnessed to ensure sustainability in the future," said Sipuka. "Online gaming is also a huge factor amongst youngster and opens up new possibilities to the younger generation in the mainstream of motor sport.

Women's participation in motor sport is also starting to gather momentum, with three high profile examples – Tasmin Pepper in Single-Seaters, Fabienne Lanz in Karting and Claire Vale in Drifting.

With Africa recently hosting its first FIA World Rallycross Championship event and talk of the return of F1 and WRC to the region, motor sport on the continent looks set for a bright future.

"We don't lack the manufacturers, we don't lack the capacity, we definitely don't lack the talent," said Riddell.

Epega, currently building West Africa's first ever FIA grade circuit, said "From a Nigerian perspective we have the right experience and there is a huge appetite in the country, as well as major financial opportunities. We need to be clear about what we want to achieve and instead of talking about it, just make it happen."

Looking to the future, what is the commercial potential for having F1 return to Kyalami? A new owner has invested heavily in the circuit to the value of R545 million so far, with 12,000 tons of asphalt laid to create a new layout in 2016.

Riddell confirmed the region's appetite. "I don't think there's a single person here who doesn't want it, but to get a proper investment we've got to get a three- to five-year programme in place."

While F1's return to the continent is a little further in the future, more imminent is the attempt to break the land speed record by exceeding 1000 mph. This is planned to take place this year here in South Africa at Hakskeen Pan in the North Western corner of the country. In the breakout session that followed, pilot and current world land speed record holder Andy Green outlined the aim of the project. "It's all about innovation, grabbing people's attention and demonstrating how exciting technology can be."



## WORKSHOP RALLY SAFETY

The Sport Workshop on Rally Safety saw the presentation of the new FIA Rally Safety Guidelines, with a particular focus on spectator safety and capturing the latest best practice from the FIA World Rally Championship in a format that is also relevant to national rallying around the world.



## WORKSHOP FIA SPORT GRANT PROGRAMME

In the Sport Workshop on the FIA Sport Grant Programme, the Grants team delivered a brief refresher on the Grants cycle and provided information on topics from the registration stages up to the administration of the contract.





## WORKSHOP RELATIONS WITH GOVERNMENTS

Former UK Cabinet Minister, the Rt Hon Lord Peter Hain, and FIA Deputy President for Sport Graham Stoker drew on their vast public affairs experience to explain to Clubs how to ensure Governments listen and recognise the importance of the FIA's agenda.



## WORKSHOP FIA VISION AND VALUES

The opening Mobility Workshop honoured the commitment made in the President's speech during the 2018 Annual General Assembly in Saint Petersburg to consult the Clubs on the FIA Vision and Values.





The traditional ribbon-cutting ceremony was held to inaugurate the FIA Motorex, where more than 30 companies are exhibiting their products and services linked to Mobility and the Motor Sport industry.





## WELCOME COCKTAIL IN THE BUSH

The Welcome Cocktail at the Boma provided an unforgettable experience under the stars. Delegates had the chance to sample the best of the African bush, and enjoy a spectacular bonfire and barbeque. A welcome address was given by Jean Todt, Automobile Association of South Africa (AASA) Executive Chairman Sikkie Kajee, Motorsport South Africa (MSA) President Anton Roux and Thomas Møller Thomsen, FIA Region I President.





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