

COMO HOSTS FIA CONFERENCE WEEK

Clubs from around the world gather in Como for the FIA's annual Conference Week

WEATHERING THE STORMS

How FIA Clubs react to extreme weather conditions and keep their members on the move

SPORTING COMMISSIONS

An in-depth look at the FIA's specialised motor sport commissions and their work to support the FIA's sporting activities

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IN THIS ISSUE

FIA NEWS

- 4 Como welcomes FIA Conference Week
- 5 World Council confirms action in mobility
- 6 Middle East and Mediterranean welcome Todt
- 7 FIA host spring meetings in Dubai
- 8 European Commission Vice President Siim Kallas meets the FIA
- 9 The FIA develops disabled traveller guide
- 10 FIA attends Women and Sport Conference
- 11 Peru hosts FIA Regional Road Safety Workshop
- 11 WTCC backs Decade of Action

CLUB NEWS

- 12 CAMS promote fatigue awareness campaign
- 13 Schumacher supports AAA Make Cars Green Event
- 13 Janis Naglis elected LAF President
- 14 SUPERSTARS back Road Safety
- 14 NAF welcomes new President
- 14 Joubert takes over as Namibian motor sport chief
- 15 AASA updates its profile
- 15 CAMS appoint new CEO
- 16 Sport and Mobility team up Down Under
- 17 Decade of Action for Road Safety debated by Brazilian House of Representatives
- 18 ACR hosts first national road safety symposium in Romania
- 19 ACI Initiative for Hearing-Impaired Drivers
- 19 Family class Diesel receives a 5-star rating in the EcoTest
- 20-21 In Pictures - FIA Conference Week
- 22-23 FIA Club Profile: Automobile Club of Italy – A Model Club
- 24-25 FIA Staff Profile: Ortrud Birk - FIA Director Public Policy and Services
- 26-29 Leadership Lines: Brian Gibbons - FIA Deputy President for Automobile Mobility and Tourism

SPECIAL REPORT MOBILITY: WEATHERING THE STORMS

- 32-33 JAF Special Support Team
- 34-35 Rain in Spain not just on the plain
- 36-37 SORTing out problems
- 38-39 Fire in Iceland = trouble
- 40-41 Heat and dust Down Under

SPECIAL REPORT SPORT: FIA COMMISSIONS

- 44-45 Governing Rallies
- 46-47 Safety First
- 48-49 The FIA and Manufacturers
- 50-51 Karting to success
- 52-53 The technical head of the FIA – Interview Jacques Berger, FIA Technical Commission President

FIA FOUNDATION NEWS

- 54 Alonso eSafety Aware
- 55 Cambodia helmet vaccine coalition launched
- 56 50by50 Symposium for Central and Eastern Europe
- 57 IDB launches road safety action plan
- 58-59 Life and Death on the Dhaka to Sylhet Highway

FIA INSTITUTE NEWS

- 60 FIA Institute to launch Young Driver Academy
- 61 Regional Training Providers Kick off Projects
- 62 FIA Institute Medical Programme Membership Initiative
- 62 Fund Update - Policy Changes
- 63 Institute tackles the flames
- 64 Crash investigation through an earpiece
- 65 Rolling out safety measures
- 65 FIA Institute to host Medicine in Motor Sport Summit
- 66 Calendar

FIA PRESIDENT'S MESSAGE



Welcome to the latest edition of InMotion.

The past few months have been exciting times for the FIA. Halfway through the motor sport season, we are seeing, in each of the series, how our new initiatives are taking effect. I am particularly pleased that each world championship is also showing its commitment to the mobility arm of our organisation, through support for the Decade of Action for Road Safety. Synergy between motor sport and mobility was a key part of my election mandate, and it is encouraging to see this happening in such a visible manner so quickly.

On the mobility side, we have reinforced our capabilities, and set out a Business Plan for the coming 18 months. We now have concrete goals and targets with which to measure our efforts. I am confident we will deliver and continue to revitalise this area of the FIA, which with its impact on millions of motorists across the globe, is clearly a vital part our work.

This edition contains an exclusive interview with the Deputy President for Automobile Mobility and Tourism, who has been the chief architect of the Mobility Business Plan, undoubtedly one of the most important and ambitious developments of the FIA in the past months.

As usual, this edition of InMotion focuses on two key areas of the FIA's work.

In our special report on weather, we look at what FIA Clubs have been doing in order to face up to extreme weather conditions, and most importantly how they service members to ensure that, whatever the weather, they keep them moving. Reports feature how clubs are dealing with extremes, such as snow or heat, how some clubs have developed specialised response teams, and how others have dealt with freak incidents such as volcanic eruptions.

Our sport report focuses on the FIA's Sporting Commissions which are responsible for developing the rules for the various FIA championships. Of the 20 plus Commissions, we have reports on the work of the Safety Commission, the newly restructured manufacturing Commission, and some championship commissions such as the WRC Commission and the CIK.

I would also like to give a special thanks to the Automobile Club of Italy who helped stage our Conference Week in Como this year. The meeting was a great success and their support was key a factor in this. I am looking forward to continued collaboration with all members, as we continue to implement our programme and to reinforce the work of our Federation.

Jean Todt
FIA President



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FIA NEWS

COMO WELCOMES FIA CONFERENCE WEEK



The week was attended by 379 people from 95 clubs in 75 countries

The FIA and the Automobile Club of Italy (ACI) co-hosted FIA Conference week in Como at the Villa Erba in the middle of May.

The week was attended by 379 people from 95 clubs in 75 countries, and included meetings of all the FIA's Mobility Commissions, including the Legal and Consumer Affairs Commission which has recently evolved from being a Region I Commission to become a Global Commission.

The week was opened with an plenary session attended by Jean Todt, FIA President, Brian Gibbons, FIA Deputy President for Automobile Mobility and Tourism, and Enrico Gelpi, ACI President.

In his opening address, Todt described the work of the FIA in Mobility as amongst its most important, stressing that, as the largest consumer

network in the world, it could make a major impact in mobility "The FIA Clubs have been the 'Voice of the Motorist' for many decades and we must continue this important work at both the Club and global level," he said.

Todt's comments were echoed by Gibbons' who noted "the FIA is entering a new era for Mobility", both in terms of the challenge faced by mobility and also by the FIA's approach.

The week officially started with a FIA Foundation forum discussing a number of issues, including FIA Foundation-led initiatives such as the International Road Assessment Programme (iRAP), the 50by50 fuel economy initiative, the eSafety Challenge, and the Decade of Action for Road Safety.

The week then broke into meetings of the FIA's

specialised Mobility Commissions. Meetings of the Camping and Caravanning, Tourism, Road Assistance Services, Legal and Consumer Affairs, Marketing, Technical, and Road Safety and Mobility Commissions took place. Alongside these meetings was the iRAP Forum, and Club Correspondents meeting.

The week also saw meetings of the Status Review Commission and the World Council for Automobile Mobility and Tourism, marking a dynamic shift in the proceedings of Conference Week, by introducing senior level meetings, and welcoming members of the World Motor Sport Council to what had in the past been an exclusively Mobility focused event.

Next year's meeting of FIA Conference Week is set to take place in Kuala Lumpur at the invitation of the Automobile Association of Malaysia. ■

WORLD COUNCIL CONFIRMS ACTION IN MOBILITY



FIA Deputy President for Automobile Mobility and Tourism, Brian Gibbons and FIA President, Jean Todt consult during meeting of WCAMT

The World Council for Automobile Mobility and Tourism (WCAMT) met in Como on 21 May, the first meeting of the WCAMT since the election of the new presidential team.

Amongst its key decisions, the WCAMT discussed a proposal for FIA Engagement in the Decade of Action for Road Safety, agreeing that there is an opportunity to influence national governments to make the necessary policy changes, to advocate for safer roads and safer vehicles, and to educate motorists about safer behaviour. Engagement would further give the opportunity for the FIA's work in sport to reach a new, broad, and diverse audience with road safety messages through sporting events and sport personalities, and allow both parts of the FIA to work together toward a goal that serves all FIA's constituencies.

It was suggested to develop a proposal for the FIA's involvement in the official launch of the Decade of Action in 2011, with an action plan and communications plan, including opportunities for Club participation, and appropriate cooperation and coordination with the FIA's partners: the FIA Foundation, the FIA Institute, iRAP and eSafetyAware.

This proposal will be reviewed by the two FIA World Councils in November.

The World Council unanimously approved the proposed plan for FIA engagement in the Decade of Action for Road Safety.

The WCAMT further endorsed the Mobility Business Plan proposing key deliverables with measurable targets, clear lines of responsibility and accountability, and a firm timeline for achieving them. The Plan is intended to strengthen the Mobility Secretariat, execute the FIA's Mobility for All public policy agenda, foster the exchange of knowledge among member clubs, identify innovative ways to help emerging clubs to grow and prosper, and increase synergies with the sporting arm of the FIA.

The WCAMT also took steps to reinvigorate the tourism activities of the FIA, by committing to: address travel and tourism issues of common interest and mutual benefit to members; to leverage strategic opportunities related to travel and tourism; and to contribute to the enhancement of responsible travel and tourism on a global basis.

An immediate priority will be to undertake a survey among the FIA membership to determine their key focus and activities. Based on the outcome of the member survey and recommendations received, individuals and clubs will be identified and approached to champion the activities of the respective tourism work-streams and special interest groups by the end of August 2010. The FIA team, in collaboration with the Chairman of the Tourism Commission and the respective champions for the work-streams and special interest groups, will finalize the strategic and action plan, with a view to providing a progress report at the 2011 conference, to be finalised by the end of September 2010.

Finally the World Council also approved the proposals by the Customs Commission for revised editions of the FIA 'Guide to International Driving Permits (IDP)' as well as the 'Carnet de Passage en Douane (CPD) Handbook'.

The next meeting of the WCAMT will take place in November. ■

MIDDLE EAST AND MEDITERRANEAN WELCOME TODT



Todt with HRH Prince Faisal bin Al Hussein at the Jordan Rally



Todt with Prime Minister Moulaye Ould Mohamed Laghdaf, Minister for Culture, Youth and Sports Ciddé Mint Cheikh Ould Boidé, and FMSM President Baham Ould Lekhal

The Arab Council of Touring & Automobile Clubs (ACTAC) announced during the FIA Spring Meetings in Dubai that it will set up a permanent administrative office in the region, to facilitate better communication and cooperation between ACTAC members.

The establishment of the office is timely as it comes during a period where a number of key meetings were held in the region between the FIA President, club presidents, and key stakeholders.

In April, Jean Todt visited the Automobile and Touring Club of Israel (MEMSI), where he was welcomed by club president Yitzhak Milstein. During his period in the country MEMSI facilitated a number of meetings notably with the Israeli Minister of Culture and Sport, Limor Livnat, to discuss road safety and the development of motor sport in Israel where until very recently motor sport was illegal. The Israeli visit took place alongside the Jordanian round of the World Rally Championship, where Todt attended a number of stages with Prince Faisal Al Hussein President of the Royal Automobile Club of Jordan.

Todt also made a brief visit to the Cyprus Automobile Association (CAA) meeting

Chairman of the Association, Antonis Michaelides, prior to the FIA Spring Meetings. The Cyprus leg of Todt's visit focused discussions on CAA's efforts to improve road safety, and the island's WRC round.

Todt also visited Syria and neighbouring Lebanon and met with delegations from both Syrian FIA members Paul Megarbane, President of the Automobile and Touring Club de Syrie and Walid Shaban President of the Automobile Club de Syrie. A number of engagements included visits to karting facilities and the Syrian Rally venue. Todt also met with Syrian Minister of Tourism, Saadallah Agha al-Qalaa. In Lebanon, Todt was received by the President of the Republic of Lebanon General Michel Sleiman and Prime Minister, H.E Mr Saad Hariri. He visited the Automobile et Touring Club du Liban's headquarters, meeting with its President Cheikh Fouad El Khazen and was updated on motor sports and road safety projects by Vice President Jacques Salha.

Todt made further visits to Clubs in North Africa meeting with delegations from the Fédération Mauritanienne des Sports Mécaniques (FMSM) and the Fédération Royale Marocaine de Sport Automobile (FRMSA).

In Mauritania the FIA President met with Mauritanian Prime Minister, Ould Mohamed Laghdaf, Minister of Culture and Sports, Mint Boyde, Minister of Transportation, Seydi Boubou and Minister of Tourism, Ould Daramane. He held discussions with FMSM President Baham Ould Lekhal on the development of motor sports in Mauritania.

In Morocco Todt met with Ahmed Fadli, FRMSA President, and watched the Moroccan leg of the World Touring Car Championships with the Moroccan Minister for Youth and Sports, Moncef Belkhayate.

The Middle East and North Africa's importance in the Federation continues to grow. In recent years the region has welcomed a WRC event in Jordan, and now hosts two rounds of the Formula One world Championship, WTCC is now also established in North Africa further welcoming Formula Two this year. In mobility, the region remains one of the prime users of FIA International documents crucial to the smooth movement of vehicles across the regions borders. With Todt's recent visits the Region can rest assured that these contributions are well valued by the FIA. ■

FIA HOST SPRING MEETINGS IN DUBAI



ATCUAE President Mohammed Ben Sulayem and FIA Region I President Werner Kraus

The Automobile and Touring Club of the United Arab Emirates (ATCUAE) hosted the first ever FIA Spring meeting to take place in the Middle East in early April bringing together over 200 club delegates.

The FIA Spring meeting, which is composed of a number of FIA Region I meetings as well as a meeting of ARC Europe, have until now traditionally taken place in Europe. This year was different with the meeting taking place in the United Arab Emirates. ATCUAE President and FIA Vice President for Sport, Mohammed Ben Sulayem, extended a warm welcome to the delegates attending the conference, admitting that it was no small task getting ready for the event bearing in mind the ATCUAE's packed calendar over the last 12 months. Sulayem said he was delighted to know that everything was in place to welcome guests from virtually every corner of the planet. "Of course the logistics involved are huge, but we are not new to

organising events of such a magnitude," Sulayem said, adding "Our partners, such as the Department of Tourism and Commerce Marketing, Emaar, Dubai Convention Bureau, the Roads & Transport Authority, and every arm of the Dubai Government has made available all resources at their disposal to further enhance Dubai and the UAE's image internationally. Dubai is known worldwide for its many firsts. This is another: being host to the first FIA Spring Meeting in the region."

First to welcome the FIA was the UAE Roads & Transport Authority (RTA), Naser Abu Shehab, Director of Strategy Planning Department, emphasised the RTA's primary vision of 'safe and smooth transport for all', explaining the existing and planned road and marine transport infrastructure that has been put in place is to the highest international standards. Abu Shehab said that apart from providing world-class

transportation, the RTA was conscious of its duty towards the safety of its commuters and general road users, pointing out that the Authority has a dedicated safety and reorientation programme for its drivers and other personnel. Commenting on the RTA's welcome, Sulayem said "This conference provides us with the opportunity to inform the world of the progress that Dubai and the UAE is making in the transportation sector, particularly with regard to motoring tourism, related customs & immigration procedures, safety and the environment", Sulayem added.

During the meeting a number of decisions were made on the reorganisation of Region I. The Regional office will be moved from Geneva to Brussels, streamlining much of the work of the Region with the work of the European Bureau. The Arab Council also agreed to create its own administrative headquarters. ■

EUROPEAN COMMISSION VICE PRESIDENT SIIM KALLAS MEETS THE FIA



European Commission
Vice President Siim
Kallas with FIA Region I
President Werner Kraus

Brussels has welcomed the new college of European Commissioners, the men and women charged with spearheading European policy making for the next five years.

No time was lost in the FIA securing a meeting with Siim Kallas, a former prime minister and finance minister of Estonia and currently Vice President of the European Commission and the Commissioner responsible for transport policy. FIA Region I President Werner Kraus accompanied by Sebastià Salvado, RACC President (as a result of the Spanish Presidency of the European Union), met Vice President Kallas in Brussels to set out a number of the FIA's key mobility concerns.

With a new European Parliament and Commission installed in Brussels, 2010 is proving to be a watershed year for policy making. A batch of new legislative proposals are coming forward that will underpin key developments over next decades in the areas of road safety, transport and mobility, environment, the deployment of intelligent transport systems and competition in the automotive sector.

In presenting the FIA, Kraus stressed the priorities of road safety and the right to ultra

clean, safe and affordable mobility for European citizens. Specifically on road safety it was stressed that the EU's political commitment at the highest level coupled with ambitious targets is crucial for success in reducing the annual deaths on Europe's roads. The FIA's role in supporting the recently adopted UN decade of road safety aimed at saving five million lives over the next 10 years was highlighted in this respect. Vice President Kallas, acknowledged the FIA Eurocouncil's vision of future road safety actions needed in Europe.

Reflecting on the EU's current road safety action plan with its ambitious target of a 50% reduction in road fatalities in the period 2001 to 2010 which worked well but ultimately did not achieve its target, Kallas sought the view of the FIA on target setting. Salvado recommended a positive approach, "Achieving 80% of a 50% reduction goal is far better than a 100% achievement of a 10% reduction goal," he said. "One should never be afraid of setting ambitious goals" he encouraged. Recognising that the risk of being killed in a road accident differs across Europe (as much as four times higher in high risk countries) the FIA Eurocouncil is calling for an aggregated fatality reduction target of 40% with differentiated targets for high (50%),

medium (35%) and low (22%) risk countries. Similarly an aggregate 30% reduction target for severe injuries should be calibrated to address different road users according to their risk level.

FIA clubs' activities in benchmarking the safety and quality of Europe's mobility infrastructure, innovative projects and research as well as exchanges of best practice and experience were presented to Vice President Kallas as some of the tools used by FIA clubs to achieve road safety improvements even in the absence of legislation.

The FIA's Commitment to improving European road safety was underscored by the fact that more than 45 FIA clubs and the FIA European Bureau have signed the European Commission's Road Safety Charter, identifying various commitments to promote and improve road safety at home. As part of the FIA European Bureau's commitment to promote and encourage clubs in Eastern Europe to adopt road safety charter commitments, Werner Kraus invited the Vice President to the next Road Safety Workshop in Brussels, October 2010 that will be co-hosted by the Serbian club AMSS and the FIA European Bureau. ■

THE FIA DEVELOPS DISABLED TRAVELLER GUIDE



Bert Morris, former head of motoring policy for the AA, has been developing a new guide targeting mobility abroad for disabled travellers, with the help of a FIA Foundation grant. The Guide will show holders of national disability parking card permits, where and when a driver may use his or her card around the world.

FIA clubs around the world are supporting the initiative by providing information about the levels of recognition accorded to holders of foreign disabled parking permits visiting their countries. The idea for the projects expands on previous work by the FIA for European disabled travellers and their rights. The survey, is being co-ordinated by the FIA European Bureau, and has successfully surveyed FIA clubs across the four regions.

The information has been gathered in two key areas. Firstly to show where and when the Parking Card can be used, for example in all countries a Parking Card holder has the right to park in a parking space marked with the wheelchair symbol, but in many countries the Card holder may be exempt from parking meter charges, and in others drivers may be allowed to park on a road where parking is prohibited to everyone else. Secondly to identify those countries that will recognise the Parking Card of a foreign visitor; those that will not, and those that will issue a disabled visitor with their own national parking card for a temporary period. The information is not solely for motorists' use. Often the local law enforcement agencies are unaware of cross border agreements on disabled parking, and still issue foreign visitors

with parking fines despite the rights accorded in their own legislation.

"With age, drivers increasingly have to cope with disabling frailty as do their families, sons and daughters who become their main providers of mobility. Having a Parking Card as a driver or passenger will be a significant contributor to helping keep them mobile. Through this initial work, the FIA and the clubs can and must lay claim to ownership of the issue, and be seen to be the champion of our disabled members and their families", explains Morris.

The 'FIA Guide for the disabled traveller' should be completed later this year. It will be web based for easy access, and can be updated with new information so it will 'not be wrong for long'. ■

FIA ATTENDS WOMEN AND SPORT CONFERENCE



The Women in Motor Sport Commission members

The newly-formed Women & Motor Sport Commission attended the International Working Group World Conference on Women and Sport (IWG), which was hosted in Sydney, Australia, in May.

Michèle Mouton, President of the Women & Motor Sport Commission said: "Our participation in the 5th World Conference perfectly integrated with one of our main aims, which is to collaborate with international organisations to evolve the place of women in all areas of sport."

The IWG was established in 1994 at the 1st World Conference on Women and Sport held in Brighton, England. As an independent co-ordinating body consisting of representatives of key government and non-government organisations, its vision is to realise a sustainable sporting culture that enables and values the full involvement of women in every aspect of sport.

The 5th IWG World Conference offered a unique opportunity for participants from around the world to share experiences, strengthen international connections and find ways to stimulate action at local, national and international levels.

The Lausanne Network for Women in International Sport, which was founded in 2006 by Lilamani de Soysa, a co-opted member of the IWG, and Brigitte Zufferey from the Fédération Internationale de Motocyclisme (FIM), was invited to attend the conference. Its members, who include a number of international sporting federations - including the FIA - outlined their vision and concrete actions already taken to increase the contribution, visibility and influence of women within international sport.

Representing the Women & Motor Sport Commission, Frédérique Trouvé presented

its goals and objectives, highlighting how the Commission is committed to establishing policies that will strengthen women's roles in motor sport. She also outlined how the Commission plans to play an active role in the development of specific actions and campaigns.

In conclusion, Mouton added: "Commitment to collaboration was the IWG's objective at the last conference in Kumamoto, Japan, in 2006. Progress could be measured in Sydney. It is now our intention to contribute to the 6th World Conference in Helsinki in 2014 by helping to increase the representation of women at the highest levels within sporting organisations."

During its trip to Sydney, the Women & Motor Sport Commission was supported by the Confederation of Australian Motor Sport (CAMS). ■

PERU HOSTS FIA REGIONAL ROAD SAFETY WORKSHOP

FIA Region IV's office in Buenos Aires hosted a regional workshop on Road Safety, 12-14 April in Lima Peru, with the active participation of the region's member clubs. The workshop was co-hosted by the Touring y Automóvil Club del Perú (TACP).

On the first day of the workshop participants exchanged experiences of road safety in their respective countries. The following two days were spent working on the standardisation of Road Safety training materials, aiming to bring a common approach to clubs in the Region, as well as supporting many clubs in this endeavour. The standardisation process was undertaken by the nine Road Safety technical experts from each country that attended the workshop, who had previously carried out a review together with three other member organisations in preparation for the workshop.



The workshop was also attended by officials of the Ministry of Transport of Peru as well as the Managing Director and the Regional Director of the International Road Assessment Programme (iRAP), who talked about the work plan and the results of the programme in the region. The Executive Secretary of the Interim Road

Safety Commission for Latin America and the Caribbean was also present.

The Region hopes that this workshop will be the first of many actions it plans to undertake as part of its plan to support the UN Decade of Action on Road Safety. ■

WTCC BACKS DECADE OF ACTION



FIA President and WTCC drivers show their support for the campaign

The World Touring Car Championship held a number of events in Morocco, to support the UN Decade of Action for Road Safety, prior to the start of the Marrakesh round of the championship.

Drivers from the championship participated in a Make Roads Safe photo call with FIA President Jean Todt. The photo call forms part of a wide range of initiatives by the championship, such as the branding of its safety car which has been running this season

with liveries displaying the WTCC's support for the Make Roads Safe campaign and Global Road Safety. These initiatives follow on from similar actions which have taken place in the Formula One World Championship and other FIA World Championships this year.

Todt commenting on the event said: "I am glad that WTCC is taking action to back the Decade. It is important that a production vehicle-based sport acts to raise awareness of the millions of people killed every year on the road.

"The FIA is committed to playing an active role in implementing the UN's Decade of Action for Road Safety. The solutions to Road Safety are known, governments around the world must act to implement the UN's Action Plan for Road Safety and save five million lives over the next 10 years."

Marcello Lotti, the WTCC promoter added to Todt's comments saying: "WTCC hopes that with initiatives such as the Make Roads Safe-branded Safety Car, we will help focus the world's attention on a preventable killer that claims more lives than AIDS or Malaria."

The Make Roads Safe campaign is an initiative of the Commission for Global Road Safety. As a direct result of the Make Roads Safe Campaign and the work of the Commission for Global Road Safety, this March the United Nation proclaimed 2011-2020 a Decade of Action for Road Safety. With road deaths currently predicted to double in the next 10 years, this landmark resolution will pave the way to halve the deaths over the next decade, saving five million lives. ■

CLUB NEWS

CAMS PROMOTE FATIGUE AWARENESS CAMPAIGN



CAMS has launched the 'Stop Sleep Survive' campaign to combat the dangers of fatigue in motor sport.

Fatigue is an important issue in motor sport, as lack of good quality sleep can affect competitors driving an automobile, co-drivers from interpreting a road-book, a flag marshal from flagging, support crews working on cars and organisers and their officials running an event. CAMS recognises safety as a shared responsibility which is fundamental to achieving a 'Safety First' culture, where all participants in motor sport, regardless of their role, actively participate rather than passively

receive safety services. Above all else CAMS has a moral obligation to provide the safest possible environment for participants, families and friends to return home safely after each event or workday.

CAMS understand the importance of fatigue as a high priority health and safety issue, and are conducting the 'Stop Sleep Survive' campaign to raise awareness of the importance of sleep to prevent fatigue. CAMS launched the 'Stop Sleep Survive' campaign not only as part of their statutory requirements under the Occupational Health and Safety Act and Duty of Care obligations, but also as a fundamental

component of CAMS' own 'Safety 1st Strategy', the comprehensive strategy addressing all aspects of health and safety culture for motor sport officials, participants and volunteers to follow for the future.

The 'Stop Sleep Survive' campaign provides information that enables CAMS members to be proactive in obtaining adequate quality sleep. The aim of 'Stop Sleep Survive' is to educate motor sport participants about the effects of fatigue and informing them of practical strategies to not only identify fatigue hazards during the planning and operational phases of motor sport events but also enable officials, competitors and volunteers to arrive at the start line prepared and refreshed by:

- understanding the importance and effects of fatigue in injury and fatalities in motor transport
- increasing knowledge of risks and causes of fatigue to participants at motor sport events
- providing practical information and skills to manage fatigue
- generally contributing to health and safety by promoting the principles of the CAMS 'Safety First' culture

The campaign involves close cooperation with the National Medical Advisory Committee in Australia. It is the second successful safety campaign over the past two years to be launched in conjunction with the Australian Grand Prix and has been distributed to more than 1100 volunteer officials during the event. CAMS plans to further support the initiative such as at a future WRC event. ■

SCHUMACHER SUPPORTS AAA AUSTRALIA MAKE CARS GREEN EVENT



Michael Schumacher at AAA Make Cars Green event

Simple actions such as checking tyre pressure, accelerating gently, only use air conditioning when necessary, don't idle your engine for long periods – these are all activities that do make a difference," Schumacher said.

AAA's Technical Services Director, Craig Newland, explained how the FIA programme was being rolled out around the world with the help of high-profile ambassadors such as Formula One drivers.

"We welcome the involvement of a true champion such as Michael Schumacher to Make Cars Green, and call upon Australian road users to think about the contribution they can make to do their bit in lowering vehicle emissions," Newland said.

"AAA supports this FIA program and also the recently ratified UN Resolution calling for a Decade of Road Safety from 2011 to 2020, which aims to save some five million lives over this period.

"All motorists can contribute by simply observing and carrying out the actions outlined in the FIA 10 point plan." ■

Australia's motoring body, the Australian Automobile Association, joined forces with seven time FIA Formula One Grand Prix champion, Michael Schumacher to support the global Make Cars Green environment program on behalf of the FIA.

called on Australian motorists to think about the things they can do to lower vehicle emissions and help save the environment. Michael Schumacher used the event to promote the FIA's 10 Points for Greener Motoring, explaining 10 actions that motorists can take to have their car run more cleanly and lower vehicle emissions.

Schumacher attended the event on the eve of his second Grand Prix, in Australia, since his return to the sport following his retirement. He

"Climate change is a world problem and everyone can play a role in bringing down vehicle emissions.

JANIS NAGLIS ELECTED LAF PRESIDENT

On 20 March Janis Naglis was elected President of the Latvian Automobile Federation (LAF) replacing Dainars Dambergis the club's former President.

Trained as a mechanical engineer at the Riga Polytechnic Institute, Naglis is now a well-known figure in Latvia, both as a businessman and politician. He has also been involved in a number of sports, and for more than a decade has been active in motor sport.

Naglis was the Latvian Rally Raid Champion on a number of occasions, and also competed in the Dakar Rally with promising top 20 results in a number of stages; his best Dakar Rally result was 34th in 2004. He was several times USSR Champion and Cup winner at skijoring (a winter sport where a person on skis is pulled



Janis Naglis
LAF's New President

On his election, Naglis set out his policies for LAF "I am not revolutionary, I prefer evolution. Former LAF President Dainars Dambergis and his team have done a good job building motor sport into a strong sport in Latvia. We have lots spectators attending races and rallies; we have a great TV and media audience, motor sport is popular and of high quality. Of course, we know, we always can do better and better", he said.

"I want LAF to be the Number One sport federation in Latvia. My vision for the future of motor sport is of a mass, public sport, giving opportunities to young drivers at any level in any discipline, and a professional sport with drivers competing at the highest level of world motor sport", he concluded. ■

by horse, dog or motor vehicle) and canoeing, as well as enjoying success in a number of other sports. He was Vice President of the Latvian Canoe Federation and Vice President and Member of the Executive Board of the Latvian National Sports Association.

SUPERSTARS BACK ROAD SAFETY



SUPERSTARS drivers back the campaign

The drivers of the SUPERSTARS SERIES and the SUPERSTARS GTSPRINT showed their support for global road safety in Imola recently by all jointly calling for a Decade of Action for Road Safety.

SUPERSTARS, an ACI/CSAI Championship which is an FIA Approved Series, decided to back the initiative after consultation with the FIA, realising its close alignment with the initiative.

SUPERSTARS is an up and coming series in Italy promoted by FG Gruppo who are linked to the SUPERBIKE series and the CSAI Championships Formula 3, tourism & sport prototypes. ■

NAF WELCOMES NEW PRESIDENT

The Norwegian Automobile Federation (NAF) General Assembly held in April 2010 has elected Tore Pettersen as a new NAF President.

Pettersen replaced the previous President Magne Revheim who stood down having served the maximum three periods of two years. Pettersen however is no stranger to NAF having joined the club in 1976.

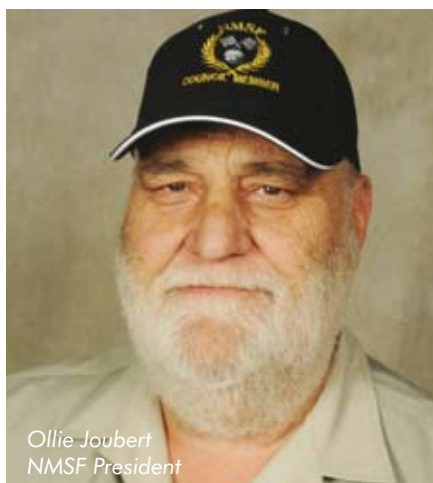
After being active in various elected positions he became Chairman of his local NAF Club in the Sarpsborg City & Vicinity in the period from 1994 to 2009. In 2005, he became a Board member of the Federation and was elected as Vice President in 2009.

Pettersen is 55 years old and works as a sales manager in Nissan Norway. ■



Tore Pettersen
NAF's new
President

JOUBERT TAKES OVER AS NAMIBIAN MOTOR SPORT CHIEF



Ollie Joubert
NMSF President

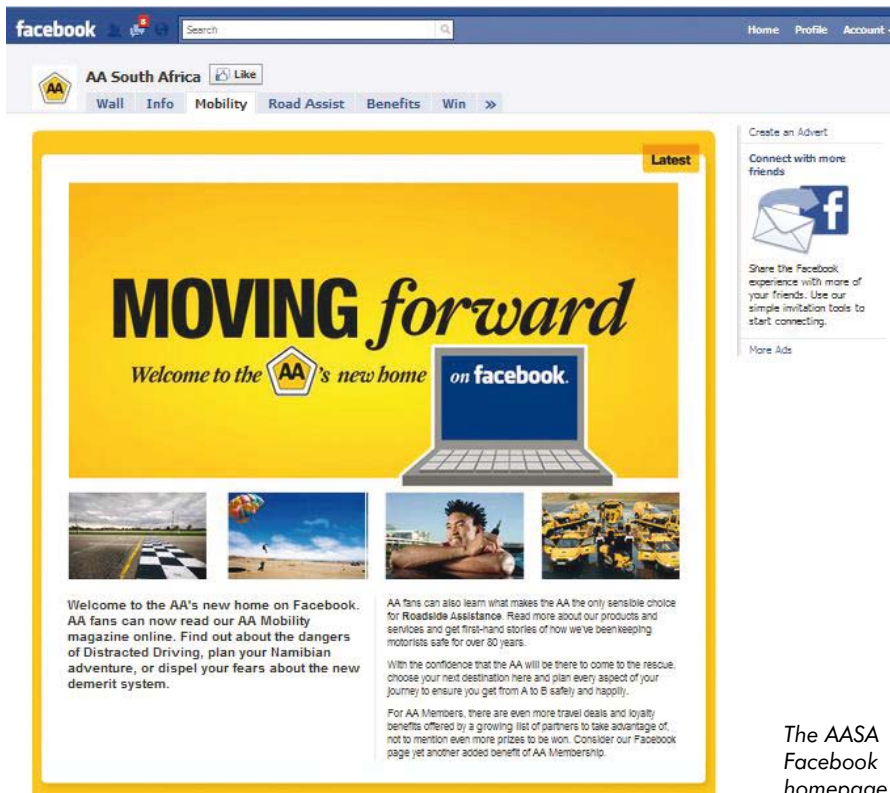
Following the resignation of T. Rust from the Presidency of the Namibian Motor Sport Federation (NMSF) at the start of the year, Ollie Joubert has been promoted from Secretary General of the NMSF to President.

Currently a consultant, Joubert spent 32 years at Telecom Namibia as Head of the International Rehabilitation Centre (Nova Vita) on Alcohol & Drugs, and has had a life-long passion for motor sport. He is passionate drag racer and all round motor sport enthusiast. This passion continues today, and although no longer competes, he is still a regular at drag racing events.

Joubert's involvement in the NMSF is amongst many motor sport related positions he has held. He is an ongoing member and founding member of the V8 Club Namibia, was a member of WMC (Windhoek Motor Club) and currently a member of OMC (Okahandja Motor Club).

Joubert has three principal aims for his Presidency of the NMSF, firstly to serve the whole motor sport Industry, secondly to promote and develop motor sport in all its disciplines, and to control motor sport through dialog-discipline. ■

AASA UPDATES ITS PROFILE



The AASA Facebook homepage

registered as users. Over 49% of the entire South African population are registered Facebook users.

The AASA's Facebook site will replace the existing Mobility magazine, allowing both members and non-members to communicate with the association on a daily basis, as opposed to twice a year. The Association's new page will feature weekly travel and mobility offers, AASA news updates, online competitions, road safety tips and will provide the AASA with an additional avenue to generate mobility vouchers.

Facebook is a more cost and time efficient means of communicating with local, national and indeed global audiences. It will allow the AASA to target potential younger members and to communicate with them directly. To raise awareness of this new communications tool, the association will embark on a major advertising campaign, which will use TV, print and online media.

Facebook users can become fans of the Automobile Association of South Africa's page by clicking on the following link: www.facebook.com/aasouthafrica ■

The Automobile Association of South Africa (AASA) has extended its activities from the African highways to the global information super-highway, launching the AASA Facebook page.

The page will allow the association to tap into new markets. South Africa is the world's 4th fastest growing Facebook user country with over 64% of South African users, aged between 18 and 34 years of age

CAMS APPOINT NEW CEO



David Morgan
CAMS President

David Morgan has been appointed the new Chief Executive Officer of CAMS. His appointment is the result of an exhaustive and detailed recruitment process that was concluded with the unanimous approval of Morgan's candidacy by the CAMS board.

CAMS President, Andrew Papadopoulos, announced Morgan's appointment welcoming him to the CAMS team and in wishing him a long and successful career with the organisation.

With extensive experience in successfully leading complex organisations, Morgan was previously the General Manager of Australia's largest chemical trading and distribution business, Chemnet Australia. Currently he is consulting in the Mining Services industry.

Morgan comes to CAMS with a wide ranging background in strategic negotiations, financial and general management and the progressive, proactive administration of risk and safety hazards. In his previous roles, he has not only had to deal with many complex, time-critical, and often dangerous situations, he dealt with often conflicting interest groups and stakeholders. He has been responsible for, and delivered on, large strategic and financial initiatives.

Morgan has a keen enthusiasm for motor sport and motoring in general which began with his father, a motor mechanic by trade, who loved racing at Mallala. Recently, Morgan has restored a 1968 E Type Jaguar which he proudly takes on outings around Melbourne, where he, his partner Kate and their twin 12 year old sons live. ■

SPORT AND MOBILITY TEAM UP DOWN UNDER



NZAA Chief Executive and FIA Deputy President for Automobile Mobility & Tourism Brian Gibbons, and FIA Vice President for Sport and World Rally Championship Commission President Morrie Chandler.

Motivated by Jean Todt's desire for the Sport and Mobility arms of the FIA to work together and unlock synergies, NZAA Chief Executive Brian Gibbons and World Rally Championship Commission President Morrie Chandler are working together to jointly promote public policy and the upcoming Decade of Action for Road Safety in New Zealand.

The World Rally Championship held in New Zealand during May, presented the ideal platform for MotorSport New Zealand and the New Zealand Automobile Association (NZAA) to unleash these synergies and promote shared public policy.

With the Decade of Action for Road Safety recent UN approval, road safety was an obvious area of focus, and due to the nature of the event, a focus on safer vehicles. With the assistance of the FIA Foundation, two ANCAP (Australasian New Car Assessment Programme) crash-tested vehicles were imported from Australia to be displayed throughout the four-day rally event. One vehicle had scored a poor 2-star ANCAP rating and the other, a top 5-star ANCAP rating. The physical difference between the two vehicles was undeniable.

World Rally Championship Commission President, Morrie Chandler, has witnessed some major motor sport crashes in this time.

"Safety is a huge factor on and off the raceway and motor sport experience has contributed a lot of knowledge now used in the manufacturing processes. Seeing the displayed crash tested vehicles, which were both manufactured in 2009, side by side was quite spectacular, even for me. The difference in the level of vehicle safety offered was significant, and possibly the difference between life and death," says Chandler.

A team of NZAA and NZ Transport Agency staff travelled with the crash tested vehicles to four different locations over the four days answering questions and providing information about the crash tested vehicles and vehicle safety. The display plasma screen showed continuous running footage of the two vehicles being crash tested. Staff wore black t-shirts and black jackets with "Supporting a Decade of Action for Road Safety" boldly displayed on their backs. ANCAP booklets detailing the more than 60 vehicles crash tested in 2009 were available, along with an accompanying flyer regarding the Decade of Action for Road Safety. NZAA Centres also displayed 'Supporting a Decade of Action for

Road Safety' window posters, featuring the FIA, NZAA and MotorSport NZ logos.

The visual display was successful in attracting the crowds. The Auckland location, situated in the heart of the central business district, attracted a myriad of visitors; office workers, tourists, Rally fans, and students.

NZAA Chief Executive Brian Gibbons was impressed with the displayed vehicles and the willingness of the New Zealand government's transport agency to join in too.

"This event has been successful in more ways than one and demonstrates just how Sport and Mobility can effectively work together to promote common public policy. The NZ Transport Agency also flew two staff members to Auckland to assist our NZAA staff," says Gibbons.

NZAA General Manager Technical Services, Stella Stocks says pressure must be put on manufacturers to build vehicles of an acceptable safety standard.

"Manufacturers have a moral responsibility and can play an enormous role in reducing the number of road fatalities. Manufacturers know what features are required to build safe vehicles and with organisations such as ANCAP that are willing to provide constructive information, it is no longer acceptable for a new vehicle to score a poor 1-star, 2-star or even 3-star ANCAP rating.

"We realise that not everyone can afford to buy a 'brand new' safe car, so our role is to encourage consumers to buy as safe a car as they can financially afford," said Stocks.

ANCAP is a programme funded and managed by motoring clubs and government transport authorities in New Zealand and Australia. ANCAP uses the same test procedures as EuroNCAP, and its role is to provide consumers with consistent information on the level of occupant protection provided by a vehicle in serious front and side crashes. In New Zealand, ANCAP is represented by the NZAA and the NZ Transport Agency. ■

DECADE OF ACTION FOR ROAD SAFETY DEBATED BY BRAZILIAN HOUSE OF REPRESENTATIVES



FIA Foundation Chairman
Carlos Macaya

On 5 May 2010 the Brazilian House of Representatives welcomed its members, special guests, road safety specialists, and 1350 spectators, as it discussed its priorities for the UN Decade of Action for Road Safety.

The congregation was brought together for the House's first Traffic Safety Seminar, promoted by the Brazilian Motoring and Transport Commission (CVT) of the Federal Chamber of Deputies of Brazil, and gathered members, industry experts and civil society entities to discuss the Decade of Action for Road Safety.

Deputy Hugo Leal, Member of CVT and the architect of the meeting presented a proposed law establishing a Brazilian Decade of Actions for Road Safety, recalling that without effective and immediate actions it will not be possible to reduce accidents. "In 2015 deaths caused by transit will be the main cause of death in the world if nothing is done," he said. According to the Commission for Global Road Safety's

report, with engagement and actions across the world, up to five million lives could be saved and 50 million people saved from severe injury accidents, some of them completely disabling. This represents a reduction of around 50% on anticipated global number of deaths by 2020.

The workshop was also attended by Otaliba Libânio de Moraes Neto, Director of the Health Department System Analysis of the Ministry of Health, Alfredo Peres, Director-General of Denatran, José Aurelio Ramalho, Director of the Centre of Experimentation and Road Safety (CESVI Brazil) and Carlos Macaya Ortiz, Chairman of the FIA Foundation.

Speaking in Portuguese, a gesture of affection and respect, Macaya Ortiz said he was sure to be witnessing a milestone in the recent history of Brazil. "The FIA Foundation, much more than a mere privileged spectator of the process that starts today in Brazil, wants to be a partner and a collaborator in the

measures and proposals derived from this meeting" he said.

At the end of the event, the Brazilian Motoring and Transport Commission (CVT) gathered the contributions of everybody present in a Letter of Commitment. This document will be forwarded to candidates for Federal and State executive positions in the coming elections in October and also for existing Mayors and Governors. Moreover, the Letter will be delivered to Ministers, entrepreneurs and non-governmental organisations. The intention is to make a National Pact and propose the implementation of the suggestions contained in the Letter.

During the seminar, participants were presented the proposed logo for these actions in order to reduce traffic accidents by all public and private entities engaged in the cause. The symbol represents the fight to reduce deaths and injuries occurring in transit and seeks to stimulate and promote national efforts. ■

ACR HOSTS FIRST NATIONAL ROAD SAFETY SYMPOSIUM IN ROMANIA



ACR President Constantin Niculescu address the symposium

Last April the Automobile Club of Romania (ACR) hosted a national symposium 'The road accident and its social and economic implication' the first event to be held in Romania in support for the Decade of Action for Road Safety 2011 – 2020. The event was attended by all the institutions, of the Romanian Government and Civil Society, with responsibilities for promoting and developing the road safety.

Among the speakers at the event were representatives of the Ministries, Romanian Police, UN Office in Romania, Association of Road Victims, Romanian Association of Psychologists, Romanian Auto Register, and ACR. The debate during the Symposium underlined the size of the social and mental trauma caused by road accidents, the consequences of aggressive driving, the implications of drivers' state of health and mental self control, improved traffic signals, a more modern road infrastructure in Romania, better methods of traffic surveillance and fluidisation and also the adoption by the Ministries concerned and the Civil Society of educational road safety activities focused notably on children and young people.

The role of the Road Safety Labs established by the ACR many years ago was specifically highlighted, and the Symposium was attended by a group of 12 pupils, from such a Lab.

Similar symposiums are being organised nationwide by ACR and Traffic Police branches, to help further raise awareness of road traffic participants concerning the UN requirements of decreasing the number of road accidents.

A Resolution was adopted by all participants, asking the Romanian State and Civil Society institutions, for Romania to join the international efforts to raise the road safety measures. The main provisions of the Resolution were:

- improve road infrastructure in Romania, notably on national roads
- establish training and safety centres to deal with the increasing vehicle fleet
- commence road traffic education from school level
- education to start from schools

- reconsider road traffic laws, especially in the safety education area
- analyse road safety measures in a National Council for Road Safety which should be empowered to adopt general policy decisions, with the participation of the Civil Society
- increase the focus from the central and local authorities on road signals, especially in the already known black spots
- establish the drivers' accidents record, in order to monitor and even stop repeat offenders
- fiscal incentives for purchase of green vehicles
- enforce in Romania some European and international regulations for stopping transport vehicles during weekends and legal holidays

The Resolution was sent to all State Authorities: Romanian Presidency, Government Ministries and also to important Civil Society organizations. The ACR has already received replies in appreciation of the need that urgent measures should be taken to decrease the number of road accidents. ■

FAMILY CLASS DIESEL RECEIVES A 5-STAR RATING IN THE ECOTEST



BMW 320d Efficient Dynamics Edition received a five-star rating, the highest seal of quality in the EcoTest, the FIA Foundation environmental ranking of cars. It is the most fuel efficient Diesel model in the family class.

As with previous five star models, VW Passat 1.4 TSI EcoFuel (CNG) and Toyota Prius (Hybrid), the BMW was awarded also a total of 92 points in the test. The BMW was found to emit 116 g CO₂/ km and consume 4,4 l / 100 km.

The EcoTest was carried out on behalf of the FIA Foundation by the German Automobile Club the ADAC. Commenting on the results ADAC Vice President Thomas Burkhardt said "On the top of the EcoTest not only Hybrid and CNG vehicle models can find a place, but also excellent Diesel engines. An important environmental signal would be a conventional petrol engine to receive the best rating of five stars. Until now, this is not the case. A five-star vehicle with petrol engine also would be a special engineering achievement."

Indeed in the history of the test this remains an issue, as on pollutant tests, where petrol cars score higher than diesel but fall short on CO₂ emissions. "Even though the research departments put a lot of energy in the development of alternative drive-trains, the improvement of the efficiency of the present engine technology may not be neglected", explained Burkhardt.

With more than 1,000 vehicle models tested the EcoTest is a comprehensive and significant environmental ranking for cars. Within seven vehicle classes, pollutant emissions and CO₂ emissions are measured in realistic test cycles, the test does not rely on manufacturer's data, but on its own measured data based on stricter standards. In addition to the New European Driving Cycle (NEDC), the EcoTest also includes a motorway cycle as well as tests with the air-conditioning switched on, thereby approaching much more realistic driving conditions.

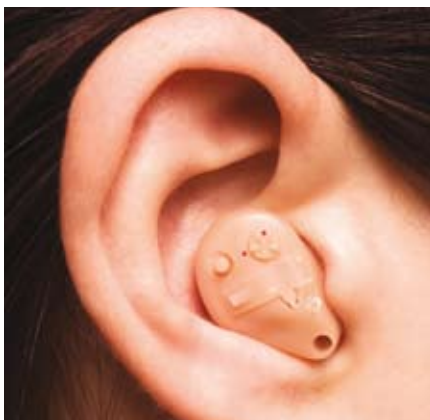
The latest EcoTest results are continuously updated and can be accessed online www.ecotest.eu. ■

ACI INITIATIVE FOR HEARING-IMPAIRED DRIVERS

According to recent Italian studies, one third of the Italian population suffers from some degree of hearing impairment including driving licence holders, most of them over 65 years of age – an age group of almost 12 million people in Italy that is expected to rise to over 20 million by 2050, with obvious repercussions for road safety.

Awareness of one's limits as a driver is a first step toward increased road safety, as most road crashes involve a human factor and this is especially true when physical impairment can affect driver response. This is why ACI decided to join in the project 'Hearing is Safety' with the National Audioprothesists' Association (ANAP) in cooperation with the University of Turin.

In its first stage the initiative is focused towards citizens of seven major Italian cities: the residents of Milan, Turin, Genoa, Florence, Rome, Naples



and Bari can apply to the local ACI office to undergo a free, quick and non-invasive hearing test performed by specialists and aimed at detecting any hearing impairment possibly underestimated or ignored. The test takes just a few minutes, yet it is important for the safety of drivers and road users.

"We are strengthening our commitment on social matters," said ACI President Enrico Gelpi presenting 'Hearing is Safety'. "This campaign rounds up our daily activity to ensure the right to mobility is made accessible to everybody at top safety standards. Among the services most recently made available, I'm especially proud of the home teller for disabled people to carry out car-related administrative procedures through the special service of the Car Register managed by ACI and the innovative channel for deaf drivers to get ACI road assistance service through SMS.

"The introduction of hearing tests as a prerequisite for release and renewal of driving licences has long been advocated by ACI," added Gelpi. "In Italy the legal requirement in this regard is limited to the ability to hear a conversation at a listening distance of two meters whereas ACI calls for hearing abilities to be tested by means of scientific methodologies and equipments." ■

FIA CONFERENCE WEEK - COMO



Todt meets staff of Automobile Club Como



ACI President Enrico Gelpi, welcomes Delegates



JAF's poster won the award for creativity



The Delegates 379 people from 95 clubs in 75 countries participated in the Conference.



Peter Meyer, FIA, Chairman of the Camping and Caravanning Commission, Trevor Watson, and Judith Avis Mathews, FIA.



Hugo Haupfleisch, ÖAMTC, Vice Chairman of the FIA Legal & Consumer Affairs Commission, receives an FIA award in recognition of his long service and contribution.



Craig Newland, AAA, addresses the Technical Commission

FIA CLUB PROFILE: AUTOMOBILE CLUB OF ITALY

A MODEL CLUB

In its 100 year history the ACI has embedded itself into the fabric of Italian society. Enrico Gelpi, ACI's President, intends to continue to solidify this position by making sure ACI responds to all of Italy's sporting and mobility needs.



ACI President Enrico Gelpi

The Automobile Club of Italy (ACI) is one of the FIA's founding, and certainly one of its most active, members. It currently counts two Vice Presidents and representation on a number of Commissions, and in recent years it hosted an FIA General Assembly and is this year's FIA Conference Week host.

ACI is a club that is not dissimilar to the FIA in structure as it is itself a federation composed of a number of clubs, representing the whole of Italy "ACI's peculiar structure is deep-seated in the territory." Explains Enrico Gelpi, ACI President, "The first Italian Clubs were born in the north of the country where we had an early development of mobility. Such industrial cities as Milan and Turin were key to motorisation in Italy. Nowadays ACI, being a federation, covers the whole Italian territory, is part of Italian history and has a social role recognized nationwide".

Today ACI is a vast organisation with both Mobility and Sporting powers across the whole of Italy. ACI includes the Italian Motor Sport Federation (CSAI) which is affiliated to the National Olympic Committee. It is the reference organisation of the public sector in matters relating to road safety and road education as well as a major interlocutor of the State as regards motoring and mobility at large.

Further to these traditional club functions ACI differs from most others as it carries out important functions for the community and many public administrations. On behalf of the Italian State, ACI runs the Public Registry

of Motor vehicles (PRA) entrusted with the registration and certification of vehicle property. Furthermore, ACI collects the tax levied by Provincial Authorities on car registration (IPT) besides collecting the car property tax on behalf of a number of local administrations (Regions and Autonomous Provinces).

Gelpi explains "Our privileged relationship with Italian State Authorities gives more strength to our proposals with special regard to those relating to road safety. But also in the process of modernisation of Public Administration the role played by ACI - e.g. assisting the relevant Ministry in promoting certified e-mail - has received recognition from the Government and top State Authorities."

This all encompassing role in Italian society has allowed ACI to be the author of a number of successes, notably in road safety. "Following the introduction of road safety education in Italian schools and the adoption of the licence points system, both measures were urged by ACI that had been studying them since the 1970s, the attention of Italian authorities toward ACI has increased and strengthened", explains Gelpi. ACI continue to cooperate with the Italian government on a number of initiatives; and is a privileged interlocutor of the Parliament that takes on board ACI's proposals in its legislative measures, such as the amendments to the Highway Code currently underway; it a reference organisation to Municipalities in matters relating to the management of urban mobility. ►



Despite these successes ACI, like all clubs, faces some hurdles. Gelpi outlines the main upcoming challenges "we are all aware about the repercussions the global recession is causing on national politics and strategies. Having neglected infrastructure development, Italy may be late to take full advantage of the positive trend as other countries did. Yet, the worst is behind us and the growth trend of federated member associations allows us to hope for a better future relying on such assets as our new member products, our renewed efforts toward safety, our commitment to sustainable mobility and the many successes of our sport organisation". Further to this, over the coming years ACI intends to strengthen its commitment to a culture of sustainable mobility, to continue its daily work for a Public Administration more in line with the rights and needs of citizens, to improve the success and renown of sport events organised at national and local level, focusing on the core values of motor sport, one of the great passions in Italy with almost 700 racing teams and over 22,000 motor sport licence holders.

ACI also intends to redouble its efforts in road safety, notably with the forthcoming UN Decade of Action for Road Safety, playing a leading role in its implementation in Italy, a central role which ACI comfortably occupies with its access to millions of people across the country through its local Automobile Clubs. Gelpi explains ACI first steps "ACI has presented the initiative and the relevant goals to the President of the Republic, Giorgio Napolitano, who granted his support. We will do the same with the other high-ranking State officials. We have prepared a calendar of events and

meetings, including special initiatives targeted at the young and meant to educate them to responsible driving behaviours and a balanced lifestyle."

Another element of importance for ACI is its membership of the FIA, Gelpi notes: "We cannot think of ACI without FIA", adding "ACI representation in top FIA positions spurs on our action toward efficient, responsible and safe mobility. The exchange of knowledge and experience enriches us, allowing us to develop innovative services and projects for members and motorists in general. The same happens with Sport, Italy boasts an enviable, probably unique, tradition in motor sport". Nevertheless Gelpi remains keen on learning from others' experiences to continue to help ACI's organisation, safety and promotion targeted at young people. Through his role as ACI Vice President for Sport, Gelpi aims to continue to work positively with the FIA and work on its improvement as a global organisation "Any complex and articulated structure can always be improved. Jean Todt's presidency has launched a long-awaited time of renewal and reform including a review of FIA Statutes that will strengthen the role of FIA, making it more modern and more efficient. Besides requiring time, dedication and drive, this job will also need to be widely shared. The first results are already visible and quite encouraging", he explains.

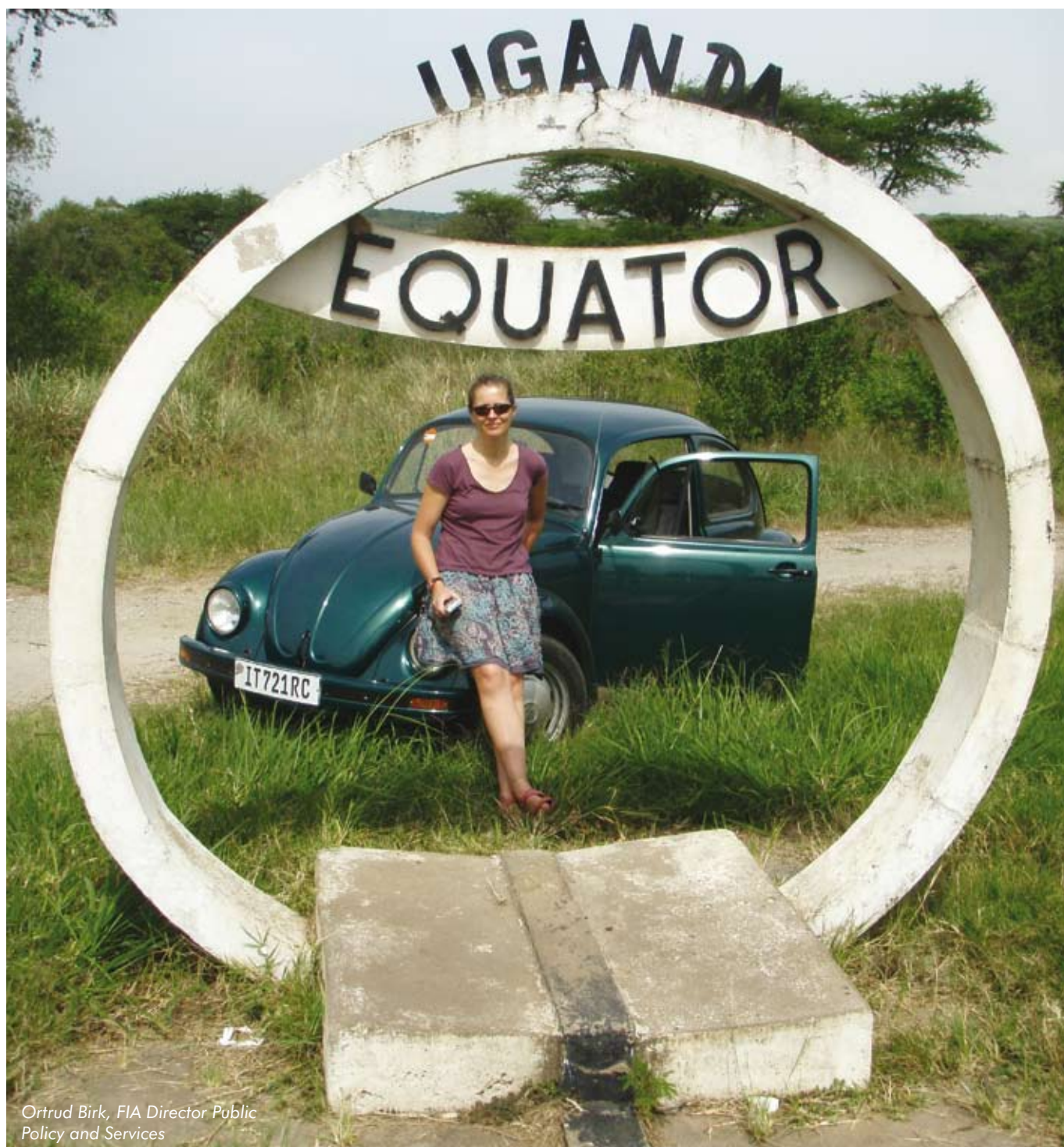
Whether it be sport, mobility, government business, action on safety and the environment, in all these areas ACI is playing a leading role making it a model club for others to follow. ■

FIA STAFF PROFILE

Ortrud Birk FIA Director Public Policy and Services

FROM KIGALI TO THE PLACE DE LA CONCORDE

It is a long way from Rwanda to Paris but, oddly enough, Ortrud Birk's experiences in the once-troubled African country will stand her in good stead as she embarks on her latest challenge, as FIA Director Public Policy and Services.



Ortrud Birk, FIA Director Public Policy and Services

FIA membership is truly global, representing much more than automobile clubs in developed countries; much of its work focuses on helping clubs develop to their full potential all across the world. Ortrud Birk, the new FIA Director Public Policy and Services, has firsthand experience of the varying needs of nations, and knows from living in Kigali, Rwanda, that some have a long way to go to reach the levels of road safety seen elsewhere in the world. Birk says: "They say that Rwanda is the 'Land of a Thousand Hills', but there is not one single road tunnel! There is no such thing as a straight, just lots of winding roads and many people walking on them. In Kigali there are hardly more than three traffic lights and one ambulance. If you have an accident there you'll have a bad time."

In Rwanda, Birk played an active role in helping the country rebuild following the genocide of 1994 by working with the Rwanda Development Board (RDB), as part of the German-Rwandan development cooperation. The RDB was recently set up by the Rwandan government to make it easier for foreign investors to enter the country and to provide Rwandan companies with the expertise needed to do business in Rwanda and abroad.

Birk played a key role in developing processes and services for both RDB and these companies, as well as identifying unique and untapped business opportunities for Rwandan businesses overseas. While in Rwanda, the FIA sought her out and convinced her that she would prefer working in Paris. Birk explains: "I did not contemplate returning to Europe any time soon. I liked my job out there. But in the end the pull of the FIA and Paris was too good an offer to refuse."

Birk's arrival at the FIA is the latest twist in a career which has been somewhat removed from the world of automobile clubs until now, though she hardly sees this as a hindrance. Birk explains: "Obviously I think my background is an advantage! But I think that the FIA feels the same way, as they were keen on convincing me to join them. The FIA is an international federation and in order to respond to various needs and requests and to coordinate the various regions, it is definitely a plus if you know those regions and can speak their languages." Birk is fluent in written and spoken German, English, French and Spanish, and she brings with her considerable experience from working and living in Asia, Africa, and the Americas.

German by birth, Birk studied Marketing and Communications at the Hochschule der Künste (HdK) in Berlin, before spending four years in the publishing world. Birk then moved to Spain to take her MBA at the IESE Business School in Barcelona. She returned to Germany and started her management career with CompuServe Germany near Munich. Birk explains: "It was at the very beginning of the online era and it sounded more exciting than anything else I could find. It was the best decision I could have taken because right from the beginning I had an affinity with the online world and that has become a theme throughout my career."

Fed up with the weather after two and half years in Munich, she moved south to the sun, settling in Nice, on the Côte d'Azur, where she had secured a position with Amadeus, the world's largest travel reservation system and service company. With Amadeus, Birk was stationed in France and Spain, but spending a lot of time in Philippines, Malaysia and Singapore, all the while holding positions of increasing responsibility. She eventually moved to Bangkok, where she spent three years developing Amadeus's business in China and Korea.

Then came a complete change. Birk remembers: "I went with my husband to work for a start-up travel technology company called LeisureLogix, which was based in Tampa, Florida. The goal was to build an online trip planning site, but like many of the Internet start-ups at the time things did not go quite as planned and so after the business closed down, we sailed our boat to Guatemala and decided it was time to go back to Europe." Birk was interested in doing public policy work and found the job she wanted with the German Development Service.

Birk career has given her experience in project management and business planning, travel technology, marketing, advertising, public relations and promotion. She has strong travel and tourism industry knowledge and experience, online and offline marketing, data management and analysis capabilities, and strategic planning and operational skills.

It is an impressive resume and Birk intends to use all her skill set to work for the FIA. Birk says: "One of the first things will be to improve the Mobility content on the FIA Knowledge Centre. It can be a very good platform for clubs to exchange and gain knowledge from the FIA and from each other, and can be further enriched by using social media tools. Another interesting subject and an important project is the mentoring programme to help meet the needs of developing FIA Clubs. Also, I want to develop the FIA Global Club Network, first as a platform through which the FIA can provide differentiated, valuable travel and tourism information based upon the OTA database. Second, I want to explore with the clubs the potential for creating a platform that would allow clubs to create travel products that can in turn be shared with other clubs, with the FIA acting as facilitator and consolidator."

She will be continuing to develop the ongoing initiatives, such as 'Mobility for All'. Birk explains: "The way I see it, I will be coordinating efforts of the FIA public policy initiatives, in cooperation with the member clubs and other FIA bodies. I hope to appropriately widen and streamline services to add value to the members clubs so that they in turn get the idea that their membership pays off. And most important, there is 'The Decade of Action for Road Safety', which aims to save five million lives over the next 10 years. Ten years is a long time and we want to help clubs effectively participate in creating a safer traffic safety environment in their own countries, regardless of their very different levels of development."

It sounds like it will not be long before Kigali gets some more traffic lights. ■

LEADERSHIP LINES

an interview with Brian Gibbons FIA Deputy President for Automobile Mobility and Tourism

A PLAN FOR MOBILITY

Elected alongside Jean Todt last October, FIA Deputy President, Brian Gibbons, has just presented his business plan for mobility to the FIA's World Council, a plan aimed at reinvigorating the mobility arm of the FIA.



*Brian Gibbons FIA Deputy President
for Automobile Mobility and Tourism*

What experience do you bring from your work at the NZAA to this new position?

The experience I bring to the role of Deputy President stems from a leadership role of 25 years at the New Zealand Automobile Association (NZAA). Initially 15 individual clubs, the NZAA came about 15 years ago when these were merged into one organisation. The value that I can contribute is through that intimate knowledge of the workings of a motoring club with a special emphasis on how to grow membership and look to alternative revenue streams, other than the traditional subscription, to fund growth of services and build strength to the organisation.

How do you find balancing the new role with your position at the NZAA?

I am fortunate to have taken on the role of Deputy President during a time when the NZAA is prospering and does not require my undivided attention. Obviously, I have the support of a very capable management team that allows me to balance both roles. Because of the time zone however, much of my communication and work with the team in Paris is in the evening and facilitated by the marvels of Skype, and the instantaneous communication of email and assistance of a Blackberry.

Whilst the first six months have involved close contact with the team in Paris, as they have been preparing the Business Plan for Mobility, I certainly look to engaging with the Mobility Vice Presidents and the Mobility Commission Chairs to assist in the development workload.

What do you think are the most important areas the FIA should focus on over the next four years with regards to mobility?

Now that we have a Mobility Business Plan, we have clarity around what should be FIA Mobility's focus. In the current year, this Plan identifies seven key areas of focus.

Generalising, I personally believe that additional focus needs to be given to assisting small and emerging clubs to grow their membership and service capability. Historically the priority of focus has been on public policy. Going forward that focus must continue and indeed will be accelerated, as a result of the excellent work that went into Mobility for All. However, the objective for FIA Mobility is to deliver on a variety of support fronts recognising we have a diversity of needs, depending on where clubs are at in terms of their own development and maturity.

What are your plans for implementing 'Mobility for All'? What actions are you planning to draw from the paper?

With the release of the Mobility for All plan, we have a very clear blueprint as to where FIA Mobility should focus its attention. Last year saw giant strides forward in progressing the safety outcomes identified in that plan with the Decade of Action for Road Safety. It is however a 10 year objective and FIA Mobility will be working with clubs to put in place road safety initiatives at a local level.

Mobility for All identified a number of public policy objectives. Environmental sustainability, safety of travel and access to mobility, to name but three. Our objectives, and these are all individually set out in

our Business Plan with key deliverables, will be to progress global public policy on all fronts.

I would like to particularly acknowledge our two former Deputy Presidents - Franco Lucchesi and Sebastian Salvado – for giving FIA Mobility clarity around public policy aspirations for the coming years through documenting those plans in Mobility for All.

How do you plan to further pursue the FIA's environmental agenda, and build upon the success of FIA initiatives such as Make Cars Green?

The Make Cars Green campaign was another successful initiative launched in 2007. What FIA Mobility needs to do now is to build on that programme, remembering it provides a solid foundation for public policy around encouraging motorists to consider fuel economy and the environment in their normal driving lives.

Whilst we should continue to profile Make Cars Green, we need to make at the same time practical initiatives whereby individual clubs can under the umbrella of Make Cars Green campaign, promote local initiatives. For example, launching Eco-Driver Training would be seen as both a member service providing commercial opportunities to the clubs, and delivering on public policy aspirations around sustainable motoring.

What are the next steps for achieving a Decade of Action for Road Safety following the global ministerial conference on road safety last November? What concrete actions can mobility clubs take to implement the decade and how will the FIA support and facilitate this?

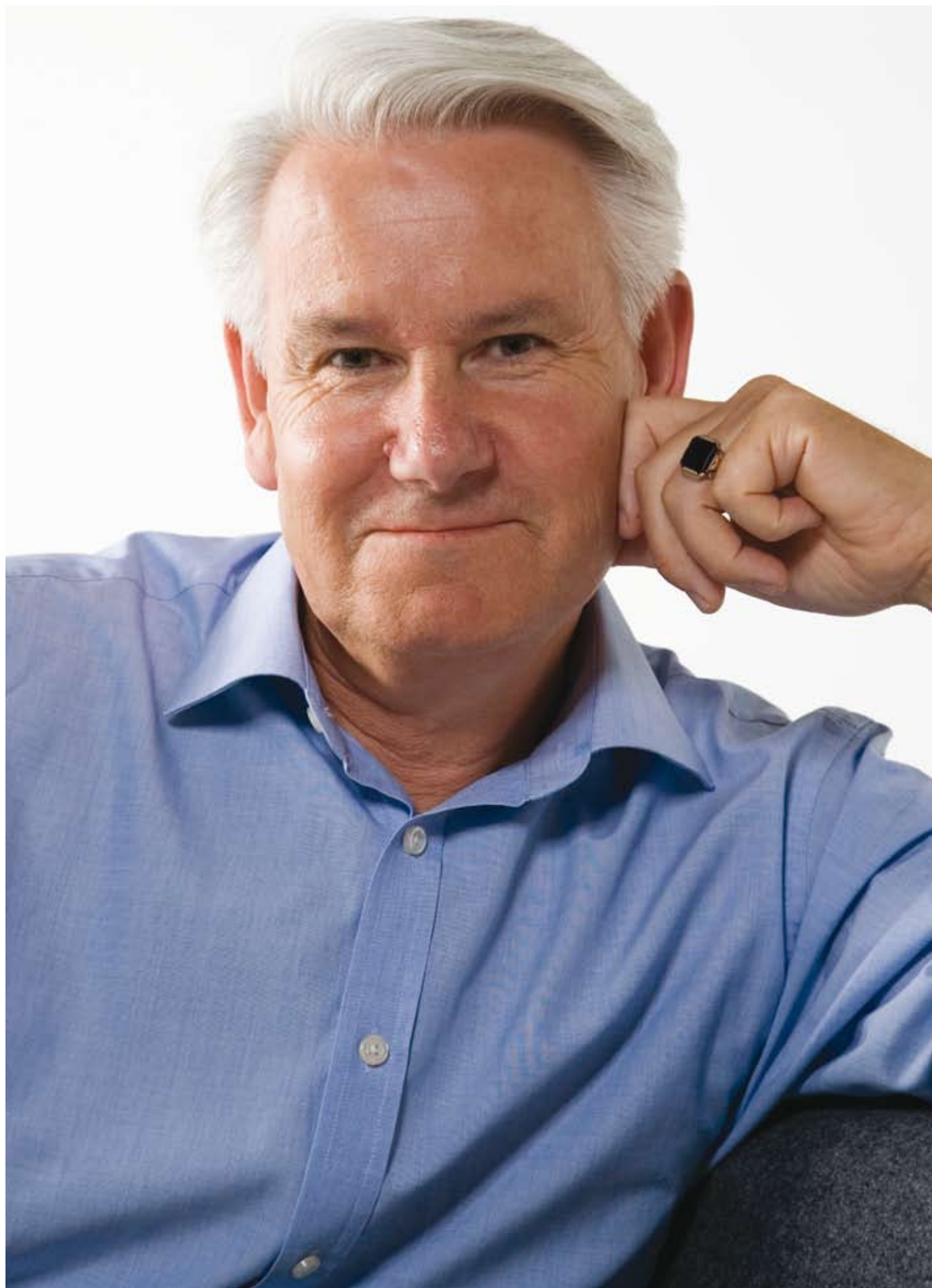
The Decade of Action very much relies on individual clubs promoting locally tangible outcomes that can benefit the safety of motorists and pedestrians. This will vary dependent upon country, however it can be as simple as promoting the effective use of seatbelts – mindful that in many parts of the world the use of seatbelts is not the norm, or seatbelts even fitted into vehicles.

I cite that simple example to recognise that between countries, needs will vary. However, we certainly encourage every FIA club in each of the years of the decade to develop a practical initiative that they can rigorously promote with these safety outcomes in mind. FIA Mobility certainly is there to help, but at the end of the day it is through galvanising the collective enthusiasm and input of each of the clubs. Together we can all make a difference, influence politicians and governments to ultimately save lives and reduce that disturbing projection where road fatalities might end up without serious attention.

How can the FIA rationalise and strengthen the Mobility Regions structure, whilst maintaining a central and common focus?

In the Mobility Business Plan one of the four areas of special focus is to strengthen regional ties. The ultimate objective is to facilitate the FIA Secretariat having close links with each region whereby policy and service initiatives can be enhanced by that two way dialog and cooperation.

Specifically we will be exploring the merits of engaging in the Secretariat head office a regional development coordinator and in turn, engaging in ►



each of the regions, regional coordination staff. Obviously this involves some budget on behalf of FIA, however I believe the benefits of enhanced communication, regional support and both head office and the regions working in tandem, more than recovers that cost and is a strong and worthwhile investment.

The campaign focused on teamwork and Jean Todt's desire for a collegial approach to FIA governance, how is this working in practice?

Jean Todt promoted the 'team approach' as one of the cornerstones of his Presidency during the elections and he has unquestionably followed that through in terms of how he operates with both the Mobility and Motorsport pillars.

If I cite the Statutes Review Commission, it is very much a collegiate approach by both pillars of FIA to ensuring that in the review of the Statutes and any recommended changes, those changes meet the needs of both Mobility and Sport. The very fact of appointing the Deputy President for Sport (Graham Stoker) and myself as Deputy President for Mobility to co-Chair the Statutes Review Commission, reflects this approach.

How closely are you working with Graham Stoker and non Mobility members to create new synergies between mobility and motor sport?

Referring again to the Mobility Business Plan, one of the seven areas of focus is to develop synergies between Mobility and Motorsport. Not just to talk of what might be possible, but to practically demonstrate both arms of the FIA working in unison to unlock the benefits, especially when it comes to public policy.

In this issue of InMotion is a very good example of that aspiration turning into reality. Historically in New Zealand, Motorsport and Mobility have not worked on any projects together. In the last month, to coincide with the World Rally Championship round in New Zealand, Motorsport New Zealand and the NZAA co-sponsored a Decade of Action initiative around ANCAP (Australia and New Zealand New Car Assessment Programme) vehicles. The success of that demonstrates that there are new ways that both arms can work together; and if clubs put their minds around the objective it doesn't require much effort.

How will the FIA encourage and extend the work of clubs to promote tourism and consumer protection?

In the Mobility Business Plan both of these objectives are on the agenda for the coming 12 months. What specifically we have in mind is to engage with the Mobility Commissions to guide us on how we might work to promote tourism and consumer protection. This will undoubtedly involve the Tourism Commission putting forward a tourism strategy and plan, likewise the Legal and Consumer division asked to look at how we should be promoting public policy outcomes around consumer protection.

What vision do you have for the Global Club Network?

I was fortunate last year to chair the Member Benefits Forum at November's General Assembly meeting, at which we unfolded the Global Club Network project. The work done at that point clearly demonstrated that here was a tourism initiative that had tremendous potential. Potential for clubs to promote new ways of communicating tourism and travel information to members with confidence, and also to gain access to the worldwide database of information that is held by the FIA clubs.

We should not overlook the commercial value of that unique repository of information, not the least the information already contained on the OTA database. The key is to present this information in a user-friendly way with the ultimate vision to both satisfy club and individual member use of the same. This strengthens the clubs' travel services due to sole access, however it also generates third party income because other commercial organisations recognise its value and the worldwide audience of club members will pay handsomely to display their brand on the site.

How do you see the relationship with FIA Foundation evolving?

To my mind we are very fortunate as FIA Mobility to have the support of the FIA Foundation and the willingness of the Foundation to support public policy outcomes. The Decade of Action for Road Safety, dare I suggest would not have achieved the traction it did without the support of the FIA Foundation and their generosity.

The relationship we have should never be overlooked or taken for granted. It is a strength that enables us to build our public policy outcomes through engaging with the Foundation in new ways. It is an exciting potential but there is some satisfaction in sharing common goals and both parties easily working together. Again reinforcing the strength of the FIA wider family and unlocking the synergies, which comes with each part pulling together for outcomes.

Knowledge sharing is key to a successful mobility arm of the FIA. How do you plan to enhance our knowledge sharing tools?

In the Mobility Business Plan we've identified a number of suggestions as to how this might be achieved, recognising that FIA Mobility's strengths are in knowledge sharing but also facilitation.

One of the projects that we are keen to progress as soon as practical, is the establishment of a club mentoring programme. For example, one club supporting another through the exchange of best practice and building interpersonal relationships. Recognising that a developed club can pass on so much practical assistance to small and emerging clubs, it should be facilitated by the establishment of such a programme.

Obviously it will rely on the generosity of some of the more successful clubs giving of their time and potentially resources. However, it also recognises that FIA Mobility can be so much stronger if all clubs were up to full strength, and had a larger membership and service capability. The FIA Secretariat can only steer clubs in the direction for assistance, whereas a mentoring programme is a practical way of making positive change.

How do you hope to strengthen the Mobility secretariat?

The Secretariat will certainly be strengthened through the introduction of greater accountability and reporting responsibilities. For my sins, I have certainly made it clear that the Secretariat currently is under resourced in terms of manpower to deliver the full potential and what I believe are the aspirations clubs have for the Secretariat.

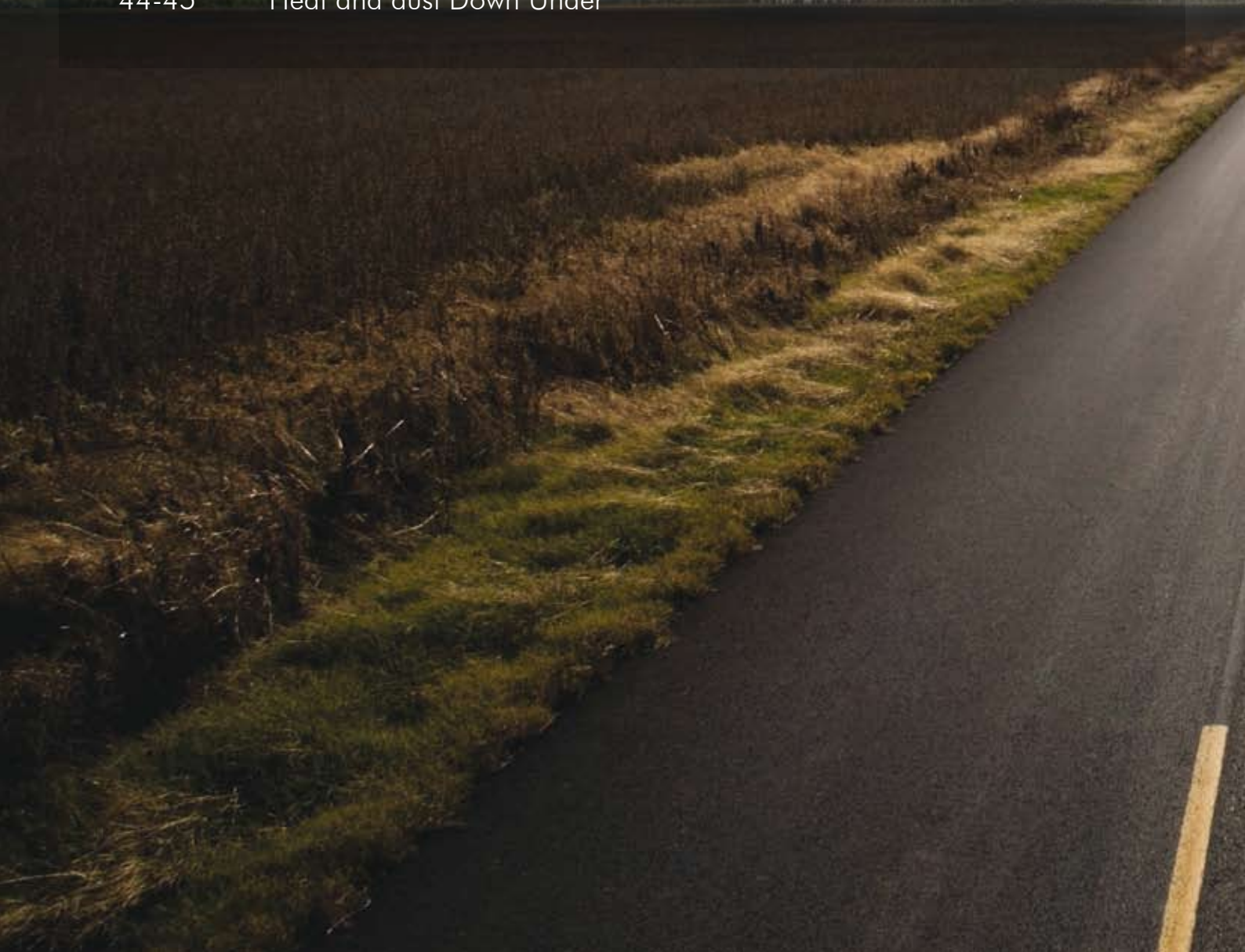
We have already begun building a team and have new appointments still to be made, referring for example to the regional development coordinator mentioned earlier as one. It will also involve the Secretariat divesting itself of some of the current administrative functions which deviate our team from their core role of supporting clubs. This latter move certainly has Jean Todt's endorsement and his early approval. ■

WEATHERING THE STORMS

SPECIAL REPORT MOBILITY

Weather can be unpredictable at the best of times. Most of the time bad weather can be a nuisance but at its extremes it can be extremely dangerous. This special report looks at the efforts made by Automobile Clubs to ensure their members keep moving no matter what the weather. Articles featured look at Club response to heat, freezing temperatures, floods, and even volcanic eruptions.

- 36-37 JAF Weathering the Storms
- 38-39 Rain in Spain not just on the plain
- 40-41 SORTing out problems
- 42-43 Fire in Iceland = trouble
- 44-45 Heat and dust Down Under





JAF SPECIAL SUPPORT TEAM

With 47 years of automobile user service experience, JAF has developed various services and support systems including those for severe weather and natural disasters.



Japan is composed of a thin, long set of islands stretching from the subarctic to the subtropical zone and along the way it is littered with volcanic activity and regular typhoon threats. It is a place where nature might strike at any moment.

This continuous threat has led the Japan Automobile Federation (JAF) to prepare for a number of possible responses. To do this the JAF created the 'JAF Special Support Team' (SST). The SST consists of 112 specially selected members of Road Service Department from offices across Japan, who are well qualified both technically and in terms of experience and customer relations. After a successful trial in 2004, the SST became a permanent JAF feature.

SST members continue to work as usual and periodically get called up when the need arises. They also undergo regular training with government police or fire departments, a total of 59 times in 2009. This SST system is effective, not only to support emergency or busy

situations and locations, but also for member resource management, where JAF can allocate an adequate number of members at each office to cover normal conditions.

One recent SST intervention was in Hokkaido. The northernmost island of Japan faces severe conditions, with snow and cold down to minus 20 degree Celsius every year, leading to a doubling of the standard rate of JAF emergency calls. Six SST members went to the area from 1 -28 February helping the Hokkaido Road Services team deal with 500 cases out of the 4,200 that month.

Despite some members being from the south of the country and not necessarily used to dealing with snow and winter related problems, SST are well trained to tackle most road service issues and could easily complete their jobs in the north. This 'out of the ordinary' experience becomes their asset and part of SST members' role is to bring this expertise back to their home office. As 60% of JAF's road ►



service cars are towing trucks, an understanding of how to cope with severe weather is useful, and helps to maintain JAF's special position within society.

In case of a natural disaster such as major damage by an earthquake, floods, or typhoons, JAF also has a set response. The JAF President orders a dispatch team upon request from JAF Secretary General of the affected district or the Government. The team works on towing damaged cars and helps troubled cars free of charge even for non JAF members during the period designated as a natural disaster.

In one of the most recent cases, in August 2009, a big typhoon hit Japan, which killed eight people and caused large-scale damage to land, roads and houses. By Government request, JAF dispatched six members with towing cars and car-carrier trucks, to the worst damaged area – Sayo Town, and support traffic recovery effort included moving 43 cars and taking care of 181 emergency cases. The team also performed car condition check ups free of charge for lightly damaged cars if they were safe to drive. These efforts were greatly appreciated by the Government and the local people.

Government requests also come for special occasions, such as for the recent G8 Summit in 2008. National Police Agency requested JAF's support keeping security and safe conditions on the road. 11

team members supported police traffic security control effort day and night during the summit.

JAF also produces 'JAF Hot Map Mail' a special weather and natural disaster information service for members with mobile phones and over 20 years membership with JAF. Members can register up to three local districts to receive the communication information sent to up to seven email addresses. When a weather warning is announced by the Meteorological Agency in the designated district, the communication is sent to the registered e-mail address (mobile phone) and the user can retrieve the information and detailed data via internet on the mobile phone including evacuation information. Also the member can send messages through the system to registered family members or friends, to let them know they are safe. JAF also makes sure that membership cards themselves are protected from natural disaster: If a JAF membership card or motor sports license card is lost or damaged because of a natural disaster, those cards are reissued is free of charge to the members residing in the designated damaged area. In case of very serious problems in the area, JAF waives the following year's annual membership fee for those members to help support their financial circumstances. Each case is considered separately. The card reissue fee is approximately 4 Euro to 15 Euro depending on the type of the card, an annual membership fee costs about 30 Euro, so a small but welcome saving for any member unlucky enough to be affected by the weather. ■

RAIN IN SPAIN NOT JUST ON THE PLAIN

Extremes in heat and cold are to be found all across the Iberian Peninsula, and RACE has made it its business to be able to deal with all of them.



RACE assist motorist in fitting snow chains

Spain often brings to mind images of sunny weather where the pace of life is slow and comfortable. The reality is very different these days. Spain is a busy place with increasing mobility in employment, much improved public transportation systems and more flexible attitudes towards progress. Preconceived ideas about Spain's climate are also rather different to the reality.

Spain's weather is often surprising. In March this year Barcelona was hit by the worst snowfall in 25 years, causing chaos in a region unused to such climates. In the nation's capital Madrid, it freezes every year and yet in the summer months the temperatures often climb to more than 30°C, in the south temperatures in August will often hit 40°C. Throughout the year, one can ski in the morning in the Sierra Nevada mountain range near Granada and then an hour later be sunning

oneself on one of the many beaches in Andalucía. 1000km to the north the climate is also very different. The situation is that motorists have to deal with a wide variety of different conditions across the country and therefore so does the national automobile club.

The Real Automóvil Club de España (RACE) is one of the oldest automobile clubs in the world and continues to evolve to help solve the problems that motorists encounter. RACE was one of the pioneers in formulating highway codes, organising motorshows and adopting international documentation. The tradition continues today with the club working steadily to try to reduce the number of deaths on Spanish roads, with educational programmes to make motorists aware of the dangers of drink-driving, excessive speed and failing to wear seat belts. Over the past

15 years Spain has more than halved its annual fatality figures, despite rapid traffic growth. Some of this has been achieved with the improvement of infrastructure and replacing dangerous sections of road. There has also been better policing, a clampdown on drink driving and a new points system. RACE had worked steadily to create new services for its membership to help them cope with different road conditions, using new technology to improve the situation.

Research by RACE has revealed that bad weather and poor visibility are a factor in 40% of all the fatal traffic accidents in Spain and as a result the club has inaugurated the new 'Alertas de Seguridad Vial' (Road Safety Alert) service, which uses SMS and email notifications to alert drivers in real time about the conditions on the roads, but also to provide information on road safety ►



Stretching exercises can help refocus the mind especially in hot conditions

initiatives. These services are available to anyone who is willing to provide contact details, whether they are RACE members or not.

RACE also offers driving school courses to teach drivers how to deal with snow and ice when they are driving. RACE website also includes videos showing practical weather based information, such as how snow chains should be properly fitted and details of the maintenance that is needed to ensure that a car remains fully operational in cold weather.

In addition to these active programmes the club has embarked on a series of educational campaigns in cooperation with commercial companies to make sure that drivers know about the risks involved in using deficient equipment and by doing so improving the quality of machinery

on the roads. RACE and the Bosch Car Service group have created a campaign to remind road users to check the lighting equipment on their vehicles, to use headlights or hazard warning lights appropriately and to reduce speed and maintain suitable braking distances in bad conditions. The club has run a similar campaign in cooperation with the Goodyear tyre company, in order to draw attention to the dangers of worn or under-inflated tyres in wet conditions, in an effort to avoid aquaplaning on standing water.

RACE research has also revealed that when temperatures rise, driver fatigue becomes a significant factor in road accidents. In part this is because people want to take advantage of good weather and so drive longer distances and spend more time behind the wheel. In very hot conditions the reaction time of drivers

decreases dramatically, particularly if the driver has not had a suitable break, or is dehydrated. The statistics suggest that reaction time goes up as much as by 86% in such circumstances. Many people know that drink driving is a major cause of accidents (a sign of the success of previous campaigns), RACE found that other causes of accidents are underestimated, notably the dangers of fatigue. It is hoped that such work will help bring these other issues to people's attention.

As a result of this work RACE and the Asociación Nacional de Fabricantes de Bebidas Refrescantes Alcohólicas (ANFABRA), a union of soft drink manufacturers, have agreed to work together to raise public awareness of the need to avoid dehydration, pioneering education programmes, such as the successful 'Un refresco, tu mejor combustible' (A soft drink, your best fuel) campaign, to teach drivers to identify the early symptoms of fatigue and know how best to avoid them. These programmes have included a travelling road show with informative video presentations and driving simulators to show drivers first-hand the difference between the normal reaction times and those of people who are tired after a long hot day at the wheel.

The RACE ANFABRA partnership has been supported by the www.fatigayconduccion.es website, which covers similar ground and encourages drivers to stop every two hours (or every 200km), to avoid driving more than eight hours in a day, to stay cool and well-hydrated, and to ensure that their blood sugar levels do not drop too low. It also suggests that a few stretching exercises and a soft drink will help improve response times by around 26 percent if there is an obstacle in the road according to research conducted by the Road Safety and Traffic Accident Engineering Research Institute at the University of Zaragoza.

Spain's progress in road safety in recent years has been impressive and RACE has been leading the race. ■

SORTING OUT PROBLEMS

The AA's highly trained rescue team is able to save stranded motorists whatever the weather, and help to reinforce the AA's position as the UK's 4th Emergency service.



The AA Special Operations Response Team

The Cumbria region in the north west of England is the home of the Lake District National Park, one of the most beautiful areas in the country. The mountainous hills and placid lakes are often idyllic, and attract an impressive 14 million visitors each year, drawn by the natural beauty of the region and its association with celebrated writers and poets. But when the weather turns nasty, life in the Lake District can be rather less pleasant. In November last year an astonishing 314.4mm of rain fell within 24 hours, a record for the UK. As the rainwater cascaded off the hills, the lakes rose up and overflowed, into the many towns and villages around them. Roads disappeared under three or feet of water. Further downstream the rush of water was such that rivers burst their banks and engulfed the towns of Cockermouth and Workington. In some areas of Cockermouth the water was 2.5m above normal levels and Royal Air Force helicopters were called in to airlift people to safety from the roofs of their houses. Several bridges collapsed and a number of people

were killed, including a policeman who was directing traffic off on of the bridges when it gave way beneath him.

The Automobile Association's Special Operations Response Team (SORT) went into action. The Special Operations Team is a new idea that was established at the start of 2009. It is offered by the AA on a "pay for use" basis, to organisations with responsibility for flood response, or who may need additional capability during severe weather: Contracting organisations pay a small one-off registration fee and are then only charged when the team goes into action. In addition to creating a new revenue stream, it was seen as a good way to reinforce the AA brand and reinforce the public image of a service that will brave all the elements to come to the rescue of stranded motorists. It is a tool that provides the AA workforce with an elite group to aspire to and to be proud of, helping to add to the esprit de corps of the AA. The team initially consisted of 24 professionally trained Swiftwater Rescue technicians, although

a number of others have since joined the programme. They are all trained by Rescue 3 (UK), a leading provider of safety training. The team includes a mixture of regular patrolmen and other AA employees and is led by John Seymour, the AA's Special Operations Manager. It is based at AA headquarters in Basingstoke, Hampshire, close to the M3 motorway, giving the team rapid access to Britain's motorway network. The unit is equipped and trained to undertake vehicle recovery in extreme weather conditions. The team members drive specially adapted 4x4 Land Rover Defenders, fitted with power winches, snorkel air intakes, on-board decontamination kits and a special 'kinetic' rope that acts as a bungee cord to release cars when they are stuck in water or in deep snow. Each vehicle has two crewmen to ensure safer working. They have specially-developed personal protective equipment, including dry suits and buoyancy aids for use when needed.

Seymour had been monitoring weather conditions in Cumbria and realised that ►



SORT in action

the team would be needed. Two crews were sent to The Lake District and, as the problem deepened, others followed. Under the direction of the Police Command in Penrith, which was coordinating all rescue operations, the SORT teams set up base at the Premier Inn in Kendal and then ventured into the central Lake District area, clearing obstructions so that other emergency vehicles could access the area and keeping the police informed of any incidents. They had to deal with some very strange obstacles, including abandoned cars that were floating on the waters. There were also yachts, gas bottles and uprooted trees. The rainfall was so heavy that it was difficult to drive, even with the windscreen wipers going at full speed and there was the additional problem of drain covers that had been blown out by the pressure of water beneath them, leaving underwater holes into which vehicles or people might fall. The nature of flooding was such that some stretches of road were high enough to remain dry land, but vehicles and

their occupants were on stranded on them. The team reported that the floods were ebbing and flowing with waist-deep water on some roads in the morning reducing to knee level by the afternoon, but being back to waist-level the following day. As the problems were solved in the Lake District the unit then moved on to Cockermouth to help with the removal of vehicles that had been flooded or were floating in the High Street, including one which had 'sailed' through the window of the local bank.

John Seymour, the AA's Special Operations Manager, says: "What this team enables us to do is to combine the AA's expertise in dealing with vehicles with a professional and competent ability to operate in a flood zone. That enabled us to keep operating in Cumbria when many other local and national vehicle recovery services had to withdraw."

Seymour says: "The beauty of the SORT team is that we can deploy to wherever we

are needed, whether it's floods, or snow, or the mud that often accompanies summer shows and festivals when the traditional rain arrives!"

The SORT team's work in Cumbria earned a personal thank you from Prime Minister Gordon Brown. They were also in action extensively during the January snows, rescuing stranded motorists across the country. During Britain's harsh winter the team was seen in action as far north as Scotland, into Wales, and across the whole of England. In north London, one of the crews was even involved in rescuing an elderly lady who had fallen on ice. The emergency services took nearly an hour to reach her because of the treacherous conditions but AA Patrolmen Steve Dickinson and Richard Payne stayed with her and lay one each side of her to keep her warm, while keeping her calm and alert until help finally arrived.

Now that is service. ■

FIRE IN ICELAND = TROUBLE

When Eyjafjallajökull erupted this year, it stopped flights across Europe, but thanks to the work of FIB Iceland's cars were kept on the go.



Road-assistance and rescue squads are ready on alert

Photo by Ingolfur Juliussen

Iceland, as the name suggests, is not the hottest place in the world, though considering its northerly location, close to the Arctic Circle, it has a relatively mild climate thanks to the North Atlantic Drift (Gulf Stream) a powerful warm ocean current that originates in the Caribbean. In the course of a year, however, the average temperature in Iceland is still a lowly 5°C, and ranges from a bracing -0.4°C average in January to a less-than-sweltering 11.2°C in July. The highest temperature on record in Iceland is 30.5°F.

It is a tough environment for cars and the Icelandic Automobile Association, Felag Islenskra Bifreidaeigenda (FIB) which was established in 1932 in order to assist the nation's motorists. Much of FIB's advice given in the early days was how to start cars in sub-zero temperatures. Given the small

population and the relative lack of roads, it is perhaps surprising that Iceland has the second highest per capita car ownership in the world, (behind Luxembourg), with The Economist reckoning that there are 632 cars per thousand people, substantially more than the United States, which boasts 461 per thousand. As Iceland has no public railways, people are dependent on their cars, although they tend not to stray far from their homes. Two-thirds of the country's 300,000 inhabitants live in and around Reykjavik and the country's 1300 km Ring Road Highway 1, the only road that circles the island, was not completed until the 1980s and some of it remains unpaved today. In the 1960s FIB started providing roadside assistance, as the rate of breakdowns in Iceland was high. This was because of the poor quality roads and the number of old cars that were in

circulation. As the roads have been improved and new cars have arrived, the need for the service operation declined. FIB now profits from tourism activity which has increased to such a degree that nowadays nearly twice as many people visit Iceland every year than actually live there.

One of the tourist attractions is the fact that Iceland is a hot spot of volcanic and geothermal activity. On average there is a volcanic eruption every five years. Fortunately this is usually away from the main population centre. The volcanoes of Iceland have been much in the news in recent months as a result of the disruption caused in the world of aviation by the eruption of Eyjafjallajökull in the middle of April. This has claimed no lives, but created major headaches for millions of airline passengers around the world as clouds ►



A car kicks up a plume of ash from the road

Photo by Ingolfur Juliusson

of dangerous ash were blown into the sky. When lava breaks through a glacier, the ice melts at an extraordinary rate. The effect is like pouring water into a pot of burning oil: there is an explosion, which transforms the lava into light dust that is then blasted into the atmosphere by the force of the explosion. It is then carried by the wind for hundreds and thousands of kilometres, until it finally falls back to earth. If a plane flies through the ash cloud it can be badly affected and might even crash, so the aviation industry has been thrown into chaos by Eyjafjallajökull, with flights being grounded on what seemed like a fairly random basis, depending on where the clouds of dust have been blown.

Back in Iceland, volcanic eruptions are not generally dangerous for motorists, unless they are unlucky enough to be near a volcano when it explodes, or they take an ill-advised trip to see the spectacular eruptions. Usually, there is no immediate danger if one keeps outside any defined danger zone around a volcano and one follows instructions issued by the authorities.

When the Eyjafjallajökull eruption began on 14 April, the lava produced by the 2.5 km wide caldera melted its way through almost 1000 metres of glacial ice. In addition to pumping thousands of tons of ash into the atmosphere, it created devastating flooding

on both sides of Gigjökull glacier. Flash floods, known locally as jökulhlaups, burst from the glacier and tumbled down into the river Markarfljót. To enable the floodwaters to escape to the sea without destroying the main bridge over the river, the Icelandic government breached a levee carrying Highway 1. This reduced the pressure of the flooding, and so prevented the bridge from collapsing. Nonetheless, around 800 people had to be evacuated.

When the ice finally melted, the production of ash slowed, although it is very difficult to predict where and when this might happen again as any new craters would produce the same effect.

Once the flooding had eased, the Icelandic authorities quickly repaired the damaged roads and the Highway 1 was reopened. Driving conditions were not easy as vehicles running along ash-covered roads threw up their own individual dust clouds. Ash and smoke can be damaging to the health as they can contain poisonous fumes and chemical particles, which are bad for the lungs. The ash is also not good for cars, as it can block air filters and immobilise vehicles. The FIB still has a road assistance network which covers most of the country and assists not only its own members, but also any visiting members of sister FIA clubs (an important provision

given the number of tourists) with emergency roadside assistance, breakdown and towing services, garages and repair shops.

The FIB also has a number of rescue squads, which include medical personnel, and these were placed on around-the-clock alert when the Eyjafjallajökull problems began. The teams could quickly come to the aid of anyone who ran into difficulties as a result of the floods or the ash. The club advised anyone visiting Iceland with a car to bring spare filters with them. It also explained to its members about longer-term problems for cars that are driven in volcanic fumes and ash clouds, as the sulphur can do serious damage to a number of different areas of a car, notably the paintwork.

The primary problem, however, was visibility while driving in the clouds of ash thrown up by other vehicles. This greatly increased the danger of accidents. The priority for the government was, therefore, to try to clear the roads of fallen ash as quickly as possible in order to minimise the danger to drivers, while the FIB teams dealt with those who ran into trouble.

One cannot fight the forces of nature but one can at least provide help and advice to make the effects that they have less damaging for those involved. ■

HEAT AND DUST DOWN UNDER

The Australian Outback is known for its extreme weather conditions. Yet despite this and often huge distances no challenge is too big for the Australian Automobile Clubs and their desire to keep their members moving.

Australia has a network of well-maintained roads and highways and has made considerable progress in reducing its death toll in the past 40 years, largely as a result of initiatives such as compulsory seat belt use, random breath testing, upgrading of road infrastructure, and improvements in vehicle safety. Fatalities still average around 1700 per year and road safety programmes continue to address law enforcement, campaign to change driver behaviour, promote technologies that reduce human error, and improve road design.

One problem faced in Australia, and felt more acutely than in other countries is the climate. Around 40% of Australia is desert or semi-desert. The southeast and southwest coasts, where much of the population is concentrated, enjoys a temperate climate, while the far north is tropical. Ninety percent of Australia's population of 22m live in the coastal cities. The remaining 10% are scattered across almost three million square miles of dry, barren Outback.

This is some of the wildest country on earth. The highest official temperature recorded in Australia was in 1960 at Oodnadatta, in South Australia, with 50.7°C, although earlier records suggest that in 1889 the town of Cloncurry, in northwest Queensland recorded one day when temperatures hit 53.1 C.

Not surprisingly the arid land cannot support much plant life. Some of the semi-arid countryside is used for cattle; the cows are often left to forage for whatever plants they can find.

The major problem for motorists is to have a breakdown caused by overheating. This can be caused by dust and sand blocking radiators or even by swarms of locusts at the beginning of the dry season. Motorists need to be properly prepared or else the risks involved increase dramatically. In extreme heat fuel can vaporise so that when a vehicle stops it will not restart.

The weather also affects the quality of the roads. Many outback roads are earth, sand or gravel and their condition varies depending on the weather; the amount of use they get and the maintenance. Flash floods are not

unusual and roadways can dry after heavy rain forming furrows created by vehicles passing when the ground was wet. These act like tramlines and make it difficult to control a car. There are sometimes large loose rocks that fall into the roadway, sharp stones that are exposed when the road is washed away and even certain soils which fragment into dry round balls to create a surface which is like driving on ball bearings.

At the same time there is much potential for encountering wildlife such as cattle, horses, camels, kangaroos and emus. Hitting any large animal at high speed can result in serious injury to the occupants of a vehicle and while driving at night may mean cooler conditions, it is much more hazardous as animals tend to be out at night.

There are human hazards as well with Australia's unique 'road trains', the largest and heaviest road-legal vehicles in the world, some of which weigh as much as 200 tons, with the biggest AB-Quads (featuring three and a half trailer units) measuring a maximum of 53 metres in length. These cannot run on the soft verges of narrow roads because of the risk of overturning and so it is best for other road users to steer well clear of them.

Most Australian states have online information services, which give information about the state of remote roads, indicating which are impassable, where there are unsealed sections, a need for high clearance, rutting and so on.

There is no shortage of online advice for drivers who are considering an outback adventure. This underlines the dangers involved and educates them about what they need to avoid and what to do if they do break down. Australia's automobile clubs offer not only tips and advice about how to drive in extreme heat, but they also publish comprehensive check lists of equipment that is needed for those who intend to travel in the outback, recommending spare parts, tools, the right clothing and equipment, medical kits, basic food items for emergencies and a minimum of seven litres of water per person per day. Knowledge is important and most of the clubs

recommend that members make detailed preparations before they depart, attending basic vehicle maintenance courses, informing friends and the authorities of their proposed itineraries, with dates of departure and arrival. They also recommend taking satellite phones or radios as mobile phone coverage does not extend across the whole country.

The major clubs also provide roadside assistance, even in the back of beyond. The Royal Automobile Club of Queensland (RACQ) says it is not uncommon for its contactors in remote areas to embark on six-hour round trips to rescue stranded motorists. It is also not unusual for them to put up the members in their own private houses, to loan them vehicles while they wait for parts to arrive, and even to act as tourist guides to keep their visitors amused!

In the most remote areas, contractors will often camp out overnight if they are unable to cross a river; or miss a ferry. Some of their exploits are quite extraordinary, one RACQ member broke down in an extremely remote camping reserve called Chill Beach, in the Iron Range National Park on the east coast of the Cape York Peninsular. The nearest contractor was located in Weipa, 300km away on the other side of the peninsular. The member rang an RACQ call centre asking if a front diff seal could be acquired for his 4x4. A three-way conversation between the member, the call centre and the contractor and 16 hours later the part had been delivered and the member was able to continue on his journey.

On another occasion a member became bogged down while moving a heavy vehicle near Charters Towers, inland from Townsville. The local RACQ contractor attempted to rescue the vehicle and he too became bogged down. He then organised for a 4WD recovery vehicle to rescue his vehicle before making a second attempt to rescue member's vehicle, even helping the member to unload his vehicle, despite the extremely muddy and hot conditions. Australians are celebrated for their hospitality, but Australian Automobile Clubs go above and beyond the call of duty! ■





CMSA

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SALLE DES ARTS



FIA COMMISSIONS

SPECIAL REPORT SPORT

The FIA has over 20 specialised sporting commissions dealing with issues such as the day-to-day activities of FIA Championships, through to pan-sporting issues, such as safety and sustainability. This special report looks in detail at some of these commissions and their work. Reports focus on the work of the Safety Commission, the newly restructured Manufacturers' Commission, championship commissions such as the WRC Commission and the CIK, and includes an interview with Jacques Berger, who as Head of the FIA Technical Department, sits on a large number of the FIA's commissions.

48-49	Governing Rallies
50-51	Safety First
52-53	The FIA and Manufacturers
54-55	Karting to success
56-57	The technical head of the FIA – Interview Jacques Berger, FIA Technical Commission President

GOVERNING RALLIES

With a thirty year-history the WRC Commission has been regulating the World Rally Championship since its early days. With its expert membership it is tasked with maintaining WRC's position as the pinnacle of rallying.



The World Rally Championship Commission is headed up by one of the FIA's Vice Presidents for Sport, Morrie Chandler. The New Zealander has a long history in motor sport and was one of the founding members and, until recently, President of Rally New Zealand. He has been a member of the Rallies Commission and was appointed to the World Motor Sport Council in 1996.

Chandler is President of the World Rally Championship Commission, which is an elected group of members who are responsible for determining the rules, regulations and policies applicable to the running of the FIA World Rally Championship (WRC).

The Commission dates back over 30 years, but at that time there was a single commission that dealt with all matters relating to rally sport. As the WRC grew, so did the workload and the WRC Commission was formed to deal with matters solely related to the WRC, while the Rally Commission looks after the regional rally championships. There is however close liaison between the two to ensure cohesion around the world.

The WRC Commission members have a wide-ranging understanding of the different aspects of the Championship. Each member has expertise in a specific field, thereby representing the interests of different stakeholders and ensuring the Commission as a whole can make informed decisions. There are therefore members who work in the areas of safety, marketing, promotion and technical regulations, as well as members who represent the organisers and act as an interface between the WRC and other FIA rally championships. In total there are nine members, seven of whom have voting rights.

Explaining the role of the WRC Commission, Morrie Chandler said: "Naturally there are matters that arise on a more day-to-day basis that require our attention, but primarily the Commission is responsible

for forward-planning and shaping the future direction of the WRC. In an ever-changing world, we must constantly review where we are and question what we are doing. It is important we keep on top of the technical regulations by being in constant communication with manufacturers around the world so we understand where and how they can derive value from the Championship. We have also recently relaxed the regulations regarding route planning, helping organisers run events that work in their own countries and give them a unique flavour. We must try and take our rallies to the people and if this means having greater flexibility, then these ideas must be studied and decisions taken.

"The marketing and promotion of the Championship is also high on our list of priorities and with a new promoter we hope to make great strides in this area. The calendar is another area that the Commission works very closely on with the promoter, and we also have good co-operation with the Rally Commission to ensure the regulations for our regional rally championships are co-ordinated with the WRC. The WRC Commission also works very closely with other commissions and working groups within the FIA, especially the technical, safety, manufacturer, medical and environmental commissions. Sharing expertise again helps us to make informed decisions."

The WRC Commission meets four times a year, always ahead of the World Motor Sport Council (WMSC) meetings. In this way, decisions that are taken in the WRC Commission meeting can be proposed in a timely way. The WRC Commission has the authority to deal with the day-to-day running of the Championship. Various working groups meet separately and then make proposals to the WRC Commission. Proposals may come from the Safety Working Group or the Manufacturers' Working Group, for example, and these are then discussed in the WRC Commission and a decision taken as to whether a change in regulations needs to be made. When

the Commission wishes to change rules, regulations or policies, these have to be agreed within the Commission before they are formally put forward to the WMSC. It is the WMSC that has the ultimate power to approve, or reject, proposals.

"The Commission is constantly looking for ways to take the sport forward while keeping costs at a manageable level, both for competitors and organisers," adds Chandler. "The Pirelli Star Driver programme is a reasonably recent addition to our portfolio. A lot of time has been spent looking at the best way of helping young talent get into our sport and be able to compete at the highest level. There is always more than can be done, but we are pleased with the progress we have made with the project and the opportunity that has been given to 10 young drivers in the WRC over the last two years. Keeping up to date with environmental concerns is also a high priority. The FIA takes this very seriously and is leading a number of initiatives in both motor sport and motoring by using its regulatory power to help accelerate the development of new environmental technology by automotive manufacturers. We have earmarked the introduction of bio fuels in the near future. However, we have elected to wait for the full development of second generation bio fuel manufactured from waste, rather than use that manufactured from grain and similar food based products. Additionally we encourage the organisers to have their own event environmental plan and environment officer."

The latest development for rallying and the WRC Commission is the creation of the new Global Rally Working Group which allows a fresh pair of eyes on the WRC. It looks at what is currently happening in all rallying and, in much broader terms, where the sport could and should be in the future.

The WRC Commission alongside the large array of FIA organs available for rallying is helping to ensure WRC remains the top level of global rallying. ■

SAFETY FIRST

Through its work, the Safety Commission is ensuring that all other Commissions are maintaining the highest levels of safety in their disciplines, utilising the latest safety technologies, whilst at the same time overseeing research into safety technologies of the future.

The FIA has long worked to improve safety in all forms of motor sport. The Safety Commission is the body responsible for formulating all of the FIA's safety rules and regulations.

The visible face of

safety is a barrier catching a car; the medical car moving towards an accident scene, or marshals wading into a fire with extinguishers spraying. Behind all this and a lot more safety scenarios are a set of wise heads to look at every aspect of the sport, in order to make sure that everything possible is being done to protect not just those who are competing, but also those watching the action.

The Commission is made up of medical and technical representatives from all the different areas of motor sport and it works closely with other FIA commissions. The Safety Commission President is Peter Wright, a man who needs little introduction in motor racing circles. One of the most celebrated FI engineers of the 1970s, Wright has been a technical advisor with the FIA since 1995 and today has a number of different roles within the FIA; ►

MEDICAL 3

he is also President of the FIA GT and Sports Car Commissions, and the FIA Environmentally Sustainable Motor Sport Commission.

The Commission meets four times a year, and traditionally gathers just before each meeting of the FIA World Motor Sport Council, in order to look at the decisions that have been taken by the other sporting commissions before their dossiers go before the WMSC. Wright explains: "The Safety Commission is responsible for filtering all the safety regulations. It looks at the work done by other commissions and then says to the World Council: 'We have looked at this and we think it is correct'. It is the World Council that makes the decisions."

The Commission also initiates research when it feels it is necessary. Wright says: "When we think that there is a safety issue popping up that needs investigating, we pass that on to the FIA Institute or to the relevant commission to consider it more closely. On the one hand we are a filter; but we are also proactive. There was a strong initiative from the Safety Commission last year; for example, after the Felipe Massa and Henry Surtees accidents. We commissioned the FIA Institute to produce a report about the risks involved in open cockpit cars and how it is possible to mitigate them. We will

see what can be done about it when that work is completed.

"Ultimately we are the clearing-house for all safety issues at the FIA."

Although most of the work that is examined by the Safety Commission is prepared by the FIA Technical Departments, all the research is now carried out by the FIA Institute. Wright explains: "The Safety Commission has always been involved in formulating the regulations, licensing drivers, equipment, circuits and so on. In 1994 [the then] FIA President Max Mosley set in motion a process by which a new body emerged that looked at the science behind the questions of safety. This has grown to become the FIA Institute. It is very separate from us and is able to involve competitors to help with the research work, without anyone being seen to influence the regulatory process. There is a clear division in this respect, but we now have people to whom we can throw problems and ask them to come up with answers."

The membership of the Safety Commission is decided by the World Council, but the meetings tend to be attended by a lot of non-members as well, who are brought in for their specific technical expertise. Wright says: "We get help from whoever we need, depending on the agenda of the meeting: often we have people from the medical world, or from rallying, the technical departments, the FIA Institute, even people from outside the FIA structure. They come and go as required. Only the Commission members have a vote, although in general we don't decide things with votes, as everything is done by consensus."

The safety issues in motorsport come down to four major areas: open cockpit cars, closed cockpit cars, rallying and karts. Wright adds: "There are obviously other areas as well, such as trucks and dragsters, but they tend not to generate any special cases. The Safety Commission is not just a gathering of wise heads. There is a great deal of expertise as well. There is no point in formulating rules that cannot be used so you need to have people with real experience and real expertise. Safety is not something that you can just put into a

computer programme and wait for the result to come out. You rely on good people and we are very lucky to have a lot of in-depth expertise."

Among the members of the Commission are Roger Peart, the President of the FIA Circuits Commission, Professor Gerard Saillant, the President of the FIA Medical Commission, Formula One Race Director Charlie Whiting, Formula One Technical Delegate Jo Bauer and World Rally Championship Safety Delegate Jacek Bartos from Poland. Wright explains: "The members of the commission are either involved in the technical, circuit or medical side, or with event management. There are people from the automobile clubs because they run events, but they are on the commission because of the roles they have, rather than because they belong to a specific automobile club. There is no representation from the teams or manufacturers. Commission members can take questions from the Safety Commission to their relevant working groups and then come back to the Safety Commission later."

The Safety Commission work tends to happen in phases. Wright says: "At the moment we are doing quite a lot of work in rallying. That is a very hard area because we are trying to create a situation in which a car can go sideways into a tree without anyone being hurt. That is not easy to achieve. That is a specific problem, but there are longer-term issues as well. Recently, for example, we have tried to resolve a long-running argument about whether or not drivers in cross-country rallies should have to wear flameproof underwear, because some competitors have complained that this is dangerous because it leads to heat exhaustion. It took a long time to resolve that, because it needed very specific research about levels of driver dehydration and heat exhaustion. In the end we concluded that the underwear did not actually have that big an effect on driver exhaustion. We concluded that heat exhaustion was fundamentally a car issue. What was needed was either better cool suits for the drivers to wear or air conditioning systems to cool down the inside of the cars.

"That has stimulated the industry to produce better cool suits and there are now GT cars which are racing with air conditioning systems." ■

THE FIA AND MANUFACTURERS

Motor sport is the sport of the automotive industry, and a firm understanding of the needs of motor sport manufacturers is essential for the FIA to ensure that it continues to regulate championships that are relevant for its competitors. The election of Jean Todt as FIA President has led to a total rethink of the role of the FIA Manufacturers' Commission.





The work of the Commission has until now been dominated by sport topics and its membership was predominantly composed of manufacturer sporting departments. Under its new configuration, the Commission is now committed to improving the way in which the FIA works with the automobile industry, and to expand its tasks to include mobility issues, such as the environment and road safety, in addition to its traditional work in motor sport. One thing that will remain unchanged, is the commission's President who remains Royal Automobile Club of Belgium (RACB) President, François Cornéris. Cornéris explains: "The new FIA President made it clear soon after he was elected that he wanted to improve the long-term relationship with the car manufacturers. He is determined to achieve wider participation of manufacturers in motor sport and a more constructive dialogue between the manufacturers and the FIA as the global representative of the motorist, and where we can agree on some of these wider policy issues then we can shape policy both within motor sport and in mobility in a more effective way."

When it comes to liaising between manufacturers and the FIA, few are better placed than Cornéris. A mechanical engineer by training, Cornéris joined Belgium's Petrofina in 1973 and rose through the ranks to become its Chief Executive Officer by 1990 and Vice-Chairman a year later. In 1999, when Fina merged with Total, he was named Vice-Chairman of the Executive Committee of the new company, a position he retained when Totalfina acquired Elf Aquitaine a year later.

He has enjoyed a successful career in the oil industry, but cars and motor sport have always been his passion. Today, as Vice Chairman of the Executive Committee of Total SA, he is the number two of one of the six 'supermajors' of the world oil industry. He is also the President

of the French company's Chemicals division. He combines these roles with that of the RACB President, a post he has occupied since 2002 when he succeeded John Goossens. The FIA Manufacturers' Commission is one of the Commissions to have a seat on WMSC, although this is shared with a representative of Ferrari. Cornéris votes on issues related to manufacturers, though he stands aside for during Formula One related discussions.

Restructuring the Manufacturers' Commission will create a very different body from the original one. Cornéris explains: "The new commission is effectively like a summit meeting between leaders in the industry and the FIA. The old Manufacturers' Commission which is made up of manufacturers' teams directly involved in motor sport will continue to exist and will become refocused on some of the pressing issues facing our major sporting events."

The Manufacturers' Sporting Committee, as it will henceforth be known, will be chaired by Britain's Alan Donnelly. A former member of the European Parliament, Donnelly spent 10 years acting as a senior advisor to Max Mosley. He has also been named as Todt's Special Advisor on relations with the manufacturers. In addition to chairing the Manufacturers' Sporting Committee, he will also coordinate the work of the revised Manufacturers' Commission.

Cornéris explains the role of the revised commission: "It will consist of a representative from the executive board of each major manufacturing group, and membership is open to any major manufacturing group from around the world. For our first meeting we will have European, American, Japanese, Korean and Indian representation and we are already beginning a dialogue with the independent Chinese manufacturers to participate in the work."

The goal is to address the major strategic issues facing motorists and motor sport. He explains: "This is why representation has to be of such a high level, it has to be the key decision makers, people who have an impact on both the policy and budget of their company. Relating to mobility, we will be discussing the UN's road safety initiative, legislative and regulatory issues on the environment, combining the motorists' concerns for affordable mobility and passenger safety. On the sporting side we want to examine the costs of participating in motor sport, ways of improving the attractiveness to spectators of the events, and the incorporation of clean, efficient technologies in motor sport, and of course we want to see much greater synergy between the R&D programmes of the major manufacturers and the R&D programmes in motor sport."

Meetings of the Commission will be twice a year. Cornéris believes that the key to ensuring the long-term participation of senior representatives from the manufacturers is to ensure that meetings are based on a very clear agenda, and that there are proper outputs from each meeting which are then pursued by both the FIA and the car companies. He says: "This commission is an important means by which motorists, motor sport federations and the car manufacturers can share ideas and find agreed common positions which will both enhance the mobility agenda and the motor sport agenda. The Commission holds its first meeting on June 16 and so we will have to see what emerges from that first meeting, but in addition to the new Manufacturers' Commission, we are also creating three working groups which will engage with senior representatives from the tyre manufacturers, the fuel companies and automotive technology companies, and therefore already the stakeholders who are involved in motor sport, but who are also of interest to the motorist, are becoming engaged in a structured dialogue with the FIA." ■

KARTING TO SUCCESS

The CIK-FIA is a specialised FIA Commission dealing with one of motor sports most important disciplines that makes motor sport accessible to the general public and provides an entry point to the motor sport stars of the future.



Karting is a sport within a sport. It is a discipline in which young drivers get their first taste of automobile competition, and where teenagers dream of graduating into bigger cars and one day becoming Formula One drivers. Through karting they learn in a safe and cost-effective way whether they have what it takes to become professional motor racing drivers and are able to use the experience that they gain to prepare themselves for the tough challenges of reaching the top.

It is testament to the importance of karting that almost all of the Grand Prix drivers of today began their careers racing karts. However karting is nonetheless a relatively new sport. While the Formula One World Championship has just celebrated its 60th anniversary and Grand Prix racing can trace its roots back to 1906, it is only 54 years since American engineer Art Ingels built the first kart in the garage at his home in Echo Park, California, using scrap metal and an old two-stroke motorcycle engine. The resulting machine was tested by Ingels in the parking lot of the Rose Bowl stadium in Pasadena in 1956, creating such a sensation that a new sport was born almost overnight.

By the start of the 1960s kart racing had spread to Europe and in 1962 the FIA created the Commission Internationale de Karting (CIK), a specialised commission designed to regulate the new sport. The commission now has its own secretariat in Geneva, Switzerland the CIK-FIA.

In recent years the CIK-FIA has introduced new rules in an effort to unite karting around a single family of engines and has renamed its categories in order to make their hierarchy easier to understand. This has helped to reduce the costs involved and has increased the number of competitors, as there is now more chance for the privateers after an era in which professional manufacturer teams dominated and entries grew smaller. The new structure is designed to benefit all those involved, from the kart manufacturers to the hobby racers.

The World Karting Championship is the second oldest FIA World title, after Formula One, the first event having been held in Rome, Italy, in 1964. Pre-dating the World Rally Championship, which was established in 1973 and the World Touring Car

Championship, which did not appear until 1987. And while there have always been those who were kart specialists and did not progress to car racing, the list of CIK-FIA World Champions includes a number of names which are well-known in Formula One circles, notably 1974 champion Riccardo Patrese; 1991 champion Jarno Trulli and 2001 champion Vitantonio Liuzzi.

Today the major CIK-FIA categories (designated KF1, KF2 and KF3) all use the same water-cooled 125 cc "long life" two-stroke engines, the level of performance in each being altered depending on rev-limits. There are additional categories for karts with gearboxes, which are known as KZ1 and KZ2. In addition there is a Superkart category for more powerful machinery. The CIK-FIA categories are widely used at national level as well for the international Championships, Trophies and Cups. In addition to running the international events and creating and enforcing international sporting or technical regulations for karting, the CIK- ▶



FIA regulates kart circuits and equipment; the commission draws up calendars and supports the activities of the national kart clubs, aiming to create as much unity as possible and to promote the global development of the sport. The CIK-FIA works hand in hand with various other FIA Commissions, and with the FIA Institute to achieve these goals.

The commission has been headed since the end of 2009, by Frenchman Nicolas Deschaux, one of the youngest FIA club Presidents. Although still only 39, Deschaux has been President of the Fédération Française du Sport Automobile for the last three years. Running karting is the perfect job. He explains: "Of all the sporting commissions of the FIA, the CIK is the largest, in terms of countries represented. This is in part because of a heritage of nearly 50 years of history and, at the same time, it is an indication of the global nature of karting. The Commission features 25 members from different clubs, plus representatives of the kart

manufacturers and the teams who are involved with the CIK-FIA international championships. The members of the commission have many different skills and the commission is a place where their ideas can be exchanged and interesting work done. It throws together the different cultures that exist in karting. These are different for a number of reasons, these may be technical or economic, or the way in which the sport is perceived in each country, with some having a more elitist view of the sport and others seeing it as primarily a recreational activity, while others see it as educational. It is a fascinating challenge to try to reconcile the different philosophies, perspectives and expectations. Having said that, karting is the fundamental discipline in the sport and all the members recognise that it must remain, or return to being, as accessible as possible, while retaining its status as the place young drivers learn about motor racing. This agreement is what binds the CIK-FIA and allows us to move forward together."

He continues: "There is a collective awareness of issues related to respecting the environment and I am firmly convinced that karting has a role to play in this respect, not least because a majority of our current racers are the next generation, for whom new sources of energy which are much talked about today will simply be the energy of the day. That is an issue of the highest importance."

The most recent developments in the karting world have been the creation of a new U18 World Championship, consisting of over three events. This is for 15-18 year olds, using a standard rev-limited engine and control tyres. This means that the emphasis is placed on the drivers involved. The CIK-FIA has also introduced a Karting Academy Trophy for 13 to 15-year-olds. The CIK has invited 34 national sporting authorities to each nominate a driver to represent the country in three events, supporting the U18 Karting World Championship. In order to keep costs down and to promote fair racing, competitors in each Academy Trophy event will be supplied with a package of specified equipment comprising chassis, engine and tyres free of charge. ■

An interview with Jacques Berger, FIA Technical Commission President

THE TECHNICAL HEART OF THE FIA

Jacques Berger is the President of the FIA Technical Commission and head of the FIA Technical Department. His work and technical know-how is vital in making sure all the FIA's desired policies on issues ranging from safety to the environment get put into practice.



*FIA Head of Technical Department,
Jacques Berger*

Based in Geneva, Switzerland, the FIA Technical Department is a team of five full-time FIA engineers headed by Jacques Berger. The Department's job is to keep an eye on all the different FIA Championships, with the exception of the Formula One World Championship, which has its own specialised technical department, and to monitor development, making sure that they are legal and safe.

To this end every FIA Championship technical delegate feeds back and reports directly to the Department. Berger explains: "I let them do their work, but they can call me in if there are problems." If they do call they are in good hands, as Berger has no shortage of experience. He has been an FIA engineer for 20 years. A graduate of the celebrated French engineering school, the Ecole Supérieure des Techniques Aéronautiques et de Construction Automobile (ESTACA), he spent the early part of his career as a quality control engineer at Renault before applying for the FIA role.

Nine years later he became head of the FIA Department. In that period he worked as technical delegate in a wide variety of different disciplines, ranging from truck racing, to cross country rallies, electric cars, rallycross, the World Rally Championship, Formula 3000 and in touring cars. He explains: "I tried to do as much work as possible in the field. Today we have full-time technical delegates in the all the top-level championships. We do not do Formula One, but look after everything else. Recently, for example, we have been doing a lot of work crash-testing Le Mans sports cars."

The work of the Technical Department involves not only overseeing such work, but also examining and evaluating new ideas, such as the global racing engine, and writing rules in order to ensure that the sport is moving in the right direction for the future. The environment is becoming increasingly important and with manufacturers producing smaller, low-emission engines, the sport is following that trend. It is the job of the Technical Department, working with the Technical Commission, to decide what should and should not be allowed in the global

racing engines, and to figure out how best to regulate for the different demands that exist between racing and rallying. They work out how best to apply restrictions and how much time is necessary before the new rules can be introduced.

The department has also played a key role in the campaign to develop better side impact safety in rallying, making sure that the major safety elements of road cars, such as the reinforced steel chassis, are retained in their competition counterparts. The new specification cars that will be used from 2011 have been significantly changed to combat the problem of side impacts with solid objects, which have been the cause of the majority of injuries and fatalities in rallying in recent years. As part of this process the FIA Institute's research revealed that the use of energy-absorbing foam in the side doors is a big step forward. The Technical department then worked out how this could best be done.

Berger says: "It is up to us to work out how and when things can be done. We work with the FIA Institute if we have particular problems that need to be solved. We can ask them to do research work and they come back to us with answers. We then put that information to the various commissions and work with them on how and when to implement the changes."

Berger's name appears on more FIA Commissions than anyone else, the expertise of his department being needed by everyone in the sport. He explains: "As an example, I am a member of the FIA Alternative Energies Commission and the Environmentally Sustainable Motor Sport Commission. My job with them is to put their ideas into words and develop regulatory principles for the new technologies to make cars green, and to tell them how long it will take to do."

The Technical Commission itself is a body that features top engineers, who have been nominated by the FIA clubs and appointed, on an individual basis, by the FIA World Council. The Commission, for example, currently includes Paolo Martinelli, who was head of Ferrari's Formula 1 Engine Department from

1994 to 2006, before handing the role on to Gilles Simon. He represents Italy's CSAI. In addition to the national representatives there are two members representing the automobile manufacturers, who are there to ensure that the sport is moving in the same direction as the industry.

Berger says: "The Commission is more like a working group now but, in addition to the safety and regulatory work for the different championships, our job is to homologate vehicles for competition."

Homologation is a certification process that establishes whether a car meets pre-determined regulatory standards. Without this approval a vehicle cannot compete. This is complicated when it comes to "production-based" series in which competing vehicles need to be based on models that are available to the public so the procedure involves not only compliance with the rules, but also proof that there have been a certain number of sales to make sure that the vehicles are not designed and produced solely for racing. The commission studies and verifies vehicles for various rallying and touring car series, notably those that aim to meet the Super 2000, Group N and Group R rules. In addition it studies GT1 and GT2 sports cars and off-road vehicles for the T2 and T4 categories. After the necessary forms are completed there is an inspection of the manufacturing facilities to make sure that the claims that are being made are correct. The commission meets four times a year and manufacturers prepare the necessary dossiers to be examined.

It may not be the most glamorous work done by the FIA, but it is essential to ensure that competition remains as fair as possible. Berger also tries to make sure that the rules and regulations of each championship follow the same basic principles and guidelines. He explains: "The other commissions make the policies. We apply them. We come up with the wording and the time-lines. We look at what is necessary and what is possible and make sure that everyone has the same kind of regulations. We work with them, but we don't overlap with any of them!" ■

FIA FOUNDATION NEWS

ALONSO TAKES E-SAFETY CHALLENGE

RACC President Sebastià Salvado tests ESC with Fernando Alonso



Fernando Alonso, Ferrari racing driver and former world champion, has demonstrated why drivers need to 'Choose ESC'.

Alonso joined the eSafety Challenge team at the Royal Automobile Club of Cataluña (RACC) School of Safe Driving in Madrid on the eve of the Barcelona Grand Prix to demonstrate to press and policymakers, in person, the benefits of Electronic Stability Control (ESC). Alonso was joined in the demonstrations by former World Rally Champion Carlos Sainz, who tested

an Emergency Brake Assist system on an Audi A8. The event was organised by eSafety Aware, coordinated by the FIA Foundation, and RACC, in partnership with the European Commission.

Even in the hands of two motoring legends, it was quite clear that when facing dangers on the roads electronic safety is the way forward. "It is very clear that the systems we test here can save lives. Drivers should look for these systems when they buy a new car", Alonso went on to say. "I have joined this campaign to

support that the safety systems shown here today get fitted in more vehicles to save lives on the roads".

Jean Todt, President of both eSafety Aware and the FIA, made the opening speech, stressing the importance of accelerating the ever-growing awareness of safe technologies. "The use of intelligent vehicle technologies will make cars safer than ever before. Now it's the time for consumers to benefit from these life-saving eSafety systems" Todt said. ■

CAMBODIA HELMET VACCINE COALITION LAUNCHED



A national 'helmet vaccine' coalition has been launched in Cambodia with support from the Global Helmet Vaccine Initiative, co-funded by the FIA Foundation.

The Helmet Vaccine Coalition Cambodia was launched with a ceremony in Phnom Penh by the AIP Foundation in co-ordination with the Ministry of Interior; the National Road Safety Committee and the Ministry of Education, Youth and Sports. The coalition is co-funded by the Global Helmet Vaccine Initiative (GHVI), ANZ Royal Bank (Cambodia) Ltd and Total Cambodia, with the aim of implementing public awareness campaigns and school-based programs to reduce traumatic brain injury and fatalities from road traffic crashes.

The Cambodian Minister of Education, Im Sithy and the Governor of Phnom Penh, Kep Chuk Tema, spoke at the launch event, which saw crash helmets distributed to 2000 children and a parade through the city by traffic police and tuk tuk motorcycle taxis carrying campaign flags and advertisements.

Sithy said: "Cambodia faces one of the highest fatality rates of road traffic crashes in the

Southeast Asian region and motorization rates are rising every year. We strongly support the Helmet Vaccine Coalition Cambodia, and its mission to increase helmet use when on a motorbike. Road traffic crashes are a major cause of death and injury in Cambodia, but it doesn't have to be this way. We will support the Coalition to change this."

Cambodia has suffered a 150% growth in road crashes over recent years, is now facing one of the biggest projected increases in road deaths and serious injuries in Asia. Motorcycles account for 77% of total crashes in Cambodia, and 44% of victims suffer severe head injuries. Road traffic crashes cost Cambodia an average of \$116 million (USD) per annum, 3% of its GDP and over 25% of the net official development assistance the country receives each year, according to the Asian Development Bank.

To combat this epidemic, the first initiative of the Helmet Vaccine Coalition Cambodia is a 'One Helmet, One Life', public awareness campaign, including a television drama called "Regrets" about the tragic consequences felt by a family living in Phnom Penh after a traffic accident. It also includes advertisements at

Total's 32 service stations nationwide and ANZ Royal Bank's 126 ATM machines throughout the country; as well as advertisement panels on the back of Tuk-Tuks (3-wheeler motorcycle taxi) in Phnom Penh. 'Regrets' will air from 12 May on TV3, every Wednesday from 7.30 – 8.30pm, and every Friday from 10.30 – 11.30pm. The soap opera will feature filmed introductory endorsements by the Prime Minister of Cambodia, Samdech Hun Sen and the Transport Minister Tram Iv Tek.

Saul Billingsley, FIA Foundation Deputy Director, spoke at the coalition launch and joined the Education Minister, Governor of Phnom Penh and Greig Craft, CEO of GHVI, in handing out helmets to children. He said: "This vital helmet campaign is exactly the kind of sustainable programme that is needed in many countries during the UN Decade of Action for Road Safety. This Cambodian Helmet Vaccine Initiative is a pioneering example that many other governments, grappling with their own epidemics of motorcycle crashes and head injuries, could themselves encourage and adopt. The FIA Foundation, through our support for the Global Helmet Vaccine Initiative, is proud to support this campaign in Cambodia." ■

50BY50 SYMPOSIUM FOR CENTRAL AND EASTERN EUROPE

Pierpaolo Cazzola from the IEA addresses the meeting



The FIA Foundation in partnership with the Global Fuel Economy Initiative (GFEI), the Regional Environment Centre (REC) and Eastern Alliance for Safe and Sustainable Transport (EASST) has hosted the first ever major regional symposium on fuel economy involving in Szentendre, Hungary.

The workshop, which was attended by representatives from 23 Central and Eastern European (CEE) countries, heard presentations from a wide range of speakers with expertise on fuel economy, energy prospects and mobility trends. Introducing the event, and welcoming people to the REC (the biggest solar-powered building in Europe) HQ Marte Szigeti Bonifert, Executive Director of the REC said, "It is a pleasure to have you here today to consider this important issue for our region. We must act now, time is already running out."

With presentations from amongst others, the International Energy Agency, The State Oil Corporation of Azerbaijan, the Caucasus Environmental Network, Green Car Club Georgia and the UNEP, to spur their thinking, participants were encouraged to work together to consider the many ways in which the issue of fuel economy impacts upon their country and the wider region, and how it might best be addressed. Links were established between fuel economy and energy security, individual prosperity and of course, climate protection, and policy options such as fiscal policy, regulation and standard setting were considered.

In a lively and useful discussion several common themes emerged, amongst them the need to address driver behaviour; the vital role of second-hand and imported vehicles;

and the place of enforcement and monitoring. In particular, attendees agreed that a 'CEE Fuel Economy Network' of interested individuals such as themselves, would be a useful and welcome development in promoting further consideration of the issue across the region.

Speaking after the event, Sheila Watson, Executive Secretary of the GFEI said: "This was an excellent meeting. It was great to see so many representatives of countries as diverse as Poland and Azerbaijan gather together to work on practical ways of promoting greater fuel economy in their countries. I am very excited about the next stages of this work when we will work together to develop the ideas discussed today and really make a difference in the fuel economy policies of these important countries. Watch this space!" ■

INTER-AMERICAN DEVELOPMENT BANK LAUNCHES ROAD SAFETY ACTION PLAN



Carlos Macaya, Chairman, FIA Foundation; David Ward, Director, FIA Foundation; and Luis Alberto Moreno, President, IDB

The Inter-American Development Bank (IDB) has launched an action plan to improve road safety in Latin America and the Caribbean with the aim of supporting countries' efforts to reduce the number of serious road injuries by half during the Decade of Action for Road Safety.

FIA Foundation Chairman Carlos Macaya and Director General David Ward joined IDB President Luis Alberto Moreno at the action plan launch, held during the Bank's annual meeting in Cancun, Mexico.

Under its action plan, the IDB aims to assist countries develop and upgrade plans to improve road safety conditions and reduce mortality rates and work with governments and other public and private partners to mobilise resources for road safety initiatives. The plan also calls for the inclusion of road safety features in Bank-financed infrastructure and transportation projects as well other projects that are not financed by the IDB.

The FIA Foundation has signed a Memorandum of Understanding with the IDB to promote road safety in Latin America and the Caribbean. In their first project together, the IDB and FIA Foundation will develop a crash test programme to provide a realistic and independent assessment of the safety performance of some of the most popular cars sold in the region, similar to Euro NCAP in Europe. The IDB has also signed an agreement with the International Road Assessment Program (iRAP) to foster road safety evaluations of the main roads in the Region. In addition, the IDB has announced it is joining the Global Helmet Vaccine Initiative (GHVI) to promote motorcycle helmet use across the Region. The IDB will work jointly with GHVI on a pilot project to encourage policy changes and investment decisions that can lead to increased and sustainable motorcycle helmet use in several countries in Latin America.

With the action plan, the IDB is following up on commitments made during the first Global

Ministerial Conference on Road Safety, held last November in Moscow, and during the 2009 Clinton Global Initiative annual meeting. The Bank has committed to work with other multilateral organisations to improve road safety conditions around the world, and a senior IDB representative recently attended a road safety working group meeting of multilateral development banks held at the FIA Foundation in London.

IDB President Luis Alberto Moreno welcomed the new partnership saying, "this is a preventable human tragedy that takes a huge economic toll on Latin America. What we need today are coordinated policies and programs that involve all the key stakeholders: governments, investors, regulators, educators and citizens who want safer streets." His views were echoed by FIA Foundation Chairman Carlos Macaya who said, "vehicle use is growing rapidly across Latin America and the Caribbean, and road deaths and injuries are also rising. So the next decade will be critical: can we put in place the safe systems – the management capacity, the improvements in road design, the changes in road user behaviour and the safe vehicles - that will mitigate the impact of this motorisation? I am an optimist, and believe that we can. I am also a realist, and know that we can't achieve this without the wholehearted engagement of the IDB. I hope that over the coming Decade of Action we will see road safety becoming a central and sustained element of the IDB's project management processes and investment strategies".

Road fatalities in Latin America and the Caribbean are almost double the world average, at 17 deaths per 100,000. If current trends continue, fatalities could rise to 31 per 100,000 by 2020. Road crashes are the leading cause of death among 15- to 29-year-olds in the region, and the second leading cause of death for those aged 5 to 14. Pedestrians, bicyclists and motorcycle riders account for more than half of road fatalities. Latin American countries may lose between 1 % and 2 % of their annual gross domestic product because of the injuries and deaths caused by road crashes. ■

BRINGING ROAD SAFETY TO THE N2 DHAKA TO SYLHET HIGHWAY



*Dhaka to Sylhet Highway
Inspection team*

In March 2010, with the support of the FIA Foundation, the International Road Assessment Programme (iRAP) undertook a safety assessment of the N2 Highway, Bangladesh's major road link between the capital Dhaka and Sylhet in the north, led by Greg Smith iRAP's Asia/Pacific Director and Shakirah Ispahani coordinator of the Bangladesh Make Roads Safe campaign.

The N2 is a new highway, with major rehabilitation and widening completed as recently as 2005 at a cost of US\$330 million with financing from World Bank. The inspection of the N2 was undertaken as part of an iRAP project. A team of local engineers and experts from abroad travelled in a specially equipped vehicle capable of capturing high-resolution digital images of the road at 10 metre intervals while driving along the road

at normal speeds. These images, which are linked to GPS and road geometry data, will be assessed by a team of 'raters' and used to generate road safety Star Ratings for vehicles, motorcycles, pedestrians and cyclists.

The data will also enable recommendations to be made about where affordable yet highly effective improvements to the road can be made. Knowing what we do from iRAP's previous projects and the experience of many other countries, the recommended improvements such as the installation of footpaths, safety barriers and better intersections will, without doubt, prevent many thousands of deaths and serious injuries.

Smith commented: "The first thing you notice when driving along the N2 is the sheer

volume of people using the road. School children, factory workers, farmers and people visiting markets, all vie for limited road space with high-speed trucks, buses and cars. At one location, hundreds of people spill out of a textile factory onto the highway at the end of their shift. There are no footpaths, no pedestrian crossings and inadequate space for buses. It's like watching high speed traffic barge through a pedestrian mall.

"It's difficult to imagine that this road design could ever have been considered adequate, by any reasonable assessment, for the mixed volume slow and fast vehicles and pedestrians. The design of the road encourages faster speeds, yet there is inadequate space for the combination of slow vehicles, faster vehicles and pedestrians. In reality, it's a 'one-size-fits-none' road". ▶



The outcome of a head on crash on the Dhaka to Sylhet Highway

According to the Accident Research Institute at the Bangladesh University of Engineering and Technology, some 27 employees of a single textile factory were killed in road crashes along one stretch of this road in a single 18 month period.

The Bangladesh Rural Advancement Committee (BRAC), the world's largest non-government organisation, has completed research showing that local people often mistake bus bays for places to set up markets, footpaths for repairing broken down vehicles, and roadways for drying rice.

Ispahani said "Road designers seem to have given little thought to the fact that people using the road might not be aware of the intended use of various features. It's really not surprising road designs commonly

used in the developed world might not be immediately understood by local people in Bangladesh. Little thought seems to have been given to the subtleties of community life in rural Bangladesh".

There are positive signs of change, however. On some busy urban roads innovative pedestrian bridges link all corners of intersections. Thousands of pedestrians are able to use these bridges to avoid the risk of mixing with the hectic traffic below. The Bangladesh Government has also been a keen supporter of establishing the Decade of Action on Road Safety and is now doing more to put in place strategies to save lives. The iRAP team held meetings with the Minister for Communications, Syed Abul Hossain, who has encouraged his departmental officials to ensure that plans for new upgrades are safe.

There is also a very strong will outside of government, in the form of a coalition for road safety including BRAC; Chevron; the Centre for Injury Prevention Research Bangladesh (CIPRB) and Accident Research Institute (ARI) at the Bangladesh University of Engineering and Technology (BUET). Indeed, the FIA Foundation was encouraged to support the assessment of N2 following the ground-breaking work done by these organisations in creating the Bangladesh Road Safety Coalition. Internationally, the World Bank and leading development banks have jointly agreed to make road safety a priority in their road infrastructure portfolios, and to build their own internal road safety staff capacity. The objective, during the Decade of Action, is to make fatal design flaws on roads like the N2 a thing of the past. ■

FIA INSTITUTE NEWS

FIA INSTITUTE TO LAUNCH YOUNG DRIVER ACADEMY



Pirelli Star drivers undergo training seminar before joining WRC rounds

The Institute is finalising plans for the pilot launch of its Young Driver Academy. The Academy represents one component of the Fund's Young Driver Safety Programme.

The primary goals of the Academy will be to: increase competency in the area of driver and road safety for young drivers; foster the physical and cognitive development of young drivers with a view to them competing at the pinnacle of the sport; and promote the principles of the various FIA sport and mobility campaigns.

Drivers will be required to perform an ambassadorial role, promoting the key messages from the curriculum, particularly those relating to safety. In addition, selected participants will undergo training to qualify them as instructors, enabling them to actively participate in various FIA safety campaigns.

The Institute will call for driver nominations in the third quarter of 2010 with the final squad confirmed at the conclusion of a selection process. ASN's will be engaged in the selection

of candidates for the Academy with the driver's initial eligibility determined by their performance in their ASN's elite programmes. Academy participants will begin completing the curriculum at the end of 2010, with the main elements of the course completed during 2011.

The Institute will be working with two main organisations, Test and Training International and Elite Sports Performance to deliver the Academy services during the pilot. ■

REGIONAL TRAINING PROVIDERS KICK OFF PROJECTS



Singapore's marshals benefited from training from CAMS before the Singapore Grand Prix

The FIA Institute's Regional Training Providers (RTPs) have commenced working with a number of national sporting authorities (ASNs) to help enhance their officials training programmes. All projects are being conducted with the financial support of the Motor Sport Safety Development Fund.

In 2010, in their capacity as an RTP, the UK Motor Sports Association (MSA) is working with the ASN in Pakistan and the Confederation of Australian Motor Sport (CAMS) is working with ASNs in Singapore, Korea, New Zealand and Sri Lanka.

A contingent from the ASN in Pakistan will be travelling to the UK in June. These senior officials will attend training sessions for both the race and rally disciplines. As part of this project, a number of senior officials from the Pakistan ASN will also be trained as trainers. One of the ASN's key objectives is to grow motor sport in Pakistan and they understand that to achieve this they must expand their pool of qualified officials, and importantly, trainers.

Colin Hilton, the MSA's Chief Executive said "We recognise the significant responsibility that comes with helping other ASNs and we are committed to carry out this work in line with the Institute's framework. We expect our work with the Pakistan ASN will help them to develop sustainable infrastructure so that they can be self sufficient in the longer term."

CAMS' engagement with the ASNs in Singapore and Korea is primarily focused on training officials for their respective Formula One grand prix events. The work in Singapore is a continuation of work which began in 2008 and has involved the training of over 1,000 officials including a core group of trainers. The ultimate goal is to help establish the necessary infrastructure so that the local authorities can manage the programme without the assistance of other external organisations.

The work with the Korean ASN will follow a similar approach to that applied to the project in Singapore. Given that this is

a new project, there will be emphasis on rapidly developing the expertise of the local officials and trainers, as well as providing significant levels of support for the event. This will, in part, involve one of CAMS' senior managers being seconded to that ASN for a six month period leading up to the 2010 Korean Formula One Grand Prix.

The work with the ASNs in New Zealand and Sri Lanka is not event specific. CAMS will be working with the ASN in Sri Lanka to develop and deliver training to officials across both the rally and race disciplines, and will also help to establish a 'train the trainer' initiative. The work with the New Zealand ASN will be seeking to establish common standards between both ASNs in relation to competency profiling and their licensing system.

CAMS Acting Chief Executive Officer, Michael Smith said "CAMS is extremely proud to be able to work with other ASNs in our capacity as a Regional Training Provider. We understand the importance of helping these ASNs establish officials training programmes that are sustainable. In carrying out this work, one of our primary objectives is to help them fulfil the best practice principles defined by the Institute."

The RTP initiative is part of the Institute's accreditation scheme and a cornerstone of the Officials Safety Training Programme. To become an RTP, an ASN must first have satisfied the requirements of gold level accreditation, which both CAMS and the MSA have done.

Quentin Crombie, the Institute's Director of Programmes, said "Other ASNs are also embracing this new initiative, with the ASN in Turkey and Ireland recently achieving silver accreditation, and the ASN in Taiwan achieving bronze accreditation. The Institute is expecting to receive further accreditation applications in the months ahead, with approximately 40 ASNs stating that they are intending to submit an accreditation application." ■

FIA INSTITUTE MEDICAL PROGRAMME MEMBERSHIP INITIATIVE

The FIA Institute will shortly be launching a membership initiative for the FIA Institute's Medical Programme. Membership will be available to medical personnel involved or interested in motor sport who are residing in countries that have an FIA approved national sporting authority. Members will enjoy access to a unique network of medical personnel, publications, exclusive events and other member specific content.

The launch of the membership initiative will coincide with the release of the FIA Institute's first major medical publication, Motor Sport Medicine. This 260 page book will be available exclusively to members, and will be provided free of charge once the individual's membership application has been approved. Furthermore, new members will also be entitled to discounted access to the FIA Institute's Medicine in Motor Sport Summit which is set to take place in Valencia between 17 and 19 September.



The new FIA Institute Medical handbook

The annual membership fee for an individual member will be 100 for doctors, paramedics, nurses, medical students and other appropriate medical personnel. Discounted rates of 50% and 75% will be available to those

who reside in countries that are classified as having middle or low Gross National Income per capita. Those interested in becoming a member will be required to complete an on-line membership application. ■

FUND UPDATE - POLICY CHANGES



The MSSDF has been contributing to projects in a number of countries such as marshal training.

The Fund Management Committee has agreed to three key policy changes for the next round of funding. For countries classified by the World Bank as having middle or low income per capita, funding relief will be provided by way of a reduction in the percentage contribution required by an ASN for a given project. This policy will apply

to the officials and drivers programmes only. Specifically, for ASNs in countries classified as having high income, the existing 50 % contribution will be required; for ASNs in countries classified as having upper and lower middle income, the ASN will be required to make a 40 % contribution to a project; and for ASNs in countries classified as

having low income, the ASN will be required to make a 30 % contribution to a project.

The second and third policy changes relate to capping the number of applications and cumulative funding per ASN per period. Going forward, the number of applications which can be submitted and approved for an ASN will be capped at no more than three per funding period. Furthermore, for the facilities programme, an ASN will be capped at one application. For the officials and the drivers programmes, these will be capped at no more than two for each programme, whilst not exceeding the overall cap of three. In conjunction with the application cap, the cumulative grant total for an ASN will not be able to exceed 425,000 per funding period. This figure represents the hypothetical total of the grants payable if the maximum amount is paid for each of the three safety programmes under the existing funding criteria.

Funding applications for 2010 will open at the end of August. ■

INSTITUTE TACKLES THE FLAMES



Fire Brigade supervise tests at BRE

Fire, historically, has always been a major concern for motor sport safety and is still a danger today.

Most recently Leo Löwenstein lost his life whilst competing in the third round of the VLN Langstreckenmeisterschaft Nürburgring in Germany, in a fire related incident.

Competing in his GT3 Aston Martin Löwenstein lost control of his vehicle during an overtaking procedure became airborne and barrel-rolled into the Armco barrier. The rear of the vehicle was significantly damaged and the car caught fire. The circuit's safety measures were immediately put into action, but Löwenstein, who was unable to release himself from the car, succumbed to smoke intoxication.

Despite the rapid response, and the fact that the driver did not suffer any burns, it is clear that more protection from the risk of fire is needed.

National Sporting Associations' concerns have led the FIA Institute to work closely with industry

in assessing the fundamental mechanisms and thermodynamics of fire initiation and progression in motor sport vehicles. The FIA Institute has begun to conduct research into developing new fire prevention technology for rally and circuit vehicles to try to prevent further tragedies.

The first phase of testing was conducted at the BRE test centre near London, and these preliminary studies have brought to light some interesting findings. Notably that the calorific value of secondary elements such as burning plastics within an engine compartment can be greater than that of the initial source of the fire; typically fuel or hydraulic oil. Meaning that as soon as a fire sets in, the amount of extinguisher needed to combat it will rise.

The study showed that 13kgs of dry powder was required to extinguish a relatively developed engine bay fire. It is hoped that further analysis of the data from this test will provide a clearer benchmark as to what quantity of fire extinguishant should be plumbed-in to race cars, in order to

ensure that fires are extinguished as quickly and efficiently as possible.

Andrew Mellor Director of Research at the FIA Institute, who has been leading the projects explains, "The recent testing gave us some really interesting results. It gives us an insight into the tools we need to begin to combat fires, both by preventative and remedial measures," said Andrew Mellor Director of Research at the FIA Institute.

The next phase of testing is due to be carried out at the Silverstone Race Circuit in the United Kingdom this summer; where it is hoped that the testing will provide opportunities to explore and share knowledge among industry professionals, the FIA Institute, and motor sport authorities, as well as providing opportunities for more knowledge and clarity to be gained on the subject.

Fire safety practices will be re-evaluated at the upcoming FIA Institute Closed Car Research Group meeting, and all 2010 fire incidences will be discussed during the meeting. ■

CRASH INVESTIGATION THROUGH AN EARPIECE

The ear accelerometer could have a major impact on accident reconstruction.



The FIA Institute has been working on the development of a miniature ear accelerometer system for potential use by Formula One drivers. The accelerometer would measure the acceleration of the driver's head during an accident, and provide vital data for crash investigators.

Currently, when a serious crash occurs in Formula One it can take a long time to reconstruct the scenario of the accident. Reconstructions are designed to assist engineers in understanding exactly what happened during the accident, then, by conducting reverse sled tests with dummies, engineers can begin to understand the loads exerted on the dummies, and the impact of kinematics and injury mechanisms. Obviously these reconstructions are not only time consuming but also costly.

The ear accelerometer system would allow engineers to access the necessary information immediately after an accident occurs, thus giving

a fiscal and time saving. The system has other advantages. From a medical perspective, the ear accelerometer would allow medical personnel to examine the head loading levels of an accident and to quickly and effectively determine the best medical strategy to put in place.

This system is already well developed, with one using technology similar to that of the potential Formula One ear accelerometer; having previously been developed and used in the Indy Racing League. The technology used in this device was examined with a view to using it in Formula One; however it was not suitable for the specific requirements of Formula One drivers who needed a small and compact device, which above all, would set comfortably in the driver's ear.

The Formula One ear accelerometer would be located in the driver's earplug; initial ear accelerometer prototypes, although remarkably small, proved slightly too large and uncomfortable.

Developing a smaller more compact version of the ear accelerometer was a logical step.

In 2005 motor sport engineers and medical professionals began to examine the possibilities of making improvements to the design and fit of the accelerometer; enabling it to sit deeper in the ear canal, providing better comfort and a closer coupling with the driver's head.

A new ear accelerometer prototype is due to be constructed to these demanding requirements. The new prototype will feature a tiny MEMS (micro electro mechanical system) transducer. The development of the hardware was an important step for the FIA Institute, who will now test and review the model with a view to integrating ear accelerometers into Formula One.

Should initial testing prove successful, Formula One Ear accelerometers could be put into practice shortly. ■

ROLLING OUT SAFETY MEASURES



Joints are tested for their resistance

The FIA Institute working alongside ProDrive to develop and improve specifications, guidelines and the construction of Roll Over Protection Systems (ROPS) for rally and circuit cars.

The FIA Institute's new ROPS project aims to improve driver safety by improving current materials and technologies, and establishing

best practices. It is intended that this project will deliver specifications that exceed the requirements of current FIA regulations in order to provide drivers with improved protection during accidents whilst ensuring consistent fabrication methods.

World Rally driver Chris Atkinson's crash at the Rally of Great Britain in 2008 has acted as a point of reference for ROPS engineers. This accident, where Atkinson was turned upside down in his roll cage, raised concerns among engineers and encouraged them to examine and explore possible new designs and to improve roll cage safety.

The new ROPS project will not change roll cage geometrics. It will however, examine current regulations as regards testing roll cages and will conduct tests on energy absorption as opposed to focusing more on roll cage strength.

The project will initially assess three important aspects: steel grades (including 15CDV6, T45,

Clubman500 and CFS360); weld type (TIG and MIG); and joint design (plain and gusset configurations).

Having completed the initial analysis by quasis-static and dynamic tests on sub-components (pictured), a number of Subaru Imprezas will be prepared for full scale dynamic impact testing to determine the ultimate performance levels of the leading ROPS designs.

It is hoped that this testing will lead to devising measures to stop roll cage tubes and joints breaking and to improve energy absorption capacities.

Andrew Mellor, Director of Research for the FIA institute said: "It's exciting for the FIA Institute to continue the ROPS safety programme as ultimately this may allow best practice to be adopted across the whole of motorsport from International Championships to club racing." ■

FIA INSTITUTE TO HOST MEDICINE IN MOTOR SPORT SUMMIT

The FIA Institute has announced the date for the 2010 Medicine in Motor Sport Summit. The event is set to take place from 17 to 19 September in Valencia to coincide with the WTCC and Formula Two rounds taking place over the same weekend.

The Summit will bring together key stakeholders on the subject of medicine in motor sport and will see a number of meetings, notably a meeting of the FIA Medical Commission and the bi-annual Chief Medical Officers (CMO) seminar, which is a key component of the licensing requirements for CMOs.

The aim of the Summit is to help develop medical excellence across all motor sport and use this to set a benchmark for medical excellence in other sports. Delegates are set to include representatives of drivers, senior representatives of racing and rally teams, manufacturers, promoters, circuit administrators and medical practitioners.



The Valencia Summit is the third such summit to be held by the FIA Institute and the second themed around medicine. A similar meeting which took place in 2008 in the FIA Institute's Centre of Excellence, the Bahrain International Circuit, that time to coincide with the Bahrain Grand Prix.

The Bahrain meeting was hailed by leading figures in motor sport for helping to improve medical facilities and safety in motor racing

worldwide. Formula One driver Mark Webber, representing the Grand Prix Drivers' Association (GPDA) at the Summit, expressed his delight at the continued progress being made by the FIA Institute in motor sport safety. He said: "With the FIA Institute working hard with a Summit meeting like this and just flagging up lots of different subjects which can be thrown into a brain-storming session, it serves to increase our knowledge and expertise for the safety of our sport." ■

JULY

20 Historical GT Technical Working Group
Millbrook, United Kingdom

AUGUST

18 Alternative Energies Commission,
Paris, France

SEPTEMBER

14 Circuits Commission,
Paris, France

14 -15 American Congress,
La Paz, Bolivia

15 Region IV Plenary
La Paz, Bolivia

15 Environmentally Sustainable Motor Sport Commission,
Paris, France

15 Hill-Climb Commission,
Paris, France

17 Sporting Sub Committee Manufacturers' Meeting,
Paris, France

18-19 Medicine in Motor Sport Summit,
Valencia, Spain

For a full list of FIA Meetings please visit www.fiakc.com





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