



# *Gala dinner*

*hosted by*

*Fédération Internationale de l'Automobile*

*Monday, 14th of April 2014 / Lundi 14 Avril 2014*

**The 5<sup>th</sup> International Conference  
on Women's Issues in Transportation**



*Programme*  
*Gala dinner / Dîner de gala*

**The 5th International Conference on Women's Issues in Transportation**

- 7:00 pm**      Cocktail and welcome by FIA Secretary-General Susan Pikrallidas
- 8:00 pm**      Gala dinner
- Introductions by Moderator Mary Crass
- Starter Course
- First speaker: Michèle Mouton
- Main Course
- Second speaker: Marie-Claude Heys-Kieffer
- Dessert
- Third speaker: Roselyne Bachelot
- Coffee
- Greetings from FIA President Jean Todt and presentation of awards
- Close by Mary Crass





## PORTRAITS OF THE SPEAKERS

*Portraits: Many thanks to Heather Rothenberg for the drafting and editing all the portraits.*

## Mary Crass, Moderator



Mary Crass is Head of Policy and Summit Preparation for the Paris-based International Transport Forum, an intergovernmental organisation linked to the OECD. She is responsible for the development of the programme and overall preparation of the annual International Transport Forum summit in Leipzig each May (<http://internationaltransportforum.org/>).

She has also been in charge of the organisation's work on sustainable urban

travel, accessible transport and social inclusion, and crime and terrorism in transport.

Prior to joining the OECD, Ms. Crass worked as a private consultant focusing on transport and environment issues for among others the UN Environment Programme, the European Commission and OECD, as well as private enterprise. She was previously with a U.S.-based environmental consulting firm specialising in environmental technical assistance work in developing countries and economies in transition.

Ms. Crass has a Masters Degree from the Johns Hopkins University School of Advanced International Studies with specialisations in international economics and energy and environment policy and a B.A. from the University of Texas at Austin.

## Michèle Mouton



Michèle Mouton is a French former rally driver, having competed in the World Rally Championship for the Audi factory team. She took four victories and was a runner-up in the drivers' world championship in 1982. She is considered to be the last woman to compete in top-level rallying.

Her rallying career began in 1973 when she co-drove for her friend Jean Taibi in

the 1973 Monte Carlo Rally, the first ever World Rally Championship event. After several more rallies, her father suggested she begin driving, offering to buy her a car and give her one year to prove herself.

She made her World Rally Championship driving debut in 1973 at the Tour de Corse where she finished 12<sup>th</sup>. Between 1974 and 1978, she won a number of French and European ladies championship titles and the Spanish rally. In 1975, she won the category Prototype 2L (Moynet) at the 24 hours of Le Mans. Recalling the race in 2008, Mouton said: "It started to rain I remember, and I started to overtake a lot of cars. I was running on slicks. In the pits they were saying 'Michele you must stop to change tires', but I did not want to because I was passing the big cars." It was this event that attracted a major sponsorship from the French oil company Elf.

From 1978 to 1980, she was a Fiat France official driver, winning the Tour de France rally and Lyon-Charbonnières rally.

From 1981 to 1985, she started her international career as Audi official driver with her co-driver Fabrizia Pons. By winning the Rallye Sanremo in Italy in 1981, she became the first and only woman to win a round of the FIA World Rally Championship.

In 1982, she won WRC rallies in Portugal, Greece, and Brazil. She was the Vice Champion in the 1982 FIA World Rally Championship. The 1982 Ivory Coast Rally proved a challenging one that year: by winning this event she was World Champion. But just



at the start of the event, she learned that her father had lost his battle with cancer, and her mother insisted that she start the rally in memory of her father. Although she spent a great deal of the race with a significant lead, the intense heat and some mechanics mistakes led to a series of challenges against the clock. Exhausted, she finally rolled her car with only 600km to go. She attempted to finish the race, driving the severely damaged car a few km further before she had to give up.

In 1985, she was first overall and a record breaker at Pike's Peak Hill Climb in Colorado, USA with an Audi Quattro. She was the first and only woman to win this event. In 1986 she won the German Rally Championship as an official Peugeot driver and then took a break from her racing career.

In 1987, she achieved her greatest victory, giving birth to her daughter Jessie. In 1988 and 1989, she participated in rally raid events with Peugeot including Pharaons, Tunisia and Spanish Baja.

Since 1988 she is also the co-founder and co-organizer of the Race of Champions, a role she has enjoyed for 25 years. This event, which began as a race for the world's top rally drivers, now includes drivers from other disciplines including Formula One, NASCAR, LeMans, and



MotoGP competing against each other in identical cars and parallel track.

In 2010, she became President of the FIA Women in Motorsport Commission. In 2011, she became Manager of the FIA World Rally Championship. That year, she was also awarded the rank of Chevalier de la Legion d'honneur by French President Nicolas Sarkozy.

Mouton, who credited her father's support as the secret for her success has been called "motorsport's most successful ever female driver," "the driver by whom all other females measure their skills and achievements," and "superwoman."



## Marie-Claude Heys

Marie-Claude Heys was born in the sea-side town of Brest, Brittany, France to parents who enjoyed yacht-racing as a hobby. The family love of the sport took root in Marie-Claude, as well. She started sailing school at the age of 7, participating in races as a family on her parents' boat. By 16, Marie-Claude was in charge of her father's 28 foot sailing boat for cruising and racing with friends, bringing early lessons in responsibility and freedom. At 17, she dreamt of participating in the Whitbread Round the World Race. Everything she did from this point on was with this goal in mind. It would be a dream that took a long time to achieve as a woman in a man's world.



In 1981, while working as a charter service using her parents' boat, she met Pierre Le Maout, also selling his services. This turned out to be the beginning of a two-year adventure in professional sailing, sailing from Brest to Tahiti via England, Canary Islands, Caribbean, islands in the Pacific, and through the Panama Canal. She was not paid for her time, but her expenses were covered. Having left France with less than 400 Euros, she worked at a hotel in Tahiti to cover the cost of her return flight to France.

Eager to develop skills in sailmaking, Marie-Claude began working as a sailmaker in La Trinité sur Mer, in the fall of 1982. She also developed boat building skills, building a maxi catamaran in 1984.

In 1983, she entered the single handed Figaro race, a key race for gaining media coverage and, subsequently, sponsorship. This also proved to be a key race in developing her confidence in her own abilities. She competed in this race again in 1987, 1990, and 1991, with respectable results. She skippered female crews for the Tour de France a La Voile in 1985 and 1986. For this race, every team sails in the same kind of boat so only the skills of the crew are judged.

At the age of 25, Marie-Claude completed her first successful transatlantic race – Monaco-New York on Lady Elf skippered by Sylvie Viant. The crew of 7 women and 5 men were

victorious. She used her prize money on another mode of transportation, buying a motorcycle from another crew member.

During the Paris Boat Show of 1986, it seemed her dream might come true as a friend told her that a woman in England was putting together a female crew for the 1989-90 Whitbread Round the World Race. She applied, and Tracy Edwards invited her to serve as First Mate. She moved to England in 1987, where she still lives. Things did not go according to plan, though, and she was unable to compete in the race until the 1993-94 edition when she competed on "Heineken", a boat sailed by a crew of 12 women. She competed in this race again for the 1997-1998 edition as part of a 12 woman crew on "EF Education", a boat that was part of a 2 boat campaign. The men didn't appreciate the women's boat as they saw it as resources that could have been spent on their team instead. This was evident in the later "Amer Sports" campaign when the leader, also the skipper for the male boat told the skipper of the female boat to let Marie-Claude go because she was too old. The female boat was essentially used as a dummy boat for sail testing.

After having spent 15 years living out of a suitcase, moving from project to project, Marie-Claude has fulfilled her dreams. And in the midst of all of that activity, she started Key Yachting, a boat sale business with her then-boyfriend Paul Heys, to whom she is now married. She is happy to have settled into a more stable life now, though she is still very much tied to the ocean.



## Roselyne Bachelot-Narquin



Roselyne Bachelot-Narquin is a French Politician, now a television commentator. She is the former Minister of Solidarity and Social Cohesion, and a member of the Union for a Popular Movement, part of the European People's Party. She has held a variety of national leadership positions including serving as the Minister of Environment, Ecology, and Sustainable Development from 2002 to 2004, the Minister for Health, Youth Affairs, and Sports from 2007 to 2010, and the Minister for Solidarity and Social Cohesion from 2010 to 2012. Her political activity has been especially interesting as her views on many issues of social policy are in opposition to those of her political party, especially concerning gay rights including marriage and adoption.

As is often the case with women who have chosen careers in the public eye, Roselyne Bachelot has faced many critics during her political career. She has chosen to answer it with her fiery temperament and frankness.

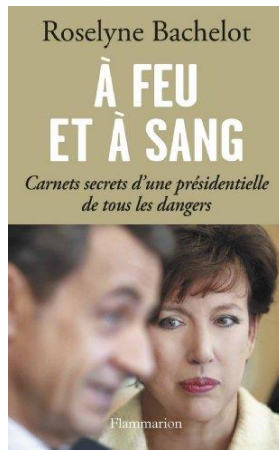
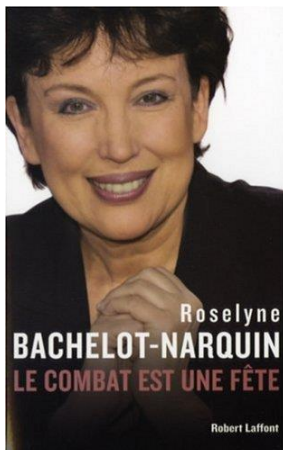
Her public service career began at a more local level as a member of the Regional Council of Pays-de-la-Loire from 1986 to 2007. During that time, she served as the council's Vice President from 2001-2004. Prior to that, she served as a General Councillor of Maine-et-Loire from 1982 to 1988.

Her commitment to politics and to public health has familial roots. Born in Nevers, her father was a member of the French resistance and Gaullist member of parliament and both of her parents were dental surgeons. After studying pharmacy, she worked for pharmaceutical companies, and obtained a Pharm.D. degree in 1988.

She has been a long time defender of women's health, including work as an advocate of contraception and supporter of abortion rights. She served as head of the men/women parity observatory (Observatoire sur la parité entre les hommes et les femmes) from 1995 to 1998. This group, created in 1995 by President Jacques Chirac, was charged with monitoring policy issues related to gender. The group was replaced by the High Council for Equality between women and men. She has been a member of this group as well since its creation in 2013, serving on the Health, sexual, and reproductive rights committee.

In addition to her work on issues of equality, she has also been an advocate for people with disabilities. She served as head of the National Council of handicapped persons from 1995 to 1998 and is an honorary member of the Association for Paralysed Persons in France.

During this busy political career, she has also written six books on topics including women's political activity in France, gay marriage, challenges with the French political system and suggested improvements, and the 2012 French Presidential campaign. She also served on the committee for the reform and ethics of public service in 2012.





## PORTRAITS OF THE AWARDEES

Special Achievement for promoting women and  
women's issues in transportation



## Dr. Susan Herbel



Many know Susan Herbel as a vocal advocate of highway safety efforts. Her career, spanning more than 30 years, has been devoted to reducing the frequency and severity of crashes. Susan Herbel is also well known as a vocal advocate of the importance of examining women's issues in transportation as a key component of transportation research, policy, and programs.

Susan has been a visionary in safety research and policy, as well as women's issues in transportation, even when her perspective was not popular or widely accepted. In the late 1990s, Susan was at the forefront of incorporating safety into traditional planning processes, an approach which became a requirement in the Transportation Equity Act for the 21<sup>st</sup> Century. She continues her commitment to highway safety research, such as her current role as principal investigator for a National Highway Cooperative Highway Research Program project to develop a framework for institutionalizing safety in transportation planning processes.

Susan's leading edge efforts to form the Transportation Research Board's committee on Women's Issues in transportation were met with challenge. A subcommittee on Women's Issues in Transportation was lacking leadership, especially the type with access to funding and national leadership presence. She was able to engage those critical participants. The subcommittee was eventually granted task force status, and ultimately became a full standing committee in 2000, continuing efforts she helped spearhead.

Susan has been committed to supporting young safety professionals and young women, key in the establishment of scholarship opportunities for young researchers to travel to conferences and serving as a mentor for young professionals. When recently asked for her advice to younger colleagues, she offered this: "Read! Read! Read! This may seem a bit antiquated in our no more than 140 character society, but reading is still the best way to gain knowledge, especially in transportation safety, where knowledge is rapidly expanding and degree programs are nowhere to be found." We are honored to present Susan with this award, and to recognize her efforts here, and through the conference Twitter account - @WIIIT2014. Please feel free to do the same using #WIIIT2014.

## Dr. Sandra Rosenbloom



Dr. Sandra Rosenbloom is a Professor of Planning at the University of Texas. She is also a Senior Fellow and the inaugural Director of the *Innovation in Infrastructure* Program at the Urban Institute, a Washington-based non-partisan think tank. Dr. Rosenbloom studies the planning and policy implications of major societal trends including the aging of society and the transportation needs of women. She has also worked extensively abroad, consulting to the European Community and the governments of Australia, France, the Netherlands, Sweden and the United Kingdom.

Dr. Rosenbloom is currently the International Secretary of the Transportation Research Board (TRB) and active in the Association of Collegiate Schools of Planning, the American Planning Association, and WTS (Women's Transportation Seminar). She is the Editor of the *Journal of the American Planning Association (JAPA)*.

It is her demonstrated leadership that brings us together here for this 5<sup>th</sup> Conference on Women's Issues in Transportation. She organized the first conference on women's issues in transportation. Her efforts in this area were deemed worthy of Sentaor William Proxmire's Golden Fleece Award, given to those projects he deemed the "most ridiculous or most ironic example of government spending or waste" for her research on the differences in men's and women's use of buses, subways, and highways. Her work continues to be based on the understanding that improvements in transportation and in communications have profound implications for independence and autonomy of people.

She has said "I have always been interested in transportation and the role it plays in building and maintaining communities." Clearly the communities she helps to build are not only those brought together by common geography, but also those united by a common commitment to transportation systems that meet the needs of all of its users.

## Dr. Maryvonne Plessis-Fraissard



Maryvonne Plessis-Fraissard has had a lengthy career in transportation policy and programs, with a focus on safe, clean, sustainable and affordable transport for development. From 1981 to 2007, she served in diverse positions at the World Bank. After joining the institution as part of the Young Professionals Program, she had gradually expanding project responsibilities in the Middle East, Latin America, the Caribbean and West Africa regions. There she won several Innovation Marketplace and best practice awards. Between 2003 and 2007, she was the Sector Director for Transport, Urban Development and Disaster Reduction and Recovery, in the Sustainable Development Vice Presidency.

Since 2007, she has worked as an independent consultant.

Dr. Plessis-Fraissard has delivered lectures and speeches worldwide. She has chaired two World Bank Sector Boards. She currently sits on the advisory board of a global transportation research network, is Vice Chair of the European Union Transport Advisory Group for Transportation 2020, and sits on the Transportation Research Board committees on International Cooperation, Transportation in the Developing Countries, and Women's Issues in Transportation. She recently served as the Transport Expert on the Advisory Panel of Experts for the Study on Programme for Infrastructure Development in Africa (PIDA) approved by the Africa Union Heads of States in 2012. She has authored or co-authored several papers and books including "Women's Travel in Developing Countries: Two Versions of the Same Story."

Dr. Plessis Fraissard was born in France. She holds a master's degree in Quantitative Geography from Paris VII University, a PhD in Geography from Leeds in the United Kingdom, and a Harvard Executive Development Program credential. When she isn't working to improve transportation, she has always been active. From the earlier age, she practiced and then taught ballet and modern dance. Currently she practices yoga, competes in triathlons, and is a potter and a sculptor. Last but not least, she has been happily married for the best of 40 years, and with three grown children, is looking to apply her skills to continuously new challenges such as being a grandmother.



## Jean Todt, President of the FIA



Jean Todt was born on 25th February 1946 at Pierrefort, Cantal (France). He has one son, Nicolas, aged 35, and shares his life with Michelle Yeoh.

After High School, Jean Todt studied at the “Ecole Des Cadres” School of Economics and Business in Paris. In 1966, he started his career as a rally co-driver and participated to the World Championship rallies with most of the car manufacturers together with international rally drivers until 1981 when, with Guy Frequelin, they won the Constructors’ World Rally Championship with Talbot Lotus. He also represented the drivers in the FISA (Fédération Internationale du Sport Automobile) Rally Commission from 1975 to 1981.

At the end of 1981 he became Peugeot Sporting Director and funded Peugeot Talbot Sport which under his management won two Constructors’ World Rally Championships, two Drivers’ World Rally Championships and obtained several wins in rally raids, including four in a row in the Paris-Dakar. He also represented the Constructors in the FISA Rally Commission.

In 1990 Jean Todt was appointed Motorsport Director of the PSA Peugeot Citroen Group. In 1992, Peugeot won the World Sports Car Championship and obtained two consecutive victories in the Le Mans 24 Hours in 1992 and 1993.

In the middle of 1993, Jean Todt left Peugeot and became Team Principal of Ferrari Racing Division (Gestione Sportiva). Under his leadership, Scuderia Ferrari has won 14 Formula 1 World titles and 106 Grand Prix.

In 2001, Jean Todt took on responsibility for all motor sport activity for the Ferrari-Maserati Group and became Member of the Board of Directors of Ferrari. In the middle of 2004 he was appointed General Manager of Ferrari and, at the end of 2006, he became Chief Executive Officer of the Company, maintaining the responsibility of the Gestione Sportiva. In March 2008, he decided to leave his positions of CEO and Director of Gestione Sportiva while maintaining that of Member of the Board, Advisor to the Chairman and also maintaining that of President of Ferrari West Europe (Paris) and Ferrari Asia Pacific (Shanghai). In March 2009, he ceased any occupation in Ferrari.

On 23 October 2009, Jean Todt was elected President of the FIA (Fédération Internationale de l’Automobile). He was elected for a new four-year term on 6 December 2013. He is also President of eSafety Aware and Member of the Board of Trustees of FIA Foundation for the Automobile and Society.



He is an Honorary Member of the Automobile Club de France and Honorary President of Federazione Auto Motoristica Sammarinese (FAMS) of San Marino.

Moreover, he is a Member of the Board of Directors of Edmond de Rothschild SA, and of the French companies Gaumont and Groupe Lucien Barrière. He is also a Member of the Board of Directors of the Société des Amis du Musée d'Art Moderne de la Ville de Paris and a Member of Sotheby's International Advisory Board.

On July 14th 2011 Jean Todt was elevated to the dignity of Grand' Croix of the Légion d'Honneur of the French Republic. Commendatore della Repubblica Italiana in 2002, he was given in 2006 the title Dato Seri, named in 2011 Member of the Ukrainian Order of Prince Yaroslav the Wise. He was promoted in 2012 Grand Officier of the Republic of San Marino Order of Sainte Agathe, and received in 2013 the distinction of Commander of the National Order of Merit of Senegal.

Jean Todt holds an Honorary Degree in Engineering from the University of Florence and is a Member of the French Académie des Technologies.

Jean Todt also devotes himself to humanitarian and other causes: in 2003, he was made a roving Ambassador for the Republic of San Marino and in 2009 he was named Tourism Ambassador for Malaysia. He is one of the Founders and the Vice-President of ICM (Institut du Cerveau et de la Moelle Epinière), an Institute devoted to medical research for brain and spinal cord disorders with seat in Paris.



