



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ACTIVITY REPORT 2018





“ Charlie Whiting was a central and inimitable figure who embodied the ethics and spirit of motor sport.

Formula One has lost a faithful friend and a charismatic ambassador.

”

Jean Todt
FIA President

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MESSAGE FROM THE FIA PRESIDENT

JEAN TODT

Over the past 12 months, the FIA has pursued a broad range of agendas across both Sport and Mobility pillars and we can say with some certainty that in 2018 the Federation made a number of truly impactful steps towards safer, more sustainable and more accessible Mobility and Motor Sport around the world.

A year of Sporting Achievement

2018 was a year of wonderfully engaging action and impressive progress – in competition, safety and development.

Formula One saw history made through Mercedes driver Lewis Hamilton securing a fifth World Championship Title – a feat only matched or bettered by two legendary drivers, hero Juan Manuel Fangio, and the most successful driver of all time, seven-time title winner Michael Schumacher.

It was a key season too in the area of motor sport safety. After a decade of rigorous research and development by the FIA, the Halo additional frontal protection system was introduced to motor sport, firstly in F1.

While the device met some resistance prior to its introduction, I am pleased that the FIA maintained its stance as a guardian of sporting safety. Indeed, across 2018, the Halo proved its value on several occasions, most visibly in an incident in which young Formula One driver Charles Leclerc avoided possible injury when an airborne car impacted with the Halo of his Sauber.

The Halo was also mandated for the new Formula 2 car introduced in 2018 and for the Gen 2 Formula E cars that are currently racing in Season 5 of the electric racing championship. Its successful introduction once again demonstrates that our mission to safeguard the safety of competitors, officials and spectators continues to have a positive and federating effect.

In rallying, there was a remarkable sixth consecutive World Title for Sébastien Ogier and co-driver Julien Ingrassia. It was also a landmark season for Toyota, which won its first WRC Teams' title in two decades.

As mentioned, Formula E introduced its Gen 2 car, which made its competitive debut in Saudi Arabia. Technical development within the sport means that drivers can now complete a full race without needing to change car and is more evidence of the kind of innovative spirit and rapid prototyping motor sport can bring to engineering development and the transfer of new technology from track to road.

The FIA also continues to build for the future of competition. Last year saw the publication of new rules for an exciting supercar concept that would bring growth to the FIA World Endurance Championship in 2020. The FIA World Rallycross Championship continued to deliver exciting racing spectacle, while Karting showed record number of young drivers participating in the events.

Finally, in Formula One, we continued to make good progress towards the definition of new Technical Regulations to be introduced in 2021 and new cost reduction mechanisms aimed at rebalancing competition within the World Championship.

Developing Competition

In 2018, the FIA also continued its mission to grow motor sport at every level, particularly in the realm of access to competition.

The FIA European Young Women project, the 'Girls on Track - Karting Challenge', succeeded beyond expectation and is now partnering

with the 'Dare to be Different' initiative to raise the number of female competitors worldwide.

The new FIA Disability and Accessibility Commission mapped out its future goals and is making good headway on opening our sport to all competitors. At the entry level, Karting is seeing increased participation in this most crucial discipline.

With regard to the entry point, we have seen enormous growth in the FIA Certified Gran Turismo Championship confirming the Federation's view that digital motor sport has a strong role to play in the future good health of our sport.

Finally, one particularly pleasing development of 2018 was the launch of the FIA GT Nations Cup. This competition, aimed at the best amateur drivers racing under national colours, was a great success and points the way towards an exciting new direction within the wide array of FIA competitions.

Defining the Shape of Tomorrow's Mobility

The mobility landscape is changing and as we head towards a time when digitalisation will bring a vast new range of transportation challenges and opportunities, we must be well positioned to address the former, and we must be at the forefront of developing the latter.

The FIA has been proactive in responding to the new mobility paradigm and 2018 saw the second season of the FIA Smart Cities initiative. Designed to promote discussion and innovation around the increasing effect new technology is having on the way we move through our cities, FIA Smart Cities staged three fora at Formula E events in Santiago de Chile, Rome and Zurich. Approximately 900 participants from the worlds of politics, policy-making, private enterprise, NGOs and academia came together at these occasions to share ideas around innovation, technology and urban mobility. Through the dissemination of best practice, new solutions to the issues faced by cities the world over – no matter their size, infrastructural capability or level of advancement – can be defined, adapted and applied.

The third season of FIA Smart Cities will see events take place in Mexico City, Hong Kong and Rome, a truly global footprint for an initiative that is already reaping rich rewards.

On a practical level, the FIA is also helping to develop the future of mobility through the preparedness of its Member Clubs. The programmes of the FIA University, for example, have focused on transition from a model of car ownership to a new world of Mobility as a Service. In 2018, the FIA University conducted four programmes involving 47 Clubs, in 32 countries. The support provided through programmes such as the Emerging Leaders and Senior Executive programmes is invaluable, strengthening FIA Members and giving them tools with which to tackle the challenges to come and to exploit the many opportunities a new era of mobility will bring.

Towards Global Road Safety

In my time as President of the FIA, the pursuit of increased safety on the world's roads has become a key advocacy issue, and over the past decade we have made substantial progress on raising awareness of this public health scourge, from the world stage to impactful local public education programmes.

In 2018, I believe we took a significant step forward in this cause. The FIA played a key role in the formulation of the concept of a global fund to boost road safety and the result of that work was the creation, in April 2018, of the United Nations Road Safety Trust Fund. Building on the expertise developed through the Decade of Action for Road Safety, the Trust Fund will focus on supporting concrete actions helping to achieve the road safety-related targets of the United Nations Sustainable Development Goals (SDGs). This exceptional project, through which funding is pledged by governments and private enterprise, has already been met with great success. The Fund has received donations amounting to US\$19M and I am sure that momentum will only continue to grow.

The FIA High Level Panel for Road Safety has been further involved in a range of worldwide projects aimed at boosting safety, including supporting the creation of regional road safety observatories worldwide and taking action on minimum vehicle standards – work that is being matched by the efforts of the FIA Manufacturers' Commission.

In the realm of public awareness, the #3500LIVES Global Road Safety Campaign will continue for a third year of worldwide prominence thanks to a renewed partnership between the FIA and outdoor advertising giant JCDecaux.

Funding Innovation

Last year saw us reap the first fruits of the FIA Innovation Fund. Drawing on some €50M in resources obtained through the sale of Formula One's commercial rights, the Fund has been designed to support exceptional, forward thinking projects that have the potential to achieve long-lasting benefits in both Sport and Mobility.

We have already seen impressive results through the funding made available to a number of hugely worthwhile projects. The FIA 'Girls on Track - Karting Challenge' programme has had enormous success in encouraging female participation in motor sport, while the Federation's relationship with the International Olympic Committee has deepened through a road safety awareness event at the 2018 Youth Olympic Games in Argentina that also involved a demonstration of E-karting.

Drawing on the cutting-edge research conducted into helmet design by the FIA Safety Department, the Fund is also supporting the launch of a global helmet rating system that aims to convert high-level motor sport knowhow into potentially game-changing safety gains among users of two-wheel transport.

A further six projects were approved for funding late last year, including the development of an innovative fundraising mechanism for road safety, which would rely on micro-donations obtained via the monetisation of specially branded products. I am looking forward to the Fund building a remarkable legacy of transformative initiatives in the future.

Power for change

It is obvious, then, that 2018 was a year of significant achievement on many fronts for the FIA. This progress is the result of extraordinary work from a great variety of sources. I would like to thank my own team for their unwavering commitment to the goals we set out at the start of this third term. I would also like to acknowledge the good work of the FIA Mobility, Sport and Administrative Divisions in delivering on the high targets we aspire to reach. But, most of all, I want to pay tribute to our Member Clubs. The FIA network is an outstanding source of dedication, innovation and organisational expertise and the extraordinary capability within our 240 Member Organisations cannot be underestimated.

As a family, we have the power to bring about positive changes across a huge range of societally important agendas. In 2018, we realised some of our collective goals, and I am looking forward to continuing doing so in 2019.



Yours faithfully,

Jean Todt

FIA President

FIA AT A GLANCE

MISSION

Founded in 1904 by 14 national automobile clubs, the FIA aims at establishing a union between its Members with a view to:

- maintaining a worldwide organisation upholding the interests of its Members in all international matters concerning Automobile Mobility and Tourism, and Motor Sport;
- promoting freedom of mobility through affordable, safe, and clean motoring, and defending the rights of consumers when travelling;
- promoting the development of the facilities and services of the Member Clubs, Associations and Federations of the FIA and the coordination of reciprocal services between Member Clubs for the benefit of their individual members when travelling abroad;
- promoting the development of motor sport, improving safety in motor sport, enacting, interpreting and enforcing common rules applicable to the organisation and the fair and equitable running of motor sport competitions;
- holding the exclusive right to take all decisions concerning the organisation, the direction and the management of international motor sport;
- exercising jurisdiction pursuant to disputes of a sporting nature and any disputes which might arise between its Members, or in relation to any of its Members having contravened the obligations laid down by the Statutes, the International Sporting Code and the Regulations;
- preserving and conserving all documents and artefacts concerning world motoring in order to retrace its history.

KEY FIGURES

35

COMMITTEES & COMMISSIONS

- Audit Committee
- Ethics Committee
- Nominations Committee
- Mobility Programmes Committee
- 25 Sporting Commissions
- 2 Mobility Commissions
- 3 Mobility & Sporting Commissions
- International Historical Commission

4

GOVERNING BODIES

- General Assembly
- Senate
- World Motor Sport Council
- World Council for Automobile Mobility and Tourism

3

JUDICIAL AND DISCIPLINARY BODIES

- International Tribunal
- International Court of Appeal
- Anti-doping Disciplinary Committee

4

AUTOMOBILE MOBILITY & TOURISM REGIONS

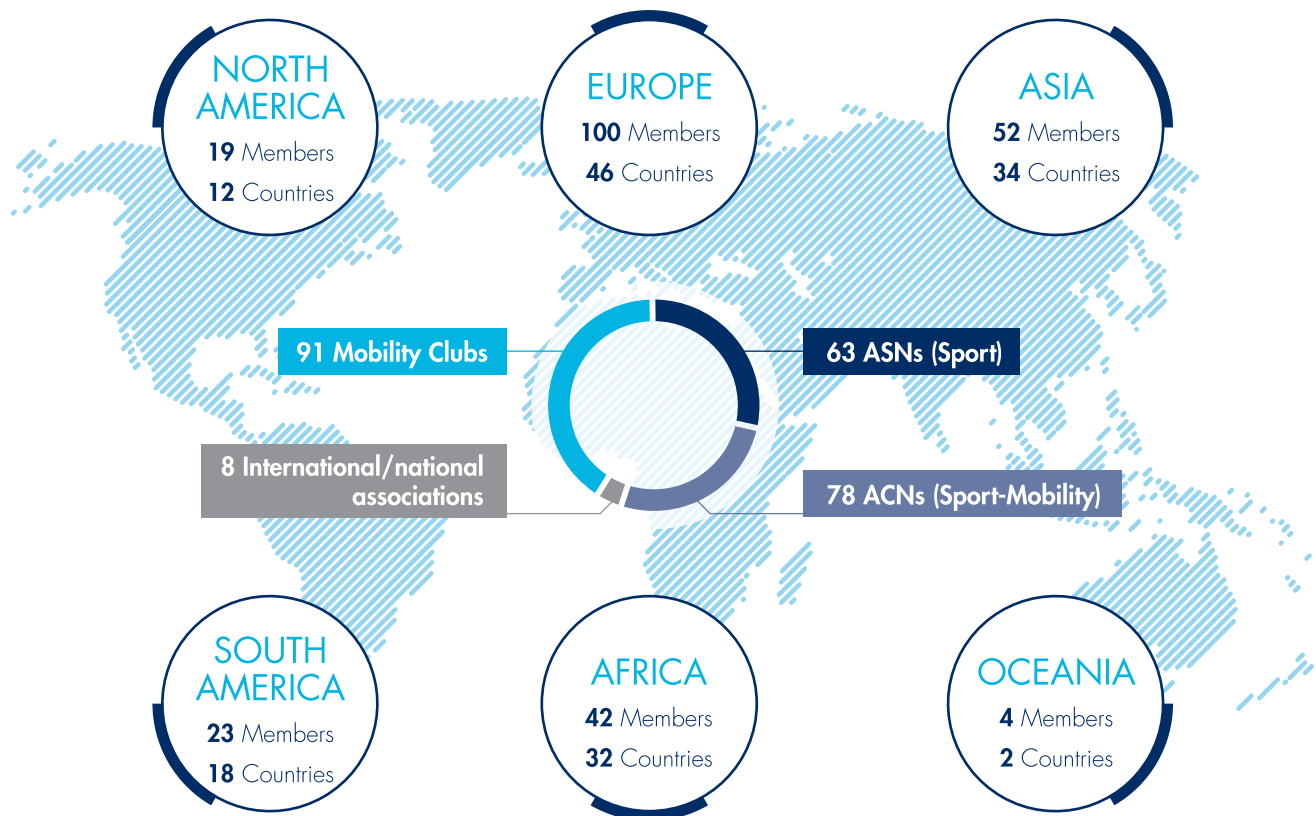
- Region I Europe, Middle East and Africa
- Region II Asia and Pacific
- Region III North America
- Region IV South America

6

FIA SPORT REGIONAL CONGRESSES

- Africa
- Asia-Pacific
- Middle East and North Africa
- North America and South America
- Central European Zone
- North European Zone

240 Member Organisations representing over 80 million road users from 144 countries



2018 MAJOR EVENTS



SPORT CONFERENCE,
Manila, Philippines
4-6 June 2018

Delegates: **169**
ACNs/ASNs: **93**
Countries: **85**



ANNUAL GENERAL ASSEMBLY,
St Petersburg, Russia
3-7 December 2018

Delegates: **473**
Clubs: **170**
Countries: **119**



MOBILITY CONFERENCE,
Montevideo, Uruguay
23-27 July 2018

Delegates: **160**
Clubs: **69**
Countries: **65**



PRIZE GIVING,
St Petersburg, Russia
7 December 2018

Guests: **779**

GUIDING PRINCIPLES

At the heart of the FIA's operations lies a set of guiding principles of good governance to which the Federation pledges itself.

Good governance is fundamental to the efficient, effective and fair operation of any organisation, providing it with the tools to achieve its missions. The FIA's core principles of good governance are rooted in those promoted by the international community, including the United Nations' founding principles and the Basic Universal Principles of Good Governance of the Olympic and Sports Movement. As such, the FIA is committed to promoting universality and neutrality, inclusivity, electivity, democracy, transparency, and integrity.

PRINCIPLES

**GOOD
GOVERNANCE**

FAIR PLAY

SUSTAINABILITY

ELECTIVITY
DEMOCRACY
TRANSPARENCY
INTEGRITY

FAIRNESS
RESPECT
EQUALITY

SUSTAINABLE
DEVELOPMENT
FOR ALL

GOVERNANCE

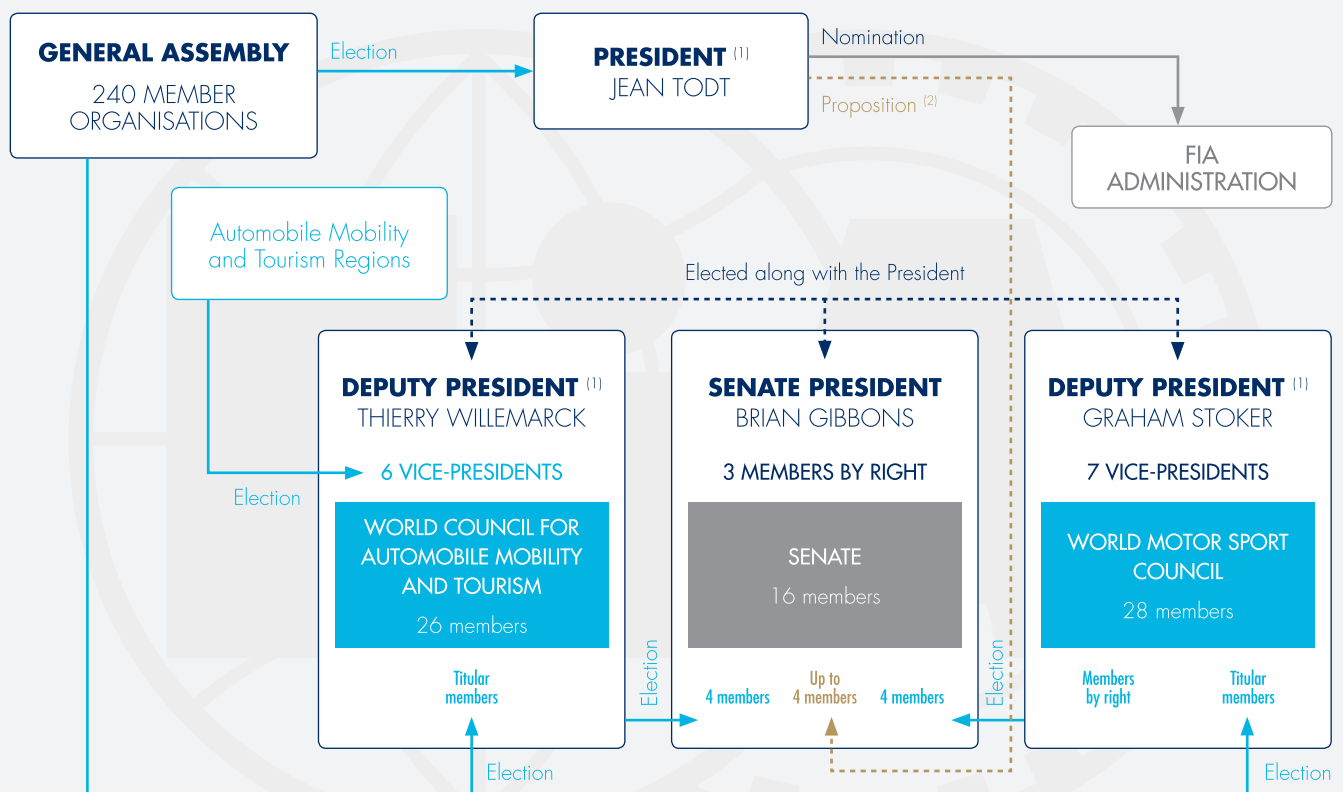
- STATUTES AND INTERNAL REGULATIONS
 - INTERNATIONAL SPORTING CODE
 - CODE OF ETHICS
- FIA RULES, POLICIES AND PROCEDURES

GOVERNANCE

The FIA's duties are separated into reviewing, enacting and enforcing sporting rules, promoting accessible, sustainable and safe mobility for all, taking executive decisions and resolving disputes.

The President of the FIA, the President of the Senate, the Deputy President for Automobile Mobility and Tourism, the Deputy President for Sport and the seven FIA Vice-Presidents are elected for 4 years by an absolute majority of the General Assembly.

ORGANISATION AS OF MID-DECEMBER 2018



(1) Members by right of the Senate.

(2) The members proposed by the President are then confirmed by the twelve other members of the Senate.

DECISION-MAKING PROCESS

The FIA is structured in line with the principles of good governance. In addition to the legitimacy given by the FIA General Assembly to its governing bodies, the two World Councils and the Senate (in charge of the management of financial resources), the real driving force for proposals within the FIA lies with its permanent commissions. It falls to the World Councils to set the objectives of these commissions in their respective fields. The commissions are therefore mandated to develop draft proposals and submit them to World Councils for examination. Each of the two World Councils then finalises these proposals which, after receiving final approval, form the basis of the FIA's decisions and actions, both for motor sport regulatory and organisational purposes, and for defining the organisation's policies for automobile mobility. Particularly in terms of motor sport, the integration of car manufacturers and other

stakeholders in each discipline within the permanent commissions, as well as the members nominated by the ASNs, the quarterly meetings and those of the World Council, ensure that the FIA is reactive at all times in its role as regulator of this sport.

Moreover in relation to the Sport pillar, there is a clear separation between:

- making and amending of international motor sport rules and organisation of the International Championships and Cups (World Motor Sport Council);
- making and reviewing executive decisions regarding the management of financial resources (Senate);
- resolving disputes between Members, sporting participants and other relevant parties (Judicial Bodies).

WORLD MOTOR SPORT COUNCIL



World Motor Sport Council Meeting, Paris, France, 12 October 2018

Not visible on the picture:



Mattia BINOTTO
(Member since January 2019)



Manuel AVIÑÓ
ROGER



Carlos GARCÍA
REMOHÍ



General Victor
KIRYANOV



Tom KRISTENSEN

COMPOSITION AS OF MID-DECEMBER 2018

FIA President

Jean TODT (France)

FIA Deputy President for Sport

Graham STOKER (United Kingdom)

FIA Vice-Presidents for Sport

José ABED (Mexico)

Mohammed BEN SULAYEM (United Arab Emirates)

Carlos GARCÍA REMOHÍ (Argentina)

Angelo STICCHI DAMIANI (Italy)

Surinder THATHI (Ivory Coast)

Hermann TOMCZYK (Germany)

Heping WAN (China)

Titular members

Manuel AVIÑÓ ROGER (Spain)

Garry CONNELLY (Australia)

François CORNELIS (Belgium)

Dennis DEAN (United States of America)

Nicolas DESCHAUX (France)

Michel FERRY (Monaco)

Zrinko GREGUREK (Croatia)

General Victor KIRYANOV (Russia)

Hugo MERSAN (Paraguay)

Koichi MURATA (Japan)

Juhani PAKARI (Finland)

Gautam SINGHANIA (India)

Vincenzo SPANO (Venezuela)

Serkan YAZICI (Turkey)

Members by right

Chase CAREY (United States of America),
Chairman and CEO of F1

Felipe MASSA (Brazil),
International Karting Commission President

Michèle MOUTON (France),
President of the FIA Women in Motorsport Commission

Tom KRISTENSEN (Denmark),
President of the FIA Drivers' Commission

François FILLON (France),
President of the FIA Manufacturers' Commission
or

Mattia BINOTTO (Italy), *
Ferrari SpA Representative

*Since January 2019

WORLD COUNCIL FOR AUTOMOBILE MOBILITY AND TOURISM



World Council for Automobile Mobility and Tourism Meeting, Madrid, Spain, May 2018

Not visible on the picture:



François FILLON



Earl JARRETT



Alejandro
QUINTANA
HURTADO



Bernard TAY



Takayoshi YASHIRO

COMPOSITION AS OF MID-DECEMBER 2018

FIA President

Jean TODT (France)

FIA Deputy President for Automobile Mobility and Tourism

Thierry WILLEMARCK, TCB (Belgium)

FIA Vice-Presidents (Automobile Mobility and Tourism)

Region I

Thomas MØLLER THOMSEN, FDM (Denmark)

Region II

Mike NOON, NZAA (New Zealand)

Region III

Tim SHEARMAN, CAA (Canada)

Region IV

Jorge TOMASI CRISCI, ACU (Uruguay)

Region I Sub Region African Council for Touring & the Automobile (ACTA)

Simon MODISAEMANG, Emergency Assist 991 Netcare (Botswana)

Region I Sub Region Arab Council of Touring & Automobile Clubs (ACTAC)

Essa Hamzah ALFAILAKAWI, KIAC (Kuwait)

Titular members

Region I

Frits van BRUGGEN, ANWB (The Netherlands)

Mirko BUTULIJA, AMSS (Serbia)[†]

Jorge F. DELGADO MENDOZA, RACE (Spain)

Peter GOETSCHI, TCS (Switzerland)

August MARKL, ADAC (Germany)

Giuseppe REDAELLI, ACI (Italy)

Oldrich VANICEK, UAMK (Czech Republic)

Gottfried WANITSCHKEK, ÖAMTC (Austria)

Region II

Nigel ALEXANDER, AAA (Australia)

Sudhammika ATTYGALLE, AAC (Sri Lanka)

Afsar HOSSAIN, AAB (Bangladesh)

Bernard TAY, AAS (Singapore)

Takayoshi YASHIRO, JAF (Japan)

Region III

Julian José ABED, ANA (Mexico)

Earl JARRETT, JAA (Jamaica)

Region IV

Ricardo MORALES RUBIO, ACC (Colombia)

Gorki OBANDO, ANETA (Ecuador)

Alejandro QUINTANA HURTADO, ACCHI (Chile)

Official observers

François FILLON (France),
President of the FIA Manufacturers' Commission
Saul BILLINGSLEY (United Kingdom),
FIA Foundation representative

[†] Deceased on 22 February 2019.

SENATE



Senate meeting, St Petersburg, Russia, 5 December 2018

Missing on the picture:



HRH Prince Faisal
AL HUSSEIN



Irina BOKOVA



Carlos
SLIM DOMIT



Mariangela
ZAPPIA

COMPOSITION AS OF MID-DECEMBER 2018

FIA Senate President

Brian GIBBONS (New Zealand)

FIA President

Jean TODT (France)

FIA Deputy President for Automobile Mobility and Tourism

Thierry WILLEMARCK (Belgium)

FIA Deputy President for Sport

Graham STOKER (United Kingdom)

Members

HRH Prince Faisal AL HUSSEIN (Jordan)

Jacques AUDIBERT (France)

Irina BOKOVA (Bulgaria)

Gerardo BRAGGIOTTI (Italy)

William E. CONNOR (United States of America)

Jean-Michel DARROIS (France)

August MARKL (Germany)

Jorge ROSALES (Argentina)

Tim SHEARMAN (Canada)

Carlos SLIM DOMIT (Mexico)

Mariangela ZAPPIA (Italy)

Guojun ZHAN (China)

FIA COMMISSIONS AND COMMITTEES



PRESIDENTS AS OF MID-DECEMBER 2018

COMMITTEES' PRESIDENTS

Audit Committee

Bertrand BADRÉ (France)

Ethics Committee

François BELLANGER
(France/Switzerland)

Mobility Programmes Committee

Thierry WILLEMARCK (Belgium)

Nominations Committee

Werner KRAUS (Austria)

SPORTING COMMISSIONS' PRESIDENTS

International Karting Commission

Felipe MASSA (Brazil)

FIA Circuits Commission

George SILBERMANN
(United States of America)

FIA Closed Road Commission

Robert REID (United Kingdom)

FIA Cross-Country Rally Commission

Jutta KLEINSCHMIDT (Germany)

FIA Drag Racing Commission

Lars PETTERSSON (Sweden)

FIA Drifting Commission

Akira IIDA (Japan)

FIA Drivers' Commission

Tom KRISTENSEN (Denmark)

FIA Electric and New Energy Championships Commission

Burkhard GÖSCHEL (Germany)

FIA Endurance Commission

Richard MILLE (France)

FIA F1 Commission

Chase CAREY
(United States of America)

FIA GT Commission

Christian SCHACHT (Germany)

FIA Hill Climb Commission

Imad LAHOUD (Lebanon)

FIA Historic Motor Sport Commission

Paolo CANTARELLA (Italy)

FIA Homologation Regulations Commission

Daniel FAUSEL (Switzerland)

FIA Land Speed Records Commission

Roger Alan BANOWETZ
(United States of America)

FIA Medical Commission

Prof. Gérard SAILLANT (France)

FIA Off-Road Commission

Gyrfas OLAH (Hungary)

FIA Rally Commission

Wayne CHRISTIE (New Zealand)

FIA Safety Commission

Patrick HEAD (United Kingdom)

FIA Single-Seater Commission

Stefano DOMENICALI (Italy)

FIA Touring Car Commission

Alan J. GOW (United Kingdom)

FIA Truck Racing Commission

Manuel VIDAL PERUCHO (Spain)

FIA Volunteers and Officials Commission

Colin SYN (Singapore)

FIA Women in Motorsport Commission

Michèle MOUTON (France)

FIA World Rally Championship Commission

Carlos Alpoim VIEIRA BARBOSA
(Portugal)

MOBILITY COMMISSIONS' CHAIRPERSONS

Mobility Policy Commission

Johann GRILL (Germany)

Mobility Services Commission

Frank FOTIA (Canada)

MOBILITY AND SPORTING COMMISSIONS' PRESIDENTS

FIA Environment and Sustainability Commission

Felipe CALDERÓN (Mexico)

FIA Disability and Accessibility Commission

Nathalie McGLOIN (United Kingdom)

FIA Manufacturers' Commission

François FILLON (France)

FIA INTERNATIONAL HISTORICAL COMMISSION'S PRESIDENT

Franz GRAF ZU ORTENBURG
(Germany)

GENERAL ORGANISATION

DECEMBER 2018

PRESIDENTIAL TEAM



PRESIDENT
Jean TODT



**DEPUTY PRESIDENT
FOR SPORT**
Graham STOKER



SENATE PRESIDENT
Brian GIBBONS



**DEPUTY PRESIDENT
FOR AUTOMOBILE MOBILITY
AND TOURISM**
Thierry WILLEMARCK

ADMINISTRATION



**SECRETARY GENERAL
FOR SPORT**
Peter BAYER



**CHIEF
ADMINISTRATIVE
OFFICER**
Jean-Baptiste PINTON



**SECRETARY GENERAL
FOR AUTOMOBILE MOBILITY
AND TOURISM**
Andrew McKELLAR

ADMINISTRATION



188 employees*

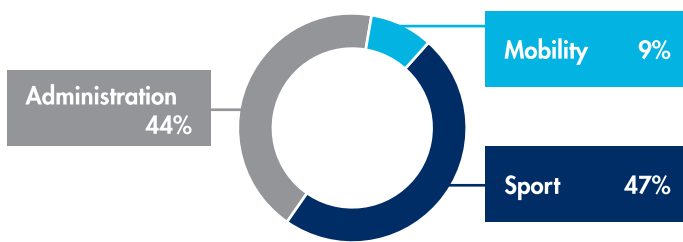


24 nationalities represented

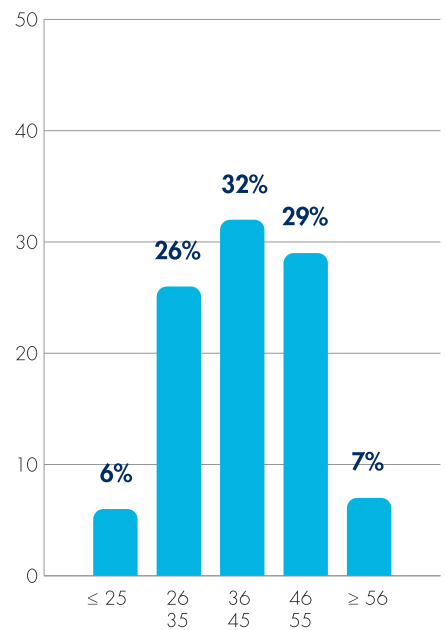


Average age: 40 years

Distribution of employees by division



Distribution of employees by age



Distribution of employees by gender



3 locations



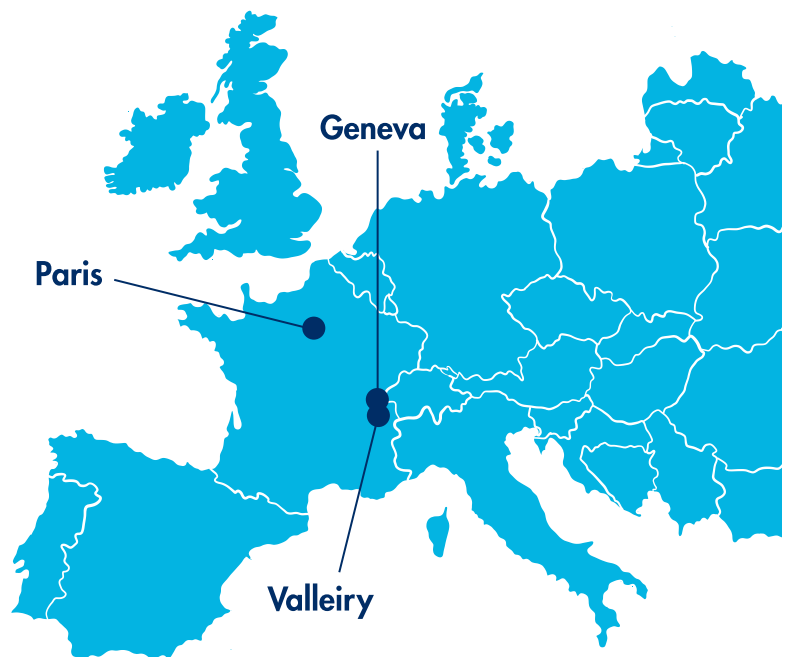
Paris
Historic Headquarters, Mobility and Tourism Division and Communications Department



Geneva
Sport Division and Administration



Valleiry
Logistics and Archives
FIA Centre of Excellence



*: Employees on permanent contracts only.

2018 HIGHLIGHTS

PARIS, FRANCE



Meeting with French President Emmanuel Macron

FIA President Jean Todt met with French President Emmanuel Macron at the Palais de l'Elysée to discuss road safety issues and the strength of motor sport in France.

17
JANUARY

DAVOS, SWITZERLAND



#Tech4RoadSafety

FIA President Jean Todt and CEO of EMOTIV Tan Le revealed the innovative #Tech4RoadSafety experience developed in partnership with the Institut du Cerveau et de la Moelle Epinière represented by Head of Research and Technology Development Alexis Génin. Together they welcomed 2016 FIA Formula One World Champion Nico Rosberg for a test in the presence of UN General Assembly President Miroslav Lajčák and UNECE Executive Secretary Olga Algayerova

22-26
JANUARY

SANTIAGO DE CHILE, CHILE



FIA Smart Cities Forum

FIA President Jean Todt, Governor of the Metropolitan Region of Santiago Claudio Orrego, Mayor of Seville Juan Espadas Cejas, President of Automóvil Club de Chile Alejandro Quintana Hurtado, and Founder and CEO of Formula E Holdings Alejandro Agag opened the FIA Smart Cities Forum in Santiago de Chile which gathered mobility experts from international organisations, city authorities and industry players. This was the first FIA Smart Cities event of the 2nd Season of the initiative, it was then followed by Fora in Rome and Zurich held in April and June.

2
FEBRUARY

GENEVA, SWITZERLAND



FIA Race Directors Seminar

The Race Directors Seminar brought together more than 110 experts – including 70 race directors – from across the FIA Championships and International Series.

8
FEBRUARY

GENEVA, SWITZERLAND



FIA International Stewards Programme

The second edition of the FIA International Stewards Programme gathered stewards from all disciplines of motor sport together for a two-day schedule of training, and represented a significant step forward with greatly increased attendance.

9-10
FEBRUARY

MEXICO CITY, MEXICO



#3500LIVES Campaign and Child Safety promoted at Mexico E-Prix

At the 2018 Mexico City E-Prix, numerous Formula E fans and families had the opportunity to visit the FIA stand and learn more about the leading action of the FIA in the field of road safety advocacy and promotion of the use of child restraint systems.

3
MARCH

GENEVA, SWITZERLAND

Geneva Motor Show: a week of announcements

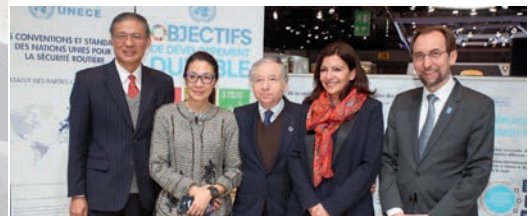
The FIA was again prominently represented at the renowned Geneva Motor Show with a stand featuring Sport and Mobility initiatives, and held three press conferences.



During the first press conference, the all-new, all-electric ABB FIA Formula E Championship car, dubbed the 'FIA Formula E Gen2', was officially unveiled by FIA President Jean Todt, Formula E Holdings Founder and CEO Alejandro Agag and a 'special guest' robotic arm supplied by championship title partner ABB.



During the second press conference held on International Women's Day, the 'Girls on Track - Karting Challenge', the FIA European Young Women Programme, was officially launched in the presence of Jean Todt and FIA Women in Motorsport Commission President Michèle Mouton, Programme ambassadors Susie Wolff and Tatiana Calderón and Peter Sørensen, former Head of the European Union Delegation to the United Nations in Geneva.



On the occasion of the 70th anniversary of the Universal Declaration of Human Rights (UDHR), FIA President Jean Todt, who also serves as the UN Secretary-General's Special Envoy for Road Safety, together with Former UN High Commissioner for Human Rights Zeid Ra'ad Al Hussein, Mayor of Paris and Chair of C40 Anne Hidalgo, and Director of UNECE's Sustainable Transport Division Yuwei Li highlighted that road safety is a human rights issue and spoke about the ongoing efforts to reduce fatalities on the world's road.

8-18
MARCH

12
APRIL

NEW YORK CITY, USA



Creation of the United Nations Road Safety Trust Fund

The United Nations Road Safety Trust Fund was officially launched at the United Nations Headquarters in New York. Strongly supported by the FIA, this Fund was created to help increase political support and funding for global road safety. Important pledges to contribute were made at the Fund's launch by the FIA Foundation, and two members of the FIA High Level Panel for Road Safety, Total and 3M.

MARRAKESH, MOROCCO



FIA Sport Regional Congress for the Middle East and North Africa

70 participants representing 16 ASNs/ACNs from 16 countries attended the FIA Sport Regional Congress for the Middle East and North Africa hosted by the *Fédération Royale Marocaine des Sports Automobiles* (FRMSA) in Marrakesh.

8-10
MAY

WORLDWIDE



FIA Volunteers Weekend

The 2018 FIA Volunteers Weekend celebrated those who dedicate their time to make motor sport possible around the world, capitalising on a busy weekend of FIA competitions.

19-20
MAY

LEIPZIG, GERMANY



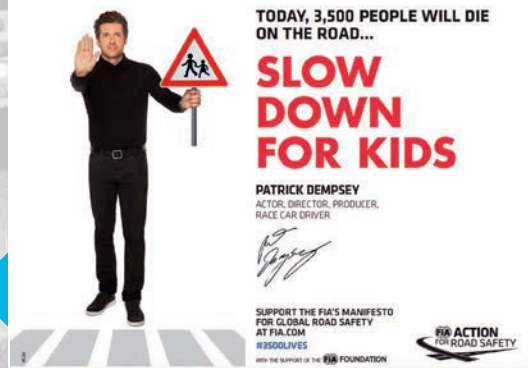
International Transport Forum Summit

At the opening plenary of the 2018 ITF Summit on Transport Safety and Security, FIA President Jean Todt emphasised that increased resources and funding are much-needed to tackle the road safety challenge and called for contributions to the newly created United Nations Road Safety Trust Fund.

23
MAY

1
JUNE

WORLDWIDE



Patrick Dempsey joins the #3500LIVES Campaign

On the occasion of International Children's Day, Patrick Dempsey joins the #3500LIVES Campaign to support the 'Slow Down for Kids' rule and invites drivers to slow down in high-risk areas and school zones.

MANILA, PHILIPPINES



FIA Sport Regional Congress for Asia-Pacific

The FIA Sport Regional Congress for Asia-Pacific hosted by the Automobile Association Philippines gathered 67 participants representing 20 Clubs from 22 countries in Manila ahead of the 2018 FIA Sport Conference.

2-3
JUNE

MANILA, PHILIPPINES



FIA Sport Conference

The 2018 FIA Sport Conference gathered 188 delegates from 93 ASNs/ACNs representing 93 countries to discuss and exchange on the theme of "Empowering the Future: Unlocking Motor Sport's Potential".

4-6
JUNE

LE MANS, FRANCE



24 Hours of Le Mans

Jean Todt, Pierre Fillon, Jacky Ickx, Richard Mille and LMP1 drivers joined #3500LIVES Campaign Ambassadors Patrick Dempsey, Michael Fassbender, Rafael Nadal and Fernando Alonso to promote road safety at the 24 Hours of Le Mans.

16-17
JUNE

GOODWOOD, UNITED KINGDOM



Goodwood Festival of Speed

After a successful presence for two successive years, the FIA returned to the world-famous festival with a variety of exciting 'future forward' content.

12-15
JULY

MONTEVIDEO, URUGUAY



XXth Edition of FIA Congress of Americas for Mobility and Sport

About 80 delegates from 23 Sporting Clubs and 9 Mobility Clubs from 31 countries from across North, Central and South America, gathered to discuss the key sport and mobility topics in the region at the occasion of the XXth edition of the FIA Congress of Americas for Mobility and Sport hosted by the Automóvil Club del Uruguay.

22-24
JULY

KIGALI, RWANDA



FIA Sport Regional Congress Africa

Hosted by the Rwanda Automobile Club, the 3rd FIA Sport Regional Congress Africa gathered 60 representatives from 18 ASNs/ACNs from 18 African countries in Kigali to discuss further development of motor sport at all levels.

23-27
JULY

MONTEVIDEO, URUGUAY



FIA Mobility Conference

Hosted by the Automóvil Club del Uruguay, the 26th FIA Mobility Conference was a successful week bringing together 160 delegates from 69 Clubs representing 65 countries to discuss the theme "Mobility in Transformation".

23-25
AUGUST

SINGAPORE



16
SEPTEMBER

#3500LIVES Stand at Singapore Grand Prix

For the first time ever, the #3500LIVES Global Road Safety Campaign was promoted at an F1 race. The campaign visuals were displayed in the fan zone at a stand hosted by the FIA, Motorsports Singapore and the Automobile Association of Singapore.

PARIS, FRANCE



FIA High Level Panel meeting

FIA President Jean Todt brought together the members of the FIA High Level Panel for Road Safety on 1 October in Paris. After being received at the City Hall by the Mayor of Paris, Anne Hidalgo, the HLP members met at the FIA headquarters. They were then hosted by the President of the French Republic Emmanuel Macron who announced a contribution of three million euros from France to the United Nations Road Safety Trust Fund.

1
OCTOBER

PARIS, FRANCE



Mondial Paris Motor Show – Mondial Tech

At the 2018 Mondial Paris Motor Show, the FIA promoted sustainable and safe mobility by taking part in the 'Mondial Tech', a new B2B event dedicated to innovative technologies that will shape the mobility of the future.

1-6
OCTOBER

BUENOS AIRES, ARGENTINA



Youth Olympic Games – Inauguration of the FIA Road Safety Exhibition

On 4 October, FIA President Jean Todt and International Olympic Committee President Thomas Bach inaugurated the FIA Road Safety Exhibition at the 2018 Youth Olympic Games in Buenos Aires, Argentina. Open from 7 to 17 October in Green Park, the FIA event space featured the #3500LIVES Global Road Safety Campaign and enabled all visitors to experience E-Karting in a safe and fun environment, thus bringing together the Mobility and Sport pillars of the FIA.

4
OCTOBER



FIA Smart Driving Challenge

On the occasion of the Paris Motor Show, the FIA allowed the general public a sneak peek at the FIA Smart Driving Challenge. Over ten days, starting from Place de la Concorde, the registered participants, accompanied by instructors from the Automobile Club Association, tested their smart driving skills at the wheel of various electric, hybrid, or internal combustion cars on the course of the Paris E-Prix.

26-27
OCTOBER

RIGA, LATVIA



FIA Sport Regional Congress for the North European Zone

Hosted by the Latvijas Automobiļu Federācija, the FIA Sport Regional Congress for the North European Zone brought together 58 delegates from 16 ASNs/ACNs representing 16 countries to discuss the key issues in North European motor sport.

18
NOVEMBER

WORLDWIDE



World Day of Remembrance for Road Traffic Victims

On 18 November, the FIA Community supported the World Day of Remembrance for Road Traffic Victims (WDR) on the theme "Roads Have Stories".

22
NOVEMBER

YAS MARINA CIRCUIT, ABU DHABI



FIA Formula 3 Car reveal

The FIA Formula 3 Championship unveiled the 2019 F3 car to the international media at the Yas Marina Circuit. The new car, to be raced in the 2019, 2020 and 2021 Seasons, was revealed in the Formula One paddock ahead of the final Formula One Grand Prix of the 2018 Season.

ST PETERSBURG, RUSSIA



FIA Annual General Assembly

The 2018 FIA Annual General Assembly gathers 473 delegates from 170 Member Clubs representing 119 countries from all over the world.

3-7
DECEMBER

ST PETERSBURG, RUSSIA

FIA Prize Giving



The stars of world motor sport gathered in the Grand Hall of the historic St Petersburg Philharmonia for a glittering evening celebrating a host of remarkable sporting achievements.

3-7
DECEMBER

LJUBLJANA, SLOVENIA



FIA Sport Regional Congress for the Central European Zone

The FIA Sport Regional Congress for the Central European Zone hosted by the Zveza Za Avto Šport Slovenije - AŠ 2005, gathered 60 delegates from 21 ASNs/ACNs representing 20 countries to discuss how ASNs can create a safety culture and make further strides in wider motor sport development.

14-15
DECEMBER



Mercedes Team Principal Toto Wolff and Non-Executive Director Niki Lauda won the FIA President's Award after a fifth consecutive Formula One Constructors' title. Wolff collected the award from FIA President Jean Todt, as Lauda continued his recuperation from major surgery.

FIA INNOVATION FUND

**HELPING TO CREATE A
BETTER, SAFER WORLD OF
MOTORING AND MOTOR
SPORT THROUGH A LEGACY
OF INNOVATION**





FUELLING INNOVATION THROUGH LEGACY

Since its launch in December 2017 at the FIA Annual General Assembly in Paris, the FIA Innovation Fund has really taken off.

WHAT IS THE FIA INNOVATION FUND?

The FIA Innovation Fund (FIF) is a new strategic fund launched by the FIA in December 2017 to allocate the proceeds from the sale of the FIA's one per cent share in Delta Topco (the previous Formula One Commercial Rights Holder) to Liberty Media.

Comprised of around €50 million, the Fund aims to support new and worthwhile ideas from all FIA stakeholders that could generate lasting benefit for the FIA Community.

To be selected, a project must be: innovative, high-impact, have tangible output, be strategically aligned with the FIA future direction, not be currently funded, and able to create an enduring legacy for the global FIA Community.

A Steering Committee composed of two working groups is in charge of assessing the projects. The FIA Senate approves each project. In 2018, nine projects were given the green light to receive funding totalling €7 million, most of which will be spent in 2019.

Long-Term Impact

Innovation is what drives evolution. And yet innovation would have no meaning if it were not anchored to a solid foundation of values for the benefit of not just one individual, but to an entire community, making a significant, long-term global impact.

Fully aware of the importance of legacy and innovation for a better and safer motoring and sporting world, the FIA has placed these values at the core of its brand identity and made them key goals for the FIA Innovation Fund. Launched in 2017, the Fund is designed to reward creativity and build a lasting legacy of exciting and potentially game-changing projects within the FIA Community and beyond.

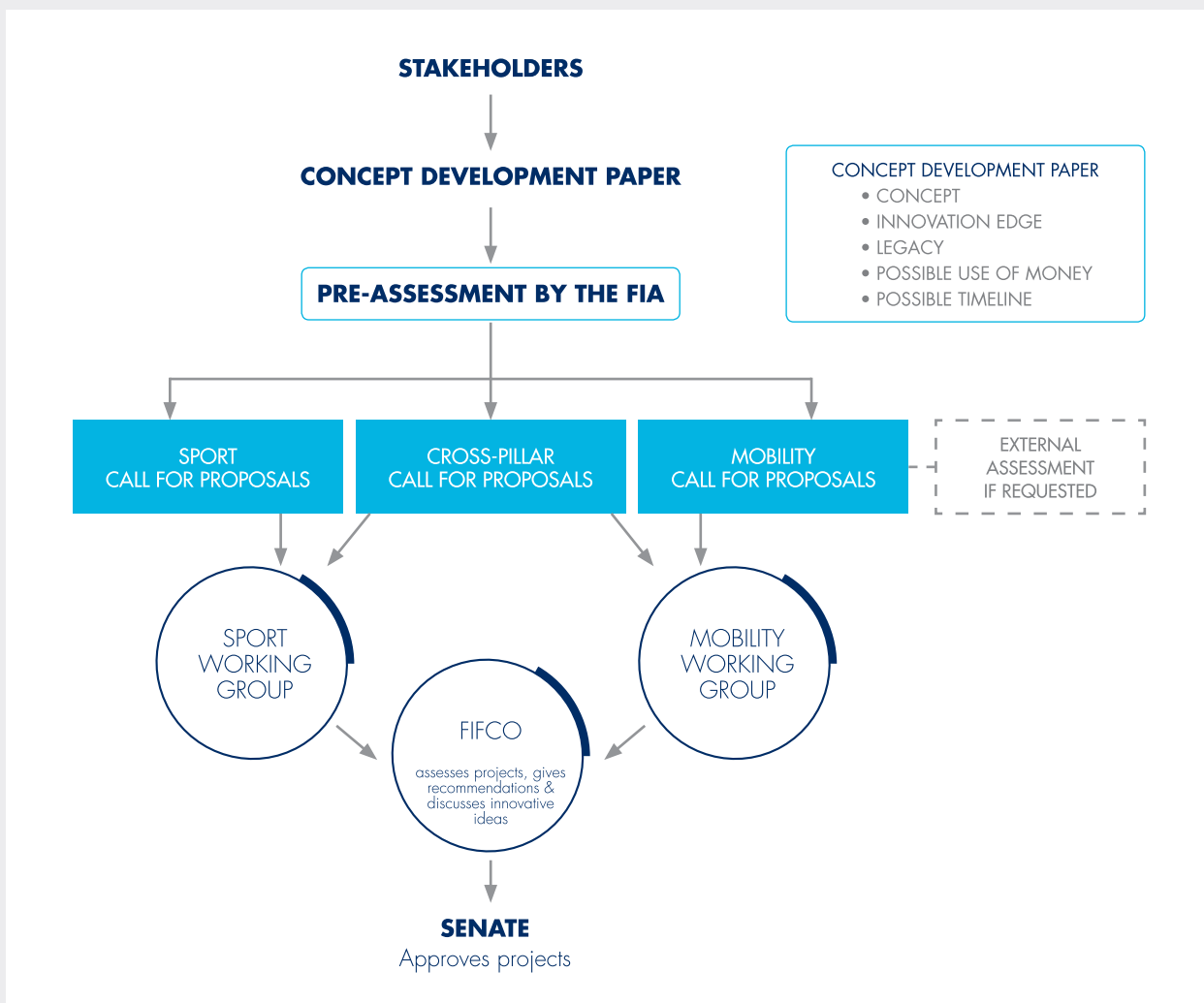
This Fund aims to allocate the proceeds from the sale of the FIA's one per cent stake in Delta Topco (the previous Formula 1 Commercial Rights Holder) to Liberty Media; a sum of around €50 million that FIA President Jean Todt said presented the Federation with a remarkable opportunity.

"If the FIA is to continue to improve and take its place in the world as the leader in mobility and motor sport development, innovation is essential," he said at the meetings of the World Motor Sport Council and World Council for Automobile Mobility and Tourism in spring 2017.

He then tasked the Federation's Vice-Presidents for Sport and Automobile Mobility and Tourism and FIA senior personnel with the development of proposals for the distribution of the funds.

Given its exceptional nature, the FIF is intended to support only exceptional projects and not those financed through the FIA regular budget. It may be allocated to one-off programmes but, preferably, it will serve to boost new projects – in sport or mobility but, ideally both – that need initial support to reach long-term self-sustainability.

"The Fund enhances the synergies between the two pillars of the FIA," says FIA Chief Administrative Officer Jean-Baptiste Pinton, who oversaw the methodologies to be used in the Fund. "We acknowledge that the money



comes from the sport side of the FIA, from the sale of the Formula One equity, but it will also partly benefit the mobility side. If you have cross-pillar projects, they can take from the Fund as a whole. Where projects are unique, to either Sport or Mobility pillars, the allocation of funds would be for two-thirds in favour of Sport."

The FIF's exceptional nature differentiates it from existing grant processes within the FIA, such as the FIA Sport or Road Safety Grant Programmes, as its objective is to benefit the whole FIA Community, not just one Club or stakeholder.

Tangible Outcomes

All stakeholders within the FIA Community have the opportunity to apply. "The FIA is different from many international federations – you have not only Clubs, our Members, but also manufacturers, drivers, volunteers and promoters, all of whom represented in a large array of Commissions," says Pinton. "We have encouraged applications from every area of the Federation, but

to have a relatively lean assessment procedure, the stakeholders' projects had to be channelled through FIA Member Organisations and pre-assessed by the FIA before going to working group level."

The assessment process has been kept as simple as possible. Concepts have to be submitted through the Fund's initial application template and associated tools. Once evaluated by the FIA, they are then reviewed by a Steering Committee, comprised of 15 members, as follows: the FIA's two Deputy Presidents, the seven FIA Vice-Presidents for Sport, the six FIA Vice-Presidents for Automobile Mobility and Tourism and four permanent guests (with no voting power): the FIA General Secretaries for Sport and Automobile Mobility and Tourism, Pinton himself and the FIA Compliance Officer.



The Committee is broken down into two working groups, one for Sport and the other for Mobility. Sport, Mobility, or cross-pillar projects, if positively assessed, go forward to the whole FIF Steering Committee, which gives an overall assessment.

"There is a facility for experts to be brought in on request," continues Pinton. "If the subject is complex or technical enough, the Committee or the working groups may ask for external assessment to ensure it has a truly global picture of the project. The principal aim of the Fund is to be as flexible as possible, to promote innovation and deliver a legacy, but of course there have to be checks and balances in the system."

First Projects Approved

Following the first FIF Steering Committee on 18 May 2018 in Geneva, three projects were approved by the FIA Senate and given the green light for funding in June 2018: the FIA European Young Women Programme, the FIA activation at the Youth Olympic Games and the Helmet Rating programme.

"The FIA European Young Women Programme is aimed at encouraging female involvement in motor sport, and has reached a new audience of 1,200 non-licensed 13-18 year-olds, identifying talented young drivers," says Pinton. "The money from the Innovation Fund is being provided to co-finance a project that has already been assessed and funded by the European Union.

"The second initiative chosen is a cross-pillar project aimed at developing motor sport, in particular E-karting, and road safety awareness in an Olympic environment, through the Youth Olympic Games."

The project was first activated on 4 October at the 2018 Youth Olympic Games in Buenos Aires and attracted more than 20,000 visitors. The project could be the first step in having Electric Karting as an official Olympic Sport.

"The third project, selected in May 2018, went through a revision phase and was finally approved by the FIF Steering Committee on 6 December in Saint Petersburg. It stems from the 'Track to Road' concept and plans to develop a helmets rating system, in a similar manner to the NCAP test ratings applied to new cars.

The first three selected projects fuelled a fresh wave of new presentations and at the FIF Working Group meetings and FIF Steering Committee in December 2018 in Saint Petersburg, following careful review and discussion by the groups and committee's members, six more innovative projects were selected.

"We are very excited to see that the process is taking-off and we look forward to seeing the impact some of these projects could have on the real world," said Pinton.

Community Benefit

A closer look at the new proposals reveals exceptional capacity to benefit the whole of the FIA Community. Five of the new proposals come from the Sport side, with the first seeking to promote female participation in motor sport. The 'Drive your Talent & Dare to be Different' programme aims to support and train young racing female talent on and off track through the organisation of racing events internationally. The project is a combination of two successful existing programmes – the FIA's 'Girls on Track – Karting Challenge' and the 'Dare to be Different' programme run by former racing driver Susie Wolff. The

new programme's ultimate goal is to inspire the next generation of motor sport fans and stakeholders. The Fund has financed a first test phase.

The FIA Disability and Accessibility Commission President Nathalie McGloin, together with the FIA Safety Department, proposed to create a dedicated programme to support disabled drivers. The project aims to maximise safety for disabled drivers with slow egress times, mandating the use of the best available fire extinguisher and clothing.

Global Strategy

Another interesting initiative envisages the development of a three-year global strategy for rally safety to ensure that the best practices from the FIA World Rally Championship are applied to Regional and National rallying. The strategy includes new tools to reduce rally spectator fatalities through a detection device that uses artificial intelligence.

Another safety project, which could extend beyond competitive motor sport and include hobby-level activities such as motorcycling and mountain biking, is the development of a new neck brace device to reduce

the number of injuries across a range of motor sport competitions down to the grassroots level.

There is also a software creation project to develop an app making communication with FIA sporting stakeholders (drivers, team managers, officials, volunteers, suppliers) more effective.

On the Mobility side, the Committee approved the project to develop an innovative fundraising mechanism for road safety relying on micro-donations. By monetising specially branded products, the initiative plans to create a global platform to generate resources for road safety interventions and long-lasting support for the newly launched United Nations Road Safety Trust Fund.

"In 2018, nine projects have been adopted for a total of €7 million, which will be mostly spent from 2019 onwards," says Pinton.

Other projects are being considered and will be further evaluated over the next months. On the Mobility side, a fascinating proposal has been received from the FIA Mobility Division: to design an innovative platform

FIF STEERING COMMITTEE COMPOSITION

Graham STOKER (United Kingdom)
FIA Deputy President for Sport
Thierry WILLEMARCK (Belgium)
FIA Deputy President for Automobile
Mobility and Tourism

Vice-Presidents (Sport):

José ABED (Mexico)
Mohammed BEN SULAYEM
(United Arab Emirates)
Carlos GARCÍA REMOHÍ
(Argentina)
Angelo STICCHI DAMIANI (Italy)
Surinder THATTHI (Ivory Coast)
Hermann TOMCZYK (Germany)
Heping WAN (China)

Vice-Presidents (Mobility):

Region I

Thomas MØLLER THOMSEN, FDM
(Denmark)

Region II

Mike NOON, NZAA
(New Zealand)

Region III

Tim SHEARMAN, CAA (Canada)

Region IV

Jorge TOMASI CRISCI, ACU
(Uruguay)

Region I - ACTA

Simon MODISAEMANG,
Emergency Assist 991 Netcare
(Botswana)

Region I - ACTAC

Essa Hamzah ALFAILAKAWI, KIAC
(Kuwait)

Permanent Guests:

Peter BAYER
FIA Secretary General for Sport
Andrew McKELLAR
FIA Secretary General for
Automobile Mobility & Tourism
Jean-Baptiste PINTON
FIA Chief Administrative Officer
Paolo BASARRI
FIA Compliance Officer

+ Outside expertise (if needed)



for urban mobility modelling, prediction and simulation to enhance user experiences and influence political decision-making in the area of urban mobility and traffic congestion.

For the projects coming from FIA Member Organisations, a specific agreement process will be established to address main issues, such as ownership, monitoring or return on investment matters.

At the concept level, both Mobility and Sport projects were presented, including the Tech4RoadSafety project (for Mobility), and the FIA e-motorsport strategy, the FIA Nations Festival and the FIA open kart initiative (for Sport). They will be further developed in the coming months.

SMART criteria have been put in place to govern the project assessment process. To be successful, projects must be Specific, Measurable, Achievable, Realistic and Time-bound. Pinton again says that the metrics were kept as simple as possible. "The idea is to be as open-minded as we can in the kind of submissions we receive. We want to encourage innovative thinking. The SMART criteria are simply a framework by which to judge innovation," he insists. "They are a way to try to determine the material effect of a project, to assess its real impact."

"The assessment process will be thorough for all projects, but obviously the larger the amount applied for, the greater the rigour of the assessments that will be undertaken," he says. "However, we do not want to limit innovation. Everything depends on the quality of the project and the likelihood of achieving its goals. There is no annual funding allocation either but the idea of the Fund is not to spend as quickly as possible but as intelligently as possible."

Ultimately, the Fund is aimed at creating a legacy, providing a spark to projects that could potentially change how motor sport is conducted, how transport functions and even to save lives on the world's roads. "The Fund is there to promote innovation and to leave a legacy. We are lucky enough to have a significant resource to invest in projects that may bring long-lasting value. The FIA has benefited from its involvement in Formula One and it is the Federation's duty to pass on that benefit to our Community, to their members and to society as a whole."

FIF MILESTONES



STRUCTURE OF THE CALL FOR PROPOSALS

- **INTRODUCTION:**

What is the current context of the project?

What is the classification of your project (Sport, Mobility, both)? How do you justify it?

- **OBJECTIVES:**

What are the top 3 SMART (Specific, Measurable, Achievable, Realistic, Time-Bound) objectives?

- **EXPERTISE:**

What is the starting point of the project? What will it achieve?

- **ACTION PLAN:**

What are the major tasks and their deadlines?

- **FINANCIAL CONSIDERATIONS:**

Liability, Budget, Human Resources, Partnerships

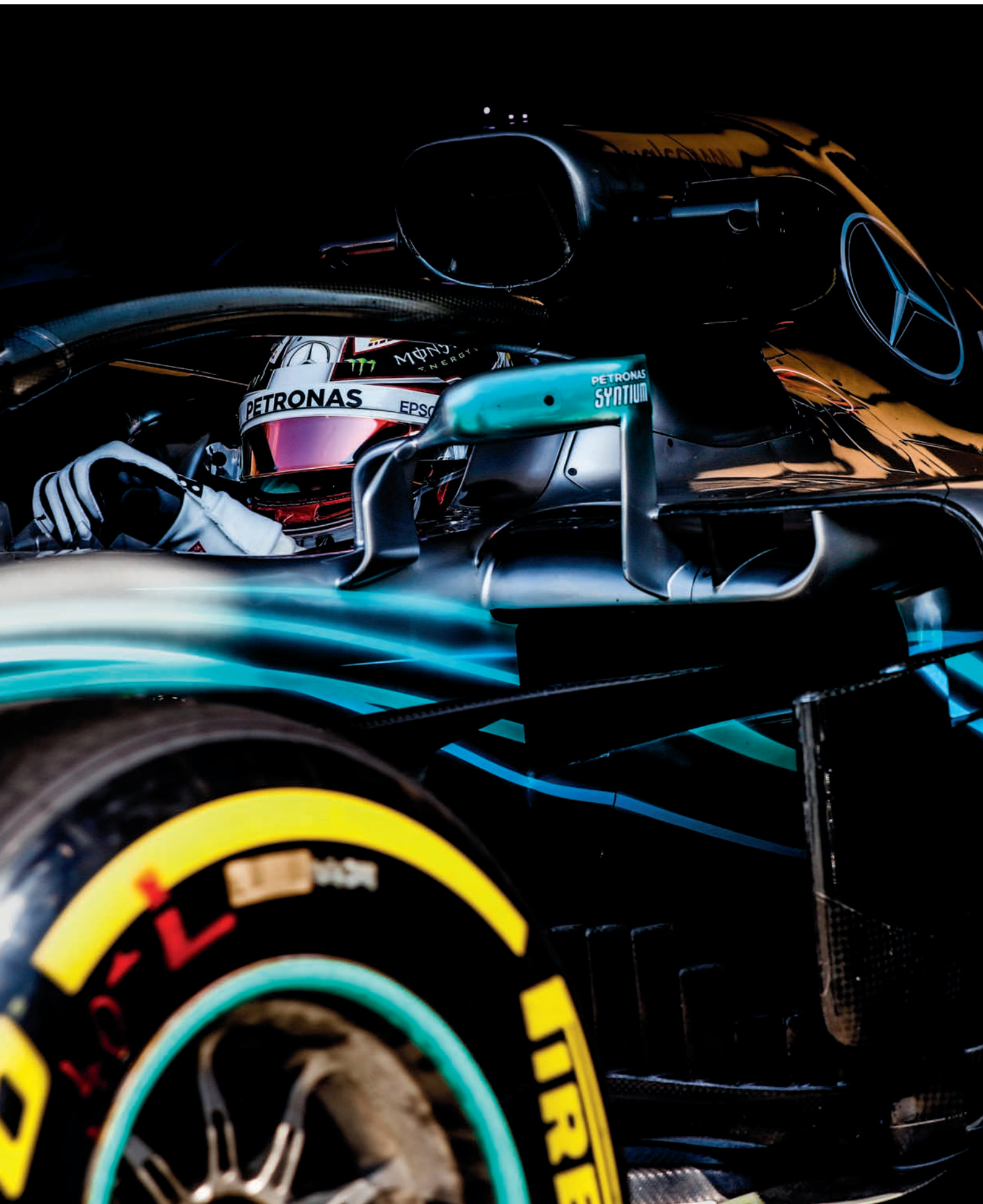
- **SELF-ASSESSMENT:**

Innovation, Legacy

SPORT

**DEVELOPING MOTOR SPORT
AT EVERY LEVEL,
ALL AROUND THE WORLD**







GEARING UP TO SHAPE THE FUTURE OF MOTOR SPORT

The 2018 motor sport year was one of historic milestones, ferociously tight title battles and exceptional innovation but as the competition thrilled fans worldwide, the FIA was hard at work behind the scenes, defining the evolution of championships from grassroots competition to the pinnacle of racing.

1,088 competitions
registered by a total of 76 ASNs/ACNs including:



305

FIA Championships,
Trophies, Challenges
and Cups events



237

Non-Championship
International Events



546

Events part of the
85 International Series
approved by the FIA

Making Motor Sport History

Motor sport at all levels provided hugely entertaining action and drama throughout the 2018 season.

At the top level, Formula One saw history made as Lewis Hamilton claimed his fifth World Championship title. The Briton's achievement matched the championship total of the legendary Juan Manuel Fangio. Only Michael Schumacher, with seven, now has more titles than Hamilton. The Mercedes team claimed its fifth consecutive Constructors' title.

Looking ahead, new Technical Regulations governing aerodynamics will come into force in 2019. Aimed at promoting close racing and thus providing more opportunities for overtaking, the new rules will also help inform new regulations being drafted for the 2021 Championship.

In that regard, work continues on the 2021 car. Further refinements of the classification of parts required to be uniquely developed by each team and those they can share will bring closer competition and efficiencies without losing the DNA of Formula One. The introduction of a cost control system is set to bring sustainability and greater parity to the sport.

Formula 2 enjoyed a successful year in 2018, with the top three drivers from the championship moving on to seats at Formula One teams, and in 2019, the FIA's single seater pyramid will be completed with the launch of a new Formula 3 series, which will join Formula 2 on the schedule of a number of Formula One Grand Prix race weekends.

Sensations Stages

Fans of rallying were treated to a thrilling 2018 FIA World Rally Championship that went down to the wire at the final event of the season, Rally Australia, where after a turbulent season Sébastien Ogier and co-driver Julien Ingrassia kept their cool as rivals crashed out to seal their sixth consecutive WRC title.

It was a hugely successful season too for Toyota Gazoo Racing, with the Japanese team claiming the FIA World Rally Championship for Manufacturers in only its second year back in the championship after a 17-year absence.

It was a different story in the FIA World Rallycross Championship, where Johan Kristoffersson took a second consecutive crown with a crushing 11 wins from 12 races. The championship also continued with its progress towards an electric future, though the decision was taken to postpone the switch to 2021, in order to allow more time for manufacturers to prepare themselves.

The first season of competition in the FIA World Touring Car Cup (WTCR) was also highly entertaining and over the course of the season, 15 drivers had climbed to the top of the podium and all seven manufacturers involved had obtained victories thanks to the rules governing 'Compensation Weight and Balance of Performance'. In the end though, it was veteran racer Gabriele Tarquini who emerged as champion.

For 2019, China's Geely Group has confirmed its participation with two teams of two cars. A field of up to 32 permanent cars is currently being established.

Formula E, Karting and GT

In 2018, Formula E's momentum showed no sign of slowing. Following the July crowning of France's Jean-Eric Vergne as Season 4 Champion at the final round in New York, preparations began for a radically different Season 5.

Beginning in December in Saudi Arabia, the campaign is the first to utilise the all-new Gen 2 Formula E car which is both more powerful and autonomous, and is able to cover a full-distance race without recharging batteries.

As well as the new car, Season 5 also features four new circuits (Ad Diriyah in Saudi Arabia, Santiago in Chile, Sanya in China and Bern in Switzerland), the involvement of nine manufacturers and 11 teams, a number of new drivers, and a new electric support series fully sponsored by Jaguar entitled the 'iPace Jaguar eTrophy'.

In Karting, new International Karting Commission President, Felipe Massa saw participation grow, with the FIA registering a healthy total of 745 entries, marginally higher than the figure from 2017. The sport gained a new service provider, RGMCM Group, which will look after the 2018, 2019 and 2020 seasons of the majority of the FIA Karting Championships. The company has already contributed to the development of the Karting audience through social networks.

Towards the end of 2018, the FIA launched a successful new event, the FIA GT Nations Cup, which sees rising talents and 'gentleman' drivers (Bronze and Silver) race in national teams, with ASNs selecting the crew – a crew being made up of two drivers of the same nationality.

The inaugural FIA GT Nations Cup was held at the Bahrain International Circuit from 30 November - 1 December and from the 18 national crews taking part it was the Turkish team that emerged as the Cup winner.

Innovation for Safety and Growth

The FIA continued to innovate in 2018 and last season was notable for the successful introduction of the Halo additional frontal protection system to motor sport. The system was first mandated for use in Formula One and was later successfully implemented in Formula 2 and Formula E. In 2019, the new FIA Formula 3 Championship will also benefit from the new safety device. In 2019, all F1 drivers will also be required to use biometric gloves featuring sensors that feed information on vital signs to trackside medical teams.

Elsewhere, the FIA continued its mission to improve safety across all forms of motor sport, with a number of notable advances being made, including new standards for Protective Clothing for Automobile Drivers, Karting Body Protection, and Karting High Seat Innovation.

Global motor sport growth was once again supported through the FIA Sport Grant Programme, which approved funding for 68 projects for 2018.

Finally, a successful year also saw the FIA look to the next generation of competitors and fans with the launch of a Digital Motor Sport Working Group and the establishment of a new FIA Drifting Commission.

A SEASON OF LANDMARKS AT THE PINNACLE OF RACING



From Lewis Hamilton claiming a fifth World Drivers' title to equal the legendary Juan Manuel Fangio to the return of the French Grand Prix and the introduction of the Halo additional frontal protection system, the 2018 FIA Formula One season was rich with major milestones.

Grand Prix Racing Goes Home



The 2018 FIA Formula One World Championship season proved to be an enthralling contest, with three teams winning races and the Drivers' and Constructors' titles secured only at the 19th and 20th rounds of the 21-race season respectively.

After 2016, this was only the second time in the sport's 68-year history that the championship featured 21 events. Malaysia dropped off the calendar, but the schedule was boosted by the return of the French and German GPs. Le Castellet hosted a French GP for the first time since 1991. However, due to a high level of interest from the public and good ticket sales there were severe problems with traffic around the venue, which will have to be addressed in future years.

This was the second season of the current chassis regulations with the high-downforce cars first seen in 2017. As is usually the case as regulations mature, teams have to work harder to make gains and the field closes up. This was also apparent with power units, with the four manufacturers closer together in the fifth season of the hybrid regulations, and Honda in particular making good progress.

Hamilton Makes History



Despite a strong challenge from Ferrari, which at times appeared to have a better car, Mercedes won its fifth consecutive Constructors' title. Although no longer clearly dominant, Mercedes showed impressive reliability, with a double retirement in Austria representing one of the few low points.

Lewis Hamilton earned a remarkable fifth Drivers' title. The achievement puts him level with Juan Manuel Fangio, and two behind Michael Schumacher. Hamilton delivered a near-faultless season, adding to his growing tally of race wins and pole positions and crucially winning on several weekends when Ferrari appeared to have the upper hand.

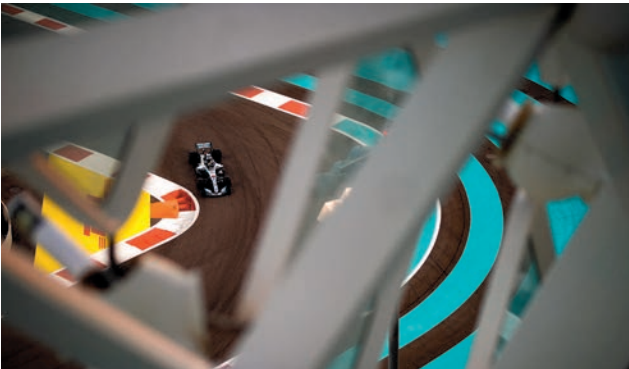
Sebastian Vettel led Ferrari's charge, and at one stage he appeared to have a chance of beating Hamilton to claim what would have been his own fifth title, but the challenge of the German, and his team, faded in the second half of the campaign. There was better luck for Vettel's team-mate Kimi Räikkönen. The popular Finn enjoyed his best season for some time, claiming his first win in five years at the United States Grand Prix and finishing third in the Drivers' standings. Sadly, during the year, Ferrari had to mourn the death of its president, Sergio Marchionne, who played a major role in the team's resurgence.

Although it has twice finished second in the hybrid era, beating Ferrari, this was probably Red Bull Racing's best season with the current rules. Reliability was poor and on several occasions the team had to take extra power unit components. Daniel Ricciardo and Max Verstappen won two races each, and Verstappen had a very strong second half of the season. However, in the summer, Ricciardo surprised the team when he announced that he would move to Renault in 2019.





Midfield battle



There continued to be a significant performance gap between the top three teams and the chasing pack, but within that group the competition was close. Renault was the most consistent leader of that group, and despite some issues late in the season, did enough to secure fourth place ahead of Haas and McLaren.

McLaren was one of two teams to change power unit supplier in 2017, moving to Renault after three years with Honda. However, the team did not experience a significant turnaround in form, indicating that it still had much work to do on the chassis side. At some races on tighter tracks, Fernando Alonso led the pursuit of the top three teams, but generally McLaren struggled.

Mid-way through the season the Sahara Force India team went into administration. An attempt by Lawrence Stroll to take over the team was prevented due to legal reasons, and instead he bought the assets, but not the company. Despite the complexities of the situation, the FIA, together with F1 and the team, worked hard to find a resolution within the regulatory and commercial framework.

The unusual outcome was that before the Belgian GP the original Sahara Force India team was excluded from the World Championship, and a new entity, Racing Point Force India, started on zero points. Sergio Pérez and Esteban Ocon continued to score as before and the new team soon worked its way up the points table, eventually finishing in seventh place overall.

Sauber made great progress, in part because the team used a contemporary Ferrari power unit, having opted to take a year-old specification in 2017. However there was also clear progress on the chassis side, and the presence of 2017 FIA Formula 2 Champion, Charles Leclerc, was also a major boost. Leclerc demonstrated his obvious talent by heading the midfield pack at several races, and he earned himself a Ferrari seat in 2019.

Scuderia Toro Rosso was the other team to change power unit supplier, moving from Renault to become the works Honda representative. There were a high number of grid penalties triggered by extra PU elements as Honda wanted to introduce new specification elements to the pool. Nevertheless, progress was such that Red Bull Racing announced in the summer that it would make the switch to Honda next year.

The good form of Sauber left Williams with the least competitive car on the grid, and the team struggled to score points with two junior drivers.

Prospects for 2019



The 2019 season again features 21 races, at the same venues as last year. A new race has been announced for 2020, in Vietnam.

New aerodynamic regulations will come into force in 2019, aimed at promoting closer racing. A more generous fuel limit will give teams more leeway, and while fuel saving has long been a feature of F1 strategy, it is hoped that it will become less critical at races where fuel consumption is high.

A number of driver line-up changes have led to a much-changed grid in 2019. Kimi Räikkönen switches places with Charles Leclerc, re-joining the Sauber team with whom he made his F1 debut in 2001.

Verstappen is joined at Red Bull Racing by Scuderia Toro Rosso graduate Pierre Gasly. The French driver replaces Ricciardo whose move to Renault alongside Nico Hülkenberg means that Carlos Sainz heads to McLaren where he replaces Fernando Alonso, who has left the category. Lance Stroll moves to Racing Point Force India alongside Sergio Pérez, Daniil Kvyat returns to Scuderia Toro Rosso after a year out, while Antonio Giovinazzi gains a seat at Sauber.

The championship is enlivened by the arrival of the top three drivers from last year's Formula 2 standings, with champion George Russell joining Williams, runner-up Lando Norris racing for McLaren and Alexander Albon at Scuderia Toro Rosso.

These driver line-up changes and Red Bull Racing's move to Honda suggest that we will have another intriguing season.

DOWN TO THE WIRE



An enthralling title battle that was only settled on the final weekend of the 13-round championship resulted in a remarkable sixth consecutive title for Sébastien Ogier and Julien Ingrassia. Toyota, meanwhile, took its first manufacturers' crown since 1999.

Close Competition

The 2018 FIA World Rally Championship delivered the closest and most dramatic title battle for many years, with three drivers, co-drivers and manufacturers fighting for the crown right up to the final round, in Australia.

Shifting Fortunes



Sébastien Ogier's title defence got off to a positive start with a victory at the season-opening Rallye Monte-Carlo and the M-Sport Ford driver gained further momentum with wins at two of the following three events – the exception being Sweden, which was won by Hyundai's Thierry Neuville. The tide turned at Round Five in Argentina, however, and it was not until the penultimate round of the series in Spain that the Frenchman topped the championship standings again.

Argentina saw Ott Tänak take his first win for Toyota Gazoo Racing but the pendulum then swung in Neuville's favour, the Belgian taking back-to-back wins in Portugal and Italy to extend his championship lead. Tänak then claimed three consecutive victories, in Finland, Germany and Turkey, to put himself firmly in contention for overall honours.

A remarkable victory by Ogier in Wales put his campaign back on track and going into the penultimate round he, Neuville and Tänak all remained in the fight.

In Spain, however, the limelight was stolen by nine-time FIA World Rally Champion Sébastien Loeb. Nearly six years after standing on the top step of a WRC podium, Loeb claimed his 79th world rally victory after a final stage showdown with Ogier that saw the pair separated by just 2.9 seconds at the finish.

Going into Rally Australia, Ogier held a slim advantage over Neuville, with Tänak now the outsider. The challenges of Neuville and Tänak ended in accidents, however, and Ogier

and co-driver Ingrassia were assured their sixth consecutive FIA World Rally Championship title. Thierry Neuville and co-driver Nicolas Gilsoul remained second, with Ott Tänak and co-driver Martin Järveoja third overall.

Toyota Gazoo Racing claimed the FIA World Rally Championship for Manufacturers in only its second year back in the championship after a 17-year absence.

Supported in Style

In the FIA WRC 2 Championship, registrations increased from 56 to 59 for the 2018 season. The all-Czech crew of Jan Kopecký and Pavel Dresler took the title, winning five of the six rounds they contested. The series also showcased young talents, with Finnish teenager Kalle Rovanperä, Japan's Takamoto Katsuta, and Eerik Pietarinen all making their mark with wins.

The FIA WRC 3 Championship for crews in two-wheel drive machinery was won by Enrico Brazzoli and Luca Beltrame, while ACI Team Italia won the Teams' title.

The FIA Junior WRC Championship saw 17 crews from 12 different registered countries, with Sweden's Emil Bergkvist emerging as Drivers' title champion. The Nations Cup, designed to encourage ASNs to support their rising talent, was won by Sweden.

Future Development

Striving to become more global, the FIA World Rally Championship will head to Chile in 2019. Japan hosted a candidate event in late 2018 and Kenya will also stage a candidate rally in 2019, hoping to bring the legendary Safari Rally back to the championship for the first time since 2002.

Elsewhere, the success of the R5 Technical Regulations has encouraged manufacturers to register teams in the FIA WRC 2 Championship. A new FIA WRC 2 Pro Championship for drivers, co-drivers and manufacturers will be introduced in 2019 to provide a separate platform for these registered manufacturers. While the format of the FIA Junior WRC Championship will remain unchanged. The FIA WRC 3 Championship will cease from 2019 and while these competitors in two-wheel drive cars are still eligible to enter WRC events, the intention is to encourage youngsters into the Junior category.



FROM SUPER SEASONS TO A HYPER FUTURE



The FIA World Endurance Championship's Super Season, straddling 2018 and 2019, provided sport car racing with fascinating contest, all while an immensely exciting future built around a hypercar-styled top category was being put in place for 2020 and beyond.

A Super Success

At the start of 2019, the FIA World Endurance Championship was midway through its 'Super Season'. Bookended with editions of the iconic 24 Hours of Le Mans, the 2018-2019 championship season comprises six other events and takes place on three continents. The Super Season has proven successful with both the media and the public (with an increase in the average number of spectators, an increase in downloads of the FIA WEC mobile application and a rise in social network traffic compared with 2017).

The 2018-2019 season grid featured up of 36 competitors, distributed across 17 Le Mans Prototypes (including a grid of 10 top-class LMP1 teams) and 19 GT Endurance (LMGTE) cars (not counting the grid of the 24 Hours of Le Mans). World Championship titles will be awarded in the LMP1 and LMGTE categories.

Midway through the championship, it is apparent that in the flagship LMP1 category the non-hybrid teams are being dominated by hybrid-powered Toyota. Given Toyota's isolation as the only current hybrid LMP1 manufacturer, regulations for technical facilitation have been put in place in order to bring the performance level of non-hybrid LMP1 entries closer to that of Toyota.

A New Vision

A new strategic vision for the LMP1 category has confirmed the series' technological and innovative orientation, while maintaining its efforts to attract new manufacturers, based on four pillars:

- Opening up the championship to new technologies and new kinds of energy;
- Attracting sporting stakes;
- Strengthening cost control;
- Accompanying new entrants.

In line with this philosophy, new and innovative LMP1 Technical Regulations will be put in place from 2020. These aim to introduce new top category cars, targeting Hypercar concepts from a variety of prestigious car makers. These future regulations will allow both manufacturers and private competitors to be able to be competitive with a defined budget.

LMP2



The FIA Endurance Commission's objective is to strengthen this category, intended for private teams, by accompanying the development of its Technical Regulations with measures aimed at controlling budgets, while raising safety and the level performance. New regulations aimed at reaching these targets were successfully implemented in 2017. The current regulations will remain in force until the 2021 edition of the 24 Hours of Le Mans.

LMGTE



In 2016, new regulations led to GT Endurance cars gaining additional safety parameters and benefiting from increased performance. The result of the new rules was that the following year saw the debut of new models (Porsche). World Championship titles were awarded in the category for the first time at the end of 2017, with Ferrari emerging victorious (in both the Drivers' and Teams' competitions).

The series has been further strengthened with the arrival of BMW for the 2018-19 Super Season and the GTE Pro class now boats five manufacturers (the others being Aston Martin, Ferrari, Ford and Porsche).

In the coming years, the category is set to become more professional, thanks to the involvement of an impressive number of manufacturers entering factory cars, in official teams and with professional drivers, and the introduction of new Technical Regulations. The next set of LMGTE Technical Regulations will be put in place in September 2019.



RALLYCROSS REACHES NEW HEIGHTS



The FIA World Rallycross Championship enjoyed further expansion in 2018, and a remarkable march to title glory by Johan Kristoffersson, but there were also difficulties as the championship's switch to electric power was deferred for a year.

Expansion and Contraction



While the FIA World Rallycross Championship continues to expand and gain new fans, its medium-term development has been impacted by the transition to electric power, originally announced for the 2020 season, being pushed back by one year, in order to allow more manufacturers to prepare for it and invest in it.

The 2018 season programme included several long-awaited innovations. The transfer of the British event of the championship from Lydden Hill, the historic birthplace of Rallycross, to Silverstone was a gamble for the promoter. The choice of the 'Festival' concept conceived by the IMG proved to be convincing and the combination of a Rallycross event with a multitude of activities and attractions organised in parallel, such as concerts, track tests, exhibitions, demonstrations and a street food festival, was a great success with the public, which turned out in force.

The second innovation on the 2018 calendar was the championship's first visit to the United States. The 10th round of the 12-event schedule was held at Austin's Circuit of The Americas on a course that included sections of the venue's Formula One circuit. Rallycross is set to explore more new horizons in 2019, with an opening event scheduled for Abu Dhabi and with the championship's Belgian event moving from Mettet to Spa-Francorchamps. At both Yas Marina and Spa, the Rallycross courses will cover tarmac sections of Formula One circuits.

Kristoffersson Dominates

The championship continues to produce spectacular and closely contested races, even if the extraordinary domination of Johan Kristoffersson suggests otherwise. With 11 wins from 12 races in 2018, the Swedish driver took a crushing title win.

In an identical Volkswagen Polo, two-time FIA World Rallycross champion Petter Solberg showed incredible strength to overcome a pulmonary infection, which had greatly affected him in the first half of the season, and his performances allowed PSRX Volkswagen Sweden to win a second successive team world title.

Electric Future

The future world championship will feature electric-powered Supercars. The outline of Sporting and Technical Regulations governing the planned cars was drafted in Spring 2018. Two calls for tender were launched, and in June 2018 these enabled the World Motor Sport Council to appoint exclusive suppliers for batteries (Williams) and chassis (Oreca). However, by the 15 August deadline for the registration of manufacturers for the 2020 championship, only two firm registrations had been submitted.

Thus, the decision was taken to postpone the switch to 2021, in order to allow more time for manufacturers to prepare themselves. Registrations remain open until 31 March 2019. While negotiations are ongoing with different manufacturers, in October, Peugeot (one of the two marques registered for the original 2020 championship) announced its complete withdrawal from motor sport. This followed its decision to refocus its activities on a range of high-performance road-going electric cars subsequent to a decision by the European Commission to reduce the threshold of CO₂ emissions per kilometre by 40% for any car produced from 2030.

Meanwhile, the 2021 regulations provide for private entities to participate, with their own cars, under the status of 'Specialist Manufacturers'. Rather than being eligible to compete for the Manufacturers' title, the cars entered by these private teams will compete for a Team Trophy.

Elsewhere in 2018, the European title in the Supercar Category was won by the Latvian Reinis Nitiss (Ford Fiesta), while in the Super1600 Category, Lithuania's Rokas Baciуска (Audi A1) took the European title.



INCREASED SUCCESS AT THE STARTING POINT



Karting enjoyed another season of outstanding competition, encouraging the next generation of racing champions, honouring the talent of elite karters, and expanding participation across the discipline's wide variety of categories.

Experts and Emerging Talent



Karting enjoyed a hugely positive 2018 season of high-quality sporting competitions, with the discipline once again marking the emergence of many exciting young talents, and recognising the skills of the experts of the discipline.

In the OK category, the Italian Lorenzo Trivisanutto, driving for the Kart Republic team, was crowned FIA Karting World Champion – OK, while young French racer Victor Bernier won the title of FIA Karting World Champion – Junior with the VDK Racing squad. Finally, Czech driver Patrik Hájek won the FIA Karting World Championship – KZ for the first time with the Kosmic Racing Department.

Increased Participation



The 2018 FIA Karting calendar included a large number of competitions, most notably the FIA Karting World Championship – OK, the FIA Karting World Championship – Junior, and the FIA Karting World Championship – KZ. The FIA Karting European Championships, the FIA Karting Academy Trophy, the FIA Karting International Super Cup – KZ2 and the FIA Karting Endurance Championship (OK category) were also among the highlights of the season.

For its 2018 Championships, the FIA registered a total of 745 entries, compared with 739 in 2017. In 2018, the international karting calendar included 72 events (70 in 2017), including 23 FIA Karting Championships, Cups and Trophies.

OK's Rise Continues



After the significant increase in OK entries seen in 2017 following the lowering of the age limit, the attractiveness of this reference category in direct-drive karting has further increased on the solid foundations of visionary Technical Regulations. The young drivers taking part in its various classes were able to increase their experience through contact with their elders.

The success of the categories confirms their importance at the base level of the FIA's motor sport pyramid, with both the OK and OK Junior categories seeing increased participation in 2018. The FIA Karting World Championships – OK (102 participants) and OK Junior (113 participants) recorded significantly higher entry levels than in recent years and reached figures approaching those of the great eras of international Karting.

Reaching out to New Audiences

RGMMC Group, the service provider for the 2018, 2019 and 2020 seasons of the majority of the FIA Karting Championships (with the exception of the FIA Karting Endurance Championship – OK and the FIA Karting European Championship – Superkart), has significantly contributed to the development of the Karting audience through social networks.

Thanks to extensive live-streaming coverage at each competition, as well as the uploading of numerous clips, the FIA Karting Championships YouTube channel has met with great success all over the world. The number of subscribers and followers of the various digital media has confirmed the validity of this initiative.



FORMULA E POWERS INTO A NEW ERA



The first phase of the FIA's innovative electric championship came to an end with a dramatic title win for French driver Jean-Eric Vergne. Now the series is embarking on a new chapter with an all-new Gen2 for Season 5 and beyond.



Dramatic Finish

Formula E's final season of competition with the first generation of cars launched in September 2014 proved to be a hugely exciting campaign that saw privateer Techeetah team driver Jean-Eric Vergne beat more fancied manufacturer-backed teams to become the series' fourth different champion in as many seasons.

The Frenchman's title bid went down to the wire at the 2018 double-header New York City E-Prix in the USA where fifth place in the first race was enough to put Vergne an unmatchable 31 points clear of DS Virgin Racing's Sam Bird. The Techeetah driver added lustre to his title win by taking victory in the next day's final race of the 12-race season, while second place in the race handed 2016-17 champion Lucas di Grassi the runner-up spot in the standings, a single point ahead of Bird, whose final weekend ended with 9th and 10th place finishes.

Despite a disastrous start of the season, an incredible run of form in the second half of the year meant that Audi Sport ABT Schaeffler's 264 points put them just two points ahead of Techeetah. The DS Virgin Racing team was third with 160 points.

A total of 45 races were run with the Gen 1 car that debuted at the Beijing E-Prix in 2014. Since that inaugural event the series has been consolidated and has enjoyed huge growth in interest, with ever increasing media coverage as well as the arrival of new sponsors, manufacturers, and fans all over the world.

Going the Distance

In December 2018, the sport embarked on a new era as the Gen2 cars made their debut at the first event of Season 5, the 2018 Ad Diriyah E-Prix.

The Gen2 Formula E car is both more powerful and autonomous and is able to cover a full-distance race without recharging batteries.

As well the arrival of the Gen2 car, the 13-race season also sees the introduction of a new race format that includes a time-based race (45 minutes + 1 lap), and a new way of gaining an extra amount of power named 'Attack Mode'. The innovative introduction of this higher power mode has already proved hugely successful, resulting in fantastic wheel-to-wheel action and a multitude of strategies resulting in seven different drivers on the podium in just the first three races.

The first race of the season saw Portuguese driver António Félix da Costa, racing for BMW i Andretti Motorsport, edge out reigning champion Vergne by 0.462 seconds to claim top spot on the podium. Belgium's Jérôme d'Ambrosio, of Mahindra Racing, completed the line-up on the podium.

The 2018-19 campaign also features a range of other developments including four new circuits (Ad Diriyah in Saudi Arabia, Santiago in Chile, Sanya in China and Bern in Switzerland), the involvement of nine manufacturers and 11 teams, a number of new drivers, including former F1 stars Felipe Massa of Brazil and Stoffel Vandoorne of Belgium, and the inclusion on the race programme of an electric support race fully sponsored by Jaguar entitled 'iPace Jaguar eTrophy'.

Looking further ahead, the end of 2019 will see the arrival, in Season 6, of Porsche and Mercedes-Benz, bringing the total number of manufacturers to 11.



THE FINAL STEP ON THE LADDER

The 2018 FIA Formula 2 Championship resulted in a nail-biting three-way battle for the title, a new Teams' champion and ended with all three title contenders being elevated to Formula 1 in 2019.



New Car, New Challenge

The second season of the FIA Formula 2 Championship was the first to feature the all-new chassis and engine package designed for the championship.

Utilising a Dallara chassis and a 3.4-litre, turbocharged Mecachrome engine, the car also featured the new Halo, additional frontal protection system. The system quickly proved its worth, helping to prevent injury in an incident involving Japanese driver Tadasuke Makino at Round 3 of the championship in Barcelona.

The 12-round 2018 Championship provided an exceptionally close contest with George Russell (ART Grand Prix), Lando Norris (Carlin) and Alexander Albon (DAMS) all in contention for the title until the penultimate round. A difficult weekend at Russia's Sochi Autodrom ruled Norris out of the title race, but victory and a podium finish in Sochi kept Albon in the hunt until the final round, at Abu Dhabi's Yas Marina.

There was to be no denying Russell however, and a Feature Race win in Abu Dhabi combined with a fourth place in the Sprint Race guaranteed the Mercedes junior driver the title, 68 points ahead of Norris, with Albon eventually finishing third.

Formula 2's position as the final step in the FIA racing ladder was confirmed by the elevation of all three drivers to Formula 1 for 2019, with Russell driving at Williams F1, Norris at McLaren and Albon at Scuderia Toro Rosso.

Meanwhile, in the Teams' Championship, new entrant Carlin prevailed over ART Grand Prix by 31 points.

Prospects for 2019

A number of cost control measures will be introduced to limit budgets for drivers in FIA Formula 2.

On the sporting side, the regulations will be further aligned with those of F1 on certain aspects, such as the Virtual Safety Car procedure, for example.

On the technical side, the introduction of a new car exposed several challenges. The situation improved over the second half of the season and no further problems are expected for 2019.

A DEVELOPMENT FORMULA FOR THE FUTURE

The Formula 3 category was the subject of significant change during the course of 2018, with the creation of an FIA Formula 3 Championship to join Formula 2 at Formula One Grand Prix events, and the development of regional FIA Formula 3 Championships to further strengthen the racing ladder.

Creating Champions



In recent years the FIA Formula 3 European Championship consolidated its position as the development platform for FIA World Championships such as the FIA Formula One World Championship and the FIA World Endurance Championship, as well as serving as an important feeder to other top level platforms such as DTM and Formula E.

Schumacher Triumphs



The 2018 FIA Formula 3 European Championship saw the return of a legendary name in motor sport to title glory, with Mick Schumacher winning the championship thanks to a hugely impressive eight race wins in the second half of the season.

The German's second season in the championship got off to a solid start, with two podium finishes from the first three rounds. However, at Spa Francorchamps, the Prema Theodore Racing driver made a breakthrough, winning the last of the weekend's three races.

Schumacher won again in Silverstone in the UK and at Italy's Misano circuit, before scoring victories in all three races at the Nürburgring. Two more wins at the penultimate round in Austria gave him the title lead and secured the title in the second race of the final round at Hockenheim.

Motopark driver Daniel Ticktum was the championship runner-up, 57 points behind Schumacher, while Robert Shwartzman won the rookies' championship and completed the top-three in the driver's standings.

Prema Theodore Racing won the Teams' Championship, with Motopark second and Hitech Racing third.

A New Step on the Ladder



For 2019, the FIA has created a new FIA Formula 3 Championship that will join Formula 2 as part of the schedule at a number of Formula One Grand Prix.

The new championship will feature new Dallara chassis and a naturally aspirated 3.4-litre V6 engine up to 400 hp.

The concept for FIA Formula 3 provides for a single make chassis and engine, of which the characteristics are in line with the objectives of the FIA single-seater pyramid.

The first season of the new championship will feature eight events. Ten teams have been selected by the promoter to participate in the inaugural season of FIA Formula 3.

EXTENDING F3'S GLOBAL FOOTPRINT

The prestigious FIA Formula 3 World Cup continues to attract the best of racing's future stars to the unique event in Macau, while the FIA commitment to the growth of F3 as a development platform saw the framing of new regional championships.



Ticktum on Top of the World



The FIA Formula 3 World Cup provides the best F3 drivers from around the world with an opportunity to take part in a unique race, rich in heritage and reputation – the Macau Grand Prix.

In 2018, FIA Formula 3 European Championship runner-up Daniel Ticktum triumphed in Macau for the second consecutive year. The British driver's Motopark Academy team-mate Joel Eriksson of Sweden finished in second place while France's Sacha Fenestraz, driving for the Carlin team, was third.

The main race was marred by a serious accident at the Lisboa Bend involving Germany's Sophia Flörsch and Sho Tsuboi. The FIA and local officials made sure the injured people received the best possible care in the shortest possible time.

Broadening the Platform



At the request of several ASNs/F4 Promoters, the FIA has introduced a regional Formula 3 category to form an intermediate step between Formula 4 and the new FIA Formula 3 Championship that will feature alongside Formula 2 at Formula One Grand Prix events.

The category balances out the single-seater ladder on the basis of performance, training skills and budget. The framework of the Sporting and Technical Regulations, where promotional and format options are granted to the promoter, is set by the FIA.

In 2018, the FIA Single-Seater Commission provided guidance on the establishment of three regional Formula 3 Championships, in the United States, Asia and Europe.

The Asian and European Championships use a Tatuus chassis, in combination with an Autotecnica (Alfa Romeo) engine. The US Championship chose a Ligier chassis, powered by a Honda engine.

RACING UP THE LADDER

With over 300 young drivers taking part in 13 championships certified by the FIA around the world Formula 4 continues to provide a vibrant, competitive and educational first step into single-seaters.

Cost Control and Safety



In 2018, the FIA identified a number of priorities within the Formula 4 category, most notably regarding financial aspects, Sporting and Technical Regulations, and marketing and communication imperatives.

On the financial side, the FIA put in place a certain number of measures in order to limit and monitor costs, including a ban on aerodynamic development of the car and wind tunnel tests, the sharing of certain race data among competitors through educational programmes, and the establishment of a budget cap for the chassis and engine.

With regard to sporting and technical matters, the category saw the introduction of a safety update for 2018 that featured a frontal anti-intrusion panel and an improved rear impact structure. The FIA also sought to ensure stability in the sporting guidelines in order to offer consistency to the different championships.

Formula 4 Nations Cup



Further to the increasing demand from various stakeholders in the FIA Formula 4 project, the FIA has worked on drawing up instructions for the organisation of an FIA Formula 4 Nations Cup. A chassis supplier has been selected following a tender process, and the FIA is currently making progress with the aim to organise the first FIA F4 Nations Cup in 2019.

The Year Ahead



The chief goals identified for 2019 are: to continue to implement the action plan followed over the last three years, to align the Formula 4 Championships certified by FIA with the FIA standards, and to support the launch of new championships. In this final area, Argentina is a potential project the FIA hopes to support for 2019.

Halo Introduction



Following the proposal of the FIA Single-Seater Commission, the World Motor Sport Council decided to postpone the introduction of the Halo for new Formula 4 Championships until 1 July 2019, as currently no chassis manufacturer is ready to supply a new Formula 4 Championship. The Halo will be mandatory for all Formula 4 Championships certified by FIA as from 2024.

EMBARKING ON A NEW TOURING CHALLENGE

A successful first season of the FIA World Touring Car Cup competition was a closely fought campaign with 15 different winners, but ultimately it was veteran racer Gabriele Tarquini who took the honours overall.

Touring Cars Transformed



A new era of competition in the top category of Touring Cars began successfully in 2018 with an exciting and closely contested WTCR - FIA World Touring Car Cup campaign, not only in terms of the number of entrants but also thanks to a popular and entertaining show and a substantial increase in interest. With the two-year alliance between the FIA/EEL and WSC and the subsequent adaptation of the TCR Technical Regulations, the world of Touring Car racing has been radically transformed.

The 2018 WTCR Calendar included 10 three-race events on three continents (Europe, Africa and Asia). There were 25 permanent drivers in 12 private teams of two or three cars and an average grid of 26 drivers per race.

At the end of the season, 15 drivers had climbed to the top of the podium and all seven manufacturers involved had obtained victories with carefully monitored Balance of Performance regulations ensuring incredibly close racing throughout the season. However, at the end of a hugely entertaining title battle, the Cup was won by veteran racer Gabriele Tarquini. The Italian triumphed just three ahead of four-time champion Yvan Muller of France, with Argentina's Esteban Guerrieri third.

Bright Future

In 2019, the FIA WTCR will take another step forward as the interest in customer racing is growing and more manufacturers are building cars for the Cup. Lynk & Co has confirmed its participation with two teams of two cars. A field of up to 30 cars is currently being established and a host of new drivers mean the near future of the top level of Touring Cars looks bright.

Challenges are emerging, however. The FIA Touring Car Commission is working on a cost control strategy to maintain the attractiveness of customer racing for manufacturers and privateer teams and the plans for Touring Cars beyond the 2019 season. Work also continues on building proposals of entry categories for Touring Cars in the national and regional areas and on improving the technical homologation and control of the cars.





MOTOR SPORT IN THE GRAND STYLE

Last year was a standout year for GT Racing with a further increase in enthusiasm for the GT3 category, and the launch of an innovative and exciting new national Cup competition for top amateur racers.

Focused on Customer Racing

FIA GT competitions enjoyed an extremely successful 2018. Approximately 30 FIA-sanctioned International Series constituted the core of the GT3 market in 2018.

As such the FIA GT Commission agreed that over the course of the coming years it will pursue a global strategy based around customer racing activity remaining as the core of GT3.

In this regard, three current management pillars are to be considered: Sporting, Technical and Business.

In the area of Sport, amateur and professional drivers form crews according to the FIA Drivers' Categorisation standards. Sporting regulations are prepared by promoters and competitions feature sprint and/or endurance race formats.

In the field of Technical Management, FIA GT3 homologated cars are eligible, technical regulations are handled by promoters according to FIA safety standards and FIA GT3 Technical Regulations and the Balance of Performance is calculated by the promoter based on the FIA's initial proposal.

Finally, in Business Management, series are managed by private promoters in different regions and privately owned teams run the cars (with a season rental fee invoiced to drivers).

Alongside this existing GT3 situation, the FIA GT Commission aims to develop the following complementary products: the FIA GT World Cup, an event dedicated to professional drivers and manufacturers that will constitute a showcase for GT brands/models, and the FIA GT Nations Cup, a competition dedicated to amateur drivers, with the involvement of the ASNs in the selection process.



FIA GT World Cup

In November 2018, the FIA organised a fourth edition of the GT World Cup at the unique and challenging 6.2 km Guia circuit in Macau. This competition is strictly reserved for professional drivers (Platinum and Gold).

Despite a reduction in the number of entries in 2018 (15), the grid still featured a range of prestigious manufacturers (Audi, BMW, AMG Mercedes, NISMO and Porsche) and well-known drivers (including previous winners of the Cup).

The Cup was won by BMW Team Schnitzer driver Augusto Farfus. The Brazilian beat the GruppeM Racing Mercedes-AMG GT3 of Maro Engel, by 0.981^s to deliver victory for the late Charly Lamm in his final race as team principal of the BMW squad.

Farfus' win was his fourth in Macau and his first in GT competition at the Guia Circuit.

Edoardo Mortara completed the podium in third place for Mercedes, ahead of the Manthey Racing Porsche 911 GT3 R of Earl Bamber in fourth.



FIA GT Nations Cup

The first edition of the FIA GT Nations Cup was held in Bahrain from 30 November – 1 December. The event sees 'rookie' and 'gentleman' drivers (Bronze and Silver) race in national teams, with ASNs selecting the crew. Crews were made up of two drivers of the same nationality, providing motor sport fans with an unusual opportunity to cheer for their home nation rather than their favourite team or driver.

Eighteen national squads entered and the main race honours went to Team Turkey. The squad made up of Ayhanca Güven and Salih Yoluç started from pole position in their Mercedes, ahead of Team UK pairing Chris Buncombe and Christopher Froggatt in their Ferrari 488.

After a safety car period for a first-corner incident, the Turkish entry dropped from the lead to third after being passed by both the Team UK and Russia cars.

However, following the mid-race driver swaps, Güven went on a charge and shortly before the end of the race, Team Turkey seized the lead to take eventual victory 3.3 seconds ahead of the British team. The Russian crew of Denis Bulatov and Rinat Salikhov, lost third place to Team Denmark duo Nicklas Nielsen and Johnny Laursen, and were forced to settle for fourth.

The event was a great success with both competitors and the media. As such, a second edition is being planned for November 2019 at Italy's Vallelunga Circuit. The expansion of the event, to include other motor sport disciplines competing in a similar national format, is under consideration.



TOWARDS A DIGITAL FUTURE

2018 has been an important year for the development of digital motor sport with the decision to constitute a dedicated working group and the first editions of the FIA Certified Gran Turismo Championships.

Fostering Competitive Gaming



Comprising ASNs, FIA Promoters and Videogame Development Companies, the Digital Motor Sport Working Group, chaired by Deputy President for Sport Graham Stoker, will have the task of developing the future of this exciting mass participation discipline, to reach the largest possible audience.

2018 has also been the year of the first FIA Certified Gran Turismo Championships.

Two championships were carried out by acclaimed game studio Polyphony Digital Inc – the Manufacturer Series & the Nations Cup – which millions of players entered. Only the best 66 were invited to the World Final in Monaco on 22-24 November. The 2018 FIA Prize Giving in December marked a watershed in the Federation's commitment to digital motor sport, with the crowning of the FIA Certified Gran Turismo Championships winners: for Nations Cup, Igor Fraga & for the Manufacturers Series, Tyrell Meadows, Vincent Rigaud and Kanata Kawakami.

The 2019 season will commence with the first Gran Turismo World Tour event in Paris.

RALLYING FOR THE REGIONS

The FIA Regional Rally Championships and the FIA World Cup for Cross-Country Rallies provide tough tests and riveting action across the world and on every type of surface, as 2018's competitions demonstrated.

Competing on a Global Scale



Marked by a 29% increase in the number of entries, the FIA European Rally Championship (ERC) has witnessed the emergence of a new generation of drivers. Four-time winner Alexey Lukyanuk became the first Russian to win the ERC. Set to follow in his footsteps is Nikolay Gryazin. Winner of the ERC Junior U28, the young Russian, who holds a Latvian licence, also took the runner-up spot in the European Championship ahead of Portuguese driver Bruno Magalhães. Latvian Mārtiņš Sesks won the ERC Junior U27 title.

As well as increasing the championship's presence on social media, the championship's promoter, Eurosport Events, ensured that ERC was shown on 95 TV channels across the globe.

With more than 400 drivers from seven geographical areas (Alpine, Balkan, Baltic, Benelux, Celtic, Central et Iberian), the FIA European Rally Trophy has seen a resurgence of interest thanks to the promotional efforts made by the FIA. The Final in Portugal resulted in the ERT being won by Portuguese Alexandre Camacho.

On other continents, the regional rally titles were won by Kenya's Manvir Baryan (African Rally Championship), Japan's Yuya Sumiyama (Asia-Pacific Rally Championship), Qatari Nasser Al-Attiyah (Middle East Rally Championship), Mexico's Ricardo Triviño (NACAM Rally Championship) and Paraguay's Gustavo Saba (CODASUR Rally Championship in South America). The 2018 honours list was completed by Frenchman Raphaël Astier who won the R-GT Rally Cup.

Meanwhile, work on the regulations continued, with the simplification of the car categories within the new pyramid with the aim to promote accessibility. On the sporting front, the Asia-Pacific Championship will be the first to benefit from a revamp in 2019.

A New Direction for Cross-Country

Contested over 11 events, the FIA World Cup for Cross-Country Rallies was an exciting contest featuring three main protagonists: Poland's Jakub Przygonski, the Czech Republic's Martin Prokop, and Russia's Vladimir Vasilyev. In the end, Przygonski and his co-driver, Tom Colsoul from Belgium, took the spoils, having taken four victories and five second places.

Among the actions being implemented for 2019, the division of the calendar between the World Cup for Cross-Country Rallies and the World Cup for Cross-Country Bajas will encourage more competitors to participate. The application of new Technical Regulations for T3 will also make FIA competitions accessible to a wider range of SSVs (Side by Side Vehicles).



DRIFTING TOWARDS A NEW ERA OF COMPETITION

The FIA's efforts to define uniform regulations for one of its newest disciplines gathered pace in 2018, while the second edition of the FIA Intercontinental Drifting Cup was again a sold-out success.



Establishing the Rules

The Drifting Working Group aims to gather the major stakeholders of the category from around the world in order to agree on common FIA Drifting Regulations and Guidelines.

To achieve this, two specific working groups were formed, a Technical Working Group and a Judging Rules Working Group, in order to update the FIA Drifting Guidelines and the 2018 FIA Intercontinental Drifting Cup Regulations.

The Technical Working Group drafted recommendations for safety improvements to be implemented at Drifting events, in matters related to drivers and cockpit equipment, with a specific timeline of application per item.

The Judging Rules Working Group insisted on placing greater emphasis on human evaluation during competitions rather than the use of electronic judging systems. This is aimed at increasing competitor and spectator confidence in scoring through a better understanding of how scores are determined.

Cup of Plenty

The second edition of the FIA Intercontinental Drifting Cup competition was staged in Tokyo from 2-4 November 2018. The event followed the update of the regulations put in place by the Drifting Working Group in matters of safety standards and adoption of the judging standards based mainly on evaluation by judges. The event was sold out, and saw Russian legend Georgy Chivchyan ("Gocha") win the final battle, and the Cup.

The Russian bested 21 fellow top drifters from 13 different countries around the world in this, the only Drifting competition currently sanctioned by the FIA.

It was a truly international event, with Chivchyan taking to the top step of the podium ahead of Yves Meyer from Switzerland, and S. Chanatpon Kerdpiam from Thailand.

Future Outlook



From 2019 onward, it is planned that the FIA Intercontinental Drifting Cup Regulations and the FIA Drifting guidelines will form the basis of the first FIA Drifting Regulations to be validated by the new FIA Drifting Commission.

From a strategic point of view, the objectives of the FIA Drifting Commission will be to develop Drifting on regional levels and to expand the attractiveness of the FIA Intercontinental Drifting Cup.

RACING AHEAD IN EVERY DISCIPLINE

Across a hugely diverse motor sport landscape, the FIA is committed to growing participation and popularity. And in 2018, competition in vehicles as radically different as trucks, dragsters, land speed and new energy cars gained new momentum.

Truck Racing Experiences Growth



The 2018 FIA European Truck Racing Championship enjoyed its biggest grid for many years, with 20 trucks entered in a championship comprised of eight events. And at the end of fascinating campaign Jochen Hahn emerged as champion for the fifth time of his career. The German legend triumphed 121 points ahead of runner-up Adam Lacko of the Czech Republic.

In terms of popularity, the 2018 season showed an increase of event spectators (415k event visitors at eight events: +11%) and TV viewers (111 million TV viewers: +13%).

More generally, in 2018 the FIA Truck Commission focused its annual work on finding short-term improvements on two main topics with a view to implementing solutions in 2019. These were: the testing of a new speed regulation system, which will be implemented as of 2019 in every truck, in order to regulate more accurately speed infringements, and smoke emission management by studying diverse possibilities to regulate this issue.

The Commission's more middle-term strategy is to put in place a technical working group with the main manufacturers in order to consider the possibility of transitioning to alternative energies such as gas, ethanol, electric or hybrid.

Drag Racing's Promoter Search Nears End



Following an unsuccessful FIA tendering process in 2017 for promotional rights for the FIA European Drag Racing Championship (EDRC), fresh efforts are being made by the FIA to secure the first official promoter for the championship for well over a decade.

The FIA is negotiating directly with a new promoter, comprised of a consortium representing the four existing drag strips in the championship, as well as the current championship administrators (The Speed Group). Negotiations relate to a four-year agreement, to begin before the 2019 season.

In 2018, the FIA European Drag Racing Championship took place across six events, beginning and ending at Santa Pod Raceway in the UK, with two trips to Tierp in Sweden, Hockenheim in Germany and Alastaro in Finland in between.

FIA titles were awarded across four different classes: Anita Mäkelä (Finland) won in the Top Fuel Category, taking her third elite FIA Drag Racing Championship, Dennis Habermann (Germany) was victorious in the Top Methanol Dragster and Funny Car Category, Jimmy Ålund (Sweden) took the Pro Modified title, while Bengt Ljungdahl (Sweden) secured the Pro Stock crown.

Elsewhere, the FIA EDRC Technical Delegate is working with the FIA Safety Department on a full review of the FIA Drag Racing Technical Regulations, in order to increase FIA involvement in Drag Racing while also bringing down the cost for competitors.

For 2019, the Commission also aims to begin discussions with Middle East ASNs and circuits with the aim of establishing a new regional championship.

Autocross Maintains its Appeal



Without benefiting from the same growing media coverage as its close cousin Rallycross, Autocross continues to attract the majority of amateur drivers, with the unique aspect of the discipline being that some competitors also fabricate or design their own race buggies.

In 2018, the FIA European Autocross Championship included 10 rounds and counted an average of 86 participants per event. Three events exceeded 100 entrants: Nová Paka (Czech Republic), and the two French rounds at St-Georges-de-Montaigu and St-Igny-de-Vers.

The promotion of the National Cross Car concept, created with the dual aim of rounding out the motor sport offers in the ASNs and opening an Off-Road path into Rally, Rallycross, and Autocross, continued. This was helped in particular by the two Cross Cars acquired by the FIA and used for exhibition and even demonstration purposes during the FIA Sport Conference and at each of the non-European FIA Regional Sport Congresses.

Hill Climb on the Rise

The high point of the 2018 Hill Climb season was undoubtedly the third edition of the FIA Hill Climb Masters. The biennial competition was held in Gubbio, Italy.

The 2018 edition set a new record for the sport, with 21 nations represented and 170 drivers taking part. Twenty of these countries were entered (compared with 12 in 2014 and 14 in 2016) in the Nations Cup, which is based on a criteria of regularity, rather than outright performance. Each delegation therefore had a chance and in the end victory went to the smallest country entered, Luxembourg.

In the individual competition, the gold medallists were Italians Christian Merli (Category 2) and Lucio Peruggini (Category 1), Briton Will Hall (Category 4) and Switzerland's Roger Schnellmann (Category 3).

Contested over 12 competitions in 12 different countries, the FIA European Hill Climb Championship saw Italy's Christian Merli crowned in Category 2 (Competition Cars). Merli's win put an end to 10 years of category domination of compatriot Simone Faggioli. In Category 1 (Production Cars), the title went to the Czech Republic's Lukáš Vojáček.

The FIA International Hill Climb Cup was organised across eight events (compared with 11 in 2017), but the competition is still struggling to get drivers to commit to a full season.

The FIA Hill Climb Commission, led by its new President, Imad Lahoud, met three times during 2018. Its activities focused on a project to develop promotion of the championship and on the 'Performance Factor' concept, developed by the FIA Technical Department with a view to establishing a new method of classifying the cars, which can often be very disparate in Hill Climb. The concept was tested in 2018; this will continue in 2019.



In the area of safety, the first phase of the action plan initiated in 2016 and aimed at improving safety on courses featured in the FIA European Hill Climb Championship has been completed. It has delivered significant results, including the laying of 25.5 km of new surfacing (which is 38% of the total distance covered by all the courses) and the installation of almost two kilometres of new guardrails and concrete walls.

Record Attempts Run into Difficulties

The 2018 report of the FIA Land Speed Records Commission (LSRC) notes that while no new records were homologated last year, activity and news in the discipline was significant, in the area of regulations and with regard to a number of major land speed record projects under development.

From 1 January 2019 the Commission introduced aerodynamic stability requirements for vehicles competing in the 550-800 km/h speed range based on centre of gravity versus centre of pressure. The Commission asked FIA Safety Commission President Peter Wright for his opinion and his analysis identified three speed regimes and the appropriate aero analysis for each. However, Mr Wright's regimes do not coincide with the current Appendix D regulation speed regimes and the appropriate aero analysis. The Commission will work to resolve these differences and if necessary propose modifications to Appendix D regulations.

With regard to proposed land speed records attempts, former LSRC Chairman Dennis Dean is heading the FIA regulations investigation relating to quadriplegic US driver Samuel Schmidt's proposal to conduct a record attempt. At issue is the Appendix D regulation calling for the driver to extricate himself less than a specified time period.

The Commission also heard of challenges facing a number of attempts. In October 2018, the UK's Bloodhound SSC team, which is seeking to reach 1000 mph, went into administration but the appointed administrators are trying to secure the \$33 million needed to complete the development programme and the record attempt.

With regard to Australia's Aussie Invader project, which is also seeking surpass 1000 mph, the Commission has established contact with team principal Rosco McGlashan who reports that the car is 80% complete. However, the team is in need of financial resources to move forward.

Finally, the USA's North American Eagle team, which is targeting a speed greater than the current record of 763 mph, ran into trouble last September with the death of driver/owner/team leader Ed Shadle. However, the team indicates that it will continue with the project.



Sustainability in Racing and on the Roads



The FIA Electric and New Energy Championships Commission oversaw a healthy competitive landscape in 2018, with the championship continuing to grow and to expand its function.

The 2018 E-Rally Regularity Cup featured 10 events and in 2019 this figure will grow to 14 events. The 2018 championship was won by French driver Didier Malga and his co-driver Anne-Valérie Bonnel.

The increase in the number of events, with five new venues (Spain, Switzerland, France, Slovenia, and Canada) shows there is great interest in this discipline.

In the realm of solar powered vehicles, one event was entered for the 2018 Solar Championship. In 2019, the championship will also comprise one event.

In other disciplines, under the authority of the German ASN (DMSB), an E-Karting Championship entitled DEKM Cup was developed. The results have been quite promising and this platform is available to all interested ASNs.

The Commission also continued its work alongside the FIA Technical Department to develop the safety and technical areas of Formula E and worked with the FIA Off-Road Commission on the E-Rallycross project.

CELEBRATING MOTOR SPORT'S GLORIOUS HERITAGE

One of global motor sport's most vibrant categories, Historic Racing and Rally continued to see significant growth in 2018.



Historic F3 Arrives

The continued growth in the popularity of historic motor sport was proven in 2018 with the addition of a new competition to the roster of FIA Historic Championships. As well as the already existing events reserved for Formula 1, Sports, Formula Junior, Rally and Hill Climb cars, a competition dedicated to Formula 3 cars was added.

For the organisation of this first edition of the FIA Historic F3 European Cup, it was decided not to call upon the services of a promoter, but to manage it directly through the FIA's own administration.

Held at Zandvoort circuit in the Netherlands, a track that has a strong history with the category, the first edition of the FIA Historic F3 European Cup was a great success, with 30 cars on the start line, a wide variety of chassis and engine makes, and eight nationalities represented among the drivers. Victory went to Dane Christian Olsen in Category 2 (cars between 1979 and 1984) and German Marcel Biehl in Category 1 (cars from 1971 to 1978). Given its success, the Cup will be continued in 2019, and will once again be held in Zandvoort.

As in 2017, the FIA Masters Historic Formula 1 and Sports Cars Championships included eight events. Even though a slight decrease in the number of participants was observed, the competitions continued to impress crowds.

For safety reasons, all starts in the championship were made under a yellow flag, to reduce the risk of collisions in the first few metres of the race. To remove the temptation for some competitors to increase the level of performance of their engines, a system to limit the maximum engine speed has been implemented in the Sports Cars Category.

Formula Junior Thrives

An ancestor of the modern Formula 4 category, Formula Junior is experiencing great success. In the FIA Lurani Trophy, the number of cars per event is regularly greater than 35, and the races are hotly contested, whether at the front or the middle of the pack, where class victories are decided.

The 2018 FIA European Sporting Rally Championship was built around eight rallies and will include an additional event in 2019. The sole event of the FIA Trophy for Historic Regularity Rallies was held in Spain on a course over 1,000 km long, including 525 regularity sectors. Foreign participation was 72%.

Increasing from 10 to 12 events in 2018, the FIA Historic Hill Climb Championship will return to 10 rounds in 2019, a lighter programme, which is more suited to the amateur status of its competitors.

The number of Historic Technical Passports' (HTPs) applications, reviewed by the FIA Vehicle Conformity Sub-Commission and its volunteer experts, continues to grow. Between January and December 2018, 921 requests for new HTPs were submitted to the FIA by the ASNs (compared with 772 in the same period of 2017).

A programme of training seminars for ASNs, their inspectors and their scrutineers is being considered for 2019. In parallel, the Department is continuing to enrich the historic database (<https://historicdb.fia.com/>), which now includes around 3,400 homologation forms.

MAXIMISING MOTOR SPORT'S POTENTIAL

For the sixth edition of its annual Sport Conference, the FIA journeyed to Asia for the first time. In the capital of the Philippines, Manila, star speakers and delegates discussed how motor sport can build new markets and appeal to younger generations.



Exploring New Horizons

In 2018, the FIA Sport Conference made its first visit to Asia, with the three-day event taking place in the Pasay City district of Manila in the Philippines.

There, some 188 delegates from 93 countries were treated to a packed schedule of discussions, talks and presentations focused around the theme of 'Empowering the Future: Unlocking Motor Sport's Potential'.

Across three main plenaries, two interactive sessions and five workshops, the Conference focused on key issues, such as the creation of a motor sport culture in the emerging markets, and how to attract the younger generations to the sport, whether as participants or as fans.

The event provided a great opportunity for delegates from around the world to discuss these issues and to reflect on their position concerning them, as well as the future of motor sport in general with the arrival of automated cars, the success of e-sports and the social role that motor sport can have in today's society.

The new safety standards for helmets were also revealed in a very successful session, during which the participants were able to discover all the stages in the development of these new standards, from theory to implementation.

The event brought together the key movers of motor sport as a whole, and in particular the leaders of our

FIA-affiliated Sport Clubs, representatives of the motor industry, members of the IOC and celebrity speakers from the world of motor sport including former Formula 1 star, current Formula E racer and FIA Karting Commission President Felipe Massa.

The conference wasn't solely about the lively debates taking place in the event's meeting rooms, however. Delegates were also treated to a number of motor sport demonstrations, featuring the new Cross Car concept, Drifting, E-karting and Gymkhana.

In parallel, an exhibition dedicated to motor sport, the FIA Sport MotorEx, allowed the delegates and participants in the Conference to familiarise themselves with the products or services presented by 29 companies specialising in motor sport.

FIA Conference 2019

In 2019, the FIA will stage a joint Sport and Mobility Conference for the first time. The event will take place from 29 April to 1 May 2019, in Sun City, South Africa. The Conference will be followed by the FIA Sport Regional Congress Africa.



FIA Sport Conference and FIA Sport MotorEx, Manila, Philippines, 4-6 June 2018

ENCOURAGING SPORTING DIALOGUE

Since 2015, new platforms for training, dialogue and the exchange of ideas and best practice in motor sport have been set up by the FIA in each region of the world. Information and training sessions are given by experts designated by the FIA, the content of these sessions being supervised by the FIA ASN Development Task Force as well as by the different Sport Departments of the FIA.

In 2018, the FIA organised six Sport Regional Congresses, starting with the MENA Region's gathering in Marrakech, Morocco, in May. This was followed by the Asia-Pacific event, which took place in Manila, Philippines before the 2018 FIA Sport Conference.

The Congresses then moved on to the Americas event, which took place in Montevideo in July, and

the FIA Sport Regional Congress Africa, which was held in Kigali, Rwanda in August. The final two events of the year were October's North European Zone event in Riga, Latvia, and the Central European Zone gathering, which took place in Ljubljana, Slovenia in December.

In 2019, there will again be six FIA Sport Regional Congresses, which will feature the staging of specific workshops at each Congress, adapted to the needs of the zones/region.



EMPOWERING MOTOR SPORT GROWTH

In 2018, the FIA ASN Development Task Force launched a new initiative aimed at providing even closer support to Clubs in need. Meanwhile, the FIA Women in Motorsport Commission enjoyed its busiest year yet thanks to an EU-supported quest to discover young female racing talent.



Force for Sport

Presided over by Andrew Papadopoulos, the FIA ASN Development Task Force is comprised of 22 members, including all FIA Vice-Presidents for Sport, World Motor Sport Council (WMSC) members and ASN representatives from each region. Three meetings were held in 2018, each taking place the day before the WMSC.

Stronger Support

In 2018, the Task Force continued to deploy its Global Training Programme (GTP) during FIA Sport Regional Congresses. Examples of the programmes delivered last year include the 'Train the Trainers' Rally Marshals Seminar organised in March this year in Geneva, and the new Circuit Marshals programme.

In addition, the Task Force launched the FIA Sport Clubs Development Programme. This initiative came into being following discussions with a number of ASNs that have expressed a need to gain deeper and closer support from the FIA with regard to the structure and management of their Clubs, and in relation to the development of their motorsport disciplines. The programme is based around the concept of the Rally Safety Task Force, which aims to support ASNs/ACNs that request it by organising site

visits by FIA experts who can provide assistance and guidance on a broad range of topics.

In 2019 the Task Force will seek to deploy more GTP modules to a wider population of officials.

Serving the Needs of Clubs

FIA Networks is the principal platform for FIA services to its Members. It has been accessible to the ASNs, ACNs, and Mobility Clubs for over one year now.

This secured platform is regularly used to share content and various documents in relation with the development of the affiliated Clubs, FIA Sport Regional Congresses, ASN Forums, FIA Sport Conferences, Regional Meetings, Commissions, and other FIA Events.

The FIA e-Directory, which enables users to perform searches for FIA Members worldwide based on criteria such as location, status and services provided, has also been accessible to the Clubs for the same amount of time as the FIA Networks. Affiliated Clubs have been giving feedback and sharing updates on a regular basis.

The FIA Sport Club Liaison Office is part of the FIA Sport Club Relations and Development Programmes Department. It was created a year ago to reinforce the relations between the 141 affiliated ASNs/ACNs and the FIA, and to better respond to their

needs. The FIA Sport Club Liaison Office is made of three Regional Coordinators who can be reached at: sport.clubsliaison@fia.com.

In 2019, the Department will continue to develop the FIA Networks with the creation of spaces dedicated to the sharing of best practices and platforms for discussions between Clubs. It will also seek to have Regional Coordinators present during each of the FIA Sport Regional Congresses, at zone meetings and at other conferences.

Finding the Female Stars of the Future



A busy year for the FIA Women in Motorsport Commission (WIMC) saw the implementation of 'The Girls on Track – Karting Challenge' and the organisation of the first FIA Women Drivers' Assessment Programme, both of which delivered exciting results.

In July 2017, the FIA was selected to receive EU funding through the Erasmus+ programme in order to implement 'The Girls on Track – Karting Challenge'. National selections have now taken place in nine different countries (Portugal, Finland, Poland, Sweden, Slovakia, Germany, Belgium, Netherlands, UK), with more than 1,200 girls aged between 13 and 18 participating.

This first stage of the programme was a huge success, with 92.2% of the participants approving of the initiative. Each country will now select the three finalists to take part in the European Finale in Le Mans, on 8-10 March 2019. More information is available at: <https://www.fia.com/theGirlsOnTrack>

Also in 2018, in partnership with the FIA Drivers' Commission, the FIA Women in Motorsport Commission organised the first Women Drivers' Assessment Programme. The programme took place at Navarra Circuit, 28-29 August, with the objective being to establish a clear overview of the potential of drivers from different disciplines of international motor sport.

Twenty-five women drivers from around the world were identified by the Commission's detection activities, with 15 seats being made available for the first assessment. Each driver was provided with equal track time over the two days, in both a Formula Renault 2.0 car and a Porsche Cayman GT4.

The assessment confirmed the strong potential of all the 15 selected women, as some of them beat the reference time set by two professional male drivers.

Elsewhere, the Commission's 'Engineer Your Career – A World of Opportunity in Motor Sport' is now available in English, French and Spanish and can be downloaded at: <https://www.fia.com/women-engineering>

Outlook for 2019

The WIMC intends to launch a worldwide programme aimed at increasing female participation in all aspects of motor sport.

This new programme will bring together the best aspects of 'The Girls on Track – Karting Challenge' and the 'Dare to be Different' programme run by former F1 driver Susie Wolff.

Events will be organised during Formula E and Formula One races and include an introduction to karting (via Karting Slalom), simulator experience, as well as workshops related to motor sport and STEM careers in general. It will also include a strong educational element related to the FIA campaigns.

The Commission will also implement the second phase of 'The Girls on Track – Karting Challenge', inviting the three finalists of each country to a European Finale that will take place in Le Mans from 8-10 March 2019. The six best drivers will then take part to training camps in order to improve their skills and have real chances in motor sport. A closing conference with all stakeholders will take place in Brussels, in October 2019, with the presence of FIA President Jean Todt and FIA Women in Motorsport Commission President Michèle Mouton.

Finally, the Commission plans to continue to highlight the different careers in motor sport and will work on a new brochure offering a detailed explanation on all careers available.

HELPING TO GROW GLOBAL MOTOR SPORT

The FIA's commitment to increasing the popularity of motor sport worldwide through empowerment of ASNs saw the FIA Sport Grant Programme approve funding for 68 projects for 2018.



Sport Support

Since its launch in 2014, the FIA Sport Grant Programme has supported a wide range of projects to help ASNs to develop motor sport. As well as the training of officials across a wide range of disciplines, projects delivered during 2018 included a first-time application for a Gran Turismo project to encourage youth participation in motor sport through online participation and thereafter conversion into real licences, a number of 'Train the Trainer' programmes, training for senior scrutineers to strengthen their expertise in identifying counterfeit safety equipment, intensive driver development programmes, and facilities development.

The FIA Sport Grant Programme supports projects across the full range of motor sport disciplines including Baja and Cross Country, Karting Slalom and Auto Gymkhana, Rallying, Circuit Racing and Drifting.

A number of cluster training programmes were also delivered, offering the opportunity for neighbouring ASNs at a similar level of development to receive training as a group, fostering future cooperation.

For 2019, this trend will continue, with 12 cluster training programmes scheduled to take place. These programmes will cover a variety of projects (training driver coaches, young karting drivers, scrutineers and officials across several levels, as well encouraging women to take part in motor sport).

Cluster programmes are supported by the FIA's Regional Training Provider network, which also assists ASNs who are conducting individual projects and supports the FIA's delivery of training content on a regional basis. A Regional Training Provider (RTP) is an ASN that has been certified by the FIA as having the appropriate competencies to train and develop other ASNs.

Driver Training

Driver training programmes are very much in demand in 2019, with a number of high-level driver development programmes due to be delivered, many of them offering excellent testing opportunities for those who come out on top. Also in 2019, a number of projects will take place involving the Cross Car discipline, which has generated a great deal of interest from ASNs wishing to activate motor sport at a grassroots level.

On the officials side, increasingly popular are requests from ASNs who are at an early stage of development and who wish to equip their officials with the knowledge and skills necessary to put on motor sport events – so while the importance of classroom-based theory is in no doubt, participants also benefit from practical experience through the organisation of trial events and a number of these projects will take place during 2019.

Smart Assessment

In total, the 2018 funding round for projects to be undertaken in 2019 attracted a total of 101 applications across four programmes: Safety (26), ASN Structure & Management (4), Motor Sport Development (68) and Social Responsibility (3). Overall, the standard of grant applications from ASNs has improved year-on-year since 2015, and to further enhance the quality of ASN grant funding proposals, a requirement that ASNs identify SMART objectives was introduced into the application procedure. In the last round of funding, six applications were from ASNs applying for the first time.

Applications were first assessed by an internal FIA panel, with input from the FIA Vice-Presidents for Sport who have the benefit of specific local knowledge. The recommendations of the internal panel were then presented to the FIA Sport Funding Commission for consideration.

Of the 101 applications, 62 were recommended for approval and these recommendations were ratified by the Senate in November 2018. Grants administration commenced in December. In order to further ensure that the FIA Sport Grant Programme is underpinned by rigorous monitoring, an audit and evaluation process was launched in October 2018. This new process also provides an opportunity for sharing information between ASNs, thereby increasing the positive impact of successful projects across multiple countries and regions.

FIA Sport Funding Commission

Established in January 2014, the FIA Sport Funding Commission (formerly the Funding Review Commission) will enter its sixth year of operation in 2019. During 2018, the Commission continued to support the FIA Sport Grant Programme, the FIA Sport Regional Congresses and the FIA Sport Conference.

Chaired by FIA Deputy President for Sport Graham Stoker, and composed of eight members, including FIA Vice-Presidents for Sport, its mission is to encourage the development of motor sport and to make recommendations to the Senate regarding the allocation of the Sport Fund for the Development Programmes of Sporting Clubs.



TOTAL HISTORICAL GRANT ALLOCATION

(Including grants awarded for projects to be conducted during 2019)

€14.08 MILLION

in grants awarded since the FIA Sport Grant Programme started.

105 COUNTRIES

will have benefited from funding.

DISTRIBUTION BY PROGRAMME:



SAFETY

€4,071,339



ASN STRUCTURE & MANAGEMENT

€309,987



MOTOR SPORT DEVELOPMENT

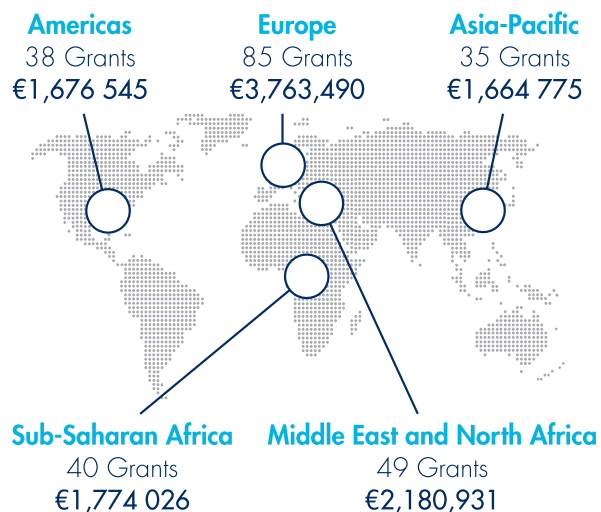
€9,380,176



SOCIAL RESPONSIBILITY

€320,000

DISTRIBUTION BY REGION:



IMPROVING PERFORMANCE

The FIA Volunteers and Officials Commission and the FIA Drivers' Commission share a common goal – ensuring fans around the world are treated to the safest, fairest and most entertaining motor sport possible.



Making Motor Sport Happen

FIA Volunteers and Officials Commission

In February 2018, the Commission successfully produced its first Rally Marshal training module, which will now be deployed by regional trainers in the first quarter of 2019 through the FIA Global Training Programme.

The Commission will shortly launch a Hill Climb Marshal training module and is working with ASNs on the development of four further modules for Race Marshal, Chief Marshal, Chief Recovery Marshal, and Chief Scrutineer.

Following the successful launch of the FIA Volunteers' Day, held in May 2017, the Commission decided to extend the celebrations across a whole weekend in 2018.

Held on the weekend of 19-20 May, the celebrations coincided with seven FIA competitions – WRC, Formula E, WTCR, Historic and International Hill Climb, Hill Climb, and Electric and New Energies. A lucky draw was held to enable three volunteers to win packages to attend FIA events in Formula One, Formula E and WRC.

Seven of the best officials of the year were selected from among the candidates nominated by the ASNs in the context of the FIA Volunteer Awards Scheme. An online application procedure was implemented and will be improved for 2019, with more languages being made available.

Looking ahead, the Commission is evaluating a seminar dedicated to ASN Volunteer Managers to allow them to discuss the different challenges with which they are faced, and to establish best practices. It has also launched a study to implement a recruitment programme for young officials.

The Competitors' Voice

FIA Drivers' Commission

Under President Tom Kristensen, the FIA Drivers' Commission's duties this season have mainly included a

weekly revision of the FIA Drivers' Categorisation System to include new drivers. This review is conducted in cooperation with the main promoters involved in Endurance and GT Racing, including SRO, ACO, Australian GT, IMSA and JAF.

An annual revision is also carried out in October to adapt the categorisation criteria to the reality of all drivers in the database.

Starting on 1 January 2018, almost 700 drivers have been categorised to date. This means that the current database has close to 4,000 drivers (3,825 as of November 2018), featuring 198 Platinum drivers (5%); 434 Gold (11%); 1,564 Silver (41%), and 1,629 Bronze (43%).

In addition, the Commission undertaken an analysis of circuits in cooperation with the FIA Circuits and Safety Commissions in order to identify areas in conflict with track limit situations and to evaluate circuit safety in the aftermath of incidents during the most recent motor sport season.

The Commission is also involved in an analysis of the driver path to Formula One. This includes analysing the Super Licence points allocated to each category and a review of all non-single-seater categories.

In 2018, the Commission joined forces with the FIA Women in Motorsport Commission to support the FIA Women Drivers' Assessment Programme at the Circuito de Navarra in Spain. It also contributed to the Formula E Sporting Regulations concerning drivers not in possession of an International B licence, in view of the Formula E test held in Riyadh, Saudi Arabia, that saw nine female drivers take part.

The FIA Drivers' Commission is represented on several other Commissions, with Tom Kristensen and Emanuele Pirro on the FIA Circuits Commission, Karun Chandhok and Derek Warwick acting as members of the FIA Single-Seater Commission and Keiko Ihara sitting on the FIA Women in Motorsport Commission. All have made a great contribution to these Commissions over the 2018 season.

ENSURING SAFETY IN EVERY DISCIPLINE

Central to the FIA's sporting mission is the pursuit of safety – for competitors, officials and spectators – and in 2018 many of the Federation's bodies took motor sport safety to new levels.

Innovating to Stay Safe

In 2018, the FIA continued its mission to improve safety across all forms of motor sport, from Karting to Formula One, with a number of notable advances being made, including new standards for Protective Clothing for Automobile Drivers, Karting Body Protection, and Karting High Seat.

Halo Makes its Presence Felt



Following intensive research, laboratory and track testing, in 2018 the FIA approved three titanium Halo manufacturers and successfully introduced the titanium Halo to Formula One and Formula 2. The titanium Halo was also introduced in the Formula E Generation 2 car that will run from Formula E season 5 onwards.

In order to cascade the Halo down to lower formulas, such as F3 and F4, as well as to provide a cheaper option for other grassroots formulas, the FIA and its then research partner, the Global Institute for Motor Sport Safety SA (GI) (now the FIA Research Department) carried out an intensive research, laboratory and track testing programme in 2018. As a result, a steel Halo designed to provide similar protection to the titanium Halo – at around 30% of cost – was approved, despite the greater weight.

The FIA 8869-2018 AFP-Halo Standard has been published in order to allow safety equipment manufacturers to build and supply approved Steel Halo structures. Currently, two manufacturers have managed to construct a product that passes the stringent FIA standard.

The Steel Halo has been successfully introduced in the FIA Formula 3 Asia and Americas Championships. While the implementation of Halo at the top levels was controversial, some ASNs have discussed the voluntary adoption of Halo in their series, demonstrating that the motor sport community now understands and accepts the safety benefits of the device.

At the Forefront of Research

FIA Safety Commission



The FIA Safety Department sought the development and improvement of safety measures through the review of all serious/fatal crashes, the creation of new regulations for approval of test houses and the development of new regulations for rally seat brackets. The Commission also approved the creation of four new standards during the year – for Protective Clothing for Automobile Drivers, Karting Body Protection, Karting High Seat and Accident Data Recorders. Three standards are being drafted for Rain lights, Wheel Restraint Cables and Racing Nets into Seats. The FIA Safety Commission also updated Appendix L of the International Sporting Code in relation to Drivers' Licences (F1 Super Licence, Drivers with special abilities licence, etc).

At the FIA Sport Conference in Manila in June, new ultra safe helmets were presented. This is intended to be the safest helmet standard in the world for motor sport. The new ultra safe helmets will be mandatory in Formula One from 2019 onwards.

In 2019, the FIA is mandating the use of biometric gloves in F1. These gloves feature sensors integrated into the fabric which send potentially life-saving data from driver to medical crew.

The Commission also supported a number of FIA Technical Working Groups by proposing several safety updates (e.g. the FIA World Endurance Championship's 2020 Hypercar regulations, the development of the F3 2018/2019 chassis, the FIA World Rally Championship and Formula E).

Finally, the Commission created and presented several projects to the FIA Innovation Fund. These were: a Track to Road project for FIA Helmets outside motor sport, and a project involving neck braces.

The Right Tools for the Job

FIA Equipment Approval Group

From January 2018 to December 2018, the FIA Equipment Approval Group received 334 homologation requests. This represented a 37% decrease on the same period in 2017. From those 334 requests, 315 were granted. This was a 35% decrease on the same period in 2017. Forty-five re-homologation requests were received as opposed to 199 last year and 45 were granted (76 in 2017). The Commission also received seven FIA Karting homologation requests representing a drop of 16% on the same period in 2017. Five of these requests were approved (same figure as 2017).

The Group's Labelling programme, started in 2012 to improve identification of FIA-approved equipment, sold 984,172 holograms, a 11% decrease on period of 2017. Thirty-six ASNs applied for the ASN Reward Programme. This is a 225% increase on the figure from 2017.

In the area of communication a number of initiatives were implemented in 2018 in order to promote and communicate on safety improvements, safety regulations updates, together with educational actions. These included the creation of a video 'From R&D to track'. Several new videos are under production dealing with HANS installation, HYBRID and HYBRID PRO installation, and driver clothing standard improvements.

Maintaining the Safest Arenas

FIA Circuits Commission

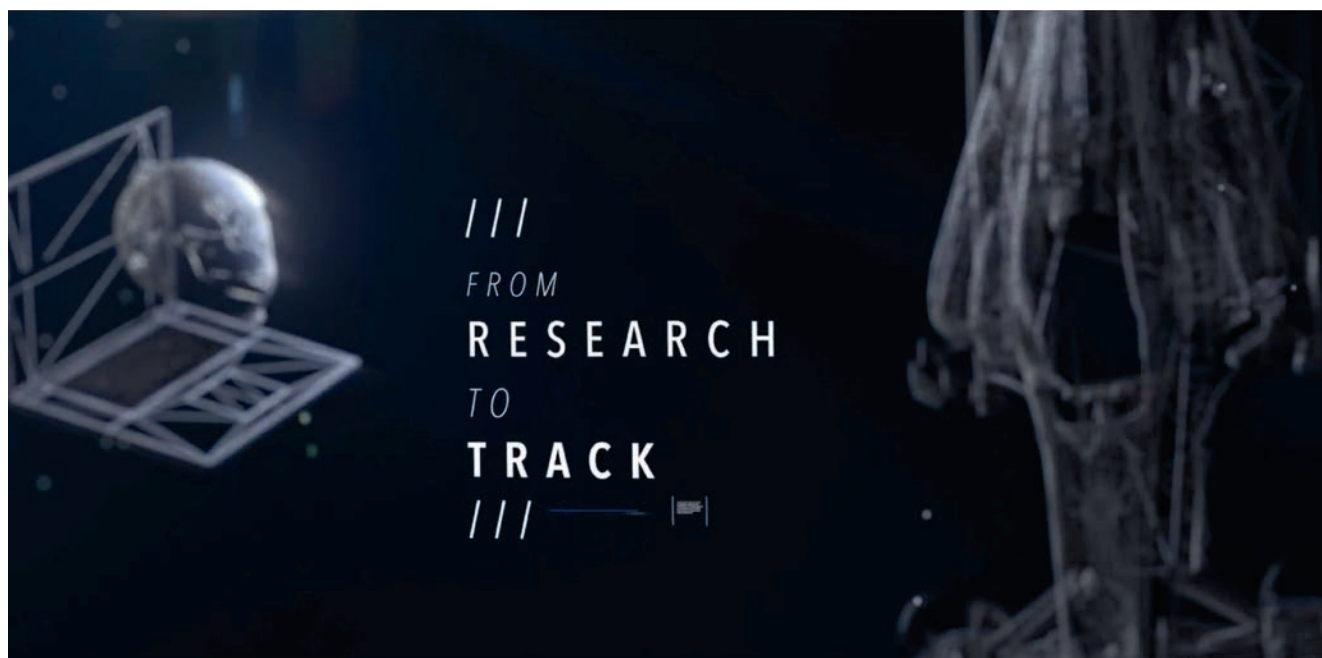
Some 287 circuits are licensed by the FIA (an increase of 24% on the previous year) and across the year, the Commission completed inspections at 75 different venues.

With regard to new circuit projects, 63 new circuit project studies were carried out. Forty-five new circuit projects were discussed at the FIA Circuits Commission meetings, and 18 were internal circuit project studies. Four new circuit project dossiers were received for Formula E Season 5.

Two circuit equipment standards relating to Debris Fencing and to Paints for Motor Racing Circuits (a joint FIA/FIM collaboration) were confirmed, while a test campaign commenced in advance of the 3504-2019 Light Panels standard planned for 2019.

2018 also saw the publication of the Circuit Equipment Homologation Roadmap, which identifies future homologation projects including: Timing Equipment, Overhead Lighting, Drainage Systems, Overhead Structures, Brake Marker Boards and Advertising Panels.

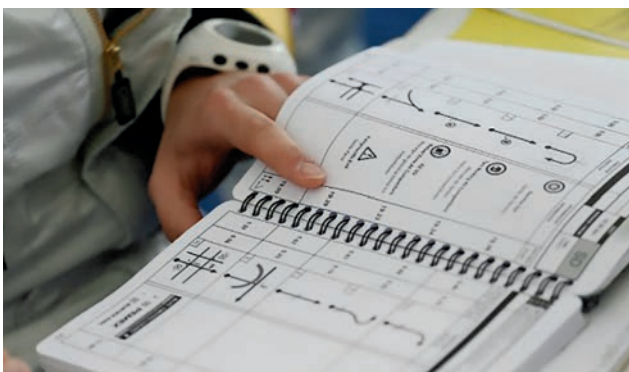
A new FIA Timing System Guideline for the administration of the records of FIA Championships, Series or Cup competitions was approved at the October 2018 WMSC. Work is also continuing on the development of a new FIA Guideline for Race Control Systems. The Commission was also closely involved with the FIA Race Director Seminar and the FIA International Stewards Programme that took place in Geneva in February 2018. Each ASN was invited to send their two best National Stewards, and the top 10 National Stewards from the Seminar are now gaining experience alongside International Stewards at up to three Formula One, Formula 2, Formula E and WRC competitions.





Regulating Rallying on the Road

FIA Closed Road Commission



In 2018, the FIA Closed Road Commission's Rally Safety Task Force (RSTF) conducted follow-up actions at the Cyprus round of the FIA European Rally Championship (ERC), and worked before during and after the Lebanon round of the Middle East Rally Championship, the Tanzanian round of the African Rally Championship and a round of the Indonesian Rally Championship to improve the rally safety plan, on-event operations and to create an action list for the organisers to follow in the coming years. As ERC Cyprus received a 'Yellow Card', the RSTF will therefore operate there for the next ERC event in 2019.

The RSTF also received five new calls for operation: Kenya (with a view to its WRC Candidate event), Uganda (major spectator safety issues), Algeria, Botswana and Rwanda.

At the WRC Safety Seminar in Germany the key points of the WRC Action List were discussed with all organisers with a view to implementing further improvements to rally safety across all WRC events in 2019.

Elsewhere, the Commission also notes the launch, in 2018, of a concussion study, for which WRC crews are currently undergoing baseline IMPACT tests, and the updating of the Rally Safety Guidelines, which are set for introduction at the start of 2019. The new WRC Timing and Tracking System was also successfully introduced during 2018. A new specification for tracking systems in Cross-Country Rally will be developed in 2019. In 2019, the first ASN Rally Safety Delegate Training will take place.

The Commission also collaborated with a number of other Commissions during the year, including the FIA Hill Climb Commission (joint safety work and marshal training) and the FIA Historic Motor Sport Commission (joint safety work).

Maintaining Top Medical Care

FIA Medical Commission



During 2018, the FIA Medical Commission focused much of its energy on simplifying and tightening medical regulations. Particular focus was given to the clarification of requirements in terms of medical centres, the possibility of obtaining a dispensation when a referral hospital was nearby, and decreasing the cost of Medical Units in rallies. The Commission also launched an FIA accreditation for Chief Medical Officers (CMO) and Deputy Chief Medical Officers (DCMO) of FIA World Championships.

The FIA Medical Department has also set up a programme to assist FIA Medical Delegates in their championships. To provide support, one member of the FIA Medical Department will share at least one event a year in each championship with each Medical Delegate.

In line with this programme, the FIA Medical Commission asked the FIA Medical Department to update the hospital database with all the FIA-accredited hospitals. The database will be a new online platform to be used by FIA Medical Delegates during their hospital inspections and will be automatically updated.

With the Halo system being introduced in 2018, the Commission was involved in assisting Formula One, Formula 2 and Formula E extrication teams to train effectively ahead of their respective competitions.

In the anti-doping field, the emphasis on education was pursued in 2018. A new education tool was launched in 2018: the 'Race True video', which focuses on recreational drug abuse and is available on the FIA website and on YouTube.

The anti-alcohol regulations, prohibiting a driver to be under the influence of alcohol when participating in a competition, qualification or test, were approved by the WMSC in March 2018. A large-scaled testing campaign will start in 2019.

Pursuing Sport for All

FIA Disability and Accessibility Commission



Since its creation at the end of 2017, the FIA Disability and Accessibility Commission has initiated an ambitious action plan on both the Sport and Mobility sides to promote and encourage accessible racing and motoring. Two Commission meetings were held in 2018: the first meeting in Madrid, on the occasion of the Region I Spring meeting in April, and the second meeting at the FIA Paris offices in September.

In Sport, the Commission's Licence Working Group reviewed and made significant changes to the FIA International Drivers' Licences regulations (Appendix L) to address wording issues and to include provisions for granting licences to drivers with disabilities in order to strengthen medical, technical and sporting evaluations as well as facilitate the application process.

In December, the World Motor Sport Council accepted proposals relating to licences including the Disabled Driver Passport, which must be issued by the ASN to the competitor and which must detail whether it is a manual or automatic driver's licence, the amount of time it takes the competitor to independently extricate himself from his competition vehicle, the adaptations needed for the competitor to control the competition vehicle, and whether the competitor is ambulant or not. This Passport will supplement the International Licences for Drivers with Disabilities.

The Adaptation Working Group reviewed the homologation of adaptations made to cars such as hand controls and discussed creating a list of adaptations per discipline.

A further project will focus on accessible podiums, as well as accessible infrastructure at sporting events more generally. In 2018, Commission President Nathalie McGloin presented the third place trophy at the British Grand Prix. This statement, in which the first disabled sports person was present on the British Grand Prix podium, highlighted the FIA's commitment to disabled participation in motor sport.

SHOWING THE WAY FORWARD

From efforts to safeguard championships and frame future sporting regulations to campaigns to ensure environmental responsibility on road and track, the FIA's major sporting bodies were active in a broad number of areas in 2018.



Constructing Progress

FIA Manufacturers' Commission

Chaired by François Fillon, the FIA Manufacturers' Commission, which features representatives from 20 worldwide automobile groups, met in Geneva on 7 March 2018 and in Paris on 3 October 2018.

In Sport, the Commission worked on a proposal for a new Rally Pyramid aimed at revamping and simplifying the Rally hierarchy. The pyramid is due to be introduced in 2020.

The Commission was also involved in the launch of the new FIA GT Nations Cup. Taking inspiration from the GT World Cup and the Olympic Games, the event involves each participating ASN choosing a driver pairing (bronze- and silver-rated only) to represent their respective country. The highly successful inaugural Cup event was held at the Bahrain International Circuit in November 2018 and was won by Turkey. A second event is planned for November 2019 at the Vallelunga Circuit in Italy.

The Commission engaged with manufacturers on the E-Rallycross project, with a roadmap for the global expansion of the championship, divided into three phases, being presented to the manufacturers. The closing date for OEMs to commit and supply cars from 2021 has been set for 31 March 2019. The Commission was also involved in discussions with manufacturers regarding the new FIA World Endurance Championship rules set to come into force in 2020.

In the area of Mobility, the Commission engaged with manufacturers on the creation of the United Nations Road Safety Trust Fund. In another significant endeavor, the Commission agreed to open the discussion on a voluntary agreement of manufacturers on minimum vehicle safety standards.

Defining the Machinery

FIA Technical Department

After the incorporation of the F1 Technical Department within the FIA Technical Department, the updates required for F1 cars of 2019 were defined. The changes include simpler front wings, smaller and simpler bargeboard areas, and a higher and wider rear wing. These will further stabilise the cars, make them less susceptible to dirty air, and allow for closer racing.

For the seventh year of the FIA World Endurance Championship, eight homologations and 25 evolutions in LMP1, four homologations and seven evolutions of LMP1 Engines, 28 evolutions in LMP2, and four homologations and 43 evolutions or additional forms in LM GTE were conducted in cooperation with the ACO.

In collaboration with the ACO Technical Department, the FIA Technical Department provided the calculations needed to manage the Equivalence of Technology between Hybrid and Non-Hybrid cars.

The FIA Technical Department also worked on the new HyperCar Technical Regulations for 2020.

The Department followed the development of the Gen2 car for the ABB FIA Formula E Championship in Season 5, developed the Technical Regulations for the championship and homologated nine cars for Season 5. Looking ahead, it has registered two new manufacturers for Season 6, which will bring the total number of manufacturers racing in the championship to 11.

In Rallying, the Department developed the new R1 & R2 Technical Regulations applicable from 1 January 2019 and began the consultation on the definition of the 2022 WRC car.

In Rallycross, the Department worked on the development of a Technical Regulation for a battery and a chassis, for the FIA World Rallycross Championship's potential switch to electric competition.

The Department was also engaged in activity across a broad range of other FIA disciplines, developing new Technical Regulations for Cross-Country (T3) and Cross Cars.

Making Motor Sport Sustainable

FIA Environment and Sustainability Commission

The FIA Environment and Sustainability Commission, newly inaugurated for 2018 and presided by former President of Mexico Felipe Calderón, comprises 18 members from FIA Mobility and Sport Member Clubs and met three times in 2018.

The mission of this new joint Commission is to work closely with both FIA pillars to ensure they maximise their environmental and sustainability credentials, and to provide high-level advice on future trends and developments in this area. In 2018, in the area of Sport, the Commission focused on environmental accreditation and international cooperation, while in Mobility it prioritised topics relating to Urban Mobility, and addressed the deployment of the FIA Environmental Accreditation Programme for Mobility Clubs.

Additionally, the Commission supported the idea of creating operational working groups. The first working group on the Mobility side will focus on traffic management and congestion. On the Sport side, the creation of FIA Environmental Ambassadors and Environmental Awards will be on the agenda. Both working groups had their first meeting in November 2018.

Identified as a key priority for Sport by the FIA Environment and Sustainability Commission, the FIA Environmental Accreditation Programme was upgraded in 2018 to inspire more ASNs to join. This included re-branding the certification grades into star ratings to enhance the overall comprehension of the Programme. Additionally, the entry level was made free of charge and the application procedure simplified to

allow easier access to all. As a direct outcome, accreditation applications have grown at an unprecedented rate: 25 ASNs from all regions of the world have applied since June, eight having achieved accreditation by the end of 2018.

Building on the success of WRC events' accreditation, the Commission has approved a roadmap for the accreditation of new championships/series stakeholders, with the following three targets for 2019: WRC Manufacturer Teams, F1 organisers (circuits) and FE Teams.

Deemed essential for the FIA to help ASNs advocate for sustainable sport and scale up best practices, the Commission has also set as a priority to strengthen collaboration with the other motorised sport federations (FIM/motorcycling, UIM/power boating, and FAI/air sports), the International Olympic Committee (IOC) and the United Nations agencies.

Finally, the IOC has chosen to highlight the FIA Environmental Accreditation Programme and the FIA Smart Cities Award in its 20 examples of sustainability best practices achieved by International Federations. From 2019, the FIA/IOC collaboration on this topic will further increase following the nomination of Felipe Calderón, FIA Environment and Sustainability Commission President, to the IOC Sustainability and Legacy Commission, and the reciprocal nomination of IOC's Kristin Kloster Aasen in the FIA Commission. Similarly, the FIA and the FIM will enhance their cooperation by applying the same principle of reciprocal representation in their respective Sustainability Commissions from next year.



Setting the Course for Global Competition

World Motor Sport Council

The World Motor Sport Council (WMSC) has responsibility for all aspects of motor sport, deciding on the rules, regulations, safety and development of motor sport at every level from Karting to Formula One. In 2018, the WMSC met four times: in Geneva, Switzerland, in March, in Manila, Philippines, in June as part of the 2018 FIA Sport Conference, in Paris, France, in October, and in December in St Petersburg, Russia, during the FIA Annual General Assembly.



Clarifying the Code

FIA International Sporting Code (ISC) Review Commission

In view of the large number of amendments made to the ISC in recent years, and with a view to stabilising the rules in accordance with the principle of legal certainty, in 2018 the FIA ISC Review Commission limited itself to making clarifications to the existing text and to strengthening the FIA Regulations on manipulation of competitions by proposing a new appendix to the ISC (Appendix M).

Ensuring Technical Compliance

FIA Homologation Regulations Commission

On behalf of the FIA Homologation Regulations Commission, in 2018 the FIA Technical Department has undertaken the homologation of 4 new vehicles (2 Group A and 2 GT3) and 183 homologation extensions (all types).

The Commission has examined, developed and presented to the World Council a range of amendments/clarifications of the Appendix J of the Homologation Regulations, either directly or at the request of other FIA Sporting Commissions.



ARBITERS OF SPORTING FAIRNESS

The FIA Courts, consisting of the International Tribunal and the International Court of Appeal, are independent bodies tasked with maintaining the fairness of international motor sport and ruling on appeals and disputes.



Judicial and Disciplinary Structure

Under FIA regulations, competitors/drivers wishing to contest a decision taken by the Stewards have the possibility of bringing an appeal directly:

- To the International Court of Appeal (ICA), if the appeal is against a decision taken within the framework of an FIA Championship or World Cup competition; or
- To the National Court of Appeal (NCA) of the ASN concerned. Decisions of an NCA may be appealed to the ICA, in specific circumstances.

Decisions handed down by the ICA and the International Tribunal (IT) cannot be appealed before the Court of Arbitration for Sport (CAS) in Lausanne. The remedy for disputes over ICA decisions is the French civil court (Tribunal de Grande Instance de Paris). The FIA recognises the jurisdiction of CAS solely for disciplinary disputes over doping (appeals concerning decisions taken by the FIA Anti-Doping Disciplinary Committee).

The ICA and IT are made up of 36 judges who are independent. In accordance with the FIA Statutes, the judges are elected by the FIA General Assembly for a four-year mandate, renewable twice.

International Court of Appeal

The ICA hears 3 types of appeal case:

- Appeals concerning sporting decisions (Stewards' decisions when it comes to FIA Championships and World Cups, or decisions from NCAs);
- Appeals concerning decisions taken by the IT; and
- Appeals concerning the interpretation or application of the FIA Statutes.

The ICA has the same decision-making powers as the Stewards. Therefore, it may admit or dismiss the appeal, in whole or in part, and may decide to confirm, waive, mitigate or increase the penalty inflicted. It may annul or amend the results of a competition, but it is not empowered to order any competition to be rerun.

In 2018, the ICA heard 10 appeals (five being joint appeals). Nine were lodged in the context of an FIA Championship or World Cup (exclusive competence of the ICA). Three appeals were withdrawn before the hearing took place.

The cases heard involved appeals lodged from the following championships: FIA World Rally Championship; FIA Karting European Championship (OK/Junior); FIA World Endurance Championship; GP3 International Series; FIA World Touring Car Cup (WTCR); FIA Formula 2 Championship and the FIA Formula One World Championship.

Among the appeals heard were that of the Haas F1 Team in Formula One. Haas had appealed a Stewards' decision to exclude the team from the result of the Italian Grand Prix last September due to a breach of the Technical Regulations with regards to the reference plane (flat floor). In this case, the Stewards' decision was upheld by the ICA.

In the FIA World Rally Championship, the Court heard the appeal lodged by the M-Sport Ford World Rally Team regarding the decision taken by the Stewards of the Rally Guanajuato Mexico to add a 10-second time penalty to the time of SS22/Power Stage. Once again, the ICA upheld the Stewards' decision. M-Sport then sought the annulment of the ICA decision by the Tribunal de Grande Instance de Paris but, after having heard both parties, the French Court rejected M-Sport's claim.

International Tribunal

The FIA exercises its disciplinary power not only within the context of sporting competitions but also outside it.

To this end, since 2011, the IT exercises disciplinary power at first instance, and determines any alleged breach of FIA regulations, with the exception of doping. The role of the prosecuting body is exercised by the FIA President, who has sole competence to refer a case to the IT after conducting an inquiry where appropriate. The decisions of the IT can be contested before the ICA.

Anti-Doping Disciplinary Committee

In 2018 a total of 113 drivers were controlled during in-competition tests. The tests were carried out in a wide variety of championship and series at all levels of competition. Championships in which tests were carried out included: FIA Formula One World Championship; FIA World Touring Car Cup; FIA World Endurance Championship; FIA World Rally Championship; FIA World Rallycross Championship; ABB FIA Formula E Championship; FIA Formula 2 Championship; FIA Formula 3 European Championship; FIA European Hill Climb Championship; FIA European Truck Racing Championship; FIA Historic Grand Prix; FIA Electric and New Energy Championship; FIA Karting European Championship; FIA Formula 4 Championships, and the FIA GT World Cup. A total of 25 out-of-competition tests were carried out in 2018.



RACING HEAD FIRST TOWARDS SAFETY

The FIA's innovative 'Track to Road' technology transfer programme last year developed a unique helmet rating system backed by motor sport expertise that has the potential to bring about enormous benefits in the battle for road safety



The FIA's 'Track to Road' initiative seeks to encourage the concept of motor sport acting as a laboratory in which to develop future technologies for the automobile, utilising motor sport's engineering expertise and rapid reaction time to fast track innovation and to effectively transfer motor sport safety knowledge for the benefit of road vehicles and society.

Last year, the programme saw the development of a proposed helmet FIA rating system, a unique scheme aimed at addressing the limitations of existing helmet standards and rating systems.

Employing cutting edge motor sport know-how to define a new benchmark for the helmet industry, the scheme is designed to extend well beyond the scope of current rating systems and, for the first time, the highest standard of motor sport performance will be combined with the best the industry can offer in relation to safety features. The scheme has also been formulated for international application, meaning that consumers worldwide will be able to make informed choices about vital safety equipment.

Going forward the helmet ratings initiative aims to engage with industry to encourage the adoption of current and future motorsport safety innovations. The rating system would evolve annually and would be updated to recognise future innovations such as first aid features and the display of basic information on a visor.

Under the scheme, safer high-end helmets will lead to fewer fatalities in developed countries, while improved low-end helmets will lead to a reduction in road deaths in developing markets.

It is hoped that the recognition of the FIA five-star rating will give birth to a new 'ultra high-end' market segment, encouraging manufacturers to develop the safest helmets ever offered to consumers. In parallel, market forces would encourage low-end manufacturers to make improvements. Finally, consumers in developing countries with no standard could use the FIA rating to identify low-cost helmets that are safe to use.

2018 RESULTS⁽¹⁾

FIA World Champions



Formula 1™

FIA Formula One World Championship

Winning Constructor

Mercedes AMG Petronas Motorsport

Winning Driver

Lewis HAMILTON



FIA World Rally Championship

Winning Manufacturer

Toyota Gazoo Racing WRT

Winning Driver and Co-Driver

Sébastien OGIER & Julien INGRASSIA



FIA World Endurance Championship Super Season 2018-2019

Results for the FIA WEC Super Season 2018-2019 will be published in the 2019 FIA Activity Report.



FIA World Rallycross Championship

Winning Team

PSRX Volkswagen Sweden

Winning Driver

Johan KRISTOFFERSSON



FIA World Karting Championship

FIA World Karting Championship - OK

Lorenzo TRAVISANUTTO

FIA World Karting Championship - Junior

Victor BERNIER

FIA World Karting Championship - KZ

Patrik HÁJEK

Other FIA Champions honoured during the FIA Prize Giving 2018 in St Petersburg

ABB FIA FORMULA E CHAMPIONSHIP - TEAMS

Audi Sport Abt Schaeffler

ABB FIA FORMULA E CHAMPIONSHIP - DRIVERS

Jean-Eric VERGNE

FIA FORMULA 2 CHAMPIONSHIP FOR TEAMS

CARLIN

FIA FORMULA 2 CHAMPIONSHIP FOR DRIVERS

George RUSSELL

FIA EUROPEAN FORMULA 3 CHAMPIONSHIP - TEAMS

PREMA THEODORE RACING

FIA EUROPEAN FORMULA 3 CHAMPIONSHIP - DRIVERS

Mick SCHUMACHER

FIA FORMULA 3 WORLD CUP

Daniel TICKTUM

F4 NACAM CHAMPIONSHIP CERTIFIED BY FIA

Moises DE LA VARA

F4 US CHAMPIONSHIP CERTIFIED BY FIA

Dakota DICKERSON

F4 SPANISH CHAMPIONSHIP CERTIFIED BY FIA

Amaury CORDEEL

F4 UAE CHAMPIONSHIP CERTIFIED BY FIA

Charles WEERTS

F4 SEA CHAMPIONSHIP CERTIFIED BY FIA 2017-2018

Daniel CAO

F4 SEA CHAMPIONSHIP CERTIFIED BY FIA 2018

Alessandro GHIRETTI

F4 ITALIAN CHAMPIONSHIP CERTIFIED BY FIA

Enzo FITTIPALDI

F4 GERMAN CHAMPIONSHIP CERTIFIED BY FIA

Lirim ZENDELI

F4 BRITISH CHAMPIONSHIP CERTIFIED BY FIA

Kiern JEWISS

F4 NEZ CHAMPIONSHIP CERTIFIED BY FIA

Konsta LAPPALAINEN

F4 JAPANESE CHAMPIONSHIP CERTIFIED BY FIA

Yuki TSUNODA

F4 CHINESE CHAMPIONSHIP CERTIFIED BY FIA

Jordan DEMPSEY

F4 AUSTRALIAN CHAMPIONSHIP CERTIFIED BY FIA

Jayden OJEDA

F4 FRENCH CHAMPIONSHIP CERTIFIED BY FIA

Caio COLLET

FIA WTCR WORLD TOURING CAR CUP - TEAMS

YVAN MULLER RACING - M RACING

FIA WTCR WORLD TOURING CAR CUP - DRIVERS

Gabriele TARQUINI

FIA GT WORLD CUP

Augusto FARFUS Jnr.

FIA GT NATIONS CUP

Team Turkey

Ayhancan GÜVEN and Salih YOLUÇ

FIA EUROPEAN TRUCK RACING CHAMPIONSHIP

Jochen HAHN

FIA EUROPEAN DRAG RACING CHAMPIONSHIP TOP FUEL

Anita MÄKELÄ

FIA MASTERS HISTORIC FORMULA ONE CHAMPIONSHIP - HEAD & LAUDA CLASSES

Nick PADMORE

FIA MASTERS HISTORIC FORMULA ONE CHAMPIONSHIP - STEWART & FITTIPALDI CLASSES

Gregory THORNTON

FIA MASTERS HISTORIC SPORTS CAR CHAMPIONSHIP - PRE-1966

Keith AHLERS & James Billy BELLINGER

FIA MASTERS HISTORIC SPORTS CAR CHAMPIONSHIP - POST-1965

Julian THOMAS and Calum LOCKIE

FIA AFRICAN RALLY CHAMPIONSHIP

Manvir SINGH BARYAN & Drew STURROCK

FIA ASIA-PACIFIC RALLY CHAMPIONSHIP

Yuya SUMIYAMA & Takahiro YASUI

FIA CODASUR RALLY CHAMPIONSHIP

Gustavo SABA & Fernando MUSSANO

FIA NACAM RALLY CHAMPIONSHIP

Ricardo TRIVIÑO & Marc MARTI

FIA EUROPEAN RALLY CHAMPIONSHIP

Alexey LUKYANUK & Alexey ARNAUTOV

FIA MIDDLE EAST RALLY CHAMPIONSHIP

Nasser AL-ATTIYAH & Matthieu BAUMEL

FIA JUNIOR WRC CHAMPIONSHIP

Emil BERGKVIST & Johan JOHANSSON

FIA WRC 3 CHAMPIONSHIP

Enrico BRAZZOLI & Luca BELTRAME

FIA WRC 2 CHAMPIONSHIP

Jan KOPECKÝ & Pavel DRESLER

FIA WORLD CUP FOR CROSS COUNTRY RALLIES

Jakub PRZYGONSKI & Tom COLSOUL

FIA EUROPEAN RALLY TROPHY

Alexandre CAMACHO & Rui RODRIGUES

FIA R-GT CUP CHAMPIONSHIP

Raphael ASTIER & Frederic VAUCLARE

FIA CERTIFIED GRAN TURISMO CHAMPIONSHIPS - NATIONS CUP WINNER

Igor FRAGA

FIA CERTIFIED GRAN TURISMO CHAMPIONSHIPS - MANUFACTURER SERIES WINNERS

Tyrell MEADOWS, Vincent RIGAUD, Kanata KAWAKAMI

FIA INTERCONTINENTAL DRIFTING CUP

Georgy CHIVCHYAN

FIA FMC HERITAGE CUP

HTL STEYR

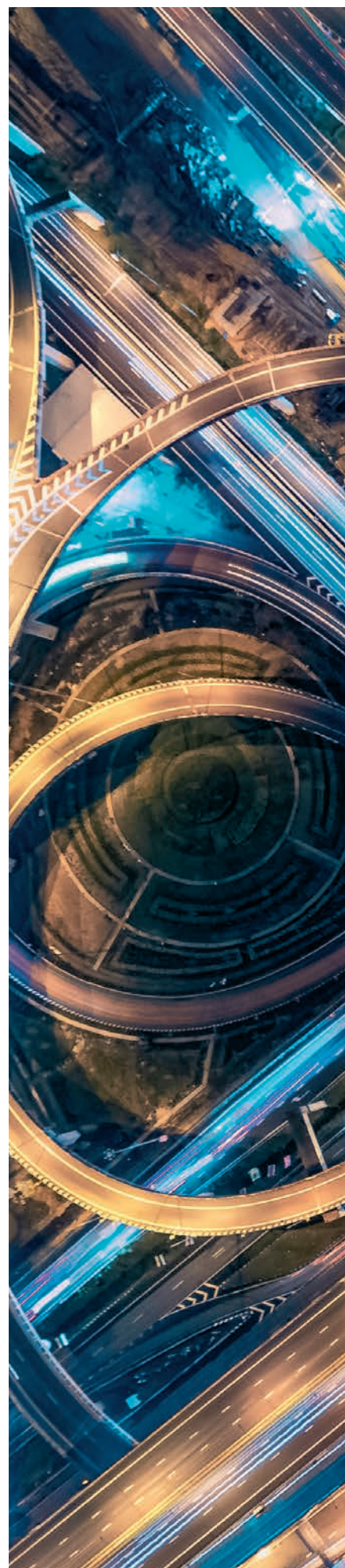
FIA OUTSTANDING OFFICIAL OF THE YEAR

Dr Christian WAHLEN

(1) All the 2018 results are available on fia.com and in the FIA Yearbook of Automobile Sport 2019.

MOBILITY

**IMPROVING MOBILITY
THROUGH ADVOCACY,
LEARNING AND SERVICES**







MOVING FORWARD WITH A CLEAR DIRECTION

In the first year since the new FIA Mobility Strategy was agreed, the FIA and its Member Clubs have worked to advance the strategic goals and deliverables, through improved services, renewed emphasis on advocacy and policy, and strengthened learning programmes.



59
projects from
Clubs in
52
countries
supported through
the FIA Road Safety
Grants Programme



160
delegates from
69
Member Clubs
attended the 26th edition
of the FIA Mobility
Conference



32
projects funded
through the FIA Club
Development Programme
€1M
distributed across all
FIA Mobility Regions

Strategic Progress

Approved at the World Council for Automobile Mobility and Tourism (WCAMT) in September 2017, the Mobility Strategic Review presented and set the direction of the FIA for years to come.

Stemming from this document, the FIA Mobility Strategy translates into three simple strategic aims encompassing Advocacy, Club Development, and Communications.

In 2018, the FIA Mobility Division set out to ensure these aims were achieved through strong road safety campaigns and initiatives, renewed emphasis on sustainable mobility with the second year of the FIA Smart Cities initiative, four FIA University programmes across the world, and key developments with regard to Travel and Tourism services and documents.

The past year was also marked by the launch of the first projects financed by the FIA Innovation Fund (FIF), which aims to support new ideas that will generate lasting benefit for the FIA Community.

Safe and Sustainable Mobility

Throughout 2018, the FIA continued its efforts to deliver a public policy vision in favour of its Motoring Clubs and consumers. By focusing on three key priorities – road safety, sustainability and connectivity – the FIA is working to ensure that the future of mobility is safe, green and smart.

The sustained efforts of the United Nations Secretary General's Special Envoy for Road Safety over the past three years culminated in the launch of the United Nations Road Safety Trust Fund (UNRSTF) in April 2018.

The Fund will work to unlock financial and technical resources, support road safety programmes and coordinate road safety and sustainable transport assistance, focusing in particular on catalytic funding measures already identified to jumpstart national road safety action plans.

The FIA High Level Panel for Road Safety (HLP) was also busy in 2018. As well as supporting the creation of regional road safety observatories worldwide and taking action on vehicle standards, the HLP produced a new road safety funding video 'The Road to Change' featuring HLP Spokesperson, Actress, Producer and United Nations Development Programme Goodwill Ambassador Michelle Yeoh.

Elsewhere, the successful #3500LIVES Global Road Safety Campaign partnership between the FIA and outdoor advertising giant JCDecaux was renewed for 2019.

On the sustainability front, the FIA Sustainable Mobility Programme has advanced its agenda throughout 2018. The second season of FIA Smart Cities, an incubator for innovative thinking around future mobility and new technology, saw some 900 participants from public, private, academia, R&D and NGO sectors attend fora in Santiago de Chile, Rome and Zurich. Each FIA Smart Cities event also sought to promote innovation through its Global Start-Up Contest and through the FIA Smart Cities Award. The FIA also has a seat on the World Bank's Sustainable Mobility for All (SuM4All) steering committee, contributing to reshaping the global mobility agenda.

Creating a Legacy of Innovation

The FIA's commitment to creating safer and more accessible mobility for the future was much in evidence in 2018 through the activities of the new FIA Innovation Fund.

In May the Steering Committee and FIA Senate selected three projects, reaching across both the Mobility and Sport pillars. In the realm of Mobility, the Fund provided assistance for the FIA activation at the Youth Olympic Games, a cross-pillar initiative aimed at developing motor sport (E-karting in particular) within the Olympic movement, as well as road safety awareness at the Youth Olympic Games, and in the area of 'Track to Road' the development of a Helmet Rating Programme, transferring the FIA's deep knowledge of helmet safety and design to the road.

The FIA Mobility Division has put forward programme for consideration revolving around the development of an innovative fundraising mechanism through micro-donations that will support road safety.

Developing Tourism Services

As reflected in the FIA Mobility Strategic Review, the modernisation of Travel and Tourism services is a key challenge for the FIA and its Members. In 2018, major steps forward were taken to improve international travel documents and related services.

The development of the International Driving Permits (IDP) e-Distribution, and Tracking and Tracing System was completed early this year, with the project's testing and finalisation currently taking place.

In 2018, the development of the Carnet de Passages en Douane (CPD) e-Distribution System continued to make progress, with testing beginning by the end of the year. It is now expected to be ready for rollout in the first half of 2019.

The AITFIA Information Centre (OTA) was also reviewed in 2018, for a planned overhaul in 2019. The next steps of this overhaul include redefining OTA's content and structure, elaborating precise terms of reference exploring possible business models, and redesigning the website.

Capacity Building

The FIA University held four programmes in 2018, benefiting a total of 102 participants, from 47 Clubs, in 32 countries.

The second edition of the FIA University Senior Executive Programme introduced delegates to disruptive innovation, self-management and leadership, digital strategies/operations, and change management. The 7th edition of the Emerging Leaders Programme (ELP) had classes on leadership, strategy, rethinking the revenue model and change management as well as lectures by FIA Club experts.

With regard to regional programmes, the Region IV Latin American Leaders Programme focused on innovation, transformation, and leadership. The FIA University Region II Club Development Programme was centred around business model development and challenges.

FUNDING THE FIGHT FOR ROAD SAFETY

Operating at the highest levels of global policy-making, the FIA and its President have played a crucial role in the development of major advances in the battle for to reduce the death toll on the world's roads.



FIA Mobility Policy Commission

In 2018, the FIA Policy Commission has convened five times — four times over conference calls and one physical meeting organised during the FIA Mobility Conference.

On the topic of road safety, the FIA Policy Commission discussed and provided recommendations to FIA Mobility in relation to the establishment of the United Nations Road Safety Trust Fund and the role the FIA/FIA Clubs can play within this Fund, the setting up of priority topics for the Capacity Building stream of the Road Safety Grants Programme, and advised the FIA in relation to the establishment of potential new road safety initiatives.

With regard to sustainability, the Commission has been overseeing the topic of air quality and vehicle emissions by contributing to discussions on how to further reduce CO₂ emissions from road transport. This work stream has also involved the development of specific projects, supported by the FIA Sustainable Mobility Programme aimed at supporting Clubs in their advocacy action: the independent programmes for assessing environmental performance of vehicles and the life cycle analysis study. On connectivity, the Commission was informed of the main developments that have taken place within the UNECE in relation to cybersecurity and connected vehicles.

Taking Safe Mobility to the World Stage

As part of its efforts to improve global road safety and reduce the loss of life and injury on the world's roads, the FIA supports the work of the United Nations Secretary-General's Special Envoy for Road Safety, FIA President Jean Todt, by coordinating with the United Nations Secretary-General's Special Envoy's Secretariat at the UNECE, as well as other stakeholders as required.

The sustained advocacy efforts of the Special Envoy for Road Safety over the past three years culminated in the launch of the United Nations Road Safety Trust Fund (UNRSTF) in April 2018. The establishment of the Fund was welcomed by the United Nations General Assembly.

The UNRSTF is the first of its kind and represents a breakthrough for global road safety. For the first time, a specific funding instrument for road safety programmes globally has been put into place.

The UNRSTF will work to unlock financial and technical resources, support road safety programmes and coordinate road safety and sustainable transport assistance, focusing in particular on catalytic funding measures already identified to jumpstart national road safety action plans.

"The Trust Fund has the potential to galvanise our global efforts to address the road safety situation, building on the progress made and experience gained over the Decade of Action for Road Safety 2011-2020," said FIA President Todt on the occasion of the Fund's launch in New York.

The FIA has a seat on the Advisory Board of the UNRSTF, represented by the FIA Deputy President for Automobile Mobility and Tourism.

To help finance the UNRSTF, the FIA is working with some of the most influential brand creation agencies to develop a global road safety brand. This brand will speak simultaneously to conscientious consumers who want to improve the global road safety situation through their purchasing power, and private companies, who will tailor their offering by creatively integrating this brand into their products or services to support global road safety.





FIA High Level Panel for Road Safety

In 2018, the FIA High Level Panel for Road Safety (HLP) met once and there were two meetings of the Panel's Advisors and Experts. At each of these meetings participants stressed the lack of road safety funding and the opportunities that the new United Nations Road Safety Trust Fund presents for raising funds. Members of the HLP have been involved in the consultation and selection process of branding companies for the innovative funding mechanism and have been some of the first to pledge their support.

Elsewhere, the HLP is directly addressing the poor quality of road traffic related data by supporting the creation of regional road safety observatories worldwide, in cooperation with the World Bank and International Transport Forum (ITF). In May 2018, the FIA signed a Memorandum of Understanding (MoU) with the World Bank and the International Transport Forum to work jointly towards the establishment of a network of regional road safety observatories. Efforts have concentrated on the establishment of such an observatory in Africa and on the strengthening of OISEVI.

As result of the February 2017 call for the insurance sector to help improve road safety in Latin America by the HLP, in partnership with the Inter-American Development Bank two workshops of the 'Movernos Seguros' programme were held in October 2017 in Washington and in July 2018 in Montevideo. Each involved representatives from governments, the insurance industry, victims' associations and FIA Member Clubs. Looking ahead, pilot projects to improve the functioning of car insurance markets will be implemented in Paraguay and the Dominican Republic in 2019.

In Asia, a joint HLP and World Economic Forum (WEF) project on Road Safety Partnership in India (RSPI) has sought to engage the public, private and civil society sectors in India

with the goal to build an overarching collaborative platform to identify existing road safety initiatives, strengthen potential synergies between them, and design new initiatives which would target significant road safety improvements.

Acting on vehicle standards, the HLP continues to support the efforts led by the UNECE and the UN Secretary-General's Special Envoy for Road Safety to explore the feasibility of a Manufacturers Voluntary Agreement on Minimum Safety Standards with vehicle manufacturers.

Meanwhile, a joint HLP and United Nations Environment Programme (UNEP) project on Better Quality of Used Vehicles will involve the development of a new global programme to promote the importation of safer and cleaner used vehicles to developing countries, primarily in Africa at this early stage.

In the area of raising public awareness, HLP communications have centred around the production of a new road safety funding video 'The Road to Change' featuring HLP Spokesperson, Actress, Producer, and United Nations Development Programme Goodwill Ambassador Michelle Yeoh. The video was awarded at the Road Safety Film Festival, held in Marrakesh on the occasion of the first African Forum for Road Safety from 13-15 November 2018.

Earlier, in October, the members of the HLP met in Paris and were later at the Palais de l'Élysée by the President of the French Republic, Emmanuel Macron who announced France's €3 million donation to the UN Road Safety Trust Fund. The finance comes through the Agence Française de Développement (AFD) and is earmarked for road safety projects in Africa, where the road mortality rate is on average three times higher than in Europe.

WORLDWIDE VISIBILITY FOR SAFETY

The FIA's ground-breaking #3500LIVES Global Road Safety Campaign gathered further momentum in 2018 with more global ambassadors joining the cause, while a renewal of the partnership with JCDecaux is set to carry on the good work in 2019.



Increasing Commitment

Launched on 10 March 2017 at the FIA Headquarters in Paris – in partnership with JCDecaux, the number one outdoor advertising company in the world – the FIA's #3500LIVES Global Road Safety Campaign has continued to raise awareness and promote safe driving habits throughout 2018.

Two new road safety ambassadors joined the campaign in 2018. Michael Fassbender and Patrick Dempsey committed to promote simple road safety rules via the campaign of high-visibility outdoor advertising message. Fassbender's campaign visual promotes the necessity of safe vision, while Dempsey's encourages child road safety. The campaign is now supported by 15 world-renowned ambassadors from the worlds of art, motor racing, sport and politics.

The campaign has received strong traction on social media with 1,071,594 Twitter impressions, 1,521,546 Facebook impressions, and 1,598 publications on Instagram.

The campaign has also been promoted at several mobility and motor sport related events throughout the year including, the Formula E-Prix in Santiago de Chile (1-4 February), Mexico City (1-4 March) and Berlin (17-20 May), as well as at the Geneva Motor Show (6-18 March), the International Transport Forum Summit (23-25 May), at the 24 Hours of Le Mans (15-17 June), the Singapore Formula One Grand Prix (14-16 September), the Mondial Paris Motor Show (3-14 October) and at the Youth Olympic Games (7-17 October).

Continuing Partnership

Finally, the partnership between the FIA and JCDecaux was renewed for 2019, guaranteeing that the Federation's Golden Rules for Road Safety reach an even wider global audience over the coming 12 months.

Commenting on the renewal, FIA President Jean Todt said: "We are delighted to be renewing our partnership with JCDecaux for the #3500LIVES Campaign in 2019, so we can continue to promote best practices in road safety around the world, thanks to the unfailing commitment of our 15 ambassadors."

Jean-Charles Decaux, Chairman of the Executive Board and Co-Chief Executive Officer of JCDecaux added: "Outdoor advertising is central to all types of mobility and JCDecaux's media reach over 410 million people around the world every day. With the extent of our presence and our teams' commitment, we provide unrivalled visibility for road safety messages around the world, and hope to change behaviour for the better."

THE #3500LIVES CAMPAIGN

BUCKLE UP
FERNANDO ALONSO
 FIVE-TIME FIA FORMULA ONE WORLD CHAMPION

USE A CHILD SAFETY SEAT
MICHELLE YEOH
 ACTRESS, PRODUCER AND UNICEF GOODWILL AMBASSADOR

WEAR A HELMET
MARC MÁRQUEZ
 FIVE-TIME MotoGP WORLD CHAMPION

NEVER DRINK AND DRIVE
NICO ROSBERG
 2016 FIA FORMULA ONE WORLD CHAMPION

CHECK YOUR TYRES
RAFAEL NADAL
 TENNIS PLAYER, WINNER OF 14 GRAND SLAM TITLES

OBEY THE SPEED LIMIT
YOHAN BLAKE
 4 X 100M OLYMPIC AND WORLD CHAMPION AND 100M WORLD CHAMPION

DON'T TEXT AND DRIVE
PHARRELL WILLIAMS
 SINGER, SONGWRITER AND RECORD PRODUCER

CHECK YOUR VISION
MICHAEL FASSBENDER

STOP WHEN YOU'RE TIRED
ANTOINE GRIEZMANN
 INTERNATIONAL FOOTBALL PLAYER

MAKE ROAD SAFETY A PRIORITY
ANNE HIDALGO
 MAYOR OF PARIS AND CHAIR OF EAD

ALWAYS PAY ATTENTION
VANESSA LOW
 LONG JUMP PARALYMPIC CHAMPION

STAY BRIGHT
HAILE GEBRSELASSIE
 LONG-DIS FENCE RUNNING OLYMPIC AND WORLD CHAMPION

LOOK BEFORE CROSSING
FELIPE MASSA
 FORMER FIA FORMULA ONE RACING DRIVER, FORMULA E RACING DRIVER

DON'T LET YOUR FRIENDS DRIVE DRUNK
WAYDE VAN NIEKERK
 400M OLYMPIC AND WORLD CHAMPION

SLOW DOWN FOR KIDS
PATRICK DEMPSEY
 ACTOR, DIRECTOR, PRODUCER, RACE CAR DRIVER



In partnership with JCDecaux

LOCAL ACTION IN PURSUIT OF GLOBAL GAINS

The FIA Road Safety Grants programme funds innovative and impactful initiatives aimed at reducing loss of life and injury through road traffic incidents. In 2018, the programme assisted a range of successful projects all across the world.



FIA Road Safety Grants Programme

Established in 2012 with the support of the FIA Foundation, the FIA Road Safety Grants Programme provides support to enable FIA Members to address the road safety challenge at local level around the world.

Since the programme's launch, over 300 road safety initiatives have been started in more than 75 countries under the four streams: 'Capacity Building', 'Collaboration', 'Transformation', and 'Global Action'.

These initiatives cover a wide range of subjects, including awareness campaigns, educational programmes and trainings, vulnerable road users' protection and road infrastructure safety information.

In 2018, funding was distributed to 10 'Transformation' projects covering an extended variety of activities from improving road infrastructure around schools in Serbia and Morocco to advocacy and awareness campaigns in Croatia, Singapore and Czech Republic.

In support of its #3500LIVES campaign and the FIA's Golden Rules for Road Safety, the FIA also awarded grants to FIA Members in 47 countries under the 'Global Action' stream.

Under the 'Capacity Building' stream, six projects were funded supporting the improvement of child safety in cars in Belarus, Bosnia-Herzegovina, Georgia, Hong Kong, Moldova and South Africa. The Programme also funded the dissemination of the 'Benchmarking Road Safety Performance in Latin America' report, the promotion of United Nations Conventions and assisted the ITF in establishing the 'Safer City Streets Network'.

At the regional level, the Programme supported the 'European Traffic Education Contest', and the regional road safety campaign 'Slowing Down, Saves Lives' in FIA Region I and the Seminar for Road Safety in FIA Region IV, through the 'Collaboration' stream.



PROMOTING SUSTAINABILITY AND ACCESSIBILITY

Mandated at the end of 2017, last year was an enormously busy, and productive year for two new cross-pillar FIA Commissions, the first dealing with Disability and Accessibility and the second with Sustainable Mobility.

FIA Disability and Accessibility Commission

In its first year of activity, the new dual Mobility/Sport FIA Disability and Accessibility Commission met twice. Representatives of the ITF and Walkabout Foundation have also added their voices to the discussion about priority areas and projects of the Commission.

On the Mobility side of the Commission's activities, advocacy campaigning on accessible mobility has been identified as one of the priority areas for the Commission. An educational video about regulations of blue badge parking has been put forward by the Commission to help raise awareness of this issue.

The Commission will be working towards the establishment of an international database with up-to-date credible information on blue badge parking availability and regulations. The ITF has proposed a collaborative approach to utilise their data on blue badge parking situations across OECD Member States, matching it with the information collected through FIA Members.

FIA Environment and Sustainability Commission

Also working across Mobility and Sport, the FIA Environment and Sustainability Commission held three meetings in 2018, with an additional two focus group meetings and one working group meeting organised by the FIA Secretariat to discuss the FIA Environmental Accreditation Framework, and Congestion and Traffic Management.

At the meeting during the FIA Mobility Conference in Montevideo, it was agreed to implement a number of Environmental Accreditation pilot projects to test the scope of the framework and its suitability to the services and operations of Mobility Clubs.

In November, a task force meeting on Congestion and Traffic Management was held in Paris, with the goal of providing Member Clubs with an innovative solution to address the issue of urban congestion. The FIA has worked with leading companies in the area of congestion management, traffic prediction and optimisation, and is looking towards a proposal for creating an FIA traffic management tool.



FIA Sustainable Mobility Programme

A multi-annual grant to scale up Club initiatives focusing on sustainable and accessible mobility, the FIA Sustainable Mobility Programme receives funding from the FIA Foundation, is steered by FIA Mobility under the guidance of the FIA Mobility Policy Commission.

On the topic of vehicle emissions, the FIA Sustainable Mobility Programme contributed to the setting up of 'Green NCAP', the Life Cycle Analysis project, and the Training, Evaluation and Certification System for Electric Vehicle Drivers.

Green NCAP, an independent vehicle environmental test programme launched in May 2017, confirmed the make-up of its test procedures and established its rating system. This work will lead, early in 2019, to the publication of the first results. FIA Region I coordinated the technical work, in cooperation with experts from Italy's ACI, Germany's ADAC, Austrian Club ÖAMTC and Switzerland's TCS.

The Life Cycle Analysis (LCA) project focuses on assessing the environmental impact of cars. The project will be disseminated in January 2019 and will deliver a description of the methodology, country specific characteristics, future projections, a fact sheet, and an LCA calculation tool.

The Training, Evaluation and Certification System for Electric Vehicles Drivers initiative was carried out in December 2018 and aims to develop a training programme for Region IV Clubs and professional and individual drivers of electric vehicles.

The second priority of the FIA Sustainable Mobility Programme is accessibility. This has translated into the development of a Self-Assessment tool for elderly drivers by Spain's RACC, in association with Institut Guttmann (an organisation specialising in physical and brain accident trauma rehabilitation).

CONNECTING CITIES TO A NEW URBAN AGENDA

Utilising the platform of the future-focused ABB FIA Formula E Championship, the FIA Smart Cities initiative further broadened its reach in its second year of operation – promoting best practice for sustainable, connected urban mobility at packed events in Santiago de Chile, Rome and Zurich.



Strengthening Cooperation

The FIA Smart Cities initiative has grown significantly since its inception two years ago, reaching new destinations and groups of targeted stakeholders. During FIA Smart Cities events of 2018, over 900 participants from public, private, academia, R&D and NGO sectors attended fora in Santiago de Chile, Rome and Zurich.

FIA Smart Cities events are of interest not only to transportation stakeholders but also to representatives in the worlds of health and safety, business, technology, and social and corporate responsibility. To ensure a constantly growing outreach and relevance of the content presented at the fora, the FIA has strengthened cooperation with leading international organisations in the area of sustainable urbanisation, in particular: the UNEP, the Prince Albert II Foundation, the Connect4Climate Group, the UNECE, the OiER, Autonomy, the ITF and Polis.

Focused on Innovation

Each FIA Smart Cities event also sought to promote innovation through its Global Start-Up Contest and through the FIA Smart Cities Award.

Established to identify, support, and invest in the world's most innovative and impactful companies, the Global Start-Up Contest aims to drive development of technologies that advance safe and sustainable mobility solutions in cities.

The FIA Smart Cities Award, meanwhile, aims to seek out the best high-tech solutions to urban mobility problems.

After a successful launch in 2016-17, 10 cities were invited in 2017-18 to detail the unique challenges they face and to put forward one innovative policy that represents an innovative solution to their mobility issues. The overall winner was the city of Santiago de Chile for its *Plan Integral de Santiago*, an agenda for improving sustainable mobility throughout the city, while better organising public spaces to accommodate all road users.

Smart Moves for the Future

For 2019, the goal is to further expand the scope of the programme, sustaining its unique advantage of cooperation with the ABB FIA Formula E Championship.

To achieve this goal, new activations foreseen for the coming year include the conclusion of an exclusivity agreement with the Formula E Holdings to avoid the replication of the Smart Cities framework by other stakeholders, the implementation of a new partnership for the Global Start-Up Contest together with MassChallenge, the strengthening of the methodology of the Award, and the activation of a partnership with a relevant international organisations, such as the UNEP.

In addition to the main FIA Smart Cities events, the programme was displayed at a number of international conferences and fora, notably: the International Olympic Committee International Federations (IOC IF) Forum, the ITF-POLIS Workshop, the ITF Summit, the Movin' On Summit, the UNECE Special Session on Innovations, the UN Urban Week, the OiER United Smart Cities Summit, and others.

The FIA Smart Cities initiative was also selected as the best practice in sustainability by the IOC for the second consecutive year.



FIA Smart Cities Season 2 highlights

BUILDING THE KNOWLEDGE BASE

Since its establishment in 2011, the FIA University has provided training and leadership learning opportunities across a wide range of Club-related topics. The year just gone was no exception, with 47 Clubs from 32 countries benefiting from its programmes.

Learning to Grow

The FIA University aims to strengthen Clubs on a national, regional and global level as well as to encourage sharing and to create new knowledge and leadership within the FIA Family. Educational programmes are developed in collaboration with leading universities around the world and give Clubs access to expert university faculties, Club specialists willing to share their subject mastery with the FIA Community, as well as networking opportunities.

Four FIA University programmes were held in 2018: two global programmes and two regional programmes, with a total of 102 participants, from 47 Clubs, in 32 countries.

FIA University Board



In 2018, the FIA University Board held three physical meetings, during which they defined a mission statement, as well as a four-year strategy for the FIA University programme (2018-2021) aligned with the FIA Mobility Division's 2021 Strategy to "deliver effective learning opportunities for all FIA Clubs and facilitate sharing of best practices".

Moving forward, the mission statement for the FIA University programme will be to "connect and inspire FIA Clubs and their leaders in the fast-changing world of mobility through collaborative learning", while the four-year strategy will focus on the following goals:

- Attract strong participation from FIA Clubs;
- Diversify content and delivery mechanisms;
- Maintain high participant satisfaction of existing programmes.

Emerging Leaders Programme



The 7th edition of the FIA University Emerging Leaders Programme (ELP) was held from 12-16 March 2018 at ESADE Business School in Barcelona, with courses on leadership, strategy, rethinking the revenue model and change management as well as lectures by FIA Club experts.

The structure of the ELP invites the participants to share their own experience on decision-making and to exchange best practices. As a result, FIA Clubs provide their high potential managers with a unique learning opportunity while building a worldwide community of FIA ambassadors.

As is now tradition during this programme, several social events enabled attending delegates to build strong bonds over the week, strengthening the network of FIA University alumni. The first evening of the programme included a cooking team-building activity, and the last evening included a closing ceremony, during which each delegate was awarded a certificate of participation.

The next edition of the Emerging Leaders Programme will be held in Barcelona from 11-15 March 2019.

Region II Club Development Programme



The 5th edition of the FIA University Region II Club Development Programme was held from 29-31 October 2018. Over the three-day programme, 31 delegates from 13 Clubs in Asia-Pacific met at Curtin Business School in Perth. This programme was organised by FIA Region II and focused on business model development and challenges, as well as the impact of change on culture.

Courses presented the impact of internal and external influences on business model development, as well as business model design tools and techniques. Delegates enjoyed several experiences outside the classroom, including a visit to RAC WA's Breakthrough Innovation Hub, a visit to Spacecubed, Perth's largest incubation space, and a ride on the RAC WA Intellibus.

Social events such as a welcome drink, a ride on the autonomous RAC Intellibus and a networking dinner provided delegates with a chance to make new connections.

Senior Executive Programme



Following a successful first edition held in 2017, the second edition of the FIA University Senior Executive Programme was held at Columbia University Business School in New York from 15-17 October 2018, with participation from delegates representing 16 countries from all four FIA Mobility Regions.

Over the course of this three-day tailor-made programme, delegates learned about how to address the most pressing challenges they and their organisations face today. Topics covered included disruptive innovation, self-management and leadership, digital strategies/operations, an introduction to blockchain technology, and change management. Classes were taught by world-renowned Columbia University faculty who are experts in their fields and who have authored several critically acclaimed books.

There were also opportunities for delegates to network during social events such as a welcome dinner, a private tour of the world-famous Metropolitan Museum of Art, and a networking cocktail reception.

The next edition of the Senior Executive Programme will be held from 14-16 October 2019.

Region IV Latin American Leaders Programme



The 4th edition of the FIA University Region IV Latin American Leaders Programme was held from 8-10 August 2018 at Florida International University in Miami, taught by ESADE Business School. This programme was organised by FIA Region IV.

This year's courses focused on innovation, transformation, leadership, and giving delegates the tools to turn the lessons learnt into actions. The course also provided delegates with the opportunity to discuss some of the common challenges they face, and to think about how they can successfully tackle these challenges together.

Delegates attended a welcome dinner and a networking dinner, which allowed regional managers to connect informally outside the classroom.

As with previous editions, this programme was taught entirely in Spanish, providing an opportunity for delegates to learn in their native language.

FORGING CLOSER LINKS

The 2018 Mobility Conference took delegates to South America and the vibrant Uruguayan capital, Montevideo where, over the course of a fascinating series of presentations, meetings and networking sessions, the key theme to emerge was one of cooperative empowerment.



Transforming Mobility

The 26th FIA Mobility Conference was held in the Uruguayan capital of Montevideo. Hosted by the Automóvil Club del Uruguay (ACU) and FIA Region IV President Jorge Tomasi Crisci, this year's Conference delivered enthusiastic discussion, challenging ideas and concepts, information about FIA programmes and services, and a delightful sampling of Uruguayan culture.

The variety of presenters and panellists offered a cross-section of expert insights into the future of urban mobility and the challenges facing Automobile Clubs as technology affects society in an increasingly rapid fashion.

Professors, social engineers and researchers, clean energy experts, advocates, start-up entrepreneurs, travel experts, thought-leaders at the coalface of transportation management and strategy, Club representatives, government and even a former President all spoke with great passion about the challenges facing FIA Clubs in the future.

Key themes from throughout the Conference included the transformation of mobility and technology's role in this process, innovation, sustainability, road safety developments, new business models and behaviours, tourism trends and opportunities, and business diversification.

For the first time at an FIA Mobility Conference, delegates had the opportunity to meet key FIA Mobility staff members, and to discuss customer-focused areas such as the FIA Road Safety Grants Programme, FIA University, FIA Smart Cities, FIA Networks & e-Directory, FIA

Tourism Agenda and the FIA's #3500LIVES Global Road Safety Campaign.

Partnership in Focus

One thing seemed to be agreed among the 160 delegates gathered from 65 countries around the world – by remaining flexible, working together, creating stronger partnership between Clubs and establishing new and innovative partnerships with external stakeholders, the shifting mobility and tourism landscape can represent a great opportunity for Clubs and their members.

As part of the Conference, delegates were also introduced to local mobility through three different activities: the Montevideo eMobility and Smart Cities Forum, which included the presentation of the second FIA Smart Cities Award to Santiago de Chile for innovative solutions to modern mobility challenges, the ACU facilities and historical museum, and the Montevideo Mobility Management Centre.

In addition to the Conference's rich programme of sessions, delegates were treated to generous hospitality from the Conference's Uruguayan hosts, with the Welcome Cocktail at the Palacio Legislativo, the Gala Dinner at La Hacienda, a night of Uruguayan festivities at the Mercado del Puerto, and a final lunch at La Baguala on Friday.

The 2018 FIA Mobility Conference will be remembered by all attendees for helping Clubs to address current and future challenges, and for the enjoyable social experiences shared.



Next year will see history made at the FIA as, for the first time, both Mobility and Sport Clubs will gather for a single joint conference, at the Sun City resort in South Africa. The new event format will provide a communal platform for the FIA Sport Conference, FIA Mobility Conference, FIA Region I's Spring Meeting, and FIA Sport Regional Congress Africa and will, as ever, provide an informative and entertaining week of sessions, workshops, and shared social events.



THE SERVICE CENTRE

As part of its commitment to strengthen the capability and viability of motoring organisations worldwide, the FIA continues to develop its support structures for Member Clubs, providing developmental assistance, training and assistance across a wide range of activities.



Region I Spring Meeting, Madrid, Spain, 24-27 April 2018

FIA Mobility Services Commission

The FIA Mobility Services Commission (MSC) guides the FIA Mobility Division in its mission to support the development and growth of Member Clubs around the world.

In 2018, the MSC focused in particular on travel and tourism services, with several projects being presented to the Commission for approval and update. These include the AIT-FIA Information Centre (OTA) revamp and the budget allocated for this process, the FIA International Driving Permit (IDP) public information website, and the IDP e-platform, which is currently being tested by a selection of FIA IDP-issuing Clubs. The MSC was also informed of progress on the proposed new IDP format, which is being discussed at the UN level.

Club Development Programme

Through the FIA Club Development Programme, the FIA works with Mobility Regions on initiatives that contribute to the development and improvement of services for the benefit of Members.

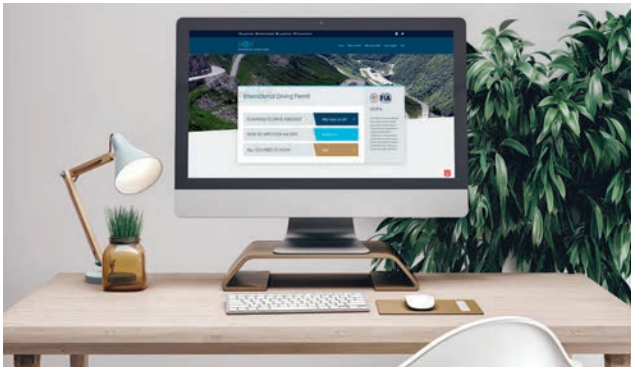
In 2018, the FIA Club Development Programme covered five areas: Events and Learning, Exchange and Mentoring, Communication and Marketing, Regional Strengthening, and Seed Funding.

A number of projects were supported in 2018, with 32 applications being funded under the Club Development Programme to a total of €1,000,000 for the four FIA Regions.

Some of the projects funded in 2018 included:

- 2018 FIA Region I Spring Meeting – The most important event of the year for Region I Clubs, the Spring Meeting gathers Clubs' senior management (Presidents and CEOs), and Club experts to discuss new strategies and activities for the year ahead. The 2018 meeting took place from 24-27 April in Madrid, Spain, at the kind invitation of the Real Automóvil Club de España (RACE).
- International Driving Permits educational animation – Following the FIA Region II workshop on IDPs in 2017, an educational video on IDPs was produced by FIA Region II for Clubs to use on their websites and in marketing material.
- FIA Congress of Americas for sport and Mobility – The FIA Congress of Americas for Sport and Mobility is an opportunity for Mobility Clubs in FIA Regions III and IV to share best practices and discuss initiatives. The 2018 Congress of Americas was held from 22-24 July in Montevideo, Uruguay, in conjunction with the FIA Mobility Conference.

Travel and Tourism Services



Travel and Tourism services are central to FIA Members' business plans, and are at the heart of the FIA Mobility Strategy.

In 2018, the development of the e-CPD Distribution System continued to make progress. In September, 13 Carnet de passages en douane (CDP) network associations began testing the system, with trial period set to be completed by the end of the year. The system is now expected to be ready for a soft launch within the CPD Network in the first quarter of 2019, and a final rollout by 1 April 2019. Also in the area of CPDs, the definitive layout of the CPD in its English/Arabic version was completed in September 2018. The new CPD layout will be available for distribution to all relevant Clubs from January 2019.

The development of the e-IDP distribution and tracking and tracing system was completed in March 2018, and tested over the second and third quarter of 2018 by a group of seven IDP-issuing Clubs. The Automobile and Touring Club of the UAE (ATCUAE) will pilot the finalisation of the project in the last quarter of the year.

Development of a new IDP document format also continued. However, as discussions related to the different formats of domestic driving permits and international driving licenses are continuing at UN level, the UAE Government decided to ask the UN for an extension to continue the pilot project of a new IDP format until the contracting parties are able to reach a decision on the future of the document.

At the 77th session of the UNECE Global Forum for Road Traffic Safety Working Party 1 (WP1) in September 2018, formal documents on the costs and benefits of this new format and the ATCUAE pilot project were presented. The feedback indicated strong support for IDPs to remain in the UN Conventions under an enhanced format. The next formal

document will be presented at the 78th WP1 Session in March 2019.

Finally, the IDP website (<https://internationaldrivingpermit.org>), developed by ATCUAE, was launched in the context of the ACTAC pilot digital marketing campaign for IDPs, aiming to promote the international licence and the new website in the Middle East region. The FIA will take over the hosting of the IDP website in 2019 and following the positive impact of the IDP website, a corresponding CPD platform is being developed.

OTA Information Centre

As part of the FIA Mobility's strategic aim to support Members in Club development and the evolution of membership services, the OTA platform was reviewed in 2018, for a planned overhaul in 2019.

OTA was created in 1947 and currently provides mobility, touring and traffic law information on 87 countries in both English and French via a web platform.

FIA Mobility recruited consulting firm Parthenon E&Y to conduct a full assessment of OTA in consultation with FIA Services Commission members. Parthenon E&Y analysed OTA's current situation, value of OTA for AIT/FIA Members, and potential future operating and business models.

Following this first step, a small working group of FIA Club experts from the Allgemeiner Deutscher Automobil-Club (ADAC), Automobile Club Association (ACA), Automobile and Touring Club of Finland (Autoliitto), Royal Dutch Touring Club ANWB and Österreichischer Automobil-, Motorrad- und Touring Club (ÖAMTC) convened in Paris to lay out the action plan for the renewal of the platform. This plan was approved by the FIA Mobility Services Commission (MSC) and includes redefining OTA's content and structure, elaborating precise terms of reference for all stakeholders, exploring possible business models, and redesigning the website for better user experience. FIA Mobility has allocated a budget of €100,000 for the execution of this action plan.



STRONGER, SAFER, SMARTER

At the top level of decision-making within the Mobility pillar of the FIA, the World Council for Automobile Mobility and Tourism (WCAMT) is responsible for all issues affecting the automobile in society. Over the past 12 months, the World Council has worked to shape the next phase of mobility by helping FIA Member Clubs to meet the coming challenges and through crucial work on access to safe, sustainable and future-focused transport systems.



Gaining New Momentum

With the new FIA Deputy President of Automobile Mobility and Tourism, Thierry Willemarck, at the helm, the WCAMT held its first meeting of 2018 in April during the FIA Region I Spring Meeting in Madrid, Spain, and then again in July during the FIA Mobility Conference in Montevideo, Uruguay. A third and final meeting of 2018 was held in December during the FIA Annual General Assembly in Saint Petersburg, Russia.

Across the course of the year, the WCAMT continued to closely follow and contribute to the work of the FIA in the areas of road safety, sustainability, mobility, advocacy, learning, and membership services.

Debates relating to issues of concern or interest to Clubs and to the FIA focused on the work of the FIA High Level Panel for Road Safety, the FIA Mobility Commissions (Services and Policy), but also the work of the joint FIA Mobility/Sport Commissions (Environment and Sustainability, Disability and Accessibility, and the Manufacturers' Commission).

Providing regular input on new road safety initiatives and campaigns, the WCAMT has an important say on joint initiatives and projects with outside partners and organisations, among which the United Nations ECOSOC, International Federation of Red Cross and Red Crescent Societies, Inter-American Development Bank, and JCDcaux.

Peer Review

The April session in Madrid included the first Peer Review Session designed to examine regional activities and to share ideas and best practices. The WCAMT first heard from FIA Region I, with Region President Thomas Møller Thomsen providing a detailed overview of programmes and activities managed or facilitated by the Region office in Brussels, including its Strategy Plan for 2018-2021, which comprises two pillars: the creation of a Knowledge Hub based on Vision 2030, and creating Value for Members through Collaboration. He also explained the focus on lobbying and on innovation, presented several campaigns (such as 'My Car, My Data') and explained some of the key activities and objectives (Mobility as a Service or MaaS) within the Region.

The Chairman of the African Council for Touring and the Automobile (ACTA), Simon Modisaemang then explained how the Region I ACTA Sub-Region functions, outlining its 2017 Business Plan, built around Vision 2030, and the strategy proposal put in place to ensure a timely and effective implementation of the plan, with support through the FIA and Region I, both financial and with experts and consultants.

The meeting also received a presentation on the work plan of the FIA Disability and Accessibility Commission, from its President, Nathalie McGloin, who outlined the objectives of the Commission and its mission to become a true leader in the sector, as well as reporting on the inaugural meeting of the Commission the day before.

Strategies for Progress



The July session saw the second Peer Review, this time for FIA Region IV, with its President, Jorge Tomasi Crisci, particularly highlighting the Region's strong institutional relationships with organisations such as the Inter-American Development Bank, the World Bank, and UN Environment, and the joint projects that have been designed to develop Club and regional strategies.

The meeting also heard from the President of the FIA Environment and Sustainability Commission, Felipe Calderón, who presented the work plan for the new joint-pillar Commission, with FIA Smart Cities, and urban mobility/congestion, forming the main focus of the Mobility side, while environmental performance and impact is set to be the focus of the Sport side of the Commission's work.

The meeting also took stock of the FIA Innovation Fund (FIF) and the work of the FIF Mobility Working Group, along with the implementation of FIF projects designed to focus on innovation and legacy for the benefit of the FIA Community.

On the topic of travel and tourism, the WCAMT agreed to the launch of Phase 2 of the AIT-FIA Information Centre (OTA) revamp, the approval of a new *Carnet de Passages en Douane* (CPD) distributor in Jordan, and a new International Driving Permit (IDP) protection scheme, as well as an opt-in/opt-out insurance package now available to Clubs which are otherwise unable to offer such coverage.

Meeting Challenges



Finally, at its December meeting, during the FIA Annual General Assembly, a major focus was on helping Member Clubs to meet the challenges of the changing mobility landscape, with FIA Deputy President Willemarck pointing to the need to encourage original thinking in order to strengthen Member Clubs, in particular referencing the FIA Innovation Fund.

"A strategic priority moving forward is to encourage the development of stronger Clubs," he said. "We must be bold in our innovation initiative. We must filter ideas from individual Clubs to develop a broader legacy for the wider community. A key challenge we must address is how to best ensure that Clubs have access to knowledge that is relevant."

The Council also approved the creation of an annual road safety awards programme to acknowledge the important work carried out by individuals and organisations that have made a proven positive impact on the issue, reducing the loss of lives, as well as limiting global road traffic injuries. It is hoped that the FIA Road Safety Awards will also serve to further bring together the FIA Community in its shared goal to improve safety on the world's roads, and incentivise more action to be taken to save lives

Finally, in the area of governance, the WCAMT agreed to a number of new amendments to the FIA Statutes, concerning in particular the harmonisation of sanction procedures between the FIA and the FIA Regions, and the approval of Regional Internal Regulations by the WCAMT.

GLOBAL NETWORK

A busy year in the FIA's four Mobility Regions – Europe, the Middle East and Africa; Asia and Pacific; North America, and South America – saw position action on many fronts, from safety to sustainability to future-proofing Club operations to promoting new technology.

Innovating and Advocating



*Thomas Møller Thomsen,
FIA President of Region I*

Region I

2018 was a busy year for FIA Region I. An online 'Innovation Hub' cataloguing Club projects was launched to steer the exchange and promotion of innovative ideas in the Region. In June, a workshop was held for the innovation managers of FIA Region I to mark the launch of the hub and discuss innovation strategies for Members.

In the area of road safety, the European Commission issued proposals to make new safety technologies mandatory in cars. In response, FIA Region I put users' interest at the centre of these proposals. It also organised an event at the European Parliament with the involvement of European Commissioner Elżbieta Bieńkowska.

As part of the #3500LIVES Campaign, FIA Region I, along with 10 Mobility Clubs, launched 'Slow Down, Save Lives', warning motorists about the dangers of excessive speeding.

FIA Region I also focused on supporting legislative action to protect consumer choice, security, and competition in the digital automotive aftermarket. To reinforce its work, FIA Region I has commissioned a study to present evidence of the negative impact a lack of competition in the sector will have on Clubs and consumers.

With regard to the environment, FIA Region I has campaigned for a more ambitious proposal to improve the fuel consumption performance of cars and reduce CO₂ emissions post-2020. On road taxation, FIA Region I published a legal study highlighting the reasons why passenger cars should not be included in EU road charging schemes. Finally, the FIA Region I Secretariat is developing materials for Mobility Clubs to use in view of the 2019 European elections, making the case for a European Union that places road users first.

Growth and Progress



*Mike Noon,
FIA President of Region II*

Region II

The Region continues to grow. Mongolia was welcomed in 2017, and in 2018 Clubs in Vietnam and Cambodia joined the FIA Family following approval by the FIA General Assembly. Both Clubs have benefited from the Region's excellent mentoring programme. The Vietnamese Club has now expanded its activities, launching national roadside assistance coverage, while the Cambodian Member has launched towing recovery.

In September, there was record attendance at the FIA Region II Roundtable meeting in Kathmandu, hosted by the Nepal Automobiles' Association (NASA). The event brought together key speakers from Global NCAP, India iRAP, and Curtin University.

A month later, the Region II FIA University programme at the Curtin Business School in Perth was also very successful, with another record attendance. Delegates learned how to challenge traditional business models, deal with disruption, and had the opportunity to visit Perth's largest incubation space and meet its founder.

In road safety, all of the Region's Clubs were very active, with three Members implementing the FIA Child Safety in Cars Toolkit. Many Clubs were successful in receiving a 'Transformation' grant from the FIA Road Safety Grants Programme. Recipients included the Australian Automobile Association (AAA) for its Distracted Driving initiative; the Japan Automobile Federation (JAF) for with their 'Pledge to Never Be Distracted Behind the Wheel with Smartphones' campaign, and Automobile Association (AA) Ceylon's 'Don't Hit and Run' initiative. Meanwhile, over 60 percent of the FIA Region II Clubs participated in the #3500LIVES campaign.

For 2019, it was agreed by all FIA Region II Clubs to focus on the safety of children on roads, in cars and on their way to school, with the aim of establishing a regional initiative to improve child safety in the Region's countries.

Learning to Manage Change



*Tim Shearman,
FIA President of Region III*

Region III

This year, FIA Region III was an active participant in FIA University courses, sending seven students to the Latin American Leaders Programme in Miami, and four to the Senior Executive Programme at Columbia University Business School in New York from 15-17 October 2018.

Over the course of a three-day tailor-made series of tutorials, delegates learned how to address the most pressing challenges they and their organisations face. Topics covered included disruptive innovation, self-management and leadership, digital strategies/operations, an introduction to blockchain technology, and change management.

Further activities on the topic of Club development and education include the funding of a postgraduate programme in Road Safety Management ('Experto en Gestión y Dirección de la Seguridad Vial') for a leader of the Automóvil Club Dominicano (ACD). The training will enable the ACD to grow its driver training activities and strengthen its road safety initiatives.

Following Canada's October 2017 decision to legalise cannabis, the Canadian Automobile Association (CAA) has engaged in an education programme around the dangers of driving under the influence of cannabis. These activities include outreach to government, the funding of a groundbreaking study on the effects of cannabis and driving, and a targeted social media campaign. These research and outreach activities will be shared with any other FIA Member Club whose government is considering similar legislation.

FIA Region III had productive symposia at the CAA Annual Meeting in June, focusing on increasing member relevance and positioning products and services to meet evolving consumer needs. FIA Region III representatives also met during the FIA Congress of Americas for Mobility and Sport and FIA Mobility Conference in Montevideo, Uruguay.

Developing Sustainable Mobility



*Jorge Tomasi Crisci,
FIA President of Region IV*

Region IV

With sustainable mobility at the forefront its actions in 2018, FIA Region IV carried out actions with the LATAM Division of UN Environment, working together to develop guidelines for national electric mobility strategies for use by governments. This collaboration also included assessments of 22 Latin American cities, emphasising the benefits of making public transport electric by 2030.

From 29 May to 1 June, the Region organised 'The future of mobility in Latin America' seminar in Buenos Aires. Club experts were trained on aspects of electric vehicles, learned about the iRAP road rating initiative and FIA Region IV's 'Star Rating for Schools' scheme. They were also updated on the Road Safety Integral Management programme (GISVI).

FIA Region IV also worked on the development of sustainable mobility directly with its Member Clubs, in particular via a pilot project with the Automóvil Club del Ecuador (ANETA). For three months, the FIA Region IV team helped the Club develop its involvement and approach to sustainable mobility.

In July, the Region was at the heart of FIA Mobility with the FIA Congress of Americas for Sport and Mobility and FIA Mobility Conference held in Montevideo, Uruguay, at the invitation of the Automóvil Club del Uruguay (ACU).

Elsewhere, the first Montevideo eMobility and Smart Cities Forum took place from 26 to 29 July, organised by ACU and FIA Region IV. Visited by more than 20,000 people, the event featured sessions presented by Latin American sustainable mobility experts, an exhibition of electric and hybrid cars, and a seminar on the FIA Smart Cities initiative.

Finally, in August, FIA Region IV welcomed the fourth edition of the Latin American Leaders Programme at Florida International University in Miami, taught by ESADE Business School.

PART OF THE FAMILY

The FIA is committed to enhancing its communication with Member Clubs, bringing them closer together in order to foster knowledge sharing and innovation, and to supporting Clubs' active engagement with the world of the FIA world.



Club Correspondents' Network

Upon joining the FIA, each Member Organisation appoints a 'Club Correspondent'. These Correspondents are a crucial component of the FIA's communication and membership outreach.

In 2018, the FIA Club Correspondents' meeting saw more than 40 delegates from across all FIA Mobility Regions gather on the day before the 2018 FIA Mobility Conference.

The meeting opened with a presentation of the structure of the FIA Mobility Division, updating the Correspondents and focusing on its most recent activities. This was followed by an introduction to the FIA's recently launched Innovation Fund – a reserve that stems from the sale of the FIA's one per cent stake in Formula One Management. The three projects that have been granted funding to date – the FIA European Young Women Programme, the FIA activation at the Youth Olympic Games and the FIA Helmet Rating Programme – were all outlined and Club Correspondents were encouraged to formulate ideas for potential projects.

Terry Agnew, Chairman of the FIA University Board and CEO of the Royal Automobile Club of Western Australia, took the floor to highlight the significance of the connection between

Clubs, and how events such as the FIA Mobility Conference are essential in fostering relationships that bring benefits to all Members.

There was also encouraging feedback from the ANWB Club Correspondent who experienced the FIA University Emerging Leaders Programme in Barcelona first-hand.

The FIA Smart Cities initiative was next on the agenda, with the calendar for the next season of the ABB FIA Formula E Championship presented, as well as a review of high-profile Forum events that took place this season alongside the E-Prix in Santiago de Chile, Rome, and Zurich.

The Correspondents were given information regarding the FIA Road Safety Grants Programme, as well as advice on submitting a successful application. Three successful initiatives were then presented: the Automobile Association of Australia's distracted driving initiative; a joint venture by the Clubs from Moldova and Belarus focusing on child safety; and Tanzania's additional promotion of the #3500LIVES Global Road Safety Campaign.

The meeting closed with a review of the #3500LIVES campaign as a whole, with Correspondents getting an update on the campaign activations that took place around key motor sport events across the year.



FIA Region I Club Correspondents' Meeting

On 8 June, 20 Club Correspondents from 18 countries came together in Lisbon, at the invitation of the Automóvel Club de Portugal (ACP). In keeping with tradition, this event enabled Club Correspondents to sit down together and discuss upcoming developments in the Region.

The meeting started with a presentation from the FIA Region I office on planned events, activities and opportunities for the Clubs. The participants also got a first look at the 'Innovation Hub'.

After that, the Clubs took the floor and Luis Figueiredo, ACP's General Manager, introduced the Club Correspondents

to the Club and its activities. The next Club presentation was given by The Royal Dutch Touring Club ANWB on its Electric Car Community. This community provides the Club's members with information about electric driving, and a platform to exchange experiences.

Following the Club presentations, delegates attended a coaching session on time management. In the afternoon, Club Correspondents received an update from the FIA head office on FIA Networks, OTA, upcoming events, and the FIA Road Safety Grants Programme.

At the end of the day, Touring Club Suisse's (TCS) Jessica Tritten was named Club Correspondent of the year. She was rewarded for her collaboration with other Club Correspondents and her involvement in the Region's activities.

COLLABORATION AND COMMUNICATION

The FIA is taking steps towards improving access to relevant information for Clubs, developing tools to promote collaboration, and keeping them abreast of the latest developments from across the FIA network.

FIA Networks

FIA Networks is a collaborative tool for FIA Members, which was officially launched for all Mobility Clubs and ACNs on 20 September 2017.

It gathers all topics covered by the FIA, as well as the corresponding work documents in areas dedicated to Mobility Structure, Affiliations, Advocacy and Road Safety, Membership and Services, and Travel and Tourism.

The FIA Networks tool is accessible 24 hours a day, seven days a week, and is password-protected.

On top of providing Members with up-to-date information and documents, FIA Networks also provides a unique entry point for FIA Organisations to access their FIA-provided services, such as the FIA Road Safety Grants Programme submission portal, and the FIA e-Directory.

Since it was launched, FIA Networks has been updated and upgraded to include new features such as picture galleries, improved calendars, YouTube video integration, and a brief tutorial video.

The platform currently has close to 1,400 registered users from all FIA Regions, Mobility Clubs, ASNs, and ACNs.

In order to update existing users on the platform's updates and introduce new users to the FIA Network's various features, a booth presenting FIA Networks was set up during the 2018 FIA Mobility Conference's 'Exchange with the FIA Family' interactive session.

FIA e-Directory

As part of the services offered within FIA Networks, the FIA e-Directory was made available to all Mobility Clubs, ACNs, and ASNs in September 2017.

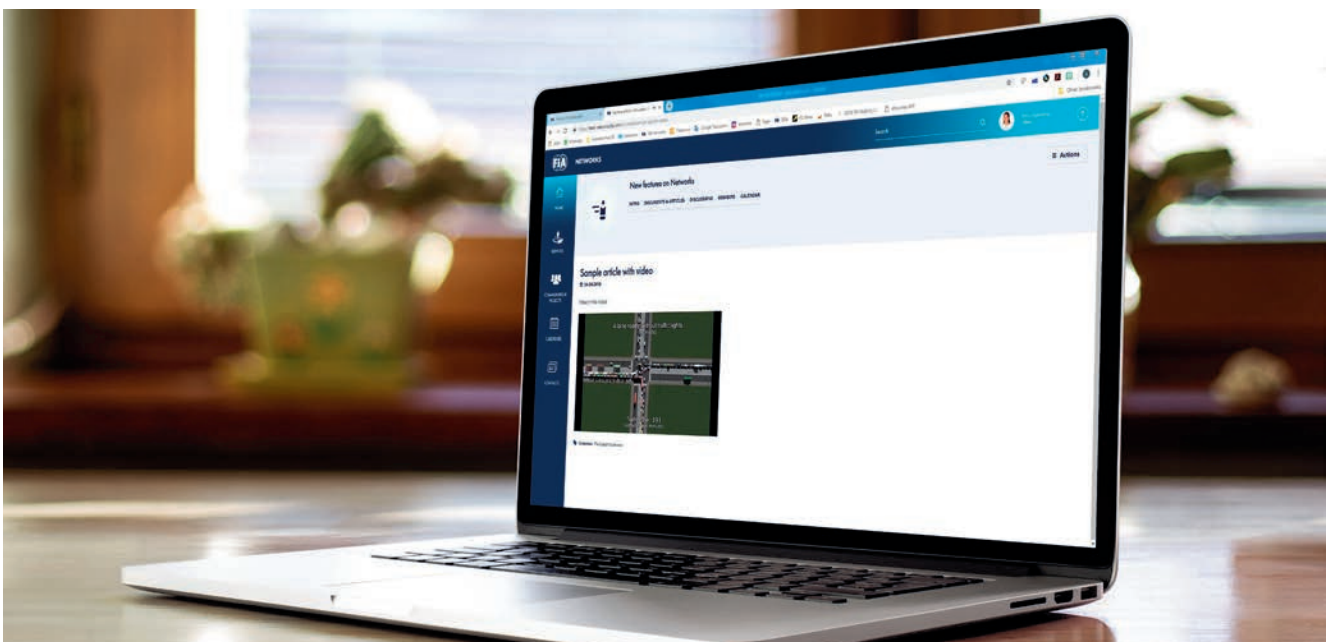
The e-Directory's was developed in collaboration with the Sport Division, and with the support of the IT Department. Its aims are twofold:

- To provide Clubs with an online, permanently up-to-date alternative to the paper FIA Annuaire
- To enable Members to look up and search other Clubs worldwide based on multiple criteria, including but not limited to, location, status, and services provided.

The data presented in the e-Directory is sourced directly from the FIA CRM, with automatic updates taking place on a daily basis. Access to the e-Directory is limited to FIA Members only.

In 2018, the FIA e-Directory's search engine and mechanism were improved for increased user-friendliness, enabling simplified multi-criteria searches at the click of a button. The printing of individual Club information was also upgraded, allowing each Member page to be printed in an easy-to-read format directly from any Internet browser.

In the future, more functions will be added to the FIA e-Directory, most notably an export option, as well as a standalone platform for the updating of Member data by Clubs.



FIA Mobility Newsletter



The FIA Mobility Newsletter provides monthly updates on the FIA's activity, as well as news from around the FIA network.

In an effort to increase the visibility of news, publications, events, and services from the FIA and its Members, the FIA Administration launched a monthly newsletter in 2017.

This newsletter, sent by email to Club Presidents, CEOs, and Correspondents at the end of each month presents information on: FIA news, Regional news, Club news, upcoming events, picture galleries, Presidential appointments/nominations, and country and Club profiles.

Mobility Members are invited to submit their content for publication in the FIA Mobility Newsletter.

FIA Website



The FIA.com website hosts several sections dedicated to mobility news. The FIA's official website targets both B2B and B2C audiences, helping spread the organisation's message of making safe, affordable and clean systems of transport available to all.

With specific areas dedicated to Travel and Tourism, Road Safety, Sustainability, Mobility News, and a dedicated Members section for Club-related news, FIA.com is a unique platform to promote the challenges and achievements of modern mobility.

PERFORMANCE AND COMPLIANCE

ENSURING
ACCOUNTABILITY AND
FINANCIAL SUSTAINABILITY





PERFORMANCE: SUSTAINABLE GROWTH

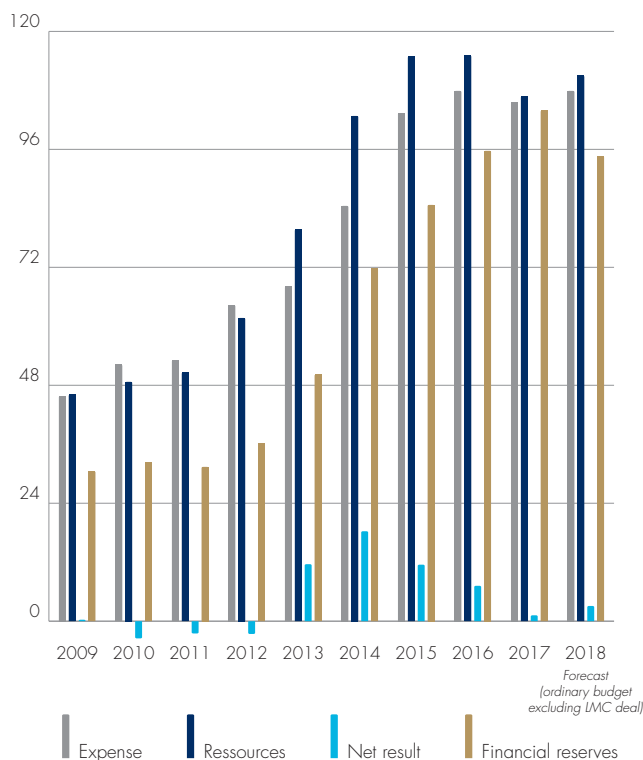
Rising Costs, Increased Activity

In 2017, the FIA's regular budget was €118.40 million*, a 3% increase compared with the previous year (€115.1 million). Around 40% of this was derived from the Federation's activities in the FIA Formula One World Championship. This is compensation for the responsibilities exercised by the FIA in its role as an International Sports Federation within the framework of the championship.

Expenditure in the 2017 financial year was high, at €113.30 million*, an increase of 5%. It was used to develop the activities of the Federation, in particular with regard to the organisation of events, logistical and technical services and the expansion of the FIA workforce, and to allow it to fulfil its obligations as regulator for motor sport. It also included subsidies paid to Member Clubs, in particular within the framework of their road safety programmes.

The accounts for the 2017 financial year were approved in December 2018 at the FIA Annual General Assembly, in Saint Petersburg, Russia. In April 2019, the accounts for the 2018 financial year will be presented to the Audit Committee, before being closed by the FIA Senate. They will be formally approved by the General Assembly of December 2019 and published in the 2019 FIA Activity Report.

Evolution of resources/expenditure and financial reserves since 2009 (regular budget excluding the LMC operation and the FIF) in € million



*: excluding the Liberty Media operation

** : the FIA Innovation Fund was presented to the Annual General Assembly of December 2017. This Fund is used to finance innovative projects. It is managed by a Steering Committee made up of 15 elected members.

Purchase of Delta Topco by Liberty Media Corporation (LMC) in 2017

The process of purchasing Delta Topco (the parent company of Formula One Management – FOM – the company in charge of commercial rights management for the FIA Formula One World Championship) by the Liberty Media Corporation (LMC) began on 7 September 2016. It was completed on 23 January 2017, when all of the suspensive conditions were lifted. Since the FIA had owned around 1% of the assets of this company, the sale of FIA's Delta Topco assets had an impact on its accounts.

Almost half of the new assets received by the FIA took the form of liquid assets, worth \$26.5 million (€24.6 million). The rest came from Series C Liberty Formula One Common Stock shares ("FWONK"), worth \$21.6 million (€20.2 million) on 23 January 2017, and new convertible bonds (exchangeable loan notes) worth \$3.5 million (€3.3 million).

These funds were transferred to a special reserve (FIA Reserve Fund for Innovation**), which is part of the FIA's own assets.

In November 2017, following the proposal by Liberty Media Corporation (LMC), the FIA exchanged its convertible bonds for additional FWONK shares. At the conclusion of this operation, the FIA received 157,184 shares and financial interest income worth €0.1 million.

On 31 December 2017, the FIA held 905,687 FWONK shares (rate: \$30.27) worth \$27.4 million (€25.1 million). It should be noted that following the end of the lock-up period for the shares, on 23 July 2018, the FIA proceeded with the sale of 50% of its remaining shares in August 2018. This freed up more added value worth €2.9 million, which will also be allocated to the FIA Innovation Fund.

Building Reserves

In order to protect against unforeseen events and to ensure its longevity and independence, the FIA set up accessible reserves worth €91.1 million (of which €81.8 million is invested in a portfolio) at the end of the 2017 financial year (excluding Region I and the FIA Innovation Fund). These reserves, equivalent to around one year of activity, were set up at the request of the FIA Senate.

In addition to these financial reserves and the remaining FWONK shares still held, the FIA has a 20% option right on the Formula Electric promoter (Formula E) shares. This free option right was negotiated in the context of the launch of this new championship. This portfolio, a financial compensation in recognition of the FIA's role in this championship, does not bestow the Federation with any executive power with regard to the promoter.

COMPLIANCE: ENSURING INTEGRITY AND CLARITY



FIA General Assembly meeting, St Petersburg, Russia, 7 December 2018

Expanding Ethical Operations

The FIA is committed to comply with all applicable laws and regulations, and takes a zero-tolerance approach to misconduct and unethical behaviour.

Our stand for transparency, integrity and fair play means that the FIA is dedicated to the continuous review and improvement of its internal processes.

This is made possible thanks to the contribution of the FIA Governing Bodies, the FIA Administration and the support of third-party advisors appointed by the FIA.

In 2016, the FIA requested international consultants Deloitte to conduct an independent compliance analysis, detailing the adequacy of internal control system. The FIA made public the results of this analysis and related recommendations in the 2016 FIA Activity Report and acted across a number of areas, detailed in the 2017 FIA Activity Report.

Continuous Improvement

One of the recommendations featured in this analysis was the appointment of a Compliance Officer. The Compliance Officer cooperates with and supports the Ethics Committee, which is entrusted with safeguarding the integrity and reputation of motor sport, automobile mobility and tourism and of the persons subject to the FIA Code of Ethics. It also investigates and addresses alleged infringements to the FIA Code of Ethics.

The Compliance Officer post was filled in August 2017, after which the implementation of a four-year compliance plan was begun. As part of this action plan, in 2018 the FIA:

- Strengthened the process by which grants are allocated – The new procedures take their inspiration from applicable best practices, including those applied by the Olympic Committee. All Clubs must submit grant projects exclusively with Specific, Measurable and Achievable, Realistic and Time-bound objectives (SMART objectives).

Moreover, all grant projects must undergo a compliance risk assessment before being awarded, making the FIA Senate much more comfortable when choosing those that will be awarded. At last a process to audit a sample of grants on site has been put in place;

- Reinforced its due diligence procedures – The Compliance Officer has prepared, developed and implemented a compliance due diligence policy, providing for FIA institutional stakeholders, business partners and sensitive processes to undergo a compliance risk assessment;
- Developed an Ethics and Compliance Training Programme – Under supervision of the Ethics Committee, the Compliance Officer has delivered a face-to-face ethics and compliance training to the FIA sport officials and part of the FIA elective bodies.

These steps have significantly increased the awareness of the FIA ethics and compliance values across the organisation.

Looking Forward

In 2019, the Ethics Committee and the Compliance Officer will focus on developing a values-based compliance culture. This will build on the current ethics and compliance framework and will involve:

- The implementation of an ethics and compliance e-learning module – on top of the face-to-face training – delivered to and to be attended by all the FIA stakeholders;
- The development of an effective vetting procedure in view of the 2021 presidential elections;
- The improvement of the ethics and compliance complaints procedure.

The Compliance Officer will continue to cooperate with the FIA President, the Ethics Committee and the other FIA bodies for holding high our commitment towards integrity, compliance and fair play.



2018 FIA Formula One World Championship - British Grand Prix, Silverstone, July 2018



Report of the Auditor to the Senate on the combined Financial Statements of the Fédération Internationale de l'Automobile, Vernier

As auditor, we have been engaged to audit the accompanying combined financial statements of the Fédération Internationale de l'Automobile, which comprise the combined balance sheet, combined profit and loss statement, combined statement of cash-flow and combined notes for the year ended 31 December 2017.

Senate's Responsibility

The Senate is responsible for the preparation of the combined financial statements in accordance with the accounting principles described in the combined notes. This responsibility includes designing, implementing and maintaining an internal control system relevant to the preparation of financial statements that are free from material misstatement, whether due to fraud or error. The Senate is further responsible for selecting and applying appropriate accounting policies and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with Swiss Auditing Standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers the internal control system relevant to the entity's preparation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the existence and effectiveness of the entity's internal control system. An audit also includes evaluating the appropriateness of the accounting policies used and the reasonableness of accounting estimates made, as well as evaluating the overall presentation of the financial statements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the combined financial statements for the year ended 31 December 2017 comply with accounting principles described in the notes.

KPMG SA

Pierre-Henri Pigeon
Licensed Audit Expert

Anthony Huguenin
Licensed Audit Expert

Geneva, 15 April 2018

Enclosure:

Combined financial statements (combined balance sheet, combined profit and loss statement, combined statement of cash-flow and combined notes)

BALANCE SHEET - FIA COMBINED

(France + Switzerland + Global Institute) - in EUR

ASSETS	2017			2016
	Gross values	Depreciations and provisions	Net values	Net values
Software	8,240,559	6,635,923	1,604,636	1,309,697
INTANGIBLE ASSETS	8,240,559	6,635,923	1,604,636	1,309,697
Buildings	13,442,727	8,553,147	4,889,580	5,535,337
Fixtures and fittings	15,891,218	10,310,379	5,580,839	4,396,514
Vehicles and equipment	5,628,978	5,625,721	3,257	9,371
Computers and office equipment	4,216,468	3,547,427	669,041	981,801
Office furniture	2,402,157	1,483,097	919,060	879,001
Machinery & equipment	9,427,267	8,756,373	670,894	702,738
Assets in progress	963,870		963,870	434,791
FIXED ASSETS	51,972,685	38,276,144	13,696,541	12,939,553
Long-term investments				341,302
Guarantee deposits	605,567		605,567	610,057
Other financial assets	25,108,731		25,108,731	11,917,306
FINANCIAL ASSETS	25,714,298		25,714,298	12,868,665
NON CURRENT ASSETS	85,927,542	44,912,067	41,015,475	27,117,914
Accounts receivable	19,169,111	927,075	18,242,037	10,626,601
Recoverable taxes	1,584,806		1,584,806	852,519
Other receivables	3,781,887		3,781,887	1,753,967
RECEIVABLES	24,535,804	927,075	23,608,729	13,233,087
Investment securities	108,868,450	1,056,419	107,812,031	73,638,334
Cash at bank and in hand	16,632,611		16,632,611	41,256,244
CASH AND CASH EQUIVALENT	125,501,061	1,056,419	124,444,642	114,894,578
Prepaid expenses	1,517,319		1,517,319	764,483
PREPAID EXPENSES	1,517,319		1,517,319	764,483
Foreign exchange differences	240,838		240,838	167,689
FOREIGN EXCHANGE DIFFERENCES	240,838		240,838	167,689
CURRENT ASSETS	151,795,022	1,983,494	149,811,528	129,059,837
TOTAL ASSETS	237,722,564	46,895,561	190,827,003	156,177,752

EQUITY AND LIABILITIES	2017	Allocation proposal Liberty Media operations impact (FIA France)	Net result allocation proposal (Ordinary budget)	After allocation of the 2017 net result	2016
Reserves	36,759,598	-10,576,793	5,054,799	31,237,604	36,759,598
Reserves FIA Innovation Fund (FIF)		49,402,467		49,402,467	
Other reserves	250,658			250,658	
Retained earnings	48,248,330		73,359	48,321,689	48,757,889
Legal reserve	5,129		3,861	8,99	5,231
Regions' reserve	7,152,667		7,152,667	7,152,667	7,034,331
Result of the year	43,957,693	-38,825,674	-5,132,019		
Investments subsidies	295,833			295,833	345,833
EQUITY	136,669,908			136,669,908	92,902,883
Provisions for contingencies and losses	2,935,964			2,935,964	2,802,923
Provisions for retirement	452,531			452,531	385,461
CONTINGENCIES AND LOSS PROVISIONS	3,388,495			3,388,495	3,188,384
Accounts payable	21,556,109			21,556,109	14,313,725
Tax liabilities	1,909,665			1,909,665	1,934,857
Social liabilities	5,114,665			5,114,665	4,925,646
Other debts	2,421,129			2,421,129	17,385,530
LIABILITIES	31,001,568			31,001,568	38,559,758
Prepaid income	19,730,737			19,730,737	19,982,905
PREPAID INCOME	19,730,737			19,730,737	19,982,905
Foreign exchange differences	36,295			36,295	1,543,821
FOREIGN EXCHANGE DIFFERENCES	36,295			36,295	1,543,821
EQUITY AND LIABILITIES	190,827,003			190,827,003	156,177,752

COMBINED PROFIT AND LOSS

(France + Switzerland + Global Institute) - in EUR

EXPENSES	2017	Liberty Media deal 2017 impacts	2016
Miscellaneous supplies and equipment	3,613,250		2,525,048
MISCELLANEOUS SUPPLIES AND EQUIPMENT	3,613,250		2,525,048
Rent, leases, maintenance and repairs	4,553,165		3,839,434
Subcontracting	11,578,178		11,092,745
Agencies expenses and specialists' fees	12,309,053		11,627,641
Expenses of Region 1	1,254,202		1,199,701
Retrocessions to sport championships	5,839,117		5,965,695
Grants to members (Sport and Mobility)	5,584,141		5,419,526
Freight, travel expenses, missions, receptions and events	19,288,901		17,287,616
Postal and telecommunications expenses	748,768		698,326
Bank services and customs duties	852,660		1,015,953
Miscellaneous external expenses	4,238,767		4,084,006
TOTAL EXTERNAL EXPENSES	66,246,952		62,230,644
Fiscal taxes and dues	369,093		769,663
FISCAL TAXES AND DUES	369,093		769,663
Salaries	23,729,521		23,620,219
Social security and fiscal contributions	5,524,056		5,882,877
PERSONNEL EXPENSES	29,253,577		29,503,096
Depreciation and amortisation	3,278,625		3,115,612
DEPRECIATION AND AMORTISATION	3,278,625		3,115,612
Allocation to provisions	3,084,836		1,044,949
ALLOCATION TO PROVISIONS	3,084,836		1,044,949
OPERATING EXPENSES	105,846,333		99,189,012
Interest expenses and other financial expenses	55,797		2,777
Net charges on disposal of securities	511,706		1,596,924
Foreign exchange losses	6,045,341	374,774	2,440,824
Allocation to financial provisions	1,056,419		4,324,972
FINANCIAL EXPENSES	7,669,263	374,774	8,365,497
Non-operating management expenses	64,270		279,226
Exceptional expenses from previous years	87,519		32,376
Net book value of assets disposed of	18,505,636	18,505,636	4,074
EXCEPTIONAL EXPENSES	18,657,425	18,505,636	315,676
Income tax	16,275		58,077
TOTAL EXPENSES	132,189,296	18,880,410	107,928,262

INCOME	2017	Liberty Media deal 2017 impacts	2016
Sales of documents, CPD and various products	1,484,760		1,760,620
SALES OF DOCUMENTS, CPD AND VARIOUS PRODUCTS	1,484,760		1,760,620
Clubs subscriptions	3,658,756		3,607,817
CLUBS SUBSCRIPTIONS	3,658,756		3,607,817
Calendar fees	13,964,215		13,510,530
Entry fees	29,952,221		30,668,627
REGISTRATION AND ENTRY FEES	43,916,436		44,179,157
Income from grants received from the FIA Foundation	6,386,854		4,723,321
Homologations	5,528,705		5,125,208
Various income	7,785,463		9,662,148
OTHER INCOME	19,701,022		19,510,677
Income from sporting regulatory fees	24,996,404		24,666,751
INCOME FROM SPORTING REGULATORY FEES	24,996,404		24,666,751
Income from partnership and sponsoring contracts	6,675,176		6,595,560
Other income from contracts	4,177,089		1,964,605
INCOME FROM CONTRACTS	10,852,265		8,560,165
Income from Region 1	744,379		428,112
INCOME FROM REGIONS	744,379		428,112
Reversal of provisions	1,971,444		2,803,521
REVERSAL OF PROVISIONS	1,971,444		2,803,521
OPERATING INCOME	107,325,466		105,516,821
Income from security investments	3,375,214	149,289	5,683,691
Credit interests and related income	4,798		4,947
Foreign exchange gains	8,223,433	1,207,545	2,500,027
Reversal of financial provisions	4,244,907	3,516,620	1,254,870
FINANCIAL INCOME	15,848,352	4,873,454	9,443,536
Non-operating management income and reversal of exceptional provisions	51,765		57,022
Prior period income	120,211		69,722
Income from sales of assets	52,801,195	52,801,195	
EXCEPTIONAL INCOME	52,973,171	52,801,195	126,744
TOTAL INCOME	176,146,989	57,674,649	115,087,100
NET RESULT	43,957,693	38,794,239	7,158,838

COMBINED FINANCIAL STATEMENTS 2017

Cash Flow Statement - 31 December 2017

	2017	2016
Net result	43,957,693	7,158,838
Depreciations and value corrections on non-current assets	-6,844,769	2,993,413
Provisions variance	-3,074,229	1,351,150
Short-term receivables variances	-10,369,856	5,903,119
Adjustments assets variance	-825,985	-140,805
Short-term payables variance (excluding financial debts)	-7,558,191	-2,196,299
Adjustments liabilities variance	-1,759,694	1,578,516
Gain / (loss) on sale of assets	-22,400,116	
Other expenses and income without impact on cash	-50,000	-50,000
NET CASH FLOW FROM OPERATING ACTIVITIES	-8,925,147	16,597,933
Investments / disinvestments in tangible assets	-2,559,350	-1,390,090
Investments / disinvestments in financial assets	-11,936,667	-9,256,957
Investments / disinvestments in intangible assets	-1,061,802	-794,022
NET CASH FLOW FROM INVESTING ACTIVITIES	-15,557,819	-11,441,069
Foreign exchange impacts	-140,667	-262,546
NET CASH VARIANCE	-24,623,633	4,894,317
Cash as of January 1st	41,256,244	36,361,927
Cash as of December 31st	16,632,611	41,256,244
NET CASH VARIANCE	-24,623,633	4,894,317

Notes to the Combined Accounts

(FIA France + FIA Switzerland + Global Institute for Motor Sport Safety)

1. Methodology used for the establishment of the combined accounts

The combined accounts are made up of a balance sheet, a profit and loss account and a cash flow statement in Euros.

The combined balance sheet and profit and loss account are built by making the arithmetic sum of the balance sheet and the profit and loss accounts of FIA France, FIA Switzerland and Global Institute, after conversion in Euros using the 2017 average EUR/CHF exchange rate of 1,1117 and after elimination of the inter organisation transactions.

2. Evaluation principles applied in the combined accounts

The combined financial reports are prepared in accordance with the historic cost convention.

2.1. Receivables and provisions for loss on receivables

The receivables resulting from the activity of the association are entered on the balance sheet at their nominal value, less adjustment for correction of specific values. A provision for depreciation is entered into the accounts as follows, when the due payment date has been exceeded:

- Between 6 and 9 months, 25% of the receivable is provided for
- Between 9 and 12 months, 50% of the receivable is provided for
- More than 12 months, 100% of the receivable is provided for

Particular situations involving a risk of non-recoverability can also be taken into account.

2.2. Fixed and intangible assets

The fixed and intangible assets are recorded into the balance sheet at their acquisition cost, less a deduction for depreciation. The depreciations take into account the period in which the assets are used, and are calculated in a linear fashion.

In order to calculate the amount of depreciation, the following periods of use and depreciation methods are applied:

Items	Period of use	Mode
Software	3 years	33% linear
Construction	25 years	4% linear
Fixtures and fittings	10 years	10% linear
Vehicles and equipment	5 years	20% linear
Office and IT material	3 to 5 years	20-33% linear
Furniture	10 years	10% linear
Machinery and equipment	5 years	20% linear

2.3. Investments, other investment securities and liquid marketable securities

The gross value is made up of the purchase price excluding associated costs. When the inventory value is lower than the gross value, the difference is subject to depreciation.

The liquid marketable securities are subject to depreciation whenever their closing quoted market price is lower than their cost price.

2.4. Accounting of the turnover

The turnover is calculated on the basis of the goods delivered and the services provided as at the date of the balance sheet. It is entered into the accounts when the amount of the income can be determined reliably and when the probability that the FIA will obtain economic advantages from it is sufficiently high.

2.5. Current and exceptional results

The elements of the ordinary business activities, even if exceptional due to their frequency or amount, are included in the current result. Only those elements that do not correspond to the ordinary business activities of the enterprise have been entered as an exceptional result.

2.6. Principles of expenditure

The expenditures shall be recognised in the financial year in which the service was performed, irrespective of the date of payment. A physical delimitation is carried out in order to link the loads to the income. This requires that all charges used to realise specified income be simultaneously included in the income statement in accordance with the recorded income.

2.7. Principles of provisions

The provisions for liabilities and expenses may be recognised to cover, in particular, the risks identified in respect of certain issues. They are constituted in the event of a probable commitment based on a past event, the amount and/or maturity of which are uncertain, on the basis of the best estimate of their probable costs incurred as at 31st December.

2.8. Principles for the conversion of foreign currencies

Transactions in foreign currencies are converted at the exchange rate prevailing at the time they were made. Monetary assets and liabilities denominated in foreign currencies are converted at the exchange rate prevailing at the balance sheet date. Exchange differences arising from these transactions are registered in the income statement.

As part of the combination of the accounts of FIA France + FIA Switzerland + Global Institute for Motor Sport Safety, the conversion of the financial statements of FIA Switzerland and Global Institute for Motor Sport Safety in EUR was carried out with a single conversion rate of EUR/CHF of 1,1117.

PARTNERS

**JOINT EFFORTS AT THE
CUTTING EDGE OF
SPORT AND MOBILITY**



COLLABORATIVE EFFORT

To further progress towards its goals of safe, sustainable mobility and the growth of motor sport worldwide, the FIA has forged alliances with a number of key partners in both Sport and Mobility. From action for road safety to track-to-road technology transfer, the Federation's partners are helping to create a better future for us all.

Campaign Partners

ESSILOR

In line with its mission, improving lives by improving sight, Essilor partners with the FIA Action for Road Safety campaign to promote the importance of good vision for road users: drivers, bikers and pedestrians.



A historical partner of the FIA Action for Road Safety campaign since 2011, Michelin proudly supports road safety activities in various countries, both through their affiliates and FIA Club members.



The Italian tires manufacturer has been a Partner of the FIA Action for Road Safety campaign since 2016, and since then supports the FIA Road Safety Grant Programme and activates the campaign in different sporting events.

JCDecaux

JCDecaux, the leading global outdoor advertising company has been instrumental in spreading the #3500LIVES campaign visuals all over the world since 2017, and has therefore helped raising awareness on road safety.

NISSAN MOTOR CORPORATION

The Japanese carmaker pursues its ultimate vision of achieving virtually zero fatalities and leads several awareness campaign every year with activities during the Nismo Festival as a flagship.



Yokohama is a partner of the FIA Girls on Track Karting Challenge, a programme designed to promote and develop the participation of young women in Motor Sport at grassroots level using karting slalom events set up in central urban locations at a national level.

Official Suppliers



As a leader on research issues surrounding electric vehicles, batteries and charging systems, EDF just renewed its technical partnership with the FIA on audit and research tests of propulsion, charging, and electrical safety in motor sport.



MDD provides medical and safety cover to the ABB FIA Formula E Championship, and to several Formula One establishments, like circuits, as well as the current F1 Medical Car. The company is also the FIA Official Partner for medical products in motor sport.



Magneti Marelli Motorsport designs and produces state-of-the-art electronic and electro-mechanical systems for racing vehicles: engine & vehicle high-tech control systems, fuel injection, data acquisition, telemetry, high-performance electric powertrains. It is the FIA Official Supplier of Motorsport Electronic Monitoring Unit.



Since 2012, OMP is the FIA Official Supplier for technical race wear. It means that all the medical cars and safety cars' crews in FIA-sanctioned championships wear OMP suits, gloves, shoes, underwear and helmets.

Event Partners



ABB, title partner of the ABB FIA Formula E Championship, is a pioneering technology leader in power grids, electrification products, industrial automation and robotics and motion. As title partner, ABB is pushing the boundaries of e-mobility to contribute to a sustainable future.



Awarded "Best Ground Transportation Company" at the 2019 Business Travel Awards, Blacklane connects travelers and chauffeurs in 300+ cities worldwide, and was the 2018 FIA Prize Giving Official Transportation Partner.



Brembo SpA, the world leader and acknowledged innovator of disc brake technology for automotive vehicles partnered the FIA to bring its technical expertise during high level speaker slots, as a Global Partner of both the FIA Sport & Mobility Conferences.



The ABB FIA Formula E Championship's Official Power Partner, ENEL was a pioneer partner of the FIA Smart Cities initiative with the aim of creating an inter-sectorial platform for best practice sharing on energy, innovation, connectivity and Smart Urban Services.



Enerfy® partnered with the FIA to allow the general public a sneak peek at the FIA Smart Driving Challenge in October in Paris. Over ten days, participants had the opportunity to test their smart, safe and environmentally-friendly driving skills thanks to the digital platform developed by Enerfy® that evaluates driving in real time via an AI algorithm.



JCDecaux is the leader in digital out of home and a major player in the development of smart cities and provides innovative offers with more sustainable, friendly and comfortable cities. By putting data excellence at the heart of its business, the Group is already helping to build the connected cities of tomorrow.



The Swiss private bank has been a Global Partner of the ABB FIA Formula E Championship since its inception in 2014, supporting the forward-thinking, innovative championship. Julius Baer also partners the FIA Smart Cities initiative.



As a Global Partner, Magneti Marelli Motorsport has been actively involved in the 2018 FIA Sport Conference especially in the 'Motor sport's future and technology' topic, while showcasing best-in-class electric drive and control units.



Michelin also partnered the FIA Prize Giving, the FIA Hall of Fame, and the FIA Smart Cities initiative, hence offering strong support and leveraging its communication tools to increase awareness of each event.



Pirelli partnered both the FIA Sport Conference and the FIA Mobility Conference in 2018, promoting performance, the latest technology, as well as the highest levels of safety both for consumers and the environment.



Rolex, the Swiss watch manufacturer whose close ties with motor sport date back to the 1930s, celebrated the culmination of another thrilling year of motor sport during the 2018 FIA Prize Giving and the 2018 FIA Hall of Fame.

RICHARD MILLE

Since 2017, RICHARD MILLE has been a Partner of the FIA Sport Conference, demonstrating its involvement and support towards the FIA and its main Sport annual summit.



Panta supplies racing fuel for a number of the main FIA Championships. As an Official Supplier, Panta is committed to developing and supplying high quality racing fuels to ensure the teams' best performance and contribute to exciting FIA Championships. Panta was a Global Partner of the 2018 FIA Sport Conference.



International Federation
recognised by the



INTERNATIONAL
OLYMPIC
COMMITTEE

FIA Paris

8 place de la Concorde
75008 Paris
France
Tel.: +33 1 4312 44 55
Fax: +33 1 4312 44 66

FIA Geneva

Chemin de Blandonnet 2,
1214 Vernier/GE
Switzerland
Tel.: +41 22 544 44 00
Fax: +41 22 544 44 50

FIA Valleiry

140 rue de l'Acquit
74520 Valleiry
France
Tel.: +33 4 50 83 49 52



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