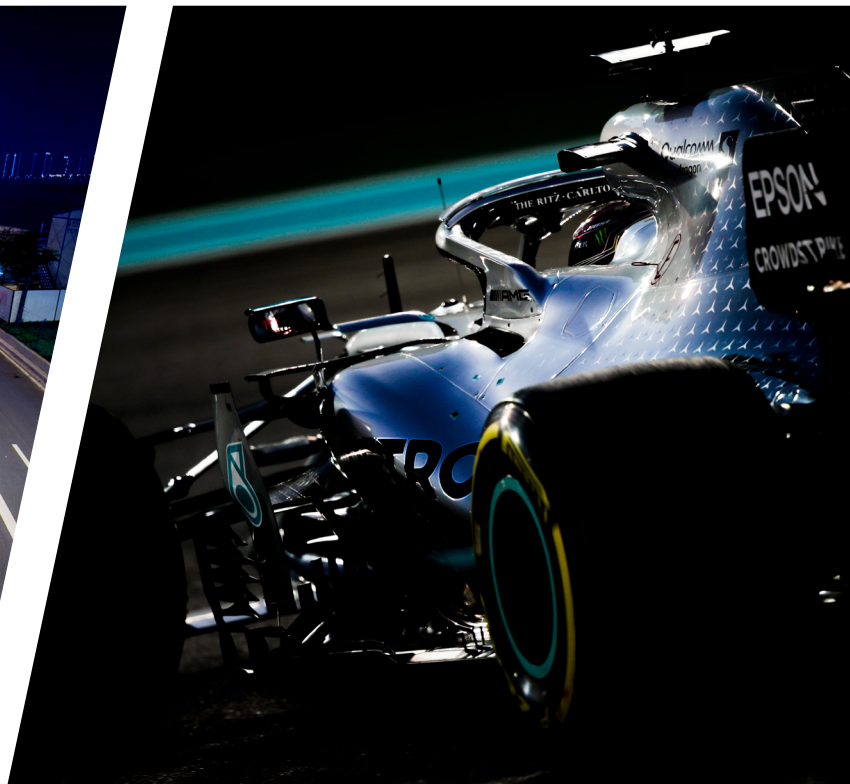




FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ACTIVITY REPORT 2019





As we publish this report, the impact of the COVID-19 pandemic is being severely felt across the world and we are already living in changing times. The crisis we are going through is affecting each and every one of us, and it is the health of people throughout the planet that matters the most.

While 2019 was a year of great success for our Members, as detailed in this report's look back over the past year of activity, 2020 will be extremely difficult for Mobility and Sport Clubs as well as motor sport in general. The FIA and all its Members will face the most challenging economic conditions ever.

Our activities have already been greatly affected by the rapid spread of the virus. In Sport, the calendar has been decimated, with events cancelled or postponed in many of the FIA's major championships, including Formula 1, Rally, Endurance, Rallycross and Formula E.

It is not only the top level that has been impacted. Indeed, grassroots motor sport – the lifeblood of our Sport Members – has also been severely disrupted.

Every business and organisation has been hit by the slowdown in economic activity caused by the spread of COVID-19 and our Clubs are no exception. Trading conditions will be very challenging in this climate and we will do our best to support our Members, where we can.

While we have had to take difficult decisions regarding our activities, rest assured that all our choices have been made in order to protect those who are most important to us – our families, employees, Members, customers and fans. Their safety is indeed crucial and as a global family we have acted swiftly and wisely to play our part in ensuring their wellbeing.

As I mentioned earlier, we are living in changing times, but change is constant, and this crisis will pass. It is thus my great hope that we will emerge strengthened by our collective action and the ties that bind us during this difficult period.



Jean Todt
FIA President

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MESSAGE FROM THE FIA PRESIDENT

JEAN TODT

In 2019, the FIA has made progress on each of its objectives: the growth and development of sport, improvements in mobility and road safety, achieving environmental sustainability, ensuring better governance and, of course, providing ever more efficient services to its Members around the world.

A Clear Strategic Pathway Forward

In 2019, we consulted widely with Members about the vision, missions and values of the FIA.

The results were the following. Our vision: Safe, Sustainable and Accessible Motor Sport and Mobility for all. Our missions: to support our strong, connected, global network of Members and serve their interests. Our values: member-oriented, collaborative, trusted, excellence, innovative, and sustainable.

These are the touchstones of our Federation and they influence what we stand for and all that we do. They reflect the Manifesto we took to the election two years ago, when we confirmed our will to continue strengthening FIA Members.

Motor Sport's Achievements of the Year

2019 has indeed been an exciting year for our sport with a strong focus on the future of the FIA's major championships.

In Formula 1, Lewis Hamilton won his sixth World Championship title at the United States Grand Prix to become the second most successful driver in history behind Michael Schumacher. Also, new Technical, Sporting and Financial Regulations have been agreed after two years of intense research and development. The new rules — which include the introduction of an innovative cost cap — will mark an exciting step forward in the history of our premier championship.

Importantly, all stakeholders — the commercial rights holder, teams, drivers, engine and tyre suppliers, as well as circuit designers — have contributed to these new regulations.

In the FIA World Rally Championship (WRC), after 15 years of French supremacy, the Estonian Ott Tänak and his co-driver Martin Järveoja won their respective titles at the Rally of Catalunya with Toyota. Still in rallying, an extension of the contract with the promoter will provide stability and include significant investment in grassroots rallying.

In the FIA World Endurance Championship (WEC), new regulations for next season and beyond will see the introduction of a new Hypercar-focused top tier of competition. The new class has already attracted a number of manufacturers including Peugeot and Toyota, and hopefully more will join in the future.

For its Season 7, Formula E will become a World Championship. It is a well-earned recognition for a category that is innovative and exciting, and that has created a great interest among competitors, fans, and in the automotive world. Ten manufacturers are now involved, including Porsche and Mercedes who joined Season 6.

The FIA World Rallycross Championship has enjoyed a productive year and we are advancing plans for it to become an electric-powered championship, while in WTCR, a three-year contract extension with the commercial rights holder has just been finalised offering stability for this competitive category.

2019 saw the launch of the FIA Motorsport Games with drivers competing for national pride rather than individual glory. The inaugural event in Rome was a great success and I look forward to the next edition.

Much work has been done, too, on developing Digital Motor Sport. It is low cost, easily accessible, and can benefit smaller associations and Clubs.

The efforts the FIA has made to attract more women to motor sport continue to bear fruit. And while 2019 marked the end of the FIA European Young Women Programme, an expanded initiative, 'Girls on Track', is proving to be both successful and popular.

In 2019, motor sport has not only provided a great drama and excitement across all categories, it has also increasingly become an important laboratory for manufacturers and suppliers. It is our intention to continue pushing greater innovation because so many of the new developments in safety and in the environment flow to road vehicles.

The Future of Mobility

The way we move is changing daily, partly due to the rapid adoption of new technologies and the development of new mobility services. Impressive progress is being made in the fields of vehicle automation, shared consumption, electric powertrains and the use of live data. These innovations are often seen as a 'developed-country-phenomena', but they will spread. Manufacturers, tech companies, governments and our Clubs' members, who are the world's mobility consumers, will ensure this.

When we talk about the mobility of tomorrow, we all share the same ultimate goal: to have access to safe, accessible and sustainable mobility all around the world. We thus need to strive to make that objective a global reality.

The FIA Smart Cities initiative endeavours to demonstrate how cities can grow in a more sustainable and inclusive way, making the best use of innovative technology and calling for effective policy-making. The initiative gathered momentum in 2019 and I am looking forward to seeing its further expansion in the years to come.

Developing Services to Members

One of the FIA's main objectives is to provide ever more services to its Members.

Through the FIA Club Development Programme, the FIA works with the Mobility Regions on projects and programmes that contribute to the development and improvement of services and efficiency for the benefit of FIA Member Clubs. A new priority will be an additional focus on Club Mentoring with the aim of supporting Club-to-Club engagement regarding relevant business development activities.

Also, initiatives such as the FIA University, which in 2019 conducted four programmes attracting participants from 53 Clubs in 35 countries, can assist our Members in adapting to the transformations of Mobility. An important innovation from the University for 2020 will be the launch of an e-learning module that will offer greater access and personalised training.

By partnering with Clubs and the corporate sector on projects such as City Trips and the Mobility Data Hub, we are developing tools to help our Member Clubs to grow and prosper, and to meet the challenges of tomorrow's mobility arena.

Regarding tourism, for those who issue *Carnets de Passages en Douane*, we have implemented a new electronic distribution system which greatly simplifies this work. And we will soon launch the OTA tourism database. Those projects are greatly supported by the FIA Mobility Services Commission for the benefits of the Clubs and their members.

Road Safety at the Heart of All We Do

In 2020, we will reach a significant milestone in the fight to reduce the number of deaths on the world's roads with the end of the United Nations Decade of Action for Road Safety – 2010 to 2020.

Many of our Members have supported this effort through different activities including the FIA Action for Road Safety campaign and the #3500LIVES Global Road Safety Campaign which has already been displayed in more than 1,200 towns and cities in over 83 countries.

In support of the 5th UN Global Road Safety Week, the FIA Road Safety Grants Programme helped FIA Members in promoting advocacy events in 38 countries. In total, 53 funded road safety projects worldwide in countries as diverse as Botswana, Vietnam, Colombia and Greece, have reinforced the leading role of the FIA in promoting an extended network of road safety interventions. The FIA Road Safety Grants Programme was also instrumental for the establishment of the Safer City Streets network, a platform where more than 40 cities develop both a knowledge network and a global database on road safety urban policies.

Nevertheless, despite all the progress made, the figures for fatalities and injuries remain alarming. In order to make a real difference and to drastically reduce road deaths and injuries, we need a sea-change in thinking. This means laying down safety as a value so fundamental and non-negotiable that it actually becomes a hallmark of the road transport system.

Investments in the Future

Many projects, such as the FIA Motorsport Games, have been supported by the FIA Innovation Fund (FIF). The FIF is already providing significant benefit to the FIA and its Members, and it will leave a legacy for our Federation.

Also, during the Annual General Assembly, the FIA Innovation Fund Steering Committee confirmed funding for ten new projects.

Importantly, the FIF and other FIA grants should be seen as investments in the future. As with all investments, they need to produce good returns.

And in looking to the future, we have purchased a property in Valleiry in France, near Geneva, that will allow for the expansion of our Centre for Excellence, which already carries out homologation.

This will enhance our technical expertise as a regulator.

FIA and the Environment

FIA Championships are committed to reducing their impact on the environment. As well as efforts in Formula E and WRC, Formula 1 has committed to be carbon-neutral by 2030. In all categories, we are creating cleaner racing through powertrain innovation and research into sustainable fuels. The signing of the UNFCCC Sports for Climate Action Framework will reinforce the momentum that has been growing in our Federation for many years. The entire FIA Community has been investing time, energy and financial resources to the benefit of global environmental innovations.

The FIA Environmental Accreditation Programme is also proving popular with many Sporting Members participating. A similar programme is being developed for Mobility Clubs.

An Ever-Better Governance

I have always made Governance a priority for our Federation. A new initiative is the introduction of an Ethics and Compliance Hotline that will be launched in the 2nd quarter of 2020. It will give anyone with genuine concerns about ethical behaviour, governance, or compliance matter the opportunity to raise them confidentially.

Stronger Together

The work the FIA is doing to assist its Members for the future is only possible through the efforts of many in our Federation. I would thus like to express my thanks to my team for their unwavering commitment and salute the work of both the Mobility and Sport Divisions, as well as the entire FIA staff.

As you know, this year, the first-ever joint FIA Conference gathering Sport and Mobility was successfully held in Sun City in South Africa, and we will do the same in 2021. The two pillars of the FIA need to work hand in hand for their respective benefit.

Finally, I wish to tell our Clubs: be sure your work brings value to both your members and the FIA. By overcoming your challenges, you constantly improve, and the better you are, the better the FIA will be.

I am looking forward to our common achievements and enhancements in 2020.

We are and will always be stronger together.



Yours faithfully,

Jean Todt
FIA President

FIA AT A GLANCE

OVERVIEW

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

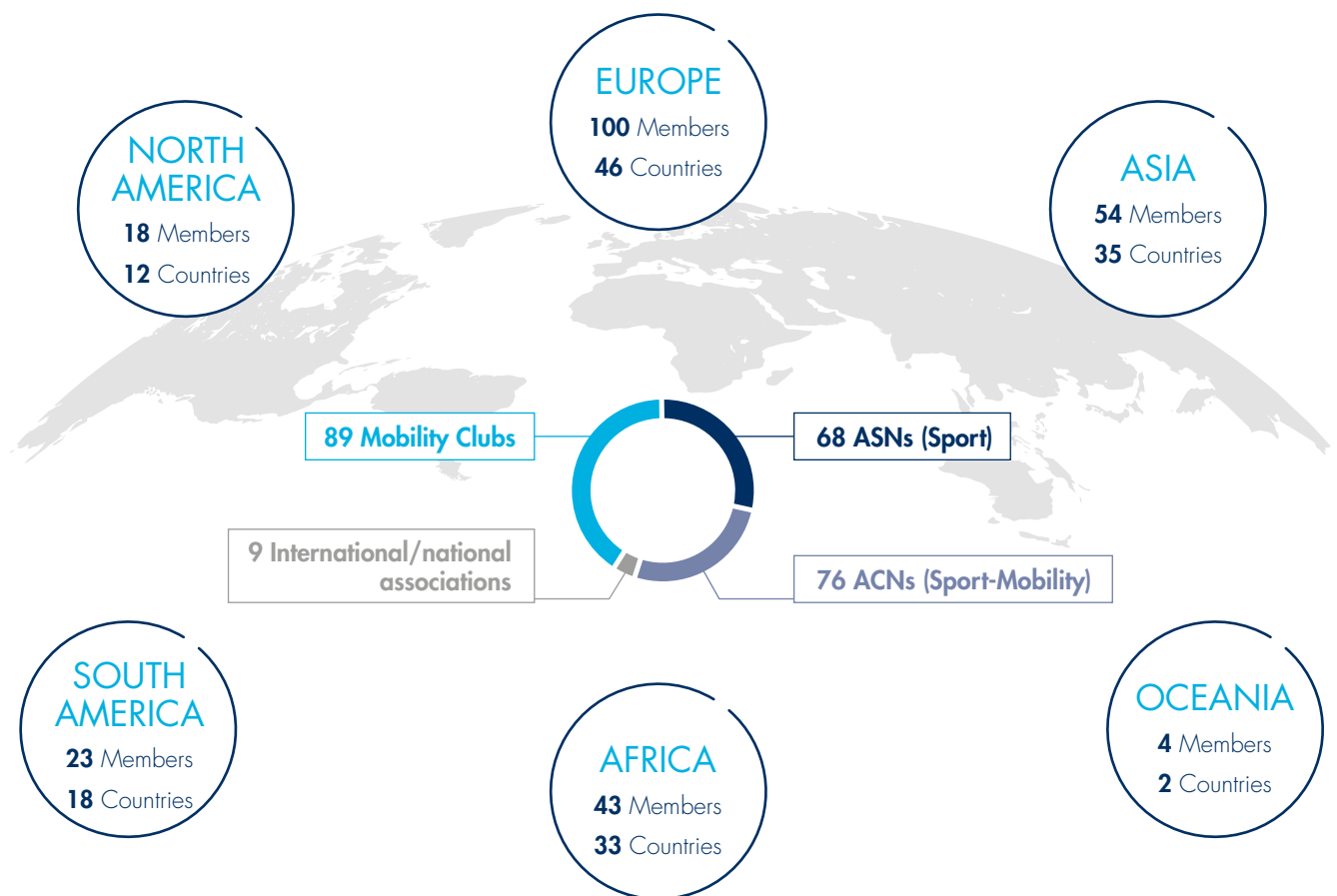
- Region I Europe, Middle East and Africa
- Region II Asia and Pacific
- Region III North America
- Region IV South America

6

FIA SPORT REGIONAL CONGRESSES

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

242 Member Organisations representing over 80 million road users from 146 countries



2019 MAJOR EVENTS



FIA CONFERENCE,
Sun City, South Africa
29 April - 2 May 2019

Delegates: **470**
Clubs: **161**
Countries: **117**



ANNUAL GENERAL ASSEMBLY, Paris, France
2-6 December 2019

Delegates: **495**
Clubs: **177**
Countries: **122**



PRIZE GIVING, Paris, France
6 December 2019

Guests: **969**

VISION, MISSIONS & VALUES

In 2019, the FIA honoured the commitment made by its President Jean Todt during the 2018 Annual General Assembly in Saint Petersburg to consult the FIA Member Clubs on their vision for the future of the Federation and the values by which those goals should be delivered.

The work to gather the thoughts, ideas and aspirations of Clubs worldwide was undertaken in collaboration with UK-based The Sports Consultancy and relied on the organisation of two pillar-specific workshops at the FIA Conference in South Africa, gathering 150 Mobility delegates and 100 Sport delegates, and on a survey sent to all FIA Member Organisations. The results of the consultation allowed to formulate a new set of guiding missions and values for the Federation that were presented during the FIA Annual General Assembly in Paris in December 2019.

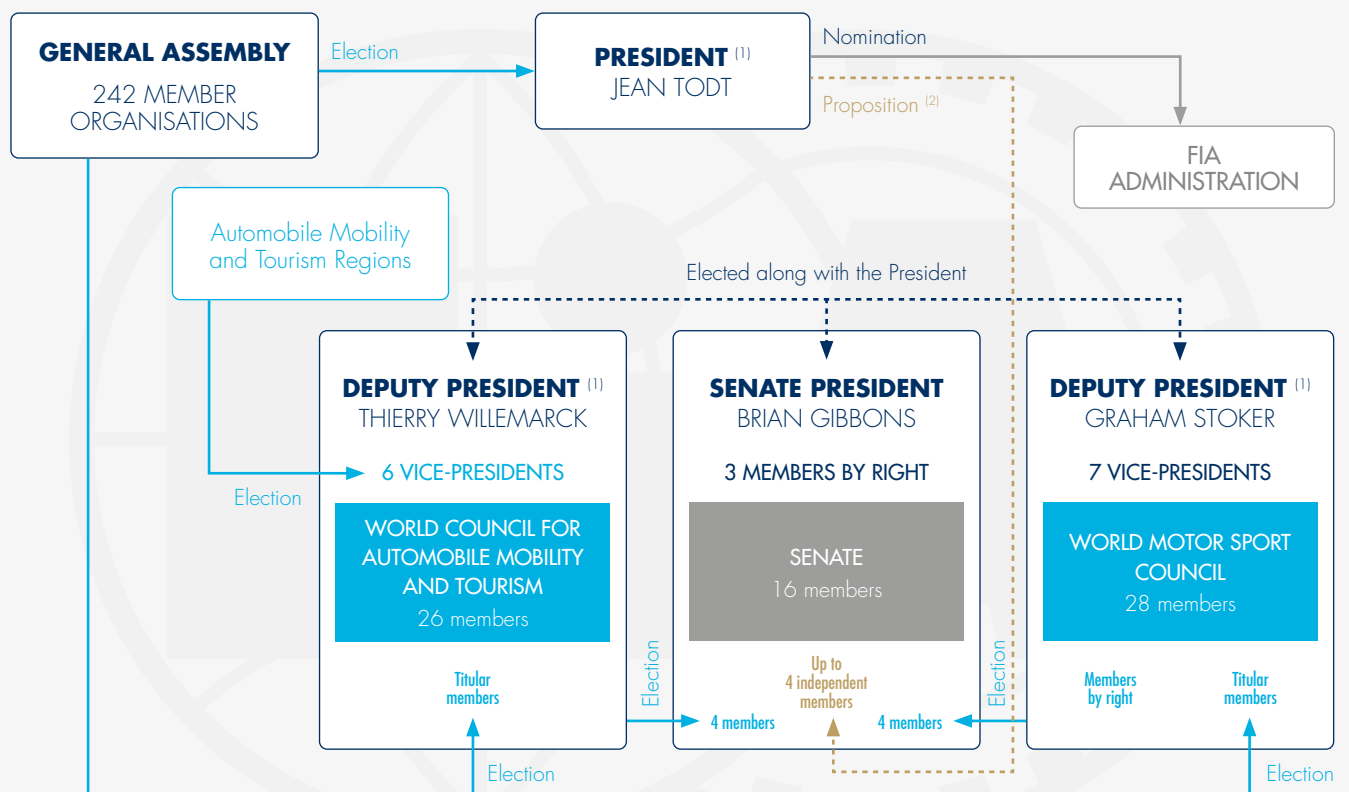


GOVERNANCE

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 for Sport are elected for 4 years by an absolute majority of the General Assembly.

ORGANISATION AS OF MID-DECEMBER 2019



(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, Cologne, Germany, 4 October 2019

COMPOSITION AS OF MID-DECEMBER 2019

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 THATTHI (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),
President of the FIA International Karting Commission

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

WORLD COUNCIL FOR AUTOMOBILE MOBILITY AND TOURISM



World Council for Automobile Mobility and Tourism meeting, Paris, France, 3 December 2019

COMPOSITION AS OF MID-DECEMBER 2019

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

Didier BOLLECKER, ACA (France)

Frits van BRUGGEN, ANWB (The Netherlands)

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

Sudhammika Keminda ATTYGALLE, AAC (Sri Lanka)

Afsar HOSSAIN, AAB (Bangladesh)

Elizabeth PERRY, AAA (Australia)

Masayoshi SAKAGUCHI, JAF (Japan)

Bernard TAY, AAS (Singapore)

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

Felipe CALDERÓN (Mexico), President of the FIA Environment and Sustainability Commission

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

Nathalie McGLOIN (United Kingdom), President of the FIA Disability and Accessibility Commission

Saul BILLINGSLEY (United Kingdom), FIA Foundation representative

SENATE



Senate meeting, Paris, France, 4 December 2019

COMPOSITION AS OF MID-DECEMBER 2019

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 6 DECEMBER 2019

COMMITTEES' PRESIDENTS

Audit Committee

Bertrand BADRÉ (France)

Ethics Committee

François BELLANGER
(France / Switzerland)

Mobility Programmes Committee

Thierry WILLEMARCK (Belgium)

Nominations Committee

José ABED (Mexico)

SPORTING COMMISSIONS' PRESIDENTS

FIA 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

Leena GADE (United Kingdom)

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 BARBOSA (Portugal)

MOBILITY COMMISSIONS' CHAIRPERSONS

Mobility Policy Commission

Ferry SMITH (The Netherlands)

Mobility Services Commission

Luis FIGUEIREDO (Portugal)

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)

[†] Deceased on 14 December 2019, replaced by Xavier SCHENE (Belgium) on 6 March 2020

GENERAL ORGANISATION

DECEMBER 2019

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



181 employees

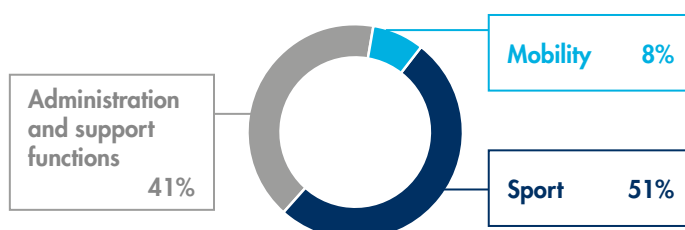


25 nationalities represented

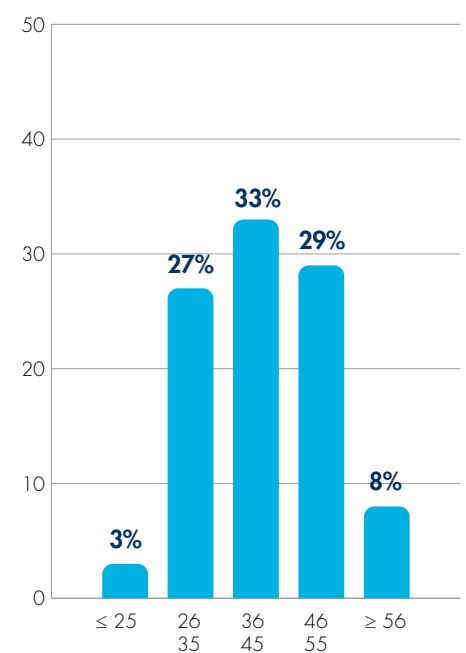


Average age: 41 years

Distribution of employees by division



Distribution of employees by age



Distribution of employees by gender



3 locations



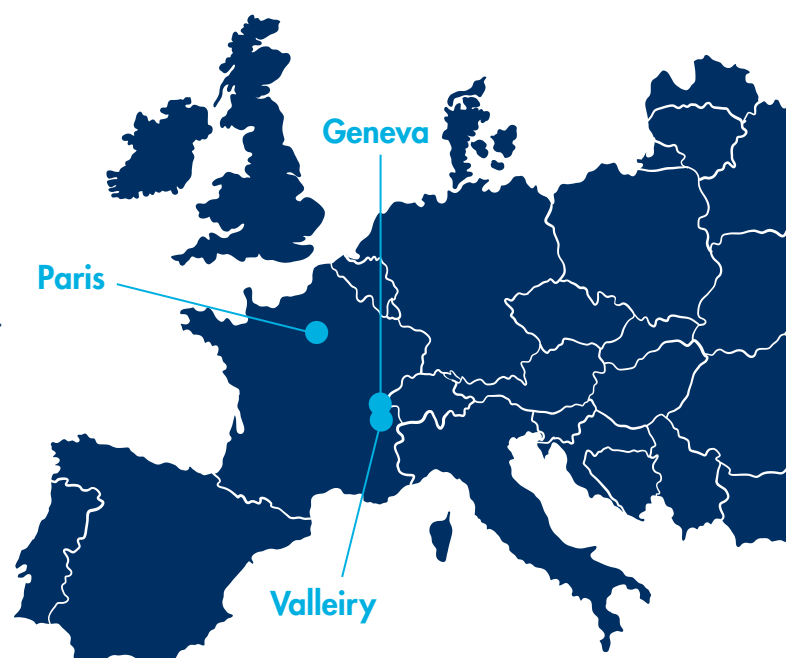
Paris
Historic Headquarters, Mobility and Tourism Division and Communications Department



Geneva
Sport Division and Administration



Valleiry
Logistics and Archives FIA Centre of Excellence



2019 HIGHLIGHTS

LAUSANNE, SWITZERLAND



FIA partners with Olympic Channel.

FIA President Jean Todt and International Olympic Committee (IOC) President Thomas Bach sign an agreement expanding upon the existing collaboration between the FIA and the IOC, and providing an opportunity for motor sport and road safety content to be distributed on the Olympic Channel.

19
JANUARY

DAVOS, SWITZERLAND



FIA and WEF advocate for road safety in Davos.

The FIA and the World Economic Forum (WEF) organise a road safety meeting in Davos gathering FIA President Jean Todt, WEF Head of Future Mobility Systems Christoph Wolff, UPS Chairman and CEO David Abney and Minister of Finance and Planning of Punjab Manpreet Singh Badal, to support the joint FIA High Level Panel for Road Safety and WEF project on Road Safety Partnership in India (RSPi), part of the Global Road Safety Initiative (GRSI).

23
JANUARY

PARIS, FRANCE



FIA World Rally Champions inducted into the FIA Hall of Fame.

17 FIA World Rally Champions are inducted into the FIA Hall of Fame at a star-studded ceremony hosted in the Automobile Club de France in Paris.

30
JANUARY

GENEVA, SWITZERLAND



FIA International Stewards Programme

Over 200 motor sport stewards from around the world gather in Geneva for the 3rd annual FIA International Stewards Programme. Since its inception in 2017, the Programme has become a hugely popular educational event for Stewards from across the broad spectrum of motor sport disciplines, and an opportunity for them to share their most recent experiences from the Stewards' room.

7
FEBRUARY

GENEVA, SWITZERLAND



FIA Race Directors Seminar

The 3rd edition of the seminar brings together 78 members of the international Race Director community to share best practice and inspire fresh thinking.

8-10
FEBRUARY

GENEVA, SWITZERLAND



Geneva International Motor Show

The FIA is once again prominently represented at the renowned Geneva International Motor Show with a stand open to the public during the whole duration of the show. To inaugurate the event, FIA President Jean Todt leads a press conference featuring the promoters of the global FIA Motor Sport Championships, highlighting growth and the key 2019 developments in the respective disciplines. Jean Todt also introduces some of the key innovations from the FIA in the areas of audience engagement and technical excellence.

9-10
FEBRUARY

KUWAIT CITY, KUWAIT

5th FIA Sport Regional Congress Middle East and North Africa

More than 70 participants including representatives of 18 ASNs from 20 countries, together with experts and speakers, attend the Sport Regional Congress Middle East and North Africa hosted by the Kuwait International Automobile Club in the capital city of Kuwait.

5-17
MARCH

HONG KONG, CHINA



FIA Smart Cities Forum in Hong Kong

For its first edition in Asia, the FIA Smart Cities Forum sees one its highest participation rate since its creation with 430 participants gathering to discuss how disruptive technologies can shape a new urban mobility ahead of the 2019 HKT Hong Kong E-Prix. The Forum in Hong Kong is the second event of the third season of the initiative. It takes place after a Forum in Mexico City on 15 February 2019 and before a closing Forum in Rome on 12 April 2019. In total, 1,136 people participate in the three events and contribute to advance the debate on the future of urban mobility.

5
MARCH

GENEVA, SWITZERLAND



First meeting of the FIA Digital Motor Sport Working Group

The FIA Digital Motor Sport Working Group convenes for the first time under the chairmanship of FIA Deputy President for Sport, Graham Stoker and steered by FIA Sport and Marketing. The Group is comprised of 20 National Sporting Authorities (ASNs) from around the world, promoters of the FIA Global Motor Sport Championships, leading Game Development Studios, representatives from the FIA Drivers' Commission and the Global Association of International Sports Federations (GAISF), together with other members of the motor sport community.

9
MARCH

HONG KONG, CHINA



Promotion of the #3500LIVES Global Road Safety Campaign and the FIA Global Programme for Child Safety at Hong Kong E-Prix

At the 2019 HKT Hong Kong E-Prix, many Formula E fans and families visit the FIA stand featuring the #3500LIVES Global Road Safety Campaign and a section on the FIA Global Programme for Child Safety activated in Hong Kong by the Hong Kong Automobile Association.

9-10
MARCH

BANGKOK, THAILAND



5th FIA Sport Regional Congress Asia-Pacific

The 5th FIA Sport Regional Congress Asia-Pacific, hosted by the Royal Automobile Association of Thailand (RAAT), gathers more than 100 delegates, experts and speakers from 20 Clubs from 18 countries of the region in Thailand's vibrant capital city of Bangkok.

> 20-22
MARCH

SUN CITY, SOUTH AFRICA



2019 FIA Conference

For the first time in FIA history, the Sport and Mobility pillars come together for one major FIA Conference held in Sun City, South Africa, in conjunction with the FIA Region I Spring Meeting and ahead of the FIA Sport Regional Congress Africa. Hosted by the Automobile Association of South Africa (AASA) and Motorsport South Africa (MSA), the Conference brings together 470 delegates from Clubs, ASNs and ACNs around the world for a varied programme that not only individually serves each pillar, but which also helps establish new common ground between the two arms of the Federation.

29 APRIL-
2 MAY <

SUN CITY, SOUTH AFRICA



FIA Sport Regional Congress Africa

With the FIA Conference concluded, the focus switches immediately from discussion to action at the FIA Sport Regional Congress Africa hosted by Motorsport South Africa, which gathers more than 70 delegates, experts and speakers from 20 Clubs from 20 countries to discuss how to prioritise motor sport development in the region.

> 2-3
MAY

MONACO



Monaco welcomes a high-level panel discussion on Sustainable Urban Mobility.

The FIA organises a FIA Smart Cities side event in Monaco on the occasion of EVER Monaco and the Formula E race. H.S.H. Prince Albert II of Monaco, FIA President Jean Todt, Founder and CEO, and newly appointed Chairman of Formula E Holdings at the time Alejandro Agag, Secretary General of the Organization for International Economic Relations Kari Eik and Formula E Driver for Audi Sport ABT Schaeffler Lucas di Grassi discuss the development of mobility in smart cities, as well as the role of new technologies and other actionable solutions that can help address pressing challenges in today's urban environments.

6-12 MAY

WORLDWIDE



The FIA Community supports the 5th United Nations Global Road Safety Week

From 6-12 May, Members of the FIA Community join forces to support #SpeakUp, the 5th United Nations Global Road Safety Week, calling for more "Leadership for Road Safety".

10 MAY

BERLIN, GERMANY



GreenTech Festival

The FIA participates in the GreenTech Festival, taking place on the occasion of the Formula E Race in the former Tempelhof Airport in Berlin. The FIA's participation starts with a keynote speech by FIA President Jean Todt who speaks about how innovations, both in the policy-making and the technology advancement areas, are vital to improve the global road safety performance. Jean Todt is then joined by Violeta Bulc, EU Commissioner for Mobility and Transport at the time who speaks about "Connecting the EU more effectively within". The involvement of the FIA was also featured through an FIA Smart Cities Session, gathering key actors of the smart cities ecosystem, and pitch presentations of three competitive start-ups selected during the Season 3 of the FIA Smart Cities Global Start-Up Contest.

16 MAY

PARIS, FRANCE



FIA President Jean Todt hosts a panel on the future of mobility at Viva Technology in Paris.

Jean Todt leads a discussion of high-level speakers, including Linda Jackson, CEO of Citroën, Frédéric Mazzella, Founder & President of BlaBlaCar, and Martin Villig, Founder of Bolt.E, on the challenge of shaping the mobility of tomorrow by fostering innovation and tackling pressing issues such as road safety, air quality, and congestion.

23 MAY

MONACO

Her Serene Highness Princess Charlène of Monaco and FIA Formula One Racing Driver Charles Leclerc join the FIA's #3500LIVES Global Road Safety Campaign.

TODAY, 3,500 PEOPLE WILL DIE ON THE ROAD...

WATCH OUT FOR PEDESTRIANS

H.S.H. PRINCESS
CHARLÈNE
OF MONACO

Princess of Monaco



CHARLES LECLERC
FIA FORMULA ONE
RACING DRIVER

Charles Leclerc

SUPPORT THE FIA'S MANIFESTO FOR GLOBAL ROAD SAFETY AT FIA.COM
#3500LIVES

WITH THE SUPPORT OF THE FIA FOUNDATION

FIA ACTION
FOR ROAD SAFETY

On 25 May, on the occasion of the F1 Grand Prix weekend in Monaco, Her Serene Highness Princess Charlène of Monaco and FIA Formula One Racing Driver Charles Leclerc join the FIA's groundbreaking #3500LIVES Global Road Safety Campaign to raise awareness on pedestrian safety.



The visual is officially revealed at the Palace of Monaco on Saturday in the presence of H.S.H. Prince Albert II of Monaco, H.S.H. Princess Charlène of Monaco, FIA President Jean Todt, Actress, Producer, UNDP Goodwill Ambassador and #3500LIVES Campaign Ambassador Michelle Yeoh, Automobile Club of Monaco President Michel Boéri, as well as members of the FIA High Level Panel for Road Safety.



The new 'Watch out for Pedestrians' message is also promoted at the Grand Prix with H.S.H. Princess Charlène of Monaco and FIA Formula One Racing Driver Charles Leclerc, being joined by H.S.H. Prince Albert II of Monaco and FIA President Jean Todt for a family picture on the grid.

24-26
MAY

WORLDWIDE



2019 FIA Volunteers Weekend

The 2019 FIA Volunteers Weekend celebrates those who dedicate their time to make motor sport possible around the world. Capitalising on a busy weekend of FIA competition, ten race events allow to raise awareness and give thanks to the volunteers who carry out the wide variety of essential roles without which motor sport would simply not happen.

25
MAY

MONTREAL, CANADA



The FIA discusses safe and sustainable mobility at 2019 Movin'On Summit.

The FIA's presence at the third edition of Movin'On Summit is an opportunity for the Federation to underline its commitment to contribute to building a better mobility for tomorrow. It is assured on the main Forum stage with an interview of FIA President Jean Todt by Mark Richardson and then by an interactive panel discussion on the role of new mobility services to foster safe, sustainable and accessible cities. The Movin'On Summit also gives the chance to hear from FIA Members, with the Canadian Automobile Association (CAA) and CAA-Québec organising an interactive lunch session on "Finding a balance between conventional and new mobility".

9
JUNE

LE MANS, FRANCE



#3500LIVES promoted at the 24 Hours of Le Mans

This year again, the mythical race is the occasion for the FIA to raise awareness on road safety and promote the #3500LIVES Global Road Safety Campaign. #3500LIVES Campaign Ambassadors H.S.H. Princess Charlène of Monaco and Fernando Alonso are joined by FIA President Jean Todt, ACO President Pierre Fillon, French Minister of State for Gender Equality and the Fight against Discrimination Marlène Schiappa, French Minister of Sport Roxana Maracineanu, Richard Mille, Tony Parker, Hurley Haywood, FFSA President Nicolas Deschaux and LMP1 drivers for a photo on the grid before the start of the race.

> 15 JUNE

QUITO, ECUADOR



XXIst FIA Congress of Americas for Sport and Mobility

150 delegates from 25 ASNs, ACNs and Mobility Clubs across 25 countries, gather in Quito, Ecuador, to explore topics affecting Sport and Mobility Member throughout North and South America during the XXIst FIA Congress of Americas for Sport and Mobility hosted by the Automóvil Club del Ecuador (ANETA).

> 1-4 AUGUST

GOODWOOD, UNITED KINGDOM



Goodwood Festival of Speed

After a successful presence for three successive years, the FIA returns to the world-famous Goodwood Festival of Speed with its F1 and WRC Hall of Fame exhibit, and a display of cars, safety innovations and memorabilia spanning different eras.

< 4-7 JULY

8
SEPTEMBER

BRUSSELS, BELGIUM



Closing Conference of the FIA European Young Women Programme

The headquarters of the EU Commission in Brussels play host to the Closing Conference of the EU Erasmus+ supported FIA European Young Women Programme, one of the FIA's main initiatives to champion gender equality and increase the participation of women in motor sport at grassroots level. The Closing Conference is the occasion for FIA President Jean Todt, FIA Deputy President for Sport Graham Stoker, President of the FIA Women in Motorsport Commission Michèle Mouton, Violeta Bulc, EU Commissioner for Mobility and Transport at the time, Tibor Navracsics, EU Commissioner for Education, Culture, Youth and Sport at the time, partners of the programme, and two of the six Girls on Track — Karting Challenge's finalists, to provide a complete review of the two-year programme and its major outcomes.



MONZA, ITALY

International Football Player Didier Drogba joins the FIA's #3500LIVES Global Road Safety Campaign.



International Football Player Didier Drogba joins the #3500LIVES Global Road Safety Campaign on the occasion of the F1 Grand Prix weekend in Monza, Italy, to raise awareness on child safety.



The new visual is officially revealed in the F1 Paddock of the Italian Grand Prix with Didier Drogba and FIA President Jean Todt being joined by ACI President and FIA Vice-President for Sport Angelo Sticchi Damiani, Chairman and CEO of Formula One Chase Carey, Commercial and Marketing Director of IGPDecaux Giovanni Uboldi, and two other #3500LIVES Campaign Ambassadors, FIA Formula One Racing Driver Charles Leclerc and 2016 FIA Formula One World Champion Nico Rosberg, to raise awareness on the necessity to make roads safer for kids.



The new 'Watch out for Kids' message is also promoted with a family picture on the grid gathering new #3500LIVES Campaign Ambassador Didier Drogba, FIA President Jean Todt, Campaign Ambassador Charles Leclerc, and the other racing drivers of the Italian teams of the FIA Formula One World Championship.

> 2
OCTOBER

COPENHAGEN, DENMARK



5th FIA Sport Regional Congress Europe NEZ

The 5th edition of the FIA Sport Regional Congress Europe NEZ, hosted by the Danish ASN Dansk Automobil Sports Union in Copenhagen, gathers 80 ASNs' and ACNs' representatives from 17 countries.

31 OCT. - 3 NOV.

ROME , ITALY



Russia wins inaugural FIA Motorsport Games at Vallelunga.

The inaugural FIA Motorsport Games, held for the first time in the city of Rome and at the nearby Vallelunga Circuit, gather 192 drivers representing 49 National Sporting Authorities (ASNs). The multidisciplinary event featuring competitions for GT, Formula 4, Touring Car, Drifting, Karting Slalom, and Digital Motorsport sees drivers compete not primarily for themselves or their teams, but rather for their country. At the end of the four-day event, Russia is declared as the first overall winner of the Games with a Gold medal in Touring Car and two Bronze medals in Karting Slalom and Drifting.

18-19 NOVEMBER

YAS MARINA CIRCUIT, ABU DHABI



F1 comes together for Charlie Whiting memorial bike ride in Abu Dhabi in support of Grand Prix Trust.

The entire FIA Formula One Family comes together at Abu Dhabi's Yas Marina circuit for a memorial bike ride in honour of the late FIA Formula 1 Race Director Charlie Whiting and in support of the Grand Prix Trust.

17 NOVEMBER

WORLDWIDE



World Day of Remembrance for Road Traffic Victims

The FIA, its Member Clubs and its championships supports the World Day of Remembrance for Road Traffic Victims (WDR) on the theme "Life is not a car part".

29 NOVEMBER

PARIS, FRANCE



FIA Annual General Assembly

The 2019 FIA Annual General Assembly gathers 495 delegates from 177 Clubs representing 122 countries from all over the world.

TIRANA, ALBANIA



FIA Sport Regional Congress Europe CEZ

More than 80 participants comprised of 10 ASN and ACN Presidents, as well as delegates, experts and speakers from 20 countries, attend the 5th edition of the FIA Sport Regional Congress Europe CEZ hosted by the Automobile Club Albania (ACA).

2
DECEMBER



PARIS, FRANCE



FIA World Endurance Champions inducted into the FIA Hall of Fame.

At a ceremony held at the Automobile Club de France in the heart of Paris, 29 champions from the world of endurance racing are inducted into the FIA Hall of Fame.

2-6
DECEMBER



PARIS, FRANCE

FIA Prize Giving



6
DECEMBER



FIA Motor Sport Champions are honoured during a dazzling FIA Prize Giving ceremony held at the Carrousel du Louvre in Paris, France.

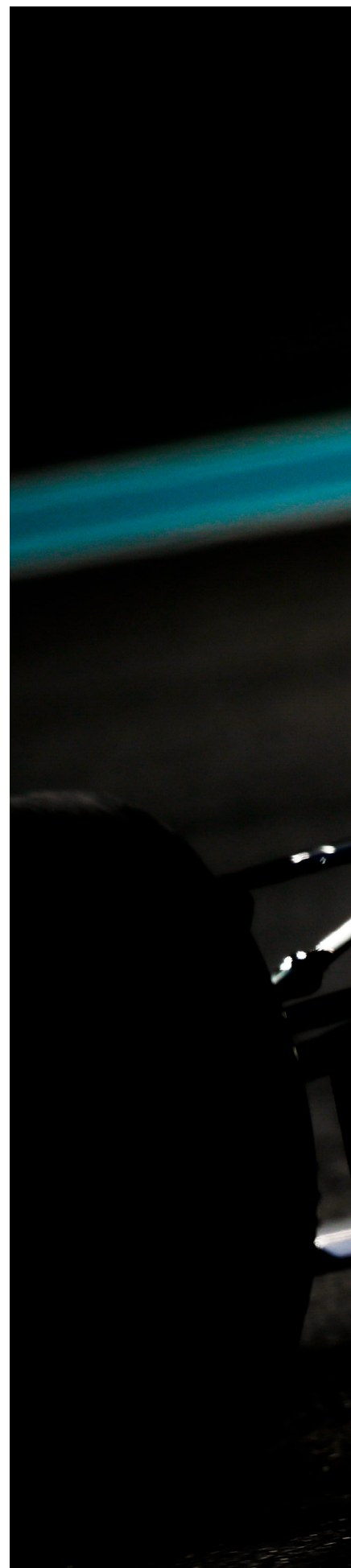
14
DECEMBER



During the ceremony, Jean Todt gives the FIA Special Award to Violeta Bulc for her commitment to her role as former EU Commissioner for Mobility and Transport, and her ongoing work to improve road safety and mobility for all users.

SPORT

**COMMITTED TO SAFE, FAIR
MOTOR SPORT AND TO
GLOBAL ENGAGEMENT**







DEVELOPING THE RIGHT RACE STRATEGIES

The 2019 motor sport season was characterised by exceptional competition on track and off road, but also by major developments off track, including the development of forward-thinking regulations, and the establishment of a bold new strategy for FIA Sport, defined by Member ASNs.

1,096 competitions
registered by a total of 74 ASNs/ACNs including:



303

FIA Championships,
Trophies, Challenges
and Cups



217

Non-Championship
Events



576

Events part of the
89 International Series
approved by the FIA

Envisioning the Future

Motor sport fans worldwide were treated to a vintage season of action on track and on the world's rally stages. While the championship battles provided great entertainment, behind the scenes, the FIA and its Member ASNs were hard at work to create the motor sport of tomorrow, securing its future through the definition of new regulations, new categories and new technology.

Perhaps most significantly, however, the work was given direction through the formulation of a set of FIA Vision, Missions and Values guidelines, developed in collaboration with all of the Federation's Member Organisations.

For the FIA as a whole, the central vision is the mission to provide 'Safe, Sustainable and Accessible Motor Sport and Mobility for All', while the specific vision is focused on leading 'the future of exciting, safe, sustainable, and inclusive global motor sport' and 'ensuring its continued relevance by implementing fair regulations, fostering innovation, and developing its Members throughout the sporting pathway'.

Safeguarding Championships

The FIA also took significant steps towards safeguarding the future of its sporting competitions in 2019, with major regulation changes announced for the FIA Formula One World Championship.

October saw the approval by the World Motor Sport Council of new regulations. Designed to bring about closer on-track battles through aerodynamically radical and aesthetically exciting new cars, reduced performance gaps across the grid, and more equitable and sustainable competition through the sport's first Financial Regulations, the new rules will mark a watershed moment in the history of F1.

At the end of 2018, the Council approved new regulations for the top level of the FIA World Endurance Championship and, in 2019, further clarity was added through the expansion of the Technical Regulations concept for top-class endurance cars to allow a Hypercar developed from homologated road cars to be eligible.

In 2019, the Council also approved the introduction of a new generation of WRC cars in 2022, with a five-year homologation cycle. The cars will feature a supplementary hybrid system and software for the first three years, with the potential for more technical freedom in 2024.

Electrifying the Competition

Looking towards boosting sustainable motor sport in the coming years, the Federation continued to progress its plans to convert the FIA World Rallycross Championship to electric power. The concept of an FIA E-Rallycross Junior Championship was created.

The ABB FIA Formula E Championship entry field expanded yet again for Season 6, with Mercedes and Porsche bringing the number of manufacturers to 10 among 12 teams.

A major development for the electric championship arrived in October, with the World Motor Sport Council granting Formula E World Championship status from the start of its Season 7.

Growing Sport

Following the success of the FIA GT Nations Cup event staged in 2018, the decision was taken to broaden the concept of competition under national flags to include a further five categories as part of a new competition, the FIA Motorsport Games.

The categories of the Games were GT, Touring Car, Formula 4, Drifting, Karting Slalom, and Digital Motor Sport. The inaugural Games were held at the Vallelunga circuit, near Rome, Italy, in November 2019. From the 49 nations competing, Russia topped the medals table ahead of Italy and Australia.

Digital Motor Sport enjoyed another successful season, with the FIA Digital Motor Sport Working Group defining the future development of the new category around three E Pillars: Engagement, Education, and Entertainment.

The FIA Certified Grand Turismo Championships also saw further growth in its second season and more than seven million players entered the online event and 350,000 completed the FIA Championships.

The FIA Sport Grant Programme approved funding for 72 projects to be undertaken around the world in 2020, while the FIA ASN Development Task Force once again assisted with Club development throughout the regions. Meanwhile, the FIA Innovation Fund continued to aid the development of sport, funding 16 projects in 2019.

Safety at the Wheel

As ever, safety on and off track was a key mission for the FIA in 2019 with three new ambassadors joining the FIA's #3500LIVES Campaign. Road safety was also a key message for motor sport on a global scale and essential promotional work was carried out by a huge number of ASNs around the world in 2019.

The FIA Safety Department continued to conduct crucial research into new safety developments and technologies targeting a wide variety of disciplines.

On track, safety was also a priority, particularly in light of the tragic death of French Formula 2 star Anthoine Hubert in a crash at Spa-Francorchamps in late August.

Sustainable Competition

In 2019, the FIA once again focused heavily on growing sustainability in motor sport. The FIA Environmental Accreditation Programme grew further. The FIA World Rally Championship, the first series to have made top-level environmental accreditation compulsory for all events since 2016, continues to lead the way while 29 ASNs from all regions and Formula E teams are currently working to get accredited.

The FIA Environment and Sustainability Commission also continued to work with its counterparts from the Fédération Internationale de Motocyclisme (FIM) on the development of a joint roadmap.

In November, the FIA and Formula 1 announced a plan for the championship to become carbon neutral by 2030.

HAMILTON REACHES NEW HEIGHTS WITH SIXTH WORLD TITLE



The 2019 FIA Formula One World Championship saw Mercedes' long dominance come under severe pressure, but by season's end, the Silver Arrows had once again decimated the opposition and set new standards at the pinnacle of motor sport.

Challenging the Champions

The 2019 FIA Formula One World Championship season was one that increased in drama and intensity as the year went on. Initial domination by eventual double champions Mercedes gave way to an unpredictable three-way fight for race wins in the second half of the season, with both Ferrari and Red Bull Racing breaking through to challenge as outright pace-setters. Ultimately, however, the challenge of the Silver Arrows' main rival, Ferrari, ebbed and Mercedes won all but one of the final six rounds to once again successfully defend its title. Lewis Hamilton became just the second man in the history of the sport to take six titles, while Mercedes became only the second team to win six Constructors' titles in a row after Ferrari (1999-2004).

A Difficult Start

The start of the season was marked by the tragic and sudden loss of Charlie Whiting, FIA Director of Formula 1, just prior to the start of the Australian Grand Prix weekend. An integral part of the championship, and the wider motor sport world, for more than three decades, Whiting's passing was keenly felt throughout the paddock and beyond.

However, the entire F1 community came together to celebrate his huge contribution to the sport, and it has worked in unity throughout 2019 to carry on his great legacy of professionalism and passion for racing.

Mercedes Maintain Control

Prior to the start of the campaign, pre-season testing had indicated that Ferrari might pose a serious threat to Mercedes' dominance, but at the first of the year's 21 events, in Australia, Mercedes driver Valtteri Bottas claimed victory ahead of team-mate Hamilton, with Red Bull Racing's Max Verstappen third and no Ferrari driver on the podium.

The one-two finish in Melbourne set the template for the opening phase of the season, with Mercedes scoring five in a row from Australia to Spain to establish a commanding lead in the Constructors' title race.

The team's drivers also won at the first eight rounds, with Hamilton taking six, and it wasn't until the Austrian Grand Prix that the hegemony was broken. There, Verstappen took his second consecutive win at his team's home circuit, the Red Bull Ring. Verstappen won again in Germany to signal that Mercedes might not have things their own way for the remainder of the season.

That hypothesis was proven immediately upon the championship's return from its traditional summer break. A remarkable resurgence by Ferrari saw the Scuderia take six pole positions in a row from Belgium to Mexico and claim three straight wins in Belgium, Italy and Singapore. Young-gun Charles Leclerc took back-to-back victories in Belgium and Italy – the latter being a hugely popular first win for the Italian marque at home since Fernando Alonso's victory for the Scuderia in 2010 – while Sebastian Vettel became the first man to win the Singapore Grand Prix five times.

However, though Ferrari's fight back initially promised a thrilling end to the season, Mercedes soon re-established control and though the Italian squad remained competitive on Saturdays, from the Russian Grand Prix onwards Mercedes once again dominated on race day.

Victories in Russia and Mexico put Hamilton on the brink of another world title and though he endured a difficult weekend in Austin, Texas, second place from fifth on the grid at the Circuit of The Americas was enough to make Hamilton the second most successful driver in the history of the sport, just one title away from the once seemingly unapproachable benchmark of seven set by the great Michael Schumacher. Mercedes had already done enough to wrap up the Constructors' Championship at the Japanese Grand Prix.







Tight Tussle in the Midfield



The thrilling contest among the top three teams often seemed to overshadow the battles happening elsewhere on the grid, but 2019 was characterised by a hugely exciting and remarkably tight fight for position among F1's midfield, with McLaren, Renault, Scuderia Toro Rosso and Racing Point all vying for best of the rest status at various stages during the season.

In the end, an excellent ever-improving performance from the McLaren team enabled them to seal fourth place in the championship, 38 points ahead of Renault. The Woking squad's recovery was bolstered by the arrival of the team's first podium in more than five years, with Carlos Sainz Jr taking an eventual third place at the Brazilian Grand Prix.

There was also a return to the podium for Scuderia Toro Rosso. The Italian team had not seen a driver finish in the top three since Sebastian Vettel won the Italian Grand Prix in 2008, but in 2019 the team scored two more, with Daniil Kvyat finishing third in Germany and Pierre Gasly battling to second place in Brazil.



Young Stars Rising



The season was also characterised by the success of a number of young drivers. Ferrari's new recruit Charles Leclerc took his maiden win in Belgium, added another in Italy, and the Monegasque racer ended the season with the prize for most pole positions with seven in all.

There were star turns too from Thailand's Alexander Albon who began the season with Scuderia Toro Rosso but ended it by almost climbing onto the podium in Brazil with Red Bull Racing. At McLaren, Lando Norris helped the British squad to its best championship finish since 2012, while at Williams, 2018 FIA Formula 2 Champion George Russell performed beyond the level expected of the package at his disposal.

Future Outlook



Ahead of the introduction of new regulations, the 2020 campaign will offer rules stability and, given the closeness of the 2019 season, is expected to bring intense competition.

Elsewhere, the FIA Commercial Legal Affairs team has been working with the applicable FIA colleagues to prepare for discussions and renewal of the Concorde Agreement in 2021.

CREATING CLOSER RACING

In October 2019, the World Motor Sport Council approved radical and forward-thinking new regulations for Formula 1 that will usher in a new era of closer on-track battles, narrower performance gaps between teams, and financial sustainability for the future.*

Changing the Game

After more than two years of intense work by the FIA Technical Department, in close collaboration with Formula 1, the FIA Formula One World Championship reached a landmark moment in October 2019 when new rules for the future of the championship were approved by the World Motor Sport Council.

The changes constitute a root and branch redrawing of the rules governing the top level of single-seater motor sport aimed at fulfilling a number of key criteria, chief among them: the creation of closer racing between drivers on track; the narrowing of the performance gap between teams in order to improve competition; the introduction of financial regulations designed to create a more level playing field and ensure financial security in the future; and the creation of exciting-looking cars that feature visual differentiation.

Building Better Battles

A central aim of the new regulations is to foster more thrilling racing by providing drivers with cars that can race closer and afford better opportunities to attack the car ahead.

Existing F1 cars generate a wake of 'dirty air' that leads to a 40-50% reduction in the following car's downforce levels. In order to improve 'raceability' new aerodynamic regulations will dramatically reduce the negative wake effect, with current figures showing future cars losing just 15% of their downforce when one car length behind a rival and just 5% at three car lengths. While we expect these numbers to worsen when teams develop their cars, a significant improvement in these parameters should still be maintained when the racing starts.

This change has been achieved via a new design that relies on a simpler front wing, larger rear wing and the absence of bargeboards and myriad conditioning elements. The major change, though, is underneath the car where a long central diffuser generates the bulk of downforce, creating a new generation of ground effect cars.

Reducing the Gap

As well as changes to aerodynamics, the FIA and Formula 1 intend to create closer racing through inherent cost savings achieved by the regulations. The new Technical Regulations look to improve competition across the grid by simplifying and/or standardising a number of parts such as fuel pumps, brake disks and suspension elements, as well as restricting development in other areas such as gearboxes, with teams only able to modify designs once in a five-year window from 2022 onwards.

The Sporting Regulations, meanwhile, provide cost savings in the form of shorter Grand Prix weekends, with activities that traditionally have taken place on Thursdays now incorporated into a revised Friday schedule. Additionally, in a bid to prevent teams from spending large sums on test items, the car presented for scrutineering at an event will represent a 'reference specification' and, following the free practice sessions, a car must be returned to its reference specification for qualifying and the race.

Fairer, More Sustainable Racing

For the first time, the FIA will impose spending restrictions on Formula 1 teams. The new cost cap seeks to reduce the ever-increasing spending gap between F1's biggest outfits and those with fewer resources, a financial variance that results in a significant performance differential.

As part of the new regulations the FIA and Formula 1 have committed to contribute to technological progress in road-relevant areas. As part of the future regulations there will be a doubling of renewable content of fuel to 20% and a commitment to further increase these numbers. The exact road map will be defined with Power Unit manufacturers and Fuel suppliers.

* As we publish this report, the huge disruption caused by the COVID-19 pandemic at the start of 2020 has led to the postponement of the radical new Technical Regulations for a year meaning they will apply from 2022 onwards. This text has been updated following that decision taken unanimously by the FIA, Formula 1 and all teams.



END OF AN ERA AS TÄNAK TAKES THE TITLE



A thrilling 2019 title fight ended with Toyota's Ott Tänak breaking Sébastien Ogier's hold on the FIA World Rally Championship crown to become Estonia's first World Rally Champion, while Hyundai clinched its maiden Manufacturers' title.

Loosening Ogier's Grip

The 2019 FIA World Rally Championship (WRC) once again delivered a nail-biting battle for the title. As in 2018, three drivers emerged as the main title contenders – six-time champion Sébastien Ogier, who had returned to Citroën, Hyundai's Thierry Neuville and Toyota's Ott Tänak.

It was business as usual for Ogier and co-driver Julien Ingrassia at the opening round in Monte Carlo. Victory for the defending champions was not straightforward, however, with Neuville and co-driver Nicolas Gilsoul, and Tänak and co-driver Martin Järveoja, demonstrating enough pace to show that a gripping season was in store.

In Sweden, Tänak took his first win of the season, while Ogier scored his 46th rally win in Mexico. Then, in late March, Neuville scored his first win of the campaign at the Tour de Corse.

Neuville was on top again in Argentina, with Andreas Mikkelsen/Anders Jæger-Amland making it a 1-2 for Hyundai before Tänak returned to winning ways with victory at the new Rally Chile ahead of Ogier.

The WRC then returned to Europe for Rally Portugal and the three-way battle continued with a podium finish composed of winner Tänak, second-placed Neuville and Ogier.

Tänak on top



After Dani Sordo and Carlos del Barrio took victory in Rally Italia Sardegna, Tänak rattled off back-to-back wins in Finland and Germany, and he thus headed to the final four rounds with a 33-point advantage over Neuville and 40 clear of Ogier.

Ogier wouldn't give up on a seventh title easily, however, and he bounced back with a strong win in Turkey. Tänak, though, could almost taste the title, and at Wales Rally GB took his sixth win of the year.

Tänak was now 28 points clear of Ogier and 41 ahead of Neuville going into the penultimate round in Spain. Defending champion Ogier would need something special to take the fight further but a technical issue on day one effectively ruined his chances of taking title number seven. Neuville won the event, but second place for Tänak, plus five bonus points from the Power Stage, meant the Estonian took his first World Title and brought to an end 15 years of domination by French drivers named Sébastien.

WRC 2 Pro Proves its Worth



The WRC 2 Pro class was introduced in 2019 to fill the gap between WRC 2 and the top level, with manufacturer teams running R5 cars, renamed Rally2 cars in 2020. The dominant driver was Finland's Kalle Rovanperä, with the Škoda-supported driver winning five times to beat Norway's Mads Østberg (Citroën).

WRC 2, open to independents in Rally2 machines, proved popular and attracted 73 drivers over the course of the season. French driver Pierre-Louis Loubet won out ahead of Poland's Kajetan Kajetanowicz and Mexico's Benito Guerra.

Meanwhile, the first step of the World Rally pyramid, FIA Junior WRC, was won by Spanish youngster Jan Solans, with Sweden's Tom Kristensson second ahead of countryman Dennis Rådström.

Looking Ahead

In 2020, the championship will welcome another thrilling battle between the top contenders and manufacturers.

WRC2 Pro and WRC2 have been renamed WRC2 and WRC3 respectively, with WRC2 being the category for manufacturer-backed teams and independent teams approved by the FIA.



SUPER SEASON OF EPIC RACING



Bookended by editions of the 24 Hours of Le Mans, the FIA World Endurance Championship's 2018-2019 season featured a dominant display by Toyota in LMP1, and thrilling title win for Porsche in the LMGTE Pro class.

Toyota Dominant in LMP1



The first half of 2019 witnessed the final rounds of the 2018-2019 Super Season, with the legendary 24 Hours of Le Mans hosting the final showdown. There, Toyota Gazoo Racing cemented its title win in the prototype category, with its team No. 8 made up of Fernando Alonso, Sébastien Buemi and Kazuki Nakajima taking the Drivers' Championship crown. With regard to the LMGTE Pro category, Porsche took the Manufacturers' World Title.

The 2019-2020 season immediately followed, starting in September 2019. The grid of the 2019-2020 season is made up of 33 competitors in 16 Le Mans Prototype cars (with eight teams in the top LMP1 class) and 17 Le Mans GTE cars.

This season represents the last before the introduction of a new era of top-class endurance cars in 2021.

Hypercars on the Horizon

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;
- Generating a premium level of competition;
- Strengthening cost control;
- Accompanying new entrants.

In line with this philosophy, new and innovative Le Mans Hypercar Technical Regulations will be put in place for next season. 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 homologation of the current LMP2 cars will expire at the end of 2021. Additionally, the introduction of the new top category necessitates a review of the level of performance of LMP2 cars. In this context, the following principles will be applied regarding the technical evolution of LMP2 cars, for application from the beginning of next season:

- Stability of the technical definition (no aerodynamic evolution or facelifts);
- Limited technical evolution, with cost control and a repositioning of the engine performances.

These principles will be supported by an extension of the current homologation period of the cars. The performance gap between Hypercars and LMP2 cars is set with the aim of maintaining a competitive LMP2 class that serves as a gateway to future promotion to the top category.

LMGTE



After two positive seasons at world championship level, the forthcoming seasons of the LMGTE class will see a stabilisation of the category thanks to the presence of three emblematic manufacturers in the Pro class, further professionalisation of the category, and a solid field of competitors in the AM category, whose sporting and commercial interest in the discipline is growing.



MAINTAINING COMPETITIVENESS



Despite the loss of manufacturer teams the 2019 FIA World Rallycross Championship proved to be one of the most fiercely contested in recent times thanks to a reinvigorated field of privateer teams. Meanwhile, plans for the electrification of the championship were redesigned.

Independents Power Ahead



Even though there was uncertainty surrounding the future of the FIA World Rallycross Championship following the departure of Audi, Peugeot and Volkswagen, the 2019 season turned out to be hotly contested largely thanks to a re-energised field of privateer teams. With 16 permanent drivers registered to compete, the 2019 field was larger than in the previous edition.

On track, fans were treated to an extremely close title battle that lasted right up to the last lap of the final event in South Africa. In the end, Sweden's Timmy Hansen and Norway's Andreas Bakkerud finished on equal points – a testament to the intensity of the battle – but the title went to Hansen thanks to his four wins in finals to Bakkerud's one over the season.

Two new events were added to the calendar in 2019. The season was launched in Abu Dhabi, in the United Arab Emirates, where a Rallycross track had been specially created at the Yas Marina Formula 1 circuit. Partially contested at night, under powerful floodlights, this first international Rallycross to be held in the Middle East was successful and the event will once again feature in next season's calendar.



New Circuits

The championship also welcomed another circuit to the schedule, in the shape of the storied Spa-Francorchamps and even though it might not have appeared a natural fit, the Rallycross Supercars climbed the famous 'Raidillon' at Eau Rouge, which represented the main part of the asphalt section of the circuit. Another track will be added to the calendar for next season, with a return to Germany, at the Nürburgring.

Most of the FIA European Rallycross Championship for Supercar and Super1600 rounds were combined with Rallycross events, except for one, held in Buxtehude in Germany, exclusively reserved for European competitors. The Supercar Championship was won by the Swede Robin Larsson, while the Super1600 crown was taken by Russia's Aydar Nuriev.

Electric Future



After being postponed, the electrification of the FIA World Rallycross Championship was redefined. With too few manufacturers expressing an interest on the basis of the initial project (shared chassis and batteries), the concept was revised, with the main objective being the integration of the traditional privateer Rallycross teams and the possibility, at least during year one, to have internal combustion engine powered cars competing side-by-side with electric-powered cars.

A new call for tenders was launched to designate a sole supplier of batteries and motors, the idea being to facilitate the conversion of the current combustion-engined Supercars to electric power. Austrian company Kreisel won the tender.

In parallel with this programme, the concept of an FIA E-Rallycross Junior Championship was created, a single-make category, with cars of around 250 kW of power (compared with 500+ kW for the FIA World Championship cars). These will be built, delivered and maintained by the Spanish company QEV, already present in the ABB FIA Formula E Championship with various teams.



FUTURE STARS SHINE BRIGHTLY



A vibrant and highly competitive Karting season saw exciting new stars emerge and the masters of the discipline demonstrate their expertise across a thrilling range of popular and heavily subscribed competitions.

Rising Stars



Karting had a very positive 2019 season and the discipline's high-quality competitions witnessed the emergence of many young talents, as well as the recognition of the experts of the discipline.

In the OK category, Italy's Lorenzo Trivisanutto (KR/IAME/LeCont) was crowned FIA Karting World Champion – OK for the second time in two years with the CV Performance Group team, while the young Dutchman, Thomas Ten Brinke (FA Kart/Vortex/Vega), won the title of FIA Karting World Champion – OK Junior category with Ricky Flynn Motorsport. Finally, Ten Brinke's fellow Dutch driver Marijn Kremers (Birel ART / TM Racing / Bridgestone) won the FIA Karting World Championship – KZ category with the Birel ART Racing Srl team.

Solid Levels of Participation



The 2019 FIA Karting calendar included a large number of competitions, with the World Championships featuring alongside keenly contested series such as 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).

Despite a stable participation in its 2019 Championships, the FIA registered a total of 710 entries (compared with 745 in 2018), mainly due to the fact that the FIA Karting European Championship – Superkart had only one round instead of three in 2018.

In 2019, the International Karting Calendar included 56 events (compared with 72 in 2018), including 21 FIA Karting Championships, Cups and Trophies. We may also note that the opening of national competitions to foreign drivers with their ASN's authorisation has reduced the number of international competitions registered on the calendar.

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 expanded on the solid foundations of its Technical Regulations. The young drivers have been able to increase their experience in contact with their elders.

The OK and OK-Junior categories have confirmed their complementary roles at the base of the great motor sport single-seater pyramid through a stabilisation of the number of participants in each FIA Karting Competition. In gearbox categories, the 2019 FIA Karting International Super Cup – KZ2 (126 participants) broke the attendance records of recent years by reaching the maximum number of participants on a Karting track. Such was its popularity that a reserve list had to be established.

Promotion in the Social Network Era



RGMMC Group, the new promoter 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 greatly contributed to the development of the Karting audience through social networks.

Thanks to extensive live-streaming coverage at each competition, as well as numerous clips, the new YouTube channel of the FIA Karting Championships 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.



ON A GLOBAL CHARGE



From Jean-Eric Vergne becoming the first driver to successfully defend a Formula E Drivers' title, to Porsche and Mercedes joining the series for Season 6 and on to the attainment of FIA World Championship status, the past year was a momentous one for Formula E.

Vergne Doubles Up

Once again, the race in Brooklyn, New York (13-14 July 2019) saw the final event of the Formula E Season 5. On an exciting double-header weekend, Frenchman Jean-Eric Vergne took the championship title for a second season in a row.

At the same time, Vergne's team, DS Techeetah, also won the Teams' title to close out the fifth season of the ABB FIA Formula E Championship.

The Season 5 campaign was the first to be run with the new Gen 2 car, the first to be able to complete a full race distance on a single charge, with no need for drivers to use a second car. In addition, the use of Attack Mode provided a new show-related input with a real impact on the car's performance. All teams and drivers have praised the Attack Mode as an effective supplementary show solution to add more action to the E-Prix.

The 45-race record of no races taking place under rain changed drastically in Season 5, with a completely unexpected rainy day at the first event of the season in Saudi Arabia.

The increasing number of manufacturers involved, the high level of drivers taking part in the championship, a very dynamic sporting format, and the technical equality of the Gen 2 cars have drawn the attention of new countries, new partners, and new fans.



Season 6 Begins



Season 6 began in November in Saudi Arabia and is set to be one of the most competitive seasons so far. Ten manufacturers and 12 teams will compete in the new campaign, which will be joined by manufacturers Porsche and Mercedes Benz.

The new season also welcomed a host of new drivers, including: former F1 driver and FIA WEC World Champion Brendon Hartley (New Zealand), Swiss driver Nico Mueller, current FIA Formula 2 Champion Nyck de Vries (The Netherlands), Chinese racer Ma Qinghua and FIA WEC stars James Calado (United Kingdom), and Neel Jani (Switzerland).

Attack Mode Boosted

Attack Mode will increase from 225 kW to 235 kW from Season 6 onwards and an energy reduction system will also be implemented. One kW per minute of SC or FCY will be deducted from all cars, with the aim of seeing all drivers deal with energy management.

World Championship Status

Following a vote of its members, the World Motor Sport Council (WMSC) granted full World Championship status to the ABB FIA Formula E Championship from the start of Season 7.

FIA President Jean Todt said: "Since its first race in Beijing in 2014 and with every E-Prix thereafter, Formula E has proven that the concept of cutting-edge electric racing works. I wholeheartedly welcome Formula E as the latest FIA World Championship."



TRIUMPH AND TRAGEDY

While a hard-fought FIA Formula 2 Championship once again saw its top finishers graduate to the highest levels of competition, the series and motor sport worldwide were rocked by the death of rising star Anthoine Hubert in a crash at Spa-Francorchamps.

Experience Counts



The third season of the FIA Formula 2 Championship comprised 12 events, with all taking place in support of F1 on Grand Prix weekends, and while the previous season had been all about the rise of a trio of star rookies in the shape of George Russell, Lando Norris and Alexander Albon, the 2019 season was a year in which experience told.

Williams F1 development driver Nicholas Latifi took an early lead in the championship with wins in Bahrain, Baku and Spain, but his title hopes were eventually dashed as Nyck de Vries – in his third F2 season – took a vice-like grip on the top spot in the standings. Consecutive Feature Race wins in Monaco and France thrust de Vries to the top of the standings, and a string of podiums in Austria, Great Britain, Hungary and Italy increased his lead. He wrapped up the title with three races to spare with victory in the Sochi Feature Race.

Latifi may have fallen short in the Drivers' title race, but his points haul was instrumental in securing DAMS the Teams' crown alongside Sérgio Sette Câmara. Despite missing out on the title, Latifi will move up to Formula 1 in 2020 with Williams, while champion de Vries has joined the Mercedes Formula E team.

The season was overshadowed by the death of BWT Arden driver Anthoine Hubert at Spa following a crash in the early stages of the Feature Race.



Future Prospects



For next season, FIA Formula 2 will move to 18-inch wheels as a development platform for Formula 1. The FIA will also work towards the implementation of additional safety updates. The Sporting Regulations will be further aligned with those of Formula 1 on certain aspects, while on the technical side, the championship will benefit from the introduction of a Tyre Pressure Management System and additional safety systems to prevent incidents on track.



NEW KID ON THE BLOCK

The inaugural season of the new FIA Formula 3 championship delivered exciting, close racing and further consolidated the Federation's pathway to the top echelons of motor sport.

Russian on the Rise



The inaugural season of the FIA's new Formula 3 series, running alongside F1 and F2 on Grand Prix weekends, proved highly successful and, along with the development of Formula Regional, further strengthened the FIA's development pyramid towards FIA World Championships such as Formula 1 and FIA WEC and other top level platforms such as Formula E. The FIA Formula 3 Championship offered the highest level of competition in single-seater racing on European territory.

The 2019 championship was won by Ferrari Driver Academy member Robert Shwartzman, with the young Russian spearheading Prema Racing's march to team glory as its drivers dominated the season.

Shwartzman scored pole and victory on his championship debut in Spain before a win at Paul Ricard saw him stretch to an early lead in the standings. However, Prema team-mate Jehan Daruvala and Red Bull youngster Jüri Vips mounted a stern challenge in mid-season to put the Russian under pressure.

Consistency is the Key



However, Shwartzman showed great consistency in the second half of the season, finishing off the podium just once in the final six races and at the last round in Sochi, he sealed the title on home soil with second place in the opening race.

Prema saw its drivers finish 1-2-3 in the championship, Shwartzman leading from Marcus Armstrong and Jehan Daruvala, meaning it eased to the Teams' championship.

The FIA Single-Seater Commission's ongoing goal is to consolidate the position of the FIA Formula 3 on the FIA Formula 1 Platform.



REGIONAL GROWTH ON THE PATH TO INTERNATIONAL SUCCESS

The 2019 edition of the iconic Formula 3 World Cup race in Macau went to Dutch driver Richard Verschoor, while in order to bridge the gap between F4 and International F3, the FIA last year launched Formula Regional.



Rookie Rule in Macau



Current Formula 3 cars made their first appearance at the FIA Formula 3 World Cup race in Macau and on an exciting weekend, 2019 International F3 rookie Richard Verschoor took victory with a stunning debut performance at the Guia Circuit. The MP Motorsport racer came from fourth on the grid to lead the final race in mid-November, defending staunchly from second-placed Hitech Grand Prix driver Jüri Vips in the closing stages. Another rookie, Carlin Buzz Racing's Logan Sargeant, completed the podium in third.

F3 champion and race favourite Robert Shwartzman did not fare so well, the Prema Powerteam driver being forced into a first-lap retirement following a wheel-to-wheel battle with Lundgaard. That allowed polesitter Vips to make his escape, before he was later passed by Verschoor.

Bridging the Gap



At the request of several ASNs and F4 Promoters, the FIA last year introduced a new intermediate category between Formula 4 and FIA Formula 3. 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.

The intention is to absorb current intermediate formula championships already existing in the single-seater market into this new concept, which is regulated and standardised according to FIA sporting, safety and technical standards.

In 2019, the Commission gave guidance to the establishment of three Formula Regional Championships – in the United States, Asia and Europe. The Asian and European Championships use the Tatuus chassis, in combination with the Autotecnica (Alfa Romeo) engine. The US Championship chose a Crawford/Ligier/Onroak chassis, powered by a Honda engine.

The European championship was won by Denmark's Frederik Vesti, the Asian title was claimed by Japan's Ukyo Sasahara and the US championship crown was won by home-grown driver Dakota Dickerson.

FORMULA FOR DEVELOPMENT

A highly successful year for Formula 4 saw more than 300 drivers take part in 12 national championships around the world, while an F4 Cup competition at the FIA Motorsport Games gave the nations their best chance to shine on the international stage.



Remaining Relevant

The FIA's entry-level single-seater category has consistently proved its relevance since launching in 2014 and in another successful year for Formula 4 more than 300 drivers took part in the 12 Formula 4 Championships certified by FIA around the world in 2019.

The FIA Formula 4 project continues to be competitive on the promotion formulas market, and the FIA can still count on six engine suppliers (Abarth, Ford, Geely, Honda, Renault and Tom's), as well as on five chassis manufacturers (Crawford, Dome, Mygale, Tatuus and KCMG).

In 2019, the Federation's strategy was to maintain the continuity of previous years, while improving the alignment of these national championships with FIA standards. As a reminder, the F4 Championship 'certified by FIA' label was granted to ASNs under the following conditions:

- Application of FIA Technical Regulations in order to guarantee safety, cost management and technical fairness;
- Conformity with the FIA Sporting Guidelines in order to improve the structure of apprenticeship programmes and find and promote the best drivers;
- Respect of the standards of organisation guaranteeing ASNs a minimum three-year involvement in the projects and use of appropriate, FIA certified Grade 4 tracks.

Priorities and Future Plans

During 2019, the FIA continued to pursue the following priorities within the category:

- Financial aspects;
- Sporting and technical aspects, including advancing the introduction of the Halo for existing F4 Championships to 2021 and ensuring stability in the sporting guidelines in order to offer consistency to the different championships;
- Marketing and communication aspects.

Looking to 2020, the FIA will seek to maintain the action plan followed for F4 during the past three years, align the F4 Championships certified by FIA with the FIA standards and support ASNs with the advanced integration of the Halo additional frontal protection system in F4.

FIA Motorsport Games – F4 Cup

The inaugural edition of the FIA Motorsport Games saw the introduction of the first hybrid Formula 4 car as well as the first Formula 4 car featuring the Halo. Twenty KC MG-01 cars operated by Hitech GP ran without any technical issues and delivered great racing, with the Cup being won by Italy's Andrea Rosso.

Further Integration of the Halo

Any new Formula 4 Championship holding its first event after 1 July 2019 has to have the Halo implemented. To achieve fast integration of the Halo device, the FIA is advancing the introduction of the second generation Formula 4 car to 2021. The homologation of the existing car has been extended until the end of 2023 in order to guarantee the commitment made concerning the six-year period of the car's homologation. Therefore, the Halo will be mandatory for all Formula 4 Championships certified by FIA as from 2024.

TOURING CARS' REVIVAL GAINS MOMENTUM

With 26 permanent drivers competing for 13 teams, the top category of Touring Cars enjoyed a busy and hugely competitive season in 2019. And, with increased interest from media and prospective entrants, the future looks bright.

Intense Competition



The second year of the FIA World Touring Car Cup (WTCR), the FIA's premier competition for Touring Cars, solidified the strength of the category, not only growing the number of entrants, but also increasing spectator interest and media exposure.

With the two-year alliance between the FIA, Eurosport Events Limited and WSC resulting in the adaptation of the TCR Technical Regulations, the world of Touring Car has radically changed, but 2019 saw one of the most competitive grids ever assembled in the category's long history.

The 2019 season featured 10 events across three continents (Europe, North Africa and Asia), with each round featuring three races. Following events in Morocco, Hungary, Slovakia, the Netherlands, Germany, Portugal, China, Japan and Macau, the season came to a close with a spectacular final race under the lights in Malaysia, with Hungary's Norbert Michelisz claiming his first WTCR title by beating close rival Esteban Guerrieri by 23 points.

In all, there were 26 permanent drivers in 13 private two-car teams. Together with the race-by-race entries, there was an average grid of 27 drivers per race, with a peak of 32 in the Race of Macau. Twelve drivers have stood on the top of the podium and all seven manufacturers involved have obtained victories thanks to the Compensation Weight and Balance of Performance.

Challenges to Come



For 2020 the FIA WTCR will take another step forward, particularly with increased involvement of the FIA in the Technical Regulations. The interest in customer racing continues to grow rapidly and more manufacturers are building cars for TCR. As a result of this sustained interest in the discipline and desire for a premier Touring Car competition, in late 2019 the FIA, Eurosport Events Limited and WSC agreed a three-year extension to the existing agreement and secured the future of the FIA WTCR until the end of the 2022 season.

However, major challenges are emerging. The FIA Touring Car Commission continued its work on a cost control strategy to maintain the attractiveness of the FIA WTCR and its customer racing fundamentals in order to protect manufacturers and privateer teams.

Meanwhile, work on building proposals for grassroots categories of Touring Car at national and regional level will also continue with significant progress having been made in 2019.





CONTRASTING CUP FORTUNES IN GT RACING

2019 saw national GT Racing gain further momentum thanks to the success of the FIA Motorsport Games and its GT Cup event but there were tougher times for the top class GT World Cup, despite an enthralling race weekend in Macau.

The Shape of GT3 to Come

The FIA GT Commission has been working alongside the FIA Technical Department over the past year on the upcoming new GT3 Technical Regulations, scheduled for implementation in 2022.

The Commission has agreed to pursue the following strategy for the coming years:

- That customer racing activity must remain at the heart of GT3.
- That in the area of sporting management amateur and professional drivers must form crews according to the FIA Driver Categorisation standards and that sporting regulations should be prepared by promoters in sprint and/or endurance race format.
- That in the area of technical management the category should be open to FIA GT3 homologated cars, that technical regulations be handled by the promoters according to FIA safety standards and FIA GT3 Technical Regulations, and that Balance of Performance is calculated by the promoter based on the FIA's initial proposal.
- That, on the business side, GT3 series are managed by private promoters in different regions of the world, that privately owned teams run the cars (season rental fee invoiced to drivers) and that the series feature the sale of manufacturer cars and spare parts.

FIA GT World Cup



The FIA organised a fifth edition of the GT World Cup in November 2019 at the unique and challenging 6.2 km Guia Circuit in Macau.

2019 saw a slight increase in the grid from 15 entries in 2018 to 17.

The event itself was won by Mercedes-AMG Team GruppeM Racing driver Raffaele Marciello. The Italian swept the weekend by taking pole on Friday, leading all of the Qualifying Race on Saturday and pulling off a similar feat in the Main Race.

Looking to the future, the FIA GT Commission together with the ASN of Macau will propose concepts and recommendations to the World Motor Sport Council.

FIA Motorsport Games – GT Cup



Following the successful inaugural edition of the FIA GT Nations Cup in Bahrain during late 2018, in which 18 Nations took part, the decision was made to expand the idea into a multidisciplinary competition following the same principles, with a Pro/Am GT competition as the pinnacle.

The new FIA Motorsport Games was staged for the first time at Vallelunga Circuit near Rome from 31 October to 3 November 2019.

The GT Cup improved to 22 nations for 2019 and it was the Japanese pairing of Hiroshi Hamaguchi and Ukyo Sasahara who took gold after triumphing in the rain-affected medal showdown ahead of Poland and third-placed Australia.

VIRTUAL SUCCESS STORY

The FIA's Digital Racing activity took major steps forward in 2019 with the first meeting of the FIA Digital Motor Sport Working Group and another hugely successful season of FIA Certified Gran Turismo racing.

Building the Digital Pathway



Created in October 2018, the FIA Digital Motor Sport Working Group chaired by FIA Deputy President for Sport Graham Stoker held its kick-off meeting in March 2019. Since then, three meetings have been held (in Geneva, Nürburgring and Vallelunga).

The Working Group is committed to developing a set of recommendations for presentation to the World Motor Sport Council. The objectives defined so far include: ensuring a larger and younger audience reach; lowering the financial barrier threshold; increasing accessibility/inclusivity; building the three E Pillars: Engagement, Education, Entertainment; ensuring awareness – promoting motor sport at its best; generating heroes; and being part of the competitor pathway.

The Working Group welcomes ASNs, FIA Championship promoters and games development studios. Over 45 members attended one or more meetings in 2019.

The following topics are being considered and worked on:

- Organisational guidelines (including recommendations on software, hardware, championship formats);
- Commercial strategy (revenue developments);
- Player management (status and obligations/rights);
- Officials (recruitment, training).

Those items shall be the foundation of the recommendations and guidelines to be provided to the ASNs in order for them to develop a digital motor sport plan at national level.

Licensing and Liaison

Actions have been initiated by the FIA Sport and Marketing Departments in order to license non-represented racing disciplines. The FIA ETRC promoter released a European Truck Racing Championship video game in collaboration with Bigben (game released in June 2019). An agreement was signed in January 2019 with BigMoon Studios in relation to Cross-Country Rallies and the Baja World Cup.

The FIA is also member of the IOC Liaison Group dedicated to digital sport and, as a Recognised Federation, provides expertise to and shares its experience with members and stakeholders in order to support the design of the upcoming IOC digital sport strategy. Two meetings were held this year (in June in Los Angeles and in November in Lausanne).

FIA Certified Gran Turismo Championships

For 2019, the second year of the FIA Certified Gran Turismo Championships, the calendar and racing formats were amended in order to reflect the growing interest in the online competitions. The 2019 Championships consisted of three events: an online series (two stages with a total of 20 rounds); World Tour events (five events hosted in Paris, Nürburgring, New York, Salzburg and Tokyo), and the World Finals, held in Monaco.

In total, over seven million players entered the online event and 350,000 completed the FIA Championships (Nations and/or Manufacturer). The winners were crowned on 23 and 24 November 2019 with Germany's Mikail Hizal winning the Nations Cup and Toyota taking the Manufacturers' crown with driver Tomoaki Yamanaka, Rayan Derrouiche and Igor Fraga.

A dedicated racing format, using the same technology as for the FIA Certified Gran Turismo Championships, was used for the GT Digital Cup during the inaugural FIA Motorsport Games. Thirty countries, each represented by one digital driver, competed. Australia's Cody Nikola Latkovski claimed gold in the Digital Cup category ahead of Costa Rica's Bernal Valverde and Italy's Stefano Conte.



Outlook for Next Season

The Gran Turismo development studio Polyphony Digital Inc. will announce next season's calendar in January 2020, including new challenges such as new tracks, new cars, new weather conditions, and other developments.

FLYING THE FLAG FOR MOTOR SPORT

The first edition of the new FIA Motorsport Games saw 198 drivers from 49 nations come together at the Vallelunga Circuit near Rome, Italy, for a hugely successful festival of racing under national colours. And it was Russia that emerged at the top of the medals table.

Expanding National Competition

Following the success of the FIA GT Nations Cup event staged in 2018, the decision was taken to broaden the concept of competition under national flags to include a further five categories as part of a new competition, the FIA Motorsport Games.

The creation of the Games was approved by the World Motor Sport Council at its meeting in June 2019 and the competition saw drivers compete in six events (GT, Touring Car, Formula 4, Drifting, Karting Slalom and Digital Motor Sport), with each competition awarding Gold, Silver and Bronze medals and contributing to an overall medal table.

All Roads Lead to Rome

The inaugural event took place between 31 October and 3 November at the Vallelunga Circuit near Rome. The Games 2019 were kicked off with a parade of cars past Rome's Colosseum and on to the Circus Maximus, ancient Rome's first and largest racing stadium, where the Games were officially declared open by Angelo Sticchi Damiani, President of host Club, the Automobile Club d'Italia (ACI).

The inaugural event saw 198 drivers from 49 nations compete across the six categories and, at the end of the competition, the overall medals table was headed by Russia, with two bronze and one gold medal each. Australia and Italy won one gold and one bronze each, but after a tiebreaker, host nation Italy took second place ahead of Australia.

General Victor Kiryanov, President of the Russian Automobile Federation (RAF), said:

"I am very proud of my drivers and those who helped the team win. I am also proud of the Russian Federation and its support, without which this victory would not have been possible. I would like to thank the President of the FIA, Jean Todt for having created this type of competition, which did not exist before, and I must also congratulate the Italian Club, ACI, for being the first to organise the FIA Motorsport Games. It was a big event."

Values and Benefits

The FIA Motorsport Games are not solely about sporting prowess, but also feature a set of values aimed at boosting motor sport's global footprint, its inclusivity, and environmental credentials. Chief among its aims are:

- Gender equality: the event featured almost 20% of female drivers and an FIA Girls on Track event;
- Accessible/ Inclusive racing: the Games champion equal participation opportunities for drivers with disabilities;
- Young drivers' promotion: the Games featured the Karting Slalom Cup and the Formula 4 Cup;
- Environmental responsibility: the Games featured Electric Karting and the first hybrid-powered F4 cars. Carbon offset fuel supply is planned for introduction in the next edition;
- Road safety campaign promotion.

The event has also been designed to benefit participating National Sporting Authorities (ASNs) by providing an opportunity for ASNs to formalise driver talent identification and nominate top drivers to national teams. It also creates a global pathway for drivers to step up to international competition and increase recognition of participating ASNs on their domestic sport and political scenes.





FIA MOTORSPORT GAMES 2019 ROME		RANKING		
1	TEAM RUSSIA	1	-	2
2	TEAM ITALY	1	-	1
=	TEAM AUSTRALIA	1	-	1
3	TEAM NETHERLANDS	1	-	-
=	TEAM UKRAINE	1	-	-
=	TEAM JAPAN	1	-	-
4	TEAM BELGIUM	-	2	-
5	TEAM CZECH REPUBLIC	-	1	-
=	TEAM COSTA RICA	-	1	-
=	TEAM GERMANY	-	1	-
=	TEAM POLAND	-	1	-
6	TEAM FINLAND	-	-	1
=	TEAM SLOVAKIA	-	-	1

#FIAMGames

CLOSE CONTESTS ON THE WORLD'S STAGES

The FIA's Regional Rally championships and Cross Country World Cups enjoyed spectacular campaigns defined by hard-fought championship battles that frequently went down to the wire.

A Plethora of Playgrounds

Throughout the world, 48 ASNs are involved in promoting motor sport by organising Regional Rally Championships events. Across six continents, young talents and gentlemen drivers enjoy a wide diversity of playgrounds.

The FIA European Rally Championship (ERC) was contested until the very last round, which was held in Hungary. The season was defined by a close three-way title fight contested by Britain's Chris Ingram, Poland's Łukasz Habaj, and defending Champion Alexey Lukyanuk of Russia. In the end, Ingram won out taking the crown from Lukyanuk by the slim margin of nine points, with Habaj a further 16 points back in third place.

The FIA ERC once again enjoyed first-rate visibility and, thanks to the promoter Eurosport Events, more than 50 hours of broadcasting and 130 million viewers in cumulative audience have been recorded.

Also, at European level, Czech Republic's Ondřej Bisaha won the FIA European Rally Trophy, which was organised during the Rallye International du Valais, in Switzerland.

Masters Continue to Dominate



Away from Europe, three drivers continued to dominate: Manvir Singh Baryan (Kenya), Nasser Al-Attiyah (Qatar) and Ricardo Triviño (Mexico) claimed further titles in the African, Middle East and NACAM Championships respectively.

In CODASUR, Paraguay's Alejandro Galanti took the title ahead of compatriot Diego Domínguez by the tiny margin of a single point, with another Paraguayan Gustavo Saba in third.

Last but not least, the Asia-Pacific Rally Championship – now run in the form of two Asia and Pacific Cups and a Final – was won by Dewei Lin (Chinese Taipei). The list of awards is completed by Enrico Brazzoli (Italy), winner of the RGT Cup.

Behind the scenes, the FIA Rally Commission has done important work, with the aim of making the regulations ever simpler and more accessible. The cornerstone of the Rally car pyramid, the Rally3 category, will soon become a reality, as manufacturers are starting to develop their models in the first half of 2020.

Cross Country Growth



For the first time, the top FIA Cross Country competition, the World Cup, was divided into two categories, for Rallies and Bajas, not only to encourage more competitors but also to better reflect the nature of each competition.

The FIA World Cup for Cross Country Rallies was fought across four events in Qatar, Abu Dhabi, Kazakhstan, and Morocco, and went down to the wire at the final round on the African continent. The husband and wife team of Stéphane and Andrea Peterhansel made history by beating multiple champions Nasser Al-Attiyah and Mathieu Baumel, becoming the first married couple to win the title.

Similarly, the FIA World Cup for Cross Country Bajas involved a close contest that went to the final round. After seven events in Europe and the Middle East, the closing event in Portugal played host to a three-way fight for the title between Vladimir Vasilyev, Orlando Terranova and Jakub Przygoński, the trio split by a mere three points. A fourth Baja victory from six events secured a first World Cup win for Argentinians Orlando Terranova and Ronnie Graue.

DRIFTING MOVES UP A GEAR

With new competitions, a consolidated FIA Intercontinental Drifting Cup and the first meetings of the FIA Drifting Commission taking place, 2019 was a year in which the comparatively young discipline grew considerably.

Defining Rules and Standards



Following several years as an informal working group, the new FIA Drifting Commission was formed, meeting for the first time in early 2019.

The overall goal of the Commission is to create common standards and regulations that can be adopted and followed worldwide, reducing the high degree of variance that currently exists. As part of this, three different Commission projects are currently underway:

- Creation of the first FIA Pro Class Technical Regulations, designed to be adopted by the major international series from 2020 onwards alongside their existing technical standards. These standards, provisionally titled as DC1, will focus on safety, with drivetrain and power output left open. Performance will only be limited through tyre regulations. Following the creation of Pro Class regulations, similar standards will also be developed for the Semi Pro (DC2) and Amateur (DC3) Classes.
- Development of an FIA Drifting Judge Training Programme and Handbook with the goal of having all ASNs move towards a single, default judging standard and procedures. ASNs will be invited to apply for funding from the FIA to host such training programmes, with three such projects tentatively planned for 2020.
- Creation of the first Drifting-specific FIA Circuit Safety Standards. These will incorporate both purpose-built and permanent facilities along with temporary ones.

FIA Intercontinental Drifting Cup

After two years at a temporary venue in the centre of Tokyo, the FIA Intercontinental Drifting Cup (IDC) relocated to the iconic Tsukuba Circuit to the North of the capital city for its 2019 edition.

In the end, Georgy "Gotcha" Chivchyan took overall victory in his striking yellow Nissan Silvia S15 – the second time the Russian driver has won the FIA IDC. Chivchyan beat

Japan's Hideyuki Fujino in the final after the Japanese driver was forced to retire with a technical failure.

In 2019, the overall standard of entries improved from 2018 and reached its highest level with some big names attracted for the event and twenty-six competitors announced for the entry list.



FIA Motorsport Games – Drifting Cup

A second competition was also held in 2019 as part of the FIA Motorsport Games at Vallelunga Circuit.

The completion, featuring 22 starters, took place under floodlights across two evenings, with extremely wet conditions experienced. Dmitriy Illyuk won gold for Ukraine with Czech driver Michal Reichert second ahead of Russia's Ilia Fedorov.



A WORLD OF COMPETITIVE ACTION

Across a huge range of disciplines, the 2019 season was one in which records were smashed, growth targets were met, and new initiatives were formulated to create even more thrilling action in the coming years.

A Record-Breaking Season for Trucks



The 2019 FIA European Truck Racing Championship season featured a stable number of entrants compared with the previous year, with 18 trucks registered for a championship made up of eight events.

The season finished with the crowning of Jochen Hahn in the drivers' overall classification for the sixth time in his career – an outright record in the discipline.

Elsewhere, the #onetruckfamily initiative raised awareness of the truck industry and the work of truck drivers among the public (currently experiencing a shortage of drivers), putting the spotlight on specific championship stakeholders at each event.

In 2019, the FIA Truck Racing Commission worked on a new system of speed regulation, which was installed in all the trucks, in order to regulate speed offences more precisely. It also continued to work on management of smoke emissions, and the installation on race trucks of sensors able to detect and quantify smoke emissions was trialled during the season. The objective is to implement in the short term a reliable and affordable solution with the objective of 'zero smoke' emission.

As a medium-term strategy, the Commission intends to set up a technical working group with the main manufacturers in order to launch a general review of the transition towards alternative energies such as gas, ethanol, electricity or hybrid.

Looking ahead, a closer collaboration with the FIA Safety Department will also be set up with a view to drafting FIA Safety Standards applicable to circuits and circuit equipment, and the protection/training of Track Marshals for Truck Racing.

Mäkelä Doubles up in Drag Racing



The 2019 FIA European Drag Racing Championship (EDRC) took place across six events, at the end of which Finland's Anita Mäkelä won a second consecutive Top Fuel category title (and her fourth in total). Belgium's Sandro Bellio won the Top Methanol Dragster and Funny Car Category, Sweden's Jan Ericsson won the Pro Modified Category, and compatriot Jimmy Ålund won the Pro Stock Category.

Meanwhile, following an unsuccessful FIA tendering process in 2017 for promotional rights for the FIA EDRC, the FIA Circuit Department and FIA Drag Racing Commission worked throughout the year on a fresh proposal covering a multi-year period, alongside a consortium (Drag Racing Europe AB) made up of the four event organisers (Tierp Arena, Santa Pod Raceway, the Finnish Hot Rod Association and Hockenheim) and Speedgroup, the current championship administrator.

The proposal has received the consent of the FIA Drag Racing Commission, World Motor Sport Council and FIA Senate, and is now subject to a contract being agreed between the FIA and prospective promoter.

In 2019, an FIA Race Director was contracted in the EDRC for the first time, while a training session for Drag Racing Stewards was held in Helsinki, with all EDRC Stewards present. Finally, with assistance from the FIA Drag Racing Commission, a funding application was submitted by the Swedish ASN on behalf of a cluster featuring The Netherlands, Germany, United Kingdom and Finland, as part of a project to train National Drag Scrutineers ahead of the start of next season.

Looking ahead to 2020, the Commission will continue its work with the FIA Safety Department and Circuits Commission on revising the FIA Drag Strip Standards and it will look to propose a new FIA strategy to increase grassroots and youth participation in the sport.

Too Close to Call in Hill Climb



The 2019 edition of the FIA European Hill Climb Championship produced a somewhat unusual result in Category 2, with dominant Italian drivers Simone Faggioli and Christian Merli finishing tied on results. Thus, the duo shared the title honours.

Category 1, which features Touring and GT cars was, for the second consecutive time, won by the Czech Lukáš Vojáček. This category will undergo a radical transformation in 2020, with the full implementation of the Performance Factor (Pf) concept. This is an innovative method for classifying cars, based on the ratio of weight against performance, which will replace the classic categorisations of Groups N, A, R, GT and Silhouette.

This radical reform was at the heart of almost all the work undertaken by the Commission and the staff working on the project from the FIA Technical and Hill Climb Departments. A decisive step towards the implementation of this new concept was made in March 2019, with the creation of a dedicated website: www.fiaperformancefactor.com.

Elsewhere, safety levels in the FIA Hill Climb Championship and Cup are being strengthened year on year. In 2019, there were no serious accidents involving drivers, spectators or officials at FIA Hill Climb events. A detailed Observer Safety Report was produced for each event. The report reviewed progress from the previous years, identified future areas for improvement, and summarised these areas for future improvement in an Action Plan.

On balance, the organisers and ASNs involved in the European Championship responded well to the Safety Reports. Among the main work undertaken, it is worth noting the laying of 9.2 kilometres of new tarmac and the installation of around 2 kilometres of new and/or double safety barriers.

Autocross Participation on the Rise



With its nine events, the FIA European Autocross Championship continues to enjoy great success in terms of participation, with one third of the competitions in 2019 having gathered together more than 100 competitors.

The 2019 season saw dominant German driver Bernd Stubbe claim a 10th European FIA Title in the top category of the discipline, SuperBuggies. The Buggy 1600 category saw the crowning of French driver Vincent Mercier, who switched from Rallycross to Autocross at the start of the season.

The young Russian Matvey Furazkhin won the Touring Autocross title in his debut season, driving a Škoda Fabia. The 19-year-old won 7 out of the 8 races he entered. His spectacular debut also led to him participating in the last three events of the FIA World Rallycross Championship. Lastly, the JuniorBuggy category witnessed the success of Dutchman Bart Van der Putten, who was joined on the podium by his sister Chantal, who finished third.

A number of new measures will be introduced from 2020 in order to consolidate the European competition, including the nomination of a permanent Race Director, and the use of the same timing system (paired with a livestreaming service for results) and same starting procedure for each event.

A single tyre manufacturer will be designated (combined with a new rule limiting the number of tyres per driver and per event) and a sole fuel supplier appointed, in order to maintain sporting fairness.

Finally, the FIA Off-Road Commission drafted and approved the Sporting and Technical Regulations necessary for the creation of a future FIA European Cross Car Championship, due to be incorporated into rounds of the FIA European Autocross Championship.

Future Technologies on Show



Thirteen E-Rally Regularity Cup events were scheduled for the 2019 Championship, though only 12 of these were held as June's Rally du Gard (FRA) was cancelled by local authorities due to an intense heat wave suffered in this region of France.

The new logo and branding developed by the FIA Marketing Department have been very successful, creating a whole new identity for this Cup. The interest in these types of events has grown steadily throughout the season. The number of events for next season has been decided, and will be limited to a maximum of nine; only the very best events have been selected.

One Solar Car Cup event was entered for the 2019 Championship, the Solar Car Race held in August at Japan's Suzuka Circuit. The next edition of the championship will again be comprised by the same event, in cooperation with the Japanese Automobile Federation and the organisers of the Suzuka Solar Car Race.

In E-Karting, under the authority of the German ASN (DMSB), an E-Karting Championship entitled DEKM Cup has been developed and is planned to be staged across five rounds in Wackersdorf (three times), Kerpen, and Mülsen.

Elsewhere, the FIA Electric and New Energy Championships Commission continues to work alongside the FIA Technical Department to develop the safety and technical areas in the ABB FIA Formula E Championship and alongside the FIA Off-Road Commission on the E-Rallycross project. The Commission is also working in conjunction with the FIA Technical and Safety Departments to develop the safety standards for using hydrogen in motor racing.

Continuing the Pursuit of Ultimate Speed



The FIA Land Speed Records Commission notes that in 2019 two new homologated records have been set by auto manufacturer Hyundai, a hybrid vehicle record of 164.669 mph (265.009 km/h) and a fuel cell vehicle record of 106.160 mph (170.847 km/h).

Elsewhere, challenges to the outright land speed record were advanced. The Bloodhound SSC (UK Team) continued its work with Phase 1 targeting 800 mph vs. the current record of 763 mph set for Q3 2020, followed by Phase 2 at 1000 mph in 2021.

Late in 2019, the project conducted tests at Hakskeen Pan, South Africa, and on 16 November the British car's GPS sensors recorded a speed of 628 mph (1,010 km/h). For record runs, both the vehicle's turbojet and rocket motors will be used. However, at the test, only the turbojet engine was used. The test's goal was to confirm aerodynamic drag and rolling resistance, vehicle stability, and braking systems performance at speeds up to 500 mph and beyond.

WMSC member and Bloodhound Steward Dennis Dean attended a portion of the test and reported no issues with safety and operational procedures.

Meanwhile, the Australian Aussie Invader project, which targets a similar 1000 mph speed continued development, focusing on the 60,000 lbs thrust (about 200,000 horsepower) rocket motor system. No timetable has been provided by the team and the record venue has not been announced.

In the area of regulation and in relation to Appendix D – Land Speed Record Attempt Forms – Ease of Use Enhancements, revised forms used by organisers, competitors and drivers for Land Speed Record Attempts have been prepared and initially distributed to those familiar with the previous process for review and comment. Work is continuing. The target completion date is 2020.

KEEPING RACING HISTORY ON TRACK

Historic racing and rallying continued to grow in popularity in 2019 with full grids and high attendance at major competitions. Off track, further development of the Historic Technical Passport system aided ASNs and competition organisers in the running of events.



Passport to Historic Competition

Historic motor sport engagement continued to grow in 2019. The number of events is increasing, grids at the most prestigious events remain stable, and public attendance is high. Another revealing barometer of the success of historic competition is the number of applications for Historic Technical Passports (HTPs), which remains as strong as ever, at close to 1,000 per year.

An HTP is the 'identity card' specific to each historic car to be entered in an international competition which, when issued, guarantees that the car concerned is presented in a specification corresponding to the Technical Regulations of the time as well as the current Appendix K to the FIA International Sporting Code.

The list of valid HTPs, indicating reference number and the make and model of the car, its class and the validity period of the document has now been made public on the FIA website.

This approach was introduced in April 2019, in order to assist ASNs and competition organisers in recognising the eligibility of the cars and the validity of the documents, and to protect them against the use by competitors of temporary, expired or even falsified HTPs. Without its content being altered, the form will be available in a new, digitised, and more modern format from 2020 onwards.

At the FIA Historic Motor Sport Commission's initiative, a periodic FIA Historical Technical Newsletter (at least quarterly) will be launched in 2020, in order to inform ASNs, inspectors and scrutineers of the decisions taken at the meetings of the Vehicle Compliance Sub-Commission, the FIA Historic Motor Sport Commission and the World Motor Sport Council, and to share the experience of experts involved in historic motor sport with the next generation of scrutineers.

A Vintage Season

The FIA European Historic Sporting Rally Championship featured nine events, up one from 2018 due to the inclusion of the Weiz Rallye in Austria. Three of the four categories were only decided at the last round, which was held in Hungary. The number of participants remained as strong as in 2018 and, thanks to the recruitment of a dedicated Media Delegate, the championship raised its profile.

The FIA Trophy for Historic Regularity Rallies was held in April 2019 at a single event in Spain. The event format will be reworked for next season to include various qualifying events during the year that will allow the best drivers and co-drivers to qualify for a final event.

For its second edition, the FIA Historic Formula 3 European Cup, comprised of a single event, once again took place at the Dutch circuit of Zandvoort, with around 30 cars on the grid.

The FIA Lurani Junior Formula Car Trophy continues to be very popular, to the point that the number of entry applications often exceeds the maximum number of cars eligible on the track.

The FIA Masters Historic Formula 1 and Sports Cars Championships remain well attended. The Historic Formula 1 Championship underwent a restructuring of its categories, which increased from two to four, to better balance the grid and encourage the return of the older models.

For the second year in a row, the Sports Cars Championship had to implement a system for checking the maximum speed of the engines, in order to prevent increases in performance levels.

Finally, the FIA Historic Hill Climb Championship took place over nine rounds, seven of which were associated with modern events that also count for the FIA European Hill Climb Championship or the FIA International Hill Climb Cup.

COMMON GROUND AND COMMON GOALS

In a first for the FIA, its 2019 Conference brought its two pillars, Sport and Mobility, together to explore issues affecting Clubs around the world and to build a shared vision for the future goals of the Federation.

Working Together

For the first time in its history the FIA held a joint conference in 2019, bringing together its Sport and Mobility pillars for three days of fascinating discussion and debate at the Sun City resort in South Africa.

Hosted by the Automobile Association of South Africa (AASA) and Motorsport South Africa (MSA), the Conference, organised around the theme 'Stronger Together' gathered 470 delegates representing 161 ASNs/ACNs and Mobility Clubs from 117 countries around the world for a varied programme featuring 70 speakers that helped establish new common ground.

The Conference focused on key issues such as new challenges that are relevant to both Mobility and Motor Sport: the future of fuel, the quest for sustainable energies, the impact the new technology will have on global vehicle transport and motor sport, and how to ensure a strong and sustainable future for both Motor Sport and Mobility.

Sport in Focus

During the Sport plenaries, speakers and experts gave an overview of Africa from an economic perspective and discussed about the latest motor sport opportunities on the continent.

The important topic of attracting and developing talent was also part of the programme and experts and participants discussed how more young people could be encouraged to engage with motor sport. Sport as a power for good was also part of the discussion, to identify how governments, sporting federations and NGOs can use sport as a foundation to bring together communities and help developing regions.

An important focus on Safety was provided to the participants, with the intervention on stage of Adam Baker, FIA Safety Director, together with Professor Gérard Saillant, President of the Paris Brain Institute (ICM) and President of the FIA Medical Commission.

Defining Future Goals

The Conference also saw major steps forward in the FIA's quest to define its vision, missions and values for the coming years through two enlightening workshops in Sun City, involving Sport and Mobility Clubs. On the Sport side, 100 representatives of ASNs/ACNs outlined their conception of the missions the FIA should work towards over the next decade and the spirit in which that work should be conducted.

In tandem with the efforts of their counterparts from Mobility Clubs the results formed the basis of a survey of all Member Clubs that ultimately led to the definition of a set of goals and guiding principles being presented at the FIA Annual General Assembly in December.

Finally, in parallel with Conference sessions, the exhibition area FIA MotorEx allowed the delegates and participants in the Conference to familiarise themselves with the products or services presented by 30 companies specialising in motor sport and mobility.



SUN CITY
29 APRIL – 03 MAY



FIA Conference and FIA MotorEx, Sun City, South Africa, 29 April - 3 May 2019

SUPPORTING GLOBAL SPORT DEVELOPMENT

Since 2015, new platforms for exchanges and training, grouping together the 141 FIA-affiliated ASNs and ACNs have been set up in each region of the world. Information and training sessions are given by FIA Staff and experts designated by the FIA, the content of these sessions being supervised by the ASN Development Task Force as well as by the different Sport Departments of the FIA.



In 2019, the FIA organised six Sport Regional Congresses, starting with the Congress for the MENA region, held in Kuwait City in February. This was followed by the Asia-Pacific gathering in March in Bangkok, Thailand. The fifth edition of the Africa Congress coincided with the FIA Conference and was organised in Sun City in early May, while the gathering in the Americas took place as part of the FIA Congress of Americas for Sport and Mobility, in Quito, Ecuador. The year was closed with the two European congresses. The first, encompassing the North East Zone, took place in October in Copenhagen, Denmark, while the Central European Zone Congress took place in Tirana, Albania, in December.

GROWING EQUALITY AND DEVELOPING CAPACITY

In 2019, the FIA Women in Motorsport Commission oversaw the final stages of the highly successful FIA Young Women European Programme, The Girls on Track – Karting Challenge, and undertook further expansion of the Girls on Track initiative, while the FIA ASN Development Task Force continued to roll out programmes aimed at building motor sport expertise across the regions.

FIA ASN Development Task Force

Headed by Andrew Papadopoulos (AUS), President of Motorsport Australia, the Task Force comprises 34 members, including the FIA Vice-Presidents for Sport, the members of the World Motor Sport Council and representatives of ASNs from each region. Four meetings were organised in 2019, with each being held a day before a meeting of the World Motor Sport Council.

Missions and Projects

In 2019, the Task Force continued to deploy its Global Training Programme (GTP) to ASN leaders during the six FIA Sport Regional Congresses and expand the offering to officials and volunteers.

Examples of this include the regional rollout of the Rally & Hill Climb Marshals 'Train the Trainers' Seminars held last year and the finalisation of the Circuit Officials Modules, which will be ready for launch to the regions in 2020.

In addition, the Task Force recently launched the FIA Sport Clubs Development Programme. The initiative was the outcome of a number of discussions with a variety of ASNs, all of which had expressed a need for deeper and closer support from the FIA when it comes to the structure and management of their Clubs, but also in relation to the development of motor sport disciplines.

The programme is based on the same concept as the Rally Safety Task Force. The purpose of that Task Force is to support ASNs/ACNs that request assistance by organising on-site visits by FIA Experts who can provide support and guidance on a broad range of topics.

Goals for 2020

For 2020, the ASN Development Task Force will seek to contribute to establishing unified FIA training standards and align all existing trainings and new trainings to these. It will also aim to deploy more GTP modules, reach a wider population of officials, and organise Regional Seminars for Stewards and Clerks of the Course/Race Directors. As in previous years, it will assist with the organisation of FIA Sport Regional Congresses.

In addition, the Task Force will continue to develop the various tools and services for ASNs, such as the ASN Development Manual and Toolkit and help affiliated Sport Clubs through the FIA Sport Clubs Development Programme.



FIA Women in Motorsport Commission

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, a talent detection initiative aimed at girls aged 13-18 and involving national selections in nine countries (Portugal, Finland, Poland, Sweden, Slovakia, Germany, Belgium, the Netherlands and the UK). Over 1,200 girls took part in the national events.

European Team Selected

The second stage of the programme involved a European Final that took place from 7 to 10 March 2019 at Le Mans. There, six finalists were selected to attend two driver training camps. The first of these was held during the second round of the FIA World Touring Car Cup with the six girls getting a behind the scenes look at all aspects of the Race of Hungary. The second camp, held in the Netherlands, focused on driving and fitness.

A Closing Conference took place on 2 October at the Bibliothèque Solvay in Brussels in order to present the outcomes of the programme and the results of an in-depth sociological survey undertaken as part of the initiative. The survey revealed positive feedback from participants who had a particularly high satisfaction rate (96.4%) for the Challenge events, while 97.4% stated that this type of event can encourage more girls to take up the sport.



Expanding Engagement

Following a successful pilot programme in Europe, the FIA agreed to a combine The Girls on Track – Karting Challenge with elements of Susie Wolff's 'Dare to be Different' programme in order to expand The Girls on Track's Karting initiative and offer young women from 8-18 years a unique motor sport experience. A new FIA Girls on Track programme was created, offering an introduction to Karting (via Karting Slalom) as well as activities related to the different careers available in motor sport (engineering, media and communications, administration, mechanical engineering) and awareness-raising on key FIA campaign topics (road safety and sustainability).

The programme will run at international level during 4-5 events per year at rounds of the ABB FIA Formula E Championship and at other FIA events such as the FIA Motorsport Games and at national level via a freely available toolkit that provides a step-by-step guide on implementing FIA Girls on Track.

Sportscar Success



At more senior level, the Commission has provided support to the all-female Kessel Racing team crew with Manuela Gostner (Bronze driver), Michelle Gattling (Silver driver) and Rahel Frey (Silver Driver).

The crew was engaged in the full European Le Mans Series season in the LMGTE category and had the following results: P6 in Barcelona, P4 in Monza and Spa, P2 in Le Castellet and Silverstone. They finished the ELMS LMGTE Trophy at the fourth position. The team also participated in the 24 Hours of Le Mans in June and finished at the 39th position overall and ninth in their category (LMGTE AM).

Women in Motor Sport Database

Following a number of requests to be informed and involved in the work undertaken by the Women in Motor Sport Commission, a platform has been created allowing all women involved in the motor sport industry to enter their details (contact, experience) and involvement wishes (newsletter, active participation, volunteering). This is a first step towards the creation of a wider Women in Motor Sport community and will allow the Commission to fully acknowledge and involve the range of talented professionals wishing to fast forward equality and inclusivity in motor sport. Launched in November 2019, the database can be accessed via the Women in Motorsport page of the FIA website.

Future Outlook

The Commission's next challenge will be to create a clear pathway for women in motor sport, from the bottom to the top of the pyramid. To achieve this aim, the Commission will focus on three pivotal areas:

- **Grow** – Growing the number of women involved in motor sport by introducing them to the different careers available and breaking stereotypes;
- **Sustain** – Sustaining the existing talent by showing support and offering clear pathways for development, thus avoiding drop-offs;
- **Excel** – Showcasing talent and advocating for equal opportunities for all.

FUNDING THE FUTURE OF SPORT

With the aim to maximise support for ASNs to develop motor sport around the world, the FIA Sport Grant Programme approved the funding of 61 projects for 2019.



Raising Awareness

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 training for officials across a wide range of disciplines, projects delivered during 2019 have included Digital Motor Sport projects to encourage new participants into motor sport, circuit upgrades to open up facilities to more competition, purchase and equipping of medical intervention vehicles and young driver training programmes for a number of countries. The FIA Sport Grant Programme supports projects across the full range of motor sport disciplines including Baja and Cross Country, Karting Slalom and Solo Racing, 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 2020, this trend will continue with a number of cluster training programmes scheduled to take place. 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 development and 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 programmes have been very much in demand in the 2019 applications, with a number of high level driver development programmes requesting funding to conduct training in 2020. In addition, the Cross Car discipline continued to grow in popularity with several grant requests. The FIA Sport Grant Programme also continues to see a strong interest in Digital Motor Sport as a low cost way to encourage new participants to the sport.

New for 2019, the FIA has introduced a Karting Slalom kit purchase option, exceptionally giving ASNs the chance to apply for two individual grants provided that one is for the purchase of this kit, to help kick start grassroots motor sport. The take-up of this, particularly amongst those ASNs in an early stage of development, has been very positive.

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.

Funding in 2019

In total, the 2019 round of funding for projects to be undertaken in 2020 attracted a total of 114 applications under four programmes: Safety (13), ASN Structure & Management (9), Motor Sport Development (87), and Social Responsibility (5). Overall, the standard of grant applications from ASNs has continued to improve

year-on-year since 2015 and to further enhance the quality of ASN grant funding proposals, the requirement for ASNs to identify SMART objectives was introduced into the application procedure. In 2019, nine 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 114 applications, 72 were recommended for approval and these recommendations were ratified by the Senate in December 2019 with grants administration commencing shortly afterwards.

Audit Process

The grants audit process, launched in 2018, has continued during 2019 with a number of projects undergoing evaluation. Assessment of both the compliance and the performance of projects supported with an FIA grant helps to improve the effectiveness of the grant-making process and also to identify best-practice projects which can be shared with other ASNs, to maximise the impact of these initiatives.

FIA Sport Funding Commission

Established in January 2014, the FIA Sport Funding Commission (formerly the Funding Review Commission) will enter its seventh year of operation in 2020. During 2019, the Commission continued to support the FIA Sport Grant Programme, the FIA Sport Regional Congresses and the FIA Conference.

Chaired by FIA Deputy President for Sport Graham Stoker, and composed of eight members, including the FIA Vice-Presidents for Sport, its mission is to encourage the development of motor sport and to make recommendations to the FIA 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 2020)

€17.06 MILLION

in grants awarded since the FIA Sport Grant Programme started.

122 COUNTRIES

will have benefited from funding.

DISTRIBUTION BY PROGRAMME:



SAFETY

€4,535,352



ASN STRUCTURE & MANAGEMENT

€387,970



MOTOR SPORT DEVELOPMENT

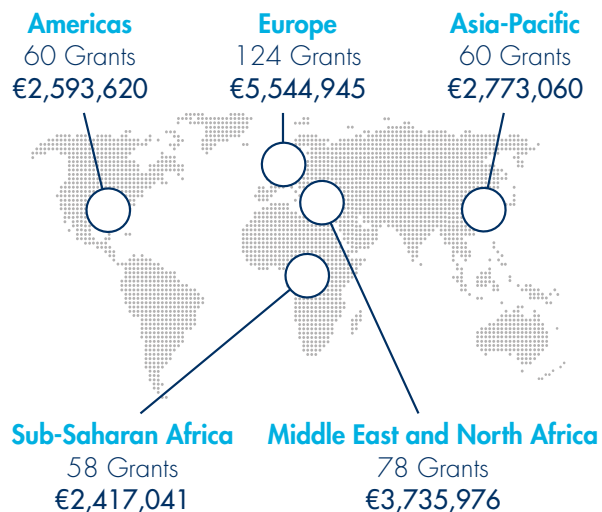
€11,634,490



SOCIAL RESPONSIBILITY

€506,830

DISTRIBUTION BY REGION:



HELPING MOTOR SPORT TO REACH PEAK PERFORMANCE

Motor sport relies on top-level performance from those behind the wheel and those in charge of making events run smoothly. In 2019, the FIA Drivers' Commission and FIA Volunteers and Officials Commission ensured that both criteria continued to be met.

Ensuring Safety and Fairness

FIA Volunteers and Officials Commission



During another extremely busy year in motor sport the FIA Volunteers and Officials Commission was active across a wide variety of areas, including training, licensing, accessibility and support for the invaluable volunteers and officials who help keep motor sport on track.

In the realm of training, the Commission expanded and produced a complete Circuit Officials Learning and Education Programme featuring 30 online training modules for different areas of marshalling.

In licensing, the Commission ensured that the set-up of the distribution of licence levels issued by the FIA has been optimised for 2020. This will be migrated to e-licensing in 2021.

In 2019, the FIA once again paid tribute to those who give of their time and expertise to make motor sport happen through the FIA Volunteers Weekend, which took place at the end of May at ten FIA competitions around the world. Messages on the importance of marshal safety were publicised at http://youtu.be/FvKG_jA7mmg. Additionally, a survey (available in nine languages) was conducted during these events, in which nearly 1,000 volunteers took part. A lucky draw was held to enable three volunteers to win packages to attend FIA events in Formula 1, Formula E and WRC.

Elsewhere, seven of the best officials of the year were selected from among 37 candidates nominated by ASNs for the FIA Volunteer Awards Scheme. To enhance this scheme in 2020, the online application tool will be improved, with more languages being made available. The Commission has also updated the Award regulations in order to maintain equality.

The Commission is evaluating a seminar dedicated to ASN Volunteer Managers to allow them to discuss the different challenges they are facing and to establish best practice. It has also launched a study to implement a recruitment programme for young officials and has cooperated closely with the FIA Disability and Accessibility Commission in order to produce promotional material designed to encourage the participation of disabled volunteers.

Driving Excellence

FIA Drivers' Commission

The FIA Drivers' Commission was active across a wide range of issues in 2019. In the area of driver categorisation, the Commission was involved in the weekly categorisation of new drivers, the annual end-of-year revision of categories, and an update of the regulations governing categorisation. Additionally, it cooperated regularly with the main promoters involved in Endurance and GT Racing. As of November 2019, the current database on the new system lists 3,349 drivers. The distribution of the four categories is: 125 Platinum (4%); 316 Gold (10%); 1,455 Silver (44%); 1,453 Bronze (44%).

Looking towards safety improvement, the Commission worked with the FIA Circuits and Safety Commissions on analysis of circuits in order to identify areas in conflict with the track limits and to evaluate safety following incidents throughout the season.

In 2019, the Commission was also involved in analysis of the driver path to F1, re-examining the points system as allocated to each category and undertaking a review of all categories, not including single-seaters.

In the area of facilitating greater access to competition, the Commission supported the FIA Women in Motorsport Commission with its Driver Assessment organised at the Circuito de Navarra in Spain. It also contributed to the FE Sporting Regulations concerning drivers not in possession of an International B licence, in view of the championship's test for women held in Riyadh.

CONTINUING THE QUEST FOR SAFER COMPETITION

The FIA's mission to ensure the highest standards of safety in every form of motor sport led to key improvements being researched and implemented by a wide range of the Federation's Departments and Sporting Commissions.



Vigilance and Innovation

FIA Safety Department

The FIA Safety Department acts as the central research and development arm of the FIA's endeavours in the area of motor sport safety and, in 2019, the Department again took significant steps to develop and improve safety measures as well as apply and control existing ones.

All fatal accidents have been investigated and, for each, practical measures have been proposed in order to avoid similar incidents occurring in the future. The fatal accidents dossier was presented during a meeting of the Serious Accident Study Group

Setting the Standard

FIA Safety Commission

Continuing the process of incremental improvements, a total of nine FIA Standards were updated by the FIA Safety Commission in 2019.

These updates included FIA Standard 8874-2019, which defines the minimum safety requirements for Race Car Rain Lights based on current products used in FIA Championships,

the standard governing dual-front attachment racing nets, and Standard 8862-2009 seat governing the Advanced Racing Seat, which includes attachments for racing nets.

Three standards are also being drafted, for Wheel Restraint Cables, for Extinguisher systems for Open Cockpit Cars, and for Competition Seats.

The Commission was also involved in the updating of Appendix L to the International Sporting Code with regard to Drivers' Licences (F1 Super Licence, Drivers with special abilities licence, etc.) and the chapter on drivers' safety equipment.

Over the course of the 2019, the FIA Safety Commission also supported various Technical Working Groups by proposing several safety updates, including to the new FIA World Endurance Championship Hypercar regulations, the 2018/2019 FIA Formula 3 chassis, the 2022 FIA World Rally Championship car, and in Formula E.

Raising the Performance Level

FIA Competitor Safety Group

From January 2019 to December 2019, the FIA Competitor Safety Group received 454 homologation requests. This represented a 36% increase from same period in 2018. A total of 457 requests were granted in 2019 (among which three had been received in 2018) representing a 45% increase on the same period in 2018. Twenty-eight re-homologation requests were received compared with 45 last year and 26 were granted. The Group also received six FIA Karting homologation requests and eight were recommended for approval.

Started in 2012 in a bid to improve identification of FIA-approved equipment, the Group's labelling programme sold 959,333 holograms, a 3% decrease over the same period in 2018. In 2019, the Group also granted approval to six test houses from ten applications received.

The number of safety product categories featured in the ASN Rewards Programme will be extended to include the following products: Halo, ADR, Karting High Seat, and Karting Body Protection.

The FIA is also working with the helmet industry on establishing a common rating system for helmets, thus harnessing motor sport know-how for the benefit of road users. The Federation's goal is to encourage innovation and the development of helmets with major improvements in safety in order to significantly reduce road fatalities.

In the area of communication, several initiatives were implemented during the year in order to promote and communicate safety improvements, updates to safety regulations, and educational actions. These included the creation of two videos related to HANS installation and HYBRID and HYBRID PRO installation, as well as participation in a number of driver training programmes in major championships.

Keeping Safety on Track

FIA Circuits Commission

Some 299 circuits are licensed by the FIA (an increase of 4% on 2018) and, across 2019, the FIA Circuits Commission completed inspections at 79 different venues.

Forty new circuit project studies were carried out during the year, of which 19 were internal circuit project studies. Three new circuit project studies were received for FIA Formula One World Championship events, and the same number of studies were received for Formula E Season 6. Five new circuit dossiers were received for Rallycross events.

Two new circuit equipment standards were published in 2019. The first, 3503-2019, formulated in collaboration with the Fédération Internationale de Motocyclisme, relates to Paints for Motor Racing Circuits, while the second, 3504-2019, concerns Light Panels.

The FIA Circuit Guidelines have been updated in parallel to this work. A new FIA Race Control Design Guideline was also finalised and extrication techniques for carbon monocoque single seaters were defined.

In the area of Circuit Homologation and Licensing, the Conditions of Issue of the FIA Circuits Licence received further fine-tuning during 2019. A new version of the FIA Circuit Guidelines was published in January 2019, and the Autocross, Rallycross and Cross Car guideline was updated. Work has now started on a Formula E guideline update for 2020.

Finally, Race Director and Stewards Seminars were held in Geneva in February 2019.





Planning for the Road Ahead

FIA Closed Road Commission

During 2019, the FIA Closed Road Commission was integrally involved in the launch of the FIA Global Strategy for Rally Safety, an innovation project conducted in partnership with the FIA Safety Department. Monitored by the newly created Rally Safety Review Panel, it has two main objectives: to pursue practical operational solutions to improve Rally safety, and to pursue new technology solutions to detect spectators.

The Commission also delivered a new version of the FIA Rally Safety Guidelines. This was the culmination of two years of work to take the best practice from WRC and to provide cost effective solutions for national or regional rallying. The guidelines are available to download from the FIA website in English, French, and Spanish.

In the area of safety, the Commission organised a number of training programmes in 2019 – most notably for Hill Climb Marshals and the creation of a programme for future Rally Safety Delegates – and the FIA Rally Safety Task Force was active around four main missions: the Cyprus round of the ERC (following a Yellow Card being imposed last year),

the Ugandan and Rwandan rounds of the ARC, and the Hungarian ASN in preparation for its ERC Rally.

Members of the Task Force also provided support for the Kenyan WRC candidate event and will continue to provide support with the organisation and running of this event when it joins the WRC calendar. The FIA Closed Road Commission has recommended to the FIA Rally Commission that the Task Force be deployed at the next Croatian round of the FIA European Rally Trophy – Central, to provide operational support and identify actions to improve this event in the future.

The FIA Closed Road Commission has also recommended to the FIA Rally Commission the imposition of a Yellow Card on the Ugandan ASN and the deployment of the Task Force to the next round of the FIA African Rally Championship, to find a solution to spectator safety concerns and a lack of appropriate communication means.

The Commission also launched a Rally Spectator Safety Campaign which will provide key safety messages for Rally event organisers around the world to use in their event programmes and social media feeds. This content will be provided to ASNs during 2020.

Pursuing a Safe Approach

FIA Medical Commission

The FIA Medical Commission and the FIA Medical Department were involved in a broad range of projects during 2019, from training to innovation and from research to equipment improvement and anti-doping.

In the area of training, the first edition of Medical and Rescue Workshops was launched. The aim of the workshops is to gather together the medical and rescue crews from the six FIA sport regions once a year. The Medical and Rescue Group participated in the Le Mans extrication days organised by the FFSA and in the Medical Days organised by the DMSB. In addition, the Medical Commission certified the RACB-sponsored Espace Jean-Jacques Issermann at Spa-Francorchamps circuit as the first FIA Permanent Extrication Training Centre.

In the realms of research and innovation, the Medical and Rescue Group drafted and published the FIA Guidelines for the Collection and Usage of Biometric Data in Motor Sport. These guidelines were approved by the FIA Medical Commission, the FIA Drivers' Commission and finally, by the FIA Safety Commission. Within its mission in the FIA Safety Department, the Medical and Rescue Group continued its work on analysis of all fatal and serious accidents in motor sport, feeding findings to the Serious Accident Study Group.

The Medical and Rescue Group has also started working on an FIA Trauma Crisis Psychological Response and Intervention Programme. The Medical and Rescue and Research Groups of the FIA Safety Department continued to provide funding and media support to leading research on concussion being conducted at the University of Cambridge in the UK. The FIA is a candidate to join the IOC, FIFA, the Rugby Union, and the Equestrian and Ice Hockey international federations as one of the key partners of the SCAT 6 leading group on concussion in sport. The FIA Medical Commission and Department also sought to improve equipment in 2019 and the Medical and Rescue Group established a new partnership with Holmatro as the first FIA Official Supplier of rescue tools.

In the area of testing, the FIA joined the International Testing Agency (ITA), an independent international organisation compliant with the World Anti-Doping Agency's (WADA) Code. Race True education sessions were conducted in FIA F3, Karting Academy, and Ferrari Driver Academy.

A number of updates and clarification were also made to Appendices H and C of the International Sporting Code (ISC).

Enabling Access

FIA Disability and Accessibility Commission

Active across both pillars of the Federation, the FIA Disability and Accessibility Commission worked on a number of Sport and Mobility projects in 2019.

In Sport, the Commission was behind changes to Appendix L of the ISC in relation to the development of a Certificate of Adaptations as part for the licensing procedure for competitors using vehicles with adapted controls.

The Adaptations Working Group (AWG) reviews the regulations to clarify and formalise the process of obtaining a Certificate of Adaptations for homologated cars, particularly for competitors who do not have direct support from the car's manufacturer. The AWG is also considering contracting a company certified in car adaptations to further enhance the expertise of the Group and add force to its decisions.

The Commission also work on self-extrication requirements and has issued a sticker aimed at helping marshals and officials to identify cars where a non-ambulant driver may need assistance to extricate himself/herself and get clear of the vehicle following a crash.

Aided by funding from the FIA Innovation Fund, the Commission also launched a safety equipment grant aimed at providing mobility-impaired competitors, drivers and co-drivers with safety equipment that extends the length of time they are protected, in particular when they have to extricate themselves from their vehicle in an emergency situation. The grant is available for protective clothing, fire extinguisher systems, and safety fuel bladders.



SHAPING THE MOTOR SPORT OF TOMORROW

From the technological development of the FIA's portfolio of championships to the definition of future car specifications and to improving the sustainability of those competitions and cars, FIA Commissions continue to drive positive change.

Building a Balanced Portfolio

FIA Manufacturers' Commission

The FIA Manufacturers' Commission, featuring representation from 19 worldwide automobile groups, met twice in 2019, in Geneva in March and in September in Frankfurt. Across the two meetings, manufacturers were informed about developments in a number of series.

In the FIA World Endurance Championship, the Commission was given an update on the evolution of the regulations for the future endurance Hypercar top class, with the two different 'base car' philosophies being exposed to the manufacturers. The Commission was also presented with development of the FIA Motorsport Games, prior to the inaugural event in November 2019.

In the FIA World Rally Championship, the Commission was updated on progress with the WRC 2022 car and, following input from the manufacturers, the decision to integrate a hybrid powertrain with the possibility to run on full electric mode was taken. Manufacturers were also made aware of the development of a potential new entry-level Touring Car category.

Throughout 2019, the Commission was involved in the 'Portfolio Strategy' being developed by the FIA Sport Division. The strategy seeks to analyse the current state of all FIA Championships focusing on the powertrain technology used, the level of manufacturers' involvement, and to what extent the championships' promotion reaches fans. Following manufacturer feedback on the technological and promotional development of championships, a report was developed detailing suggested evolutions for each championship. This was presented to the Commission at its September meeting.



Setting the Specification

FIA Technical Department

An exceptionally busy year for the FIA Technical Department was headlined by the development of new rules for Formula 1. Designed to improve car performance in close racing conditions, reduce performance spread while retaining meritocracy, encourage a sustainable financial environment and result in aesthetically pleasing cars, the FIA Technical Department worked closely with Formula 1 and the FIA F1 Financial Regulations Department. The Technical, Sporting and Financial Regulations were submitted to and approved by the World Motor Sport Council on 31 October 2019.

In Formula E, following the introduction of the Gen 2 car in Season 6, the FIA Technical Department began work on the definition of the third generation of Formula E cars for Season 9.

For the eighth year of the FIA World Endurance Championship, car homologations and extensions have been managed by the FIA with the cooperation of the ACO. These included: two homologations and 28 extensions in LMP1; three extensions in LMP1-Engines; eight extensions in LMP2, and two homologations and 44 extension forms in LM GTE.

Looking toward the introduction of the new Hypercar category, the Department, in collaboration with the ACO Technical Department, provided the calculations needed to manage the Equivalence of Technology between Hybrid and Non-Hybrid cars, as well as the introduction of the Success Handicap.

The Top Class (Le Mans Hypercar) Technical Regulations, approved in December 2018, have been adapted following the decision of the FIA Endurance Commission to accept Hypercars based on homologated road cars, instead of a prototype-only approach, and the introduction of a Balance of Performance.

With the arrival of the new Le Mans Hypercar class, the level of performance of the existing LMP2 cars must be adjusted for next season. Several proposals have been discussed with the four recognised chassis manufacturers and the single engine supplier, as well as with operating teams. These have been presented to the FIA Endurance Commission for decision.

In Rallying, the Department continued to work on the Technical Regulations for the WRC 2022 and began work on the development of the Technical Regulations for the new 'Rally 3' category.

In Cross Country competition, the Department launched a number of tenders for the proposed FIA World E-Rallycross and Junior E-Rallycross Championships.

The Right Climate for Racing

FIA Environment and Sustainability Commission

Active across both the Sport and Mobility pillars of the FIA, the FIA Environment and Sustainability Commission met twice in 2019.

In Sport, the Commission had oversight of the FIA Environmental Accreditation Programme. Following the simplification of the entry-level accreditation process in 2018, new applications continued to arrive in 2019 and 29 ASNs from all regions are currently working on this matter. It is expected that the global deployment of the FIA Environmental Accreditation Programme to ASNs in all regions will continue in the coming years.

In terms of accredited championships, the FIA World Rally Championship (WRC) continues to lead the way as the first international series to require all events to attain top-level environmental accreditation. Currently, 13 WRC events are accredited. Organisers of the new events on the 2020 calendar have already started preparations to reach the middle level of accreditation this year. The accreditation of teams is the Commission's next target in WRC.

In Formula E, three new teams started working on their accreditation in 2019. The Commission's objective is to start preparations to get all FE teams committed to the FIA Environmental Accreditation Programme by the end of 2020.

In Formula 1, France's Paul Ricard Circuit has now joined the Spain's Circuit de Barcelona-Catalunya in the group

of three-star accredited venues and recent signals indicate that other F1 stakeholders, including teams, will soon join the initiative. The launch of the new Formula 1 Sustainability Strategy is likely to give a strong boost to the FIA Environmental Accreditation Programme.

In 2019, the FIA also committed to align the environmental performance of the inaugural FIA Motorsport Games to the requirements of the two-star level of the FIA Environmental Accreditation Programme, with a particular focus on waste management. Data from the 2019 event will serve as a basis for improvement at the next edition of the event and beyond, with the objective for the FIA Motorsport Games' next edition to conform to the three-star level requirements.

Elsewhere, the Commission continued to work with its counterpart from the Fédération Internationale de Motocyclisme (FIM) to develop a joint roadmap. The Commission also took part in the 3rd International Motorsports & Environment Workshop organised by the UIM (Powerboat Federation). Meanwhile, for the second consecutive year, the International Olympic Committee (IOC) chose to highlight the FIA Environmental Accreditation Programme in its 20 examples of sustainability best practices achieved by International Federations.

Lastly, with the support of the Commission, the FIA has decided to sign the Sports for Climate Action Framework carried by the United Nations Framework Convention for Climate Change.



Guiding Motor Sport Globally

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 2019, the WMSC met four times, in Geneva, Switzerland, in March, in Paris, France, in June, in Cologne, Germany, in October, and in December, again in Paris, during the FIA Annual General Assembly.



Keepers of the Code

FIA International Sporting Code (ISC) Review Commission

In 2019, the work of the FIA ISC Review Commission focused on the provisions pertaining to national championships open to foreign licence-holders, to Steward's decisions that are immediately binding notwithstanding an appeal, to the introduction of new penalties, and to the scope of the right of review. The amendments to the ISC come into force on 1 January 2020.

The FIA ISC Review Commission also continued to enrich the Stewards' Guidelines, which aim to facilitate and standardise the various procedures followed by them (at international and national levels), and answer a certain number of frequently asked questions.

Adhering to the Specification

FIA Homologation Regulations Commission

On behalf of the FIA Homologation Regulations Commission, in 2019, the FIA Technical Department has undertaken the homologation of 7 new vehicles (4 Group A and 3 GT3), 4 new Safety Cages and 255 Homologation Extensions (all types).

The Commission has reviewed, developed and presented to the WMSC a series of amendments/clarifications of Appendix J of the Homologation Regulations, either directly or at the request and/or in cooperation with other Sporting Commissions of the FIA.

The changes include: updates to the use of safety harnesses in competition, including for Cross Country Vehicles, starting in 2023; revision of the regulations concerning racing fuels in order to strictly limit certain components that have been deemed to be dangerous to the health, starting in 2022; and the implementation of new regulations, applicable from 2021, requiring all new vehicles to be equipped with a safety cage homologated in accordance with the FIA Safety Cage Homologation Regulations



MAKING THE RIGHT CALLS

The FIA Courts, consisting of the International Tribunal and the International Court of Appeal, are tasked with maintaining fair competition in 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 three 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.

In 2019, the ICA heard seven appeals in four separate hearings (two being joint appeals). All seven were lodged in the context of an FIA Championship or World Cup (exclusive competence of the ICA). The cases involved appeals lodged from the following championships: FIA Formula One World Championship; FIA World Touring Car Cup (WTCC); FIA European Historic Sporting Rally Championship; and the Formula Regional European Championship.

Among the appeals heard were that of the Alfa Romeo Racing Team in the FIA Formula One World Championship. Alfa Romeo had appealed a Stewards' decision to impose a 30-second 'Stop and Go' penalty on both of its cars during the German Grand Prix in July 2019, due to a breach of the FIA Sporting and Technical Regulations. In this case, the ICA ruled that it did not have jurisdiction on the matter and declared that the appeals were inadmissible.

In the FIA European Historic Sporting Rally Championship, the ICA heard the appeal lodged by the Competitor Pravia Autocompetición regarding the decision taken by the Stewards of the Rally De Asturias Historic in Spain not to

allow the Competitor to start. The Stewards' decision was taken on account of the Competitor's failure to produce an FIA Historic Technical Passport (HTP) at scrutineering. In this case, the ICA upheld the Stewards' decision and rejected the Competitor's appeal.

The decisions of the ICA in 2019 can be accessed through the FIA website: https://www.fia.com/judgements-ica/published_on/2019

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 2019, a total of 119 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 WTCR; FIA World Endurance Championship; FIA World Rally Championship; FIA World Rallycross Championship; ABB FIA Formula E Championship; FIA Formula 2 Championship; FIA Formula 3 Championship; FIA European Hill Climb Championship; FIA European Truck Racing Championship; FIA European Autocross Championship; FIA European Drag Racing Championship; FIA World Cup for Cross Country Bajas; FIA Historic Rally Championship; FIA African Rally Championship; FIA European Rally Cross Championship; FIA 24 Hours Karting; and the FIA Karting Championships. A total of 21 out-of-competition tests were carried out in 2019.



MOTOR SPORT INNOVATING FOR THE WIDER WORLD

The FIA's commitment to fostering innovation in motor sport that can be applied to the automotive world continued in 2019, with the development of exciting projects focused on sustainability and connectivity.



Fuelled for the Future

The FIA Race to Road programme seeks to leverage motor sport's exceptional engineering expertise to help fast-track the development of future technologies for the automotive space, utilising motor sport's rapid prototyping skills to innovate and to effectively transfer motor sport safety knowledge for the benefit of road vehicles and society.

In 2019, the FIA Technical Department began studying the possibility of utilising a 100% sustainable fuel in the FIA Formula One World Championship. The project's goals are to identify components existing within the chemical industry that could lead to the creation of a 100% effective renewable fuel for motor sport and F1, and to draft the Technical Regulation necessary to implement such a fuel in time for the 2023 FIA Formula One World Championship.

The initiative aims at establishing the FIA as a leader in sustainable energies in motor sport, and at showcasing the full possibility of 100% renewable fuels in the most extreme environment within motor sport.

Driven by Data

Last year, the FIA Technical Department also held two Technical Working Group meetings with the members of the FIA Manufacturers' Sporting Committee aimed at discussing the potential application of V2V (Vehicle to Vehicle), V2I (Vehicle to Infrastructure) and V2X (Vehicle to Everything) communication.

The discussions held by these two working groups revolved around the application of connectivity-related technology to increase driver safety, boost fan engagement through the sharing of critical car-related data and, finally looked into what specific formats could motor sport serve as a demonstrator for such technology, which is soon to be applied to road-homologated vehicles.

The discussions allowed the FIA to become aware of the level of expectations that the various manufacturers have in regards to connected vehicle technologies, and at what stage of development they currently stand.

2019 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

Hyundai Shell Mobis World Rally Team

Winning Driver and Co-Driver

Ott TÄNAK & Martin JÄRVEOJA



FIA World Endurance Championship Super Season 2018-2019 - LMP1

Winning Manufacturer

Toyota Gazoo Racing

Winning Drivers

Fernando ALONSO

Sébastien BUEMI

Kazuki NAKAJIMA

FIA World Endurance Championship Super Season 2018-2019 - LMGTE

Winning Manufacturer

Porsche

Winning Drivers

Kévin ESTRE

Michael KRISTENSEN



FIA World Rallycross Championship

Winning Team

Team Hansen MJP

Winning Driver

Timmy HANSEN



FIA World Karting Championship

FIA World Karting Championship - OK

Lorenzo TRAVISANUTTO

FIA World Karting Championship - OK Junior

Thomas TEN BRINKE

FIA World Karting Championship - KZ

Marijn KREMERS

Other FIA Champions honoured during the FIA Prize Giving 2019 in Paris

ABB FIA FORMULA E CHAMPIONSHIP - TEAMS

DS Techeetah

ABB FIA FORMULA E CHAMPIONSHIP - DRIVERS

Jean-Eric VERGNE

FIA AFRICAN RALLY CHAMPIONSHIP

Manvir SINGH BARYAN & Drew STURROCK

FIA ASIA-PACIFIC RALLY CHAMPIONSHIP

Dewei LIN & Kepeng LE

FIA CODASUR RALLY CHAMPIONSHIP

Alejandro GALANTI & Héctor NUNES

FIA NACAM RALLY CHAMPIONSHIP

Ricardo TRIVIÑO & Marc MARTI

FIA EUROPEAN RALLY CHAMPIONSHIP

Chris INGRAM & Ross WHITTOCK

FIA MIDDLE EAST RALLY CHAMPIONSHIP

Nasser AL-ATTIYAH & Mathieu BAUMEL

FIA WORLD CUP FOR CROSS COUNTRY RALLIES

Stéphane PETERHANSEL & Andrea PETERHANSEL

FIA WORLD CUP FOR CROSS COUNTRY RALLIES - TEAMS

X-RAID MINIJCW TEAM

FIA WRC JUNIOR CHAMPIONSHIP

Jan SOLANS & Mauro BARREIRO

FIA WRC 2 PRO CHAMPIONSHIP

Kalle ROVANPERÄ & Jonne HALTUNEN

FIA WRC 2 PRO CHAMPIONSHIP - TEAMS

ŠKODA MOTORSPORT

FIA WRC 2 CHAMPIONSHIP

Pierre-Louis LOUBET & Vincent LANDAIS

FIA EUROPEAN RALLY TROPHY

Ondrej BISAHÁ & Petr TĚŠÍNSKÝ

FIA R-GT CUP

Enrico BRAZZOLI & Manuel FENOUI

FIA FORMULA 2 CHAMPIONSHIP FOR DRIVERS

Nyck DE VRIES

FIA FORMULA 2 CHAMPIONSHIP FOR TEAMS

DAMS

FIA FORMULA 3 CHAMPIONSHIP FOR DRIVERS

Robert SHWARTZMAN

FIA FORMULA 3 CHAMPIONSHIP FOR TEAMS

PREMA Racing

FIA FORMULA 3 WORLD CUP

Richard VERSCHOOR

FORMULA REGIONAL EUROPEAN CHAMPIONSHIP CERTIFIED BY FIA

Frederik VESTI

FORMULA 3 ASIAN CHAMPIONSHIP CERTIFIED BY FIA

Ukyo SASAHARA

FORMULA 3 AMERICAS CHAMPIONSHIP CERTIFIED BY FIA

Dakota DICKERSON

F4 NACAM CHAMPIONSHIP CERTIFIED BY FIA

Manuel SULAIMAN

F4 USA CHAMPIONSHIP CERTIFIED BY FIA

Joshua CAR

F4 SPANISH CHAMPIONSHIP CERTIFIED BY FIA

Franco COLAPINTO

F4 UAE CHAMPIONSHIP CERTIFIED BY FIA

Matteo NANNINI

F4 SEA CHAMPIONSHIP CERTIFIED BY FIA

Lucca ALLEN

F4 ITALIAN CHAMPIONSHIP CERTIFIED BY FIA

Dennis HAUGER

F4 GERMAN CHAMPIONSHIP CERTIFIED BY FIA

Theo POURCHAIRE

F4 BRITISH CHAMPIONSHIP CERTIFIED BY FIA

Zane MALONEY

F4 JAPANESE CHAMPIONSHIP CERTIFIED BY FIA

Ren SATO

F4 CHINESE CHAMPIONSHIP CERTIFIED BY FIA

Conrad CLARK

F4 AUSTRALIAN CHAMPIONSHIP CERTIFIED BY FIA

Luis LEEDS

F4 FRENCH CHAMPIONSHIP CERTIFIED BY FIA

Hadrien DAVID

FIA GT WORLD CUP

Raffaele MARCIELLO

FIA EUROPEAN TRUCK RACING CHAMPIONSHIP

Jochen HAHN

FIA INTERCONTINENTAL DRIFTING CUP

Georgy CHIVCHYAN

FIA EUROPEAN DRAG RACING CHAMPIONSHIP TOP FUEL

Anita MÄKELÄ

FIA MASTERS HISTORIC FORMULA ONE CHAMPIONSHIP - HEAD CLASS

Matteo FERRER-AZA

FIA MASTERS HISTORIC FORMULA ONE CHAMPIONSHIP - LAUDA CLASS

Martin STRETTON

FIA MASTERS HISTORIC FORMULA ONE CHAMPIONSHIP - FITTIPALDI CLASS

Henry FLETCHER

FIA MASTERS HISTORIC SPORTS CAR CHAMPIONSHIP - PRE-1966

Chris JOLLY & Steve FARTHING

FIA MASTERS HISTORIC SPORTS CAR CHAMPIONSHIP - POST-1965

Jason WRIGHT & Andy WOLFE

FIA FMC HERITAGE CUP

DUTCH RED CROSS RALLY

FIA WORLD LAND SPEED RECORDS

Dean SCHLINGMANN

FIA OUTSTANDING OFFICIAL OF THE YEAR

Janez FLERIN

FIA WTCR WORLD TOURING CAR CUP - TEAMS

Cyan Racing Lynk & Co

FIA WTCR WORLD TOURING CAR CUP - DRIVERS

Norbert MICHEUSZ

FIA MOTORSPORT GAMES WINNING ASN

RUSSIAN AUTOMOBILE FEDERATION

RUSSIAN GT CUP TEAM

Rinat SALIKHOV & Denis BULATOV

RUSSIAN TOURING CAR CUP TEAM

Klim GAVRILOV

RUSSIAN FORMULA 4 CUP TEAM

Pavel BULANTSEV

RUSSIAN DRIFTING CUP TEAM

Ilya FEDOROV

RUSSIAN KARTING SLALOM CUP TEAM

Olesya VASHCHUK & Vladislav BUSHUEV

RUSSIAN DIGITAL CUP TEAM

Vasily ANUFRIEV

FIA MOTORSPORT GAMES GT CUP

Hiroshi HAMAGUCHI & Ukyo SASAHARA

FIA MOTORSPORT GAMES TOURING CAR CUP

Klim GAVRILOV

FIA MOTORSPORT GAMES FORMULA 4 CUP

Andrea ROSSO

FIA MOTORSPORT GAMES DRIFTING CUP

Dmitriy ILLYUK

FIA MOTORSPORT GAMES KARTING SLALOM CUP

Nina POTHOF & Bastiaan VAN LOENEN

FIA MOTORSPORT GAMES DIGITAL CUP

Cody Nikola LATKOVSKI

(1) All the 2019 results are available on fia.com and in the FIA Yearbook of Automobile Sport 2020.

MOBILITY

**EMPOWERING MEMBERS
THROUGH COLLABORATION,
KNOWLEDGE-SHARING,
AND LEARNING TO ACHIEVE
SAFE AND SUSTAINABLE
MOBILITY FOR ALL**







PLANNING THE JOURNEYS OF TOMORROW

Across a year of intense activity, the Mobility pillar of the FIA continued to deliver on its strategic goals, enriching its support of Club development worldwide, building capacity of its Member Clubs through training and improved services, launching major sustainability initiatives, and expanding its road safety campaigns.



53
projects from
Clubs in
48
countries
supported through
the FIA Road Safety
Grants Programme



470
delegates from
161
Member Clubs
attended the
FIA Conference in
Sun City, South Africa



28
projects funded
through the FIA Club
Development Programme
€1M
distributed across the
FIA Mobility Regions

Implementing a Global Vision

2019 saw the FIA Mobility Division continue its mission to ensure the future success and sustainable growth of the Federation and its Member Clubs around the world.

One of the main achievements of the year was the organisation of the historic first FIA Conference bringing together Sport and Mobility. An enriched programme allowed for enhanced discussion and ideas exchange between all FIA Members.

The FIA's goal of building capacity of its Member Clubs through training and leadership learning was furthered through the strengthening of the FIA University's tailor-made programmes that benefited 108 participants from 53 Clubs in 35 countries.

A new impetus was given to the improvement of the Services offer for Clubs by the FIA Mobility Services Commission that pursued an ambitious agenda throughout the year. Part of the work of the Commission relied on the adoption of a comprehensive approach to Mobility as a Service (MaaS) in order to help Clubs work together to expand their business model, and make the most out of the development of these new mobility solutions that represent key opportunities for them to stay relevant in the constantly-evolving mobility landscape.

The Commission also drove significant progress in the development of Tourism Services, building systems that better reflect the current experience of Member Clubs. The creation of a new dedicated Department within the FIA Mobility Division aims to ensure a more rapid modernisation of travel and tourism documents and services, and to accompany the Clubs in that transition.

On the Advocacy front, the FIA worked to maximise the impact of its #3500LIVES Global Road Safety Campaign and put a renewed emphasis on the promotion of sustainable mobility with initiatives such as FIA Smart Cities which, for its third season, gathered an unprecedented number of participants during three Forums organised in Mexico City, Hong Kong and Rome.

In 2019, the FIA Innovation Fund (FIF) played a key role in the creation of the Federation's Innovative Urban Mobility Platform, in the development of an innovative funding mechanism for road safety aiming to support the United Nations Road Safety Trust Fund, and in the creation of an FIA Helmet Safety Rating system.

Pursuing Safe and Sustainable Mobility

Over 2019, the FIA furthered its sustainable mobility agenda with significant developments in a number of areas.

As mentioned, the Federation created a new Innovative Urban Mobility Platform. This platform takes a twofold approach to urban mobility by focusing on benchmarking, and modelling and simulation. The first of these elements was delivered through the Smart Cities Tracker tool, which allows Clubs to see how cities within their country compare internationally in areas of smart urban mobility and assist them in their sustainable mobility advocacy strategy. The modelling element is now in progress with four pilot programmes due to be undertaken by Member Clubs in 2020.

In addition, the FIA Environmental Accreditation Programme continues to be developed, with three pilot projects having taken place in 2019 within Member Organisations. Meanwhile, the FIA Sustainable Mobility Programme assisted with the launch of the Green NCAP programme for testing the environmental

credentials of new vehicles and helped progress the Life Cycle Assessment project.

In the realm of road safety, the FIA continued to take action on a number of fronts. Over the past year, the FIA High Level Panel for Road Safety (HLP), in cooperation with the World Bank and the International Transport Forum (ITF), supported the planned creation of Regional Road Safety Observatories worldwide. Meanwhile, in Asia, a joint HLP and World Economic Forum (WEF) project on road safety in India has been instituted to explore the concept of a collaborative platform to boost synergies.

Finally, the third year of the FIA's #3500LIVES Campaign saw the visuals displayed in 83 countries and more than 1,200 towns and cities around the world. The campaign was boosted by the arrival of three new ambassadors – Her Serene Highness Princess Charlene of Monaco, FIA Formula One Driver Charles Leclerc and International Football Player Didier Drogba.

Driving Development

In order to strengthen the resilience of the FIA Family in a rapidly changing mobility landscape, the FIA continued to foster Club development. During 2019, the FIA Club Development Programme supported 28 projects conducted across the four Mobility Regions. The FIA Mobility Services Commission continued to contribute to Clubs' capacity-building by shaping development goals, including Mobility as a Service (MaaS) projects, strategic partnerships, driver training programmes, and the redesign of Tourism Services.

A successful year for the FIA University saw four programmes conducted in 2019 – two global and two regional. Over 500 delegates have participated in FIA University programmes since its inception in 2013, and the FIA University Board is looking into ways to promote alumni as the 'voices' of FIA University programmes and to foster information- and expertise-sharing within the alumni community. The University is also launching a pilot e-learning programme to give greater access to strategic training and expertise to Clubs' representatives.

New Tools for Tourism

2019 was also an important year with regard to Tourism Services, as the FIA took significant steps forward in its process of rebuilding a number of key offerings.

Redevelopment of the OTA (Organisation Mondiale du Tourisme et de l'Automobile) has progressed and the FIA Mobility Division is set to begin development of a new digital platform to be unveiled in Q3 2020. The new e-CPD Distribution System was also successfully completed in 2019.

The FIA also continued to work towards the creation of a new International Driving Permit document format within the UNECE Global Forum for Road Traffic Safety (W.P.1), the main UN body with oversight of both the 1949 and 1968 Conventions on Road Traffic.

GUIDING THE WAY AHEAD

In 2019, the World Council for Automobile Mobility and Tourism has agreed on ways to develop road safety advocacy and sustainability, expand the training and capacity-building opportunities available to Member Organisations, redevelop the Federation's Tourism Services offering, and pursue an agenda of governance reform.



The Drive for Safety

The World Council for Automobile Mobility and Tourism (WCAMT) conducted the first of its two 2019 meetings in May at the FIA Conference in Sun City, South Africa.

During this first session, in line with the road safety priorities of the Federation, the World Council approved the creation of a Steering Committee to strengthen current and future global road safety campaigns. As such, the Steering Committee will provide guidance to the FIA's #3500LIVES Campaign, and coordinate the campaign with existing advocacy initiatives around the world. The Steering Committee is set to meet twice per year, and will specifically look at: messaging and ambassador involvement; target audiences and geographical scope; deployment strategies; budgeting; strategic partnerships; and monitoring and evaluation of campaign effectiveness.

The WCAMT also endorsed the creation of the FIA Road Safety Awards to give due recognition to the best of the many initiatives and organisations that are improving road safety and contributing to reduce the loss of lives on the roads. The World Council was also given an update on the progress made by the FIA High Level Panel for Road Safety (HLP), most specifically in five projects areas: fundraising for the United Nations Road Safety Trust Fund, created with the support of the HLP; a voluntary agreement on minimum safety standards, to be signed by car manufacturers; data collection and assessment of world traffic fatalities, and the creation of Road Safety Observatories; improved standards of imported used cars in Africa; and the development of car insurance markets to help advance the road safety agenda, working with governments and insurance companies in Region IV.

Finally, the WCAMT discussed the pilot year of the FIA Smart Driving Challenge. The challenge promotes eco-friendly and safe driving via a scoring platform which ranks everyday drivers around the world, participating both as individuals and as part of a team. Designed as an efficient recruiting tool for FIA Clubs, the challenge is intended to promote smarter, safer, and cleaner mobility.

Expanding the Knowledge Base

During the May session, Tim Shearman, the incoming Chair of the FIA University Board, informed the WCAMT that the University will continue to pursue its strategic goals, namely: to encourage strong participation from FIA Clubs; to diversify content

and delivery mechanisms; and to maintain high participant satisfaction of existing programmes. With WCAMT backing, the FIA University will launch an e-learning pilot module designed to reduce the cost burden for certain Clubs and expand the reach of the FIA University offer, even if the value of face-to-face course time is recognised. The World Council acknowledged the strength and value of the FIA University as returning alumni are bringing new ideas and approaches to their Clubs, and thus changing the way they are being run.

Tests of Sustainability

On the sustainable mobility front, during the meeting in South Africa, the World Council kept abreast of and guided the development of the proposed Innovative Urban Mobility Platform, with its twofold approach centred on a benchmarking tool (Frost and Sullivan's Smart City Tracker) and its analytical modelling tool (Siemens' modelling and simulation programme). Funding for this project had been approved by the FIA Innovation Fund Steering Committee (FIFCO).

The World Council backed the establishment and launch of the Green NCAP programme (a consortium of governments and Clubs to promote more fuel efficient and less polluting vehicles through rigorous real world testing), and noted a report on the third season of the FIA Smart Cities initiative. With 1,136 participants attending Forums in Mexico City, Hong Kong and Rome, the initiative built further momentum in 2019.

New Routes for Tourism

Still during the May session, the WCAMT supported the renewed investment in Tourism Services. In particular, the OTA revamp, now in its third phase, has defined its goals in order to generate greater value to Members. This includes the development of a new business model and design, improved quality and consistency in travel data, a revised fee structure, and a new, user-friendly design.

The World Council also marked the sorrowful loss of Automobile and Motorcycle Association of Serbia (AMSS) President Mirko Butulija and the recent passing of Reial Automóvil Club de Catalunya (RACC) Honorary President Sebastià Salvadó with a minute of silence in their memory. Takayoshi Yashiro, who retired from the Japan Automobile Federation (JAF) and thus as Member of the World Council, received an honourable mention for his contribution to the FIA, including his past service as FIA President of Region II (Asia and Pacific).

Setting Strategic Direction



The second and final World Council for Automobile Mobility and Tourism meeting of 2019 took place during the Annual General Assembly in Paris in December.

Opening the final meeting of the World Council for Automobile Mobility and Tourism, FIA President Jean Todt told World Council members that in the realm of Mobility, for him, two priorities stand out.

“The first is well known and that is road safety,” he said. “Next February marks the conclusion of the United Nations Decade of Action for Road Safety. The idea was to reduce by 50% the number of fatalities on the road. At that time, we had 1 million people dying on the road. Ten years later, figures from the WHO suggest it will be 1.4 million. Things have worsened and we need to address it. You have a responsibility to be a strong lobby to governments. Next February, in Stockholm, we will have the third Global Ministerial Conference on Road Safety and I encourage you to represent your organisation and be a strong voice for the next decade.

“The other topic is the revolution around environmental awareness and on that we must take more leadership. Our organisation is the biggest representative of road users and we need to be a strong voice.”

He also referenced the need for greater gender equality within the FIA, pointing to the low representation of women on the Federation’s Commissions as a sign that more needed to be done. Finally, speaking about the FIA Innovation Fund (FIF), he told Council members: “I am really committed to providing more support to the Fund in order to identify programmes that are creative and that will leave a lasting legacy for the FIA.”

The topic of the Innovation Fund was also picked up by FIA Deputy President for Automobile Mobility and Tourism, Thierry Willemarck, who said that FIF projects had to differentiate from those applicable to other grant programmes on offer from the FIA. “We need to take a helicopter view; we need to be more ambitious, and we need to be more visionary so that there is a real legacy to leave for future generations.”

Supporting Positive Development

The December meeting was the occasion for World Council’s members to welcome the advancement of a range of new initiatives in road safety, Club development, and Tourism Services.

The WCAMT first heard about the creation of a new FIA-originated funding mechanism for the UN Road Safety Trust Fund (UNRSTF). This brand initiative, seeking to engage the private sector in raising awareness and funds, was likened to the RED programme which raises funds targeted at the eradication of HIV through what has become known as ‘ethical consumerism’. Customers would be invited to pay a premium for branded products from partner companies with a portion of the revenue going to the UNRSTF. Members were informed that brand guidelines are in place and that the project was going to be presented to the FIA High Level Panel for Road Safety on the occasion of the Ministerial Conference in Stockholm in February 2020.

The World Council then heard of the latest developments in the FIF-supported FIA Helmet Safety project. The project aims to utilise industry-wide best practices to develop an international helmet rating system to help consumers better understand the safety performance levels of helmets available in the markets.

In the area of Club development, the WCAMT was informed of another Mobility Services Commission’s initiative supported by the FIA Marketing Department and known internally as ‘One Road’. In order to examine ways to strengthen existing partner reward schemes available through Member Clubs, the FIA Marketing Department has worked with the FIA Mobility Services Commission to identify existing platforms and opportunities to link or expand this network with new partners with the aim of increasing the benefits available to individual Club members, on an international basis.

Following updates on the ongoing redevelopment of Tourism Services such as the OTA Information Centre, the WCAMT moved on to discussing voting rights. World Council members agreed with the agenda recommendation that the task to assess the need to reform voting rights be given to the FIA Statutes Review Commission in 2020.

PROGRESS ON A GLOBAL SCALE

Across the four FIA Mobility Regions a busy year saw major steps forward in all areas – from Club development and business innovation to increased advocacy for member rights and road safety.

A Manifesto for Change



Thomas Møller Thomsen,
FIA President of Region I

Region I

In 2019, Region I worked to reinforce the position of Mobility Clubs in the political landscape by raising awareness of motorists' needs among decision makers.

As a new legislative term started for the European Union institutions, Region I published its Manifesto for Mobility under the slogan 'Put the user in pole position'.

The Manifesto presents decision makers

with a range of topics they need to focus on in order to improve consumer mobility.

During the year, Region I also pressed for legislation on access to car data that ensures fair competition between vehicle manufacturers and independent aftermarket operators, and consumer choice. As connected cars are becoming a reality, Clubs must have access to in-vehicle data to be able to continue to provide their members with the highest standard of services.

Region I actively supported the development of Green NCAP, an ambitious project that aims to provide drivers with objective information on the environmental performance of their cars. It should further support clean mobility by allowing consumers to make informed choices.

Region I worked to safeguard drivers' mobility, for instance by raising awareness of the lack of information on urban vehicle access restrictions or ensuring better legal protection of drivers across the EU with the revision of the Motor Insurance Directive.

In the area of road safety, Region I Clubs successfully launched the campaign 'It Only Takes 2 Seconds' to raise awareness on distracted driving. The campaign, adopted by 35 Clubs in Europe, Middle East and Africa received the support of the European Commissioner for Mobility and Transport at the time, Violeta Bulc.

Region I's capacity-building events focused on key business areas for Member Clubs, including roadside assistance in the Road Patrol Training for Excellence Programme and marketing through the Marketing and Management Workshop. Thanks to the Mentoring Programme, Clubs also had the opportunity to have one-to-one meetings with sister Clubs to receive ad-hoc advice on a specific area of interest, such as call centre operations or the development of vehicle inspection centres.

In February 2019, Region I launched its Start-Up Challenge to connect promising start-ups with Clubs. Clubs gained access to 57 start-ups that successfully applied to the challenge, thus opening up new business opportunities for Clubs. Twelve preferred start-ups met with the Clubs' marketing and business development staff during Region I's dedicated 'Meet-up day' in October.

Targeted Growth



Mike Noon,
FIA President of Region II

Region II

With advances in training, grant-aided development and the promotion of innovation within its network of Clubs, 2019 proved to be both a successful and busy year for Region II.

In July, the Region held its inaugural Communications Workshop, modelled on that of Region I. This event was well attended and led to the creation of an

Innovation Hub, which promises improved communication and reciprocity across the Region.

In September, Region II worked with Curtin University's Singapore campus to hold the FIA University Region II Programme on Policy and Persuasion, which provided executives and staff with sound advocacy tools, techniques and strategies. There was a strong focus on crisis management, on the need to employ different lobbying techniques across a diverse region, and on the notion that successful advocacy requires time and dedication.

In October, the FIA Roundtable event in Chennai, India, brought together a record number of attendees. A highlight of the meeting was a keynote presentation by iRap Managing Director Greg Smith on the Star Rating for Schools (SRFS) project. Region II has been working with Mr Smith and his team on piloting the SRFS programme in Nepal, Vietnam, Philippines, India, and Australia, with encouraging results. The programme is not only extremely popular but has led to real safety infrastructure improvements around the pilot schools. The scheme will be expanded to become the Region's regional safety initiative in 2020 and with assistance from iRAP, Region II will coordinate and seek to grow Club participation.

The Australian Automobile Association (AAA) has nearly completed its FIA Transformation Grant project and Distracted Driving research and will soon be in a position to share the final research with all FIA Clubs. The AAA will also deliver a toolkit to help Clubs educate their members on the hazards of using mobile devices while driving.

The next edition of the Region II Roundtable meeting is planned to be hosted by the Automobile Association Vietnam (AAV) in Hanoi. Established in 2018, AAV is one of the FIA's youngest Clubs, but it has already delivered successful advocacy campaigns, roadside assistance and launched tourism products. AAV is just one example of Region II's potential for growth and the Region's Executive Committee has been working to identify potential new Mobility Clubs.

A new project, 'Best Practice & Business Model Forum', will bring together Club CEOs and Presidents to discuss best practice and business case studies from Clubs within the Region and from beyond. The project's aim is for Clubs to understand how others are developing and to learn about new ways to approach roadside assistance, insurance, membership, and other mobility activities.

Reaching New Heights



*Tim Shearman,
FIA President of Region III*

Region III

The FIA Region III Symposium and Canadian Automobile Association (CAA) Annual Meeting were held from 2-4 June 2019 in Halifax, Nova Scotia, in Canada, with 225 delegates from the CAA, Mexico, Barbados, Belize, the Dominican Republic, and the FIA Secretariat in attendance.

Keynote speakers at the event included David Rogers from Columbia University

who gave a presentation on digital transformation, innovation speaker Chitra Anand on 'Intrapreneurship', and a speaker from popular Internet news site BuzzFeed on 'fake news'.

Region III also had strong attendance at the FIA University courses of 2019 with six attendees participating in the FIA University Emerging Leaders Programme held in March in Barcelona, Spain, five attending the FIA University Senior Executive Programme in New York in October, and one Region III Member taking part in the FIA University Latin American Leaders Programme held in Miami, Florida, in October.

Region III Member Clubs were also active participants at the FIA Congress of Americas for Sport and Mobility held in Quito, Ecuador, in late July and early August. The Region was a co-sponsor of the event, providing funding from its Regional Grants Programme. The theme for the 2019 edition was Sustainable Mobility.

In the area of road safety, a number of innovative projects were launched during the year. The Automóvil Club Dominicano (ACD), with the support of FIA Region III Development Funding, was instrumental in the construction and launch on 25 July 2019 of the first ever traffic safety park in suburban Santo Domingo, while in Jamaica, the Jamaican Automobile Association (JAA) has initiated several road safety programmes in support of reducing traffic fatalities, including an On-line Fatal Crash Map, available on the website of the JAA's sister company, JN General Insurance (JNGI), at www.jngijamaica.com.

In the wider world of mobility, the CAA was instrumental in helping the Canadian government develop its Air Passenger Bill of Rights, which came into effect in July 2019 and which ensures that passengers will now have options if their air travel is impacted in a variety of situations, consistent with legislation in the EU and USA.

In addition, CAA commissioned an informational advertising campaign in English and French to highlight the new rights and ensure CAA is recognised for its role in the new regime.

Finally, at the FIA Conference in South Africa, the CAA received an FIA Road Safety Award in the category of 'Most Effective Intervention by an FIA Member Club to Improve Road Safety' for its pioneering campaign on cannabis use among drivers. CAA President and CEO Tim Shearman, also FIA President of Region III, received the FIA Road Safety Award.

Targeting Safety & Sustainability



*Jorge Tomasi Crisci,
FIA President of Region IV*

Region IV

In 2019, FIA Region IV was active across a wide variety of issues including road safety, sustainability, advocacy, and development.

In April, Region IV and the UN Environment Programme organised a workshop on electric mobility in Buenos Aires. Eleven Latin American legislators and representatives of the two institutions attended the workshop that aimed to define the regulation guidelines for the beneficial use of electric

vehicles in the region.

Encompassing all of those topics, the XXIst Congress of Americas for Sport and Mobility took place in August in Quito, Ecuador, hosted by the Automóvil Club del Ecuador (ANETA). Delegates and FIA experts participated in a wide range of plenary sessions, panel discussions, and workshops addressing issues such as promoting road safety interventions and sustainable mobility. They adopted the Quito Agreement, a declaration that will lead to further concrete action in this regard. The Road Safety Forum taking place during the Congress focused on *Movernos Seguros*, a project supported by the FIA High Level Panel for Road Safety together with the Inter-American Development Bank (IDB).

In September, the Automóvil Club de El Salvador (ACES) successfully held the first Central American Congress on Mobility and Road Safety to promote best practices in road safety and sustainable mobility in the region.

In the area of sustainability, in May, Paraguay hosted the Electric Mobility Showroom and Smart Cities event. The event, opened by Dr Hugo Mersan and President Tomasi Crisci, gathered over 4,000 visitors and over 500,000 online users via social networks.

Later in the year, President Tomasi Crisci visited the 15th VE Latinoamericano's exhibition of electric vehicles in Sao Paulo with the aim to promote the development of the zero-emission automotive sector in the region. In June, Region IV and the Automóvil Club de Colombia (ACC) experts then gathered at LATAM MOBILITY summit in Medellín, to discuss the promotion of sustainable mobility in Latin America.

In September, Region IV launched a digital campaign to raise awareness of alternative transport systems that can improve quality of life and allow for eco-friendly commuting. Then, in October, Region IV participated in a side event organised at the PreCOP25 Conference in Costa Rica, along with its partner, the UN Environment Programme, and with the Automóvil Club de Costa Rica (ACCR), to highlight the potential electric mobility has to strengthen climate commitments in Latin America.

Finally, in the area of training and development, FIA Region IV organised the 5th edition of the FIA University Region IV Latin American Leaders Programme focusing on 'Citizens in Motion, Clubs in Motion'. It also developed a Virtual Reality-based driver training simulator including several modules on road safety awareness that was presented to both the Touring y Automóvil Club Paraguayo (TACP) and the Touring y Automóvil Club del Perú (TACP).

PLOTTING SAFE AND SUSTAINABLE ROUTES

In 2019, the FIA once again played a leading role in mobilising key stakeholders to make road safety gains via coordinated international action and to contribute to the advancement of the global sustainability agenda.

FIA Mobility Policy Commission: Defining Policy Priorities



The FIA Policy Commission met six times in 2019, five times over conference calls and at one physical meeting convened during the FIA Conference in South Africa. Under the new Chairmanship of Ferry Smith of the Royal Dutch Touring Club ANWB, the Commission began the strategic work of designing policy priorities for the next three years.

In the area of road safety, the FIA Policy Commission provided recommendations to the FIA Mobility Division regarding priority topics for the 'Capacity Building' stream of the FIA Road Safety Grants Programme and advised the FIA on the establishment of possible new road safety initiatives.

In the sphere of sustainability, the FIA Sustainable Mobility Programme aims to assist Clubs in advocating for the accomplishment of sustainability goals, such as the establishment of independent programmes for assessing environmental performance of vehicles and Life Cycle Assessment studies.

The Commission also promoted a workshop on 'Independent Environmental Testing Programmes of Vehicles'. The workshop considered the recently launched Green NCAP vehicle testing programme alongside 'The Real Urban Emissions' (TRUE) initiative, undertaken by the FIA Foundation and the International Council on Clean Transportation.

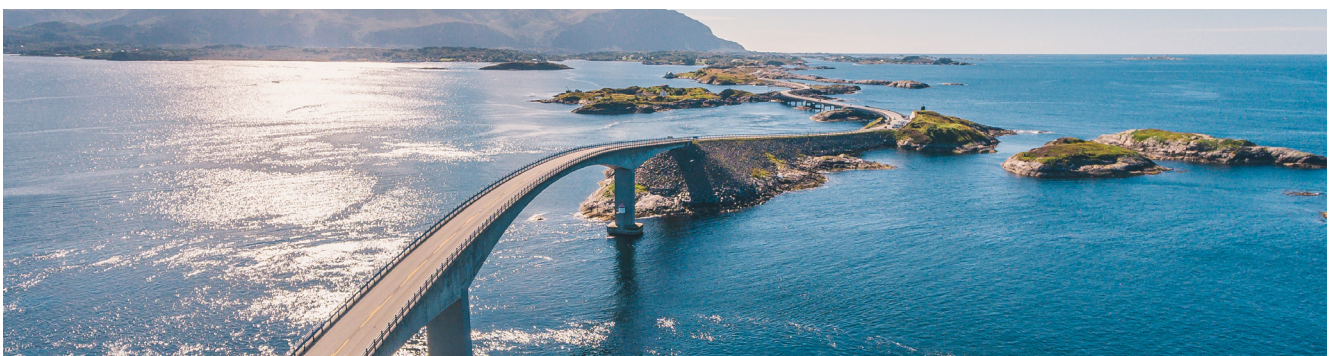
Advocating for Safer Roads at the Highest Levels



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.

In 2018, the advocacy efforts of the Special Envoy over the past three years culminated in the launch of the United Nations Road Safety Trust Fund (UNRSTF). A first-of-its-kind initiative, the UNRSTF represents a breakthrough for global road safety. For the first time, a specific funding instrument for global road safety programmes has been put into place.

The FIA has a seat on the Advisory Board of the UNRSTF, represented by the FIA Deputy President for Automobile Mobility and Tourism, and shares a seat in the Steering Committee with the FIA Foundation. In that capacity, the FIA contributed to the strategic discussions on the first Call for Proposals, launched in October 2019, and the governance model to strengthen the UNRSTF. To help finance the UNRSTF, the FIA has worked on an advocacy initiative and fundraising mechanism designed to engage the private sector and consumers. The new brand, set to be launched in 2020, was created through an inclusive process that involved the FIA, FIA Member Clubs, FIA Action for Road Safety commercial partners, as well as international road safety organisations.



FIA High Level Panel for Road Safety



In 2019, the Experts and Advisors of the FIA High Level Panel for Road Safety (HLP) met three times. At each of these meetings, participants received an update on the implementation of the various HLP projects, major events within the road safety community, and the development of the UNRSTF.

Elsewhere, the HLP is directly addressing the poor quality of data related to road traffic by supporting the creation of Regional Road Safety Observatories worldwide, in cooperation with the World Bank and International Transport Forum (ITF). In 2019, efforts have concentrated on the establishment of observatories in Africa and Asia-Pacific. The African and Latin American Observatories are now in the implementation phase, while at a workshop in Singapore in spring 2019 the initial steps were taken towards the establishment of an Asia-Pacific Observatory.

As a 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 (IDB), three workshops of the *Movernos Seguros* programme have been held: in October 2017 in Washington, USA, in July 2018 in Montevideo, Uruguay, and the most recent, in August 2019 in Quito, Ecuador. Pilot projects to improve car insurance markets are being implemented in Paraguay, the Dominican Republic, and Bolivia, with FIA Member Clubs increasingly involved. For example, in Paraguay, the *Touring y Automóvil Club Paraguayo* is advocating for the approval of third party liability insurance, while the *Automóvil Club de El Salvador* promoted a workshop exploring methods of implementing *Movernos Seguros* in the country.

In Asia, a joint HLP and World Economic Forum (WEF) project on Road Safety Partnership in India (RSPI) has sought to engage the private and civil society sectors on the concept of building a collaborative platform to strengthen synergies and design new road safety initiatives. A Manifesto, endorsed in January 2019 at the WEF in Davos, and reinforced in June 2019 in Delhi, sets the goals of this initiative.

Acting on vehicle standards, the HLP continues to support the efforts of 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. Progress was made in October, when OICA, the global association of car manufacturers, announced a list of basic safety technologies the industry is ready to implement in response to legislation.

Finally, a joint HLP and United Nations Environment Programme (UNEP) project on Better Quality of Used Vehicles is set to lead to the development of a new global programme to promote the importation of safer and cleaner used vehicles to developing countries, primarily in Africa.



NEW AMBASSADORS HELP BOOST #3500LIVES CAMPAIGN

Displayed in 83 countries and more than 1,200 towns and cities around the world, the FIA's #3500LIVES Global Road Safety Campaign was boosted in 2019 by the arrival of three new ambassadors who promoted messages focused on protecting vulnerable road users.



Continued Success

Launched in 2017, in partnership with global advertising giant JCDecaux, the #3500LIVES Campaign has leveraged the power of celebrity endorsements and JCDecaux's advertising spaces around the world to raise awareness of road safety through the delivery of clear and simple messages. The latter encourage pedestrians, cyclists, motorcyclists, and drivers to adopt simple, easily applied habits that have proven to be effective in making the world's roads safer.

Beginning with 13 ambassadors in 2017, the campaign has grown hugely since, with 18 famous personalities now presenting 13 road safety messages spread across 17 unique visuals.

New Ambassadors

In 2019, the campaign welcomed three new ambassadors to promote messages focused on protecting vulnerable road users.

In May 2019, on the occasion of the Monaco F1 Grand Prix, Her Serene Highness Princess Charlène of Monaco and FIA Formula One Racing Driver Charles Leclerc joined the campaign to promote a new message, 'Watch out for Pedestrians', calling for better protection of these vulnerable road users. Indeed, figures show that 88% of pedestrians travel on 1- or 2-star roads, which are considered as unsafe, and 54% of all road traffic deaths occur among pedestrians, cyclists and motorcyclists.

In September, at the Italian F1 Grand Prix, the campaign was joined by Ivorian International Football Player Didier Drogba. The former Marseille, Chelsea and Galatasaray star appears

on the campaign's latest visual asking road users to 'Watch out for Kids'.

The FIA, Prudence Foundation (the community investment arm of Prudential plc in Asia and Africa) and the Didier Drogba Foundation then followed up with a joint event in Abidjan, Ivory Coast, to announce the deployment of the campaign visual in Africa during the launch of the SAFE STEPS Road Safety Africa campaign.

Expanded Reach

Over the three years of the partnership, the campaign has been promoted in over 83 countries and 1,200 towns and cities on every continent. More than 50,000 visuals were produced and the campaign has achieved an unprecedented level of visibility for road safety not just on traditional advertising spaces but also on increasing numbers of digital billboards and most recently on benches. The deployment of benches was launched at the French F1 Grand Prix at Le Castellet and the latest platform adds visibility by allowing the campaign to be showcased at a wide variety of events and sites.

Following the success of the Campaign, an extension of the agreement between the FIA and JCDecaux into 2020 has been approved.



TODAY 3,500 PEOPLE WILL DIE ON THE ROAD

<p>WATCH OUT FOR PEDESTRIANS</p> <p>H.S.H. PRINCESS CHARLÈNE OF MONACO CHARLES LECLERC FIA FORMULA ONE RACING DRIVER</p>	<p>USE A CHILD SAFETY SEAT</p> <p>MICHELLE YEOH FORMULA ONE DRIVER AND UNEP GOODWILL AMBASSADOR</p>	<p>NEVER DRINK AND DRIVE</p> <p>NICO ROSBERG 2016 FIA FORMULA ONE WORLD CHAMPION</p>	<p>SLOW DOWN FOR KIDS</p> <p>PATRICK DEMPSEY FORMULA ONE RACING PRODUCER, RACE CAR DRIVER</p>
<p>CHECK YOUR TYRES</p> <p>RAFAEL NADAL TENNIS PLAYER, WINNER OF 21 GRAND SLAM TITLES</p>	<p>BUCKLE UP</p> <p>FERNANDO ALONSO FIVE-TIME FIA FORMULA ONE WORLD CHAMPION, 2018 2019 FIA DRIVERS' LAMP WORLD ENDURANCE CHAMPION</p>	<p>DON'T TEXT AND DRIVE</p> <p>PHARRELL WILLIAMS SINGER, SONGWRITER AND RECORD PRODUCER</p>	<p>LOOK BEFORE CROSSING</p> <p>FELIPE MASSA FORMULA ONE RACING DRIVER, FORMER FORMULA ONE RACING DRIVER</p>
<p>STOP WHEN YOU'RE TIRED</p> <p>ANTOINE GRIEZMANN INTERNATIONAL FOOTBALL PLAYER</p>	<p>MAKE ROAD SAFETY A PRIORITY</p> <p>ANNE HIDALGO MAYOR OF PARIS</p>	<p>ALWAYS PAY ATTENTION</p> <p>VANESSA LOW 2008 OLYMPIC GOLD MEDAL CHAMPION</p>	<p>STAY BRIGHT</p> <p>HAILE GEBRSELASSIE 2008 OLYMPIC GOLD MEDAL CHAMPION, OLYMPIC AND WORLD CHAMPION</p>
<p>CHECK YOUR VISION</p> <p>MICHAEL FASSBENDER ACTOR</p>	<p>DON'T LET YOUR FRIENDS DRIVE DRUNK</p> <p>WAYDE VAN NIEKERK 2012 OLYMPIC GOLD MEDAL AND WORLD CHAMPION</p>	<p>WEAR A HELMET</p> <p>MARC MÁRQUEZ SIX-TIME MotoGP WORLD CHAMPION</p>	<p>OBEY THE SPEED LIMIT</p> <p>YOHAN BLAKE 4 X 100M OLYMPIC AND WORLD CHAMPION AND 2015 WORLD CHAMPION</p>
<p>WATCH OUT FOR KIDS</p> <p>DIDIER DROGBA INTERNATIONAL FOOTBALL PLAYER</p>			

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SUPPORTING ACTIONS FOR ROAD SAFETY

In 2019, FIA Member Clubs' efforts to improve road safety worldwide were again boosted by assistance from the FIA Road Safety Grants Programme and, for the first time, honoured with a new set of FIA Road Safety Awards.



FIA Road Safety Grants Programme

Established in 2012 with the support of the FIA Foundation, the FIA Road Safety Grants Programme funds Member Club projects designed to reduce the number of fatalities and injuries on the world's roads.

Since the launch of the programme, more than 356 initiatives have been assisted in more than 90 countries under four streams: 'Transformation'; 'Global Action', 'Capacity Building'; and 'Collaboration'. The financed projects cover a wide range of subjects, including awareness campaigns, educational programmes and trainings, the protection of vulnerable road users and road infrastructure safety information.

In 2019, 31 projects received support under the 'Transformation' stream. The funded projects include the improvement of road infrastructure around schools in Botswana and Vietnam, as well as safety training sessions in Tanzania, Colombia, and Greece. Fifteen of the approved projects have already been implemented, while the remaining 16 will be deployed in 2020.

Under the 'Global Action' stream, and in support of the 5th UN Global Road Safety Week, grants were awarded to Member Clubs in 38 countries.

The FIA Global Programme on Child Safety in Cars, that aims at reducing child mortalities on the road by calling for more robust legislation on Child Restraint Systems (CRS), was reinforced with the establishment of a donation platform for child seats financed under the 'Capacity Building' stream. As a result of the grant aid, and thanks to the participation of

FIA Member Clubs in Switzerland, Italy, Austria, Moldova, Belarus, and Bosnia, more than 1,000 seats have been collected and distributed to low-income families in Eastern Europe. In addition to the donation platform, the programme also provides a web-based toolkit to assist Clubs in implementing their advocacy initiatives to promote the right use of child seats. To exemplify the success of the programme, an observational survey conducted by Automobile Club of Moldova (ACM) identified that just 30%-40% of children were adequately protected with restraint systems. A later evaluation of the ACM's work saw an 8% increase in permanent use of Child Restraint Systems and a 7% increase in the use of the seat at a frequency of 2-3 times per week in the first year alone.

The FIA Grants Programme also assisted the International Transport Forum (ITF) in establishing the Safer City Streets Network and supported the development of the FIA Star Rating for Schools Toolkit. This Toolkit — through which mitigation treatments at danger points can be considered by exploring the impact of changes in road features and speed — will provide the foundation for the development of an FIA-led global programme with Mobility Clubs focused on improving child safety worldwide, as part of the iRAP Star Rating for Schools Programme.

At the regional level, through the 'Collaboration' stream, the Programme supported the European Traffic Education Contest and the European Best Young Driver project. It also helped with the regional road safety campaign 'Slowing Down Saves Lives' in FIA Region I, the Road Safety Roundtable in FIA Region II and the 'Towards Safer Cars campaign' in FIA Region IV.

FIA Road Safety Awards



To publicly acknowledge those who have contributed to improving road safety and to raise awareness of global road safety imperatives, in 2019, the FIA launched the FIA Road Safety Awards.

Recognition is awarded across a range of categories, including: an award for an 'Outstanding Contribution to Improving Road Safety by an individual or entity'; for the 'Most Effective Intervention by an FIA Member Club (Mobility or Motor Sport) to Improve Road Safety'; for the 'Most Effective Intervention by a public entity' (road safety enforcement agency or policy/decision maker), and for the 'Most Innovative Action for Improving Road Safety' (private sector).

In order to qualify for consideration for an FIA Road Safety Award, proposed projects and activities must comply with a number of criteria, such as relevance, legacy, innovation, sustainability, and evidence. A jury comprised of the FIA Deputy President for Automobile Mobility and Tourism, FIA Presidents of Regions I, II, III and IV, Chairs of the FIA Mobility Commissions, and Executive Director of the FIA Foundation, decides on the recipients of the awards.

In May 2019, during the FIA Conference in Sun City, South Africa, the FIA Award for the 'Most Effective Intervention by an FIA Member Club to Improve Road Safety' was presented to the Canadian Automobile Association (CAA) in recognition of its campaign to raise awareness on cannabis-impaired driving, after the Canadian Government legalised recreational and medicinal use of the drug. According to data from CAA South Ontario, prior to cannabis legislation coming into force, some 1.9 million Ontarian drivers had admitted

to driving after consuming cannabis. A year later, and following increased messaging on the dangers of driving while high, the figure had dropped to 1.2 million.

Special mention was also given in South Africa to the Royal Dutch Touring Club ANWB, for its 'Streetwise' campaign. The programme has been running for 12 years and, in that time, has offered traffic education lessons to almost 2 million children aged 4 to 16.

In December 2019, the FIA announced the recipients for the other three remaining categories. The 'Most Effective Intervention by a public entity' was awarded to Public Safety Canada, for the Canadian Government's national public awareness campaign 'Don't Drive High'. The Colombian National Road Safety Private Companies Committee was announced as the recipient of the 'Most Innovative Action for Improving Road Safety' Award for an initiative led by Colombian private companies to join efforts to reduce road crashes. Finally, in the 'Outstanding Contribution to Improving Road Safety by an individual or entity' category, the jury decided to acknowledge the work of Greig Craft, President of the Automobile Association of Vietnam, who contributed to life-saving interventions in South-East Asia through the work of three organisations: AIP Foundation, Protec, and AA Vietnam.

These last three FIA Road Safety Awards will be celebrated during FIA Mobility regional events, and the CAA will organise a dedicated event to maximise the impact and visibility of such recognition.



PROMOTING SUSTAINABILITY AND ACCESSIBILITY

For 2019, the two cross-pillar FIA Commissions – the FIA Environment and Sustainability Commission and the FIA Disability and Accessibility Commission – built on their respective agendas to assist in ensuring safer, more sustainable and more accessible mobility for all road users.

FIA Environment and Sustainability Commission

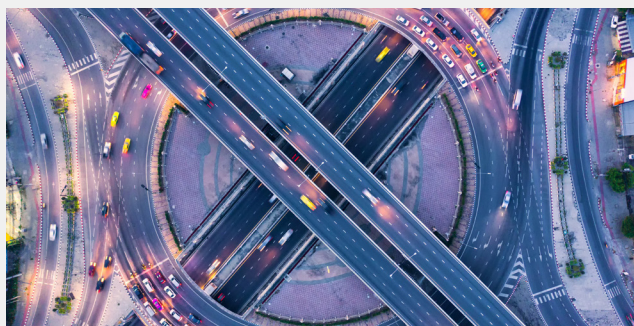
In 2019, the FIA Environment and Sustainability Commission met twice and advanced its Mobility agenda. With the support of the Commission and with funding from the FIA Innovation Fund, the FIA has developed the Innovative Urban Mobility Platform, a twofold approach to urban mobility in cities that focuses on benchmarking, and modelling and simulation.

The Commission has also championed the FIA Environmental Accreditation Programme. For Mobility, the programme has now moved into its pilot stages. Established to help FIA stakeholders worldwide to measure and improve their environmental performance, the programme introduces clear and consistent environmental management practices and provides stakeholders with a framework against which they can accredit their activities. Three pilot projects took place in 2019, with Norges Automobil-Forbund (NAF), the Royal Automobile Club of Western Australia (RAC WA) and the Automóvil Club del Ecuador (ANETA).



Innovative Urban Mobility Platform

Today, over half of the world's population lives in cities. By 2050,



it is estimated that an additional 2.5 billion people will live in megacities and urban regions worldwide. Cities must plan now for sustainable and efficient transportation and mobility that will meet the needs of all future residents.

In order to help ensure the future of urban mobility is safer, more sustainable and more accessible for all road users, the FIA has developed the Innovative Urban Mobility Platform. Built on two pillars – benchmarking, and modelling and simulation – the Innovative Urban Mobility Platform is being deployed for the benefit of all FIA Mobility Clubs.

The first pillar concentrates on benchmarking with the Smart Cities Tracker tool. Developed by international consultancy firm

Frost and Sullivan, the tool covers over 100 cities, tracking more than 150 parameters across all aspects of smart mobility including vehicle statistics, travel patterns, electrification, array of new mobility solutions, smart parking and traffic solutions, political and regulatory landscape, and innovation in last-mile connectivity. With these indicators, an informed and holistic idea about urban mobility and future outlook allows Clubs to advocate for appropriate policies using research-based evidence. Accessible to all FIA Mobility Clubs, the FIA delivered this pillar of the project in 2019.

Working with Siemens, the FIA has developed modelling and simulation as the second pillar of the Innovative Urban Mobility Platform. Simulation models have evolved to a level that they can now be used for testing rapidly changing technologies, allowing cities and FIA Member Clubs to simulate and predict in real time what their transportation system will look like in order to evaluate impacts, and identify the best strategies for achieving their local goals.

In 2019, four FIA Mobility Clubs were selected to carry out modelling and simulation pilot projects under the guidance of Siemens. These projects will simulate mobility situations that are of specific importance for their membership and will allow to assess the relevance of the platform for Clubs. Subsequent to this, Siemens modelling and simulation expertise will be opened to the entire FIA Mobility Club membership for Clubs to carry out projects tailored to their needs.

FIA Disability and Accessibility Commission



While only meeting once in 2019, the Disability and Accessibility Commission has taken committed action in the field of Mobility. As a priority area of the Commission's work, advocacy and awareness-raising efforts around issues affecting disabled drivers took a step forward in 2019 with the release of a video focused on the misuse of disabled car parking spots, entitled 'Would You?'.

In a similar vein, the Commission has continued its work, together with the International Transport Forum (ITF), to gather and consolidate blue badge parking data across the FIA Membership Network as well as within ITF Member States. Once collected, this information will be open to all via a purpose-built website incorporating industry standard accessibility features. Data is currently being collected and it is planned that the information will be available on the dedicated website in 2020.

FIA Sustainable Mobility Programme

The FIA Sustainable Mobility Programme is an annual grant scheme that supports sustainable and accessible mobility initiatives. It receives funding from the FIA Foundation and is steered by FIA Mobility under the guidance of the FIA Mobility Policy Commission.

In 2019, the programme contributed to the Green NCAP initiative, the Life Cycle Assessment project, and sensor solutions for blue badge parking.

In cooperation with experts from the Automobile Club d'Italia (ACI), Allgemeiner Deutscher Automobil-Club (ADAC), Österreichische Automobil-, Motorrad- und Touring Club (ÖAMTC) and Touring Club Suisse (TCS), Green NCAP delivered its first results in 2019. A total of 17 vehicles were tested, with a range of powertrains, including electric, natural gas, diesel, and petrol.

The Life Cycle Assessment (LCA) tool analyses the total environmental impact of cars from 'cradle to grave'. Co-funded by FIA Clubs ADAC and ÖAMTC, the tool is now available to all Clubs via FIA Networks.

Finally, the FIA Sustainable Mobility Programme also addresses accessibility. In 2019, the programme elaborated a strategy to deploy sensor solutions for blue badge parking. Working with T-Systems (a subsidiary of Deutsche Telekom), the project will use 'smart' infrastructure to assist disabled drivers to find empty parking spaces, and to deter the misuse of disabled car spots by alerting enforcement authorities to abuse. The project is in its initial stages and will be delivered throughout 2020.



FOR A BETTER URBAN FUTURE

The third year of the FIA Smart Cities initiative reached a wider audience than ever before and gave exposure to a variety of exciting high-tech urban mobility projects and policies.



Working Together to Build Better Cities

Launched in 2017, the FIA Smart Cities initiative aims to ensure that mobility in the cities of tomorrow is safer, cleaner and more accessible for all road users. The FIA Smart Cities Forum promotes the development of technologically advanced urban mobility systems that will improve urban standards of living now and in the future. For 2019, the FIA Smart Cities Forum visited Mexico City, Hong Kong, and Rome, and welcomed 1,136 participants – an all-time record participation rate for the initiative. The Forum drew its biggest ever audience at the event in Hong Kong, where over 430 attendees gathered. Over the course of the season, 60% of attendees came from the private sector, 22% from the public sector, and 18% from not-for-profit and academia.

Innovation as a Cornerstone of Change

In order to help fast-track sustainable development, the FIA Smart Cities initiative features the FIA Smart Cities Global Start-Up Contest and the FIA Smart Cities Award. The former, powered by international start-up accelerator MassChallenge, seeks to identify and promote start-ups working on mobility-focused innovative technologies, while the latter evaluates the urban mobility initiatives of cities.

From a total of 18 finalists, the Global Start-Up Contest selected four winners from three different countries. The start-ups profited from the exclusive exposure to high level industry experts, as well as access to the FIA Mobility Club network.

The FIA Smart Cities Award, meanwhile, focused on a study of urban mobility in Rome. In partnership with Sciences Po Paris university, the report provides an overview of the city's mobility KPIs, looking at the Italian capital's Sustainable Urban Mobility Plan (PUMS) and its objectives. In cooperation with the Automobile Club d'Italia (ACI), the study highlighted 13 recommendations for sustainable transport in the city.

Future Focused

To coincide with the launch of the Season 4 of the FIA Smart Cities initiative, a dedicated website (fiasmartcities.com) and an event app, designed to facilitate greater interaction with event audiences both on site and on-line, will go live.

A key take-away from the 2019 season was that many of the start-ups invited to the Forum would greatly value the opportunity to pitch to the entire Forum audience, and would like more time with audience members. With this in mind, the FIA Smart Cities Forum will provide stage time to all Global Start-Up Contest finalists in the future. A booth will also be available to allow audience members to better engage with the start-ups.

Similarly, many Formula E teams have their own story to tell about sustainability and technology transfer and thus, the Season 4 of the initiative will also focus on this topic.



FIA Smart Cities Season 3 highlights

ACCOMPANYING DEVELOPMENT

In 2019, the FIA continued to expand and refine the service and development opportunities it makes available to Member Clubs.

FIA Mobility Services Commission



Composed of 10 members representing the four FIA Regions, the FIA Mobility Services Commission (MSC) works closely with the FIA Mobility Division in its mission to support the development and growth of Member Clubs around the world.

The Commission gives Mobility Clubs a unique opportunity to express their point of view and ideas with regard to the development of new and existing services for the network of FIA Organisations.

The Commission develops strategic topics in consultation with Mobility Clubs, notably by organising workshops in different countries. It offers support with:

- Partnership strategy — potential partnership development for Clubs;
- Mobility as a Service (MaaS) projects;
- Redesign of the OTA database and travel documents with the support of experts;
- International Driving Permits (IDPs)/*Carnets de Passages en Douane* (CPDs);
- Driver training projects.

FIA Club Development Programme

Through the FIA Club Development Programme, the FIA provides a total amount of €1,000,000 to the four Mobility Regions on projects and programmes that contribute to the development and improvement of services and efficiency for the benefit of Member Organisations.

The Programme considers the following categories: 'Events and Learning'; 'Exchange and Mentoring'; 'Communication and Marketing'; 'Regional Strengthening'; and 'Seed Funding'. In the area of 'Exchange and Mentoring', the FIA has allocated additional funding of €50,000 with a focus on Club mentoring. This extra funding supplements the existing Club Development Programme and will be used to support Club-to-Club engagement regarding relevant business development activities such as improved membership management, call centre operations, contractor engagement, supplier management, marketing, etc.

During 2019, 28 projects and programmes were conducted by the four Mobility Regions. Among supported initiatives were:

- FIA Region I: Policy Study for Eurocouncil Clubs, Start-Up Challenge, Region I Spring Meeting.
- FIA Region II: Communications/Campaign Workshop combined with IDP Workshop, FIA University Programme for Region II, Region II Roundtable Event.
- FIA Region III: CAA Annual Meeting and Region III Symposium, Support for FIA Congress of Americas for Sport and Mobility and FIA Mobility Region III Prize Giving event.
- FIA Region IV: Electric Vehicle Showroom and Smart Cities, Integral Regional E-Mobility Training Programme, FIA University Latin American Leaders Programme.



FIA Smart Driving Challenge



In 2019, the FIA launched the FIA Smart Driving Challenge (FIA SDC), a worldwide competition that rewards smart, safe, and eco-friendly driving.

Developed in partnership with Artificial Intelligence (AI) specialists Enerfy, the FIA SDC invites regular motorists to sign up to the challenge through their Clubs and online. Participating drivers receive an on-board diagnostics (OBD) plug-in that links to a smartphone app, which is in turn connected to the Enerfy digital platform. Driving behaviour is measured in real time with the platform transforming real trips into a digital score to achieve a competition ranking.

When registering, participants join teams led by racing stars such as six-time FIA World Rally champion Sébastien Ogier, Dakar Rally winner Giniel de Villiers, and FIA World Rally and FIA World Rallycross champion Petter Solberg. Each one of the 20 world famous team leaders will share driving tips to help drivers improve their smart skills at the wheel. Ultimately, the best twelve drivers will be invited to face each other in a final to win the challenge.

In 2019, 12 Clubs (Automobile Club Association, Automobile Association Philippines, Automobile Association of Singapore, Ceylon Motor Sports Club, Emirates Motorsports Organisation, Hong Kong Automobile Association, Kungliga Automobil Klubben, Norges Automobil-Forbund, Qatar Motor and Motorcycle Federation, Royal Automobile Club of Norway, Royal Automobile Club of Tasmania, Svenska Bilsporförbundet) and 367 participants have joined or tested the challenge for its pilot year.

For Clubs, the FIA SDC is at the crossroads of two important objectives: educating drivers to drive safely and efficiently, as well as engaging in road safety and sustainability awareness-raising activities. The FIA Smart Driving Challenge is therefore an opportunity for them to meet these objectives. This initiative also gives participating Clubs the chance to expand

their membership base by reaching out to new audiences, develop business opportunities with new partners, and promote their Club's apps and telematics services.

The 2019 Season consisted of 14 heats, each a week-long, during which participants collected valuable points. The 2019 final took place in Paris in December on the occasion of the FIA Annual General Assembly and gathered eight finalists from France, Great Britain, Qatar, Sweden, and Singapore. Sweden's Anders Lindström, who is a Member of the Kungliga Automobil Klubben (KAK), was announced as the winner of the challenge. He received his trophy from FIA Deputy President for Automobile Mobility and Tourism Thierry Willemarck and FIA Drivers' Commission President, FIA World Endurance Championship Winner and nine-time 24 Hours of Le Mans winner Tom Kristensen, in the presence of his team leader, FIA World Rallycross Championship star Kevin Hansen.

During the award ceremony, FIA Deputy President Thierry Willemarck, commented: "Congratulations to our first FIA Smart Driving Challenge winner who is today rewarded for his safe and eco-friendly driving skills. We believe such initiatives can improve driver behaviour and invite more FIA Clubs to join the challenge and lead that change."



LESSONS IN LEADERSHIP

The FIA University continued to go from strength to strength in 2019, with 53 Clubs from 35 countries benefiting from its programmes.

Accelerated Learning

Created in 2011 with the goal of strengthening the capability and know-how of FIA Clubs worldwide, the FIA University has, in collaboration with some of the world's top universities, developed educational programmes that give Clubs access to leading business educators and Club specialists willing to share their expertise.

These programmes also provide unique networking opportunities aimed at fostering the sharing of best practice from around the world.

Established in 2017 by the WCAMT, the FIA University Board provides strategic guidance on the development of FIA University programmes.

In 2019, the FIA University Board held three meetings. The Board has the following goals:

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

Four FIA University programmes were held in 2019 – two global and two regional – and, in total, 108 participants from 53 Clubs in 35 countries were involved.

Emerging Leaders Programme



The 8th edition of the FIA University Emerging Leaders Programme (ELP) was held from 11-15 March 2019 at ESADE Business School in Barcelona, with courses on leadership, strategy, rethinking the revenue model and change management. The course also featured a number of lectures by FIA Club experts. This 2019 edition of the programme welcomed 31 delegates from 17 Clubs in 10 countries.

A key aspect of the course is the sharing of decision-making experience and the exchange of best practice. As a result, participants are afforded a unique learning opportunity that ultimately empowers Clubs and builds a worldwide community of FIA ambassadors.

The programme also involved a number of social events that help attending delegates build strong bonds, 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 9-13 March 2020.

FIA University Region II Club Development Programme



The 6th edition of the FIA University Region II Club Development Programme was held from 2-4 September 2019 at the Curtin Business School in Singapore. Over three days, 25 delegates from 17 Clubs in the Asia-Pacific region explored a course titled 'Policy and Persuasion'. As part of the programme, participants were given detailed insights into lobbying techniques, studying concrete examples from the region and understanding government perspectives. Participants discussed how to influence market-change through advocacy and also identified key policy issues that could be relevant in 10 years based on current transport trends in the Asia-Pacific region. They also worked on how to effectively design, monitor, and evaluate a campaign, an advocacy initiative or a road safety project.

Senior Executive Programme



In mid-October, the Ivy League Columbia University Business School in New York hosted the 3rd edition of the FIA University Senior Executive Programme. 26 delegates from 21 Clubs in 15 countries from all four FIA Mobility Regions attended the 2019 course.

Under the tutelage of world-renowned Columbia University faculty who are experts in their fields, the participants covered a range of topics over the course of the three-day programme, including new leadership behaviours for accelerating environments, how to balance digital transformation with core business transformation, and the role of networks to enhance organisations' capabilities.

The 2019 edition of the programme also featured a session on Club case studies, enabling participants to discuss challenges and innovations in their organisations. Additionally, the course also provided a number of networking opportunities for delegates including an innovative 'Leadership Jazz' session and dinner at a Jazz club.

Region IV Latin American Leaders Programme



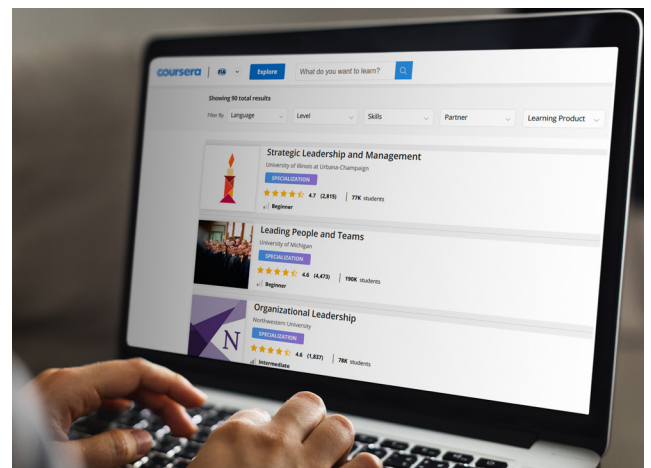
October also saw the staging in Miami of the 5th edition of the FIA University Region IV Latin American Leaders Programme, taught by ESADE Business School. Organised by FIA Region IV, the three-day course was attended by 26 delegates from 9 Latin American Clubs. The 2019 edition of the course focused on 'Citizens in Motion, Clubs in

Motion', with an emphasis on the Club as a powerful agent in the new reality of mobility.

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

As well as the coursework, the programme featured networking dinners that allowed regional managers to connect informally outside the classroom.

e-Learning



The FIA University is expanding with the launch of an e-learning programme. Developed in partnership with leading online learning platform Coursera, the new programme will offer greater access for Clubs to classes from top universities worldwide, including USA's Northwestern University, France's HEC Paris, Switzerland's École Polytechnique Fédérale de Lausanne and Mexico's Tecnológico de Monterrey.

Managers from Clubs will be able to create their own curriculum and choose among a tailored offering of more than 250 pre-selected courses in: Management and Leadership; Innovation and Business Strategy; Communication and Negotiation; Digital Transformation and Data Management; and lastly, Mobility and Policy.

Classes will be available in English, Spanish and French for the beginner, intermediate and advanced levels.

COLLABORATIVE EFFORT

In 2019, the FIA brought together its Mobility and Sport Conferences for a joint event in South Africa that saw both pillars stress the power of synergy across the FIA network.



Stronger Together

For the first time in its history, the FIA brought together the Mobility and Sport Conferences in conjunction with the FIA Region I Spring Meeting and the FIA Sport Regional Congress Africa at the occasion of the 2019 FIA Conference in Sun City, South Africa, under the banner 'Stronger Together'. Hosted by the Automobile Association of South Africa (AASA) and Motorsport South Africa (MSA), the Conference gathered 470 delegates from 161 Mobility Clubs, ASNs and ACNs representing 117 countries.

Joint Focus

During the Mobility and Sport joint opening session, a panel of experts discussed how new technologies are fostering sustainable futures for both Motor Sport and Mobility, as well as the impact of the diversification of fuels on both areas.

Focusing on the future of urban mobility, the first Mobility plenary session looked at the opportunities that the increasing flow of data generated by new mobility systems is creating for cities, transport providers, and Mobility Clubs.

Advocacy and Relevance

The Conference next turned its attention to a pressing current issue – the need to improve road safety. In an informative and practical session, delegates learned how Clubs can build road safety advocacy capacity in order to create positive impacts in their country. Representatives from Automobile Organisations (the New Zealand Automobile Association and the Automobile Association of South Africa) presented practical examples via details of their own campaigns, while

representatives from NGOs such as the Global Alliance of NGOs for Road Safety, Prudence Foundation, ANCAP, and the AIP Foundation, revealed helpful implementation tactics that would assist in obtaining positive outcomes.

Addressing a similarly crucial current issue – how Clubs stay relevant – the Conference heard how four different Motoring Organisations, the Canadian Automobile Association, Rwanda Automobile Club, the Royal Automobile Association of South Australia and the Automobile and Touring Club of Finland, have successfully tackled marketplace disruption by focusing on member engagement, innovation, and diversification.

In addition to the plenary sessions, a number of dedicated Mobility workshops explored topics such as smart driving, the development of automated services within Clubs, and the delivery of results-oriented projects.

Vision, Missions and Values

The Conference also saw the FIA further its goal of defining its vision, missions and values for the coming years, as called for by FIA President Jean Todt at the 2018 Annual General Assembly. Across two pillar-specific workshops, 150 representatives from Mobility Clubs and 100 from Sport Organisations outlined their conception of the missions the FIA should work towards over the next decade and the spirit in which that work should be conducted. The results of the workshops were used to form the basis of a comprehensive survey sent to all Member Clubs. The results form a set of goals and guiding principles that were presented during the FIA Annual General Assembly in December 2019.



SUN CITY
29 APRIL – 03 MAY

CREATING SMOOTHER JOURNEYS

The FIA continues to redevelop and refine the instruments by which Clubs ensure safe and secure travel and transport around the world.

Carnets de Passages en Douane (CPDs)



The development of the e-CPD Distribution System was successfully completed in 2019. The new digital platform is expected to significantly reduce the number of claims due to falsified carnets and, in November 2019, the FIA began roll-out activities by building capacity within different stakeholders.

Customs Officials from Egypt received initial training on how to authenticate a CPD using the new platform, while in Jordan, a new issuing and guaranteeing Club was admitted to the CPD network. Capacity-building activities have also begun in Jordan and close cooperation with Customs will be key in both reducing claims and modernising the system in order to fit the needs of customs organisations and to ensure sustainability.

The FIA is also working on improving the CPD supply chain by seeking to contract a new company specialised in secure printing in the Middle East. Initial meetings with potential partners have proved promising and, once a deal is formalised, Member Clubs can expect to benefit from faster supply and lower logistical costs.

The CPD system's geographical expansion remains a high priority. In 2019, the FIA has proactively reached out to governments through its diplomatic representation at the United Nations to raise awareness of the system's benefits. The ratification of the UN and World Customs Organization (WCO) Conventions governing CPDs is a mandatory step in its uptake, and currently, six new countries have expressed their interest in the system.

To further enhance awareness of the system's benefits, a number of targeted marketing actions will be undertaken during the first quarter of 2020. The actions will primarily be aimed at private vehicle holders and commercial companies to increase *carnets* distribution and reach new beneficiaries.

Finally, the FIA will seek membership of the World Customs Organization's private sector consultative group in order to not only defend CPDs and raise awareness of the system, but also to influence the decision-making process related to border-crossing regulations affecting FIA Clubs.

International Driving Permits (IDPs)



The development of the e-IDP distribution and tracking and tracing system was completed in March 2018. The main aims of this project were to position the FIA as a leader in the International Driving Permit sphere, especially within the UNECE Global Forum for Road Traffic Safety (WP.1), the main UN body with oversight of both the 1949 and 1968 Conventions on Road Traffic.

The e-IDP project has addressed criticisms from contracting parties relating to the security of IDPs and the lack of a central register, and a centralised database now exists that connects various IDP issuers. This facilitates distribution and tracking and is beneficial to all stakeholders, including law enforcement agencies, Clubs and IDP holders.

In order to further secure the future of IDPs and defend the mandate of issuing Clubs, the FIA supports the idea of creating a UN-hosted central database for IDPs, accessible to government agencies and mandated Clubs. The database will be used to register every IDP legally issued and authorities will be able to consult an IDP's status.

Development of a new IDP document format also gathered momentum within WP.1 and the FIA continues to play an active role in drafting amendments to the 1968 Convention on Road Traffic.

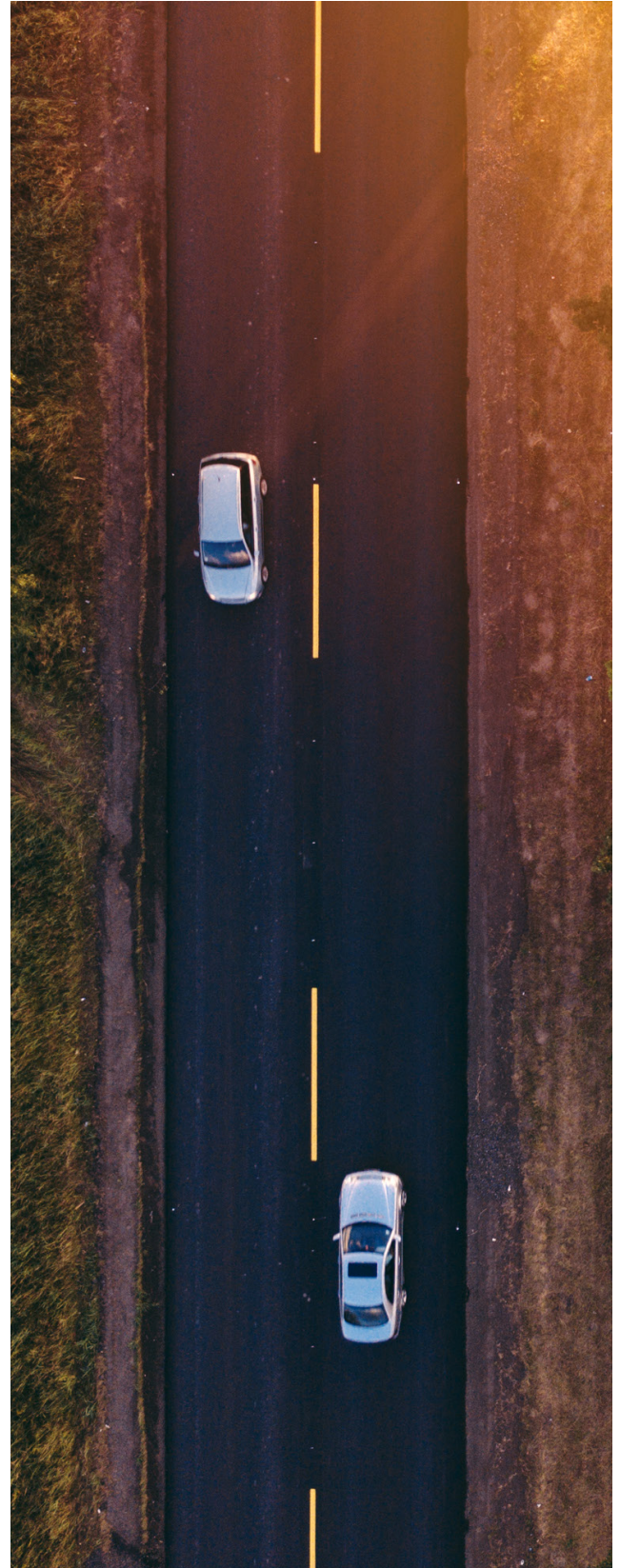
OTA Information Centre



As part of the FIA Mobility Division's strategic aim to support the development and the evolution of membership services within Member Clubs, the OTA platform revamp (Phase 3) was launched in 2019.

OTA (Organisation Mondiale du Tourisme et de l'Automobile) was created in 1947. Based in Richmond-upon-Thames in the UK, it currently provides mobility, touring and traffic law information on 87 countries in both English and French via a web platform.

The FIA Mobility Division will now begin the development of a new digital OTA platform that will feature up-to-date tourism data and new added-value features with a Minimum Viable Product (MVP) to be unveiled in Q3 2020. The project is being undertaken in collaboration with members of the FIA Mobility Services Commission.



ENHANCING ENGAGEMENT

A core aim of the FIA is to foster greater engagement across its worldwide network in order to encourage the sharing of best practice and support Club development.

Club Correspondents' Network and Global Meeting



Upon joining the FIA, each Member Organisation appoints a Club Correspondent. These Correspondents fulfill a crucial role in liaising with the FIA and connecting with fellow Member Clubs.

The Club Correspondent communicates and promotes the FIA's actions within her/his own Club and relays the Club's initiatives into the FIA. In parallel, she/he facilitates communication with Clubs from all over the world in order to promote the exchange of information and best practice, visits, etc.

Two Club Correspondents' Meetings are organised each year: one at a regional level and the other at a global level. These meetings assist the Club Correspondents in carrying out their role and help Clubs get the most out of the FIA network.

The 2019 Club Correspondents' Global Meeting took place during the Annual General Assembly in Paris in December. The meeting started with opening remarks from FIA Secretary General for Automobile Mobility and Tourism Andrew McKellar, who outlined the key pillars of the FIA's Mobility strategy and the results of the 'Vision and Values' survey.

Representatives of the FIA University then presented details of its new e-Learning programme, in which participants will be able to create a personalised curriculum of classes from top universities worldwide. The e-Learning facility will be launched at the beginning of 2020.

In the area of road safety advocacy, the Correspondents were given an overview of FIA campaigns and updated on progress in each, as well as being advised on how to build a successful FIA Road Safety Grants Programme project proposal through the filter of experiences from the 2019 call for application in the 'Transformation' stream of the programme.

The Correspondents were then provided with information on the development of the FIA Smart Cities initiative and on next season's calendar.

The Club Correspondents were also given a presentation on the redevelopment of the OTA (Organisation Mondiale du Tourisme et de l'Automobile) and progress with the modernisation of the *Carnets de Passages en Douane* system.

Finally, FIA Director of Membership and Services Crystelle Job thanked the Club Correspondents for their key role in strengthening the FIA Family network.

FIA Region I Correspondents' Meeting

From 27-28 May, FIA Region I gathered in Vienna for the Region I Club Correspondents' Meeting 2019, kindly hosted by Austrian Club Österreichischer Automobil- Motorrad- und Touring Club (ÖAMTC).

On day one, participants met at the ÖAMTC headquarters to talk about updates from Clubs, learn about the upcoming activities of FIA Region I and hear about developments of FIA Mobility. New capacity-building activities planned for Region I from 2020 were presented and discussed, including a Tourism Workshop and a Membership Meeting. Finally, after a presentation about ÖAMTC's activities, the participants received a tour of the Club's headquarters.

On the second day of the meeting, the Club Correspondents followed training on presentation skills by Dutch experts 'From Lip to Ear'. In small groups, the participants made a short presentation about themselves while receiving tips and tricks on how to improve it. The training was followed by a presentation on Members' community-building projects from United Kingdom's Caravan and Motorhome Club (CAMC) and Slovenia's Avto-Moto Zveza Slovenije (AMZS). The meeting ended with the announcement of the Club Correspondent of the Year Award. The 2019 winner was Jitka Madrova from Czech Republic's Ustřední Automotoklub České Republiky (UAMK).



CONNECTING THE COMMUNITY

To promote the dissemination of ideas and the sharing of best practice among its Member Clubs, the FIA has developed a range of online tools, resources and communication channels.

FIA Networks



FIA Networks is a collaborative tool accessible to the whole FIA Family (Mobility Clubs, ACNs, ACNs). The password-protected platform 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.

As well as providing Members with up-to-date information and documents, FIA Networks is also 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 has about 1,400 registered users from all FIA Mobility Regions, Mobility Clubs, ASNs (Sport), and ACNs (Sport & Mobility).

FIA e-Directory



As part of the services offered within FIA Networks, an FIA e-Directory has been available to all Mobility Clubs, ACNs, and ASNs since 2017.

The e-Directory was developed in collaboration with the FIA Sport Division, and with the support of the FIA IT Department.

The aims of the e-Directory 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.

Over the past two years, increased functionality has been added to the 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 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 this newsletter in 2017.

Sent by email to Club Presidents, CEOs, and Correspondents, it 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's official website targets both B2B and B2C audiences and, with a number of sections devoted to Mobility, helps spread the Federation's message of making safe, affordable and clean systems of transport available to all.

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

FIA INNOVATION FUND

**SUPPORTING INNOVATION
IN SPORT AND MOBILITY
FOR THE BENEFIT OF ALL**





2019 FIA Motorsport Games, Rome, 31 October 2019

CREATING A LASTING LEGACY

Launched in December 2017, the FIA Innovation Fund has so far assisted 25 strategic projects designed to generate lasting benefit for the FIA Community both in Mobility and Sport.

WHAT IS THE FIA INNOVATION FUND?

The FIA Innovation Fund (FIF) is a 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.

Now amounting to approximately €63 million, the Fund aims to support new and worthwhile ideas from all FIA stakeholders that could generate lasting benefit for the FIA Community and beyond.

To be selected, projects 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.

In 2019, 16 projects were selected by the FIF Steering Committee (FIFCO) and approved by the FIA Senate for a total of €14.5 million. From 2020, a 10% management fee on the annual expenditure for FIF projects has been introduced to address the administrative burden of the Fund.

LONG-TERM IMPACT

Fully aware of the importance of legacy and innovation for a more sustainable 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.

All projects so far selected by the FIF not only have the potential to generate a significant long-term global impact, they also represent a unique conceptual platform to trigger new actions and lead the FIA to evolve its standards towards those of a modern, socially relevant, international sporting and mobility federation.

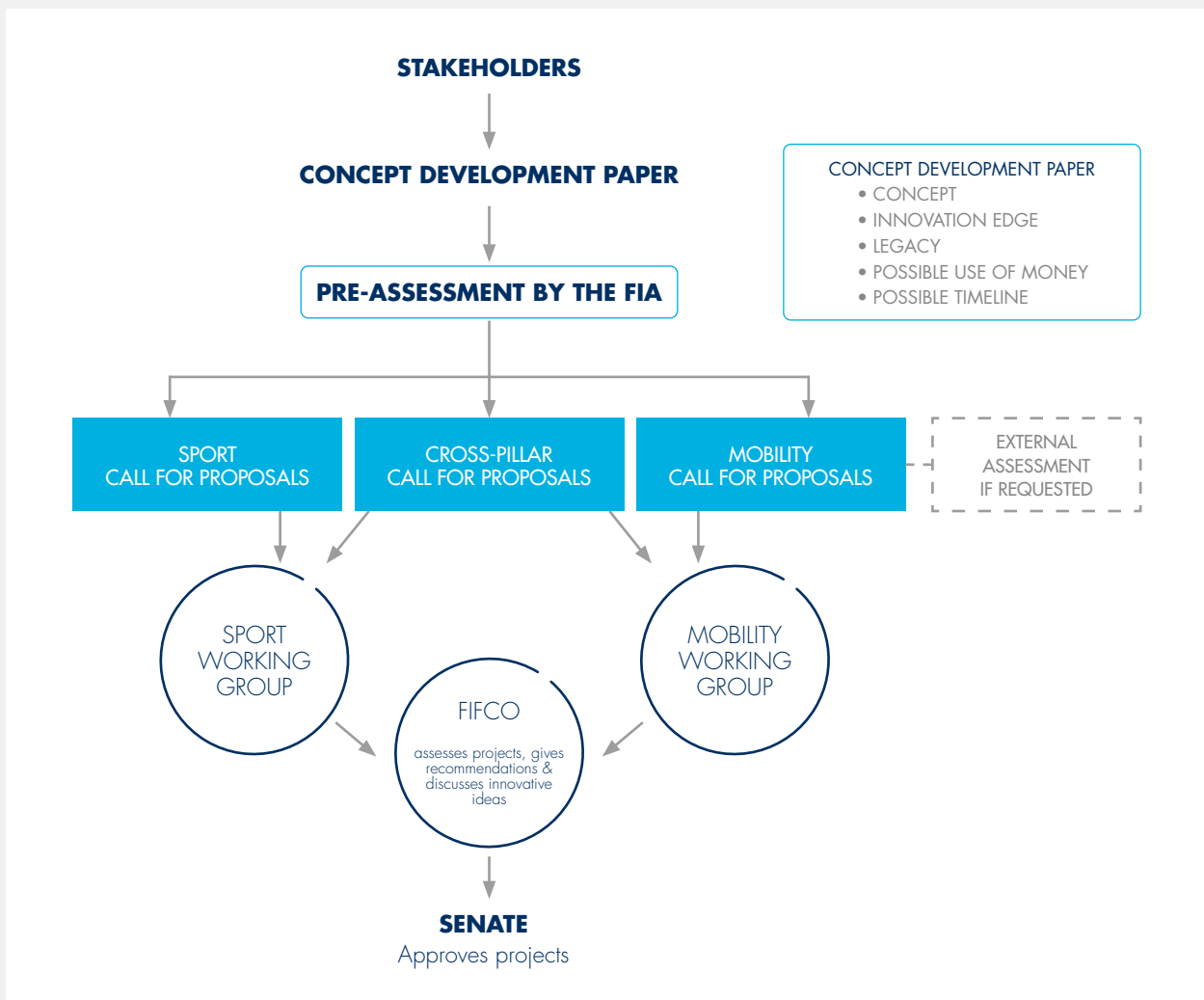
Given its exceptional nature, the FIF is intended to only support projects that have the potential to benefit the whole FIA Community, not just one Club or stakeholder – differently from existing grant processes within the FIA, such as the FIA Road Safety or Sport Grant Programmes, which are financed through the FIA regular budget.

During the FIFCO meeting at the Annual General Assembly in December 2019, the FIA Sport and Mobility Divisions redefined the orientations of the Fund, proposing key strategic areas in which it is believed that funding will strengthen the FIA for the future.

In the realm of Sport, five orientations were identified: strengthening FIA's regulatory capabilities; improving motor sport safety; empowering motor sport growth; creating a more inclusive motor sport; and strengthening the Sporting Club network.

On the Mobility side, three key goals were identified: supporting Clubs in developing connected, sustainable and accessible mobility services; advocating for smart mobility globally; and supporting new and emerging Mobility Clubs.

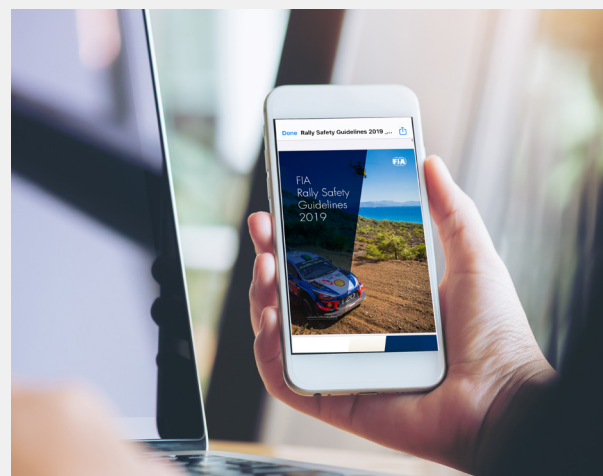
All 25 projects approved so far by the FIF can be grouped within this strategic framework and all manifest great potential for providing lasting benefit to the FIA Family.



STRENGTHENING FIA'S REGULATORY CAPABILITIES

In the realm of Sport, a new mobile application was launched in December. Designed to optimise communication among those engaged in the running of motor sport and to provide them with up to date information, the app sends users FIA regulations, documents and news selected thanks to filters allowing them to customise their profile. It is a powerful tool for improving the regulatory functionality of the FIA.

Another project strengthening the FIA regulatory capabilities of the FIA is the programme centered on the training of motor sport officials. Selected by the FIF at the FIA Conference in Sun City, the project's overall objectives are to raise the competency levels of motor sport officials worldwide and to ensure that harmonised content is delivered around the world.



IMPROVING MOTOR SPORT SAFETY

An example of harnessing motor sport know-how for the benefit of road users, the FIA Helmet Safety Rating Programme, managed by the FIA Safety Department and launched in January 2019, plans to introduce a new helmet rating system.

The rating will provide important information to consumers regarding the safety performance of helmets available in their region, in a manner similar to the NCAP test ratings applied to new cars.

Another safety project with great potential to deliver long-lasting benefit, which could extend beyond competitive motor sport to hobby-level activities such as leisure karting, motocross and mountain biking, is a new neck brace device to reduce the risk of neck injury in case of serious accident. The project will focus on redistributing forces away from the neck during Karting accidents involving rollover or where the competitor is ejected from the kart, and will consider all age groups across all levels of competition down to grassroots level.

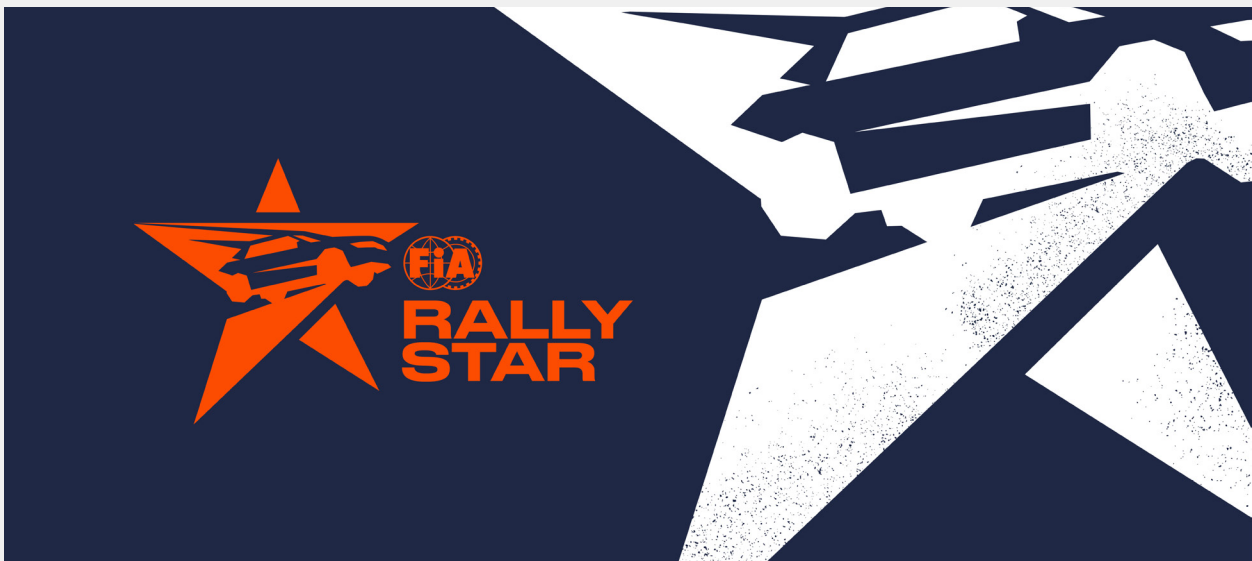
The three-year Global Strategy for Rally Safety ensures that best practice from the FIA World Rally Championship is applied to regional and national rallying. The strategy includes new tools to reduce spectator fatalities at rallies through a detection device that uses artificial intelligence.

Since the launch of the initiative, the involvement of safety delegates at Rally events has considerably increased.

New initiatives in motor sport safety are also being funded by the FIF and on 5 December an FIA Safety Department project focusing on Reducing Fatal Accidents at Grassroots level was approved. According to the FIA Safety Department, 99% of all fatal crash cases involve amateur competitors but there is little or no data relating to these incidents. To address this deficit, the new initiative aims to develop a new low-cost data recorder costing around €30 that could be easily installed and operate automatically. Such a product does not currently exist and the data harvested from such a device would be of immense value in improving safety at the lowest levels of motor sport.

In a similar vein, the Crashtag project involves the development of an app to collect motor sport crash data that could be used to transmit multiple streams of information instantly to a central source. The system would allow contribution from multiple sources, including officials, medical staff, volunteers and others. A test phase of the project in four countries was approved as a first step. It also proved attractive to the FIA Mobility Division, with FIA Deputy President for Automobile Mobility and Tourism Thierry Willemarck remarking that it could be applied to road crash research as well.





EMPOWERING MOTOR SPORT GROWTH

The FIA Youth Olympic Games project (YOG), completed in October 2018 at the Youth Olympic Games in Buenos Aires, had as its core goals the development of motor sport, in particular E-karting, and the raising of awareness of road safety in an Olympic environment. The event represented a significant opportunity for the FIA and attracted more than 20,000 visitors. The FIA will also be present at the next YOG, taking place in Lausanne in early January 2020.

In May 2019, at the FIA Conference in Sun City, South Africa, the FIF Steering Committee approved the FIA Motorsport Games project, a brand-new global concept for motor sport and its fans. The first edition of the FIA Motorsport Games took place in Vallelunga, Italy, from 31 October to 3 November. This highly successful event was broadcast to 110 countries and included the participation of 192 competitors in six different sporting disciplines, representing 49 FIA National Sporting Authorities (ASNs).

Proposed by the FIA Rally Department in December 2019, FIA Rally Star sets out an innovative and global talent detection programme that aims to spot, train and support the rally stars of tomorrow from grassroots and Digital Motor Sport to the pinnacle of the discipline, the FIA World Rally Championship. Open to young people aged between 17 and 25, the initiative will begin with a mass detection phase using simulators and motorkhanas at motor sport events, followed by regional finals in FIA XC Cross Cars and then tailor-made training. The very best drivers will ultimately go on to two full seasons in the FIA Junior WRC Championship.

The Future City Racing study, which may include Formula 1 and Formula E as project partners, aims to conceptualise the city racing circuit of the future. The initiative will focus on new circuit construction methods and safety innovations, sustainability, increased visibility for spectators, and technology transfer back to the urban environment – all with a minimal disruption to normal city life.

Another new project is the Worldwide Study on the Economic and Social Impact of Motor Sport, presented in December 2019. The study seeks to: demonstrate the sport's direct and indirect value to economies in order to support ASNs and ACNs in their relations with authorities; prove the value of motor sport to public and private stakeholders; promote the industry; and provide Clubs with tools that will improve their ability to attract partnerships and sponsorship.

Turning to sustainability in motor sport, the Formula 1 e-Fuels initiative aims to establish the FIA as a leader in sustainable energies in motor sport and for motor sport to showcase the full possibility of renewable fuels through extreme application. The project would also be useful to support the initiative to create a 100% carbon neutral FIA Formula One World Championship.

Also, the sustainability of motor sport received funding with a project targeting World Research on Motor Sport's Contribution to Environmental Sustainability and Society. The global study aims to reinforce the FIA's credibility in the area of sustainability and demonstrate how the environment and society as a whole can benefit from innovation and the new technologies being developed in motor sport.



SUPPORTING THE ASN's' NETWORK

In the area of Club development, the Sport Clubs Development Programme is a four-year scheme aimed at helping small Clubs to achieve sustainable self-development, through mentoring and strategy development support directly provided by FIA experts on site.

ACCESS FOR ALL

The FIA Disability and Accessibility Commission President Nathalie McGloin, together with the FIA Safety Department, created a dedicated programme to support disabled drivers. The project focuses on ensuring the safe participation of disabled drivers with slow egress times, providing access to state-of-the-art FIA-approved safety fuel cells, fire extinguishers and protective clothing, at no cost to the competitor. Applications will open in January 2020 and must be submitted through the ASN.

The FIA European Young Women Programme, The Girls on Track – Karting Challenge, co-funded by the European Union, encouraged female involvement in motor sport and has reached an audience of 1,200 non-licensed talented young drivers aged 13 to 18. The programme held its closing conference on 2 October 2019 in Brussels.

A continuation of the programme goals was developed in 2019 and FIA Girls on Track (GoT) by WIM & Dare to be Different was staged during the Mexico City E-Prix from 15 to 16 February 2019 and the Berlin E-Prix, from 23 to 25 May 2019. The expanded GoT programme reached 400 participants who experienced Karting Slalom and activities related to road safety, engineering and journalism before discovering the different teams during a pit walk.

The programme is now expected to be run at select rounds of the Season 6 of the ABB FIA Formula E Championship including Diriyah, Saudi Arabia, Santiago, Chile, Berlin, Germany and London, UK. The ultimate goal of the initiative is to inspire the next generation of motor sport fans and stakeholders.

A further extension of the GoT concept has been developed in the shape of the Girls on Track – Rising Star initiative, which was approved by the FIFCO in December 2019. Once again, this is a sporting programme that aims to fill the gap between the grassroots of motor sport and its professional levels. The four-year project's objective is to ensure that there is a pathway for young female competitors to the top levels of motor sport. The Rising Star programme would progress young talent through Karting and F4 training with the ultimate award being a Formula 4 season contract with an F1 team.

GLOBAL ADVOCACY FOR SMART MOBILITY

On the Mobility side, one of the strategic orientations of the Fund plans to support global advocacy projects that can benefit the whole FIA Community.

In this regard, a fascinating proposal focusing on benchmarking, and modelling and simulation, was presented in May 2019. The Innovative Urban Mobility Platform empowers Clubs with an evidence-based tool to ultimately influence political decision-making in the area of urban mobility and traffic congestion. Pilot projects will be carried out in 2020.

In addition to this, the Committee approved the creation of an innovative funding mechanism, a new global advocacy initiative designed to support and feed the UN Road Safety Trust Fund (UNRSTF). The project will rely on the launch of a new brand to generate resources in an innovative way, mainly from the private sector, to promote road safety interventions and long-lasting support to the UNRSTF. FIA Action for Road Safety and FIA High Level Panel for Road Safety commercial partners, as well as FIA Member Clubs, were actively involved in the process. In the first part of 2020 the marketing strategy will be finalised, before getting the new brand to market.

SHARING MODERN TOURISM AND MARKET-ACCESS INFORMATION

On the Tourism side, the Mobility Division's Tourism Services Department presented the OTA revamp project, a significant opportunity to renew the Organisation mondiale du Tourisme et de l'Automobile (OTA) database – which assists FIA Member Clubs and Associations with highly relevant international travel and motor-related information on many countries around the world. The new digital platform plans to provide Mobility Clubs with consistent, reliable, and up-to-date data and ultimately give them a new problem-solving tool enabling them to support their affiliated members in a sustainable way.



COORDINATED APPROACH TO MOBILITY

Still in Mobility, two projects addressing major issues were adopted during the FIF Mobility Working Group of 20 September 2019 in Paris and approved by the FIA Senate via e-vote at the end of October.

The first funded project is a feasibility study focused on the development of the City Trips app created by the Reial Automòbil Club de Catalunya (RACC) into a joint worldwide Mobility as a Service (MaaS) platform.

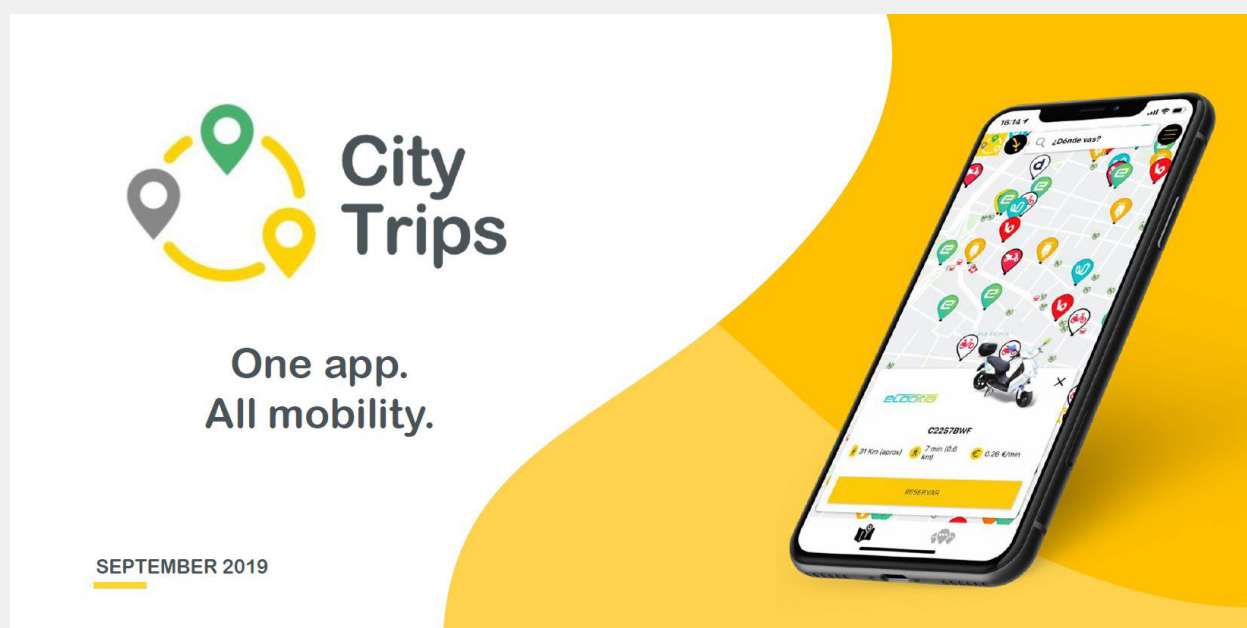
Launched in Barcelona in 2018, the City Trips app provides consumers with access to all shared mobility services such as bikes, scooters, mopeds, cars and public transport. Customers plan their journey, combining all modes of transport to see which is the most time-efficient method and least expensive. City Trips has since expanded to Madrid and Valencia and the FIF-funded feasibility study will examine the possibility of developing the app as a worldwide platform offering a single application to provide access to all mobility and related value-added services. The proposal would see FIA Clubs jointly developing a MaaS solution and fostering behavioural change as to the way end-users consume mobility services that are cleaner and more efficient, with the aim to ultimately generate great aggregated impact.

The second proposal from the Austrian Club ÖAMTC is a proof of concept for a global solution gathering all Club members' data in an interconnected and secure hub.

At present, each FIA affiliated Club operates membership databases with CRM functionalities with no alignment between these systems. The ÖAMTC's proposal revolves around the creation of an interconnected and secure data hub for Club members across different countries and Clubs. The Club aims to find a global solution for data collection for Clubs. Members will have full control of their data with high transparency (GDPR) and the projects would lead to the development of a shared database facilitating cross-border roadside assistance and touristic services provision for members travelling abroad.

Proposed in December by Switzerland's Touring Club Suisse (TCS), the Drone Academy study plans to establish a facility aimed at positioning FIA Mobility Clubs as leaders in the emerging area of drone technology, urban air mobility and even personal airborne mobility.

The mobility sector is already witnessing the birth of a new type of electric, on-demand and automated air-transport service likely to have a significant impact on society. These newcomers erode the traditional divide between the transport modes, giving rise to new scenarios and visionary transport solutions such as drone-hubs. The Drone Academy will come at a crucial moment in time as innovators, start-ups, established players from industry and national governments alike are joining forces in shifting certain types of transportation from road to air. The main aim is to acquire and build a solid expertise in drones to understand how it will transform daily mobility.



City Trips

One app.
All mobility.

SEPTEMBER 2019

The image shows a smartphone displaying the City Trips app interface. The screen displays a map with various colored location markers (green, yellow, red, blue) and a search bar at the top. Below the map, there is a search bar with the text "¿Dónde vas?". At the bottom of the screen, there is a yellow button with the text "¡Reservar!". The background of the advertisement is white and yellow.



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)

FIF MILESTONES

2017

Spring

Initiation of the FIF concept at the WMSC and WCAMT

8 December

FIA Annual General Assembly approves the creation of the FIF

2018

9 March

Sport Working Group | #1 meeting | FIA Geneva

24 April

Mobility Working Group | #1 meeting | Madrid (Spain)

18 May

FIF Steering Committee | #1 meeting | FIA Geneva

24 May

FIA Senate e-vote – approval of three projects

14 November

Sport Working Group | #2 meeting | FIA Geneva

4 December

Sport Working Group | #3 meeting | St Petersburg (Russia)

5 December

Mobility Working Group | #2 meeting | St Petersburg (Russia)

6 December

FIF Steering Committee | #2 meeting | St Petersburg (Russia)

13 December

FIA Senate e-vote – approval of six projects

2019

6 March

Sport Working Group | #4 meeting | FIA Geneva

2 May

Mobility Working Group | #3 meeting | Sun City (South Africa)

2 May

Sport Working Group | #5 meeting | Sun City (South Africa)

3 May

FIF Steering Committee | #3 meeting | Sun City (South Africa)

9 May

FIA Senate e-vote – approval of three projects

13 June

Sport Working Group | #6 meeting | FIA Paris

20 September

Mobility Working Group | #4 meeting | FIA Paris

3 October

Sport Working Group | #7 meeting | Cologne (Germany)

14 November

FIA Senate meeting – approval of three projects | FIA Geneva

3 December

Sport Working Group | #8 meeting | FIA Paris

4 December

Mobility Working Group | #5 meeting | Paris (France)

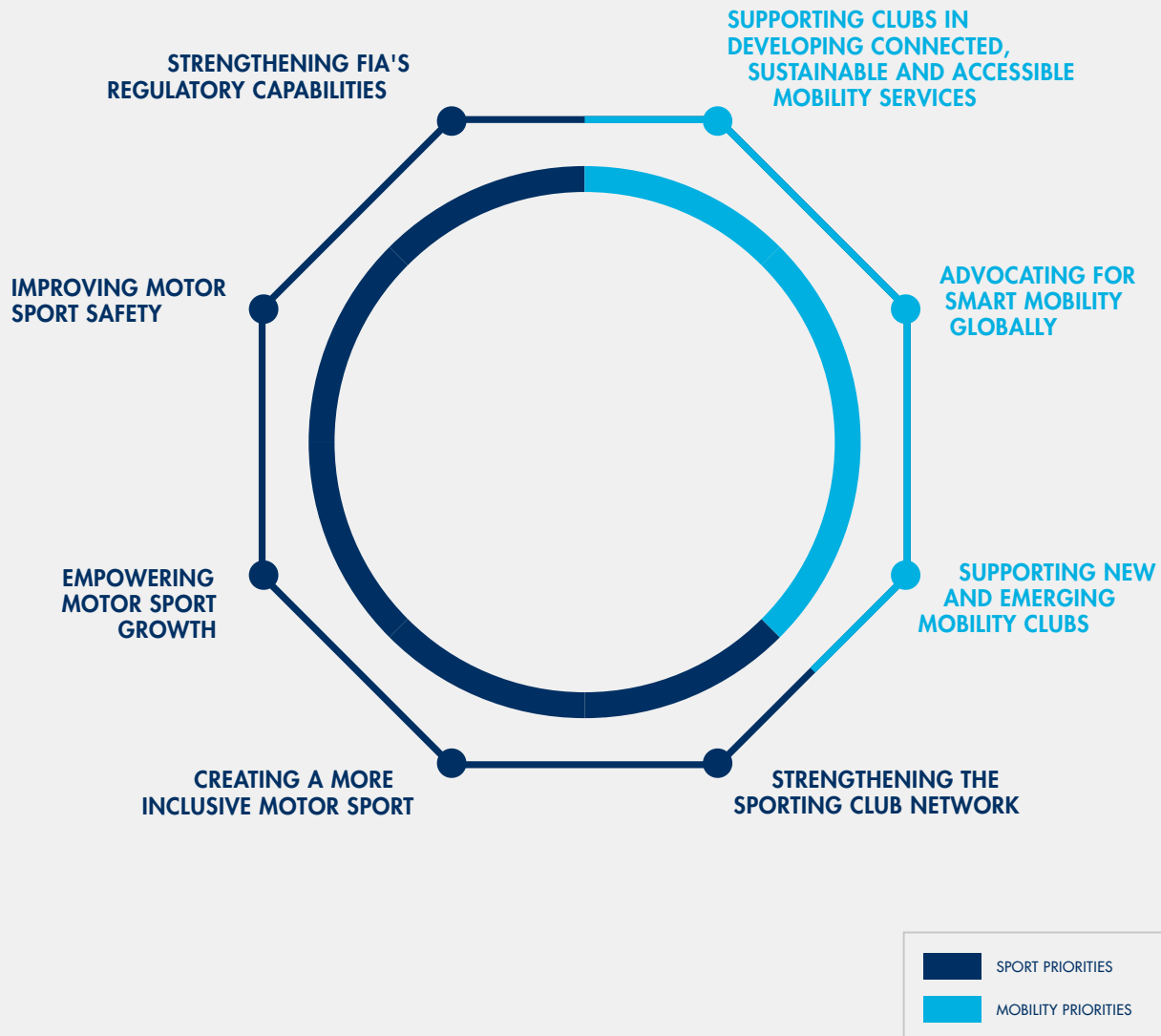
5 December

FIF Steering Committee | #4 meeting | FIA Paris

12 December

FIA Senate e-vote – approval of ten projects

STRATEGIC PRIORITIES OF THE FIF



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:

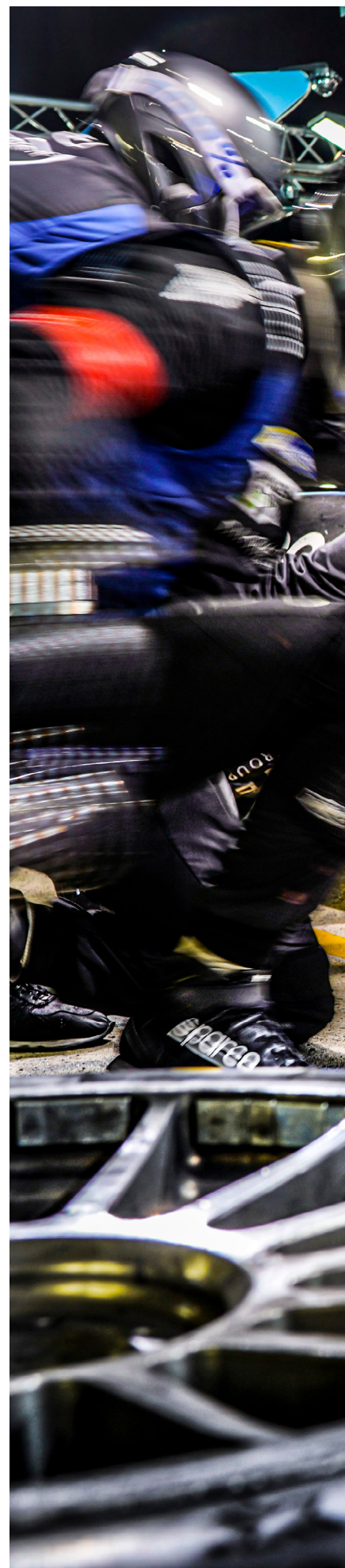
Liability, Budget, Human Resources, Partnerships

• SELF-ASSESSMENT:

Innovation, Legacy

PERFORMANCE AND COMPLIANCE

MAINTAINING FAIRNESS
AND FINANCIAL PRUDENCE





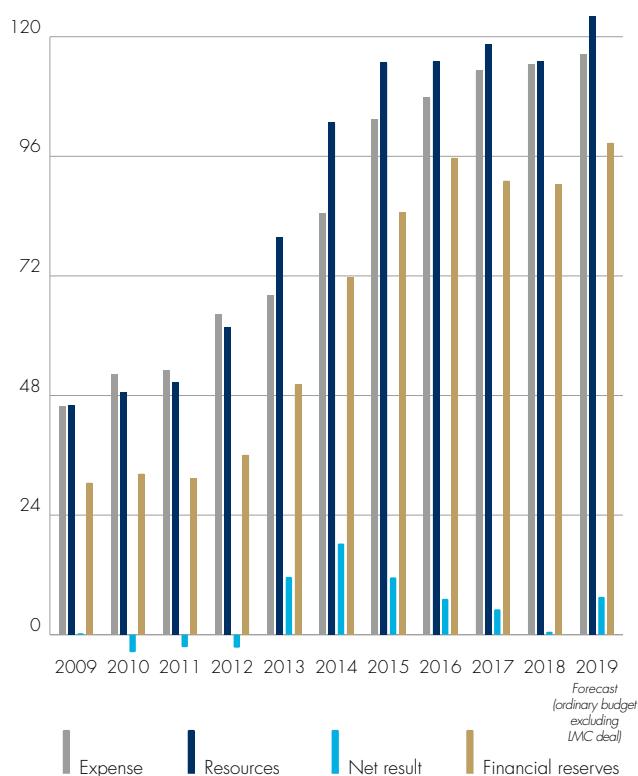
KEEPING BUDGETS ON TRACK

In 2018, the FIA's regular budget was €115 million*, a 3% decrease compared with the previous year (€118.4 million). While the operating revenues increased by +€4.3 million, the financial revenues decreased by -€7.7 million, mostly due to the end of the €/USD foreign exchange gain of €3.6 million booked in 2017, in liaison with the reimbursement to HAAS F1 team of its US\$20 million deposit (no impact on the 2018 net result because offset in financial expenses) and the decrease of -€2.9 million of the financial revenues on the Global Custody securities portfolio in an unfavourable context of the financial markets, particularly during November 2018.

Around 40% of the income was derived from the Federation's activities in the FIA Formula One World Championship. This is a compensation for the responsibilities exercised by the FIA in its role as an international sports federation within the framework of this championship.

Expenditure in the 2018 financial year stay at the same level as 2017: €114.4 million*, an increase of only 1%. The number of permanent contracts at the end of the year was 173 compared to 167 at the end of 2017. The number of consultants was 193, mainly sport events consultants or officials. All these means have been committed to allow the FIA to fulfil its obligations as regulator for motor sport, as well as 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. It also included subsidies paid to Member Clubs, notably within the framework of their road safety programmes.

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



The net result has decreased by €4.5 million*, from €5.1 million to €0.6 million. This trend comes partly from a significant decrease of the financial result, with the constitution of a provision for unrealised capital losses according to the Prudence Accounting Principle (amount net of financial provision reversal: €1.1 million*). This provision reflects the turmoil of the financial markets at the end of 2018.

The accounts for the 2018 financial year were approved in December 2019 at the FIA Annual General Assembly, in Paris, France. In April 2020, the accounts for the 2019 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 2020 and published in the 2020 FIA Activity Report.

Supporting Innovation

In December 2017, the Federation created an FIA Innovation Fund to support new and exciting projects, that will have a lasting positive impact on the FIA Community. The main project carried out in 2018 was the FIA activation at the Youth Olympic Games in Buenos Aires for an amount of €1.4 million.

From a revenue standpoint, the FIF was financed by the sale of the FIA's equity in the F1 CRH, LMC. The FIA still owned some shares in it. In August 2018, the FIA (French entity) sold half of its remaining LMC shares on the market (452,844 units sold). As from 31 December 2018, the Federation still held 452,843 shares. The net impact of this operation on the 2018 result is a net capital gain of €2 million.

The book value of the FIA Innovation Fund Reserve in the balance sheet (Equity) as at 31 December 2018 is €49.2 million.

Boosting Reserves

In order to protect against unforeseen events and to ensure its durability and independence, the FIA set up accessible reserves worth €90.4 million (of which €78.7 million is invested in a securities portfolio) at the end of the 2018 financial year (excluding Region I and the FIA Innovation Fund). The value was €91.1 million at the end of 2017 but only €50.2 million in 2013, an increase of +80% over the last five years. These reserves, not far from one year of activity, were established at the request of the FIA Senate.

In addition to these financial reserves and the remaining LMC shares, 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.

*: excluding FIA Innovation Fund

COMPLIANCE: STANDING FOR INTEGRITY



FIA General Assembly meeting, Paris, France, 6 December 2019

Commitment to Fairness

As an international sporting federation, the FIA strongly believes that its reputation is its most important intangible asset and the latter is one of the Federation's best allies in achieving its objectives.

The FIA is also conscious that its reputation relies on its strong commitment:

- to conduct its activities in an ethical and transparent manner;
- to promote a strong climate of justice, fairness, and integrity across its organisation;
- to adopt a zero-tolerance approach towards unethical behaviour and misconduct.

The FIA Compliance Officer and the FIA Ethics Committee have a duty to provide advice in this sense and constantly improve the ethics and compliance framework of the FIA.

A Successful Year

In 2019, the FIA achieved key milestones in the improvement of its ethics and compliance framework.

In 2016, the FIA requested international consultants Deloitte to conduct an independent compliance analysis, detailing the adequacy of our internal control system. The Federation made public the results of this independent review.

As of December 2019, the FIA is able to confirm that all the measures recommended by Deloitte have been implemented and that its internal control system has been consequently reinforced.

The Federation has developed the FIA Ethics and Compliance Hotline, an online platform that will be launched in the 2nd quarter of 2020 and that will provide a confidential channel to anybody wanting to report alleged misconduct.

The FIA has the duty to assess and analyse the reports within a reasonable timeframe.

Reports may concern the following categories of misconduct:

- Violation of the FIA ethical principles;
- Sport integrity and manipulation of FIA competitions;
- Violation of FIA anti-doping regulations;
- Violation of FIA Formula One Financial Regulations, but only from 2021.

The Federation's commitment to engage exclusively with entities and individuals whose reputation is undisputed as well as the avoidance of its operations being associated with illegal activities are also top priorities. The FIA seeks to ensure that its potential and existing partners are eligible to work with it and it does not engage in activities harmful to its reputation.

Hence, the FIA has reinforced its due diligence process on third parties by adopting the FIA Compliance Due Diligence Policy, whereby all prospective and existing partners (suppliers, promoters, organisers, etc.) and specific transactions (tenders, targeted payments, etc.) must undergo a compliance due diligence before the partnership or transaction in question is formalised or takes place.

The process has the ultimate purpose to ensure the integrity of the FIA's elected bodies, the legitimacy of its promoters, the protection of its supply chain, and the security of its transactions.

A Look into the Future

In 2020, the FIA Compliance Officer and Ethics Committee will continue to encourage and promote the reinforcement of the Federation's ethics and compliance framework by focusing on the following matters:

- Develop a strategy and related action plans in order to ensure that all FIA activities will be respectful towards human rights;
- Implement an internal audit plan and function, with the purpose to review sensitive internal processes;
- Launch an ethics and compliance e-learning module across the whole FIA Community.



2019 ABB FIA Formula E championship, New York City E-Prix, USA, July 2019



Report of the Auditor to the Senate on the combined Financial Statements of the FEDERATION INTERNATIONALE DE L'AUTOMOBILE, Vernier

As auditor, we have been engaged to audit the accompanying combined financial statements of the FEDERATION 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 2018.

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 the combined 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 combined 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 combined financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the combined financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the combined 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 combined 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 combined 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 2018 comply with accounting principles described in the notes.

KPMG SA

Pierre-Henri Pigeon
Licensed Audit Expert

Olivier Carvalho Pedroso
Licensed Audit Expert

Geneva, 15 April 2019

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			31.12.2018	31.12.2017
	Gross values	Depreciations, amortisations and provisions	Net values	Net values
Software	8,847,843	7,410,148	1,437,695	1,604,637
INTANGIBLE ASSETS	8,847,843	7,410,148	1,437,695	1,604,637
Buildings	12,939,891	8,750,805	4,189,086	4,889,580
Fixtures and fittings	16,110,680	11,060,452	5,050,228	5,580,839
Vehicles and equipment	5,626,344	5,625,517	827	3,257
Computers and office equipment	4,591,367	3,884,074	707,293	669,041
Office furniture	2,460,937	1,618,457	842,480	919,060
Machinery & equipment	10,194,209	9,149,422	1,044,787	670,894
FIXED ASSETS	51,923,428	40,088,727	11,834,701	12,732,671
Assets in progress	1,411,765		1,411,765	963,870
ASSETS IN PROGRESS	1,411,765		1,411,765	963,870
Guarantee deposits	620,745		620,745	605,567
Other financial assets	12,916,900		12,916,900	25,108,730
FINANCIAL ASSETS	13,537,645		13,537,645	27,714,297
NON CURRENT ASSETS	75,720,681	47,498,875	28,221,806	41,015,475
Accounts receivable	20,018,632	976,159	19,042,473	18,242,037
Recoverable taxes	766,107		766,107	1,584,806
Other receivables	2,689,413		2,689,413	3,781,887
RECEIVABLES	23,474,152	976,159	22,497,993	23,608,729
Investment securities	117,924,761	2,713,926	115,210,835	107,812,031
Cash at bank and in hand	37,942,589		37,942,589	16,632,611
CASH AND CASH EQUIVALENT	155,867,350	2,713,926	153,153,424	124,444,642
Prepaid expenses	1,521,392		1,521,392	1,517,319
PREPAID EXPENSES	1,521,392		1,521,392	1,517,319
Foreign exchange differences	47,334		47,334	240,838
FOREIGN EXCHANGE DIFFERENCES	47,334		47,334	240,838
CURRENT ASSETS	180,910,228	3,690,085	177,220,143	149,811,529
TOTAL ASSETS	256,630,909	51,188,960	205,441,949	190,827,003

EQUITY AND LIABILITIES	31.12.2018	Allocation proposal FIA Innovation Fund (FIA France)	Net result allocation proposal (Ordinary budget)	After allocation of the 2018 net result	31.12.2017
Reserves	31,237,604		443,308	31,680,912	31,237,604
Reserves FIA Innovation Fund (FIF)	49,402,467	-185,538		49,216,929	49,402,467
Other reserves	241,282			241,282	250,658
Retained earnings	47,361,531		140,898	47,502,429	48,321,689
Legal reserve	8,654			8,654	8,990
Regions' reserves	6,753,896			6,753,896	7,152,667
Result of the year	398,668	185,538	-584,206	0	0
Investments subsidies	245,833			245,833	295,833
EQUITY	135,649,935			135,649,935	136,669,909
Provisions for contingencies and losses	2,694,583			2,694,583	2,935,964
Provisions for retirement	572,163			572,163	452,531
CONTINGENCIES AND LOSS PROVISIONS	3,266,746			3,266,746	3,388,495
Accounts payable	21,397,302			21,397,302	21,556,108
Tax liabilities	1,730,052			1,730,052	1,909,665
Social liabilities	4,415,931			4,415,931	5,114,665
Other liabilities	18,955,355			18,955,355	2,421,129
PAYABLES	46,498,640			46,498,640	31,001,567
Accrued expenses and deferred income	19,906,876			19,906,876	19,730,737
ACCRUED EXPENSES AND DEFERRED INCOME	19,906,876			19,906,876	19,730,737
Foreign exchange differences	119,752			119,752	36,295
FOREIGN EXCHANGE DIFFERENCES	119,752			119,752	36,295
EQUITY AND LIABILITIES	205,441,949			205,441,949	190,827,003

COMBINED PROFIT AND LOSS

(France + Switzerland + Global Institute) - in EUR

EXPENSES	2018	2018 FIA Innovation Fund	2018 without FIF	2017
Miscellaneous supplies and equipment	2,985,554		2,985,554	3,613,250
MISCELLANEOUS SUPPLIES AND EQUIPMENT	2,985,554		2,985,554	3,613,250
Rent, leases, maintenance and repairs	5,030,620		5,030,620	4,553,165
Subcontracting	12,390,863	360,632	12,030,231	11,578,178
Agencies expenses and specialists' fees	14,139,393	678,020	13,461,373	12,309,053
Expenses of Region 1	1,306,473		1,306,473	1,254,202
Retrocessions to sport championships	8,117,702		8,117,702	5,839,117
Grants to members (Sport and Mobility)	6,678,702		6,678,702	5,584,141
Freight, travel expenses, missions, receptions and events	19,418,401	400,398	19,018,003	19,288,901
Postal and telecommunications expenses	632,604	144	632,460	748,768
Bank services and customs duties	1,157,352	266,052	891,300	852,660
Miscellaneous external expenses	3,160,673	4,627	3,156,046	4,238,767
TOTAL EXTERNAL EXPENSES	72,032,783	1,709,873	70,322,910	66,246,952
Fiscal taxes and dues	720,330		720,330	369,093
FISCAL TAXES AND DUES	720,330		720,330	369,093
Salaries	23,896,034		23,896,034	23,729,521
Social security and fiscal contributions	6,231,379		6,231,379	5,524,056
PERSONNEL EXPENSES	30,127,413		30,127,413	29,253,577
Depreciation and amortisation	3,485,163		3,485,163	3,278,625
DEPRECIATION AND AMORTISATION	3,485,163		3,485,163	3,278,625
Allocation to provisions	1,988,147		1,988,147	3,084,836
ALLOCATION TO PROVISIONS	1,988,147		1,988,147	3,084,836
OPERATING EXPENSES	111,339,390	1,709,873	109,629,517	105,846,333
Interest expenses and other financial expenses	57,471		57,471	55,797
Net charges on disposal of securities	605,221	213,153	392,068	511,706
Foreign exchange losses	3,603,320	1,243,457	2,359,863	2,359,863
Allocation to financial provisions	2,847,356	1,067,267	1,780,089	1,056,419
FINANCIAL EXPENSES	7,113,368	2,523,877	4,589,491	7,669,264
Non-operating management expenses	59,592		59,592	64,270
Exceptional expenses from previous years	79,517		79,517	87,519
Net book value of assets disposed of	11,353,055	11,358,520	-5,465	18,505,636
EXCEPTIONAL EXPENSES	11,492,164	11,358,520	133,644	18,657,425
Income tax	26,847		26,847	16,275
INCOME TAX	26,847		26,847	16,275
TOTAL EXPENSES	129,971,769	15,592,270	114,379,499	132,189,297

INCOME	2018	2018 FIA Innovation Fund	2018 without FIF	2017
Sales of documents, CPD and various products	1,067,785		1,067,785	1,484,760
SALES OF DOCUMENTS, CPD AND VARIOUS PRODUCTS	1,067,785		1,067,785	1,484,760
Clubs subscriptions	3,791,597		3,791,597	3,658,756
CLUBS SUBSCRIPTIONS	3,791,597		3,791,597	3,658,756
Calendar fees	14,371,304		14,371,304	13,964,215
Entry fees	30,839,087		30,839,087	29,952,221
REGISTRATION AND ENTRY FEES	45,210,391		45,210,391	43,916,436
Income from grants received from the FIA Foundation	6,622,960		6,622,960	6,386,854
Homologations	5,126,518		5,126,518	5,528,705
Various income	7,794,620		7,794,620	7,785,463
OTHER INCOME	19,544,098		19,544,098	19,701,023
Income from sporting regulatory fees	25,992,702		25,992,702	24,996,404
INCOME FROM SPORTING REGULATORY FEES	25,992,702		25,992,702	24,996,404
Income from partnership and sponsoring contracts	8,309,172		8,309,172	6,675,176
Other income from contracts	4,312,834		4,312,834	4,177,089
INCOME FROM CONTRACTS	12,622,006		12,622,006	10,852,265
Income from Region 1	1,008,389		1,008,389	744,379
INCOME FROM REGIONS	1,008,389		1,008,389	744,379
Reversal of provisions	2,375,562		2,375,562	1,971,444
REVERSAL OF PROVISIONS	2,375,562		2,375,562	1,971,444
OPERATING INCOME	111,612,530		111,612,530	107,325,466
Income from security investments	1,799,160	643,303	1,155,857	3,375,214
Credit interests and related income				4,798
Foreign exchange gains	1,534,126	77,876	1,456,250	8,223,433
Reversal of financial provisions	1,049,189	399,736	649,453	4,244,907
FINANCIAL INCOME	4,382,475	1,120,915	3,261,560	15,848,352
Non-operating management income and reversal of exceptional provisions	50,000		50,000	51,765
Prior period income	38,626		38,626	120,211
Income from sales of assets	14,286,806	14,285,817	989	52,801,195
EXCEPTIONAL INCOME	14,375,432	14,285,817	89,615	52,973,171
TOTAL INCOME	130,370,437	15,406,732	114,963,705	176,146,990
RESULT OF THE YEAR	398,668	-185,538	584,206	43,957,693*

*: includes the impacts of the Delta Topco/Liberty Media Corporation (LMC) transaction. This significant net income was used to finance the FIF.

COMBINED FINANCIAL STATEMENTS 2018

Cash Flow Statement (FIA France + FIA SUISSE + Global Institute) - in EUR

	2018	2017
Result of the year	398,668	43,957,693
Depreciation, amortisation and impairment losses on non-current assets	2,586,807	-6,844,769
Changes on provisions	1,584,843	-3,074,229
Changes on short-term receivables	1,061,651	-10,369,856
Changes on prepaid expenses and accrued income	189,430	-825,985
Changes on short-term payables (excluding financial debts)	15,497,071	-7,558,191
Changes on accrued expenses and deferred income	259,596	-1,759,694
Gain on sale of non-current assets	-2,927,296	-22,400,116
Other expenses and income without impact on cash	-50,000	-50,000
NET CASH FLOW FROM OPERATING ACTIVITIES	18,600,771	-8,925,147
Investments in fixed assets	-914,611	-1,595,481
Sales/investments on financial assets	5,196,485	-11,936,667
Investments in intangible assets	-1,055,178	-2,025,671
NET CASH FLOW FROM INVESTING ACTIVITIES	3,226,696	-15,557,819
Exchange rate variance on bank accounts with foreign currencies	-517,489	-140,667
NET CASH CHANGE	21,309,978	-24,623,633
Cash as of 1 January	16,632,611	41,256,244
Cash as of 31 December	37,942,589	16,632,611
NET CASH CHANGE	21,309,978	-24,623,633

Notes to the Combined Accounts

(FIA France + FIA Switzerland + Global Institute)

1. Methodology used for the establishment of the combined accounts

The combined accounts are made up of a balance sheet, a profit and loss statement, cash flow statement and the notes in EUR.

The combined balance sheet and profit and loss statement are built by making the arithmetic sum of the balance sheet and the profit and loss statement of FIA France, FIA Switzerland and Global Institute for Motor Sport Safety SA, in liquidation, after conversion in EUR using the 2018 average EUR/CHF exchange rate of 1,1549 and after elimination of the inter organization transactions.

2. Evaluation principles applied in the combined accounts

The combined financial statements 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 impaired.
- Between 9 and 12 months, 50% of the receivable is impaired.
- More than 12 months, 100% of the receivable is impaired.

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 entered into balance sheet at their acquisition cost, less a deduction for depreciation and amortisation. The depreciations and amortisations 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 or amortisation, 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. 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 impaired.

The liquid marketable securities are subject to impaired whenever their closing quoted market price is lower than their cost price.

2.4. Revenue recognition

The revenue 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. Operating and exceptional results

The elements of the ordinary activities, even if exceptional due to their frequency or amount, are included in the operating result. Only those elements that do not correspond to the ordinary activities have been entered as an exceptional result.

2.6. Principles of expenditure

The expenditures shall be recognized 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 realize 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 recognized 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 31 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 SA, in liquidation, the translation of the financial statements of FIA Switzerland and Global Institute for Motor Sport Safety SA, in liquidation, in EUR was carried out with a single conversion rate of EUR/CHF of 1,1549.

2.9. Global Institute for Motor Sport Safety SA, in liquidation

On 8 October 2018, the extraordinary General Assembly of the Global Institute approved the liquidation of the company. On the same date, the lawyer Mr. Luc Argand was appointed liquidator of the company. All research activities will be transferred to FIA Switzerland in 2019.

2.10. Guarantee

As part of a cash-pledge agreement, Racing Point Ltd transferred the sum of 20 million dollars to a joint bank account opened in the names of FIA France and FIA Switzerland. By agreement, the asset has been recognised in the accounts of FIA France.

Each of the two beneficiaries may use the entire joint account alone, if the contractual legal conditions are met.

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.

JCDecaux

JCDecaux, the leading global outdoor advertising company, has been instrumental in spreading each year the visuals of the #3500LIVES Campaign all over the world since 2017, and has therefore helped raising awareness on road safety.



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.

NISSAN MOTOR CORPORATION

Nissan Motor Corporation has been a partner of the FIA Action for Road Safety campaign since 2014, promoting traffic safety through activities to raise awareness of the goal to achieve a zero-fatality society, which is one of its corporate philanthropy goals.



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 Grants Programme and activates the campaign in different events.

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.



Rescue equipment manufacturer Holmatro has become a FIA Official Supplier in 2019 and will make its latest hydraulic cutting and spreading tools available to FIA sanctioned circuits worldwide. As part of the agreement Holmatro shall work with the FIA Safety and Medical Departments.



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.



MDD provides medical and safety cover to the ABB FIA Formula E Championship, and to several Formula 1 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.



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 technology leader in electrification, industrial automation, motion, robotics, and discrete automation. As title partner, ABB is pushing the boundaries of e-mobility to contribute to a sustainable future.



BMW, the German car manufacturer, became the Official Transportation Partner of the 2019 FIA Prize Giving in Paris for a second time, having previously supported the 2016 FIA Prize Giving held in Vienna, Austria.



Brembo SpA, the world leader and acknowledged innovator of disc brake technology for automotive vehicles, has been a Global Partner of the FIA Sport & Mobility Conferences since 2016. For 2020, Brembo SpA made the strategic decision to become FIA Sport Regional Congresses Partner.



Enerfy® partnered with the FIA for the pilot season of the FIA Smart Driving Challenge rewarding smart, safe and environmentally-friendly driving. During the pilot season, participants saw their driving patterns assessed in real time thanks to an AI-based phone app, powered by Enerfy®, transforming real trips into a digital score.

Julius Bär

The leading Swiss private banking group has been the Global Partner of the ABB FIA Formula E Championship since its inception in 2014, supporting the forward-thinking, innovative championship. Julius Baer is also a Founding Partner of the FIA Smart Cities initiative.



As a Global Partner, Marelli Motorsport has been actively involved in the 2019 FIA Conference and showcased best-in-class electric drive, control units and advanced telemetry devices.



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.

RICHARD MILLE

Since 2017, RICHARD MILLE has been a Partner of the FIA Sport Conference and, in 2019, a Partner of the FIA Conference, demonstrating its involvement and support towards the FIA and its annual summits.



Pirelli partnered the FIA Conference in 2019, 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 competition during the 2019 FIA Prize Giving and the 2019 FIA Hall of Fame.

International Federation
recognised by the



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OLYMPIC
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