



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ACTIVITY REPORT 2020



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MESSAGE FROM THE FIA PRESIDENT

JEAN TODT

In 2020, the COVID-19 crisis caused unprecedented disruption to the world as we knew it. The pandemic pushed us to work even more closely together to help each other overcome the difficulties the situation imposed on us. More than ever, the FIA supported its Members and joined forces with them to restart motor sport activities and ensure access to safe, affordable and sustainable mobility for all.

It also propelled the FIA to take on a new dimension, symbolised by our PurposeDriven movement. This movement asserts that through our activities we can have a positive impact on many societal issues that are at the centre of the entire world's concerns and that will be so for the foreseeable future and beyond.

Indeed, the FIA is and will always be a leader in Mobility and the governing body of Motor Sport, but its role goes beyond the apparent boundaries of these remits.

Supporting our Member Clubs in Responding to COVID-19

Faced with the health crisis, adaptability and creativity have been at the heart of our actions. The aim of the FIA has been clear from day one: to support our Member Clubs using all the means, financial and non financial, at our disposal. We have, among other things, cancelled the fixed portion of Club membership fees and committed to provide more than €10 million in support to our Sport and Mobility Members through our Grant Programmes and two rescoped FIF projects. Furthermore, both our pillars have put in place innovative digital programmes to maintain engagement and information sharing across the Club network such as FIA Stay Tuned and the FIA Stronger Together Webinars.

Thanks to strong digitalisation, important meetings took place online. The FIA teams maintained their commitment and level of work despite lockdown restrictions and remained in contact with our Members via digital platforms.

Also, following the November 2020 Extraordinary General Assembly, during which we amended our Statutes to allow distance voting, the FIA can now operate virtually if needed – achieving a new level of business resilience.

Motor Sport's Restart

Restarting motor sport was both a challenge and a necessity. Thanks to the ASNs, drivers, teams, promoters, officials, volunteers, and FIA staff, Formula 1 was the first international sporting competition to restart in 2020, followed by many other FIA Championships.

This achievement was made possible through the implementation of health protocols following the World Health Organization (WHO) and the International Federation of Red Cross and Red Crescent Societies' recommendations, which were developed by the FIA Medical Commission and its President, Prof. Gérard Saillant and the FIA Sport and Administration Divisions. Thanks to the work of the FIA team, we have also been able to provide our Member Clubs with the Return to Motor Sport Guidelines, which have helped them organise events during the crisis.

We managed to hold a total of 526 motor sport events on the international calendar, registered by a total of 53 ASNs. Formula 1 was able to stage

a complete season, with 17 races in less than six months, including three events in Italy, two in Austria, two in the UK and two in Bahrain.

The F1 Community came together to guarantee the stability of the pinnacle of motor sport. A first example was the unanimous agreement reached in April on the reduction of the cost cap level in F1, which is part of the 'New Deal' proposed in 2020. Another great example of this was the signing of the Concorde Agreement on 19 August.

It was a season of notable achievements, with Lewis Hamilton winning his seventh Formula 1 World Driver's Championship title – equalling Michael Schumacher – and Mercedes also scoring a record-breaking seventh successive Formula 1 World Constructor's title victory.

Congratulations, too, to Sébastien Ogier and Julien Ingrassia who became World Rally Champions for the seventh time, and to Hyundai Motorsport for winning the Manufacturers' title for the second year in a row.

The FIA World Rally Championship (WRC) community was also imaginative and created a seven-event calendar with new venues and formats like Rally Estonia and ACI Rally Monza.

In the FIA World Endurance Championship (WEC), the original number of eight rounds was maintained. The world's greatest Endurance race, the 24 Hours of Le Mans, took place in September, unfortunately without spectators. In LMP1, Mike Conway, Kamui Kobayashi and José María López clinched the Drivers' Championship and Toyota Gazoo Racing won the Manufacturers' title. In LMGTÉ, Aston Martin took the Manufacturers' title, with Marco Sørensen and Nicki Thiim claiming the Drivers' Championship crown.

Formula E showed great adaptability. The final rounds of the season took place in Berlin with António Félix da Costa being crowned Drivers' champion, while the DS Techeetah team he races for were Constructors' champions for the second time. In 2021, the championship will become the ABB FIA Formula E World Championship.

Regarding World RX, the championship began in August with events in Sweden and Finland and saw Johan Kristoffersson make a spectacular comeback to the discipline, winning his third world title. In the Teams' Championship, KYB Team JC took the title. In 2021, Rallycross is also set to become the first FIA Championship to feature electric cars derived from passenger cars.

Karting, the school of motor sport, continues to be an exciting entry-level discipline for competitors of all ages and all backgrounds, as well as the single-seater pyramid comprising F2, F3, and F4, which also provides us with excellent racing. In 2020, Callum Bradshaw Freddie Slater and Jérémy Iglesias were respectively crowned OK, OK-Junior and KZ champions.

In WTCR, a thrilling season took place, following joint work between the FIA and the promoter in reducing costs.

Unfortunately, a number of other FIA Championships, such as Historic, Hill Climb, Truck and Dragster, could not restart or see out a complete season.

This year, and especially during the lockdown periods, a new discipline developed: Digital Motor Sport. In 2020, we promoted the Esports activities under the banner #RaceAtHome and defined our FIA Digital Motor Sport strategy including the creation of a dedicated commission.

Due to the health crisis, the 2020 FIA Motorsport Games could not take place at le Castellet in the South of France and have been postponed to 2021. We are looking forward to the second edition of this exciting competition.

Safety: a Top Priority

The 2020 season was marked by the crash involving Romain Grosjean at the Bahrain Grand Prix which could have ended in tragedy. However, thanks to the significant progress made in terms of safety over the last decades, the outcome was positive.

The Halo has already saved several lives. We must continue our efforts in protecting drivers. This is the *raison d'être* of the Serious Accident Study Group.

At the FIA, we are convinced that our sport is a powerful laboratory. As an example, our technological innovations on helmets should be beneficial to all. That is why the Federation leads two important initiatives: the Helmet Safety Rating project, and the Safe and Affordable Helmet Initiative that encourages and facilitates the deployment of a low-cost motorcycle helmet that meets UN safety standards.

The Impact of 2020 on Mobility

The global crisis has highlighted a range of new issues and challenges that we are addressing together in order to reach our common goal: safe, sustainable and accessible mobility.

Following a successful Third Global Ministerial Conference on Road Safety in Stockholm in February, the UN General Assembly adopted a new Resolution on Improving Global Road Safety. It sets an ambitious target for the next ten years and proclaims the Second Decade of Action for Road Safety.

2020 showed us that change is possible and that we do not have to accept the status quo. We can imagine a different vision and contribute to this new safe mobility culture. This is a strong shift in mindset and approach.

This is at the heart of the new FIA Road Safety Advocacy Strategy presented and endorsed at the World Council for Automobile Mobility and Tourism in December 2020 and which will continue to chart our future path.

As part of global road safety leadership, the FIA will provide direction, build capacity, and enhance engagement.

Within this framework, the FIA High Level Panel for Road Safety can lead change, promoting safety as a value.

Also, in 2020, the 18 Ambassadors of our #3500LIVES Campaign – displayed in 1,157 cities in 79 countries over the year – joined our fight against COVID-19 by promoting the message 'Stay Home, Stay Safe. Stay Committed' during the lockdown periods.

Road safety is no longer an autonomous public health and safety initiative. Cities, for example, have a key role to play in creating a more liveable environment. The FIA Smart Cities initiative, which was successfully promoted digitally in 2020, aims to ensure that mobility in the cities of tomorrow is safer, cleaner and more accessible for all road users.

Tourism has been one of the main COVID-19's business casualties. This is why the FIA Tourism Services Department launched a modern information platform named VIAFIA that will keep our Clubs up to date with the latest developments in the sector.

In these changing times, we also offered support for business diversification to our Clubs through the Mobility Worldwide programme.

Collective Achievements in Facing COVID-19

Under the #RaceAgainstCovid banner, we partnered with the International Federation of Red Cross and Red Crescent Societies (IFRC) to raise almost €2m for the global response to the COVID-19 crisis with the support of the FIA Foundation and the entire racing community.

A successful online charity auction was made possible thanks to the active role of the President of the FIA Drivers' Commission, Tom Kristensen, and the generosity of RM Sotheby's.

This was an opportunity to strengthen the cooperation between FIA Member Clubs and the IFRC in promoting interventions to prevent the spread of coronavirus.

Contribution to Society: PurposeDriven

In facing the crisis the FIA took a step forward and is more than ever determined to increase the positive impact our two pillars can have. Our Federation has a particular responsibility towards society, and to reflect this commitment we launched the PurposeDriven movement. To inspire action, the FIA will focus its efforts within four key 'Purpose' areas: Health & Safety, Environment, Diversity & Inclusion, and Community Development.

As an example, and notably through its Innovation Fund, the FIA has supported many projects such as Girls on Track – Rising Stars to detect and develop female talent and bring more female drivers at the highest level of motor sport. In 2020 the FIA, through the FIF, also contributed €1M to the diversity and inclusion foundation announced by F1 as part of the #WeRaceAsOne campaign it launched in support of PurposeDriven.

Last year, the FIA also joined the UNFCCC Sport for Climate Action Framework and continued work on developing a sustainable fuel. Under the strong leadership of Felipe Calderón, the FIA Environment and Sustainability Commission formulated a comprehensive framework for an FIA Environmental Strategy with a double objective for the FIA: carbon neutrality in 2021 and net-zero status in 2030.

The list of projects and initiatives launched in 2020 is long and will be expanded in 2021 and beyond.

An Ever-Better Governance

Concerning Ethics and Compliance, as planned, a hotline was opened in May 2020. Since then, anyone with genuine concerns about ethical behaviour, governance or compliance matters can raise them confidentially.

FIA, a Global Actor

Since my election as FIA President in 2009, my goal has been to strengthen the position of the FIA as a strong global actor and support our Members acting at a local level. Now more than ever, in these unprecedented times, our Federation must play that role. In 2020, we partnered with the United Nations, and several of its agencies such as UNDP, UN-Habitat, UNECE, the WHO, other international organisations such as the World Bank, the IFRC and international federations such as the IOC, FIFA, UEFA, World Athletics, UCI and FIM, on crucial topics such as road safety, sustainable mobility and the response to COVID-19.

Over time, the FIA has shown its capacity to overcome crises.

In 2021, we are embarking on another year of challenges but I remain confident that we will see many great achievements.

Once again, during the last year of my presidency, we will join forces with our Community and Members from all over the world and go further 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 affordable, safe, and clean mobility, and defending the rights and safety of all road users regardless of their means of travel;
- 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;
- Developing, regulating, controlling and enforcing discipline across any and all virtual/electronic motor sport activities and competitions under all forms and organising championships in virtual/electronic motor sport;
- 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;
- 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;
- Encouraging and supporting a responsible concern for environmental issues and promoting sustainable development in its activities;
- Promoting the following values: Member-orientation, collaboration, trust, excellence and innovation.

KEY FIGURES

36 COMMITTEES & COMMISSIONS

- Audit Committee
- Ethics Committee
- Nominations Committee
- Mobility Programmes Committee
- 26 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

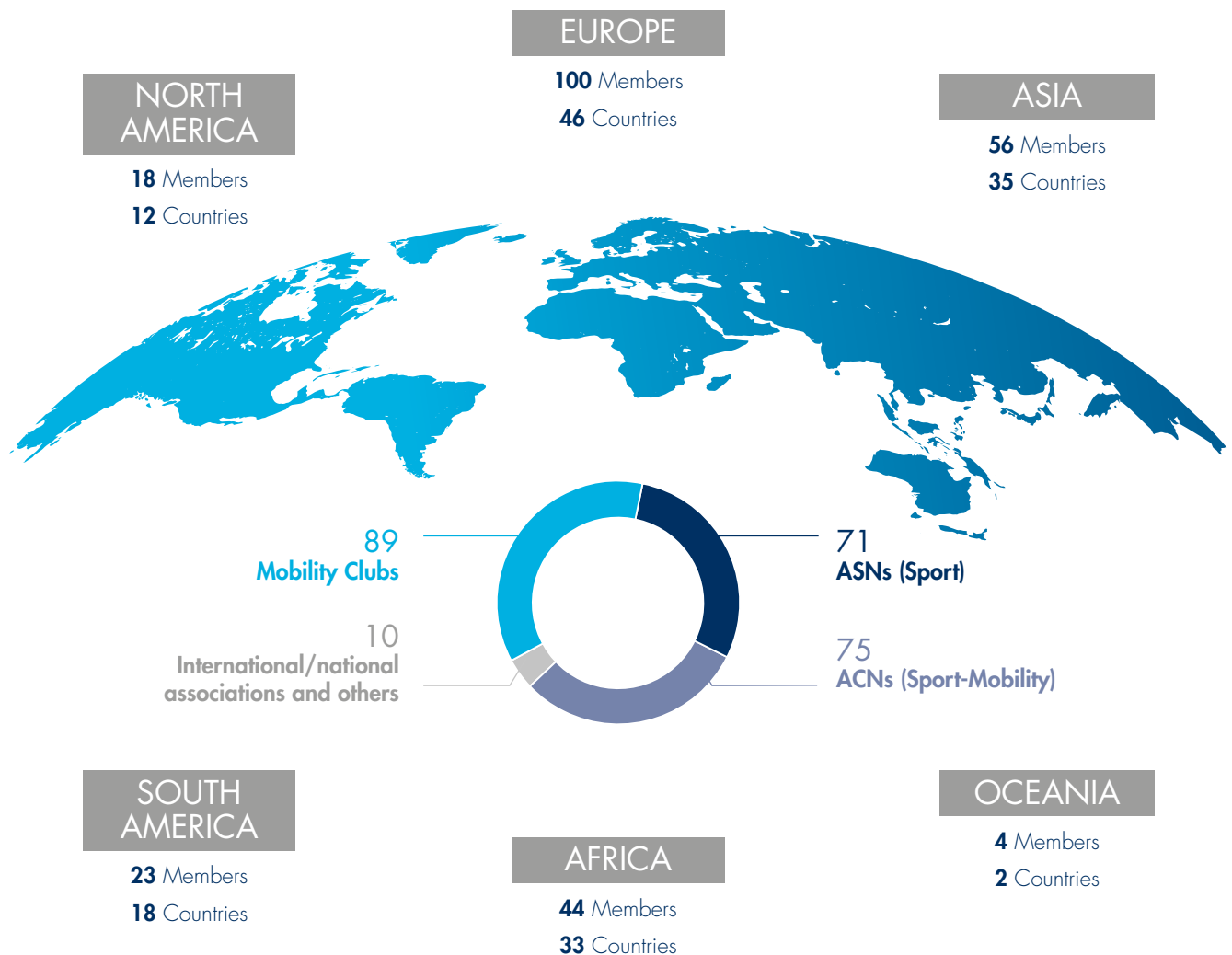
- Region I Europe, Middle East and Africa
- Region II Asia and Pacific
- Region III North America
- Region IV South America

6 FIA SPORT REGIONAL CONGRESSES*

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

*Only three FIA Sport Regional Congresses (Middle East & North Africa, North America and South America, North European Zone) were held in 2020 due to COVID-19.

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



2020 MAJOR EVENTS



FIA eCONFERENCE,
Online
15-18 June 2020

Delegates: **906**
Clubs: **178**
Countries: **118**



ANNUAL GENERAL ASSEMBLY,
Geneva, Switzerland & online
14-18 December 2020

Delegates: **512**
Clubs: **195**
Countries: **143**



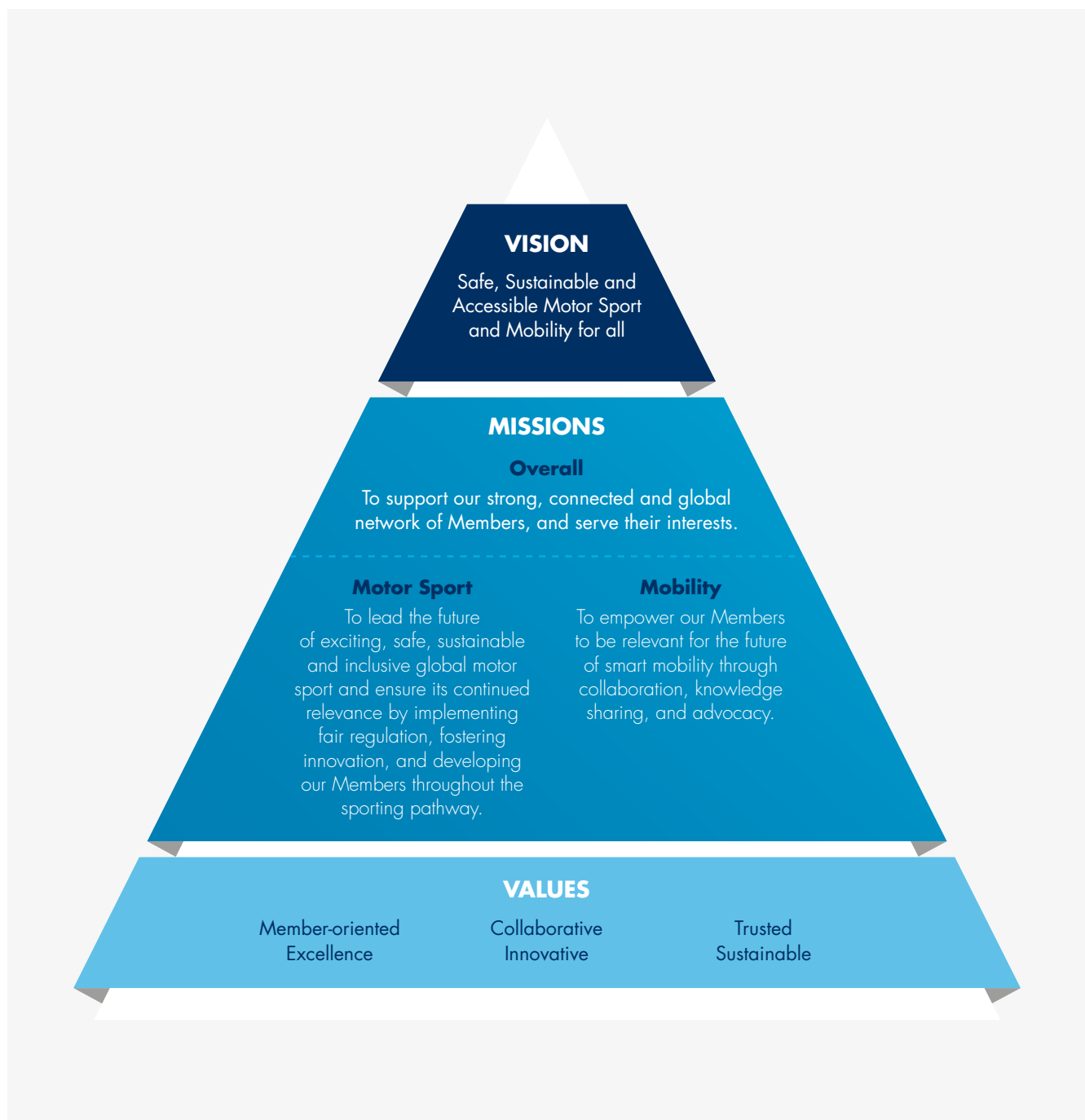
PRIZE GIVING,
Geneva, Switzerland
& online
18 December 2020

Viewers: **450K**

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 2019 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.

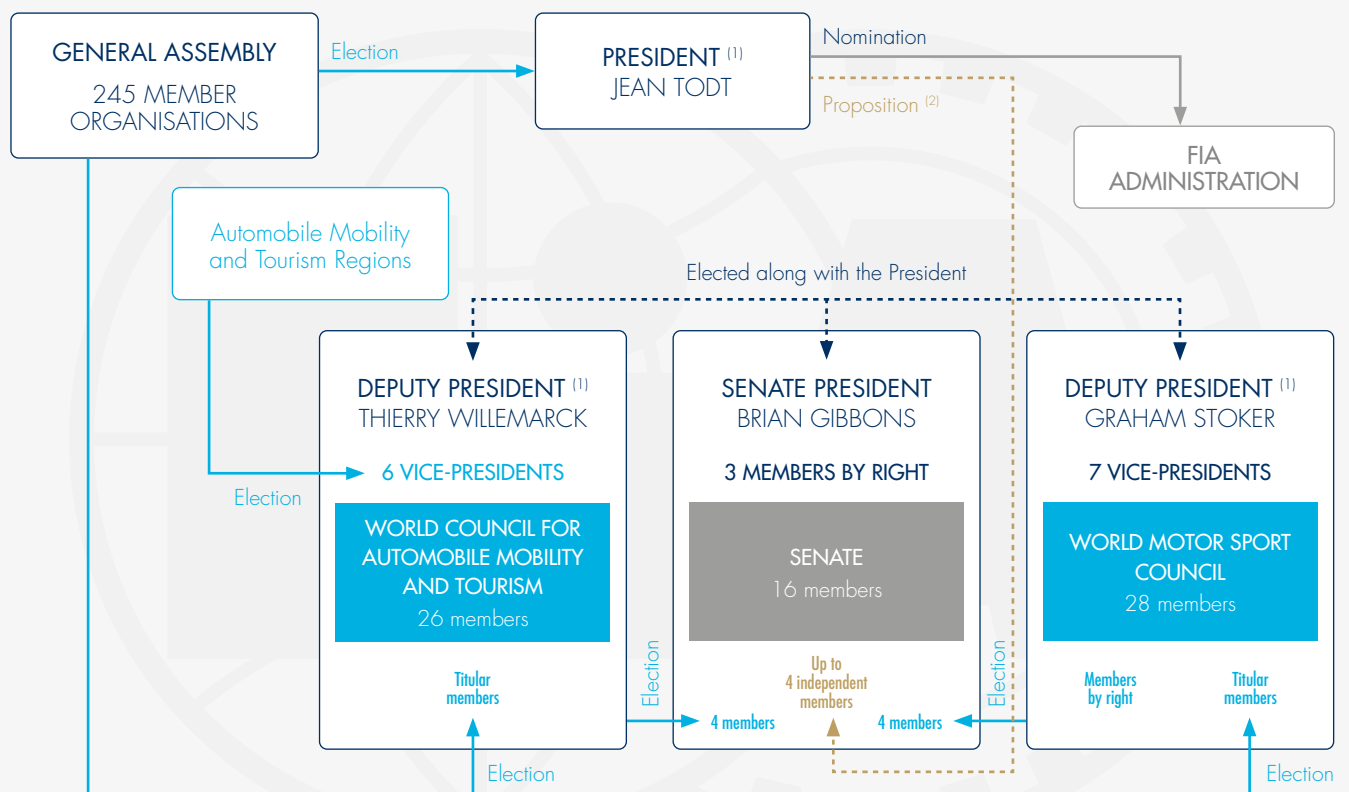


GOVERNANCE

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

ORGANISATION AS OF 18 DECEMBER 2020



(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



COMPOSITION AS OF 18 DECEMBER 2020

FIA President

Jean TODT (France)

FIA Deputy President for Sport

Graham STOKER (United Kingdom)

FIA Vice-Presidents for Sport

José ABED (Mexico)

Mohammed BEN SULAYEM (United Arab Emirates)

Carlos GARCÍA REMOHÍ (Argentina)

Angelo STICCHI DAMIANI (Italy)

Surinder THATHI (Ivory Coast)

Hermann TOMCZYK (Germany)

Heping WAN (China)

Titular members

Manuel AVIÑÓ ROGER (Spain)

Garry CONNELLY (Australia)

François CORNELIS (Belgium)

Dennis DEAN (United States of America)

Nicolas DESCHAUX (France)

Michel FERRY (Monaco)

Zrinko GREGUREK (Croatia)

Victor KIRYANOV (Russia)

Hugo MERSAN (Paraguay)

Amina MOHAMED (Kenya)

Koichi MURATA (Japan)

Gautam SINGHANIA (India)

Vincenzo SPANO LUISI (Venezuela)

Serkan YAZICI (Turkey)

Members by right

Stefano DOMENICALI (Italy),
Representative of F1 Commercial Rights Holder*

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

Burkhard GÖSCHEL (Germany),
President of the FIA Manufacturers' Commission
or
Mattia BINOTTO (Italy),
F1 Commission Delegate

WORLD COUNCIL FOR AUTOMOBILE MOBILITY AND TOURISM



COMPOSITION AS OF 18 DECEMBER 2020

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)

Gotfried 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

Burkhard GÖSCHEL (Germany), 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

*until 31 December 2020. The position is now vacant.

SENATE



COMPOSITION AS OF 18 DECEMBER 2020

FIA Senate President

Brian GIBBONS (New Zealand)

FIA President

Jean TODT (France)

FIA Deputy President for Sport

Graham STOKER (United Kingdom)

FIA Deputy President for Automobile Mobility and Tourism

Thierry WILLEMARCK (Belgium)

Elected members

HRH Prince Faisal AL HUSSEIN (Jordan)

Irina BOKOVA (Bulgaria)

August MARKL (Germany)

Jorge ROSALES (Argentina)

Tim SHEARMAN (Canada)

Carlos SLIM DOMIT (Mexico)

Mariangela ZAPPIA (Italy)

Guojun ZHAN (China)

Independent members

Jacques AUDIBERT (France)

Gerardo BRAGGIOTTI (Italy)

William E. CONNOR (United States of America)

Jean-Michel DARROIS (France)

FIA COMMISSIONS AND COMMITTEES



PRESIDENTS AS OF 18 DECEMBER 2020

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 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 Digital Motor Sport Commission

Anna NORDKVIST (Sweden)

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

Serge GACHOT (France)

FIA Endurance Commission

Richard MILLE (France)

FIA F1 Commission

Co-Chairmen:

Jean TODT (France)
Stefano DOMENICALI (Italy)

FIA GT Commission

Leena GADE (United Kingdom)

FIA Hill Climb Commission

Imad LAHOUD (Lebanon)

FIA Historic Motor Sport Commission

John NAYLOR (Ireland)

FIA Homologation Regulation Commission

Xavier SCHENE (Belgium)

FIA International Karting Commission

Felipe MASSA (Brazil)

FIA Land Speed Records Commission

Roger Alan BANOWETZ
(United States of America)

FIA Medical Commission

Dino ALTMANN (Brazil)

FIA Off-Road Commission

Gyárfás OLÁH (Hungary)

FIA Rally Commission

Wayne CHRISTIE (New Zealand)

FIA Safety Commission

Patrick HEAD (United Kingdom)

FIA Single-Seater Commission

Robert FERNLEY (United Kingdom)

FIA Touring Car Commission

Alan J. GOW (United Kingdom)

FIA Truck Racing Commission

Manuel VIDAL PERUCHO (Spain)

FIA Volunteers and Officials Commission

Colin SYN WAI HUNG (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

Burkhard GÖSCHEL (Germany)

FIA INTERNATIONAL HISTORICAL COMMISSION'S PRESIDENT

Giuseppe REDAELLI (Italy)

GENERAL ORGANISATION

DECEMBER 2020

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



206 employees

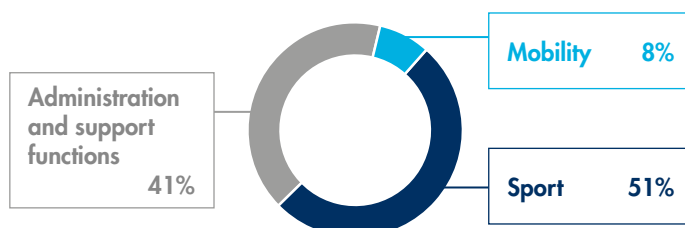


26 nationalities represented

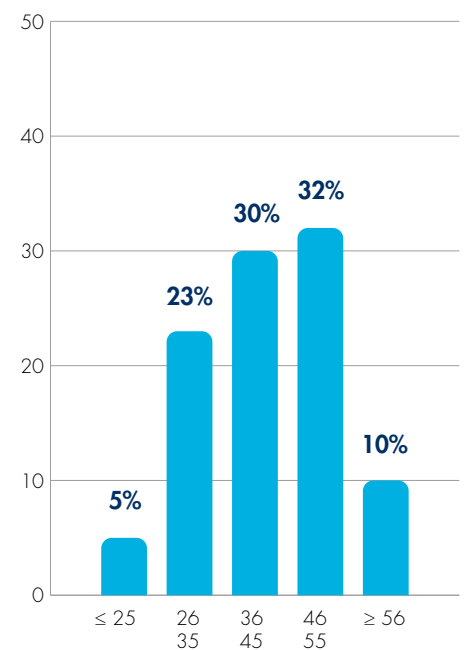


Average age: 42 years

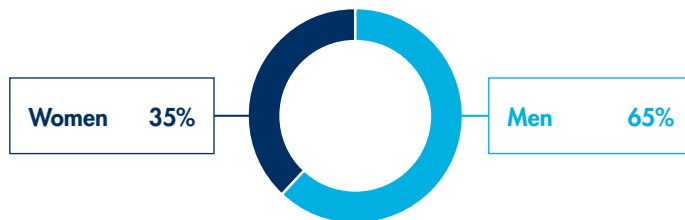
Distribution of employees by division



Distribution of employees by age



Distribution of employees by gender



3 locations



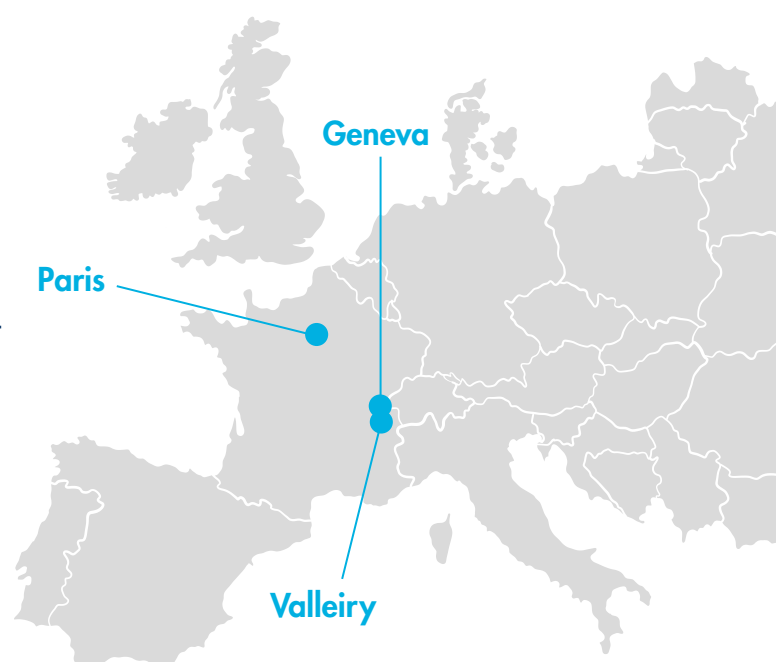
Paris
Historic Headquarters,
Mobility Division
and Communications Department



Geneva
Sport Division
and Administration



Valleiry
Logistics and Archives
FIA Centre of Excellence



2020 HIGHLIGHTS

LAUSANNE, SWITZERLAND



FIA stand at the Youth Olympic Games

For the second time, the Youth Olympic Games (YOG) hosts an FIA stand open to all visitors for the duration of the event. On the opening day, FIA President Jean Todt, along with members of the International Olympic Committee, have the opportunity to discover the various interactive displays at the FIA event space featuring the #3500LIVES Global Road Safety Campaign and an E-Karting experience.

10-22
JANUARY

PRAGUE, CZECH REPUBLIC



Rally and Cross Country Officials Seminar

A record number of 206 Officials and representatives of the Rally and Cross Country community, together with experts and speakers, attend the 2020 FIA Rally and Cross Country Officials Seminar in Prague from 17-18 January, the first to include both disciplines.

17-18
JANUARY

PARIS, FRANCE



2019 Historic Championship Prize Giving

The 2019 FIA Historic Championships Prize Giving ceremony awards 53 drivers/co-drivers from Rally, Sports Car, Hill Climb and Single-Seater disciplines.

18
JANUARY

PARIS, FRANCE



FIA and F1 sign UNFCCC Sport for Climate

The FIA and Formula 1 announce they have become signatories to the UNFCCC Sports for Climate Action Framework. This follows the FIA's strong and lasting commitment towards environmental sustainability and the announcement in November 2019 that Formula 1 will be net zero carbon by 2030.

22
JANUARY

GENEVA, SWITZERLAND



FIA Race Director Seminar

The fourth annual FIA Race Director Seminar takes place in Geneva, gathering over 120 representatives from around the world to share best practice and experiences.

6
FEBRUARY

GENEVA, SWITZERLAND



FIA International Stewards Programme

More than 150 Race and Rally Stewards from around the world gather in Geneva for a two-day seminar to exchange expertise and maintain the high standard of stewarding in motor sport.

9
FEBRUARY

MUSCAT, OMAN

10th FIA Sport Regional Congress Middle East and North Africa

More than 90 participants comprised of ASN and ACN Presidents, delegates, experts and speakers from 20 countries, attend the FIA Sport Regional Congress in Oman's thriving capital city, Muscat.

10-12
FEBRUARY18
FEBRUARY

STOCKHOLM, SWEDEN

FIA HLP Meeting & FIA Clubs' delegation at the 3rd Global Ministerial Conference on Road Safety

Ahead of the 3rd Global Ministerial Conference on Road Safety, the FIA High Level Panel for Road Safety (HLP) calls for a sea-change in thinking concerning the way the road safety crisis is addressed. HLP members agree on the need to be disruptive and to identify potential courses of action to promote a new approach no longer based on 'interventions' that treat the symptoms of unsafe road systems, but relying on 'safety' as a fundamental value.



The Global Conference also sets the perfect stage for FIA Members to come together and share best practice and experience. On Tuesday, before the start of the official programme, FIA representatives are invited to a workshop session to prepare for the high-level discussions. FIA Members are strongly represented at the Conference, with 62 delegates coming from 37 Member Organisations from 32 countries.

RESPONDING TO A GLOBAL CRISIS

WORLDWIDE



Financial Support and Solidarity of the FIA with its Member Clubs

Membership fees

In response to the financial disruptions many Clubs are experiencing as a result of the pandemic, the FIA decides to cancel the Clubs' fixed subscription fee (1st tranche). Within the existing fee structure for Clubs, the cancellation means that 147 Clubs are exempted from paying membership fees for 2020.

FIA Club Development Programme for Mobility Members

Part of the FIA Club Development Programme is also recalibrated, with unutilised funds being repurposed to benefit individual FIA Member Clubs in need of assistance selected through the FIA Mobility Worldwide programme.

FIA Road Safety Grants Programme – 'Transformation' stream

The 'Transformation' call for application FIA Road Safety Grants Programme is brought forward to mid-May and adjusted, with extended criteria provided to cover COVID-19, in partnership with the International Federation of Red Cross and Red Crescent Societies (IFRC). The qualifying criteria are expanded to accommodate not only traditional road-safety-oriented projects, but also initiatives that Clubs could develop in cooperation with IFRC National Societies in response to COVID-19.

FIA Sport Grant Programme

The FIA increases the total sport grant funding available under the FIA Sport Grant Programme by adding an additional substantial contribution from the FIA Innovation Fund (FIF), to provide a total fund of some €5.6m to help its Member Clubs. This contribution from the FIF is available to Clubs who need emergency assistance to restart motor sport activities.

17 MARCH

PARIS, FRANCE & GENEVA, SWITZERLAND

FIA offices close because of the rapid spread of COVID-19 and all FIA Staff continue working remotely until May 2020.

FROM
17 MARCH
ONWARDS

ONLINE



Development and Application of the FIA Sport Clubs Solidarity Programme

The FIA Sport Clubs Solidarity Programme is launched to support ASNs and ACNs during the pandemic and as they start to resume events and activities in order to ensure that the restart of motor sport is organised in a safe and sustainable way, compliant with the guidance of Governments and WHO public health advice. The FIA Sport Clubs Solidarity Programme comprises:

- Eleven FIA Stronger Together Webinars and five Regional Workshops held online;
- FIA Digital Motor Sport ASN Toolkit;
- Deployment of ASN experts via the COVID-19 Advice and Support Programme;
- Dedicated 24-7 telephone hotline and dedicated contact within the FIA Sport Clubs Liaison Office;
- FIA eLearning Platform;
- Active FIA networking space through FIA Networks;
- Increased FIA Sport Grant Programme funds to help Member Clubs;
- Launch of the ASN Grassroots Toolkits;
- Publication of the FIA Return to Motor Sport Guidelines.

ONLINE

#RaceAgainstCovid

#RaceAgainstCovid Launch Video

In the wake of the rapid spread of COVID-19, the FIA and its Community come together to help fight the pandemic. Through a video gathering motor sport stars, the FIA launches its #RaceAgainstCovid hashtag to cover all of the Federation's initiatives related to COVID-19. The campaign encourages everyone to stay safe and protect themselves and others. The video is followed by many initiatives taken by the whole Motor Sport Community as well as FIA Member Clubs in both Sport and Mobility.

3 APRIL

ONLINE



AS #3500LIVES ROAD SAFETY CAMPAIGN AMBASSADORS, TO SAVE LIVES, WE FOLLOW THE RULES ON THE ROAD AND NOW IN OUR HOMES.

STAY SAFE. STAY HOME. STAY COMMITTED.

#STAYHOME #RACEAGAINSTCOVID

JCDecaux



FIA, JCDecaux and #3500LIVES Campaign Ambassadors Join Forces to Help Fight COVID-19

The FIA, JCDecaux and the #3500LIVES Global Road Safety Campaign Ambassadors join forces to promote a unified message during lockdown periods: 'Stay Home. Stay Safe. Stay Committed'. This is illustrated through the creation of a new social media asset featuring the 18 Campaign Ambassadors and encouraging everyone to stay home during the lockdowns with the hashtags #StayHome and #RaceAgainstCovid, which is common for all FIA initiatives related to COVID-19.

5 MAY

ONLINE

FIA / UNIVERSITY

STAY TUNED

FIA Stay Tuned

From 6 April to 8 May, the online programme FIA Stay Tuned, launched by the FIA University, brings together 260 participants from 73 FIA Member Organisations (35 Mobility Members, 24 ACNs, and 14 ASNs) from 59 countries. The free-of-charge initiative aims to support Clubs through the crisis and help them turn the upheavals of today into opportunities for tomorrow.

6 APRIL – 8 MAY

RESPONDING TO A GLOBAL CRISIS

ONLINE



Launch of #RaceAtHome, the FIA Digital Motor Sport Magazine

As the COVID-19 pandemic puts real world racing on hold, motor sport turns to the virtual world for its on-track thrills. To mark the incredible rise of Digital Motor Sport and encourage fans to stay at home during the lockdowns, the Federation's regular free-to-air video package of motor sport highlights is transformed into a new series – #RaceAtHome, the FIA Digital Motor Sport Magazine.

> 6 MAY

ONLINE



Part I of FIA Mobility Worldwide starts

Following the One-to-One Consultation Programme put in place by the FIA Mobility Division at the start of the crisis, the Division joins forces with strategy consultancy firm EY-Parthenon to reframe the FIA Mobility Worldwide programme and launch its Part I. Originally conceived to provide mentoring support to new and existing FIA Member Clubs, the programme is augmented to deal with the impact of COVID-19 and to help FIA Mobility Clubs and ACNs survive, rebound, and build back stronger.

8 JUNE <

ONLINE



#RACEAGAINSTCOVID Auction

Together with the International Federation of Red Cross and Red Crescent Societies, RM Sotheby's, and the FIA Drivers' Commission, the FIA launches the #RaceAgainstCovid online charitable auction. The auction allows motor sport fans to demonstrate solidarity with those fighting the pandemic, with almost €2 million raised to support the global response to COVID-19. The cheque is then given by FIA President Jean Todt to the International Federation of Red Cross and Red Crescent Societies (IFRC) Secretary General Jagan Chapagain during an official ceremony on 22 July.

> 15-22 JUNE

ONLINE



FIA eConference

To keep its Community together despite travel restrictions, the FIA goes digital and organises its first Sport and Mobility eConference. Under the theme 'Shaping the Future Together', the FIA eConference gathers 906 Delegates from 178 Mobility Clubs, ASNs and ACNs representing 118 countries. The event concludes with the launch of PurposeDriven which aims to federate and amplify all the initiatives that help the FIA achieve its objectives in terms of 'Health and Safety', 'Environment', 'Diversity and Inclusion', and 'Community Development'.

15-18
JUNE

WORLDWIDE



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ANNEXE S AU CODE SPORTIF INTERNATIONAL
APPENDIX S TO THE INTERNATIONAL SPORTING CODE

CODE DE CONDUITE COVID-19

COVID-19 CODE OF CONDUCT

The COVID-19 Code comes into effect to enable the restart of F1

Appendix S of the International Sporting Code comes into effect and details key sanitary measures and protocols that aim to ensure the safety of all people involved in FIA Competitions, as well as of visited communities by limiting the risk of transmission of COVID-19. After the F1 restart, the scope of the Appendix is extended to apply to all FIA Championships, Cups, Trophies, Challenges, Series, and International Series registered on the FIA International Sporting Calendar, to coincide with the resumption of competition for a number of FIA-regulated events.

19 JUNE

SPIELBERG, AUSTRIA



F1 restarts with the Austrian Grand Prix

After a delay of almost 16 weeks, the 2020 FIA Formula One World Championship at last kicks off with the Austrian Grand Prix at the Red Bull Ring held as a closed event. The Grand Prix is the first major international sporting event organised since the COVID-19 outbreak and takes place thanks to strict protocols that maintain the highest level of safety for the communities visited and the entire F1 Community.

5 JULY

ONLINE



WIMC launches the 'FIA Girls on Track' Virtual Experience

The FIA Girls on Track Virtual Experience is launched to provide unique insights into the exciting world of motor sport for thousands of young girls around the globe. Complementing the successful Girls on Track events activated in a number of countries, the online and interactive version of the programme aims to unite youngsters with many successful women who share their experiences in order to inspire, entertain, and educate the next generation of women in motor sport.

> 21 JULY

23 JULY <

ONLINE



FIA Smart Cities eForum - Europe

In light of the COVID-19 pandemic, the FIA Smart Cities eForum is adapted to a fully digital format using an interactive online platform. It also features a virtual 'Expo' space allowing FIA Member Clubs, Partners and Formula E teams to showcase and demonstrate their initiatives. The first eForum focuses on Europe and addresses 'COVID-19 and its Impact on Urban Mobility'. It is followed by the eForum – Asia-pacific (23 September) on 'Resilience and Adaptation to a New Mobility Normal' and the eForum – Americas on 'Shaping Cities for a Smarter Future'. In all, the eForums attract more than 400 attendees with over 30 FIA Member Clubs represented.

BERLIN, GERMANY



Formula E restart and end of Season 6

The ABB FIA Formula E Championship restarts on 5-6 August with an opening double-header in the complex of the former Berlin-Tempelhof airport, followed by a second event on the weekend of 8-9 August. A third and final double-header is held on 12-13 August and concludes Season 6 of the championship. Each of the three double-headers is contested on a different configuration of the circuit, ensuring the sporting interest remains unchanged, and all are held behind closed doors ensuring the highest level of safety for all participants.

> 5-13 AUGUST

2-3 SEPTEMBER <

ONLINE



FIA Americas eBusiness Workshop

Following the postponement to 2021 of the FIA American Congress and on the initiative of the Touring y Automóvil Club de Colombia (ACC), FIA Mobility Regions III and IV, together with NACAM and CODASUR, and with the support of FIA President Jean Todt, decide to provide concrete solutions to FIA Mobility and Sport Member Clubs of the regions by organising a two-day online event, the FIA Americas eBusiness Workshop. The digital event gathers 166 participants from 31 Clubs in 30 countries.

TARTU COUNTY, ESTONIA



WRC restart with Rally Estonia

With the support of the Estonian government, September sees the FIA World Rally Championship restart with the first Rally Estonia. Huge effort by the organising team results in a COVID-19 safe event based at the National Museum in Tartu.

4-6
SEPTEMBER

LE MANS, FRANCE



24 Hours of Le Mans and support for the FIA Women in Motorsport Commission's action

Chairman of the Managing Board of Groupe PSA Carlos Tavares, FIA Endurance Commission President Richard Mille, ACO President Pierre Fillon and FIA President Jean Todt join the FIA Women in Motorsport Commission-supported drivers Tatiana Calderón, Sophia Flörsch and Beitske Visser for a family picture before the start of the race. Competing with the Richard Mille Racing Team, the three drivers form the first all-female LMP2 crew to compete in Le Mans history. The Commission also supports the 'Iron Dames' — a unique project conceived and supported by Deborah Mayer, a passionate French driver and promoter of women in motor sport — run by Iron Lynx with an all-female crew comprised of Rahel Frey, Michelle Gatting and Manuela Gostner.

19
SEPTEMBER

MONACO



FIA High Level Panel for Road Safety Members' Meeting

The members of the FIA High Level Panel for Road Safety gather (both physically and virtually) for the second time in 2020 for a meeting at the headquarters of the Automobile Club de Monaco (ACM) to share views on the new framework that surrounds mobility and discuss how the HLP can contribute to transforming it into an opportunity for road safety.

28
OCTOBER



World Day of Remembrance for Road Traffic Victims

On Sunday 15 November, the FIA Community supports the World Day of Remembrance for Road Traffic Victims (WDoR) under a theme of 'Remember, Support, Act'. At the invitation of the World Health Organization, Jean Todt participates in a global commemoration held online on 13 November with United Nations Secretary-General António Guterres, Jamaican Prime Minister Andrew Holness, WHO Director-General Dr Tedros Ghebreyesus, Child Health Initiative Global Ambassador Zoleka Mandela, Bloomberg Philanthropies Founder Michael Bloomberg, as well as families of road traffic victims. Meanwhile, the FIA Formula One World Championship, the FIA World Endurance Championship and the FIA World Touring Car Cup also promote the WDoR2020 by organising family pictures in Turkey, Bahrain and Spain.

30 OCTOBER

ONLINE

FIA Sport Regional eCongress Northern Europe

The FIA Sport Regional eCongress Northern Europe, held online, gathers 30 participants from 20 ASNs who attend two FIA sessions and the European Executive meeting.

15 NOVEMBER

ONLINE

FIA Smart Cities Leaders eTalk

18 NOVEMBER

The FIA Smart Cities Leaders eTalk held on the Smart City Expo World Congress online platform caps off Season 4 of the initiative. FIA Smart Cities partners, including Formula E, ABB, Julius Baer and the RACC Foundation discuss how the power of innovation can be leveraged to promote efficient and reliable smart cities solutions for a post-pandemic world.

GENEVA, SWITZERLAND & ONLINE



Annual General Assembly

In light of the continuing COVID-19 pandemic and the travel restrictions resulting from the health crisis, the FIA holds its Annual General Assembly week in a hybrid physical/online format, hosted from Geneva, Switzerland. The largely virtual event gathers 512 participants (including 13 on site) from 195 Member Organisations from 143 countries.

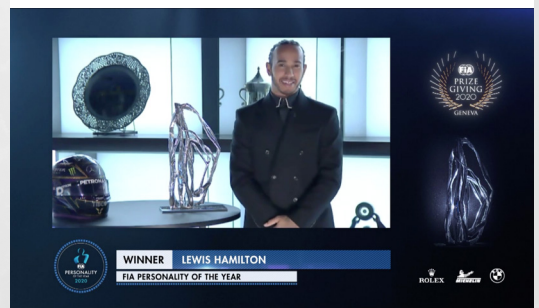
15-18
DECEMBER18
DECEMBER

GENEVA, SWITZERLAND & ONLINE

2020 Prize Giving



In what has been an unprecedented year, the 2020 FIA champions are honoured in the first- virtual Prize Giving ceremony, hosted by FIA President Jean Todt at the InterContinental Hotel in Geneva.



During the ceremony, Jean Todt presents three FIA President Special Awards. The first two go to Lewis Hamilton and Michael Schumacher (represented by his wife Corinna), in recognition of their shared achievement in winning seven FIA Formula One World Drivers' Championships and the inspiration their sporting and personal commitments have brought to the world. The third award is presented to Dr Ian Roberts, Driver of the F1 Medical Car Alan van der Merwe and the marshals of the Bahrain International Circuit for their bravery in coming to the aid of Haas F1 Team driver Romain Grosjean following his crash during the 2020 Bahrain Grand Prix.



ACTING TOGETHER WITH PURPOSE

Launched in June 2020, the FIA's PurposeDriven movement will see the Federation work together with its Community in pursuit of actions that accelerate positive contributions to society.

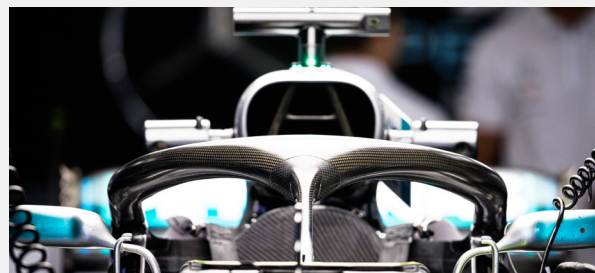
Committed to Making a Difference

In June 2020, during the Federation's first eConference, FIA President Jean Todt announced the launch of PurposeDriven, a new movement that aims to bring the Federation and its Member Organisations together in a collaborative, united effort to generate positive actions for the betterment of society across four key pillars – Health & Safety, Environment, Diversity & Inclusion, and Community Development.

To bring about this global change, the PurposeDriven movement will see the FIA encourage its wider community by providing the tools and support necessary for Clubs to create positive outcomes at national and regional level through the development of education, advocacy, community engagement, and innovation and technology.

"As the regulator of world Motor Sport and a major player in Mobility, we have a particular responsibility," said President Todt of the endeavour. "We must protect all participants and spectators in our motor sport competitions from the COVID-19 pandemic. We must preserve lives on the roads, promote safe, clean and affordable mobility for all, defend gender equality and diversity, and facilitate access to motor racing and driving, particularly for young people.

"This is why we are launching the PurposeDriven movement, to federate and amplify all the initiatives that help us achieve our objectives in terms of health and safety, environment, gender equality, diversity, inclusion and community development."



» Purpose»Driven

» Health & Safety



PurposeDriven encompasses the FIA's mission to improve safety on the track and on the roads. To promote road safety, the Federation relies on the #3500LIVES Global Road Safety Campaign as well as on more specific projects such as the FIA Safe and Sustainable Helmet Initiative and the FIA School Assessment Programme. Additionally, the long-standing partnership between the FIA and the International Federation of Red Cross and Red Crescent Societies (IFRC) has grown to include a collaboration to fight against COVID-19. This has been demonstrated in the #RaceAgainstCovid Auction in 2020 as well as FIA Members Clubs and Community actions against COVID-19 such as the Formula 1-led Project Pitlane.

» Diversity & Inclusion



The movement acknowledges that the FIA is guided by the fundamental principles of its Statutes, including the fight against any form of discrimination and notably on account of skin colour, religion, ethnic or social origin.

As part of its ambition, the FIA Women in Motorsport Commission and the FIA Disability and Accessibility Commission have developed several projects to advance diversity and inclusion.

The FIA Girls on Track and the FIA Girls on Track – Rising Stars programmes have used motor sport as a platform to foster gender equality with the respective aims to sustainably increase the number of women in motor sport, and to detect and nurture the female racing talent of the future.

The FIA is working to break down barriers that obstruct the participation of disabled drivers in motor sport and also to improve travelling conditions and opportunities for disabled road users and drivers through the Smart Parking for Disabled Drivers project and the creation of a website gathering global data on disabled driving rules and regulations.

» Environment



The FIA is taking action through its FIA Action for Environment initiative and via the work of the FIA Environment and Sustainability Commission. In addition to the signing of the United Nations Framework Convention on Climate Change (UNFCCC) Framework, the FIA has demonstrated its commitment to advocate for sustainable mobility and motor sport through initiatives such as FIA Smart Cities, the FIA Smart Driving Challenge, the FIA Environmental Accreditation Programme, the Urban Mobility Advocacy Tool supporting Member Clubs as well as the development of sustainable fuels. In 2020, the Federation released a Report on Contribution of Motor Sport to Health, Safety and the Environment and announced an overarching Environmental Strategy that will define its targets and activity in this regard over the next decade.

» Community Development



The FIA is committed to delivering a positive economic contribution to communities worldwide through employment, professional development and social investment.

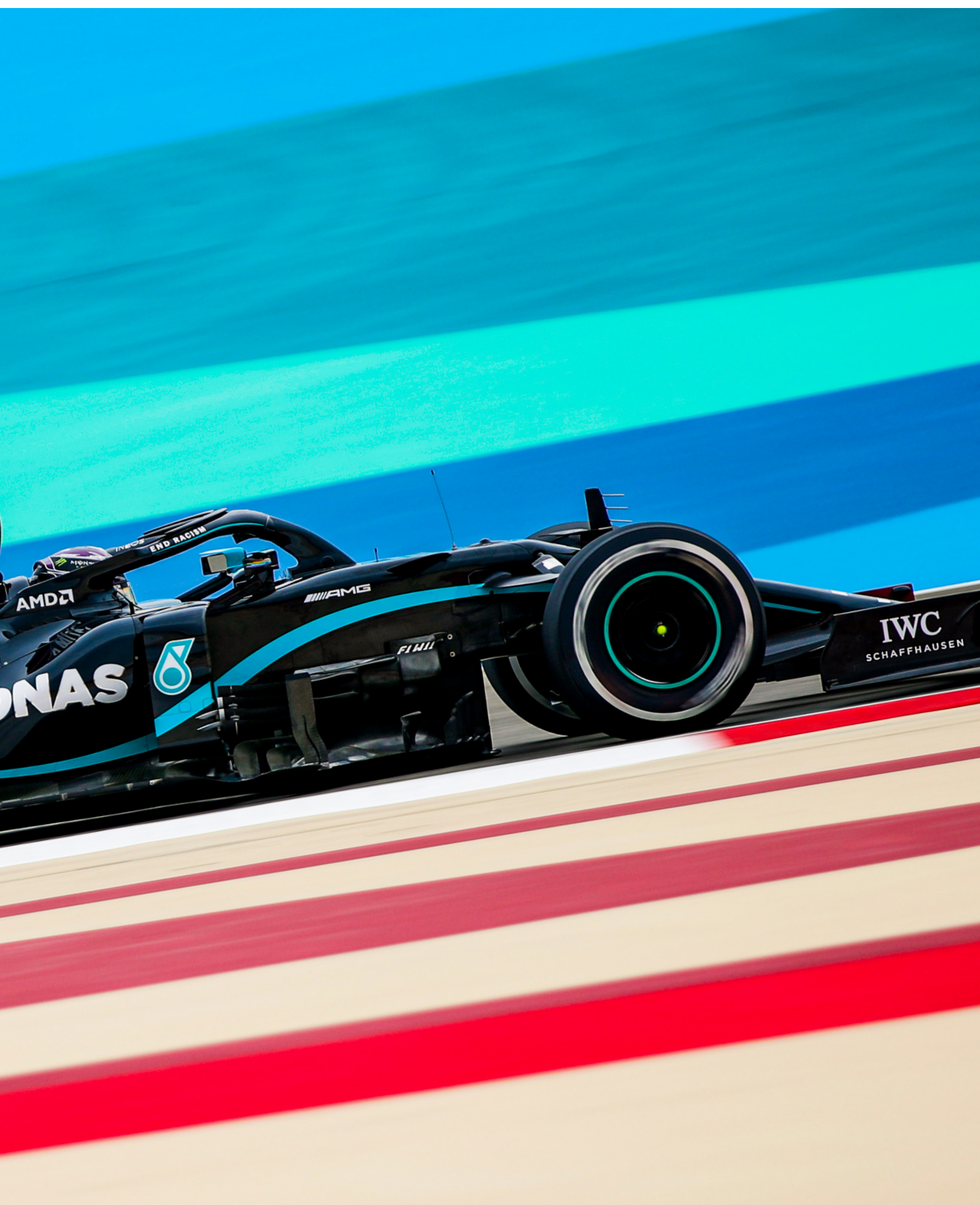
In line with these goals, in Mobility, the FIA University was established to strengthen on Member Organisations on a national, regional and global level through knowledge sharing and the exchange of best practice. The Federation has also undertaken extensive work in the area of tourism, progressing the updating and digitalisation of the *Carnet de Passages en Douane* (CPD) distribution system. In 2020, the Federation launched the FIA Mobility Worldwide programme aimed at assisting the recovery and long-term stability of its Affiliated Members during and following the COVID-19 pandemic.

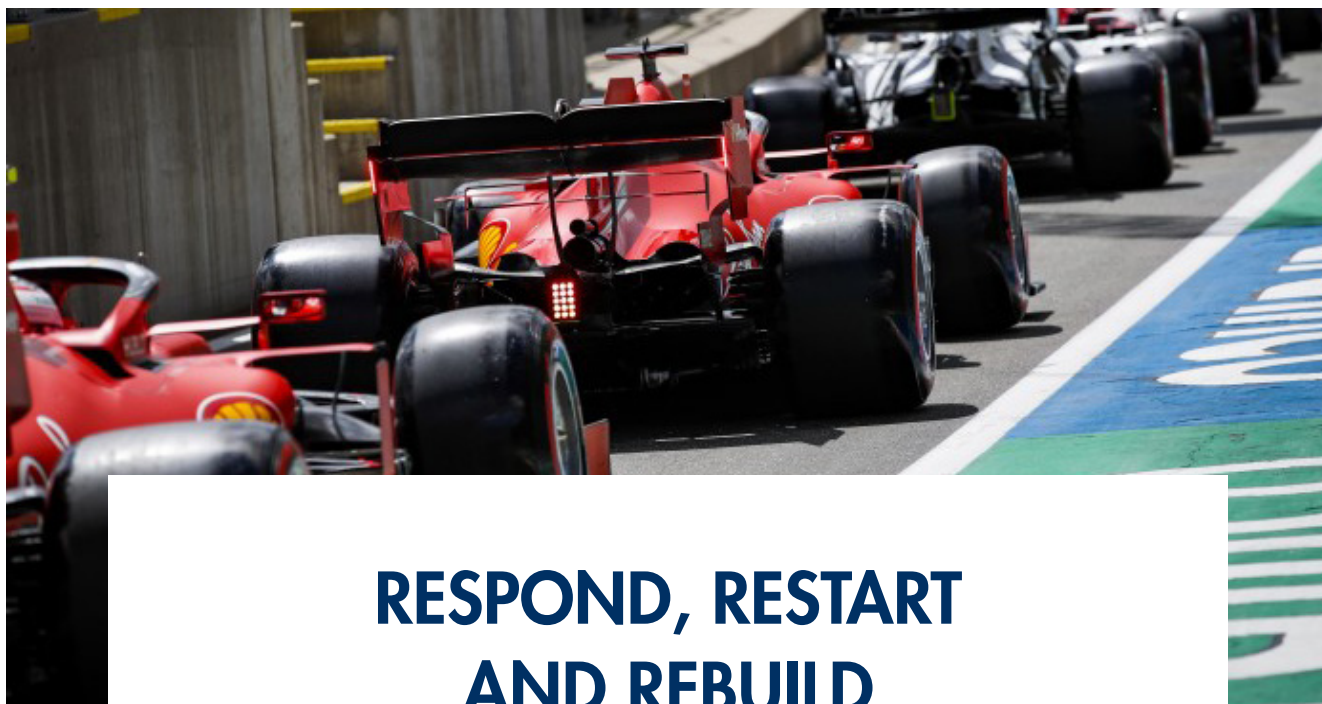
In Sport, the FIA has launched a study to highlight the importance of the motor sport industry globally by mapping its economic and social contribution. In the area of social improvement Cyprus Rally was last year nominated for a Peace and Sport Award for its work on the European Rally Championship. By crossing a UN-controlled buffer zone, this Rally brings communities together through sport and builds lasting social bonds. The Federation also relies on its annual Volunteers Weekend to celebrate the efforts of the thousands of volunteers worldwide who help make motor sport happen.

SPORT

**KEEPING
MOTOR SPORT
RUNNING**







RESPOND, RESTART AND REBUILD

Global Motor Sport encountered perhaps the most difficult year in living memory in 2020, but with rapid reaction and problem solving written into its DNA, the sport, guided by the FIA, was able to meet the challenges and plan for a brighter future.

526 events
on the International Sporting Calendar registered by a total of 53 ASNs



138

FIA Championships,
Trophies, Challenges
and Cups



102

Non-Championship
Events



286

events part of the
83 International Series
approved by the FIA

The Toughest Test

In 2020 global motor sport at every level was presented with the sternest challenge it has faced in many decades due to the impact of the COVID-19 pandemic. As the economic impact of the crisis began to be felt, the FIA swiftly reacted, putting in place a range of regulatory measures to safeguard its major championships and to support its ASNs and ACNs.

In tandem with these measures, the Federation began to formulate plans to restart motor sport. Following the development of its Return to Motor Sport Guidelines, led by the FIA Medical Commission, the FIA amended its Sporting Regulations to include a comprehensive COVID-19 Code of Conduct, which allowed the resumption of motor sport in the safest possible manner.

The first to re-start was Formula 1, with the Austrian Grand Prix taking place in July. In all, the top tier of single-seaters managed to stage 17 rounds in 12 countries, with Britain's Lewis Hamilton taking his seventh world title. Mercedes meanwhile won a sixth consecutive Constructors' Championship title.

As part of the FIA's response to the challenges posed by COVID-19, the rule changes set to be introduced in 2021 were deferred until 2022, though in order to ensure sustainability, new Financial Regulations to reduce team expenditure will be implemented in 2021.

In support of the FIA's PurposeDriven movement, Formula 1 launched its #WeRaceAsOne initiative, aimed at tackling the biggest issues facing the sport and global communities – the fight against COVID-19 and the condemnation of racism and inequality.

After staging three rounds in early 2020 the FIA World Rally Championship was also put on hiatus but bounced back with four rounds from September to December to close out a season in which Sébastien Ogier and Julien Ingrassia took their seventh world titles.

The FIA World Endurance Championship was eventually able to hold eight events in the 2019-20 season, with its interrupted season resuming with the 6 Hours of Spa-Francorchamps in August before the 24 Hours of Le Mans, deferred from June, took place behind closed doors in September. In 2021 the much-anticipated Le Mans Hypercars will make their debut.

The 2020 FIA World Rallycross Championship was able to stage eight races, across which Johan Kristoffersson raced to a third title. Unfortunately, it was not possible to stage enough races in the European Supercar and Super1600 categories to award championship titles. The 2021 campaign will see a change of promoter following the IMG's withdrawal and the FIA will also continue to work towards electrification of the top class in 2022.

The ABB FIA Formula E Championship was also adversely affected by event cancellations but a solution to close out the championship was found, with six races being held on a series of different circuit configurations at Berlin's Tempelhof airport. The Driver's title was won by António Félix da Costa with the Team's title going to DS Techeetah.

In 2021 Formula E will become an FIA World Championship, while development of the Gen3 car for 2022-23 will continue and the FIA will further explore new Financial Regulations for the series.

Support During the Crisis

The FIA responded to the hardship caused by the pandemic in a number of ways. In May, the Federation launched the Sport Clubs Solidarity Programme, to bring ASNs and ACNs together and to help them tackle the issues raised by the crisis. Through a series of virtual Stronger Together Webinars and Regional Workshops, via the FIA networking space and through the COVID-19 Advice and Support Programme, Clubs around the world were able to tap into high-level expertise and tailored advice designed to see them through the crisis.

Financial aid was also provided, with FIA Sport Grant Programme funding being boosted to a total €5.6m thanks to a substantial contribution from the FIA Innovation Fund (FIF).

In June, the #RaceAgainstCovid auction of motor sport memorabilia conducted in partnership with auction house RM Sotheby's and supported with a donation of €1m from the FIA Foundation, raised a total of €1,944,392, with all funds going to the International Federation of Red Cross and Red Crescent Societies (IFRC).

Additionally, the FIA launched an extensive campaign under the #RaceAtHome tagline to encourage fans to act responsibly during the pandemic. The FIA also launched its first Digital Motor Sport magazine under the title of #RaceAtHome.

Building a Better Future

Despite the upheavals of 2020 the FIA made significant progress with the development of more diverse and sustainable motor sport.

The FIA Girls on Track – Rising Stars Programme came to a conclusion towards the end of the year with 20 girls aged between 12 and 18 taking part in a driver shootout at the Paul Ricard Circuit in France. Across two further training camps the field was whittled down to just four who attended the final assessment, held at the Ferrari Driver Academy (FDA) in January 2021. The winner was 16-year-old Dutch Belgian racer Maya Weug.

Sustainability took a step forward with the announcement of a new overarching FIA Environmental Strategy that will inform the Federation's activities over the next decade. The strategy focuses on three key goals: climate action towards net zero transformation; fostering the development of sustainable technology, and encouraging sustainable practices.

The FIA also promoted sustainability across its championships. In December the Federation delivered the first barrels of a 100% sustainable fuel to F1's power unit manufacturers. In FIA Truck Racing, a new smoke detection tool was introduced, while the FIA World Rally Championship and the FIA World Rallycross Championship continued with plans to move to electric power. Tenders were also launched for a new electric GT championship and an electric Touring Car championship.

The FIA Sport Division also brought the technical expertise and rapid development skills of motor sport to wider society in 2020. The FIA Safe and Affordable Helmet Initiative moved forward in 2020 and in November was boosted by the announcement that the Keep Fighting Foundation, founded by the family of Michael Schumacher would become its first partner.

STAYING COMPETITIVE THROUGH THE CRISIS

The COVID-19 pandemic had a major impact on motor sport worldwide but though disruption and hardships were felt at every level of competition the FIA Sport Division reacted with a range of measures that not only supported ASNs but helped motor sport get back on track ahead of any other international sport.



Support Structures

The rapid escalation of the COVID-19 pandemic across the first half of 2020 led to considerable disruption of the FIA Sporting Calendar and to exceptional stress on the operations of ASNs around the world.

Responding to the pressures being placed on its Member Organisations, the FIA implemented a range of measures designed to support Clubs through the crisis and to help them restart competition when restrictions were lifted.

Addressing the immediate financial concerns of Clubs, the FIA cancelled the Clubs' fixed subscription fee (1st tranche). Within the existing fee structure for Clubs, the cancellation means that 147 Clubs are exempted from paying membership fees for 2020. In May, the Federation launched the Sport Clubs Solidarity Programme, in a bid to further unify ASNs and ACNs and to help them address the consequences of the crisis.

Held as part of the programme a series of FIA Stronger Together Webinars and Regional Workshops were held from April to June. The weekly webinars featured FIA experts addressing topics such as 'Crisis Management', 'Digital

Motor Sport', 'Resumption of Motor Sport', 'Communication', and 'Grassroots', in order to support the ASNs and ACNs and address any queries Clubs may have on these topics. In all, more than 490 Club representatives took part in the online sessions.

The programme also saw the establishment of a dedicated 24-7 telephone hotline staffed by the FIA Sport Clubs Liaison Office to offer advice and assistance to Clubs impacted by the crisis. To further foster a sense of community during the crisis, an active FIA Networking space was also launched to enable Clubs to engage with the FIA and to share their experiences with each other as they attempted to work through issues arising as a consequence of the pandemic.

Assistance was also provided in the shape of the COVID-19 Advice and Support Programme. Gathering expertise from some of the FIA Community's most experienced senior figures, as well as from FIA Staff and FIA ASN Development Task Force Members, the Support Programme provided tailored advice to Clubs via a variety of online channels. Applicants for assistance were allocated an appropriate ASN Expert or Regional Training Provider based on location and the issues being encountered.

In addition, to support the sustainability of championships in a difficult climate, the FIA and the WMSC ratified a series of regulation changes in its major championships designed to cut costs and to ensure resilience in a difficult environment.

Toolkits for Growth

The FIA also developed a series of toolkits to boost activity during the crisis. An FIA Digital Motor Sport ASN Toolkit was created to help Clubs just starting their Esports journey to fast track development and begin running national competitions as quickly as possible.

An FIA Grassroots Motor Sport ASN Toolkit was also developed to encourage ASNs to increase their motor sport disciplines and grow participation in accessible motor sport using road legal cars. Additionally, an e-Learning Platform offering modules covering 'Grassroots Motor Sport', 'Commercialising ASN Assets', and 'Lobbying and Government' was launched along with all supporting material from the webinar series.

Expanded Funding

Recognising the extent of the economic impact of the pandemic, the FIA took the decision to bolster its FIA Sport Grant Programme funds, with the total sport grant funding available under the programme being increased to €5.6m thanks to a substantial contribution from the FIA Innovation Fund (FIF).

The FIA Sport Grants Programme was also opened earlier than usual, in May, and brought forward approval dates for applications, ensuring that grants authorised according to the criteria of 'Safety', 'Structure and Management of ASNs', 'Motor Sport Development', and 'Social Responsibility', together with new 'Emergency Assistance', could be deployed as quickly as possible to help Clubs.

Aiding Frontline Actions

To support actions being taken around the world to fight the pandemic, the FIA launched its #RaceAgainstCovid initiative. This saw stars of motor sport including F1's Lewis Hamilton, Romain Grosjean and Sergio Pérez, WRC legend Sébastien Loeb and former Formula E champion Lucas di Grassi come together in a video to promote safe actions such as social distancing and hand washing during the crisis.

Instigated by the FIA Drivers' Commission, the #RaceAgainstCovid Auction of motor sport conducted in partnership with auction house RM Sotheby's, and supported with a donation of €1m from the FIA Foundation, raised a total of €1,944,392, with all funds going to the International Federation of Red Cross and Red Crescent Societies (IFRC).

Additionally, the FIA launched an extensive campaign under the #RaceAtHome tagline. Implemented across all motor sport disciplines, the #RaceAtHome campaign on social media promoted Digital Motor Sport and encouraged fans and competitors to participate in virtual racing and keep social contact to a minimum. The FIA also launched its first Digital Motor Sport magazine under the title of #RaceAtHome with 10 episodes being aired from May to July.

The Return to Racing

As a result of the pandemic, motor sport around the world was put on hold and a key priority for the FIA was to facilitate the re-start of competition as soon as conditions allowed. To do so, the FIA began to formulate a comprehensive set of guidelines designed to restart the engines of motor sport. Developed in collaboration with FIA Member Clubs, governments, and the World Health Organization (WHO), the FIA's Return to Motor Sport Guidelines were published in June 2020.

The guidelines form a reference point of relevant information for motor sport organisers and, through the provision of risk and transmission mitigation measures as well as a framework for meeting government and local health regulations, allow stakeholders to host events safely. Key deliverables within the guidelines include: a standardised COVID-19 risk assessment template for use by key stakeholders; universal minimum risk mitigation strategies; the expectation that each stakeholder develops and implements a documented plan for their particular role/function at each event; a review, and where required, modified rules and regulations applicable to the sport and risk environment, and a mechanism by which governments and regulatory authorities are empowered to support the resumption of motor sport within their jurisdiction.

Once the guidelines were formulated, the next step was to frame a COVID-19 code of conduct for those taking part in an event. At its June meeting the World Motor Sport Council (WMSC) approved this Code of Conduct as an appendix to the International Sporting Code of the FIA.

With the Guidelines and Code of Conduct in place the FIA Formula One World Championship was the first international sport to resume competition at the Austrian Grand Prix held on 5 July 2020 and went on to stage 17 events in total before the end of 2020.

Based on feedback from the opening events in F1, and taking account of the evolving situation surrounding the pandemic, the WMSC in September approved an extended scope of the Appendix S of the International Sporting Code, translating the protocols to all FIA Championships, Cups, Trophies, Challenges, Series, and International Series registered on the FIA International Sporting Calendar.

A LANDMARK SEASON



The COVID-19 pandemic initially caused huge disruption at the pinnacle of motor sport but after incredible efforts by the FIA and the sport's Commercial Rights Holder a remarkable 17-race season saw Lewis Hamilton become the sport's most victorious driver on his way to a record-equalling seventh world title.

An Unprecedented Campaign



The 2020 FIA Formula One World Championship took place under truly unprecedented circumstances, and achieved the remarkable feat of becoming the first major international sport to return to competition following the initial impact of the global pandemic. The challenges faced in every facet of the operation were huge. However, from July to December, Formula 1 was able to host a 17-round championship spanning 12 countries.

The season was due to start with the Australian Grand Prix in March, but in the wake of the cancellation of the race due to a positive COVID-19 test within one of the teams and the subsequent lockdowns in various nations, the championship was put on hold.

During this time, the FIA took a number of steps to safeguard its premier championship. Following agreement between the FIA, F1 and all the teams, and after ratification by the World Motor Sport Council, it was decided to postpone the introduction of new Technical Regulations due to take effect from 2021 until 2022. Due to the difficult financial situation caused by the pandemic, it was also agreed that teams would use their 2020 chassis for 2021. The implementation of new Financial Regulations will go ahead as planned in 2021. Aerodynamic developments for the 2022 Regulations were also forbidden during 2020.

The complex and ever-changing travel restrictions meant that the majority of the rescheduled events took place in Europe, with no fewer than four triple-headers putting immense pressure on drivers, teams and organisers.

Return to Racing Guidelines



The Return to Racing Guidelines and the development of Appendix S to the International Sporting Code set out the conditions under which events were held, with restrictions put in place on the number of personnel on site, the sub-division of individuals into the smallest possible operating groups to protect event integrity, and a regular regime of COVID-19 testing becoming the norm as Formula 1 returned to the track.

The FIA worked closely with Formula 1 and the local health authorities in the countries visited to ensure not only that the paddock and personnel working on site were as safe as possible, but also crucially, that the events themselves did not cause any increased risks to the local population. The success of these procedures set a global template for major events, and demonstrated to governments and local organisers that Grands Prix can be held safely even under the added pressures of COVID-19.

At the same time, the FIA and Formula 1 also played a leading role in advocating for equality and a commitment to ending racism, under the FIA's umbrella #PurposeDriven campaign and Formula 1's own #WeRaceAsOne initiative. Pre-race procedures now dedicate a significant moment to the support of this vital cause.





Starting in Spielberg



On track, the season began with a triple-header featuring two races at the Red Bull Ring in Austria, followed by the Hungarian Grand Prix.

The Austrian Grand Prix was won by Mercedes' Valtteri Bottas, but a week later, his team-mate and defending champion, Lewis Hamilton, embarked on a trio of victories, at the Styrian, Hungarian and British Grands Prix. These would set the British driver up for a hugely impressive march towards a seventh FIA Formula One World Drivers' Championship crown.

Hamilton's dominance of the top step of the podium was briefly interrupted a week after the British Grand Prix when the second of two events at Silverstone, held to mark the sport's 70th Anniversary, was won by Red Bull Racing's Max Verstappen.

Hamilton returned to his winning ways a week later at the Spanish Grand Prix, and a fifth win in seven races at the Belgian Grand Prix gave the Mercedes driver a 47-point lead over Verstappen as the intense season headed towards the halfway mark.

However, at round eight, the Italian Grand Prix, the form guide was turned on its head when Pierre Gasly won a chaotic race in Monza. The Scuderia AlphaTauri driver became the first French driver to win a Grand Prix since Olivier Panis took victory at the 1996 Monaco Grand Prix.

Normal service was resumed as Formula 1 visited the Mugello circuit for the first time, for the inaugural Tuscan Grand Prix, where Hamilton won ahead of Bottas and first-time podium-finisher Alex Albon. The race also marked the 1000th Grand Prix of Ferrari.

The championship then moved east for the Russian Grand Prix, where Sochi Autodrom specialist Bottas took his second career win at the circuit around the former Winter Olympic Park.

Hamilton Makes History



The victory put Bottas into a clear second place in the championship standings, but any hopes of a Hamilton collapse were quashed at the next round, the Eifel Grand Prix. F1's first race at the Nürburgring for seven years saw Hamilton beat Verstappen to the flag by four seconds to take the 91st win of his career, matching the record held by Michael Schumacher.

The Mercedes driver would raise that bar further with victories in Portugal and at the Emilia-Romagna Grand Prix, and when Formula 1 returned to Istanbul Park for the first Turkish Grand Prix in nine years, Hamilton put in a stunning drive from sixth on the grid to the top step of the podium to match the great Schumacher on seven world titles.

At the Bahrain Grand Prix the world was shocked when Haas driver Romain Grosjean was involved in a serious crash soon after the start of the race. The French driver's car went off track at high speed and crashed into an Armco barrier before bursting into flame. Thanks to the swift reactions of the FIA Medical Car team and local marshals, Grosjean was able to climb free from the inferno with just burns to his hands. A full investigation was launched and while the results will be published in 2021, Grosjean's escape was testament to the safety improvements put in place by the FIA and in particular the Halo device.

Unbeatable Mercedes

In the Constructors' World Championship, Hamilton's nine wins and Bottas' two from the first 13 rounds sealed a relatively straightforward seventh consecutive title for Mercedes at the Emilia-Romagna Grand Prix. Thanks to one win and consistent podium finishes for Max Verstappen, Red Bull Racing comfortably took second place in the championship.

Behind the top two, the competition was far closer however, and throughout the campaign the battle for third place raged between Racing Point, McLaren and a resurgent Renault team.

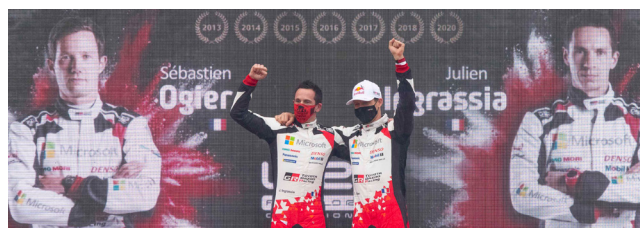
Ultimately, McLaren won out, beating Racing Point to third place by just seven points. A first victory for the Racing Point name, and the last before the team's change to Aston Martin in 2021, was achieved by Sergio Pérez at the Sakhir Grand Prix and ensured that the British team finished fourth 13 points ahead of Renault with Ferrari in sixth place.

RALLY'S TOUGHEST CAMPAIGN GOES DOWN TO THE WIRE



A compressed FIA World Rally Championship season provided one of the most thrilling climaxes in recent years, with the title being decided in dramatic circumstances at the final round, in Monza, Italy.

Intensity Amplified



While the 2020 FIA World Rally Championship (WRC) was disrupted by the COVID-19 pandemic, eventually forming seven rounds, the intensity of the competition in this year's series was amplified by the compact nature of the calendar.

The traditional season opener at Rallye Monte-Carlo saw a dramatic three-way fight for the lead after defending champions Ott Tänak and Martin Järveoja crashed out on the first full day. After 300 kilometres, the top three crews were separated by just 14 seconds, with Thierry Neuville and Nicolas Gilsoul victorious ahead of Sébastien Ogier and Julien Ingrassia. Elfyn Evans and Scott Martin took third place in their first event in the Toyota Yaris.

At Round two, Rally Sweden, warm weather and a lack of snow forced organisers to revise the event itinerary. On the changed route, Evans took his first win of the year, with Tänak second for Hyundai and Kalle Rovanperä third for Toyota in only his second rally in the WRC class.

Round three took crews to Mexico where Tänak initially led before struggling with damaged rear suspension. By Saturday, due to the rapidly evolving COVID-19 situation in Europe, the decision was taken by the organisers to cancel the final day. Ogier and Ingrassia managed the remaining stages best, beating Tänak and Järveoja by 27^s, with the Finnish crew of Teemu Suninen and Jarmo Lehtinen third.

Adapting to the Crisis

With COVID-19 lockdowns around the world, WRC Promoter and the FIA worked to rebuild the calendar in light of restrictions and the FIA Return to Motor Sport Guidelines.

With great support from the Estonian government, September saw the WRC restart with the first Rally Estonia. Huge efforts by the organising team enabled a COVID-19 safe event based at the National Museum in Tartu. Tänak/Järveoja took success on home soil, with Craig Breen/Paul Nagle and Ogier/Ingrassia second and third respectively.

Round five in Turkey took place over a reduced route and, on the stages around Marmaris, Evans/Martin took their second win of the year ahead of Neuville/Gilsoul and Sébastien Loeb/Daniel Elena in third. The win gave Evans a 22-point Championship lead.

Round six, Rally Sardegna saw defending Rally winners Dani Sordo/Carlos Del Barrio take an early lead on Friday and, on Saturday, they stretched their advantage over second-placed Ogier/Ingrassia. On Sunday, a short 42km sprint over four stages saw the battle for the lead come down to the final stage. Sordo managed to hold onto a 5s advantage, while Neuville grabbed second place from Ogier.

Dramatic Finale

A 'second wave' of COVID-19 cases in Europe in late October forced the late cancellation of Ypres Rally Belgium, which left only one more round for the 2020 season. ACI Rally Monza is traditionally a 'fan festival' event but for 2020, the Italian ASN created a 240 km route using the innovative stages around the Monza F1 circuit, combined with traditional stages set around the mountain roads north of Milan.

Going into the event, Evans held a solid 14-point advantage over Ogier, with Neuville 10 points behind the French driver, and the Welshman looked almost certain to take his first title.

Neuville and Gilsoul's title hopes were dashed early on when their Hyundai's engine expired, but the greatest drama came on Saturday when Evans went off road in the wintery stages of the afternoon loop. The pair plummeted down the order and, on the final day, Ogier and Ingrassia took a steady win to overhaul Evans and Martin's standings lead and take their seventh world title. In the Manufacturers' Championship, Hyundai Motorsport took the title.

Strongly Supported

In the support classes, the action was equally compelling. In FIA WRC2, Toksport took the WRC2 Teams series by virtue of consistent points-scoring performances and strong first and third-place finishes in both Turkey and Sardegna. In the Drivers' series, PH-Sport's Mads Østberg and Torstein Eriksen took the title ahead of Toksport's Pontus Tidemand/Patrik Barth.

In FIA WRC3, Finnish driver Jari Huttunen took the Drivers' title with co-driver Mikko Lukka heading his category. In the FIA Junior WRC championship, a tight title battle contested over four rounds, was eventually won by Sweden's Tom Kristensson/Joakim Sjöberg. Their win handed Sweden a second successive Nations' Trophy win.



LMP1 BOWS OUT AT THE TOP AS DIGITAL ENDURANCE RACING RISES



The 2019/20 FIA World Endurance Championship (WEC), the final campaign with LMP1 as the top tier, provided plenty of thrills and though the championship schedule was split almost down the middle by COVID-19, the hiatus gave rise to the largest digital racing event ever held, thrilling fans worldwide.

Interruptions and Intense Competition



An eight-race schedule for the 2019/20 FIA WEC season was announced at the 2018 6 Hours of Silverstone. Bahrain returned to the calendar for the first time since 2017 with an eight-hour event, while the Silverstone and Shanghai rounds were shortened from six to four hours. The 6 Hours of São Paulo was replaced on the schedule by the 6 Hours of Circuit of the Americas after the Brazilian round ran into operational difficulties.

However, after five rounds, the COVID-19 pandemic caused the cancellation of the 1000 Miles of Sebring in March and the season was suspended. A revised calendar was issued in early April, with the Spa round moved to 15 August, the 24 Hours of Le Mans postponed to September, and a second Bahrain event added in November to replace the cancelled Sebring race.

24 Hours of Virtual Endurance

On the original date of the 24 Hours of Le Mans, the promoter of the championship, in association with the ACO and Motorsport Games organised the 24 Hours of Le Mans Virtual. Based on the rFactor2 platform, the event was open to entries comprising four drivers, with at least two being FIA licence holders, and gathered a total of 50 entries (30 in LMP and 20 in GTE cars).

The race, considered the biggest ever digital racing event, attracted numerous manufacturers and high-profile names, also winning the prestigious Leaders Sports Award for Live Experience.

Seventh Heaven

In FIA WEC, four titles were offered to drivers, two with World Championship status (LMP and GTE), with LMP2 and GTE Am drivers fighting for Endurance Trophies.

The #7 Toyota shared by Mike Conway, Kamui Kobayashi and José María López emerged victorious overall in the top category, winning four times along the way – at Silverstone, Spa-Francorchamps and twice in Bahrain.

Car #8 shared by Sébastien Buemi, Brendon Hartley and Kazuki Nakajima finished runner-up and along the way clinched its third consecutive victory in the 24 Hours of Le Mans. The Japanese brand also won the Manufacturers' title.

LMP1 privateer Rebellion Racing won in Shanghai and Austin, with its trio of Gustavo Menezes, Norman Nato and Bruno Senna, to take third overall.

Danes Double Up

Aston Martin's Danish duo of Marco Sørensen and Nicki Thiim clinched their second GTE title, following their 2016 triumph. Aston Martin claimed the Manufacturers' title. In the LMP2 category, United Autosports clinched both the Drivers' and Teams' titles with Filipe Albuquerque, Philip Hanson and Paul di Resta taking four back-to-back victories, including Bahrain, Austin, Spa and Le Mans.

In GTE Am, it was the AF Corse trio of Emmanuel Collard, Nicklas Nielsen and François Perrodo that came out on top, with the outfit securing top spot in both Drivers' and Teams' classifications.

Looking Ahead

For 2021 the FIA WEC will return to a one calendar year season, with a six-event schedule, as part of the strategy to implement cost-cutting measures.

The season will mark the debut of the new top category in FIA WEC, the Hypercar. For 2021, however, grandfathered non-hybrid LMP1 cars will be allowed to run alongside LMH machinery, with a balance of performance system in place.

In May 2020, the FIA Endurance Commission approved changes to the Technical Regulations of the Hypercar category, making it more cost-effective as well as aligning performance levels with the Le Mans Daytona hybrid (LMDh) platform, developed jointly by the ACO and IMSA. Achieving convergence between the two concepts will define the future of Endurance Racing. Implementation of LMDh in the FIA World Endurance Championship is planned for 2022.



KRISTOFFERSSON, THE COMEBACK KING OF A SHORTENED SEASON



Despite disruption, the FIA World Rallycross Championship managed to stage the required events to award titles in its top class – and it was Johan Kristoffersson, returning for a year away from the series, who was crowned champion for the third time.

Return of the King



In 2020, Sweden's Johan Kristoffersson, who left Rallycross for the WTCR in 2019, made a spectacular comeback to the discipline in which he had forged his enviable reputation. At the wheel of the same VW Polo of his previous title successes in 2017 and 2018 – now run by the family team led by his father Tommy – Kristoffersson won a third world title at the end of a season that was inevitably disrupted by the COVID-19 pandemic.

Thanks to the efforts of the championship promoter, the health protocols put in place by the FIA and the flexibility of event organisers, the 2020 edition of the FIA World Rallycross Championship featured eight races across four weekends.

Of the 10 events originally scheduled, just three held their place on the calendar (Sweden, Latvia and Spain) but Finland was eventually added to the programme. A new format of two separate races per weekend was adopted giving competitors eight opportunities to score points. The hope of being able to compete more seemed possible at the end of the summer, but a second wave of infections later in the year meant plans for events in Belgium, Portugal and Germany had to be abandoned.

Of the four events that took place, three were held behind closed doors; the only one with a limited number of spectators was the Latvian round, held in Riga.

Close Contest

The strong favourite for title glory after his almost uninterrupted domination of 2018, Kristoffersson proved too strong for his rivals, but while he emerged as champion for the third time, his route to the crown wasn't as straightforward as in 2018. The Swede won four of the eight races, but had to deal with a stern challenge from Mattias Ekström (two wins), Niklas Grönholm (one win) and the outgoing Champion, Timmy Hansen (one win).

The list of permanent entrants for the 2020 Championship brought together six teams of two cars each as in 2019 and KYB Team JC won the FIA World Rallycross Championship for Teams. Five different makes were represented: Audi, Hyundai, Peugeot, Seat and Renault, and these were joined by two permanent privateer drivers (including Kristoffersson) and, as the races progressed, a number of individual competitors.

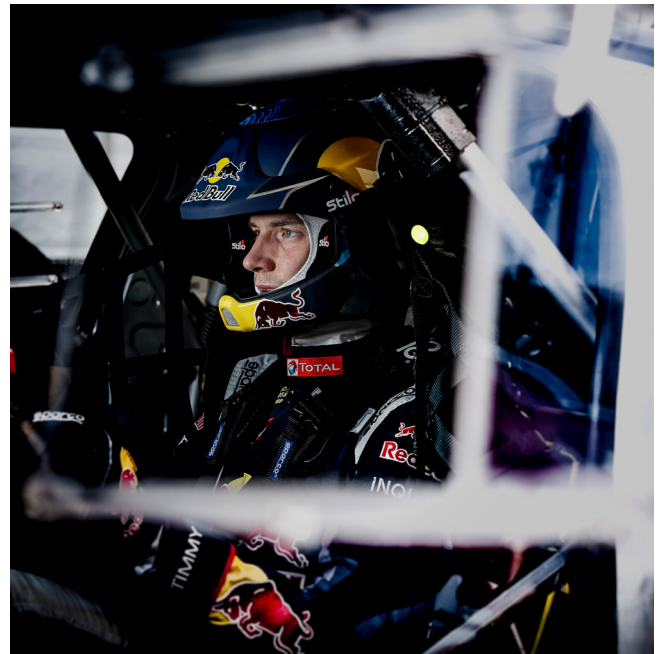
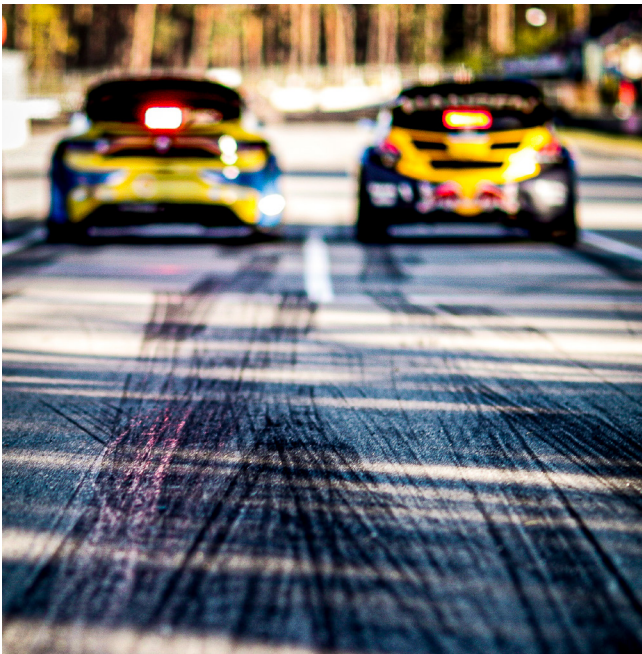
While the World Championship was able to see its full status confirmed thanks to the holding of eight races, it was unfortunately not the same for the European Championships, whose Supercar and Super1600 drivers were only able to take part in two races, which proved insufficient for the awarding of titles.

Promoter Bows Out

IMG, which promoted the championship from 2013 onwards and proved a key player in the series' elevation to FIA World Championship status in 2014, announced its intention to cease its activities in relation to Rallycross at the end of 2020. As a result, a Request for Proposals was launched on 16 October 2020 to find a new promoter for the championship, which will continue to focus on the electrification of cars. The FIA and the WRC promoter will work together to implement the 2021 FIA World Rallycross Championship.

A first step in this switch to electric will be taken as early as 2021, with the launch of RX2e, a new FIA Championship that will feature at six European rounds of the World Championship.

Developed by the QEV company, the RX2e cars are 'silhouettes' (spaceframe chassis) with four-wheel drive and two independent powertrains, generating a total power of 250 kW (335 HP) and up to 460 Nm torque. Up to 20 cars will be run on an 'arrive-and-drive' basis with competitors being assisted at the races by QEV. The RX2e car will act as the forerunner of the RX1e vehicle to be introduced to the FIA World Championship in 2022. These 500 kW (680 HP) RX1e cars will be the future Rallycross Supercars, using a common battery and motors developed by Kreisel. Throughout 2020, a dedicated FIA Working Group drew up the Technical Regulations for the category.



MOTOR SPORT'S NEWEST STARS GIVEN THE OPPORTUNITY TO SHINE



Though Karting's 2020 season was delayed, the reframed calendar of FIA events still gave the motor sport's future champions the chance to showcase their talents.

Maintaining Opportunity

Despite postponement of the start of the Karting season to the end of July, which led to an eventual finish in early November, Karting had a positive 2020 season of high-quality competitions, leading to the emergence of many young talents, as well as recognition of the experts of the discipline. Only two competitions had to be cancelled on request of the ASN/Organiser: one in Sweden in early July and one in France at the end of October.

In the OK category, British driver Callum Bradshaw (Tony Kart/Vortex/LeCont) was crowned FIA Karting World Champion – OK as part of the Tony Kart Team, while compatriot Freddie Slater (Kosmic/Vortex/MG), won the FIA Karting World Championship – OK-Junior with Ricky Flynn Motorsport. Finally, French driver Jérémy Iglesias (Formula K/TM Racing/Vega) took the FIA Karting World Championship – KZ title with the Formula K Racing team.

Participation Records

The 2020 FIA Karting calendar featured a large number of competitions, most notably the FIA Karting World Championship – OK, the FIA Karting World Championship – OK-Junior, and the FIA Karting World Championship – KZ. The FIA Karting European Championships, FIA Karting Academy Trophy, FIA Karting International Super Cup – KZ2 were also among the highlights of the season.

Despite stable levels of participation in its 2020 Championships, the FIA registered a total of 691 entries (down from 710 in 2019), mainly due to the fact that a number of overseas drivers had to cancel trips due to travel restrictions and that the ACO had to cancel the FIA Karting European Championship – Superkart due to congestion on the reframed calendar.

In 2020, the International Karting Calendar comprised 45 events (compared with 56 in 2019 and 72 in 2018), including 17 FIA Karting Championships, Cups and Trophies. It is also to be noted that the opening of national competitions to foreign drivers with the authorisation of their ASN reduced the number of international competitions registered on the 2019 calendar and is likely to do so going forward. Additionally, the mandatory compliance with the new FIA Appendix S deterred some ASNs/Organisers from registering events as FIA International Series in 2020.

OK Expansion



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 increased further thanks to the solid foundations of the category's Technical Regulations.

The OK and OK-Junior categories have confirmed their complementary roles at the base of the motor sport pyramid through a stabilisation of the number of participants in each FIA Karting Competition. In gearbox categories, the FIA Karting International Super Cup – KZ2, which featured 99 participants in 2020 compared with 126 in 2019, did not break the attendance records of recent years but welcomed a strong grid of competitors in Italy.

Social Success Story

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), RGMCMC Group has greatly contributed to the development of the Karting audience through social media 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.

Additionally, RGMCMC, with the support of FIA Race Directors, last year put in place a very professional online briefing, which is highly appreciated by drivers.



POWERING FORWARD DESPITE CHALLENGING TIMES



While Season 6 of the ABB FIA Formula E championship was severely disrupted by COVID-19, the series continues to gather pace as it becomes a World Championship in Season 7 and prepares for spectacular new Gen3 cars in 2022.

Da Costa Crowned



Portuguese driver António Félix da Costa (DS Techeetah) emerged as the winner of Season 6 of the ABB FIA Formula E Championship in its 2019-2020 campaign, with three wins (Marrakesh and Berlin 1 and 2). Despite being interrupted by the COVID-19 outbreak after the Marrakesh event, a point at which five races had been completed, the championship restarted at the beginning of August for a two-week super final in Berlin. The German city hosted the last six races of the season using three different circuit layouts at the Tempelhof airfield. DS Techeetah clinched the Teams' title for the second year in a row.

Crisis Management

Affected by the COVID-19 outbreak, Formula E and FIA acted quickly to minimise the impact of the forced racing break and in collaboration with both manufacturers and competitors put in place a series of cost-efficiency measures, aimed at further establishing the principles that have made Formula E successful. The introduction of the new bodywork planned for Season 7, also known as Gen2 EVO, was immediately cancelled and a unique homologation for the S7/S8 period was also enforced in order to help manufacturers overcome their chain supply restrictions and avoid additional expenditures.

A set of new rules was developed by the Technical and Sporting Working Groups in order to reduce competitors' expenses. The new rules were approved in the WMSC meetings of June and October 2020 and will be applied from the upcoming Season 7 starting in February 2021.

On track, the 2019-2020 season once again demonstrated the high standard of drivers and the professionalism of the competitors in the field. The management of the energy consumption during races was again key for both drivers and engineers, and this has become the chief consideration in the fight for the all-electric single-seater championship and one of the most appreciated assets of Formula E.

Towards Gen3

In 2020, the FIA took the first steps towards the next generation of cars, which are planned for introduction in Season 9 (2022-23). The tender process for selecting suppliers of the chassis, battery and tyres exceeded expectations and after reviewing the large number of proposals, Spark Racing Technology will continue producing the common chassis, Williams Advanced Engineering will be responsible for the battery system, while the Gen3 car will be fitted with all-weather tyres from Hankook.

Environmental Accreditation

Some championship competitors have already been awarded a three-star rating in the FIA Environmental Accreditation Programme, which aims to help motor sport stakeholders to measure and enhance their environmental performance. As an example of the commitment of stakeholders to the sustainability of the championship, both the Mahindra Racing and Envision Virgin Racing teams have developed an advanced environmental management system and already have achieved the three-star target, which will be required to compete in Season 9 (2022-23).

World Championships Status

Season 7 will be the first season as a World Championship and as such Formula E will have met the targets specified for the series upon its foundation. The current 10 manufacturers and 12 competitors have committed for the season and the best 24 drivers will once again battle it out on the street circuits of cities around the globe.

Beyond those original goals, the long-term plans for the ABB FIA Formula E World Championship include the introduction of a financial framework that will create a cost cap for both manufacturers and competitors. The measure, presented at the WMSC meeting of June 2020, has met with broad approval from championship stakeholders as the best measure of ensuring the good health and momentum of Formula E and towards an even brighter future for electric racing and its commitment to sustainability.



FIGHT TO THE FINISH

The fourth season of Formula 2, the FIA's final step on the ladder to Formula 1, proved to be one of the most exciting since its arrival in 2017. But after a fascinating, highly competitive campaign, there was a familiar name at the top of the standings.

Schumacher Takes the Title

Due to the impact of the COVID-19 pandemic, the start of the Formula 2 season was delayed until July. Following the publication of the FIA's Return to Motor Sport Guidelines and the COVID-19 Code of Conduct the fourth season of F2 competition got underway the Red Bull Ring in Spielberg in support of the Austrian Grand Prix.

The opening weekend, featuring wins for UK's Callum Iloft in the Feature Race and Brazil's Felipe Drugovich in the Sprint Race set the template for a fascinating season of racing in which race wins were ultimately shared among 12 drivers and in which consistency proved the key to victory.

And going into the final round in Bahrain, in support of the Sakhir Grand Prix, it was Prema's Mick Schumacher who had shown himself to be the championship's most effective scorer. Though the German driver had only picked up his first victory of the campaign in the Feature Race at Monza, nine other podium finishes from 11 events gave the son of seven-time Formula 1 champions Michael Schumacher a 14-point championship lead over UNI-Virtuosi's British driver Callum Iloft as the drivers prepared for the final round. Behind the top two Hitech Grand Prix's Russian driver Nikita Mazepin lay third in the standings ahead of Carlin driver Yuki Tsunoda.



Thrilling Finale



The nail-biting final weekend of racing featured an epic battle between Schumacher and Iloft ebb and flow but ultimately fourth place in the Feature race and sixth in the Sprint Race were enough to see the German driver take the title ahead of Iloft. Meanwhile, victory in the Sakhir Feature Race and second in the Sprint Race vaulted Tsunoda to third in the overall standings, just one point behind Iloft. Mazepin, though, slid to fifth overall, behind 2019 FIA Formula 3 Champion Robert Shwartzman.

As the season came to an end, Formula 2's place in the FIA single-seater ladder was once again confirmed as three drivers will graduate to seats in Formula 1 in 2021. Schumacher and Mazepin will join the Haas F1 Team, while Tsunoda will race for Scuderia AlphaTauri in the top single-seater category.

The Teams' championship was won by Prema Racing, with the Italian squad securing the title at the end of the Sakhir Sprint Race. UNI-Virtuosi finished in second place with Carlin third.

Towards 2021

Looking ahead, a series of cost saving measures will be implemented in the FIA Formula 2 Championship from 2021. As part of these cost saving measures the calendar will be reconfigured. The provisional calendar is made of eight rounds – four less than in 2018, 2019 and 2020. However, with the addition of one race per event, amounting to three in total, the 2021 season should consist of 24 races which is the same number as the past three years.

Sporting Regulations for the category will be further aligned with those of F1 on certain aspects and on the technical side, the 2021 season will see the introduction of a Tyre Pressure Management System and additional safety systems to prevent incidents on track.

FORMULA FOR REGIONAL AND INTERNATIONAL SUCCESS

Formula 3 continues to go from strength to strength thanks to thrilling racing in FIA Formula 3 and new initiatives in Formula Regional that bring solidity, security and an even clearer pathway to motor racing's top echelons.

Piastrì Seals Thrilling Title Win



Running in support of the FIA Formula One World Championship and alongside FIA Formula 2 at nine Grands Prix in 2020, the FIA Formula 3 Championship got underway with two consecutive events at the Red Bull Ring in Austria in July, followed by races at the Hungaroring in Hungary, twin weekends at Silverstone in the United Kingdom and events at Spain's Circuit de Barcelona-Catalunya, Belgium's Spa-Francorchamps, and the Autodromo Nazionale di Monza and the Mugello Circuit in Italy.

At the end of the nine events, the title was won by Australian rookie Oscar Piastrì. The Prema Powerteam driver won at the first time of asking, in the opening Feature Race in Spielberg and thereafter proved to be the model of consistency. Piastrì scored one more win, in the Sprint Race in Spain, and four more podium finishes, to hold an eight-point lead over team-mate Logan Sargeant of the US going into the final weekend in Mugello, with French hopeful Théo Pourchaire of the ART Grand Prix team also in contention.

And while a brace of podium finishes pushed Pourchaire up the standings, his points haul wasn't large enough to oust Piastrì from top spot and the Australian edged the championship by three points. Sargeant, who finished sixth in the final Feature Race and failed to finish the Sprint Race, took third place in the overall standings ahead of 2019 Formula Regional champion Fredrik Vesti.

Thanks to the excellent performances of Piastrì, Sargeant and Vesti, Prema sealed the teams' title at the penultimate event of the season in Monza. A dominant campaign saw the Italian team finish 209 points clear of nearest rival Trident, with ART Grand Prix finishing in third place.

Formula Regional Gathers Pace



At the request of several ASNs/F4 Promoters, the FIA introduced a new intermediate category between Formula 4 and FIA Formula 3 in 2019. The category balances out the Single-Seater ladder on the basis of performance, training skills and budget.

In 2020, the Commission gave guidance to the safe return of motor sport in four different Formula Regional Championships; Formula Regional European Championship, Formula Regional Americas Championship, Formula Regional Japanese Championship and Formula 3 Asian Championship.

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 Japanese Championship uses a Dome chassis and the Autotecnica engine. The 2020 European Championship was won by Brazilian driver Gianluca Petecof driving for Prema Powerteam, while the Americas title was won by Swedish driver Linus Lundqvist of the Global Racing Group. In Japan, Sena Sakaguchi won for the Sutekina Racing Team, while the 2019-20 Asia Championship was won by Dutch driver Joey Alders of the BlackArts Racing Team.

In September 2020, the FIA single-seater ladder toward the top level of motor sport was further strengthened by the announcement that the Formula Regional European Championship – certified by FIA, organised by the FIA National Sporting Authority, the Automobile Club d'Italia, will in 2021 merge with Formula Renault Eurocup to create an all-new competition – Formula Regional European Championship by Alpine – certified by FIA.

The grid, which will see a maximum of 36 cars in maximum three-car teams and the possibility of an additional fourth in case of a female driver, will be powered by a 1.8-litre Renault engine, and will use Tatuus chassis and Pirelli tyres.

MAKING SURE THE FIRST STEP IS SECURE

Thanks to the work conducted by the FIA in 2020, Formula 4 continues to act as the reference category for young drivers making the step up from Karting to single-seaters.



Continuing to Discover Future Champions

In 2020, over 300 drivers took part in the eleven Formula 4 Championships certified by FIA around the world. The category remains the benchmark junior single-seater category, supported by 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).

For Formula 4 in 2020, the FIA's strategy was to maintain the continuity of previous years, while also improving national championships' alignment with the standards set out as part of the 'Certified by FIA' label 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.

Additionally, the FIA continued to monitor financial stresses on the category in 2020 and pursued strong measures on cost control.

Introducing the Halo Device

To achieve the rapid integration of the Halo device to the FIA's entry-level single-seater category, the FIA is bringing forward the introduction of the second generation of Formula 4 car to November 2021. However, a transition period will exist and all F4 championships will be permitted to use the current F4 car until the end of 2023, with the Technical and Homologation Regulations for the first and second generation of F4 cars remaining valid in parallel. The Halo will therefore be mandatory for all Formula 4 Championships certified by FIA as from 2024.



DEVELOPING THE FUTURE OF GT COMPETITION

The 2020 schedule of GT races was decimated by the pandemic but that didn't stop the FIA GT Commission from planning for the future with the development of rules for electric GT cars, cost control measures and a new competition being defined for the FIA Motorsport Games.

Towards Electrification

The primary focus of the Commission during 2020 was on the future of the GT racing market as the automotive industry moves towards alternative energies. Since early 2019, the FIA has been working on an electric GT project, with several project milestones now being met:

- Following continued discussions with the electric GT Technical Working Group, electric GT Technical Regulations were submitted to the World Motor Sport Council and approved at its December 2020 meeting.
- An invitation to tender for the exclusive supply of battery cells for electric GT was launched and is still ongoing.
- A call for expressions of interest was launched to identify and select a suitable promoter for an FIA electric GT Series, with the aim of starting the first season in 2023.

State of the Market

In the world of GT3, approximately 30 different FIA International Series and ASN-sanctioned national series currently constitute the core of the market in 2020. As the core model of GT3 racing is customer racing, each competition has inevitably suffered from the effects of the pandemic, with both the number of events and the number of competing cars reduced globally in comparison with previous years.

As the effects of the pandemic became evident, the GT Commission and FIA Technical Department began investigating the issue of rising costs in GT3 racing, with the aim of ensuring that the participation costs stay realistic ahead of the new regulations in 2022.

Unfortunately, all of the FIA GT events scheduled to take place in 2020 were cancelled as a result of the pandemic, largely due to congestion on the sporting schedules in the final quarter of 2020 and the challenges of international travel.

FIA GT World Cup

Following a year off in 2020, the FIA's aim is for the GT World Cup to return as part of the Macau Grand Prix in 2021, alongside the FIA's other traditional events for Formula 3 and Touring Cars. The return of the event to Macau remains subject to both the state of worldwide travel and confirmation from the Macau Grand Prix organisers.

FIA Motorsport Games

The second edition of the FIA Motorsport Games was originally scheduled to take place in October at the Circuit Paul Ricard, France. However, due to the pandemic the event was postponed to autumn 2021 at the same venue. Building on the initial success of the 2018 FIA GT Nations Cup in Bahrain and the 2019 FIA Motorsport Games at Vallelunga, the 2021 event will see the GT category expanded, with two separate competitions being run for GT3 cars:

- GT Cup: This follows the same format as previous editions with two drivers (either Bronze/Bronze or Bronze/Silver) sharing one car. Two one-hour long Qualifying Races will determine the grid for an hour-long Feature Race to determine the winner.
- GT Sprint Cup: New for 2021, this competition will take place on a single day (the last day of the Games) in order to give teams the opportunity to reuse the same cars from the GT Cup and thereby lowering costs. The competition will feature two short practice sessions and a single qualifying session, followed by a Feature Race to determine the winner. It will be open to all categories of driver.



TESTING TIMES AT THE TOP LEVEL OF TOURING CARS

Dealt a blow by manufacture withdrawals, the third season of the FIA World Touring Car Cup (WTCR) was then hit by race cancellations due to the pandemic. However, a thrilling championship battle across a revised calendar made up for the difficulties.

A Complex Prelude to the Campaign

Following an excellent first two seasons of WTCR in 2018 and 2019, expectations remained high at the start of 2020. However, elements outside of the control of the FIA or the series promoter quickly began to cause uncertainty.

First, Volkswagen AG decided to reduce their involvement in traditional, internal combustion motor sport. This resulted in the loss of the Volkswagen branded cars from WTCR and a reduced effort by the Audi and Cupra-branded cars. Similarly, the Alfa Romeo cars also withdrew from the championship as the focus of the Italian manufacturer also moved towards electric competitions. The World Cup then lost its opening event of the season in Marrakesh as the Moroccan government withdrew its support for the event.

At the same time, the COVID-19 pandemic began to take effect worldwide, adding further complications. The 30 races across 10 competitions originally scheduled to start in late April were quickly postponed and a more achievable season was instead compiled.

Revised Calendar

As part of a wave of measures to lower participation costs, the revised calendar featured 16 races across six events. The entire season was staged in Europe across a 10-week timeframe, but, despite the late start in September, it was necessary that every event took place behind closed doors.

Following various measures imposed and increased flexibility permitted by the FIA Touring Car Commission, the competition was able to attract 20 full season entries, with seven makes represented.

Ehrlacher Crowned

Following the adoption of Goodyear as the new tyre provider for 2020 and the introduction of a new control ECU from Marelli, the Hyundai Motorsport teams struggled all season, with reigning champion Norbert Michelisz failing to score a podium finish in the top Touring Car competition for the first time since the 2010 season.

Instead, the battle for the Driver's title was primarily contested by competitors from Honda, Audi and Lynk & Co, who took a total of 13 out of a possible 16 race wins.

In the end, the Drivers' title fight went all the way to the penultimate race of the year where Yann Ehrlacher took the crown to become the youngest champion in World Touring Car history ahead of his uncle and teammate Yvan Muller, with Jean-Karl Vernay completing a Gallic top three. Ehrlacher and Muller helped retain the Team's title for Cyan Racing Lynk & Co, while Gilles Magnus won the inaugural Rookie Driver's title with the backing of the RACB National Team.



Looking to the Future

In 2021, the WTCR aims to make its return to Asia with an opening sequence of five European rounds being followed by three events in the Far East. If conditions allow, the 2021 season will see the return of the popular street circuits of Vila Real in Portugal and the season final in Macau, as well as the competition's first appearance in South Korea at the Inje Speedium Circuit and a round in China.

The efforts to further reduce participation costs and ensure that WTCR is achievable as part of a customer racing programme have continued and it is planned to introduce a new format of just two races per event in 2021.

Moving away from WTCR, like many other motor sport disciplines, the FIA Touring Car Commission has been looking at alternative energy options for the future and following some initial interest from various parties, the FIA launched a Call for Expressions of Interest late in 2020 to invite promoters to submit proposals for an FIA Electric Touring Car Competition, with the aim of starting such a competition in 2022.



VIRTUALLY UNSTOPPABLE – THE RISE OF DIGITAL MOTOR SPORT

The COVID-19 pandemic may have temporarily put the brakes on traditional world racing for part of 2020, but the hiatus and pent-up demand for motor sport competition saw huge growth in Digital Motor Sport participating and viewing, a surge in popularity that looks set to continue into 2021.



Accelerating Popularity

Following the temporary halt of traditional motor racing competitions due to the COVID-19 pandemic, a number of FIA Championships launched Digital Motor Sport initiatives and drew impressive audiences – aided by the participation of many real-world drivers.

Formula 1 organised a series of F1 Virtual Grands Prix in lieu of its real races, drawing a record-breaking audience, with 30 million views across TV and digital platforms. The first virtual edition of the 24 Hours of Le Mans in June registered huge viewing figures, both on TV and online (14.2 million TV/OTT audience and 48,919,403 social media impressions). The virtual Le Mans event brought together 200 drivers from 37 different countries, racing on 170 simulators worldwide, with 50 entries (30 LMP and 20 GTE).

The ABB FIA Formula E Race at Home Challenge generated over 2 million viewing hours across its events, which were contested by both Formula E drivers and experienced sim racers, while FIA World Rallycross Esports (6 events) reached more than 7 million people, with a total of 1.24 million viewers. Elsewhere, the ETRC hit its targets with an average of 130,000 viewers, the FIA World Rally Championship continued its Esports competition launched in 2016, and WTCR had tremendous success with its three competitions.

#RaceAtHome

The FIA played a crucial role during this period, launching an extensive campaign under the #RaceAtHome tagline. Implemented across all motor sport disciplines, the #RaceAtHome campaign on social media promoted Digital Motor Sport and encouraged fans and competitors to participate in virtual racing and keep social contact to a minimum.

The FIA also launched its first Digital Motor Sport magazine using the #RaceAtHome as a name and consisting of a weekly web series broadcast on FIA social media channels from May to July. The 10-episode series highlighted the strong initiatives of FIA promoters and featured many prominent sim racing and real world motor sport figures.

FIA Certified Gran Turismo Championships

The 2020 edition of the FIA Certified Gran Turismo Championships kicked off with a spectacular launch event in Sydney, Australia, but thereafter the pandemic meant no more physical events could take place. However, the Online Season saw 30 rounds of racing for both the Manufacturer Series and Nations Cup.

The World Finals took place over three days in December with all competitors participating from home but linked by video to a stunning virtual studio. In total, 36 competitors from 14 different countries battled it out in teams of three for the Manufacturer Series and 16 competitors from 10 different countries racing for Nations Cup glory. Takuma Miyazono of Japan was crowned 2020 FIA GT Championships Nations Cup Champion, while Team Subaru, comprising Miyazono, Mikail Hizal (Turkey) and Daniel Solis (USA), won the Manufacturer Series.

ASN Support

To help ASNs launch and develop Digital Motor Sport initiatives, a toolkit was created and distributed. In May, the FIA held a webinar designed to introduce the fundamentals of Digital Motor Sport to ASN representatives, with 142 Delegates in attendance representing 72 ASNs. The gathering was also the launch event for what is the now

well-established and active ASN Digital Motor Sport Hotline, which aims to provide support and advice for the development of Digital Motor Sport initiatives at a local and national level. To date, 61 ASNs have benefited from this assistance.

Following dialogue with a variety of ASNs around the world, a number of common characteristics and features within initiatives have been identified. These include:

- Live broadcasting on social media with commentators;
- Sponsors offering prizes;
- Fully digital registration (and licence application process where applicable) ;
- Large numbers of sign-ups;
- Knowledge sharing through Stewards, Officials, and Race Directors from real-world motor sport.

The FIA is working hard on those topics to deliver solutions and support, and this is supported by the work of the FIA Digital Motor Sport Working Group.

FIA Digital Motor Sport Working Group

At the beginning of the year, it was decided that Digital Motor Sport management would move from the FIA Marketing Department to the FIA Formula E and Innovative Sporting Activities Department, with both still working hand in hand on the development of Digital Motor Sport.

The first meeting of the Working Group in 2020 took place in January at Autosport International, Birmingham and featured presentations from ASNs in Finland, Germany, New Zealand,

Poland, as well as strategic presentations on F1, World RX, Karting and WRC, an overview of the Global Association of International Sports Federations (GAISF) and discussions around strategies for the growth of Esports within all federations.

A second meeting in July, attended by all FIA Promoters and Games Publishers, saw the presentation of the new internal FIA organisation in regard to Digital Motor Sport. The central part of this meeting was the presentation of the FIA Digital Motor Sport Development Strategy. The first meetings of the newly created FIA Digital Motor Sport Commission presided by Anna Nordkvist will take place in 2021.

New Strategy, Preparation of Request for Proposal

The FIA Digital Motor Sport Development Strategy was approved during the October meeting of the World Motor Sport Council. A tender process was also launched to appoint a promoter of the FIA Esports World Ranking. Work is in progress with a soft launch planned for 2021, and a hard launch in 2022. The strategy is built around the following key areas of work:

- Worldwide Single ASN Licence;
- FIA Digital Motor Sport World Ranking System;
- FIA Digital Motor Sport Regulations;
- FIA Certified Titles;
- FIA Digital Motor Sport Competitions Structure;
- FIA Digital Motor Sport Masters Event;
- Digital Motor Sport Hub.

DEFERRED, BUT THE GAMES WILL GO ON

Despite falling victim to the effects of the COVID-19 pandemic, the second edition of the FIA Motorsport Games will now go ahead in October 2021, with an expanded portfolio of categories.

Re-scheduled Second Edition

After a successful first edition in 2019 at Vallelunga Circuit near Rome – showcasing 6 disciplines and representing 49 ASNs – the 2020 FIA Motorsport Games were due to take place in October 2020 in Marseille (Circuit Paul Ricard – Le Castellet). However, due to the COVID-19 pandemic, the second edition of the Games was deferred and will now be held on 27-31 October 2021.

With an additional year to shape the second edition, the FIA and SRO Motorsports Group will be able to prepare more effectively for this coming together of the world of motor sport, providing ASNs with as much support as possible.

As part of this process, the second edition will see the introduction of new disciplines such as Rallying and Historic Motor Sport, as well as placing greater emphasis on entry-level and grassroots motor sport categories. The event will also positively represent the FIA's PurposeDriven movement, demonstrating the importance of accessibility to motor sport for all. Special focus will be placed on gender equality, with the presence of mixed teams.

Currently 18 disciplines have been included in the programme: GT Cup; GT Sprint Cup; Touring Car; Formula 4; Drifting; Karting Slalom; Auto Slalom; Cross Car Senior; Cross Car Junior; Rally2; Rally4; Historic Rally; Historic Regularity Rally; Karting Endurance; Karting Sprint Junior, and Digital Motor Sport, Karting Sprint Senior, and Endurance (LMP3 cars). A dedicated entries platform will be developed and launched for the opening of the entries in June 2021.

KEEPING COMPETITION ON COURSE DESPITE DIFFICULTIES

Both Regional Rally and Cross Country competitions suffered from the impact of COVID-19 but thanks to swift responses and revised schedules, a number of key titles were awarded.



Regional Rally Championships

After the start of the FIA African Rally Championship (ARC) in Ivory Coast, the FIA Middle East Rally Championship (MERC) in Oman and the Iberian Rally Trophy series of the FIA European Rally Trophy (ERT), the international season was interrupted for almost five months. At the end of July, the sport was finally able to get back on roads with the Rally di Roma Capitale, the opening round of the FIA European Rally Championship (ERC).

The FIA ERC continued in Latvia, Portugal and Hungary before concluding with the 44th Rally Islas Canarias. Russia's Alexey Lukyanuk emerged as champion despite intense pressure from eventual runner-up Oliver Solberg (Sweden), while Luxembourg's Grégoire Munster took third place. Solberg took home the ERC1 Junior title ahead of Munster and Spain's Efrén Llarena. As always, the ERC benefited from extensive media coverage thanks to the efforts of promoter Eurosport Events.

In North America, Ricardo Triviño (Mexico) took the NACAM Rally Championship crown for the 10th time. Nasser Al-Attiyah (Qatar) and Ondrej Bisaha (Czech Republic) retained their respective titles in MERC and ERT.

Meanwhile, multiple event cancellations prevented the titles from being awarded in ARC, the FIA Asia-Pacific Rally Championship (APRC), the Confederación Deportiva Automovilismo Sudamericana Rally Championship (CODASUR) and in four of the seven ERT regions.

The FIA Rally Commission met four times in 2020 and continued its work to make the discipline more and more accessible. Thus, the overhaul of the car pyramid continues with the forthcoming homologation of the first Rally3. The Commission also worked on a concept for a global Rally drivers and co-drivers ranking, and overviewed the development of the FIA Rally Star programme.

Cross Country Curtailed

The COVID-19 pandemic took its toll on the Cross Country discipline, which ultimately led to the cancellation of the FIA World Cup for Cross Country Rallies after just one of the five events was able to run.

More positively, the FIA World Cup for Cross Country Bajas reached a successful conclusion at the end of a revised five-round calendar. Three of the originally scheduled eight events were hosted in Russia, Poland and Portugal, and the series was boosted by the inclusion of two consecutive events in Saudi Arabia to close the season. The World Cup was won by Russia's Vladimir Vasilyev.

Looking ahead to the 2021 season, both World Cups will benefit from an increased number of events, offering a greater and more consistent programme for competitors and thus helping guarantee two viable series. Regional Cups are also being introduced to give more competitors the opportunity to fight for an FIA title. The FIA European Cup for Cross Country Bajas will be launched in Europe in July 2021 with a five-round series.

DRIFTING CONTINUES TO MOVE FORWARD

While the major FIA Drifting competition of 2020, part of the FIA Motorsport Games, was deferred until 2021, the discipline's Commission continued to advance codification of one of the Federation's most exciting new categories.

New Promoter Appointed

As with many other disciplines, Drifting was impacted by the arrival of the COVID-19 pandemic, with the only FIA Drift competition scheduled for 2020 – forming part of the second FIA Motorsport Games competition, to be held in Marseille (Circuit Paul Ricard) – deferred until October 2021.

In light of this, the FIA Drifting Commission instead focused on identifying a new promoter for the FIA Intercontinental Drifting Cup, which took a scheduled sabbatical in 2020 ahead of a return in 2021.

The economic climate created by the pandemic made this a bigger challenge than expected, but, after much work, two proposals were eventually received. Following extensive analysis and review, the proposal received from the Russian Drift Series (RDS) – the most popular motor sport competition in Russia and one of the top drifting competitions worldwide – was recommended to the Commission and subsequently approved.

The proposal was submitted to the World Motor Sport Council (WMSC) at its December meeting and approved. The promoter's aim is for the first FIA Intercontinental Drifting Cup under the new agreement to take place in Riga, Latvia, which already has a rich drifting culture and history. The date remains to be confirmed and the event is subject to contract with local organisers.

New Projects

Apart from specific event planning, the FIA Drifting Commission also moved forward with a number of different sporting projects, each of which aims to improve the standard of safety and the regulatory integrity of Drifting events worldwide. These projects include:

- **Template Sporting Regulations:** The Commission has developed a set of template Sporting Regulations that can be easily adapted by ASNs or organisers and used for any event, from a grassroots event all the way up to the FIA Intercontinental Drifting Cup.
- **FIA Drifting Circuit Standards:** Following development by the Commission's Drifting experts, new standards will be sent to the FIA Safety Department and FIA Circuits Commission for fine-tuning, with the aim of getting WMSC approval for inclusion in the International Sporting Code from early 2021.
- **Drifting Judges Training Programme:** As the role has now been included in the International Sporting Code for the first time, Commission experts have developed a training programme for new and existing drifting judges, with the intention of bringing them in line with the FIA's drifting rules and procedures. Unfortunately, the three pilot projects set to receive FIA funding have had to be postponed until 2021 due to the travel restrictions imposed by the pandemic.



POWERING UP AFTER THE PANDEMIC

The global health crisis had a devastating effect on competition in every discipline, but after one of the toughest years in recent memory, a huge variety of categories, from the heaviest, Truck Racing, to some of the lightest in the New Energy category are bouncing back in 2021.

Truck Racing's Tough Season

The original FIA European Truck Racing Championship calendar featured the return of all rounds from the 2019 season, with the only switch in order being a swap in date for the Hungaroring and Misano events. In addition, testing at the Red Bull Ring was scheduled for mid-June.

However, as a result of the COVID-19 pandemic, several revisions of the calendar were necessary, resulting in a number of postponements and cancellations.

In order to maintain interest in the championship and to give teams and sponsors visibility during the pause in racing activity, the championship promoter – European Truck Racing Association – launched a Digital Motor Sport competition, the ETRC Digital Racing Challenge.

The 2020 season eventually began at Autodrom Most on the last weekend of August and featured a 15-truck field. Round 2 took place at the Hungaroring, sharing the bill with FIA WTCC. However, due to the travel restrictions in place in Germany at the time a number of competitors based in the country withdrew, including then-championship leader Sascha Lenz. Finally, following the cancellation of the season finale at Misano in November the FIA Truck Racing Commission decided not to award Drivers' and Teams' titles due to an insufficient number of rounds conducted.

Following the decision to not award titles, the efforts of the championship promoter and the FIA shifted towards establishing strong foundations for the 2021 season.

As approved by the Commission, a new data logging system (responsible for management of top speed and smoke control) was implemented at the beginning of the season. Lambda sensors responsible for smoke management were made mandatory.

In addition, a safety roadmap for Truck Racing, addressing such topics as marshals' safety, recovery vehicles, extrication

equipment and procedures, as well as standardised penalty markers, was approved and its implementation began. Biofuel will be introduced from the start of the 2021 season as an additional energy option.

Drag Racing Looks Forward to Return of Fans

A five-round FIA European Drag Racing Championship, featuring two events each at Santa Pod in England and Tierp Arena in Sweden, along with the NitroOlympix at Hockenheim, had been originally scheduled for 2020, but unfortunately the COVID-19 pandemic resulted in the cancellation of the entire season.

European Drag Racing relies on a financial model that acquires the vast majority of its income from spectators and once it became clear that events would only be able to run behind closed doors or with greatly restricted access, it was not sustainable for any event to go ahead in 2020.

Looking ahead to 2021, the intention is for the championship to run six events with a return to Finland added following a year's sabbatical. However, it is clear to all from the outset that the 2021 season will again rely entirely on the venues being open to spectators.

On the Sporting and Technical side, the Sporting Regulations were overhauled before the start of the 2020 season, so should be used for the first time in the 2021 season. Similarly, the 2020 Technical Regulations have been largely frozen for 2021, in order to keep costs as low as possible.

Finally, at the request of the FIA Drag Racing Commission, the FIA Drag Racing Technical Working Group has been working throughout the year to introduce a number of grassroots and 'Sportsmen' classes to help lower costs for national competitors and to make cross-border competition easier.





Cross Car and Autocross Continue to Grow

The 2020 season was to be the first to feature international competitions in FIA Cross Car, the FIA's cost-effective, entry-level Off-Road category. However, the COVID-19 pandemic had a severe impact on events. As an example, the new FIA Senior Cross Car Championship was to be part of five of the nine events of the FIA European Autocross Championship but the latter was cancelled due to the health crisis.

Though competition came to a halt, Cross Car development did not. A number of manufacturers undertook the production of new models, according to the FIA standard that includes certification of the safety structure. Eleven manufacturers have already obtained their certificates, and at least 10 other homologation procedures have been initiated, which would bring the number of Cross Car chassis makes for the 2021 season to more than 20.

In 2021, in addition to the FIA Senior Cross Car Championship, it is planned to develop a new competition for Juniors aged 13 to 16 – the FIA Junior Cross Car Academy Trophy. The concept is based on the provision of 20 identical vehicles to drivers selected by their ASN, with the objective of bringing together 20 nationalities at the start of the Trophy. The same Junior Cross Car fleet would then be used for the 2021 FIA Motorsport Games.

In Autocross, the FIA European Autocross Championship should have two new destinations in 2021, with the addition of an event in Toldijk in the Netherlands (Autocross categories only) and an event in Mollerusa in Spain (Cross Car categories only) to the regular programme.

With the exception of its first annual meeting, held in Paris, all 2020 meetings of the FIA Off-Road Commission were held via videoconference. The FIA Autocross Technical Working Group met twice to review the articles of the discipline's Technical Regulations (Appendix J-279A) and submitted a first report to the Commission.

Hill Climb Looks to Balance Performance

Due to the COVID-19 pandemic, the 2020 editions of the FIA European Hill Climb Championship, the FIA International Hill Climb Cup and the FIA Hill Climb Masters all had to be cancelled.

While it was initially hoped that competitions might be held in the second half of the year this ultimately proved impossible – in part due to the second wave but also because a characteristic of Hill Climb is to race in a high altitude environment, making events dependent on weather conditions. The FIA Hill Climb Commission therefore announced that all events on the 2020 calendar could be postponed to 2021. The next FIA European Hill Climb Championship should therefore comprise 12 competitions and the FIA International Hill Climb Cup four rounds. It is also planned to continue to hold the FIA Hill Climb Masters in Braga, Portugal.

2020 should have marked the official launch of the classification of Closed Cars (Category 1) based on 'Performance Factor' (www.fiaperformancefactor.com). 'Performance Factor' is an innovative method of combining the easily measurable technical characteristics of cars to give them a so-called 'Pf' value that determines the group in which they compete.

With regards to Competition Cars (single-seaters and prototypes in Category 2), work focused on limiting engine performance, with a first step consisting of imposing a restrictor on turbocharged engines, with the aim of maintaining level playing field, avoiding cost escalation and ensuring high safety standards.

Several other projects have been pursued in 2020, including a standardised service for publishing results (on site, on virtual notice boards and on the internet), offering organisers and competitors a common entry platform (available in 10 languages), the appointment of a permanent FIA Technical Delegate, the provision by the FIA at each event of a complete kit of equipment for technical checks (scales, metrology instruments, RPM gauges, etc), and the reinforcement of the information available on the FIA website.



Brakes Applied to Speed Attempts

As a consequence of the COVID-19 pandemic, all three FIA Land Speed Record multi-competitor events planned for 2020 were cancelled: Australia (March), Bolivia (June), US - Bonneville (September).

Meanwhile, the Outright World Land Speed Record attempt of the Bloodhound LSR project was delayed again. The UK team says following the successful conclusion of 2019 high-speed testing in South Africa, during which Bloodhound reached 628 mph, the project is ready to move towards challenging the current 763 mph record. Owner Ian Warhurst indicated that GBP£8 million would be necessary to complete the project. With the onset of COVID-19 halting fundraising, the project was put into hibernation.

Elsewhere, the Commission pursued its work on the Regulations, notably by:

- allowing the running of high-speed attempts on parallel tracks;
- clarifying the track measurement process;
- updating Supplement A (Driver and Cockpit Safety Equipment) with the latest standards and introducing specifications on braking parachutes;
- finalising the revised Land Speed Record Forms (to be used by competitors, organisers and ASNs), which would be made available by the end of 2020 on the FIA website.

2021 Promises New Energy Recovery

Nine events were entered for the E-Rally Regularity Cup in 2020, but only three were held, due the impact of the pandemic. In 2021, the number of events will be limited to a maximum of 10 but it should be noted that the interest in these types of events has grown.

The Solar Car Cup was also cancelled due to COVID-19 and once again in 2021 the Cup should consist of a single event at the Suzuka circuit in Japan.

Meanwhile, under the authority of the German ASN (DMSB), an electric Karting Championship entitled DEKM Cup has been developed. The competition was due to start in 2020. It should now run in 2021 across a five-race calendar starting in Kerpen in May.

Other projects undertaken by the FIA Electric and New Energy Championships Commission in 2021 included: work alongside the FIA Technical Department to develop the safety and technical areas of Formula E; work on the usage of e-fuels within various classes, starting with Formula 1; as well as work with the FIA Off-Road Commission on electric Rallycross.

The Commission is also working in conjunction with the FIA Safety Department on upgrading the existing Electric Safety Protocols and Regulations, as well as creating new standards for the various electric and/or hybrid classes starting to appear in motor sport.

HISTORY PUT ON HOLD BY HEALTH CRISIS

The global pandemic posed particular problems for Historic Motor Sport leading to a heavily disrupted year for vintage racing.

Heritage on Hiatus

Of the 29 FIA Historic Championship, Cup and Trophy events originally scheduled for the 2020 season, just two eventually took place due to the Covid-19 pandemic.

As the pandemic unfolded, Historic Motor Sport was particularly disadvantaged. The sport is predominantly practised by amateur drivers and there is a higher age profile than in other championships. These drivers do not have to race to survive and thus many chose to avoid the risk of infection by staying away from competition. Applying safety protocols also proved difficult as in historic events it is common for drivers to compete in several races during the same weekend, in different cars and with different teams and mechanics, thus increasing the chance of cross-contamination. Adherence to FIA Appendix S protocols proved complex and many organisers chose to cancel events or withdrew from FIA competitions and operated to local protocols.

Calendars Decimated

With five of its six rounds scheduled between the end of April and the beginning of August 2020, the FIA Lurani Trophy for Formula Junior cars was the first to be cancelled in 2020. The Historic F3 European Cup, planned for early September, was also axed.

The only Circuit Championships to start in 2020 were the FIA Masters Historic F1 and FIA Sports Car Championships. Although the first round of both championships, the Silverstone Classic, was cancelled, a replacement event was organised in mid-July at Donington Park. However, efforts to continue the championships proved to be in vain when the event at Spa-Francorchamps was also cancelled.

Although the FIA European Historic Sporting Rally Championship and the FIA Historic Hill Climb Championship might have been maintained with a minimum of three events (of the nine events scheduled for their respective programmes),

this objective could not be achieved, either because of the cancellation of the last events planned, or because of increasing travel restrictions. For these two championships, the FIA Historic Motor Sport Commission submitted to the World Motor Sport Council the same list of events for the 2021 calendar.

New Formats

2020 should have also marked the introduction of the new format put in place for the FIA Trophy for Historic Regularity Rallies. The overhaul of the Trophy's Regulations consisted of limiting the competition to a single event – the FIA Trophy run in October 2020 in the Swiss Alps during the Alpine Challenge – and restricting participation to crews progressing from various qualifying national Regularity Rally events.

A total of 14 qualifying events in 12 countries were scheduled but only two took place. As such, the Sporting Regulations for the final were amended, allowing any crew to register and participate, regardless of qualifying results. However, participation remained low due to the second wave of the pandemic. Despite fewer entries, the event brought together some of the best specialists in regularity rallies from Belgium, Italy, Poland and Luxembourg. Victory went to the Belgian team of Michel Decremer and Patrick Lienne.

Commission Meetings

With the exception of its first meeting, organised in Paris and twinned with the annual FIA Historic Championship Prize Giving ceremony, all sessions of the FIA Historic Motor Sport Commission and its Working Groups were held by videoconference in 2020.

On the occasion of the Rétromobile show in February in Paris, a technical seminar focusing on the procedures for issuing Historic Technical Passports (HTPs) was organised, in the presence of 67 Delegates, representing a total of 26 ASNs.



FIA eCONFERENCE 2020 - SPORT PROGRAMME

DEFINING THE FUTURE OF COMPETITION

Plans for the FIA Sport and Mobility Conferences were disrupted by the COVID-19 pandemic but an innovative and inspiring virtual gathering of the FIA Community saw the FIA Sport Division focus on how motor sport will develop for a brighter future.

Remote but United

Despite the unprecedented global COVID-19 pandemic, the FIA managed to bring its Community together online with 906 Delegates from 178 Mobility Clubs, ASNs and ACNs participating in the first joint Sport and Mobility FIA eConference.

The overarching theme of the eConference was 'Shaping the Future Together' with the Sport programme focusing on the possibilities for ASNs to restart their motor sport activities safely and the relevance they have in current society.

Sustainable Return to Racing

The eConference was opened by FIA President Todt, alongside FIA Deputy President for Sport Graham Stoker and FIA Deputy President for Automobile Mobility and Tourism Thierry Willemarck, and all three took the opportunity to express their solidarity with those most affected by the pandemic and to highlight the difficulties being faced by Mobility and Sports organisations due to the economic impact of the health crisis.

The theme of durability during the pandemic and recovery from its after-effects continued into the joint keynote session of the Conference. Entitled 'Business Transformation and Resilience: Facing and Spearheading New Realities', the session heard from Publicis Groupe Chairman of the Supervisory Board Maurice Lévy, who spoke about the preparations businesses might need to make in the wake of the pandemic and from FIFA President Gianni Infantino who explained the response to the crisis of football's governing body.

The plenary was followed by a panel discussion 'Creating a Shared Value Through Sustainability', which focused on the immediate health concerns and how to mitigate the economic impact of the global pandemic.

With motor sport now beginning to fire up again – a process spearheaded by the start of the Formula 1 season in July 2020 – Delegates gathered online for a fascinating session entitled 'Restart your Engines' in which key motor sport stakeholders discussed how they created the building blocks to return and how motor sport might move forward in a 'post-pandemic' environment of tougher health protocols and restricted movement.

Ensuring motor sport has a positive contribution to society was one of the key talking points of the second Sport plenary, 'Racing for a Purpose', where the role of sport in raising awareness of societal issues was discussed.

Expanding on the wider social impact and revolutions that have come out of this pandemic, the eConference gave particular attention to the increasing female involvement in motor sport, the promotion of an anti-discrimination message and the need to make inclusiveness a priority for both Sport and Mobility.

To turn this long-lasting commitment into action and to accelerate the positive contribution of motor sport to society, the eConference was also the occasion to launch PurposeDriven and call on the motor sport community to commit to a 'Purpose Pledge'.

The lack of real world motor sport in the first half of 2020 sparked huge interest in online racing and the 'Digital Motor Sport' plenary session featuring industry stakeholders demonstrated the power of Esports platforms and the potential for Digital Racing to act as a gateway to real world motor sport for new generations of fans and competitors.

The #RaceAgainstCovid initiative has been an integral part of the partnership between the FIA and the International Federation of Red Cross and Red Crescent Societies (IFRC), and the eConference provided an opportunity to highlight the charity auction with RM Sotheby's involving teams and drivers of all major FIA Championships, launched to support the IFRC's response to the pandemic.



ADAPTING AND ENGAGING

In 2020, due to the COVID-19 pandemic, just one FIA Sport Regional Congress took place in its regular format.

Responding swiftly to the health crisis, the FIA has quickly put in place the FIA Stronger Together Webinars and Regional Workshops and adapted the format of the congress to e-events. The maintenance of strong contact, even virtually, was well received by the Member Organisations.

In all, three FIA Sport Regional Congresses were staged in 2020 either physically or virtually: the FIA Sport Regional Congress MENA, in Muscat, Oman in February, the FIA Americas eBusiness Workshop (online and joint with Mobility) in September, and the FIA Sport Regional eCongress Northern Europe in October.

As well as these events, four FIA Stronger Together Regional Workshops took place on the theme

of 'Creating a Return to Motor Sport Protocol in Your Country'. These took place in Asia Pacific, the Americas, the Middle East and North Africa and Africa. An additional Workshop was held in October on the theme of 'Driving MENA Motor Sport Forward'.

Eleven FIA Stronger Together Webinars were also organised from the end of April to December with each covering key issues facing the FIA Sport Community (see page 30-31 for more details).

LOOKING FORWARD

In 2021, it is planned to hold six FIA Sport Regional Congresses. Digital alternatives are in place in case travel is not possible. It is also hoped to stage specific workshops (at each Congress or online), adapted to the needs of the zones/regions. The monthly webinar series will continue and the Sport Division will organise regional seminars for Stewards and Clerks of the Course/Race Directors.

PROMOTING INCLUSION AND SUPPORTING RECOVERY

The FIA Women in Motorsport Commission presided by Michèle Mouton celebrated 10 years of activity and launched a global talent search, while the FIA ASN Development Task Force devoted its resources to help Member Organisations meet the challenges of COVID-19.

FIA Women in Motorsport Commission



In 2020, the Commission celebrated its 10th year of operation and the creation of a clear pathway for women in motor sport, from the bottom to the top of the pyramid. The anniversary also saw the launch of a major new talent detection programme, FIA Girls on Track – Rising Stars.

Star Search

FIA Girls on Track – Rising Stars was launched in June 2020, in association with its first partner, Scuderia Ferrari. Aimed at identifying the best 12-16-year-old female drivers from around the world and helping them on the road to a professional career in motor sport at the most critical age of growth, the programme would result in one driver being awarded a one-year contract with the Ferrari Driver Academy for an FIA Formula 4 season in 2021.

In addition to on-track performance, first in karting and then in Formula 4, the assessment addressed the driver as a whole, encompassing mental, physical and nutritional development, as well as affording them a unique insight into the importance of physiological welfare in the sport.

Shoot-outs and Training Camps

The shoot-out phase of the programme saw 20 young racers, put forward by ASNs on five continents, attend an intense two-day assessment at the Winfield Racing School in Le Castellet in October. Following this initial phase, 12 drivers were selected to continue with a three-day Training Camp and finally, the following month, eight drivers were selected to switch from karts to Formula 4 cars on the 3.8km configuration of the Paul Ricard circuit. The jury then selected the four drivers who would attend the final phase of the programme, a training camp at the Ferrari Driver Academy in Fiorano, Italy.

Grand Finale

This final phase of the programme, the Training Camp at the Ferrari Driver Academy, had to be postponed due to a positive COVID-19 test by one of the four selected drivers but eventually took place in January 2021. After an intense and demanding five-day assessment, the FIA Girls on Track – Rising Stars winner was announced as 16-year-old Dutch/Belgian national Maya Weug who became the first-ever female student of the world-famous Ferrari Driver Academy. Maya will now embark on the most significant journey in her young racing career with a one-year contract at the Academy and a full season in a Formula 4 championship certified by the FIA.

More information is available through the dedicated page of our FIA website: <https://www.fia.com/girls-track-rising-star>

Girls on Track Goes Online

In order to adapt for COVID-19 and further expand the reach of the Girls on Track initiative, the programme moved online in 2020 with a series of events designed to inspire, educate, and empower girls who are considering getting involved in motor sport.

The purpose of the webinars, aimed at girls aged 8-18, is to introduce them to the world of motor sport through a series of different modules related to sports, career and education. In addition to the latter, live talks are run by FIA Women in Motorsport Commission ambassadors such as sportscar racer Tatiana Calderón and multiple Le Mans-winning race engineer and President of the FIA GT Commission Leena Gade.

Top-Level Racing

The Commission provided support to two all-female crews in LMP2 and GT class competition at the 24 Hours of Le Mans and ELMS: the Richard Mille Racing Team comprising Katherine Legge/Beitske Visser, Tatiana Calderón and Sophia Flörsch and the Iron Lynx team crew of Manuela Gostner, Michelle Gatting and Rahel Frey. The crews finished the 24 Hours in P9 in their respective categories.

FIA ASN Development Task Force



The FIA ASN Development Task Force continued to deploy its Global Training Programme (GTP) to ASN leaders during FIA Sport Regional Congresses and in FIA Stronger Together Webinars, and was also busy expanding the programme to officials/volunteers.

In addition to its regular activities, the Task Force took part in the implementation of the FIA Sport Clubs Solidarity Programme, to further unify ASNs and ACNs and help them address the many consequences of COVID-19.

The key components of the FIA Sport Clubs Solidarity Programme are:

- FIA Stronger Together Webinars and Regional Workshops: weekly webinars with FIA experts from April to June, and then on a monthly basis. To be continued in 2021.
- FIA Digital Motor Sport ASN Toolkit
- Deployment of ASN experts via the COVID-19 Advice and Support Programme.
- Dedicated 24-7 telephone hotline and dedicated contact within the FIA Sport Clubs Liaison Office.
- FIA eLearning Platform offering specific and relevant modules to support Clubs within the context of the pandemic.
- Active FIA Networking space through FIA Networks.
- Increased FIA Sport Grant Programme. The FIA Sport Clubs Solidarity Programme has been further strengthened by a decision to increase the total sport grant funding available under the FIA Sport Grant Programme through an additional contribution from the FIA Innovation Fund (FIF), to provide a total fund of some €5M to help our Member Clubs.
- FIA return to motor sport guidelines: The FIA's goal is to support Clubs providing expert advice guidelines covering vital details of the restart process, public health best practice material, together with help with obtaining required equipment such as PPE.
- Launch of the ASN Grassroots Toolkit to provide guidance to encourage ASNs to increase their motor sport disciplines and encourage participation in accessible motor sport using road legal cars.

The FIA Sport Clubs Development Programme was postponed in order to reinforce the FIA Sport Grant Programme and the Emergency Funds, but a re-launch is planned for 2021.

Goals for 2021

The Task Force will focus on the following in 2021:

- Deployment of more GTP modules.
- Organisation of FIA Sport Regional Congresses and Regional Workshops (online or onsite).
- Organisation of a monthly FIA Stronger Together Webinar.
- Continued development of the various tools and services for ASNs, such as the ASN Development Manual and Toolkit.
- Help affiliated Sport Clubs through the launch of the FIA Sport Clubs Development Programme.

Focus on Training

In addition to the direct response to the COVID-19 pandemic, traditional training activities have still been maintained via the following:

- Creation of a Training Steering Group bringing together each FIA Sport Department to represent the training needs of stakeholders, critically review training and project the FIA training ethos across all stakeholders.
- Standardised Training, via the creation of a training standards framework.
- Support for FIA Sport Departments and Commissions through the identification of training needs and opportunities.

Notable projects relating to these points include the development and deployment of FIA Regional Safety Delegate training (adapted for online delivery), support for the development and delivery of eSafety Training relating to the ABB FIA Formula E World Championship, the provision of a training framework for certifying individuals to be competent in environmental and sustainability matters, the creation of the Asia Training Centre and delivery of two modules online (Race Directors: Circuit and Karting), development of a Regional Stewards Training programme and adapting this for online delivery, and development of a COVID-19 module to promote virus mitigation measures.

Looking Ahead

In 2021, the Task Force will seek to maintain FIA training standards and to align all existing and new training to these standards. It will also complete a comprehensive training audit of the RTP programme delivery content and delivery methods to ensure the needs of Clubs continue to be met.

Additionally, it will organise Regional Seminars for Stewards and Clerks of the Course/Race Directors (online or onsite), develop and deliver a 'Train The Trainers' module focusing on the science and art of learning, deliver 16 eLearning modules as part of the FIA Innovation Fund project and assist with the delivery of the Environmental Training and Certification, the FIA Regional Stewards Training Programme, and the four events for the Asia Training Centre.

FUNDING RESILIENCE

Extraordinary times call for exceptional support measures and in 2020 the FIA Sport Grant Programme, overseen by the FIA Sport Funding Commission, was expanded to bring even greater assistance to Member Organisations.

Expanded Allocation



Despite the negative impact that the COVID-19 pandemic has had on the ability of FIA Sport Organisations to maintain activity in 2020, a number of ASNs have been able to adapt and offer their members a series of online programmes.

As a result of the situation and in order to offer the greatest possible support to Clubs, the FIA Sport Grant Programme fund was increased to €5.6 million euros in 2020, in particular thanks to a contribution of €1.5 million euros from the FIA Innovation Fund (FIF).

To prepare for the applications round, the FIA Sport Grant Programme communicated widely – in particular during the eConference – providing members with the information and assistance necessary. In addition, information on grants was posted on the FIA website and the Grants Team provided advice and support to help as many Member Organisations as possible to obtain funding. ASNs who had not previously applied or whose application had not been successful in previous years were specifically targeted.

Funding for 2021 Projects

The 2020 applications round for projects to be initiated in 2021 attracted a total of 139 applications under the four standard programmes: Safety (22), ASN Structure and Management (18), Motor Sport Development (82) and Social Responsibility (17). The scope of projects qualifying for funding was widened to help more Clubs. Once again, the quality of ASN grant applications continued to improve.

Initially, applications were evaluated by an internal FIA panel whose recommendations were then presented to the FIA Sport Funding Commission for consideration.

Of the 139 requests, 120 were originally proposed for approval. Of these, 17 were considered emergency grants and, as such, were subject to an electronic vote by the Senate to be approved and awarded by the end of 2020; the remaining 103 grants were approved by the Senate at its November meeting and Clubs were notified of the results soon after.

In an attempt to help as many Clubs as possible, 16 grant applications that were not initially approved were put on hold, modified by the Clubs, resubmitted to the December 2020 Senate meeting, and approved, bringing the total number of grants awarded for 2021 to 136.

FIA Sport Funding Commission



During 2020, the FIA Sport Funding Commission continued to support the FIA Sport Grant Programme, the FIA Sport Regional Congresses and the FIA eConference, the bulk of which were conducted online as a result of the impact of the COVID-19 pandemic.

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



TOTAL HISTORICAL GRANT ALLOCATION

(including the grants that have been awarded for projects to be conducted during 2021)

€22 MILLION

in grants will have been awarded since the FIA Sport Grant Programme started.

131 COUNTRIES

will have benefited from funding.

DISTRIBUTION BY PROGRAMME:



SAFETY
€5,200,599



ASN STRUCTURE & MANAGEMENT
€884,267



MOTOR SPORT DEVELOPMENT
€14,975,637



SOCIAL RESPONSIBILITY
€1,109,815

DISTRIBUTION BY REGION:

Americas
78 Grants
€3,324,645

Europe
162 Grants
€7,077,912

Asia-Pacific
81 Grants
€3,619,364

Sub-Saharan Africa
81 Grants
€2,417,041

Middle East and North Africa
98 Grants
€4,813,968



COMMITTED TO THE COMPETITION

In 2020, the FIA Volunteers and Officials Commission once again highlighted the work of one of motor sport's most important stakeholder groups, while the FIA Drivers' Commission took activities off track to spearhead a remarkable FIA fundraising effort in aid of COVID-19 relief.



Celebrating Motor Sport's Unsung Heroes

FIA Volunteers and Officials Commission

In 2020, The Volunteers and Officials Commission actively worked on the following projects:

- Training – The Commission expanded the established Competency Framework for Senior Officials to include all other types of officials, showing a clear progression of roles, and expanded the Circuit Officials Learning and Education Programme to include some 30 online training modules for different areas of marshalling.
- Officials' Licences – The set-up for the distribution of licence levels issued by the FIA will be migrated to e-licencing in 2021.

The now traditional weekend honouring the men and women who make motor sport happen was delayed to 28-29 November as a result of the impact of COVID-19 on sporting calendars.

During the weekend a survey (available in nine languages) was conducted in which volunteers at numerous events around the world were able to express their expectations of the Commission.

Seven of the Best Officials of the Year and the Best Team of Officials of the Year were selected from among the 39 candidates nominated by the ASNs for the FIA Volunteers and Officials Awards and the winners were presented with the awards during the FIA Volunteers Weekend.

FIA President Jean Todt took part in the event staged at the Formula 1 Bahrain Grand Prix, meeting with local marshals

and medical staff. He also offered his congratulations to the officials and marshals who received awards for their hard work and dedication.

A lifetime dedication category was also added to the awards list. To be presented at the discretion of the Awards Committee, the prize honours the commitment of some of the longest-serving members of the volunteer community.

Looking ahead, the online application process for the awards will be improved for 2021 with questions and criteria refined. The Commission has also updated the Awards regulations, and in doing so, reviewed the distribution of the awards to maintain the greatest possible equality. Finally, the Commission will continue to promote the message to ASNs during Regional Congresses.

During 2020, the Commission also cooperated closely with the FIA Disability and Accessibility Commission in the production of promotional material aimed at encouraging disabled volunteers in motor sport.

The Commission also launched a study to examine implementation of a recruitment programme for young officials. It hopes to establish a plan to enable more experienced volunteers to transfer their knowhow to younger colleagues.

In 2021, an Instagram account will be launched to showcase the breadth and diversity of those involved in the worldwide community of volunteers.

The Commission continues to improve and refine Appendix V of the ISC, the regulations concerning volunteers and officials. Notable additions will be made in conjunction with the expansion of electric motor sport and the new e-safety roles.

Steering the Right Course

FIA Drivers' Commission

In 2020, the Commission, together with the FIA Circuits Commission, looked at the evolving situation with track limit in motor sport and in collaboration with the FIA Safety Commission evaluated motor sport safety in light on a number of incidents in various categories during the season. Driver ethics in relation to on- and off-track activities were also on the agenda.

Another consideration for the Commission during the year was the young drivers' focus on Formula 1 and the single-seater pathway to the exclusion of other forms of motor sport and to alternative avenues towards the top levels of competition. As such, it spent time analysing the path to F1, including examination of the points system allocated to each category, reviewed all categories beyond single-seaters and researched access to motor sport from Karting to entry-level single-seaters such as Formula 4.

In 2020, the FIA Drivers' Commission also focused on the impact of COVID-19 on motor sport and how the motor sport community can contribute to supporting society. In response to the pandemic the Commission was the instigator of the #RaceAgainstCovid initiative, which aimed to mobilise the motor sport community in support of society's efforts to combat the effects of the health crisis. Central to this aim was an auction in which racing memorabilia and art was donated by the stars of motor sport and by sport stakeholders. The FIA was partnered in the endeavour by auction house RM Sotheby's, with all funds raised going to the International Federation of Red Cross and Red Crescent Societies (IFRC). The project was given an enormous boost with a special donation of €1m from the FIA Foundation.

Notable donors included F1 champion Lewis Hamilton and Mercedes AMG F1, Ferrari drivers Charles Leclerc and Sebastian Vettel and the Scuderia Ferrari team, McLaren Racing, Sir Jackie Stewart, Fernando Alonso, Felipe Massa, Sébastien Loeb, Damon Hill, Tom Kristensen, Sébastien Ogier, Race of Champions, Rafael Nadal, Frank Stella, Richard Mille, and FIA President Jean Todt. In all, 97 lots provided by 68 donors were sold online and the total raised amounted to €1,944,392.

In 2020, the Commission also worked on the Driver Categorisation. Once again a comprehensive weekly revision was managed by the FIA in cooperation with representatives of the different promoters of the championships, including SRO, ACO, Australian GT, IMSA, JAF. This enables a global view of all championships concerned.

The Commission once again carried out its annual revision in October in order to adapt the categorisation criteria to the reality of all drivers in the database.

As of November 2020, the current database featured 3,988 drivers. In 2020, some 440 new categorisation requests were received, including from drivers who were placed on the temporary list and had to request to be categorised again. Activity on the Driver Categorisation platform was significantly reduced during the lockdown period in Spring 2020, due to the pandemic.

The distribution over the four categories comprises 165 Platinum drivers (4%), 359 Gold (9%), 1,753 Silver (44%) and 1,710 Bronze (43%). In all, 61 drivers requested their category be changed in 2020 for 2021.

A number of new members joined the Commission in 2020. These were: Jacques Villeneuve (Single-Seater representative); Felipe Giaffone (Single-Seater representative); Benito Guerra (Rally representative), and Alex Wurz (GPDA representative).



SAFETY AT THE CORE OF SPORTING ACTIVITY

While the development of the FIA's COVID-19 protocols were the outstanding safety achievement of 2020, the FIA's mission to improve safety in every area of competition delivered impressive outcomes from circuits to racing equipment to vehicle adaptations for disabled racers.



Innovation, Improvement, Enforcement

FIA Safety Commission

In 2020 the FIA Safety Department continued its two-fold effort to develop and improve safety measures as well as apply and enforce existing ones.

In the area of development and improvement, all fatal accidents were investigated and in each case practical measures have been proposed in order to avoid similar incidents in the future. The fatal accident dossiers were presented during Serious Accident Study Group meetings, chaired by FIA President Jean Todt. A number of serious accidents were also investigated in the same light.

2020 also saw the creation of the Vision Zero initiative in motor sport and this will be deployed in 2021. The initiative is based on four main pillars:

- Accident detection and data management: Development of a new methodology to detect fatal accidents and gather the accident data, as well as analyse the data to generate statistics and create internal/external communications.
- Accident investigation: Implementation of a new systematic process regarding accident investigation for non-FIA accidents and identification of mitigating actions in collaboration with ASNs.
- FIA Safety Envoys: Appointment of renowned specialists to act as representatives of the FIA Safety Department to create specific adapted implementation plans for ASNs regarding agreed measures following an accident, ensuring that 'lessons learned' from accident investigation work are disseminated to other race organisers and ASNs who could potentially benefit from the information.
- Dissemination of mitigating actions and creation of a plan including: i) the initiative to be presented in all FIA Sport Regional Congresses; ii) engagement visits to be performed to selected ASNs; iii) videos to be created to promote specific safety actions; iv) regular features on grassroots personalities to be issued on FIA communication channels; v) selectively field safety spokesperson in considered interviews for key media feature articles.

Elsewhere, three FIA Standards were updated in 2020, a major update was also made to the 8872-2018 (ADR - Accident Data Recorder) standard and a new Competition Seat standard 8855-2021 was approved by the World Motor Sport Council in December. Two more standards are currently being drafted concerning Wheel Restraint Cables and Extinguisher systems for Open Cockpit Cars. Appendix L of the ISC was also updated as were the rules regarding Drivers' Licensing (F1 Super Licence, e-licence, Land Speed Record Licence, etc) and the section on drivers' safety equipment. A major update of the FIA Regulation for Approval of Test Houses was also carried out.

The FIA Safety Commission oversaw the introduction of the FIA Karting High Seat by the Spanish ASN on one of their Mini Categories. For 2021, the objective is to expand the use of such important safety equipment in other countries.

Properly Equipped

FIA Equipment Approval Group



Between January 2020 and October 2020 the Group received 212 new homologation requests, a 39% decrease compared with the same period of 2019. A total of 263 were granted (among which 51 had been received in 2019), a 15% decrease compared with the same period of 2019.

Twenty-four re-homologation requests were received, a drop of three compared with the same period of 2019 and 19 of the 2020 requests were granted. Three CIK-FIA homologation requests were received, a 40% decrease on 2019 and all three were approved.

The labelling programme started in 2012 to improve identification of FIA-approved equipment sold 575,500 holograms, a 33% decrease compared with the same period of 2019. Nine test house approval requests were received of which three were granted.

With regard to the 2019 ASN reward programme, the new eligibility requirements were similar to those in place for 2017-2018, apart from the addition of the number of licence holders for each ASN. As small ASNs were eligible for a much lower grant compared to 2017-2018 due to their low number of licence holders, any ASNs eligible for grants less than €3,000 were simply granted the full €3,000.

The number of safety product categories was extended to include the following products: Halo, Karting High Seat and Karting Body Protection. Thirty-one ASNs applied for the programme and the FIA shared €250K. Exceptionally due to COVID-19, ASNs were not required to use the reward exclusively for safety initiatives.

The 2020 ASN reward programme will utilise the same eligibility requirements as 2019. The number of safety product categories will be extended to include the new ADR devices. The programme will open in Q1 2021 and the reward will be paid during the second quarter of 2021.

In the area of the FIA Helmet Safety Rating Project, an Industry Working Group meeting was held in February 2020 in order to agree on the rating regulations. Two webinars were organised with Mobility Clubs to explain the FIA Helmet Safety Rating Project. In the final quarter of the year development of the regulation related to the 5-star rating began.

The FIA Safety Department have applied their technical expertise from motor sport together with the road helmet industry to develop an affordable helmet that is UN reg 22.05 compliant. 2019 saw the development of the first model and in 2020 a total of 6,000 helmets were produced. The FIA Safety Department has been developing a second model in collaboration with a new helmet manufacturing partner.

Finally, several communication initiatives were implemented during the year including the Cross Country Competitor Installation Best Practice study, participation in driver training programmes in F2, F3, FIA Girls on Track and for the Ferrari Driver Academy, and involvement in safety seminars and officials training programme.



Arenas of Excellence

FIA Circuits Commission

Sixty-eight new and modified circuit project studies were carried out in 2020, of which 55 were discussed at the FIA Circuits Commission, while 13 were internal circuit project studies.

Additionally, six alternative circuits were added to the 2020 FIA Formula 1 World Championship calendar (Bahrain Outer, Imola, Istanbul, Mugello, Nürburgring, Portimao) following a Grade 1 simulation study using the latest F1 car model. Four new circuit project dossiers were received for the Season 7 of Formula E.

In order to support circuits and ASNs during COVID-19, the FIA Circuits Commission approved the extension of all FIA Circuit Licences due to expire in 2020 for a period of one additional year upon the approval of the relevant FIA Circuit Inspector. A new edition of the FIA Circuit Guidelines was published in January 2020, and work has now started on updating content on Formula E and other city racing circuits. The FIA Internal Circuit Safety Analysis System (CSAS) simulation software was further developed to integrate the latest 3D digital circuit models.

Regarding Circuit Equipment Homologation, the Commission collaborated with the FIM on the following standards: 3503-2019 Paints for Motor Racing Circuits; 3504-2019 Light Panels; FIA Floodlighting Guidelines – 2020 Update.

The Commission launched a Track Limits Working Group chaired by the FIA Head of Circuit Safety and comprised of FIA Race Directors, FIA Circuit Inspectors, International Series Race Directors and Clerks of the Course and with representation from the FIM motorcycle federation.

Key outcomes have included a new FIA/FIM approved kerb design, and an update to the Code of Driving Conduct to align with the Formula 1 Sporting Regulations.

Work continues on a number of projects, including Circuit Electronic Safety System Interoperability, Safety Barriers for low impact angles, and the specification of track surfaces.

The FIA Innovation Fund's 'Future City Racing' project to conceptualise the future of city racing design was put on hold due to travel restrictions in 2020 but should commence again with renewed impetus in January 2021.

On the Right Road to Safety

FIA Closed Road Commission

The FIA Closed Road Commission continues to examine safety measures on roads used for Rallies, Hill Climbs and any other speed competitions. Supported by the FIA Innovation Fund (FIF), the FIA Global Strategy for Rally Safety was launched in 2019 is halfway through the original three-year term. Significant progress has been made on both the operational and technical side, with implementation or enhancement of the following:

- Tools and guidelines to support ASNs and Rally organisers: Rally Safety Guidelines, Rally Safety Delegate Guidelines, Rally Private Tests Safety Guidelines and Safety Plan templates;
- Strengthening of the ASN Safety Delegate network, with a 3-year training cycle to leverage their knowledge. Safety experts are also expected to leverage the role within their country;

- Specification of the Regional Rally Tracking system and the SMART Rally Tracking system;
- The RallyWatch system: the WRC Spectator Detection interactive tool that gathers all images captured during a rally to support the Clerk of the Course and Stewards whenever an incident or a fact must be reviewed;
- The Artificial Intelligence Camera System to be implemented in WRC in 2022;
- Measures to optimise competitor safety, such as the study of the 2022 WRC car and the Total Human Model for Safety (THUMS) for Cross Country spinal injuries (coordinated by the Research unit).

In the area of training, the first expert ASN Safety Delegate training session was held in April via teleconference: 12 trainees representing the six regions participated, and all FIA Safety Delegates contributed to and/or attended the training. The module will be delivered on a regional basis from 2021. In coordination with the FIA Development, Rally, Hill Climb Departments and Commissions, modules for Rally and Hill Climb marshals e-learning are being developed, for delivery in 2021.

As part of the work of the FIA Rally Safety Task Force, the FIA Safety Department has launched a campaign to work with ASN Safety Officers and ERC and ERT event organisers to review and improve their event Safety Plans. However, most of the operations were postponed due to the health crisis and calendar disruptions.

The Task Force performed three missions, at the INA Delta Rally, the Croatian round of the FIA European Rally Trophy – Central, following a Yellow Card being imposed last year, the Rally Fafe Montelongo, the Portuguese round of the FIA European Rally Championship and the 2020 Rally Legend held in San Marino.

In Rallying, the Commission adopted the new philosophy, 'No tape, no public', and a timeline for a strong educational process is being established. A Safety Delegate was introduced to handle all safety aspects of the FIA European Rally Championship, the FIA Middle East Rally Championship and the FIA African Rally Championship.

Hill Climb Safety Guidelines will be updated and published in 2021 and an additional FIA Safety Delegate will be introduced in the FIA European Hill Climb Championship in 2021. A Safety Delegate will also be introduced to the FIA Cross Country World Cup.

In the realm of Electric Rallying, a list of key actions to be undertaken by the FIA to ensure optimum safety of drivers, marshals, rescue teams and spectators with regards to the new alternative powertrains in motor sport has been established.

The Commission will offer operational support by sending an Observer to the first events of the Extreme E competition, considered as a Cross Country discipline, which is to take place in 2021.





Maintaining Health and Safety

FIA Medical Commission

In 2020, the main task of the FIA Medical Department and the FIA Medical Commission was to facilitate the restart of racing in the context of the global COVID-19 pandemic. The development of the 'Guidelines, Mitigation Planning and Risk Analysis to Return to Motor Sport in the Context of the COVID-19 Pandemic' was the major project and achievement of the FIA Medical Department and Medical Commission in 2020.

Working closely with WHO and other International Sports Federations such as the IOC, UEFA, FIFA and World Rugby, the FIA was the first international sport to restart with the FIA Formula One World Championship beginning in July.

Thanks to the huge efforts of all stakeholders in the FIA Formula One World Championship, the restart was a success worldwide and the establishment and implementation of FIA protocols had a direct impact on the ability of several other mass gathering events to restart.

The FIA Medical Commission and its then President, Professor Gérard Saillant, sponsored the creation of an FIA COVID-19 Experts Committee to support all FIA events in the management of COVID protocols and the evaluation of particular cases. The President of this committee is Professor Eric Caumes.

The fourth edition of the Medical and Rescue Workshops was organised in 2020, bringing together medical and rescue teams from the six FIA World Regions for practical and targeted training. In February 2020, rescue teams from the MENA zone gathered in Oman to, in turn, benefit from in-depth training specific to the competitions taking place in this region.

The FIA Medical and Rescue Group participated in the Le Mans extrication days organised by the FFSA at the Le Mans circuit, in the presence of the new Rescue Specialist,

Ian Dunbar. The Medical and Rescue Group also set up the FIA Trauma Crisis Psychological Response and Intervention Programme. The FIA collaborated with Dr Nayla Chidiac, FIA Trauma Care Specialist Psychologist, in developing the programme.

The FIA Medical and Rescue Group was also involved in the development of a number of initiatives across a variety of disciplines. These included:

- Development of an affordable privacy screen in partnership with OMP for use by intervention teams at the scene of motor sport incidents;
- First Aid Kit for Cross-Country: The kits contain life-saving equipment that competitors can use in the event of an accident;
- Electric Safety: The Medical and Rescue Group has provided specialist rescue knowledge to assist with the introduction of the new Appendix 4 within Formula E;
- Firefighting Intervention Strategy: The FIA Medical and Rescue Group is assessing response to incidents involving fire. The project will focus on three key areas of training, personal protective equipment, and firefighting methods and equipment;
- Anti-doping: The Group has adapted the doping controls process to the COVID-19 requirements. The Group also worked towards the implementation of the new Anti-Doping Code, effective from 1 January 2021;
- Alcohol testing: The FIA Medical and Rescue Group has updated the anti-alcohol regulations. Appendix C now regulates not only the use of alcohol by drivers, but also by officials.

Elsewhere, the FIA has joined the IOC, FIFA, Rugby Union, and Equestrian and Ice Hockey international federations as one of the key partners of the SCAT5 group on concussion in sport.

Promoting Inclusion

FIA Disability and Accessibility Commission

Following the launch of the Disabled Driver Grant for Safety Equipment initiative aimed at supplying safety equipment to mobility-impaired drivers and for whom extrication is slower due to their physical conditions or the adaptations made to their vehicles, the FIA Disability and Accessibility Commission has provided equipment to 28 competitors.

In 2020, the Commission approved terms of reference for the Adaptations Working Group. The newly established Group appointed HABO Engineering, a company certified in the field of car adaptation, to give greater force to its decisions, and to proceed with inspections of cars whose modifications fall outside the regulations of the competition in which they intend to compete, to evaluate the safety of these adaptations and, where applicable, issue a Certificate of Adaptations. Two inspections were conducted in 2020. The first one was in Kenya in January for a car seeking entry to the FIA African Rally Championship and the second one was in Sweden in August, for a competitor in the FIA European Rallycross Championship.

For the 2021 edition of the Rally Safety Guidelines, the Commission has provided explanations for the Regional and National Rally organisers to better understand safety and rescue measures when a mobility-impaired competitor is participating in a Rally event. Detailed information has also

been provided for the Marshals training modules so that they are fully prepared, should they have to intervene at the scene of an accident in which a mobility-impaired competitor is involved. Guidelines to allow ASNs to optimise processes when dealing with mobility-impaired competitors will be published in the second quarter of 2021.

Looking ahead, in Karting, a strategy is being established to create a pathway for disabled Karting drivers and a proposal for an electric Handikart discipline at the European Para Youth Games is being developed. The Commission is also developing a Track Days Initiative to give guidance and solutions to ASNs to hold track day experiences for disabled racing and aspiring racing drivers. Meanwhile, a detailed strategy and road map for the Accessible Podium Project will be finalised in 2021 and will first be implemented in the FIA Formula One World Championship.

In 2021, the Commission will propose the establishment of an FIA Sport Disability Action Award. The award would be aimed at giving recognition to an organisation or an individual that has set up a sustainable initiative or programme that contributed to enhancing motor sport participation opportunities for persons with disabilities.

Finally, an Instagram account was set up in September 2020 to allow the Commission to communicate directly with disabled competitors. The account has contributed to building a solid network, with 2,000 followers just one month after launching.



SAFEGUARDING THE FUTURE OF MOTOR SPORT

The global pandemic required swift and decisive action and the initiatives put in place by the FIA Sporting Commissions helped to keep motor sport on track. Meanwhile, the sustainable future of the sport was advanced significantly in 2020 thanks to the development of an overarching FIA Environmental Strategy.

Monitoring the Impact

FIA Manufacturers' Commission

Due to the impact of the COVID-19 pandemic, the FIA Manufacturers' Commission, which features representation from 19 worldwide automobile groups, was unable to meet during 2020.

However, in a bid to continue the Commission's mission, its Sporting Committee met three times in 2020, in April, July and November. The impact of the pandemic on the global operations of manufacturers shaped the meetings, with the first meeting having a specific focus on the repercussions that the crisis could have on the sporting programmes in which manufacturers were engaged. The Commission recognised the need to stabilise regulations and to push

for the introduction of categories and championships featuring renewable energies, in order for investments to be secured.

As the year went on, the impact of the COVID-19 crisis was revisited, with updated outlooks and expectations from manufacturers. At the final meeting, an unexpectedly healthy customer racing market was noted, albeit with further worries regarding the potential limitation of further investments into factory programmes.

The meetings also served to update the Committee on progress with the electric GT project.

Interested manufacturers were fully free to attend the dedicated FIA Technical Working Groups to further help the shaping of the technical framework for this new category.

Guiding Motor Sport through Uncertain Times

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 1.

In 2020, the WMSC met four times, with just one meeting taking place physically and three being held virtually due to the travel restrictions resulting from the COVID-19 pandemic.

Physical meetings took place in Geneva at the beginning of March, during which action was taken to mitigate the effects of the growing COVID-19 crisis.

In June, at the close of the first FIA eConference, hosted in Geneva, the WMSC held its first virtual meeting. In October, FIA President Jean Todt hosted a second virtual meeting with members joining remotely from around the world. Finally, in December, the WMSC convened in an online meeting hosted in Geneva on the occasion of the FIA Annual General Assembly.





The Definition of Racing

FIA Technical Department

The COVID-19 pandemic shaped a number of FIA Technical Department activities during 2020, across a variety of categories and championships.

In Formula 1, the new FIA Technical Regulations planned for introduction in 2021 were deferred to 2022, with the main target to preserve the financial stability of the teams. Further work was conducted to allow the freeze of the vast majority of performance differentiating components, from 2020 to 2021, to fulfil the above stated target.

In other areas, with the goal of increasing the sport's sustainability and commitment to lowered emissions, the FIA Technical Department, in collaboration with a number of research partners, studied the development and small batch production of a 100% sustainable fuel, for initial power bench testing to be conducted by the four power unit manufacturers currently engaged in F1. The FIA Technical Department also began research into the architecture of the new power unit, due to be introduced in 2025.

In Formula E, due to COVID-19, the Department updated the Technical Regulations for Seasons 7 and 8. The changes to the Technical Regulations were made with the long-term financial stability of championship participants in mind.

The Technical Department also worked on the technical definition of the Gen3 Formula E cars to be introduced in Season 9 (2022-'23), in particular focusing on the battery, chassis and tires. Along with specification of single supply items, parallel work is underway to define the styling of the Gen3 car, to ensure that aerodynamic and weight targets are met.

In the FIA World Endurance Championship, the Technical Regulations approved in December 2018 for the top class Hypercars set for introduction in 2021 were adapted following the decision of the FIA Endurance Commission

to accept Hypercars based on homologated road cars (as opposed to a prototype-only approach) and to introduced Balance of Performance. The Technical Regulations required further review as a consequence of the agreement between the ACO and IMSA for a new category (LMDh) intended to compete with Le Mans Hypercars. With the arrival of the new Hypercar class, the level of performance of the existing LMP2 cars was adjusted for the 2021 season.

Finally, the current homologation cycle has been extended to 2022 for cost saving reasons and work has started to define the new LMP2 class designed for introduction in 2023.

In the FIA World Rally Championship, the Department continued to work on Technical Regulations for WRC 2022 including the implementation of hybrid power. Safety Cage and Chassis Regulations were finalised after all required safety tests were successfully achieved. Elsewhere, Rally3 regulations were finalised and the first Rally3 cars should appear.

In the FIA World Rallycross Championship, the Department worked together with the battery and powertrain kit supplier and the electric WorldRX TWG members on the electric WorldRX Technical Regulations. It also launched a technical study tender and selected the company for the FIA electric WorldRX battery tubular frame. It is now working with the company on the design of the FIA electric WorldRX battery tubular frame.

Elsewhere, the Department finalised the homologation of the three engines for the FIA Cross Car European Championship, established an Autocross Technical Working Group and with manufacturer support developed Technical and Homologation Regulations for the creation of a new electric GT Category.

Finally, the Department drafted a tender for the supply of a battery and powertrain kit, capable of being mounted to a CIK Homologated Chassis, with the target of achieving performance similar to a currently homologated OK engine.

Committed to Sustainability

FIA Environment and Sustainability Commission

In 2020 the Commission worked on the development of an FIA Environmental Strategy for 2020-2030, with a key vision of encouraging 'Sustainable Motor Sport and Mobility for All'. The strategy focuses on three strategic goals:

- Climate Action: accelerating net zero transformation;
- Sustainable Technology and Innovation: fostering sustainable innovation and technology for all;
- Sustainable Practices: targeting net-positive impact for events and operations.

These goals are accompanied by a detailed roadmap tailored to the FIA's operations, the Federation's Sport and Mobility Members, its championships and overall network. The strategy was presented at the FIA General Assembly in December 2020.

To support its members and championships, the FIA launched an online carbon calculation tool to operate in support of the FIA Environmental Accreditation Programme. After calculation, the FIA can assist users in designing a reduction plan to take concrete actions to reduce their emissions.

Also in 2020, the FIA commissioned an independent report on motor sport innovations and developments that, when transferred to road-going cars or other sectors, have resulted in improvements which have been positive towards the environment and sustainability.

The Futerra Report on Motorsport Contribution to the Environment provides 26 compelling case studies, organised into 5 broad themes: Better Healthcare, Greener Living, Safer Motorists, Superior Electric, and Hyper Efficiency. It concludes with a series of recommendations for the future of our sport and its role to play in upcoming environmental challenges.

Additionally, the FIA Introductory Guide for Sustainable Events was published in 2020, providing guidance and support to FIA stakeholders and Members to increase their sustainability performance in delivering events. The Guide will be available in English, Spanish, and Arabic.

The FIA Environmental Accreditation Programme continued to deliver in 2020, with the FIA Formula One World Championship achieving three-star certification, while WTCR promoter Eurosport has also initiated the process and will shortly join the list of accredited members. In Formula E, the Mahindra, Envision Virgin Racing and Nissan e.dams teams became the first in the championship to achieve three-star status, while in F1 Mercedes became the second team in the championship to achieve the highest level of accreditation. Their success brings the total to nearly 20 new accredited members since the beginning of 2020.

At the start of 2020 the FIA and Formula 1 became signatories of the United Nations' Sports for Climate Action Framework signalling the commitment of both to working collaboratively with relevant global stakeholders to develop, implement and enhance the climate action agenda in sport. In 2021 the Commission will begin deploying the Environmental Strategy. It will also be a pivotal year for the Environmental Accreditation Programme, with the start of the accreditation roadmap for all World Championships.

Purpose»Driven
ENVIRONMENT





Refining the International Sporting Code

FIA International Sporting Code (ISC) Review Commission

The work of the FIA International Sporting Code Review Commission focused on a number of issues in 2020 including: the organisation of circuit national championships, the FIA's authority in the implementation of the World Anti-Doping Code and the extension of the FIA International Court of Appeal's exclusive jurisdiction over any appeal against Steward's decisions concerning all FIA Championships, cups, trophies, challenges and series.

Maintaining a Level Playing Field

FIA Homologation Regulations Commission

On behalf of the Commission, the FIA Technical Department undertook the approval of three new vehicles or engines, two in Group A and one Group RGT. Three new safety cages were also approved. There were 125 Homologation Extensions (of all types), including 40 Errata (ER), 19 Jokers for WRC and Rally2 (ERJ), two Evolutions of the Type (ET), 13 Supply-Variants (VF), 41 Option-Variants (VO), two Vra5 Variants for Rally5, two Vra4 Variants for Rally4 and three Evolutions for the GT3 Group (EVO).

As well as reviewing, developing and presenting to the World Motor Sport Council a series of amendments/clarifications of Annex J and the Homologation Regulations, the Commission will in 2021 publish the final version of the new Homologation Regulations for FIA Safety Cages and has worked on the development and implementation of logistics related to the mandatory unit identification and registration (by FIA sticker) of all safety cages approved/certified by ASNs from 2021.

THE SPEED OF POSITIVE CHANGE

The FIA's Purpose Driven movement seeks to inspire actions that accelerate positive contributions to society across four key areas: Health & Safety, Environment, Diversity & Inclusion, and Community Development. In 2020, the FIA and its Motor Sport Community demonstrated strong commitment to building a better world and facing the challenges raised by the global pandemic.



Health & Safety

Willing to advocate for the highest standards of health and safety on the track, on the road, and beyond, the FIA joined forces with its Community and partners to take action.

Together with the International Federation of Red Cross and Red Crescent Societies (IFRC), RM Sotheby's, and the FIA Drivers' Commission, the FIA launched the #RaceAgainstCovid online charitable auction. Ultimately, the auction raised almost €2 million to support the IFRC's COVID-19 relief efforts.

The Motor Sport Community responded strongly to the COVID-19 crisis and Formula 1 and seven UK-based F1 teams came together to form Project Pitlane to assist with the manufacturing of medical devices for the treatment of COVID-19 patients.

Environment

To achieve global environmental and sustainable goals, the FIA launched its Environmental Strategy 2020-2030. The strategy includes an ambitious set of goals, beginning in 2021 with a plan to become carbon neutral and to become net zero on emissions by 2030.

As Formula 1 moves towards carbon neutrality, in December the FIA delivered to the sport's Power Unit manufacturers the first barrels of 100% sustainable fuel, made from bio waste and developed to stringent F1 specifications.

To demonstrate the positive impact that motor sport brings to society and the environment, the FIA published in December a report created in partnership with innovation consultancy Futerra which tells the story of initiatives carried out by the FIA Community.

Diversity & Inclusion

In June 2020, the FIA and the FIA Women in Motorsport Commission launched FIA Girls on Track – Rising Stars. In association with programme partner Scuderia Ferrari and the Ferrari Driver Academy (FDA), the project aimed to detect female racing talent for the future.

In its quest to bring about greater diversity and inclusion, the FIA also developed Rally Star – a detection programme aiming at finding the next World Rally Champion. The selection process specifies that for every five competitors put forward by an ASN, one must be female.

The FIA Women in Motorsport Commission continued to advance the prospects of female racers throughout 2020, including the all-female Richard Mille Racing team and the Iron Dame crew competing in ELMS and in the 24 Hours of Le Mans.

The FIA Disability and Accessibility Commission launched the Grant for Disabled Drivers – Safety Equipment initiative aimed at supplying safety equipment to mobility-impaired drivers and co-drivers, and developing regulations for the certification of the adaptations necessary for disabled drivers to compete.

In response to the PurposeDriven movement, FIA Championships demonstrated strong commitment to making the sport more accessible and inclusive. Formula 1 launched its #WeRaceAsOne initiative and a Diversity and Inclusion Foundation to which the FIA committed a €1 m donation via the FIA Innovation Fund (FIF). Formula E launched the #PositivelyCharged movement aiming at accelerating sustainable human progress through the power of electric racing.

Community Development

In 2020, the FIA was nominated for a Peace and Sport Award reward for the European Rally Championship Cyprus Rally. By crossing a UN-controlled buffer zone, this Rally brings communities together through sport.

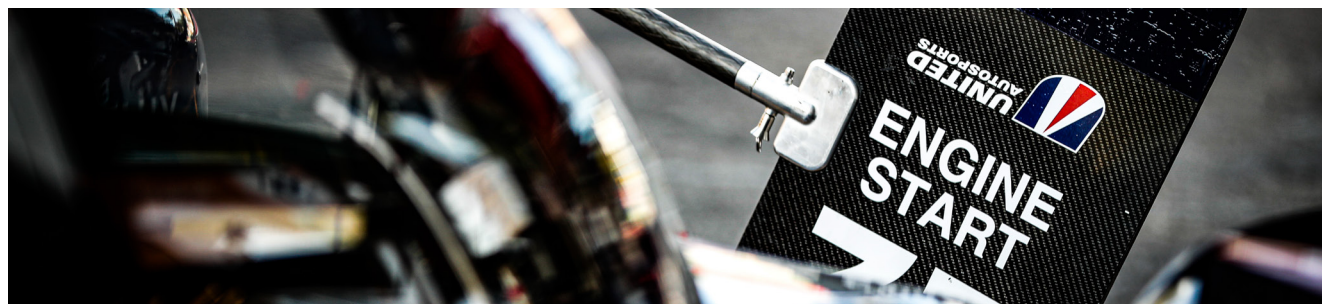
The FIA also initiated a study, in collaboration with leading international consultancy EY-Parthenon, to highlight the importance of the motor sport industry globally by mapping its economic and social contribution. The 'Report on Global Impact of Motor Sport to Economy' will support FIA Members by providing them with a unique advocacy tool to use with government authorities, commercial partners, and sponsors.



»» **Purpose»»Driven**

RULING ON THE REGULATIONS

The FIA Governance, Integrity and Regulatory Affairs Department was active in 2020, not only to keep motor sport on course in tough times but once again ensuring fairness across the competitive landscape.



Helping Motor Sport to Restart

In 2020, the FIA International Sporting Code (ISC) Review Commission facilitated the implementation of a health protocol to allow the resumption of motor sport competitions within the framework of the Covid-19 pandemic, with the adoption of the Covid-19 Code of Conduct (Appendix S to the ISC) applicable, firstly, to the FIA Formula One World Championship and its supporting championships and, secondly, to all international competitions registered on the FIA International Sporting Calendar.

Elsewhere, the Commission introduced a safeguard clause to the ISC aimed at overcoming the existing requirement to obtain the unanimous agreement of all competitors to amend regulations within an individual FIA Championship, Cup, etc. The clause will allow the FIA, under certain exceptional circumstances, to modify regulations with a shorter notice period and with the agreement of the majority of the competitors properly entered for the FIA Championship, Cup, etc. concerned.

In relation to the International Sporting Calendar, the Department was involved in the delegation of authority to the President of the FIA in order to enable the FIA to deal with numerous requests for the cancellation and/or postponement of competitions registered on the International Sporting Calendar.

Formula 1

In Formula 1, the FIA Governance, Integrity and Regulatory Affairs Department was involved in the signing of the 2021 Concorde Agreements by the FIA, Formula 1 and all 10 current teams, guaranteeing the stability of the Championship for the next five years (2021-2025). The Department is also assisting with implementation of the new governance structures to Formula 1 and introduction of Financial Regulations to from 2021 onwards as well as major changes to the Sporting and Technical Regulations due to be introduced in 2022.

Enforcing and Adapting the Regulations

In the area of Judicial and Disciplinary Rules (JDR), the Department, in collaboration with the President of the International Court of Appeal and the President of the International Tribunal and the Secretary General of the FIA Courts, presented proposals for amendments to the JDR with the aim, in particular, of clarifying the interpretation of certain provisions and extending the jurisdiction of the FIA Courts.

During 2020, five cases were brought before the FIA International Court of Appeal, with two still ongoing.

Betting

With regard to gambling on motor sport events, Sportradar continued to deliver fraud detection services to the FIA for all competitions counting towards the FIA Formula One World Championship, FIA World Rally Championship, FIA World Touring Car Cup, FIA World Rallycross Championship, ABB FIA Formula E Championship and the FIA World Endurance Championship.

In this context, the FIA received quarterly reports from Sportradar. During the last quarter, 162 fraud detection alerts were recorded, though ultimately none was deemed suspicious from an integrity standpoint. Alerts are generated when notable betting activity is detected. For example, in pre-race, this means odds decreasing beyond a pre-determined threshold.

Monitoring Best Practice

Finally, in close collaboration with European ASNs and colleagues in FIA Region I (for the Mobility part), the FIA continued to defend the interests of motor sport with the institutions of the European Union in regard to the revision of the EU Motor Insurance Directive.

2020 RESULTS⁽¹⁾

FIA World Champions



FIA Formula One World Championship
Winning Constructor
 Mercedes-AMG Petronas
Winning Driver
 Lewis HAMILTON



FIA World Rally Championship
Winning Manufacturer
 Hyundai Motorsport
Winning Driver and Co-Driver
 Sébastien OGIER & Julien INGRASSIA



FIA World Endurance Championship - LMP1
Winning Manufacturer
 Toyota Gazoo Racing
Winning Drivers
 Mike CONWAY
 Kamui KOBAYASHI
 José María LÓPEZ
FIA World Endurance Championship - LMGTE
Winning Manufacturer
 Porsche
Winning Drivers
 Marco SØRENSEN
 Nicki THILM



FIA World Rallycross Championship
Winning Team
 KYB Team JC
Winning Driver
 Johan KRISTOFFERSSON



FIA Karting World Championship - OK
 Callum BRADSHAW
FIA Karting World Championship - OK-Junior
 Freddie SLATER
FIA Karting World Championship - KZ
 Jérémy IGLESIAS

Other FIA Champions honoured during the FIA Prize Giving 2020

ABB FIA FORMULA E CHAMPIONSHIP - DRIVERS

António Félix DA COSTA

ABB FIA FORMULA E CHAMPIONSHIP - TEAMS

DS TECHEETAH

FIA NACAM RALLY CHAMPIONSHIP

Ricardo TRIVIÑO & Marc MARTÍ

FIA EUROPEAN RALLY CHAMPIONSHIP

Alexey LUKYANUK & Dmitry EREMEEV

FIA EUROPEAN RALLY CHAMPIONSHIP FOR TEAMS

Rallye Team Spain

FIA MIDDLE EAST RALLY CHAMPIONSHIP

Nasser AL-ATTIYAH & Mathieu BAUMEL

FIA WRC CHAMPIONSHIP FOR TEAMS

Hyundai 2C Competition

FIA WRC Junior CHAMPIONSHIP

Tom KRISTENSSON & Joakim SJÖBERG

FIA WRC2 CHAMPIONSHIP - DRIVERS & CO-DRIVERS

Mads ØSTBERG & Torstein ERIKSEN

FIA WRC2 CHAMPIONSHIP - TEAMS

Toksport WRT

FIA WRC3 CHAMPIONSHIP

Jari HUTTUNEN & Mikko LUKKA

FIA EUROPEAN RALLY TROPHY

Ondrej BISAHA & Petr TĚŠÍNSKÝ

FIA RGT CUP

Andrea MABELLINI & Jiri ČERNOCH

FIA FORMULA 2 CHAMPIONSHIP FOR DRIVERS

Mick SCHUMACHER

FIA FORMULA 2 CHAMPIONSHIP FOR TEAMS

PREMA Racing

FIA FORMULA 3 CHAMPIONSHIP FOR DRIVERS

Oscar PIASTRI

FIA FORMULA 3 CHAMPIONSHIP FOR TEAMS

PREMA Racing

FORMULA REGIONAL EUROPEAN CHAMPIONSHIP CERTIFIED BY FIA

Gianluca PETECOF

FORMULA 3 ASIAN CHAMPIONSHIP CERTIFIED BY FIA

Joey ALDERS

FORMULA REGIONAL AMERICAS CHAMPIONSHIP CERTIFIED BY FIA

Linus LUNDQVIST

F4 NACAM CHAMPIONSHIP CERTIFIED BY FIA

Noel Jesús León VÁSQUEZ

F4 USA CHAMPIONSHIP CERTIFIED BY FIA

Hunter YEANY

F4UAECHAMPIONSHIPCERTIFIEDBYFIA

Francesco PIZZI

F4 SPANISH CHAMPIONSHIP CERTIFIED BY FIA

Kas HAVERKORT

F4 SOUTH EAST ASIA CHAMPIONSHIP CERTIFIED BY FIA

Lucca ALLEN

F4 ITALIAN CHAMPIONSHIP CERTIFIED BY FIA

Gabriele MINÌ

F4 GERMAN CHAMPIONSHIP CERTIFIED BY FIA

Jonny EDGAR

F4 BRITISH CHAMPIONSHIP CERTIFIED BY FIA

Luke BROWNING

F4 JAPANESE CHAMPIONSHIP CERTIFIED BY FIA

Hibiki TAIRA

F4 FRENCH CHAMPIONSHIP CERTIFIED BY FIA

Ayumu IWASA

FIA ENDURANCE TROPHY FOR LMP2 DRIVERS

Filipe ALBUQUERQUE & Philip HANSON

FIA ENDURANCE TROPHY FOR LMGTE AM DRIVERS

Emmanuel COLLARD, François PERRODO, Nicklas NIELSEN

FIA WTCR WORLD TOURING CAR CUP FOR DRIVERS

Yann EHRLACHER

FIA WTCR WORLD TOURING CAR CUP FOR TEAMS

Cyan Racing Lynk & Co

FIA WTCR WORLD TOURING CAR CUP FOR ROOKIES

Gilles MAGNUS

FIA KARTING EUROPEAN CHAMPIONSHIP - OK

Andrea Kimi ANTONELLI

FIA KARTING EUROPEAN CHAMPIONSHIP - JUNIOR

Ugo UGOCHUKWU

FIA KARTING EUROPEAN CHAMPIONSHIP - KZ

Marijn KREMERS

FIA KARTING EUROPEAN CHAMPIONSHIP - KZ2

Viktor GUSTAVSSON

FIA KARTING INTERNATIONAL SUPER CUP - KZ2

Simone CUNATI

FIA KARTING ACADEMY TROPHY

Connor ZILISCH

FIA TROPHY FOR HISTORIC REGULARITY RALLIES

Michel DECREMER & Patrick LIENNE

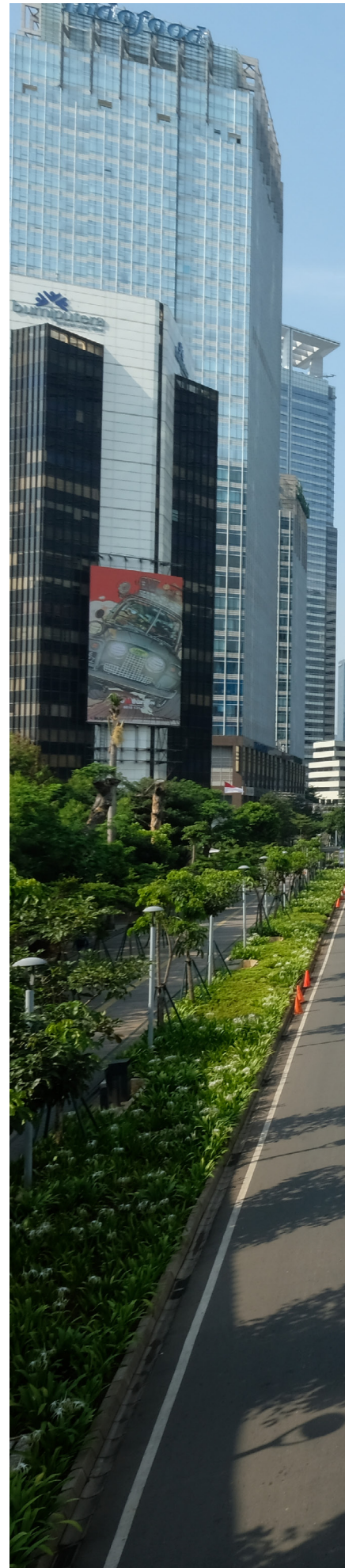
FIA OUTSTANDING OFFICIAL OF THE YEAR

Attila LÁSZLÓ

(1) All the 2020 results are available on fia.com and in the FIA Yearbook of Automobile Sport 2021.

MOBILITY

**ENSURING RESILIENCE,
DEVELOPING INNOVATION
AND BUILDING PARTNERSHIPS**







RESILIENT, RESPONSIVE AND READY FOR THE FUTURE

In 2020, the FIA was challenged by a health crisis that resulted in the tragic loss of more than 1.5 million lives worldwide and caused enormous economic turmoil.

By helping to boost the resilience of its global Club network and through the creation of initiatives designed to build back better, the FIA has responded swiftly and efficiently to the crisis.



58
projects from
Clubs in
44
countries
supported through
the FIA Road Safety
Grants Programme



906
delegates from
178
Member Clubs attended
the first FIA eConference



46
Clubs joined the FIA
Mobility Worldwide
programme
28 to receive
assistance
18 to share best
practice

Adapting to a New Reality

The COVID-19 pandemic represented the greatest health crisis of modern times. It also formed the sternest economic test seen in many generations. The effects of the disruption to daily life were felt in every sector, in every endeavour.

The world of mobility was severely impacted as movement was curtailed and the normal operation of many Mobility Organisations was put on hold.

Against this background, the FIA had to act swiftly to ensure resilience both within the Federation and across its network of Mobility Members. Key to achieving this goal was a strong reinforcement of its engagement with FIA Member Organisations and the development of innovative, practical strategies designed to help them meet the challenges of the new reality.

Across an enormously challenging year, the FIA constantly adapted services and created new initiatives to enable its Clubs to adapt to a fluid marketplace, to innovate towards taking advantage of the opportunities presented by the major changes taking place in every area of travel and transport, and to explore solutions for the future and emerging strategies for advocacy in support of safe, sustainable and accessible mobility.

Assistance from the FIA was furthered by the support of the FIA Innovation Fund, which played a key role in the development of new projects from or for Members from all over the world.

Responding to Adversity, Creating Opportunity

Through the FIA Mobility Worldwide programme, and together with EY-Parthenon, the FIA Mobility Division structured a concerted effort to support, strengthen, and empower FIA Member Clubs during and beyond the pandemic. The programme provides them with the tools necessary for safeguarding operations and for building improved business resilience across the entire FIA Club network.

To further strengthen engagement with FIA Member Organisations and encourage collaboration across the Community, the FIA launched the FIA Stay Tuned initiative through the FIA University. From early April to early May, sessions combining academic content and experience-sharing gathered a total of 260 participants.

The FIA University e-Learning Programme with Coursera, launched in January before the pandemic, offered Clubs greater access to classes from leading universities worldwide, enabling them to strengthen Club representatives' capabilities and expertise throughout this challenging year.

Additionally, digital events such as the FIA eConference and the FIA Americas eBusiness Workshop were organised to help FIA Members diversify their business activities and prepare for future growth.

The FIA Mobility Services Commission also transitioned to digital workflows and continued its update of projects and services that will benefit the four FIA Mobility Regions with cross-border applications, all while fostering the development of Clubs' business opportunities.

Sustainable Mobility for All

In 2020 the FIA continued to prioritise the pursuit of cleaner and more accessible mobility.

The FIA once again sought to promote greater sustainability through technology via the FIA Smart Cities initiative. In light of the COVID-19 pandemic, the initiative was adapted to be delivered in a fully digital format, with FIA Smart Cities eForums focused on Europe, Asia-Pacific and the Americas. The FIA Smart Cities Global Start-Up Contest was also held with virtual presentations.

The FIA Environment and Sustainability Commission continued its work guiding the FIA Environmental Accreditation programme and developed an FIA Environmental Strategy.

In the area of accessibility, the FIA Disability and Accessibility Commission made substantial progress with the FIA Disabled Driver Database, which aims to provide a global database of disabled driving regulations for all motorists.

Rethinking Tourism

The travel and tourism sectors have perhaps been the sectors most adversely affected by the pandemic, with significant job losses in the industry. The FIA has worked hard to support the sector by further advancing modernisation of cross-border tourism mechanisms and documentation, using the crisis as an opportunity to rethink tourism for the future in light of emerging trends.

Impacting both supply and demand, the FIA network's strength lies in bringing together Clubs that offer travel solutions and Clubs that offer local tourism services to actively restart tourism.

In the area of technological development, the FIA Tourism Department is currently conducting data collection workshops with the VIAFIA Club network in order to improve the data quality on the site. In addition, the streamlining of cross-border transport is set to take a step forward with the launch of the *Carnets de Passages en Douane* e-Distribution System.

Road Safety at the Heart of Development

Road safety advocacy took several steps forward in 2020 beginning with the 3rd Global Ministerial Conference on Road Safety, which took place in February in Stockholm, Sweden, before the advent of the major effects of the pandemic.

There, global leaders highlighted the limits of the fragmented nature of the five pillars of the first Decade of Action, in which safety interventions such as speed limits and seat belts were developed and deployed in isolation. The Conference concluded that a different approach is necessary, a concerted effort in which safe mobility is the core, fundamental value of the road transport system. The call for a change in approach was embodied in the 'Stockholm Declaration' presented at the Conference and later endorsed by the UN General Assembly.

To respond to this strong call, the FIA has developed an FIA Road Safety Advocacy Strategy for 2021-23, in consultation with its Members.

The new strategy sets a step change in direction and focus, moving away from the emphasis on awareness raising to evidence-based interventions with a stronger monitoring and evaluation framework, allowing for objective assessment and measurement of the impact.

MEETING THE CHALLENGE

In an extremely difficult environment in 2020 the World Council for Automobile Mobility and Tourism, the highest decision-making body of the Mobility pillar of the FIA, reacted swiftly to help FIA Member Clubs navigate the extraordinary hurdles presented by the pandemic, while at the same time continuing to make progress on defining strategies to harness opportunities presented by the changing Mobility landscape.



Overcoming Adversity

Despite the difficulties presented by the COVID-19 crisis, the World Council for Automobile Mobility and Tourism (WCAMT) came together on four occasions in 2020, via a consultation during the initial lockdown period in many countries in May, and through virtual meetings in July, September, and finally in December.

At the May consultation, the World Council was informed of the Federation's swift response to the crisis and in particular of the launch of the FIA Stay Tuned initiative, a training and experience-sharing programme for FIA Member Clubs.

Aimed at providing Clubs with tools to build capacities and share valuable experience, the FIA University-run worldwide programme was open to all FIA Member Organisations. The initiative combined academic training by the ESADE Business School and FIA Member Clubs' expertise and presented opportunities to discuss and share best practice through ten live online sessions on topics including 'Innovation', 'Strategy Under Harsh Conditions', 'Leadership', and 'Effective Communication'. It also offered a series of interviews where Clubs shared their experience responding to COVID-19. The FIA Stay Tuned initiative brought together 260 participants from 73 Member Organisations in 59 countries worldwide.

In a further major response to the crisis the FIA Mobility Division also expanded the FIF-supported FIA Mobility

Worldwide programme to support the wider FIA Community. Management consultancy EY-Parthenon was engaged to help coordination and to provide expert business case assessment of individual project proposals.

FIA Mobility Worldwide was established with three clear goals: to clarify the impact of COVID-19 on FIA Member Clubs through consultation; to develop practical, tangible solutions and an FIA recovery toolkit drawing on learnings from the COVID-19 experience to help Clubs seize new opportunities; and to prepare an action plan of targeted assistance for specific Clubs.

In relation to the impact of the crisis on Club activity, the toolkit notes that the majority of participating organisations has been affected by the crisis. Two-thirds reported a "significant impact", while approximately 30% suffered "some impact". Small Clubs appear especially vulnerable, with 80% indicating a "significant impact", versus around 50% for large and medium-sized Clubs.

The toolkit provides solutions to improve resilience and safeguard operations, including cost-cutting measures, moves towards diversification and increased communication with member bases to ensure loyalty. The toolkit also identifies a number of trends that offer opportunities for growth and provides practical examples of innovative crisis management and new business development strategies.

Advancing Safety

During its May consultation, the World Council also reviewed developments in the area of road safety and in particular the 3rd Global Ministerial Conference for Road Safety held in February 2020 in Stockholm, Sweden. As a major outcome, the 'Stockholm Declaration' drafted at the Conference called for accelerated and sustained action to reduce road traffic injuries through to 2030. It was then endorsed by the UN General Assembly.

At its September meeting, the World Council reviewed the draft FIA Road Safety Advocacy Strategy for 2021-23. The new strategy formulates the vision, objectives and rationale underlying what the FIA aims at achieving in the next three years: promoting and pursuing a culture of safe mobility through leadership, engagement, advocacy and action to build effective partnerships; and implementing evidence-based interventions that can measurably improve the safety of mobility.

The completed strategy, along with an associated action plan for 2021, were presented to and endorsed by the World Council in December. This focuses on two main areas of activity: Leadership and Engagement; and Advocacy and Action.

Sustainable Developments

Throughout 2020, and according to its mandate, the FIA Environment and Sustainability Commission worked on the formulation of a comprehensive framework for an FIA Environmental Strategy. As an organisation, the FIA has measured the carbon footprint of all its operations and is developing a plan to reduce and offset the emissions over the medium and longer term. The strategy aims to put into practice the mission and values of the FIA by developing and improving environmental sustainability across Motor Sport and Mobility.

The completed FIA Environmental Strategy 2020-2030 was presented to the World Council by FIA Environment and Sustainability Commission President Felipe Calderón at its December meeting. As part of the plan, the FIA will promote sustainability across four spheres of responsibility: Network (including manufacturers, road users, NGOs, governments and sponsors); Championships; Members; and the Federation itself.

Working Towards Smooth Border-Crossing

In July, the World Council welcomed the presentation of a new Memorandum of Understanding (MoU) between the FIA and the United Nations Economic Commission for Europe (UNECE). The purpose of the MoU is to jointly advance the revitalisation and digitalisation of the Carnets de Passages en Douane (CPDs) provided for by the Customs Convention on the Temporary Importation of Commercial Road Vehicles and of the Customs Convention on the Temporary Importation of Private Road Vehicles (signed in Geneva on 4 June 1954).

The World Council recommended that a number of revisions be made to the initial agreement and once the agreed amendments were incorporated the MoU would be voted upon and accepted at the WCAMT's September meeting. At the September meeting, the World Council also heard how CPD sales had been severely disrupted as a result of restrictions on international movement due to the COVID-19 pandemic. Forecasts for 2021 estimate that the distribution to the CPD network worldwide will be in the region of 75,000 units.

Refining Governance

In the wake of a presentation on voting rights and potential alternative rights methodologies at the December 2019 meeting of the World Council by the FIA Secretary General for Automobile Mobility and Tourism Andrew McKellar, the WCAMT requested that the issue be referred to the FIA Statutes Review Commission (SRC), with the proposed alternative options included and taking into account the remarks made during the 2019 discussion. The SRC's review is ongoing.

Responsible Outcomes

Finally, in September the World Council examined the possibility of adopting the FIA's PurposeDriven movement goals as a new Corporate Social Responsibility (CSR) framework for the FIA.

PurposeDriven is a long-term initiative rooted in the idea that by drawing on each other's experiences and through a collective effort, we can make progress more quickly and deliver far greater impact.

For the FIA Mobility Community, PurposeDriven is planned to serve as a long-term platform to highlight existing achievements, inspire actions that accelerate positive contributions to society, and drive the broader debate on mobility. The campaign focuses on four key pillars – Health & Safety; Environment; Diversity & Inclusion; and Community Development.

Looking Forward

At its December meeting the World Council adopted a work plan for 2021 across three main areas: Membership and Services; Advocacy; and Tourism.

In Membership and Services, the FIA will deliver enhanced support for Club Development through the rollout of Part II of the Mobility Worldwide initiative. In the realm of Advocacy, the FIA plans to launch a global advocacy brand that will seek to raise funds for safer and smarter mobility and create a movement of change across the world. The FIA Road Safety Grants Programme will also move towards themed priorities and measurable actions, including the FIA School Assessment Programme and the 'Drive in the Moment' toolkit. Tourism activity will see the Federation attempt to rebuild CPD sales, rollout re-branding, and activate and optimise the VIAFIA platform, which was also presented to WCAMT members by FIA Director of Tourism Services Habib Turki.

AGILITY IN THE FACE OF ADVERSITY

Across one of the most challenging years ever faced by Mobility and Sport Organisations, the tough times left no area of the world untouched. However, thanks to the efforts of each of the FIA's four Mobility Regions, Clubs were able to adapt to a new reality.

Crisis Response and Continuity



Thomas Møller Thomsen,
FIA President of Region I

Region I

FIA Region I met the challenge of the pandemic head-on, organising frequent exchanges, with Member Clubs learning from each other and adapting to the changing business climate as many countries went through periods of lockdown, and then again as organisations had to resume operations under tough constraints. The response to the crisis also saw many Clubs in the region

launch relief efforts to assist front-line workers.

The Region had to remain agile, adapting the office work plan to deliver activities online. These included: eight webinars (on themes such as crisis management in tourism, future urban mobility, digital marketing); a revamp of the Region's Innovation Hub, which was also presented and made available to all Regions; and the development of an e-learning platform for Clubs' road patrols. The 'COVID Travel Monitor', spontaneously launched in March with no less than 30 Clubs contributing weekly, is now an invaluable resource to keep members informed on travel restrictions.

The year wasn't solely concerned with responses to the pandemic, however, and throughout 2020, the Region continued to work on its core mission to reinforce the position of Mobility Clubs in the political landscape, raising awareness on motorists' needs. Three studies were commissioned: challenging the EU Commission's assumptions on the external costs of motoring; highlighting technical shortcomings and awareness gap among motorists when it comes to Advanced Driver Assistance Systems (ADAS); and proposing a model for Clubs to access vehicle data while safeguarding cybersecurity.

Consumer programmes and campaigns were also launched and consolidated, including the ADAS campaign, which was deployed by 20 Clubs, while two pan-European consumer surveys were undertaken (the latest of which on the impact of COVID-19 on individual mobility). Meanwhile, Green NCAP now comprises an increasing number of vehicle models and can start providing objective information for motorists on the environmental performance of their cars.

Seeking Strength and Sustainability



Mike Noon,
FIA President of Region II

Region II

As with its sister regions, FIA Region II adapted swiftly to the arrival of the COVID-19 pandemic and the restrictions around travel and physical gatherings by reorganising its mentoring, networking and knowledge exchange activities to work remotely, though the challenges in organising virtual conferences were numerous.

Clubs in the Region also reacted with a strong will to assist members and to help vulnerable communities with supplies of food, water, medicines and shelter, and a number of relief programmes were initiated from Indonesia and the Philippines, to New Zealand, Australia and Japan.

Ultimately, the pandemic made all Clubs look closely at their business model to understand what is important for member retention and Club sustainability. Clubs have been innovating and many will emerge stronger, more focused and competitive in the future.

Despite the challenges, the year was one of many achievements. The Australian Automobile Association launched 'Drive in the Moment', a toolkit addressing driver distraction, and this is now being adapted for the New Zealand Automobile Association (NZAA). It will also be made available to all FIA Clubs. Clubs in the Region benefited from FIA Grants, including a 'Capacity Building' Grant for the FIA School Assessment Programme. The grant will assist AA Ceylon and the Asian Injury Prevention Foundation (Vietnam) in carrying out infrastructural development to improve child safety around schools. Elsewhere, AA Ceylon secured consultancy advice with EY-Parthenon via the FIA Mobility Worldwide programme. The Region's Executive Committee is working closely with two Associate Member Clubs to bring them to full Mobility Membership.

Looking forward, it has been identified that as many of the Region's Clubs are heavily reliant on tourism products such as International Driving Permits (IDPs) and *Carnets de Passages en Douane* (CPDs), it will be important to rebuild these businesses when borders reopen and plans are being formulated to help Clubs with digital campaigns to grow sales.

Advancing Advocacy



*Tim Shearman,
FIA President of Region III*

Region III

With economies in FIA Region III heavily reliant on inbound or outbound tourism, the COVID-19 pandemic had a severe impact on many Clubs' businesses and on Club activities. Although Club representatives were fortunate to be able to meet in person in Panama in January, travel restrictions later in the year meant that the Region III

Symposium had to be cancelled. Lockdown periods and difficult operating conditions thereafter also meant that many of the strategies discussed in Panama have been delayed until conditions improve. FIA Region III Clubs were also active participants in the FIA Americas eBusiness Workshop held in early September.

The FIA Mobility Worldwide programme has been beneficial in helping some Clubs persevere during these difficult times. Online business sessions and education programmes have enabled Member Clubs to stay informed, improve existing strengths and develop new skills.

The Canadian Automobile Association (CAA) used some of its excess roadside assistance capacity to help where possible, by delivering food and medication to those in need and offering complimentary roadside assistance benefits to all healthcare workers. CAA insurance companies also provided millions of dollars of rebates to customers as their driving and living habits have changed significantly due to COVID-19.

Despite the difficult conditions, Clubs in the Region continued with advocacy work. With the assistance of a road safety grant from the FIA, CAA launched its 'Unplug and Drive' campaign aimed at getting driver to put their phone away while at the wheel and with the assistance of funding from the Canadian Government it also launched the 'Do Anything But Drive' initiative warning of the risks of the effects of cannabis on driving following the legalisation of cannabis edibles in the country. The associated website garnered more than 50 million impressions and 6.8 million completed views.

In the Dominican Republic, the Automóvil Club Dominicano (ACD) was instrumental in the launch in 2020 of a Mobile Traffic Safety Park, which complements the fixed site location inaugurated in 2019. The ACD was also a recipient of the FIA Safe and Affordable Helmet Initiative, which was instrumental in the government's adoption of the UN standard.

The Jamaica Automobile Association (JAA) is committed to promoting the need for road safety at all levels of the society, including educating students at the primary and high school levels about road safety, through the donation of 'road furniture' to the Police Mobile Unit of the Jamaica Constabulary Force.

Ensuring Club Security and Road Safety



*Jorge Tomasi Crisci,
FIA President of Region IV*

Region IV

With advent of the COVID-19 pandemic, FIA Region IV deployed a number of online initiatives to support Clubs including the FIA Americas eBusiness Workshop, a virtual event organised by the Touring y Automóvil Club de Colombia and the FIA Mobility and Sport Divisions held in September. Representatives from FIA Regions III and IV, NACAM, and CODASUR joined the sessions on Mobility and Sport remotely.

As the crisis deepened, in June, the Automóvil Club del Ecuador (ANETA), with the support of FIA Region IV, developed an app to meet the growing demand for delivery services in Ecuador. Named 'ANETA Express', the app was first tested in the cities of Quito and Guayaquil, and now it is operating at a national level.

Later in the year, a series of online seminars to address the subject of post-pandemic mobility were organised by the Touring y Automóvil Club del Peru (TACP), Touring y Automóvil Club de Colombia (ACC), the Touring y Automóvil Club Paraguayo (TACPy), and the Automóvil Club de México (ANA).

With the support of FIA Region IV, the Touring y Automóvil Club de Colombia, the Automóvil Club del Ecuador and Automóvil Club del Uruguay implemented and conducted an internal audit as part of its successful application for ISO 39001 (Road Traffic Safety Management System) certification. The Touring y Automóvil Club del Peru and the Touring y Automóvil Club Paraguayo also received the same certification.

The Region was also strongly active in the area of road safety advocacy in 2020. The regional office developed multimedia content for Club members to assist them in implementing public policy and in training driving-school students via an online campus.

Finally, on the topic of sustainable mobility, the Region participated in the deployment of the *Me Comprometo* campaign of the UN Environment Programme. Moreover, to further the Quito Agreement for sustainable mobility and sports, FIA Region IV organised a Sustainable Mobility Seminar attended by 26 participants from 14 Clubs.

STEERING TOWARDS THE SAFEST PATH

The Federation's quest to reduce fatalities and injuries on the world's roads was strengthened in 2020 through the framing of a new FIA Road Safety Advocacy Strategy and through advocacy actions.

FIA Mobility Policy Commission

The FIA Mobility Policy Commission met seven times in 2020. Under the Chairmanship of Ferry Smith from the Royal Dutch Touring Club ANWB, the Commission was involved in the strategic work of designing the new FIA Road Safety Advocacy Strategy (2021-23).

The Commission also 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, such as the feasibility study to design an FIA Road Safety Index to benchmark the safety performance of large corporations and 'Drive in the Moment', a research- and evidence-based toolkit designed to help drivers reduce their smartphone use behind the wheel.

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

Supporting a Global Road Safety Agenda

In 2020, the FIA and a delegation of 68 representatives coming from 43 Member Organisations from 41 countries, including the FIA President, the FIA Deputy President for Automobile Mobility and Tourism and the four FIA Mobility Regions Presidents, participated in the 3rd Global Ministerial Conference on Road Safety, which took place in Stockholm, Sweden, on 19-20 February.

The Conference, convened under the banner 'Achieving Global Goals 2030', brought together more than 80 ministers and heads of delegation, and 1,700 delegates from around the world, and resulted in the 'Stockholm Declaration', which calls for a new global target of a 50% reduction in road traffic deaths and injuries by 2030. The declaration has been endorsed by the UN General Assembly. The new road safety resolution launched the period 2021–2030 as the Second Decade of Action for Road Safety.

During the year, the FIA continued to ensure strategic guidance to the United Nations Road Safety Fund, created to help low- and middle-income countries put in place effective national road safety systems.

The Federation also supported 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.



FIA Clubs meeting before the start of the 3rd Global Ministerial Conference on Road Safety, Stockholm, Sweden, 18 February 2020

FIA High Level Panel for Road Safety



Meeting of the members of the FIA High Level Panel for Road Safety, Monaco, 28 October 2020

The FIA High Level Panel for Road Safety is an FIA-led initiative that brings together leaders from international institutions (UN agencies, the World Bank and the European Commission, among others), from top private corporations (mostly, but not exclusively, from the mobility sector) and from NGOs and associations (many linked to sport) with the aim to lead change in road safety globally. During 2020, the Panel continued its efforts to bring the scourge of road crashes to the forefront of the policy debate.

The members of the FIA High Level Panel for Road Safety (HLP) met twice: in Stockholm, on 18 February, on the eve of the 3rd Global Ministerial Conference for Road Safety, and in Monaco, on 28 October, where most of the participants joined via videoconference. The HLP Experts and Advisors also met via video conference on 14 April, 11 September and 11 December.

At the meeting in Stockholm, the Panel presented the report 'Road Safety as if it Really Mattered: A Sea-change in Thinking'. This document calls for safety to be made the core value of the road mobility system. This new approach, no longer based on interventions and the treatment of the symptoms of unsafe road systems, relies on safety as being the starting point of any system and a fundamental value.

Building on the work undertaken in 2019, the HLP has continued in 2020 to address the poor quality of data related to road traffic by supporting the creation and implementation of Regional Road Safety Observatories worldwide, in cooperation with the World Bank and International Transport Forum (ITF). The importance of the work undertaken by the Regional Road Safety Observatories was highlighted at the 3rd Global Ministerial Conference with a specific reference included in the new UN General Assembly resolution on the 2nd Decade of Action for Road Safety.

In Latin America and the Caribbean, in partnership with the Inter-American Development Bank (IDB), the Panel continued its work in calling for the insurance sector to help improve road safety, with four *Movernos Seguros* pilot projects. In Paraguay and El Salvador, the goal is to help establish a compulsory motor insurance scheme, while in Costa Rica,

the *Movernos Seguros* team is helping public authorities with the revision of its compulsory motor insurance law. In the Dominican Republic, where the compulsory insurance provides coverage for personal and material damages, the objective is to introduce modifications to improve the situation of incident victims.

The *Movernos Seguros* team is also working with the FIA Region IV Clubs to strengthen ties with insurance companies and produce exclusive insurance products that benefit novice drivers, Club members, and affiliates.

Together with the World Bank, the HLP is working on attracting private investors to road safety projects. The World Bank is advancing in the design of 'road safety bonds' (similar to green bonds), which will be presented to investors in a dedicated event planned to take place in the course of 2021.

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. This project now receives funding from the United Nations Road Safety Fund.



PROMOTING SAFETY IN EVERY ENVIRONMENT

In light of the COVID-19 pandemic, the road safety partnership between the FIA and JCDecaux proved its resilience and adapted all along the year to ensure the promotion of the #3500LIVES Campaign message to put safety first, at home and on the road.



AS **#3500LIVES** ROAD SAFETY CAMPAIGN AMBASSADORS, TO SAVE LIVES, WE FOLLOW THE RULES ON THE ROAD AND NOW IN OUR HOMES.

STAY SAFE. STAY HOME. STAY COMMITTED.

#STAYHOME #RACEAGAINSTCOVID

JCDecaux 

Simple Advice to Save Lives

The #3500LIVES Campaign was launched with the objective of overcoming the road safety crisis that kills more than 3,500 people in the world each day through the delivery of a range of simple messages encouraging safe behaviour at the wheel and on the roads.

Since its launch in March 2017, the #3500LIVES Campaign has been joined by 18 ambassadors from the world of sport, entertainment and politics, who have been promoting 13 key messages spread across 17 visuals.

The fourth year of the campaign began with the promotion of its messages at the Winter Youth Olympic Games (YOG) held in Lausanne, Switzerland, from 10-22 January. The YOG hosted an FIA stand featuring the #3500LIVES Global Road Safety Campaign at which visitors had the chance to experience the reasoning behind eight of the rules promoted by the campaign through interactive activities including goggles simulating the effects of alcohol, a BATAK game to test their reflexes, and a simulation of a head-on collision among others. With road crashes being the number one cause of death for young people aged 5-29 years worldwide, these rules were especially relevant to raise awareness among the youth attending the YOG.

Adapting for Crisis Communication

However, despite the continued success of the campaign, during the year, opportunities to reach even more people were curtailed by the measures imposed in many countries due to COVID-19.

In light of the unprecedented upheaval caused by the pandemic, the FIA and JCDecaux decided to adapt the #3500LIVES Campaign message to promote one simple rule during the lockdown periods: 'Stay Safe. Stay Home. Stay Committed.'

To that end, a new social media asset featuring the 18 Campaign Ambassadors was developed. Encouraging everyone to stay home during the lockdowns, this new campaign visual used #StayHome as well as #RaceAgainstCovid, which is common for all FIA initiatives related to COVID-19.

Thanks to the continuous support of the #3500LIVES Campaign Ambassadors, the FIA's #StayHome message has been seen by more than three million people.

Reinforcing the Message

Following the softening and lifting of lockdown measures, the campaign continued to carry its message for road safety outdoor. In 2020, it was displayed in 79 countries in 1,157 towns and cities on 112,099 panels, and translated into 33 languages.

With Clubs invited to select the visuals best suited to complete their domestic road safety campaigns and to address COVID-19 related road safety issues — such as the tendency to speed on roads carrying reduced traffic flow — the #3500LIVES Campaign was more targeted than ever in 2020.

TODAY 3,500 PEOPLE WILL DIE ON THE ROAD

WATCH OUT FOR PEDESTRIANS

WILL FERRETS
CHARLÈNE OF MONACO

CHARLES LECLERC
FIA FORMULA ONE RACING DRIVER

USE A CHILD SAFETY SEAT

MICHELLE YEH
ACTRESS, PRODUCER AND DREAM CATCHER AMBASSADOR

NEVER DRINK AND DRIVE

NICO ROSBERG
2016 FIA FORMULA ONE WORLD CHAMPION

SLOW DOWN FOR KIDS

PATRICK DEMPSEY
ACTOR, DIRECTOR, PRODUCER, RACE CAR DRIVER

CHECK YOUR TYRES

RAFAEL NADAL
TENNIS PLAYER, WINNER OF 22 GRAND SLAM TITLES

BUCKLE UP

FERNANDO ALONSO
TWO-TIME FIA FORMULA ONE WORLD CHAMPION, 2018-2019 FIA DRIVERS' LAMP WORLD ENDURANCE CHAMPION

DON'T TEXT AND DRIVE

PHARRELL WILLIAMS
MUSICIAN, PRODUCER AND RECORD PRODUCER

LOOK BEFORE CROSSING

FELIPE MASSA
FORMULA ONE RACING DRIVER, FORMER FORMULA ONE RACING DRIVER

STOP WHEN YOU'RE TIRED

ANTOINE GRIEZMANN
INTERNATIONAL FOOTBALL PLAYER

MAKE ROAD SAFETY A PRIORITY

ANNE HIDALGO
PARALYMPIC

ALWAYS PAY ATTENTION

VANESSA LOW
LONG JUMP PARALYMPIC, GOLD MEDAL CHAMPION

STAY BRIGHT

HAILE GEBRSELASSIE
LONG DISTANCE RUNNING, OLYMPIC AND WORLD CHAMPION

CHECK YOUR VISION

MICHAEL FASSBENDER

DON'T LET YOUR FRIENDS DRIVE DRUNK

WAYNE VAN NIEKERK
2004 OLYMPIC GOLD MEDAL AND WORLD CHAMPION

WEAR A HELMET

MARC MARQUEZ
GRAND PRIX

OBEY THE SPEED LIMIT

YOHAN BLAKE
4x 100M OLYMPIC AND WORLD CHAMPION, 100M WORLD CHAMPION

WATCH OUT FOR KIDS

DIDIER DROGBA
INTERNATIONAL FOOTBALL PLAYER

FIA ACTION FOR ROAD SAFETY

SUPPORT THE FIA'S MANIFESTO FOR GLOBAL ROAD SAFETY AT:

FIA.COM

#3500LIVES

In partnership with JCDecaux

INVESTING IN SAFER OUTCOMES

In a difficult year, road safety improvement projects continued to be implemented worldwide by FIA Member Clubs, thanks to support from the FIA Road Safety Grants Programme and through the development of a programme for increasing road safety around schools. Additionally, safety during the pandemic was boosted through a partnership with the International Federation of Red Cross and Red Crescent Societies (IFRC).

Supporting Global Road Safety Projects

In the eight years since its establishment, the FIA Road Safety Grants Programme has funded over 420 initiatives in more than 95 countries. Assistance was provided under four streams – ‘Global Action’, ‘Transformation’, ‘Capacity Building’ and ‘Collaboration’ – and 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.

Transformative Actions

The 2020 ‘Global Action’ stream supported the ‘This is My Street’ campaign, a global advocacy campaign for safe and healthy journeys launched by the FIA Foundation in support of the Sustainable Development Goals agenda. Grants were awarded to FIA Member Clubs in 41 countries.

Sixteen projects received support under the ‘Transformation’ stream. The projects funded include the improvement of road infrastructure around schools in Nepal and Vietnam, as well as safety training sessions in Tanzania, Singapore, and Tunisia. In that context, FIA Member Clubs in Belarus and Moldova implemented activities focusing on the disabled people and improving accessibility. A further 18 projects have been approved and will be deployed starting from the end of 2020.



Capacity for Change at Every Level

Within the ‘Capacity Building’ stream, a number of advocacy tools have been designed for deployment by FIA Member Clubs in 2021. The ‘Drive in the Moment’ toolkit is a new resource developed by the Australian Automobile Association (AAA) that applies proven approaches to reducing speeding and mobile phone distracted driving. The initiative models its approach on principles designed to break harmful habits like smoking or gambling. A full range of assets will be made available to FIA Member Clubs as part of the ‘Drive in the Moment’ package to allow them to deploy it in 2021.

During 2020, support for the International Transport Forum (ITF) in strengthening Safer City Streets continued. The initiative includes a network of more than 50 cities and an objective to share best practice in urban road safety management and to develop a database of city-level road safety data. The ‘Best Practice for Urban Road Safety’ report highlights relevant experiences aimed at reducing the number of traffic casualties and protecting vulnerable road users in cities.

The programme also supported the FIA Road Safety Index initiative. The project builds on one of the recommendations of the ‘Stockholm Declaration’, which calls upon businesses in every industry sector to apply safe system principles to their entire value chain, including internal practices, procurement, production and distribution process, and to include reporting of safety performance in their sustainability reports. A feasibility study has been completed to set the direction for its full implementation in 2021.

At the regional level, through the ‘Collaboration’ stream, the programme supported the European Best Young Driver national events and the regional road safety campaign in FIA Region I. It also helped with the deployment of the FIA School Assessment Programme in FIA Region II and awareness campaigns in FIA Region IV.

Emergency Response: Partnering with the IFRC



Following the announcement in May 2020 that the FIA and the International Federation of Red Cross and Red Crescent Societies (IFRC) would strengthen their long-standing partnership in response to the global pandemic, the FIA Road Safety Grants Programme continued to strengthen the cooperation between FIA Member Clubs and Red Cross and Red Crescent National Societies by scaling up interventions to prevent the spread of COVID-19.

FIA Member Clubs partnered with National Societies of the Federation of Red Cross and Red Crescent Societies (IFRC) with projects implemented in 10 countries: Bulgaria, Costa Rica, Cyprus, Georgia, Kosovo, Latvia, Malta, Panama, the Philippines and Ukraine. Activities will include distribution of Personal Protection Equipment, goods, awareness campaigns, first aid training sessions as well as providing isolation capsules to ambulances.

In an example of the successful collaborations undertaken, among the first of the joint projects launched was the campaign of the Union of Bulgarian Motorists (UAB) and the Bulgarian Red Cross (BRC) to raise awareness on COVID-19 spread and barrier gestures.

The aim of the initiative was to raise awareness on the risks people are exposed to while using public transport and the importance of respecting the social distancing as well as the sanitary measures.

Safer School Journeys: FIA School Assessment Programme



In 2020, the FIA launched the FIA School Assessment Programme to support FIA Member Clubs in planning and carrying out school road safety assessments. The programme helps design effective advocacy strategies and practical interventions to save lives and reduce serious injuries.

The programme is a dedicated web-based repository of information, guidelines and templates designed to assist FIA Clubs in planning, resourcing, applying and advocating for upgrades that will save children's lives with a 3-star or better journey to school. The resource covers the four major stages of creating a successful school assessment project:

- Building the foundations of the project;
- Planning the assessment;
- Conducting a school safety assessment;
- Communicating results and scaling up the outcomes.

ACHIEVEMENTS IN SAFE MOBILITY

In 2020, the FIA made serious headway on a major road safety issue through the creation of a safe and affordable helmet for use in developing nations. The Federation also celebrated a notable success with its 2020 FIA Road Safety Award.

2020 FIA Road Safety Award



As part of the FIA's global advocacy agenda, the FIA continues to present its annual FIA Road Safety Awards to honour the best of the many initiatives, organisations and individuals improving road safety and contributing to reducing the loss of lives on roads. The FIA Road Safety Awards are open to all Mobility and Sport Clubs.

To recognise FIA Members' resilience in the face of challenging times as well as their flexibility and strong commitment to road safety in 2020, the FIA opened nominations for the 'Most Effective Road Safety Intervention by an FIA Club' as part of the Awards scheme. Special Mention may be awarded to an individual or an organisation nominated for an exceptional story in response to the COVID-19 pandemic.

Projects and activities proposed for an FIA Road Safety Award shall comply with the following criteria: relevance, legacy, innovation, sustainability, and evidence.

A jury including FIA Deputy President for Automobile Mobility and Tourism, FIA Presidents of Region I, II, III and IV, Chairs of the FIA Mobility Commissions and the Executive Director of the FIA Foundation selected the 2020 award winner.

At the World Council for Automobile Mobility and Tourism meeting during the FIA Annual General Assembly week, FIA President Jean Todt officially announced the Australian Automobile Association as the recipient of the 2020 FIA Road Safety Award for "the Most Effective Road Safety Intervention by an FIA Club" for its 'Drive in the Moment' initiative.

Aimed at tackling mobile phone use addiction while at the wheel, 'Drive in the Moment' was supported by an FIA Road Safety Transformation Grant and developed in collaboration with the New Zealand Automobile Association (NZAA). The initiative is based on research to build evidence-based resources aimed at reducing in-vehicle mobile phone use by young drivers.

The research has investigated the frequency, types of use and motivations of drivers using their smartphones. Moreover, it has quantified the relative risk of driving distracted by a mobile phone by comparing it to a number of other well-established risky behaviours.

Following the research, the AAA developed a 'Drive in the Moment' toolkit, which was rolled out across Australia through the Member Clubs of the Australian Automobile Association (AAA), and will be launched in New Zealand as a partnership between the New Zealand Automobile Association and its affiliate Students Against Dangerous Driving.

Announcing the recipient of the 2020 award, FIA President Jean Todt said: "This a great achievement for AAA and its outgoing President Elizabeth Perry who will be missed as a member of the World Council. I congratulate you on winning this year's trophy."

Outgoing AAA President Perry said: "We are very grateful for the FIA Foundation's strong support for this project. Finding new and more effective ways of reducing phone use behind the wheel is in everyone's interest and together with the ongoing support of the FIA, we look forward to helping other Clubs use the resources we have developed."

The toolkit will be available to all FIA Member Clubs interested in deploying it, and a full range of assets will be available as part of the 'Drive in the Moment' package.

AAA Managing Director Michael Bradley said: "The FIA's investment in this project has delivered much-needed contemporary research on young drivers and their use of smartphones. But more importantly, it has also built an international solution to what is an international problem."

FIA Secretary General for Automobile Mobility and Tourism at the time Andrew McKellar added: "The 'Drive in the Moment' toolkit is a great demonstration of how road safety grants can be used and developed for the future. Evidence-based and very detailed, it delivers a practical toolkit that addresses driver distraction and can be rolled out across the FIA Club network."

FIA Safe and Affordable Helmet Initiative



The FIA has launched the FIA Safe and Affordable Helmet Initiative to promote worldwide availability of a UN standard certified affordable safe motorcycle helmet, to strengthen legislation and to increase higher quality helmet use in low- and middle-income countries.

Research shows that helmet wearing is one of the most effective road safety interventions, reducing the number of head injuries among moped riders and motorcyclists by around 44%. The FIA therefore sought to facilitate the creation of a motorcycle helmet meeting UN safety standards, that would be comfortable in hot and humid climates, and available at a target selling price of around 20 USD.

To begin the process, the FIA called upon helmet manufacturers that already produce lightweight helmets with good ventilation to fine-tune the design of the new helmet to make it affordable without compromising safety performance.

Pilot tests of the helmet are currently underway in two different markets – Jamaica and Tanzania. These tests will be followed by projects in Colombia, Costa Rica and the Dominican Republic in the first half of 2021, with the aim of showcasing the importance of high-quality helmets and creating the market conditions for large-scale distribution. While a small number of international helmet manufacturers plan to participate in the production in the first year, the objective is for this number to grow, with dedicated manufacturers being appointed for defined regions around the world.

In November, it was announced that the Keep Fighting Foundation, founded by the family of Michael Schumacher to promote the spirit of perseverance that characterised the seven-time FIA Formula 1 World Champion would be the first partner of the FIA Safe and Affordable Helmet Initiative.

The Keep Fighting Foundation agreed to fund the production of 5,000 helmets, which will be distributed free of charge to beneficiaries to be chosen at the beginning of 2021. To celebrate the partnership, a unique design around the Foundation's logo has been created depicting a dragon as a symbol of power and strength – an artwork well-known among Michael Schumacher fans worldwide.



SHAPING THE DIRECTION OF TRAVEL

While 2020 was defined by responses to the immediate threat of COVID-19, the cross-pillar FIA Commissions continued the vital work to counter the longer-term threat of climate change, while also pursuing access to mobility for all.

FIA Environment and Sustainability Commission



The FIA Environment and Sustainability Commission met twice via video conference, with working group meetings also being carried out between Commission meetings.

The Commission has continued its work guiding the FIA Environmental Accreditation Programme, which helps FIA Member Clubs worldwide to measure and improve their performance. It introduces clear and consistent environmental management procedures and provides a framework against which Clubs can accredit their activities.

For 2020, all pilot Clubs have received their accreditation letters and certificates, with the Norges Automobil-Forbund (NAF) and the Automóvil Club del Ecuador (ANETA) receiving the full 3-star accreditation. The Royal Automobile Club of Western Australia (RAC WA) received a 2-star accreditation. During 2020, 3-star accreditation audits were conducted remotely.

The accreditation roadmap has been put on hold since the advent of COVID-19, but they will be resumed once the situation returns to normal. Supporting documentation including case studies from the mobility pilot Clubs (NAF, ANETA, RAC WA), has been made available on the FIA's website.

The Commission has also been creating an overarching Environmental Strategy for the FIA. Launched in December 2020, this strategy will guide the FIA towards improved sustainability practices and offer guidance to interested Member Organisations.

FIA Disability and Accessibility Commission



The FIA Disability and Accessibility Commission met twice in 2020, with meetings taking place via videoconference. For 2020, the Commission also welcomed several new Mobility members from Clubs active in disability and accessibility issues. These members have contributed to the Commission's agenda by providing strategic guidance on its areas of focus.

One of these key initiatives, the FIA Disabled Driver Database, underwent substantial development in 2020. This project, which is being carried out in collaboration with the International Transport Forum (ITF), aims to provide a global database of disabled driving regulations for all motorists, specifically those who are disabled and their assisting persons.

The database was assembled utilising FIA Club responses to a survey entitled 'Travel Opportunities for Motorists with a Disability'. The survey collected information on disabled driving regulations, focusing on legal restrictions for disabled drivers, parking rules and the availability of adapted rental vehicles. The next step in this project is the development of a website built to full accessibility web standards.

Innovative Urban Mobility Platform



For 2020, the platform has continued to develop to meet the needs of FIA Member Clubs in relation to tomorrow's urban mobility issues.

Looking at the first pillar, the Smart Cities Tracker tool, developed with Frost & Sullivan, serves Clubs by providing access to an exhaustive dataset of urban mobility indicators from over 100 cities around the world. As part of the development of this tool, the FIA Sustainable Mobility Programme has supported the inclusion of ten new cities.

The second pillar of the Innovative Urban Mobility Platform is built around modelling and simulation of urban mobility scenarios. Working with four FIA Member Clubs and German conglomerate Siemens, which is the FIA's Official Supplier of Urban Mobility Advocacy Solutions, these pilot projects, financed by the FIA Innovation Fund, are putting Clubs at the forefront of local transport issues by providing them with best-in-class technology for their advocacy needs.

FIA Sustainable Mobility Programme



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

For 2020, the FIA has supported a number of Club-led initiatives, including the ongoing development of the Life Cycle Assessment tool and Green NCAP, as well as a new initiative on accessible and inclusive mobility led by the Eastern Alliance for Safe and Sustainable Transport (EASST) and FIA Clubs AMAK (Azerbaijan), ACM (Moldova) and BKA (Belarus).

Working with Austrian Club, ÖAMTC, the Life Cycle Assessment tool estimates the total CO₂ emissions of a vehicle over its entire life cycle, including production, operation and recycling.

The tool has been further developed to include new countries (all European countries, Japan, China, India, the USA, South Korea, Chile, Costa Rica and South Africa), as well as a full update of the background data of the tool to ensure relativity with the latest research and findings. It also now integrates Green NCAP findings in order to provide vehicle specific life cycle assessment for over 50 vehicle models. The tool is currently available to FIA Member Clubs via FIA Networks, with the updated version of the tool being made available in the first half of 2021.

'Travel Confident' is a new project for the FIA Sustainable Mobility Programme for 2020 aimed at making public transport more accessible and inclusive of the needs of people with disabilities in low- and middle-income countries so they can travel independently and with confidence.

As mentioned before, the project is being implemented by the EASST, AMAK, ACM and BKA and will improve access to public transport for passengers with disabilities. Working with public transport operators, 'Travel Confident' aims to foster best practice, raise awareness, and improve public transport for disabled transport users. The project will also empower passengers with disabilities to know their rights and travel confidently.

VIRTUAL VISIONS OF TOMORROW



The global pandemic prevented the FIA Smart Cities initiative from using its usual platform alongside Formula E events worldwide, but an initiative that relies on technological innovation was always going to find a way to virtually plan future urban landscapes.

Online Innovation

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 initiative built around three pillars – the Forum, the Global Start-Up Contest and Legacy – aims to leverage the FIA's expertise in the field of urban mobility for a better urban future.

In normal circumstances, FIA Smart Cities Forums would have been held in conjunction with select events on the ABB FIA Formula E Championship calendar. However, in light of the COVID-19 pandemic, the FIA Smart Cities Season 4 was adapted to be delivered in a fully digital format.

An interactive virtual platform was created to deliver three eForums covering three different regions and topics:

- Europe (22 July) on 'COVID-19 and its Impact on Urban Mobility';
- Asia-Pacific (23 September) on 'Resilience and Adaptation to a New Mobility Normal';
- the Americas (12 November) on 'Shaping Cities for a Smarter Future'.

Meanwhile, a virtual 'Expo' space allowed FIA Member Clubs, Partners and Formula E teams to showcase and demonstrate their initiatives. The Expo space featured booths from organisations such as Julius Baer, ABB, Mahindra Racing, Mercedes Benz EQ FE team, and the World Business Council for Sustainable Development (WBCSD), among others.

The eForums gave the floor to speakers from a number of FIA Member Clubs including ÖAMTC (Austria), RACC Foundation (Spain), RAC WA (Australia) and ACC (Colombia), as well as from organisations such as the International Transport Forum (ITF), the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), the American Automobile Association (AAA), Shell, Deloitte, and Frost & Sullivan.

In all, the eForums attracted more than 400 attendees with 35 FIA Member Clubs represented.

The Season 4 of the initiative concluded with an FIA Smart Cities Leaders eTalk hosted by the Smart City Live 2020 online platform of the Smart City World Expo Congress. Gathering speakers from Formula E, ABB, Julius Baer and the RACC Foundation, the Leaders eTalk provided insights on how the power of innovation can be leveraged to promote efficient and reliable smart cities solutions for a post-pandemic world.

Disrupting Normal Traffic

The FIA Smart Cities Global Start-Up Contest aims to identify disruptive and innovative solutions to address the main challenges cities are facing in the field of sustainable urban mobility.

The Season 4 of the contest, powered by MassChallenge, chose 18 finalists who demonstrated their ability to drive change through an inspiring range of products and services that included sensors for autonomous vehicles, new solutions for waste management, docking stations for shared electric scooters, and a platform for connected car commerce.

As with the FIA Smart Cities Forums, this year's FIA Smart Cities Global Start-Up Contest took to a video conferencing platform, allowing for interaction via Q&As and networking.

The three rounds of the contest focused on three different regions of the world – Europe (April), Asia (May), Americas (July) – with each round featuring six start-ups from the region. Each organisation pitched to a jury of representatives of FIA Smart Cities Partners, FIA Member Clubs, Industry and Mobility experts.

The Season 4 winners were: urban mobility data aggregator Fluctuo (Europe), atmospheric data monitoring organisation Aurassure (Asia), and commuter platforms Commutifi (North America) and Inmotiongroup (South America), both of which analyse the way communities move to provide their users with the fastest, most accessible and greenest ways of getting around the city.

Navigating the Cities of Tomorrow

To share the latest ideas and developments in smart urban transport transformations and to promote sustainable and inclusive mobility through innovation and new technologies, FIA Smart Cities also launched the 'FIA Smart Cities Voices', a video and podcast interview series that gives the floor to global mobility experts.

In 2020, three podcasts were released featuring Scientific Director and Co-founder of the ETI Chair of the Paris 1-Panthéon Sorbonne University / IAE Paris-Sorbonne Business School Professor Carlos Moreno, Team Principal and Managing Director of the Mercedes-Benz EQ Formula E Team Ian James and Director of the RACC Foundation at the time Lluís Puerto.



“ With COVID-19, we don’t know what the legacy will be yet and I think that’s very much true for automated vehicles as well. They will probably reshape our cities but a lot of that still needs to be worked out, and a lot of that is relying on the stage the technology is at. ”

ANNE STILL

General Manager,
Public Policy & Mobility,
Royal Automobile
Club of Western
Australia



“ The need for new mobility has not changed and I expect that shared services will increase again and will reach the level they had before the crisis, as soon as cleanliness issues are solved and people do not feel they are taking a risk when using public transportation. ”

BERNHARD WIESINGER

Director for Consumer &
Member Interests,
ÖAMTC



“ If we want to see public private cooperation to establish a shared vision of what the future of mobility means, I think we need a legal framework. Setting out the roles, pushing transparency and openness of data sharing to the market in order to help new services is absolutely necessary. ”

LLUIS PUERTO

Former Director,
RACC
Foundation



“ Big data can provide us with the opportunity to learn much more about the roads and mobility, and give us the opportunity to transmit this information to the users. ”

ALFREDO ALBORNOZ

General Manager,
Touring & Automóvil
Club de
Colombia



BUILDING BETTER CAPACITY

In 2020, the FIA continued to support its Member Organisations through a mixture of capacity-building strategies, mentoring, and grant aid. This included the creation of dedicated online business development services in response to the economic impact of the pandemic. Meanwhile, the second season of the FIA Smart Driving Challenge once again helped to boost smart driving skills around the world.

FIA Mobility Services Commission



Composed of ten members representing the four FIA Mobility Regions and chaired by Luis Figueiredo from the Automóvel Club de Portugal, the FIA Mobility Services Commission (MSC) works closely with the FIA Mobility Division in its mission to support the development and growth of FIA Member Clubs around the world.

Due to the COVID-19 pandemic, the 2020 FIA Mobility Services Commission meetings were organised virtually. Despite the logistical complications, MSC members have been able to keep working on strategic topics, in consultation and with the support of Mobility Clubs:

- Mobility as a Service (MaaS) projects;
- Global Rewards project;
- Global Driver Training programmes;
- Tourism projects: OTA database (VIAFIA), IDPs, CPDs.

FIA Club Development Programme

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

The Programme funds projects within the following categories: Events and Learning; Exchange and Mentoring; Communication and Marketing; Regional Strengthening, and Seed Funding.

In 2020, many FIA Club Development Programme projects were affected by the repercussions of the COVID-19 pandemic and a significant number of events were cancelled. In light of the impact, the FIA Mobility Regions decided to repurpose the unutilised funds for the benefit of individual FIA Member Clubs in need of assistance, selected through the FIA Mobility Worldwide programme. This was especially relevant in the case of Region IV.

Other initiatives supported were the Region I Digital Marketing and Business Development Workshop, Region II's Innovation Hub and other web-based programmes, as well as the FIA University support (Emerging Leaders Programme) for Region III.

FIA Smart Driving Challenge



The FIA Smart Driving Challenge (FIA SDC), developed in partnership with Enerfy, invites everyday motorists across the world to participate in a challenge encouraging them to adopt smarter, safer and eco-friendlier driving behaviours.

During the challenge, participants' driving patterns are monitored in real time by Artificial Intelligence via the Enerfy digital platform connected to a smartphone app and everyday trips are transformed into a digital score allowing to establish a challenge ranking.

When joining the challenge to become the world's smartest driver, participants are invited to choose a team led by one of a number of prestigious motor sport champions, including Abdulla Al-Khelaifi, Nasser Al-Kuwari, Kevin Hansen, Adel Hussein Abdulla, Suvi Jyrkiäinen, Jutta Kleinschmidt, Johan Kristoffersson, Andreas Mikkelsen, Oliver Solberg, Petter Solberg, Pontus Tidemand, Martin Tomczyk, and Thiago Vivacqua, among others.

After a delay due to the rapid spread of COVID-19, the FIA Smart Driving Challenge Season 2020 lasted from 26 October to 22 November 2020, with a final taking place online via the FIA SDC app from 25 to 29 November.

In 2020, 585 participants and ten Clubs including the Automobile Association of Namibia (AAN), the Automobile Association of South Africa (AASA), the Automobile Club Association (ACA), the Norges Automobil-Forbund (NAF), the Polish Automobile and Motorcycle Federation (PZM), the Qatar Motor and Motorcycle Federation (QMMF), the Royal Automobile Club de Belgique (RACB), the Royal Automobile

Club of Norway (KNA), Svenska Bilsporforbundet (SBF), and the Union des Automobilistes Bulgares (UAB) entered the challenge.

French participant Alexandre Stricher from Sébastien Ogier's team, and member of the Automobile Club Association, won the Season 2020 of the FIA SDC on 29 November.

For FIA Member Clubs, the FIA Smart Driving Challenge is at the crossroads of two important missions: educating drivers to drive safely and efficiently as well as engaging in road safety and sustainability awareness-raising activities. It is also an opportunity for them to expand their membership base by reaching out to new audiences, develop business opportunities with new partners, and promote their Club apps and telematics services.

FIA Americas eBusiness Workshop: Building New Businesses



Following the postponement to 2021 of the FIA American Congress and at the initiative of the Touring y Automóvil Club de Colombia (ACC), FIA Mobility Regions III and IV together with NACAM and CODASUR, and with the support of FIA President Jean Todt, decided to provide concrete solutions to FIA Mobility and Sport Member Clubs of the regions by organising a two-day online event, the FIA Americas eBusiness Workshop.

Under the theme 'Building New Businesses', the workshop combined Mobility and Sport sessions, bringing Member Organisations together around the common objectives of sourcing new opportunities and developing new businesses in the short term.

This two-day event opened with FIA Vice-Presidents for Sport José Abed and Carlos García Remohí, FIA Mobility Regions III and IV Presidents Tim Shearman and Jorge Tomasi Crisci as well as the Host Club's President Ricardo Morales highlighting the importance of preparing FIA Members for the post-COVID-19 world and helping them to identify business ideas and opportunities of interest.

The introductory joint Mobility and Sport plenary gave attendees the opportunity to hear analysis and advice on the current situation from two inspiring personalities: President of the Inter-American Development Bank Luis Alberto Moreno who highlighted the support available to Clubs through international financial institutions and former President of Mexico and current FIA Environment and Sustainability Commission's President Felipe Calderón who discussed the importance, now more than ever, of sustainability.

During the first Mobility session on tourism, a panel composed of speakers from RACE, the CAA, BATA, ACD and IATA discussed how tourism is changing and evolving as a result of the COVID-19 pandemic, how technology and data will accelerate its impact, and how the harmonisation in border regulations are also factors to look into when relaunching the sector.

In the second Mobility session, the CAA, TACP and ACCHI dealt with how the rapid advancement of technology is changing the way insurance businesses operate and interact with customers, generating new opportunities to commercialise and launch new products and services.

The third Mobility session focused on how innovation can help Clubs remain relevant in the market with two European organisations – FIA Member Club RACE and Arc Europe Group – sharing their experience, and highlighting response to customer demands, new market trends, and new requirements and competitors as the key factors influencing continuing appeal to members and ongoing loyalty.

The fourth Mobility session looked at how to monetise road safety, with speakers from the ACC, ANETA and ACU. The experiences of these American Clubs demonstrated that road safety can be optimised while generating valuable returns for the Clubs in terms of brand awareness and income.

The programme ended with the networking 'business opportunities' sessions during which major companies from the Mobility and Sport sectors presented concrete projects to Clubs to help them optimise and increase their businesses.

Gathering 166 participants from 31 Clubs in 30 countries, the event provided a unique opportunity to join forces with colleagues from across the Regions and explore actions to overcome current adversities, share success stories and discover specific alternatives for the implementation of new, low-investment, and low-risk business opportunities.



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ADAPTING TO CRISIS

The system shock of the COVID-19 pandemic put enormous strain on the business of Mobility Organisations, but the FIA and its Member Clubs were swift to adapt to the challenging environment with support, creativity, and resilience.

Staying Connected



The harsh economic effects of the COVID-19 pandemic in 2020 prompted a number of targeted responses from the FIA. As soon as the crisis started, the FIA Mobility Division put into place the One-to-One Consultation Programme with Clubs. These consultations allowed the Federation to better adjust the services it offers to its Members in order to ensure it could provide them with the help and support needed during the period of the pandemic.

Central to this dialogue were questions about the current situation in their country, how the organisation was dealing with the latter, the projected impact of the pandemic on their business, and whether Clubs felt the FIA could help them face the crisis.

Following the consultations, it was decided to reframe the FIA Mobility Worldwide programme. Originally conceived to provide mentoring support to new and existing FIA Member Clubs, with specific focus on emerging and new Clubs as well as countries without an existing FIA Mobility presence, the FIA Mobility Worldwide programme was augmented to deal with the impact of the crisis and to help FIA Clubs survive, re-bounce, and build back stronger.

The FIA Mobility Division joined forces with strategy consultancy firm EY-Parthenon to empower Mobility Clubs and ACNs (in a post-COVID-19 environment) with appropriate tools and skills, and build improved business resilience across the entire FIA Club Network. In cooperation with all participating Clubs, a best practice toolkit was produced to provide practical and tangible solutions to assist Club recovery and growth.

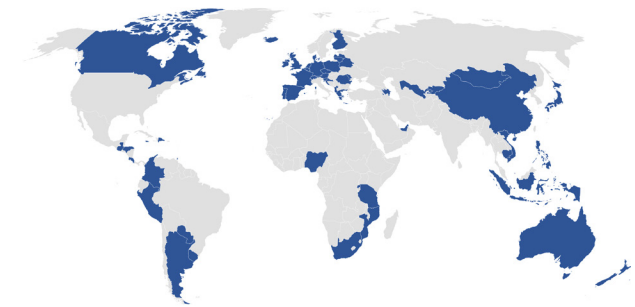
More details of the programme's outcomes can be found on p. 106-107 of this report.

Adapted Services, Virtual Support

As part of the FIA's response, the FIA University last spring launched FIA Stay Tuned, a free-of-charge initiative to support Clubs through the crisis and help them turn obstacles and upheavals of today into opportunities for tomorrow.

Open to all FIA Member Organisations, the programme combined academic training by the ESADE Business School faculty and expertise from FIA Member Clubs with opportunities to discuss and share best practice through: ten live online sessions on 'Innovation', 'Strategy Under Harsh Conditions', 'Leadership', and 'Effective Communication'; a series of Club interviews sharing their experience responding to COVID-19; and one-to-one support for the launch of Club innovation projects.

Stretching from early April to early May, FIA Stay Tuned brought together 260 participants from 73 Member Organisations (35 Mobility Clubs, 24 ACNs, and 14 ASNs) in 59 countries worldwide.



Repartition by country of the FIA Stay Tuned participants.

Going Digital

In an ever more virtual world, the FIA decided to organise its events online, using innovative and interactive digital platforms.

As highlights of the year, the FIA Conference was successfully adapted to a virtual format that brought the FIA Community together in the first joint Mobility and Sport FIA eConference around the common theme of 'Shaping the Future Together', and the FIA Smart Cities initiative was also converted to a digital format for its Season 4.

At the initiative of the Touring y Automóvil Club de Colombia (ACC), the FIA Americas eBusiness Workshop was also

specifically organised by FIA Regions III and IV, NACAM and CODASUR for FIA Members of the Regions to gain insights from successful business models developed by other FIA Member Clubs and to provide access to potential partnership opportunities to develop new initiatives.

Financial Support

Recognising the straitened circumstances many Clubs experienced as a result of the pandemic, the FIA cancelled the Clubs' fixed subscription fee (1st tranche). Within the existing fee structure for Clubs, the cancellation meant that 147 Clubs were exempted from paying membership fees for 2020.

The FIA Club Development Programme was also recalibrated, with unutilised funds being repurposed to benefit individual FIA Member Clubs in need of assistance. These were selected through findings of the FIA Mobility Worldwide programme.

Capacity Building

The FIA Road Safety Grants Programme was adjusted with extended criteria provided to cover COVID-19, in partnership with the International Federation of Red Cross and Red Crescent Societies (IFRC). The FIA Mobility Programme Committee also brought forward the application process to mid-May 2020.

The qualifying criteria were expanded to accommodate not only traditional road-safety-oriented projects, but also initiatives that Clubs could develop in cooperation with IFRC National Societies in response to COVID-19. The long-established institutional partnership between the FIA and the IFRC provided an opportunity for Clubs to get support for emergency or long-term responses to the crisis.

Remodelling Tourism

The FIA Tourism Department is conducting data collection workshops with the VIAFIA network in order to improve the data quality on the site (information on the site is not available to the general public). These workshops include interactive quizzes and training with representatives from FIA Member Organisations and FIA Tourism Department staff. External consultants have also run online demonstrations of what the site will look like to increase Club anticipation for VIAFIA going live.

In the area of marketing for Tourism Services, the rebranding of *Carnets de Passages en Douane* and the Memorandum of Understanding with the UNECE have progressed and the project is now being presented to Clubs and users.

There has also been an assessment of behavioural changes thanks to a partnership with the United Nations' Observatory on Border Crossings Status due to COVID-19. A website dedicated to cross-border mobility and border closures during COVID-19 has been created. The FIA Tourism Department is examining the changes taking place across the regions and studying their impact on mobility services.

Constant Communication

Club initiatives and responses to the pandemic have been showcased on fia.com in the Members section and highlighted at the beginning of the FIA Mobility Newsletters, which are now more widely disseminated.

The FIA Networks website has been regularly updated with useful information regarding new initiatives as well as those already available. Meanwhile, FIA Mobility staff have remained in daily contacts with Clubs to answer specific needs.

A number of initiatives also came from regional offices. The Region I blog has been updated on a regular basis with Club actions and the Region also offered a series of webinars aimed at supporting Clubs. Region II kept updating Member Clubs with the Region II Newsletter and Regions III and IV organised the FIA Americas eBusiness Workshop.



SUPPORTED BY A WORLD OF EXPERIENCE

In one of the most challenging years ever faced by its Club network, the FIA took action with the launch of FIA Mobility Worldwide, a targeted support programme designed to help FIA Member Organisations weather the economic storm caused by the COVID-19 pandemic.

Global Response

In response to the economic impact of the COVID-19 pandemic and the potential lasting effects on FIA Member Clubs and their businesses, the FIA has launched the FIA Mobility Worldwide programme, aiming at the rapid recovery and long-term stability of its Affiliated Members. To do so, the FIA partnered with global management consultancy EY-Parthenon.

Part I of the programme was launched in early June with two immediate goals: to provide assistance to Clubs in greatest need, and to create a toolkit of best practice that Clubs around the world could use to mitigate the short-term effects of the pandemic and prepare for business in a post-COVID-19 world.

The initial phase of the programme therefore targeted both Clubs in need of help post-COVID-19 and Clubs that had identified methods of dealing with the crisis and were willing to share their experience and potential best practice, both in withstanding the crisis as well as fostering overall resilience and growth.

In total 46 Clubs opted in for the first phase of the programme. Twenty-eight Clubs were deemed to be in need of assistance, while 18 shared best practice solutions.

The Right Tools for the Job

In parallel with the identification of the support required by individual Clubs, participants in the programme engaged in the formulation of best practice solutions in order to build strategies that may help FIA Member Clubs deal with immediate impacts and prepare for a changed business environment. More than 40 concrete improvement ideas were specified across a number of commonly identified areas of challenge, including short-term survival, post-COVID-19 resilience, and potential future growth.

The FIA Mobility Worldwide Best Practice Toolkit aims to provide practical and tangible solutions to assist Club recovery, to seize new business opportunities, and to build resilient business models going forward. Besides being a handbook, the toolkit also aims to be a powerful mechanism for connecting Clubs in regard to specific themes.

Support Mechanisms

After conducting a significant number of interview sessions with Clubs and reviewing relevant Club-specific data, the FIA, together with EY-Parthenon, generated a detailed understanding of specific Club needs, and validated project proposals designed to provide the right support.





Roadmaps for Resilience

Having detailed the major economic impacts of the pandemic, ascertained specific needs and tapped the expertise of the FIA in sourcing ideas to support Clubs in Part I of the programme, Part II involved analysis of those findings and the development of three key support and development strategies in order to best assist Club members during these challenging times.

The chief themes revealed by the Part I consultation were that Clubs are looking to diversify activities to remain relevant for customers and bolster income streams. This is especially true in the case of smaller Clubs, which are seeking assistance in developing diversification opportunities that fit with capability and resources.

Acknowledging differences between Clubs, the FIA has observed that challenges and market dynamics can be similar regionally. In certain regions (e.g. LATAM), Clubs have already joined forces to explore opportunities.

Based on the findings from Part I of FIA Mobility Worldwide, three key support initiatives have been proposed:

- **Business Diversification** – The key lever for supporting Clubs as they navigate the future and build a long-term self-sufficient and resilient business model is to help pinpoint business diversification opportunities in order to bolster Club relevance and income streams.
- **Dedicated Funding** – Following validation by independent assessment, to provide Clubs in need with funds for urgent business improvement projects postponed due to COVID-19. Overall, over €1 million is available to help FIA Member Clubs as they recover from the economic impact of COVID-19.
- **Reaching out to More Participants** – The next stage for FIA Mobility Worldwide is to open the programme to a second round of participants by extending the available resources of support.

A number of other work streams were also highlighted, including:

- **Future of Mobility** – Drive focused ideation on the future of mobility and its impact on existing business models.
- **VIAFIA (exOTA) & IDPs** – Accelerate and/or prioritise the roll out of selected tourism-related initiatives.
- **Digitalisation** – Facilitate the accelerated digitalisation of core business processes to fundamentally improve Club cost positions and enable enhanced member service.
- **Mentoring Programmes** – Improve accessibility to and effectiveness of the mentoring programme to further leverage best practice and speed up Club evolution.



THE POWER OF KNOWLEDGE

In 2020, the FIA University continued to go from strength to strength with 340 participants from 90 Member Clubs in 69 countries benefiting from its programmes.

Empowered Through 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.

The Board has the following goals:

- to attract strong participation from FIA Member Clubs;
- to diversify content and delivery mechanisms;
- to maintain high participant satisfaction in existing programmes.

Four FIA University programmes were proposed in 2020 and involved 340 participants from 90 Clubs in 69 countries. Due to the exceptional circumstances in play in 2020, one in-person programme took place, two in-person programmes were postponed and three online programmes developed, responding to current needs.

Emerging Leaders Programme



The 9th edition of the FIA University Emerging Leaders Programme (ELP) was held in March, prior to the advent of lockdowns around the world, at the ESADE Business School in Barcelona. The programme welcomed 24 Delegates from 13 Clubs.

Focusing on business strategy courses such as leadership, innovation, rethinking the revenue model and change management, the programme also featured a number of lectures by FIA Club experts. A key aspect of the programme was sharing decision-making experience and best practice, affording a unique learning opportunity that ultimately empowers Clubs.

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 team-building cooking activity, while the final evening included a closing ceremony, during which each Delegate was awarded a Certificate of Participation.

The next edition of the Emerging Leaders Programme is scheduled for the first semester 2021 in Barcelona.

Senior Executive Programme

The 4th edition of the three-day programme for Clubs' Senior Executives, due to be held at the Ivy League Columbia University Business School in New York City, was postponed to October 2021.

Region IV Latin American Leaders Programme

The 6th edition of the Region IV Latin American Leaders Programme held in Spanish in collaboration with ESADE Business School was also postponed to 2021.



e-Learning With Coursera

CURRICULUM EXAMPLE UNTIL JANUARY 2021 Flexible schedule at your own pace				
	Q1	Q2	Q3	Q4
Category	Management & Leadership	Innovation & Business Strategy	Communication & Negotiation	Digital Transformation & Data Management
Courses*	Giving Sense to Your Leadership Experience HEC Paris	Creating Innovation Mcquarie University	Introduction to Negotiation: Becoming a Principled and Resource Negotiator Yale University	Marketing in a Digital World University of Illinois at Urbana-Champaign
Suggested schedule	4 weeks 5 hours/week	6 weeks 4 hours/week	9 weeks 4 hours/week	4 weeks 7 hours/week

*The suggested courses are examples; participants are invited to choose at least one course per category from the attached course listing.

In January, the FIA University launched a new programme offering Club representatives a dedicated and personal training experience. Developed in partnership with leading online learning platform Coursera, the new programme offers greater access to classes from top universities worldwide, including the USA's Northwestern University, France's HEC Paris, Switzerland's École Polytechnique Fédérale de Lausanne and Mexico's Tecnológico de Monterrey.

Through a one-year access plan, Club representatives can create their own curriculum and choose among a tailored offering of more than 300 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 are available in English, Spanish and French for the beginner, intermediate and advanced levels.

In 2020, 101 participants from 41 Clubs (21 Mobility Clubs, 13 ACNs and 7 ASNs) benefited from the programme. The next call for applications will open in January 2021, with a planned start, after selection, in March.

FIA University – Alumni Webinars

This year's exceptional circumstances have made sharing experience within the FIA Community even more important. Taking advantage from the knowledge acquired and the connections made while attending FIA University sessions, alumni were invited to participate in a new programme facilitating collaboration and creative problem solving among Clubs worldwide.

Through two series of webinars focusing on fundamental topics of 'New Membership Models' and 'Opportunities for Tourism', FIA University alumni were encouraged to work in groups on a voluntary basis to:

- Share thoughts on current strategy and best practice on Club key issues;
- Develop common initiatives/collaborative work between Clubs.

Following the launch webinar in which five FIA Clubs shared experience on recent initiatives and inspired fellow alumni to explore potential collaborative projects, working groups were created on: 'Diversifying Membership Services Beyond Roadside Assistance'; 'Engaging the Youth to Prepare for the Renewal of the Membership Base'; 'Developing Services Fostering Mutual Help Between Members'; 'Diversifying Driver's Training Courses'; and 'Facilitating Touring Itineraries Across Europe'.

FIA Stay Tuned



In response to COVID-19, the FIA University launched the FIA Stay Tuned initiative. From early April to early May, the initiative supported FIA Clubs through the crisis and helped them turn obstacles and upheavals of today into opportunities for tomorrow.

See p. 104 for more details.

FIA eCONFERENCE 2020 - MOBILITY PROGRAMME

SHAPING THE FUTURE TOGETHER

While the COVID-19 pandemic placed severe restrictions on movement, the FIA found new ways to connect by bringing its Community together online for the first joint Mobility and Sport FIA eConference.

Virtual Display of Unity

Wishing to actively engage with its Member Organisations during the global pandemic and seeking to ensure that they are well positioned to deal with the current and future challenges posed by the crisis, the FIA elected to move its traditional annual Conference online by staging the first FIA eConference. The event was set up in less than one month with the support of the FIA Mobility and Sport Divisions, and with the cooperation of 66 speakers from FIA Member Organisations, public and private organisations as well as non-governmental organisations.

Under the theme 'Shaping the Future Together', Mobility discussions during the FIA eConference shed light on how Member Clubs could rely on the FIA network to exchange ideas, best practice and potential solutions to cope with a fluid situation, and how best to exploit the opportunities that might arise in a changing market.

The FIA eConference gathered 906 Delegates from 178 Mobility Clubs, ASNs and ACNs representing 118 countries.

Resilience and Sustainability

Launching the FIA eConference, FIA President Jean Todt was joined by FIA Deputy President for Sport Graham Stoker and FIA Deputy President for Automobile Mobility and Tourism Thierry Willemarck to address the global disruptions caused by the current crisis and the effects being felt by the FIA Community as a whole, as well as to express solidarity with all Clubs.

The keynote session focused on business transformation and resilience, examining how consumer behaviours have changed and will continue to change in the new reality of post-COVID-19 world.

The theme of sustainability, a key issue for both the Mobility and Sport pillars, was at the centre of the joint plenary session discussions, with emphasis being placed on immediate health concerns and how to mitigate the economic impact of the global pandemic.

On the Road to the Next Normal

The Mobility programme began with a plenary session dedicated to the 'Next Normal' that provided insights on the ways FIA Clubs are preparing for the post-COVID-19 reality through enhanced digital services and adapted services offerings.

The session concluded with the launch of FIA Mobility Worldwide, an FIA Mobility programme designed to build upon Club initiatives and the experience within the FIA network to create a toolkit of development options for the entire FIA Community.

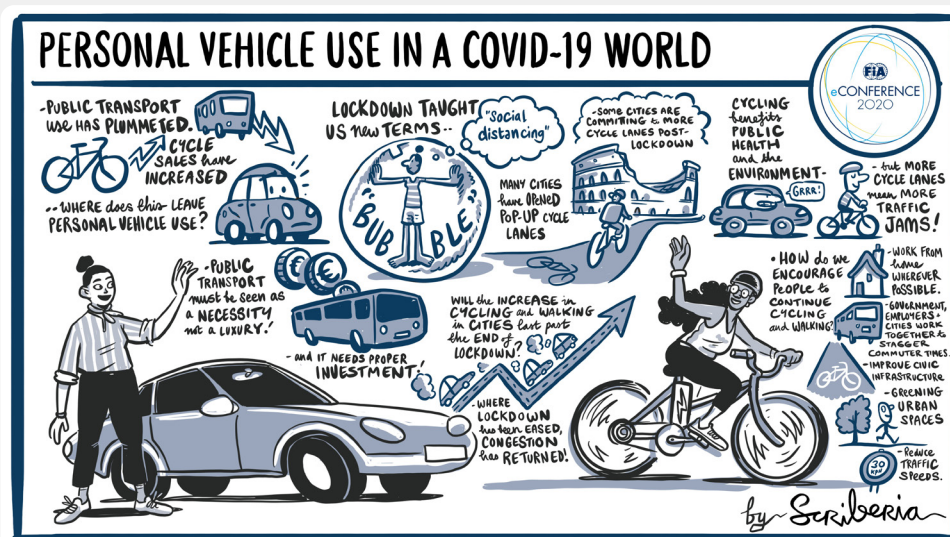
The FIA eConference turned its attention to the culture around road safety, the need to change how the challenge is addressed, and the role FIA Clubs have in educating and influencing road users' behaviour and public decision-making. The chief conclusion of the discussion was that safety should be the core value of all transport systems.

With many governments imposing restrictions on movement, leading to a downturn in private vehicle use, and with populaces avoiding public transport due to risks of infection, the third Mobility plenary looked at how emerging mobility trends might change people's preferences in the long term.

The Mobility plenary sessions were brought to a close with a discussion on the actions needed to future-proof the tourism industry, with particular attention being paid to how the automobile tourism sector can restart.

For the final plenary of the first FIA eConference, President Jean Todt was joined by former Director-General for UNESCO Irina Bokova and Ambassador and Permanent Representative of Italy to the United Nations Mariangela Zappia to discuss the vital role that international organisations have played in responding to the COVID-19 pandemic, and the new opportunities that have arisen to build a sustainable future.

The wider social impact and revolutions that have come out of this pandemic were touched on throughout the FIA eConference, with particular focus on the increasing female involvement in motor sport, the promotion of an anti-discrimination message and the need to make inclusiveness a priority for both Mobility and Sport.



MODERNISING MOVEMENT

In 2020 the FIA Tourism Department took significant steps forward in its mission to update, streamline and remodel cross-border transport through increased digitalisation and work at international legislative level.

International Driving Permits (IDPs)



Major movements and developments are taking place in the area of International Driving Permits (IDPs). The FIA has successfully preserved the interests of its Members by continuing its advocacy role from within the Informal Group of Experts on IDPs created by Global Forum for Road Traffic Safety (WP.1), a working group of the United Nations Economic Commission for Europe supervising both the 1949 and 1968 Geneva and Vienna Road Traffic Conventions.

Thanks to significant input and assistance from Clubs, the FIA Tourism Department is continuing its effort to prevent the IDP issuance process resulting in cost increases without generating added value to road users, authorities and Clubs.

The FIA also kept on working to further modernise, harmonise and synthesise both the IDP document and the IDP Network. This will result in the presentation of a secure travel facilitation document that can be issued exclusively by duly mandated Clubs.

Work on the IDP will continue in the early part of 2021, with a revised final proposal due to be submitted to the WP.1 in March. Several external stakeholders have expressed interest in a collaborative initiative aimed at the digitalisation of IDPs. Following the implementation of WP.1 standards, work on digital IDPs will become a key area of focus for the Department in the future.

VIAFIA



VIAFIA is a modern, interactive tourism and mobility information platform replacing the old OTA portal. Using the most modern web development technologies, the FIA Tourism Department will make available to all FIA Mobility Clubs an evolving tool that will keep them abreast of the latest regulatory changes affecting tourism and cross-border transport. The Department has actively engaged with several external stakeholders to optimise functionality of the platform and improve the interface.

VIAFIA is the outcome of the FIA Innovation Fund funded 'OTA revamp phase III' project and its implementation was an opportunity to further build data collection and processing capacity within FIA Clubs. Several AI-based initiatives have also been identified to further strengthen the tool.

The platform was launched in December 2020 during the FIA Annual General Assembly.

Carnets De Passages En Douane (CPDs)

1	Holder and address / Titulaire et adresse	CPD No. 0cd-121527	2
2		Valid for not more than one year, that is until / Valable n'excédant pas un an, soit jusqu'au	3
3	 Inclusive / inclus	4
4	Issued by / Délivré par Canadian Automobile Association 1145 Hunt Club Road Suite 200 Ottawa, Ontario K1V 0Y3 Canada	The validity of this carnet is subject to compliance by the holder during this period with the customs laws and regulations of the country/ customs territory visited / Ce carnet reste valable sous réserve que le titulaire ne cesse de remplir, pendant cette période, les conditions prévues par les lois et règlements douaniers du pays/territoire douanier visité.	5
5		Validity extended until / Validité prolongée jusqu'au	6
6	CPD CARNET DE PASSAGES EN DOUANE		
7	FOR MOTOR VEHICLES AND TRAILERS / POUR VÉHICULES À MOTEUR ET REMORQUES		
8	This carnet is issued for the vehicle registered in / Ce carnet est délivré pour le véhicule immatriculé en	Ontario, Canada	Under no. / Sous le n° 33384

The *Carnet de Passages en Douane* (CPD) service has been greatly impacted by COVID-19 as its distribution was abruptly halted due to the pandemic. Despite the disruption, work continued on the CPD rebranding campaign and new styles have been selected and approved. The FIA Tourism team believes it is critical to introduce the revised branding in tandem with the CPD e-Distribution System.

However, in order to help Clubs adapt to the new reality imposed by the COVID-19 crisis, the Department has decided to temporarily suspend work on the roll out of the CPD e-Distribution System. The system was presented again this year at the World Customs Organization's (WCO) Istanbul Convention Committee. The Committee reiterated its support for CPD digitalisation and proposed a joint effort to move towards a digital procedure. The support from customs administrations was welcomed as it is a key requirement for success.

A tripartite Memorandum of Understanding (MoU) between the FIA, AIT and the UNECE has received support from the World Council on Automobile Mobility and Tourism. It paves the way for further modernisation of CPDs and the strengthening of the relationship between the CPD network and the UNECE.

The purpose of the MoU is to advance the revitalisation and digitalisation of CPDs provided for by the Customs Convention on the Temporary Importation of Commercial Road Vehicles and of the Customs Convention on the Temporary Importation of Private Road Vehicles (signed in Geneva on 4 June 1954).

CPD CARNET DE PASSAGES EN DOUANE



CONNECTING THE NETWORK

Through a broad spectrum of communication channels and collaborative tools, the FIA Mobility Division aims to assist its Member Organisations with the sharing of knowledge, experience and innovative thinking and, despite a complex environment in 2020, engagement remained strong.

FIA Club Correspondents' Network

Upon joining the FIA, each Member Organisation appoints a Club Correspondent. These Correspondents fulfil a crucial role in liaising with the FIA and connecting with fellow Member Clubs. The Club Correspondents communicate and promote the FIA's actions within their own Club and relay the Club's initiatives into the FIA. In parallel, they facilitate communication with Clubs from all over the world in order to promote the exchange of information and best practices, visits, etc.

Two Club Correspondents' Meetings are organised each year: one at a regional level (Region I) 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. Due to the global situation, the 2020 Region I Club Correspondents' Meeting took place online in June, while the global FIA Club Correspondents' Meeting took place over two days at the beginning of November.

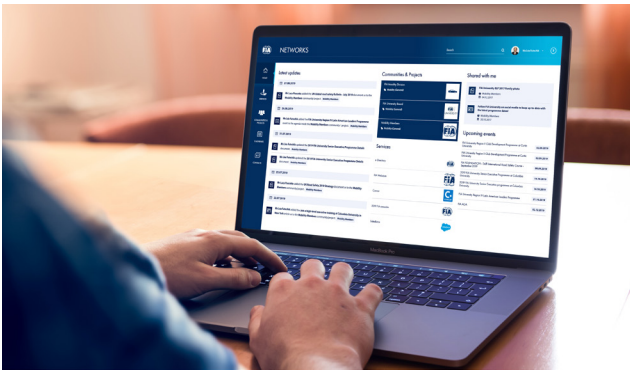
FIA Club Correspondents' Meeting

The 2020 virtual meeting presented Club Correspondents with an opportunity to engage in valuable peer exchange despite being located across the globe.

During the first day of the two-day gathering, FIA Mobility Departments reviewed the most important 2020 and 2021 projects of interest to Clubs. Day two was dedicated to FIA Mobility Regions, who were offered to present some of their own projects and encourage discussions on best practice among all Clubs.



FIA Networks



FIA Networks is a collaborative website accessible to the whole of the FIA Family (Mobility, ACNs, ASNs). The Member-dedicated 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'. 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, as well as the Yearbook and its digital version, 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, video integration, and a brief tutorial video. The platform has about 2,600 registered users from all FIA Mobility Regions, Mobility Clubs, ASNs, and ACNs.

FIA Mobility Newsletter



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

Launched in 2017 to increase the visibility of news, publications, events, and services from the FIA and its Members, over 35 issues of the newsletter have now been published.

Widely distributed to Club Presidents, CEOs, and Club Correspondents, the newsletter features information on: Club initiatives, Regional news, FIA news, and upcoming events. Each month, Mobility Members and ACNs are invited to submit their content for publication.

FIA e-Directory



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

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

**INVESTING IN INNOVATION
TO CREATE LASTING
BENEFITS**





SUPPORTING TRANSFORMATIVE THINKING

Launched in December 2017, the FIA Innovation Fund has so far assisted 36 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 1 Commercial Rights Holder) to Liberty Media.

The Fund aims to support new and worthwhile project ideas submitted by members of the FIA Family that can generate lasting benefit for the FIA and its Community. To be selected, projects must be innovative, demonstrate high impact and tangible output, be strategically aligned with the FIA, not be currently funded, and

be able to create an enduring legacy for the global FIA Community.

In March 2020, a new FIA Department was created in Paris to oversee the FIF, with Onika Miller as its Head. Tasked with administering the current FIF projects portfolio and reviewing the FIF organisational processes, the new Department is also in charge of developing a long-term strategy for the FIF to attract high-impact, innovative and enduring legacy projects.

In 2020, eleven new projects were adopted by the FIF for a total allocation of €7.8 million. This brings the number of FIF projects to 36, representing a total investment value of €29.6 million.

FIF STEERING COMMITTEE COMPOSITION SINCE FEBRUARY 2021

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
Onika MILLER
FIA Secretary General for
Automobile Mobility & Tourism
ad interim
Jean-Baptiste PINTON
FIA Chief Administrative Officer
Paolo BASARRI
FIA Compliance Officer

+ Outside expertise (if needed)

Creating Long-lasting Improvement

In its quest for a safer, more accessible and sustainable motoring and sporting world, the FIA has placed innovation and legacy at the core of its brand identity and made them key goals for the FIF.

The projects selected and supported by the FIF not only have the potential to create 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 and responsible 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, rather than just a single Club or stakeholder. This differentiates the Fund 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.

In 2020, as well as approving funding to eleven new projects in Sport and Mobility, the FIF progressed work across the other ongoing projects which span a range of key strategic areas for the FIA: safety in motor sport and on the road, Rally development, support to grassroots motor sport disciplines, Club development, social responsibility, new mobility and tourism.

Motor Sport Safety – Innovating for Safer Competition

Since its inception the FIF has strongly supported projects that have the potential to improve safety in motor sport. These projects encompass a wide variety of potentially impactful developments ranging from mobile apps to safety equipment and training.

The FIA Sport Division will launch its 'Sport App' in the first quarter of 2021. Designed to optimise communication among those engaged in the daily running of motor sport and to provide them with up-to-date information, this mobile application will give users easy access to FIA Regulations, documents and news that they can filter by customising their profile. The app is a powerful pocket tool that will improve the regulatory function of the FIA.

The 'Crashtag' project also involves the development of an app, this time to collect motor sport crash data on the site of an accident and to transmit multiple streams of information instantly to a central source. The app will support a range of reporting inputs from officials, medical staff, volunteers, and others. A test phase of the project started in 2020 and will conclude in the first quarter of 2021.

Work also continued on the development of a new 'FIA Neck Brace' standard. A project with potential cross

over from competitive motor sport to hobby-level activities such as Leisure Karting, Motocross and Mountain Biking, the research into a new neck brace prototype is focusing on redistributing forces away from the neck during karting accidents involving rollover or where the competitor is ejected from the kart. The project will benefit all age groups across all levels of competition.

Another important safety project focusing on reducing fatal accidents at the grassroots level was launched in 2020 – the 'Impact Data Recorder' (IDR). According to the FIA Safety Department, 99% of all fatal crashes involve amateur competitors but there is currently little or no data relating to these accidents. To address this gap, the project has successfully developed a new affordable device costing £25 (approximately €29) that can be easily installed and which operates automatically. The crash data harvested from the IDR can be viewed by the ASN safety experts, enabling them to make informed choices regarding their national technical and sporting regulations as well as safety equipment.

ASNs will be able to place orders from the first quarter of 2021 with the option for them to commit to mandate the IDR in their national championships in 2022 and in all ASN-sanctioned competition by 2024.

Allowing access for all drivers to high-quality safety equipment is also a priority for the FIA. This is why the FIA Disability & Accessibility Commission, together with the FIA Safety Department, sought the support of the FIF to launch a special initiative in the form of 'Grants for Disabled Drivers'. The project has focused on ensuring the safe participation of disabled drivers with slow egress times by providing access to state-of-the-art FIA-approved safety fuel cells, fire extinguishers and protective clothing, at no cost to the competitor. Applications for the grants were opened in 2020 and submitted through ASNs. Around 30 disabled drivers have benefited from this initiative.

Aimed at strengthening regulatory capabilities in relation to motor sport safety, work continued on the 'Motor Sport Officials' training programme. Begun in 2019, the project's overall objectives are to raise the competency levels of motor sport officials worldwide, to improve their ability to conduct safe and sustainable motor sport events, and to ensure delivery of harmonised training content around the world.

Lastly, the 'ASN Motor Sport Liability Toolkit' project was approved in October 2020. With FIF support the project will see the FIA commission the first ever in-depth global assessment of the legal risks associated with motor sport. The project will deliver a toolkit providing all ASNs with guidelines on legal matters associated with motor sport events, incident response and key liability issues, with the key objective of mitigating liability risks relating to serious or fatal accidents.



Road Safety – Making Mobility More Secure

Throughout its history the FIA has seen the transfer of many track-related safety innovations to the road. The FIF is continuing that trend by leveraging the FIA's vast experience in helmet safety for the benefit of two-wheel road users through the creation of a safe and affordable helmet that meets UN standards and the development of a new helmet rating system.

The 'Helmet Safety Rating' will provide consumers with important information regarding the safety performance of helmets available in their region, in a manner similar to the NCAP test ratings applied to new cars. Several batches of helmets were tested in 2020, bringing the total to 45 helmets registered in the database, and progress was made on the regulations.

The 'FIA Safe and Affordable Helmet Initiative', dedicated to low and middle-income countries that have not embraced the UN minimum safety standard

for helmets and have the highest share of two-wheeler mobility and related fatalities and injuries, further advanced in 2020. A new safe and affordable helmet model was developed in accordance with UN regulations and designed to suit motorbike and scooter riders in hot, humid climates, for a selling price of around US\$20. A batch of 3,000 helmets was produced and shipped to selected pilot countries for user testing. The FIA has called on international corporations to join and support this initiative, which has the potential to save thousands of lives on the roads in these countries.

Finally, in support of the FIA Action for Road Safety campaign, an innovative fundraising mechanism is being designed under the FIF umbrella. This new global advocacy initiative will aim to support the United Nations Road Safety Fund. 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 UN Fund.

Rally Development – Defining the Stages of the Future

Since its launch, the FIF has focused heavily on key innovations in rallying with four projects together accounting for the highest share of FIF funding. These projects centre on cascading safety best practice throughout the Rally pyramid, detecting and developing talent at grassroots level through digital motor sport, and developing new technologies to support Rally's future as a socially relevant motor sport discipline.

The three-year project around the 'Global Strategy for Rally Safety' ensures that best practice from the FIA World Rally Championship (WRC) is applied to regional and national rallying. Since the launch of the initiative, the involvement of safety delegates at Rally events has increased considerably. The strategy also supports the development of new technology, including a Command & Control Centre app relying on spectator detection via drones, use of on-board cameras and artificial intelligence to reduce Rally spectator fatalities.

'FIA Rally Star' is a global talent detection programme that aims to identify rallying prospects and nurture the best talent through to WRC level across a four-year scheme. The initiative was announced in 2020 with the backing of an impressive cohort of partners – NACON/WRC 9, Pirelli, M-Sport, LifeLive, OMP/Bell Racing

Helmets, Thrustmaster, Playseat and WRC Promoter. The national selection events, open to drivers aged 17 to 26, will start in 2021 with a mass detection phase including Digital and Slalom Challenges. They will be followed by Continental Finals using Cross Cars that will be organised from the start of 2022, and the winners of these Finals will then receive tailor-made training. The very best drivers would ultimately go on to two full seasons in the FIA Junior WRC Championship.

The 'Rally1 WRC Franchise' is an innovative franchise system that aims to support the technological revolution in WRC and put the FIA at the heart of the development and deployment of hybrid technology in Rally. Launched in October 2020, the project involves the joint investment of the FIA and the three manufacturers currently competing in the WRC – Toyota Gazoo Racing, Hyundai Motorsport and M-Sport Ford – in the initial development costs of the Rally1 Hybrid Unit in 2021 for an introduction in the 2022 WRC season, and secures the commitment of the three WRC Manufacturers until the 2024 season.

The 'Rally Champions World Tour' is the last Rally project that received FIF support in 2020. Developed in partnership with Hyundai Motorsport, the project aims at boosting the FIA Regional Rally Championships by rewarding the Regional Rally champions with a drive in a WRC2 event of the following year's WRC.





Multi-Disciplinary Sport Growth – Raising Profiles and Expanding Motor Sport’s International Gathering

The first edition of the ‘FIA Motorsport Games’, the FIF-backed innovative multi-disciplinary competition, organised with promoter SRO and involving teams from the Federation’s national sporting authorities, took place in 2019 in Varelungga, Italy. The inaugural event was broadcast to 110 countries and included the participation of 192 competitors representing 49 ASNs and ACNs in six different sporting disciplines.

The 2020 Games, scheduled for November 2020, would have seen Marseille in France act as host city, with events taking place at the Circuit Paul Ricard. However, the global pandemic caused the postponement of the Games until October 2021. The 2021 edition in Marseille will feature a largely expanded programme of 18 sporting disciplines with an enhanced commitment to grassroots motor sport, making it attractive to a larger number of ASNs.

Meanwhile, 2020 saw the approval of three new projects targeted specifically at grassroots motor sport.

Launched during Summer 2020, the project known as the ‘Promotion of Under-Promoted FIA Championships’ includes the creation of exclusive promotional video material for a number of FIA Championships that do not currently have an appointed promoter, and thus are not benefiting from the same level of promotion as the

FIA’s major championships. These include: Hill Climb, Autocross, Cross Car, Cross Country and Regional Rallies, the FIA E-Rally Regularity Cup, Karting, Truck Racing, Dragster, the Formula Regional European Championship and Drifting.

This promotional content, packaged as the ‘FIA Pure Motorsport’ magazine programme, sheds the light on the broad and diverse world of FIA competitions, varying from grassroots competitions for the youngest ones to niche forms of motor sport. This programme is expected to generate media exposure for the underleveraged FIA competitions and showcase their unique and fascinating stories to a wider public.

Among these grassroots disciplines, Hill Climb stands as one of the oldest competitions and one that has the advantage of being open to a large number of cars – so large that it has become very complex and requires simplification. The FIA Performance Factor, a new classification method based on a ‘weight/performance’ ratio, was launched in 2019 to provide a solution to this issue. In 2020, the FIF allocated funding to support the ‘Deployment of the Performance Factor’ in the European Hill Climb Championship, which will start in 2021 when racing events resume.

Lastly, the ‘FIA Esports World Ranking’, which received FIF support at the end of 2020, aims to congregate all Digital Motor Sport audiences in one inclusive ecosystem for the benefit of all stakeholders. This ambitious project will provide a new and accessible pathway into motor sport while providing the FIA with an opportunity to expand its reach.

Club Development – Increasing Capability

In terms of investment by the FIF, the area of Club development represents the second largest beneficiary, with seven projects undertaken.

In Mobility, the most significant development in 2020 was the launch of the 'FIA Mobility Worldwide' programme. Originally conceived to provide mentoring support to new and existing FIA Member Clubs, the project was re-framed to help Clubs deal with the impact of the pandemic. Part I of this extensive project was rolled out in June 2020 with the twin aims of providing assistance to Clubs in greatest need and creating a toolkit of best practices that Clubs across the FIA network could use to navigate the post-COVID world. This toolkit was published in December 2020. Part II of the project, launched at the end of 2020, builds on the outcomes of Part I and specifically targets resilience and business diversification opportunities. This second phase will take place during 2021 with the ongoing support of consultancy firm EY-Parthenon.

Another key project developed in partnership with EY-Parthenon is the 'Worldwide Study on the Economic and Social Impact of Motor Sport'. Launched during Spring 2020, the final report is expected in the first quarter of 2021. 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.

The FIF also supported another important study in 2020, the 'Worldwide Research on Motor Sport's Contribution to Health, Safety and the Environment'. The final report, published in December 2020, features 26 case studies each of which reveals the too often overlooked but real contribution made to wider society by the motor sport industry through innovative R&D practices.

The 'FIA eLearning: Driving Training Forward' project was also launched in 2020 under the umbrella of Club Development. Aimed at developing and deploying modules for an FIA eLearning platform assisting all FIA ASNs/ACNs, Competitors, Officials and Volunteers, with relevance to the FIA Mobility Community as well, the value of such a digital delivery mechanism for training has become even more relevant in the current and post-COVID-19 environment.

As the effects of the pandemic on FIA Sport Clubs quickly became apparent, the FIF agreed in June 2020 to reallocate the €1.5m for the 'FIA Sport Clubs Development Programme' to provide immediate emergency support to Clubs to enable them to recover and restart motor sport activities. The €1.5m was disbursed through the Sport Grant Programme's mechanism to the benefit of 36 Clubs across all regions.

The 'FIA Sport Clubs Development Programme' was initially aimed at helping small Clubs to achieve sustainable self-development through mentoring and strategy development support provided by FIA experts. In December 2020, the FIF supported a proposal to redeploy the programme in 2021 in a reloaded format.



Social Responsibility – Growing Sustainability and Equality

The FIA's commitment to social responsibility toward its Community and the wider society has been fully supported by the FIF since its launch. The 'FIA European Young Women Programme' was the third project to be approved by the FIF and the 'FIA Girls on Track' initiative followed in its path. Developed in partnership with Formula E, Girls on Track has expanded to become one of the most significant talent development programmes undertaken by the FIA and its Women in Motorsport Commission which promotes diversity and inclusion in motor sport.

After a successful activation at the Santiago E-Prix in Chile at the start of 2020, the programme's activities at Formula E events were put on hold for the rest of the year because of the pandemic. The project quickly adapted and migrated online with a series of virtual experiences that featured seven live talks and four virtual workshops during the second part of 2020.

In parallel, a new flagship project of the FIA Women in Motorsport Commission, 'Girls on Track – Rising Stars', began in 2020 with the support of the FIF over four years. The project objective is to develop a pathway for young female competitors to reach the top levels of motor sport.

Launched in June 2020 with a host of prestigious partners – Scuderia Ferrari, Pirelli, Praga, Winfield Racing School, OMP and motorsport.com/tv – the first edition of the talent detection programme involved a global

selection process by ASNs worldwide. This selection was followed by a series of shootouts and training camps at the Circuit Paul Ricard in France as 20 hopeful female racers were whittled down to just four who attended a final assessment at Ferrari's world famous Driver Academy in Italy. 16-year-old Dutch-Belgian Maya Weug emerged as the Academy's first female student. She will contest a full season of F4 competition in 2021.

Meanwhile, a €1 million contribution was made by the FIF in 2020 to the 'F1 Diversity & Inclusion Foundation' to advance efforts to create a more diverse and inclusive culture in motor sport and to improve its long-term future and social relevance, with a range of initiatives to be rolled out from 2021.

Turning to the topic of sustainability and environmental management in motor sport, in 2020 the FIF funded a feasibility study on 'Future City Racing' which aims to envisage city-based racing circuit of the future. The initiative focuses on new circuit construction methods and safety innovations, sustainability, increased visibility for spectators, and technology transfer to the urban environment – all with a minimal disruption to normal city life.

The 'Sustainable Fuels for Formula 1' project launched in 2020 aims to establish the FIA as a leader in sustainable energies in motor sport, showcasing the potential of 100% renewable fuels through extreme application in F1, which is targeting carbon neutrality by 2030. In December 2020, the first barrels of 100% sustainable fuel were delivered to F1's power unit manufacturers to begin testing.





New Mobility and Tourism – Changing the Journey

Two FIF projects led by FIA Mobility Clubs were initiated in 2020 with feasibility studies that concluded at the end of the year, giving way to a further 12-month FIF-funded exploratory phase in 2021.

The first project focuses on the further expansion of the 'City Trips' app, created by the Spanish Club RACC, to deliver a joint worldwide Mobility as a Service (MaaS) platform offering a single application that provides access to all mobility and related value-added services. Launched in Barcelona in 2018, City Trips already provides consumers with access to shared mobility services options, offering them the possibility to plan their entire journey in the most time- and cost-efficient method.

Proposed by Switzerland's TCS (Touring Club Suisse), the 'Drone Academy' project aims to establish a facility that will position FIA Mobility Clubs as leaders in the emerging area of drone technology, urban air mobility and even personal airborne mobility. Building and sharing a solid expertise in drones as well as understanding how they will transform daily mobility are among the main goals of the Drone Academy.

In 2020, the Mobility Division also pursued the development of a modern information platform to replace the OTA database. Named 'VIAFIA', the new site was launched in December 2020 with the objective of keeping all FIA Mobility Clubs up-to-date with the latest developments in tourism, providing highly relevant international travel and motor-related information on many countries around the world. The new digital platform will be further developed to provide FIA Member Clubs with consistent, reliable and up-to-date data, and ultimately

give them a new problem-solving tool to support their affiliated members.

In the area of new mobility, the 'Innovative Urban Mobility Platform' aims to empower FIA Clubs with evidence-based tools and resources to ultimately influence political decision-making in the area of urban mobility and traffic congestion. Following the delivery of the 'Smart Cities Tracker' tool in 2019, by which Clubs can benchmark and measure progress in urban mobility, the second pillar of the project, developed in partnership with Siemens, is built around simulation and modelling of future urban mobility scenarios. 2020 saw the launch of pilot projects in selected cities across the world.

Elsewhere, the Austrian Mobility Club ÖAMTC began in 2020 to develop 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 without alignment between systems. The ÖAMTC's proposal encompasses the creation of an interconnected and secure data hub for Club members across different countries and Clubs. Referred to as 'MIDAS' (Members Identity & Data Assisted Services), the system includes the use of blockchain technology for data processing. Provided the Proof of Concept is successful, the project will lead to the development of a shared database facilitating cross-border roadside assistance and touristic services provision for members travelling abroad.

In December 2020, the FIF confirmed its support for a feasibility study on 'One Road', a new concept whose purpose is to harness the collective power of FIA Mobility Clubs to create a global rewards programme that would benefit their members and create new revenue streams for the Clubs. The study will be completed in the middle of 2021.

FIF MILESTONES

2017

Creation of the FIA Innovation Fund at the FIA Annual General Assembly in December

2018

9 new projects selected by the FIF are approved by the FIA Senate

2019

16 new projects selected by the FIF are approved by the FIA Senate

2020

Creation of the FIF Department located in Paris in March

7 new projects selected by the FIF are approved by the FIA Senate

4 additional projects are selected by the FIF in December



2018-2020 FIF PROJECTS

MOTOR SPORT SAFETY - INNOVATING FOR SAFER COMPETITION

- FIA Sport App
- Crashtag – Smartphone App for Crash Reporting
- FIA Neck Brace
- Impact Data Recorder
- Disabled Drivers Grant
- Motor Sport Officials Training Programme
- ASN Motor Sport Liability Toolkit

ROAD SAFETY - MAKING MOBILITY MORE SECURE

- FIA Helmet Safety Initiatives: Helmet Safety Rating / Safe and Affordable Helmet Initiative
- Innovative Fundraising Mechanism for Road Safety

RALLY DEVELOPMENT - DEFINING THE STAGES OF THE FUTURE

- New Tools to Reduce Rally Spectator Fatalities
- FIA Rally Star
- Rally1 WRC Franchise
- Rally Champions World Tour

MULTI-DISCIPLINARY SPORT GROWTH - RAISING PROFILES AND EXPANDING MOTOR SPORT'S INTERNATIONAL GATHERING

- FIA at Youth Olympic Games
- FIA Motorsport Games
- FIA Pure Motorsport (Promotion of Underpromoted Championships)
- Deployment of the FIA Performance Factor
- FIA Esports World Ranking

CLUB DEVELOPMENT – INCREASING CAPABILITY

- Mobility Worldwide
- FIA Sport Clubs Development Programme
- Worldwide Study on Economic and Social Impact of Motor Sport
- Worldwide Research on Motor Sport's Contribution to Environmental Sustainability and Society
- FIA E-Learning: Driving Training Forward
- FIA Sport Clubs Development Programme - Reloaded

SOCIAL RESPONSIBILITY - GROWING SUSTAINABILITY AND EQUALITY

- FIA European Young Women Programme
- FIA Girls on Track
- FIA Girls on Track - Rising Stars
- F1 Diversity & Inclusion Foundation
- Future City Racing - *Feasibility Study*
- Sustainable Fuels for Formula 1

NEW MOBILITY AND TOURISM - CHANGING THE JOURNEY

- City Trips App
- MIDAS (Members Identity and Data Assisted Services) - *Feasibility Study*
- Drone Academy
- VIAFIA
- Innovative Urban Mobility Platform
- One Road - *Feasibility Study*

PERFORMANCE AND COMPLIANCE

PROMOTING RESPONSIBLE MANAGEMENT





ENSURING SECURITY AHEAD OF UNCERTAIN TIMES

2019 – A Year of Exceptional Revenues

The FIA's total revenue for 2019 was €138.7 million*, a 20.6% increase compared with the previous year (€115 million).

Operating revenues increased by €3.1 million. Around 36% of the income was derived from the Federation's activities in the FIA Formula One World Championship. This is a compensation for the responsibilities held by the FIA in its role as an International Sports Federation within the framework of the championship.

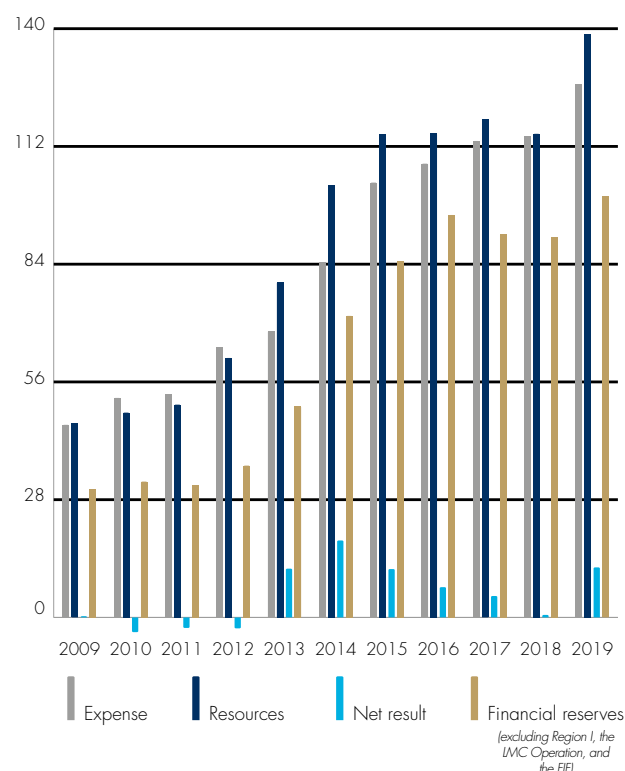
Financial revenues increased by €6.7 million, mostly thanks to the crystallisation of important capital gains due to the sale at the end of 2019 of the totality of the FIA portfolio in anticipation of the renewal of our investment policy.

The 2019 total revenue was also impacted by +€13.9 million of exceptional non-operating revenues coming from capital gains realised by shareholders of Formula E Holding (promoter of the ABB FIA Formula E Championship).

Expenditure in 2019 amounted to €126.8 million*, an increase of 10.6%, due to regular expenditures as financial expenditures decreased by €2.2 million thanks to the reversal of a provision for latent capital losses.

The number of permanent contracts at the end of the year was 190, compared to 173 at the end of 2018. The number of consultants was 280, most of them on sport events. All these means have been committed to develop the activities and ambition of the Federation, in particular to allow it to fulfil its

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



obligations as regulator for motor sport, on mobility issues, and with regard to the organisation of other FIA events.

The 2019 total net result has increased by €11.3 million*, from €0.6 million to €11.9 million. This increase is mainly due to the €13.9 million exceptional non-operating revenues, as well as the financial net result, partially offset by a significant increase in operating expenses, which follows the development of activities in Sport and in Mobility that brought additional income in 2019.

The accounts for the 2019 financial year were approved at the FIA Annual General Assembly in Geneva on 18 December 2020. Accounts for the 2020 financial year, which will deal with the impact of COVID-19 on the FIA's financial accounts, should be presented to the Audit Committee in April 2021, before being closed by the FIA Senate. They will be formally approved by the General Assembly of December 2021 and published in the 2021 FIA Activity Report.

FIA Innovation Fund

In December 2017, the FIA created the FIA Innovation Fund to support new and exciting ideas designed to make a lasting positive impact on the FIA Community. FIF revenues in 2019 amounted to €3.9 million, mainly from the capital gains of the portfolio, while FIF expenditures in 2019 amounted to €3.6 million to finance 12 active projects.

As of 31 December 2019, the FIF net result amounted to €0.3 million and the book value of the FIA Innovation Fund Reserve in the balance sheet (Equity) was €49.6 million (of which €36.8 million in the FIA securities portfolio and €12.8 million in the LMC shares).

For information regarding FIF activities in 2020 see pages 116-127.

Significant Reserves

In order to protect against unforeseen events and to ensure durability and independence, the FIA established reserves worth €100.1 million (of which €88.2 million are invested in a securities portfolio, the rest being Working Capital) at the end of the 2019 financial year (excluding Region I and the FIA Innovation Fund). The value at the end of 2018 was €90.4 million but only €50.2 million in 2013, an increase of 80% over the past six years. These reserves, not far off one year of activity, were established at the request of the FIA Senate. They will help the FIA to mitigate the impact of COVID-19 on activity from 2020 onwards.

In addition to these financial reserves, the FIF's Portfolio and the remaining LMC shares (which are part of the FIF reserve), the FIA has a 20% option right on 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 regarding the promoter.

*: excluding FIA Innovation Fund

INTEGRITY AS A CORNERSTONE OF FUTURE SUCCESS



FIA General Assembly meeting, Geneva, Switzerland and online, 18 December 2020

Ethics at the Heart of Operations

Our clear commitments are fundamental to our long-term sustainability goals. The application of ethics and the achievement of compliance are central to those targets and underpin the conduct of our activities.

However, the Federation recognises that compliance with internal and external regulations is not enough and as such is committed to higher standards. The Federation applies internationally recognised best practice, good governance principles with a risk-based approach in order to preserve its reputation, which relies on a strong commitment to conduct activities in an ethical and transparent manner.

The FIA is also conscious that it must promote a strong climate of justice, fairness and integrity across its organisation and that it must adopt a zero-tolerance approach towards unethical behaviour and misconduct.

To this end, the FIA Compliance Officer and the FIA Ethics Committee have a duty to provide advice and constantly strive to improve the FIA ethics and compliance framework.

Challenging Times

Notwithstanding the pandemic, the FIA was able to further improve its ethics and compliance framework.

The FIA Ethics and Compliance Hotline, an online platform providing a confidential channel to anyone wanting to report alleged misconduct, was officially launched on 25 May 2020 and is now fully operational.

The platform allows anybody to report concerns of misconduct, such as alleged or real violations of the FIA Code of Ethics (e.g. harassment, bribery, and fraud), issues related to sporting integrity and manipulation of FIA competitions (e.g. illicit bidding, arrangements for altering the result of an FIA competition), alleged or real violations of the FIA Anti-Doping Regulations (e.g. use, attempted use or trafficking of a prohibited substance).

From 2021, the platform will feature an area dedicated to alleged or real violations of the FIA Formula 1 Financial Regulations (e.g. omission of reporting of costs or business transactions related to F1 activities).

The commitment to engage exclusively with entities and individuals whose reputation is undisputed and to ensure that our operations are not associated with illegal activities continue to be top priorities for the FIA.

We have reinforced several processes, including the compliance due diligence procedure on third parties and transactions, which is more risk-focused, and the gifts, hospitality, and entertainment process.

The FIA Ethics Committee and the FIA Compliance Officer have provided the necessary support in view of the development of several FIA projects, in particular the ongoing human rights risk assessment and the Diversity and Inclusion Project.

Future Focus

In 2021, the FIA Compliance Officer and the FIA Ethics Committee will continue to encourage and promote the reinforcement of the FIA's ethics and compliance framework by focusing on the following matters:

- Delivering ethics and compliance e-learning to the FIA stakeholders (in particular Sport Officials, but also elective body members, employees and consultants);
- Providing the necessary support for implementing the FIA human rights strategy;
- Deploying an internal audit plan in collaboration with the FIA Accounting & Finance Department;
- Adopting and implementing a new anti-harassment policy and procedure.





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

As independent auditor, we have been engaged to audit the accompanying combined financial statements of the FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE, which comprise the combined balance sheet, combined profit and loss statement, combined cash-flow statement and notes for the year ended 31 December 2019.

Senate's Responsibility

The Senate is responsible for the preparation of the combined financial statements in accordance with the accounting principles described in the 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 2019 comply with the accounting principles described in the notes.

Other matter

We draw attention to the fact that this auditor's report replaces the report dated 3 July 2020 and relates to the combined financial statements for the year ended 31 December 2019 as amended by the Senate.

KPMG SA

Pierre-Henri Pigeon
Licensed Audit Expert

Olivier Carvalho Pedroso
Licensed Audit Expert

Geneva, 26 November 2020

Enclosure:

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

BALANCE SHEET - FIA COMBINED

(France + Switzerland + Global Institute) - in EUR

ASSETS			31.12.2019	31.12.2018
	Gross values	Depreciations, amortisations and provisions	Net values	Net values
Software	9,001,743	7,509,694	1,492,049	1,437,695
INTANGIBLE ASSETS	9,001,743	7,509,694	1,492,049	1,437,695
Land	3,028,182		3,028,182	
Buildings	16,924,345	11,230,873	5,693,472	4,189,086
Fixtures and fittings	17,353,536	92,179,760	5,173,767	5,050,228
Vehicles and equipment	5,628,934	5,628,107	827	827
Computers and office equipment	4,727,958	4,180,150	547,808	707,293
Office furniture	2,598,291	1,828,836	769,455	842,480
Machinery & equipment	9,396,684	8,205,729	1,190,955	1,044,787
FIXED ASSETS	59,657,930	43,253,464	16,404,466	11,834,701
Assets in progress	296,039		296,039	1,411,765
ASSETS IN PROGRESS	296,039		296,039	1,411,765
Guarantee deposits	688,761		688,761	620,745
Other financial assets	12,928,785		12,928,785	12,916,900
FINANCIAL ASSETS	13,617,546		13,617,546	13,537,645
NON CURRENT ASSETS	82,573,258	50,763,158	31,810,100	28,221,806
Accounts receivable	25,378,989	816,491	24,562,498	19,042,473
Recoverable taxes	1,254,208		1,254,208	766,107
Other receivables	9,552,160		9,552,160	2,689,413
RECEIVABLES	36,185,357	816,491	35,368,866	22,497,993
Cash at bank and in hand	154,778,031		154,778,031	37,942,589
Investment securities	6,563,156	109,484	6,453,672	115,210,835
CASH AND CASH EQUIVALENT	161,341,187	109,484	161,231,703	153,153,424
Prepaid expenses	482,632		482,632	1,521,392
PREPAID EXPENSES	482,632		482,632	1,521,392
Foreign exchange differences	49,091		49,091	47,334
FOREIGN EXCHANGE DIFFERENCES	49,091		49,091	47,334
CURRENT ASSETS	198,058,267	925,975	197,132,292	177,220,143
TOTAL ASSETS	280,631,525	51,689,133	228,942,392	205,441,949

EQUITY AND LIABILITIES	31.12.2019	Allocation proposal FIA Innovation Fund (FIA France)	Net result allocation proposal (Ordinary budget)	After allocation of the 2019 net result	31.12.2018
Reserves	31,680,912		11,957,413	43,638,325	31,680,912
Reserves FIA Innovation Fund (FIF)	49,216,929	334,321		49,551,250	49,216,929
Other reserves	250,500			250,500	241,282
Retained earnings	48,135,634			48,135,634	47,502,429
Legal reserve					8,654
Regions' reserves	7,159,016			7,159,016	6,753,896
Result of the year	12,291,734	-334,321	-11,957,413		
Investments subsidies	195,833			195,833	245,833
EQUITY	148,930,558			148,930,558	135,649,935
Provisions for contingencies and losses	2,479,819			2,479,819	2,694,583
Provisions for retirement	529,312			529,312	572,163
CONTINGENCIES AND LOSS PROVISIONS	3,009,131			3,009,131	3,266,746
Accounts payable	28,504,615			28,504,615	21,397,302
Tax liabilities	1,610,626			1,610,626	1,730,052
Social liabilities	5,665,258			5,665,258	4,415,931
Other liabilities	19,648,329			19,648,329	18,955,355
PAYABLES	55,428,828			55,428,828	46,498,640
Accrued expenses and deferred income	21,344,727			21,344,727	19,906,876
ACCRUED EXPENSES AND DEFERRED INCOME	21,344,727			21,344,727	19,906,876
Foreign exchange differences	229,148			229,148	119,752
FOREIGN EXCHANGE DIFFERENCES	229,148			229,148	119,752
EQUITY AND LIABILITIES	228,942,392			228,942,392	205,441,949

COMBINED PROFIT AND LOSS

(France + Switzerland + Global Institute) - in EUR

EXPENSES	2019	2019 FIA Innovation Fund	2019 without FIF	2018
Miscellaneous supplies and equipment	4,297,464	749,359	3,548,105	2,985,554
MISCELLANEOUS SUPPLIES AND EQUIPMENT	4,297,464	749,359	3,548,105	2,985,554
Rent, leases, maintenance and repairs	5,777,313	18,107	5,759,206	5,030,620
Subcontracting	14,446,652	33,766	14,412,886	12,390,863
Agencies expenses and specialists' fees	17,804,159	1,157,079	16,647,080	14,139,393
Expenses of Region 1	1,211,264		1,211,264	1,306,473
Retrocessions to sport championships	9,074,669	120,000	8,954,669	8,117,702
Grants to members (Sport and Mobility)	5,961,771		5,961,771	6,678,702
Freight, travel expenses, missions, receptions and events	23,771,608	668,232	23,103,376	19,418,401
Postal and telecommunications expenses	626,774	358	626,416	632,604
Bank services and customs duties	1,032,086	205,733	826,353	1,157,352
Miscellaneous external expenses	3,415,880	195,192	3,220,688	3,160,673
TOTAL EXTERNAL EXPENSES	83,122,176	2,398,467	80,723,709	72,032,783
Fiscal taxes and dues	1,046,027		1,046,027	720,330
FISCAL TAXES AND DUES	1,046,027		1,046,027	720,330
Salaries	26,493,416		26,493,416	23,896,034
Social security and fiscal contributions	6,929,666		6,929,666	6,231,379
PERSONNEL EXPENSES	33,423,082		33,423,082	30,127,413
Depreciation and amortisation	3,770,847	183	3,770,664	3,485,163
DEPRECIATION AND AMORTISATION	3,770,847	183	3,770,664	3,485,163
Allocation to provisions	1,539,099		1,539,099	1,988,147
ALLOCATION TO PROVISIONS	1,539,099		1,539,099	1,988,147
OPERATING EXPENSES	127,198,695	3,148,009	124,050,686	111,339,390
Interest expenses and other financial expenses	55,848		55,848	57,471
Net charges on disposal of securities	688,671	215,709	472,962	605,221
Foreign exchange losses	1,954,106	219,005	1,735,101	3,603,320
Allocation to financial provisions	142,157		142,157	2,847,356
FINANCIAL EXPENSES	2,840,782	434,714	2,406,068	7,113,368
Non-operating management expenses	50,883		50,883	59,592
Exceptional expenses from previous years	16,764		16,764	79,517
Net book value of assets disposed of	189,181	39,712	149,469	11,353,055
EXCEPTIONAL EXPENSES	256,828	39,712	217,116	11,492,164
Income tax	81,466		81,466	26,847
INCOME TAX	81,466		81,466	26,847
TOTAL EXPENSES	130,377,771	3,622,435	126,755,336	129,971,769

INCOME	2019	2019 FIA Innovation Fund	2019 without FIF	2018
Sales of documents, CPD and various products	1,029,096		1,029,096	1,067,785
SALES OF DOCUMENTS, CPD AND VARIOUS PRODUCTS	1,029,096		1,029,096	1,067,785
Clubs subscriptions	3,569,096		3,569,096	3,791,597
CLUBS SUBSCRIPTIONS	3,569,096		3,569,096	3,791,597
Calendar fees	15,285,020		15,285,020	14,371,304
Entry fees	31,302,906		31,302,906	30,839,087
REGISTRATION AND ENTRY FEES	46,587,926		46,587,926	45,210,391
Income from grants received from the FIA Foundation	5,418,861		5,418,861	6,622,960
Homologations	5,623,904		5,623,904	5,126,518
Various income	7,954,127		7,954,127	7,794,620
OTHER INCOME	18,996,892		18,996,892	19,544,098
Income from sporting regulatory fees	27,282,092		27,282,092	25,992,702
INCOME FROM SPORTING REGULATORY FEES	27,282,092		27,282,092	25,992,702
Income from partnership and sponsoring contracts	9,446,499		9,446,499	8,309,172
Other income from contracts	4,915,387		4,915,387	3,977,460
INCOME FROM CONTRACTS	14,361,886		14,361,886	12,286,632
Income from Region 1	803,099		803,099	1,008,389
INCOME FROM REGIONS	803,099		803,099	1,008,389
Reversal of provisions	1,778,368		1,778,368	2,375,562
REVERSAL OF PROVISIONS	1,778,368		1,778,368	2,375,562
OPERATING INCOME	114,408,455		114,408,455	111,277,156
Income from security investments	9,439,613	2,868,753	6,570,860	1,799,160
Credit interests and related income	100		100	
Foreign exchange gains	1,473,668	196,708	1,276,960	1,534,126
Reversal of financial provisions	2,984,207	872,191	2,112,016	1,049,189
FINANCIAL INCOME	13,897,588	3,937,652	9,959,936	4,382,475
Other non-operating income from contracts	13,915,442		13,915,442	335,374
OTHER NON-OPERATING INCOME FROM CONTRACTS	13,915,442		13,915,442	335,374
Non-operating management income and reversal of exceptional provisions	389,402		389,402	50,000
Prior period income	39,512		39,512	38,626
Income from sales of assets	19,106	19,104	2	14,286,806
EXCEPTIONAL INCOME	448,020	19,104	428,916	14,375,432
TOTAL INCOME	142,669,505	3,956,756	138,712,749	130,370,437
RESULT OF THE YEAR	12,291,734	334,321	11,957,413	398,668

COMBINED FINANCIAL STATEMENTS 2019

Cash Flow Statement (FIA France + FIA SUISSE + Global Institute) - in EUR

	2019	2018
Result of the year	12,291,734	398,668
Other non-operating income from contracts	-13,915,442	-335,374
Depreciation, amortisation and impairment losses on non-current assets	3,770,847	2,586,807
Changes on provisions	-3,021,725	1,584,843
Changes on short-term receivables	-12,711,204	1,061,651
Changes on prepaid expenses and accrued income	1,037,003	189,430
Changes on short-term payables	8,930,188	15,497,071
Changes on accrued expenses and deferred income	1,547,245	259,596
Gain on sale of non-current assets	-5,718,712	-2,927,296
Other expenses and income without impact on cash		-50,000
NET CASH FLOW FROM OPERATING ACTIVITIES	7,790,066	18,265,396
Other non-operating income from contracts	13,915,442	335,374
NET CASH FLOWS FROM OTHER NON-OPERATING INCOME FROM CONTRACTS	13,915,442	335,374
Investments in fixed assets	-6,618,776	-914,611
Investments / disinvestments in intangible assets	-660,463	-1,055,178
Sales of financial assets	117,000,416	5,196,485
NET CASH FLOW FROM INVESTING ACTIVITIES	109,721,177	3,226,696
Exchange rate variance on bank accounts with foreign currencies	988,889	-517,488
NET CASH CHANGE	116,835,442	21,309,978
Cash as of 1 January	37,942,589	16,632,611
Cash as of 31 December	154,778,031	37,942,589
NET CASH CHANGE	116,835,442	21,309,978

Notes to the Combined Accounts

(FIA France + FIA Switzerland + Global Institute)

1. Methodology used for the establishment of the combined accounts

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

The combined balance sheet and the profit and loss statement are built by making the arithmetic sum of the balance sheet and the profit and loss statements of FIA France, FIA Switzerland and Global Institute for Motor Safety SA (for 2018, in 2019 the company was liquidated), after conversion in EUR using the 2019 average EUR/CHF exchange rate of 1.1124 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. Highlights of the financial year

Capital gain realised in connection with the change of strategy in the management of the investment portfolio

During the second half of the year, FIA France liquidated its entire portfolio of marketable securities as part of a change in the management methods applicable as of 1 January 2020 (change from a system with multi-support asset managers to a system with managers specialised by asset category).

The impact of this operation mainly concerned the financial result:

Amounts in EUR	
Net charges on the disposal of securities	-688,671
Foreign exchange losses	-633,622
Other financial expenses	-109,555
Income from securities investments	9,430,725
Foreign exchange gains	575,589
Reversal of provisions	2,852,769
TOTAL	11,427,235

Other non-operating income from contracts: Fees received on capital gains realised by shareholders of Formula E Holding (FEH) — promoter of the Formula Electric (FE) championship

Under the promotion agreements for the FE Championship, the FIA Switzerland receives 20% of the capital gains realised by the shareholders of FEH. In this respect, the FIA Switzerland received a sum of EUR 13,915,442 in 2019 (2018: EUR 335,374).

2.2. 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.

2.3. 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

2.4. Other financial assets and investment securities

The gross value is made up of the purchase price excluding associated costs.

The liquid marketable securities are subject to impairment whenever their closing quoted market price is lower than their cost price.

2.5. 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.

2.6. Operating and exceptional results

The elements of the ordinary business 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 business activities of the FIA have been entered as an exceptional result.

2.7. 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.

2.8. 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.

2.9. 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, the conversion of the financial statements of FIA Switzerland was carried out with a single conversion rate of EUR/CHF of 1.1124.

PARTNERS

**JOINING FORCES TO BUILD
A BETTER TOMORROW**



TOGETHER FOR THE JOURNEY

From growing sustainable, safe and affordable transport to promoting secure, fair and captivating competition on the track, the FIA continues to make progress to a better Mobility and Sporting environment worldwide. And in order to realise its goals, the Federation is working with a range of equally committed and innovative partners.

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 an FIA Official Supplier in 2019. Holmatro works with the FIA Safety and Medical Departments to provide both equipment and training to support local crews of FIA-sanctioned circuits worldwide and ensure the highest standards for extrication protocols.



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 World 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. OMP has been appointed as Official Partner for FIA Rally Star and FIA Girls on Track — Rising Stars new talent detection programmes.



In 2020, the FIA appointed SBG Sports Software as FIA Official Supplier of Race Control Systems. The multi-year partnership will see SBG providing its circuit supervision and incident review systems for most major FIA-run series. SBG's RaceWatch is an integrated marshalling, stewarding, video, scrutineering and race management system with live monitoring and detailed review of data, telemetry, video and radio communications.

Event Partners



Rolex, the Swiss watch manufacturer whose close ties with motor racing date back to the 1930s, reflected on a year which saw the motor sport community come together across the world, deservedly acknowledged at the 2020 FIA Prize Giving.



ABB is a leading global technology company that energizes the transformation of society and industry to achieve a more productive, sustainable future. As title partner of the ABB FIA Formula E World Championship, ABB – together with Formula E – is a driver of progress in innovative technologies.



BMW, the German car manufacturer, renewed their Official Transportation Partnership of for the FIA Prize Giving for a third time in 2020 in Paris.



Brembo is the world leader and acknowledged innovator of disc brake technology for automotive vehicles. Brembo supplies high performance brake systems for the most important manufacturers of cars, commercial vehicles and motorbikes worldwide, as well as clutches and other components for Racing. Since 2016, Brembo has been a Partner of the FIA Sport & Mobility Conferences.



Circular technology specialist and leading distributor across Europe for refurbished hardware FlexIT was a Partner of the FIA eConference for the first time in 2020 and announced the launch of an IT BuyBack programme for all FIA Sport and Mobility Clubs at this event.



Enerfy® partnered with the FIA and its Clubs in 2018 to deploy, from 2019 onwards, the FIA Smart Driving Challenge rewarding smart, safe and ecofriendly driving. For the last two seasons, participants had their driving patterns assessed in real time thanks to an AI-based phone app, powered by Enerfy®, transforming real trips into a digital score. 2019 crowned a Swedish smart driver (Member of KAK), where 2020 rewarded a French driver (Member of the ACA).

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, and partnered the 2020 FIA eConference.



As a Global Partner, Marelli Motorsport has been actively involved in the 2020 FIA eConference and showcased best-in-class electric drive, control units and advanced telemetry devices.



Michelin also partnered the FIA Prize Giving, 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 2020, a Partner of the FIA eConference, demonstrating its involvement and support towards the FIA and its annual summits.

International Federation
recognised by the



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