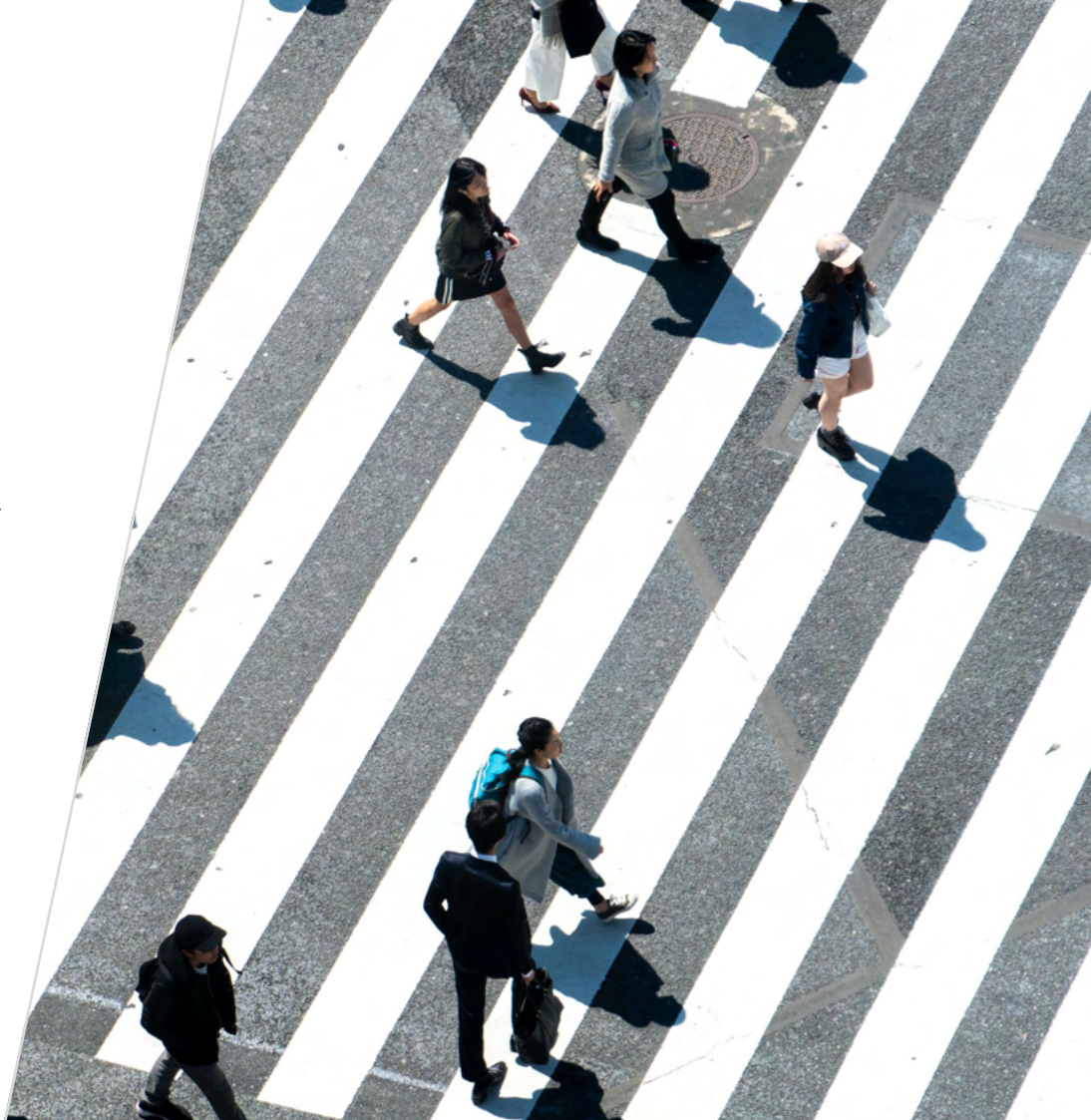




# ACTIVITY REPORT 2023





## PRESIDENT'S FOREWORD

I am delighted to deliver our annual Activity Report at the Extraordinary General Assemblies in Samarkand, Uzbekistan.

2023 has been a hugely successful year for the FIA. I'm proud to say that we are making considerable progress in line with my ambitions for our Federation.

Firstly, we guaranteed the ongoing sporting success of our World Championships. Our competition series have continued to grow – with expanded calendars across a wide range of single seater, touring, and off-road categories. These Championships remain commercially successful and continue to attract strong and dedicated audiences around the globe.

At the same time, we are boosting grassroots opportunities in order to double motor sport participation. This year, we held the biggest ever MENA Karting Cup (a karting championship for young drivers across the Middle East and North Africa) and supported the first ever African Karting Cup in South Africa.

As a knowledge-led Federation, we've continued to support learning and research opportunities for all our Member Clubs, our Championships, and other sporting stakeholders.

We provided extensive training and educational opportunities through the FIA University, and held our first ever FIA University graduation at the General Assemblies in Baku, Azerbaijan in December.

We also launched a new United Against Online Abuse scholarship at Dublin City University and commissioned new research on the state of global online abuse (with initial results published at the General Assemblies).

Over the coming year, we will continue to expand the FIA University, offering even greater mobility and road safety learning opportunities through a single centralised hub.

Driving our commitment to a greener future, we've continued to research sustainable technologies for both our competitions and the broader mobility landscape. Our findings were published in an in-depth White Paper released in November 2023, and were presented by our team at COP28 in Dubai. This marked the FIA's first time attending the Conference as an Observer.

On top of these achievements, we celebrated the 125th anniversary of our partner, the Alliance Internationale de Tourisme, with a commemorative book and a celebratory event at the occasion of the General Assemblies.

Moreover, the FIA's teams and departments have worked tirelessly to shore up the financial future of our organisation. Through their efforts, we have reduced the operating loss by €+7.0m compared to prior year, to €-0.8m. We have also established new processes to achieve further cost reductions in the coming year.

I would like to thank you for your ongoing support for all these initiatives.

I look forward to collaborating with you next year as we continue to drive progress.

Yours sincerely,



**Mohammed Ben Sulayem**  
FIA President

# FIA AT A GLANCE

## FIA SENIOR LEADERSHIP TEAM

### PRESIDENTIAL TEAM

<b>President</b>	Mohammed Ben Sulayem (UAE)
<b>FIA President of the Senate</b>	Carmelo Sanz de Barros (Spain)
<b>FIA Deputy President for Sport</b>	Robert Reid (Great Britain)
<b>FIA Deputy President for Mobility</b>	Tim Shearman (Canada)

### OPERATIONAL LEADERSHIP

<b>CEO</b>	Natalie Robyn (Spain/USA)
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## WORLD MOTOR SPORT COUNCIL

<b>FIA Leadership</b>
Mohammed Ben Sulayem (UAE) - President, FIA
Robert Reid (Great Britain) - FIA Deputy President for Sport
<b>Vice Presidents</b>
Sheikh Abdulla Bin Isa Al Khalifa (Bahrain)
Manuel Aviñó (Spain)
Daniel Coen (Costa Rica)
Fabiana Ecclestone (Brazil)
Lung-Nien Lee (Singapore)
Anna Nordkvist (Sweden)
Rodrigo Rocha (Mozambique)
<b>Titular Members</b>
HRH Prince Khalid Bin Sultan Al Faisal Al Saud (Saudi Arabia)
Eric Barrabino (Monaco)
Wayne Christie (New Zealand)
Garry Connelly (Australia)
Tom Kristensen (Denmark)
Andrew Mallalieu (Barbados)
Amina Mohamed (Kenya)
Rado Raspel (Slovenia)
David Richards (Great Britain)
George Silbermann (USA)
Jan Stovicek (Czechia)
Serkan Yazici (Turkey)
Tao Zhang (China)
<b>Members by Right</b>
Deborah Mayer (France) - President, Women in Motorsport Commission
Stefano Domenicali (Italy) - Formula One Group Representative
Oliver Schmerold (Austria) - President, FIA Manufacturers' Commission
Frédéric Vasseur (France) - F1 Commission Delegate
Ronan Morgan (Ireland) - President, Drivers' Commission
Akbar Ebrahim (India) - President, International Karting Commission



## WORLD COUNCIL FOR AUTOMOBILE AND TOURISM

President, FIA	Mohamed Ben Sulayem (UAE)
FIA Deputy President for Mobility	Tim Shearman (Canada)
<b>Vice Presidents</b>	
Region I	Jorge F Delgado Mendoza (Spain)
Region I Sub Region – African Council for Touring and Automobile Clubs	Simon Modisaemang (Botswana)
Region I Sub Region – Arab Council for Touring and Automobile Clubs	Essa Hamzah Alfailakawi (Kuwait)
Region II	Greig Craft (Vietnam)
Region III	Frank Fotia (Canada)
Region IV	Ricardo Morales Rubio (Colombia)
<b>Titular members</b>	
Region I	Günther Thumser (Austria)
	Didier Bollecker (France)
	August Markl (Germany)
	Gyorgi Molovuklovics (Hungary)
	Giuseppe Redaelli (Italy)
	Marga de Jager (Netherlands)
	Andrej Brglez (Slovenia)
	Peter Goetschi (Switzerland)
Region II	Michael Bradley (Australia)
	Govinda Prasad Bhattara (Nepal)
	Nitin Dossa (India)
	Rifat Sungkar (Indonesia)
	Bernard Tay (Singapore)
Region III	Alvaro Oliver Venere (Dominican Republic)
	Selwyn Persad (Trinidad and Tobago)
Region IV	Alejandro Quintana Hurtado (Chile)
	Pedro Guillermo Cofiño Ortega (Guatemala)
	Gorki Obando (Ecuador)
<b>Official Observers</b>	
President, Disability and Accessibility Commission	Nathalie McGloin (UK)
President, Environment and Sustainability Commission	Felipe Calderón (Mexico)
President, Manufacturers' Commission	Oliver Schmerold (Austria)
Representative, FIA Foundation	Saul Billingsley (UK)
<b>Commission Chairs</b>	
Mobility Services Commission	David Gabarró (Spain)
Mobility Policy Commission	Ian Jack (Canada)

## SENATE

Members by Right
Carmelo Sanz de Barros (Spain) - President of the Senate
Mohammed Ben Sulayem (UAE) - President, FIA
Robert Reid (Great Britain) - FIA Deputy President for Sport
Timothy Shearman (Canada) - FIA Deputy President for Mobility
Members
HRH Prince Faisal Al Hussein (Jordan)
Augustus JV Ferreira (Philippines)
Benjamin Piers Cussons (Great Britain)
Monica Mailander (Italy)
August Markl (Germany)
Elizabeth Perry (Australia)
Christian Anton Roux (South Africa)
Fatma Samoura (Senegal)
Carlos Slim Domit (Mexico)
Robert Slocombe (Australia)
Akio Toyoda (Japan)
Guojun Zhan (China)
Koji Sato (Japan)

Commission Presidents	
Sport Commission Presidents	
FIA Circuits Commission	Jorge Abed (Mexico)
FIA Closed Road Commission	Nicolas Klinger (France)
FIA Cross-Country Rally Commission	Dmitry Makhenya (Kazakhstan)
FIA Drag Racing Commission	Lars Pettersson (Sweden)
FIA Drifting Commission	Koichi Murata (Japan)
FIA Drivers' Commission	Ronan Morgan (Ireland)
FIA Electric and New Energy Championships Commission	Xiaoxu Zhou (China)
FIA Endurance Commission	Richard Mille (France)
FIA Esports Commission	Niroshan Pereira (Sri Lanka)
FIA F1 Commission	Mohammed Ben Sulayem (UAE) Stefano Domenicali (Italy)
FIA GT Commission	Lutz Leif Linden (Germany)
FIA Hill Climb Commission	Dusan Koblisek (Slovakia)
FIA Historic Motor Sport Commission	John Naylor (Ireland)
FIA Homologation Regulations Commission	Xavier Schene (Belgium)
FIA International Karting Commission	Akbar Ebrahim (India)
FIA Land Speed Records Commission	Roger Banowetz (USA)
FIA Medical Commission	Dr Sean Petherbridge (UAE)

FIA Off-Road Commission	Włodzimierz Szaniawski (Poland)
FIA Rally Commission	Jarmo Mahonen (Finland)
FIA Safety Commission	Sam Michael (Australia)
FIA Single-Seater Commission	Gian Carlo Minardi (Italy)
FIA Touring Car Commission	Alan Gow (Great Britain)
FIA Truck Racing Commission	Manuel Vidal Perucho (Spain)
FIA Volunteers and Officials Commission	Abdulaziz Al Thawadi (Bahrain)
FIA Women in Motorsport Commission	Deborah Mayer (France)
FIA World Rally Championship Commission	Roger Engström (Sweden)
<b>Mobility Commission Presidents</b>	
Mobility Policy Commission	Ian Jack (Canada)
Mobility Services Commission	David Gabarró (Spain)
FIA International Historical Commission	Giuseppe Redaelli (Italy)
<b>Joint Mobility and Sporting Commission Presidents</b>	
FIA Environment and Sustainability Commission	Felipe Calderón (Mexico)
FIA Disability and Accessibility Commission	Nathalie McGloin (Great Britain)
FIA Manufacturers' Commission	Oliver Schmerold (Austria)

## THE FIA IN NUMBERS

### MOBILITY IN NUMBERS

**13%**

The average reduction in battery usage or CO2 emissions achieved by 2023 FIA Smart Driving Challenge competitors.

**23%**

The increase in CPD sales from 2022-2023.

**30**

The number of projects supported by the FIA Regional Development Programme across four Mobility Regions in 2023.

## SPORTS IN NUMBERS

In 2023, the International Sporting Calendar included:

**254**

FIA Championships, Trophies, Challenges and Cups

**69**

Non-championship events

**444**

International Series

A TOTAL  
OF  
**767**  
EVENTS

A total of 767 events on the International Sporting Calendar registered by a total of 66 ASNs

### 2023 INTERNATIONAL SERIES APPROVED BY THE WORLD MOTOR SPORT COUNCIL

International Series recognised	<b>79</b>
Competitions / Events registered	<b>444</b>
Country / ASN requesting series	<b>23</b>

<b>Distribution by disciplines</b>	
Single-seater	<b>9</b>
Touring cars	<b>8</b>
GT	<b>26</b>
Prototype	<b>10</b>
Rally	<b>6</b>
Historic	<b>20</b>



## OUR EMPLOYEES

Number of employees



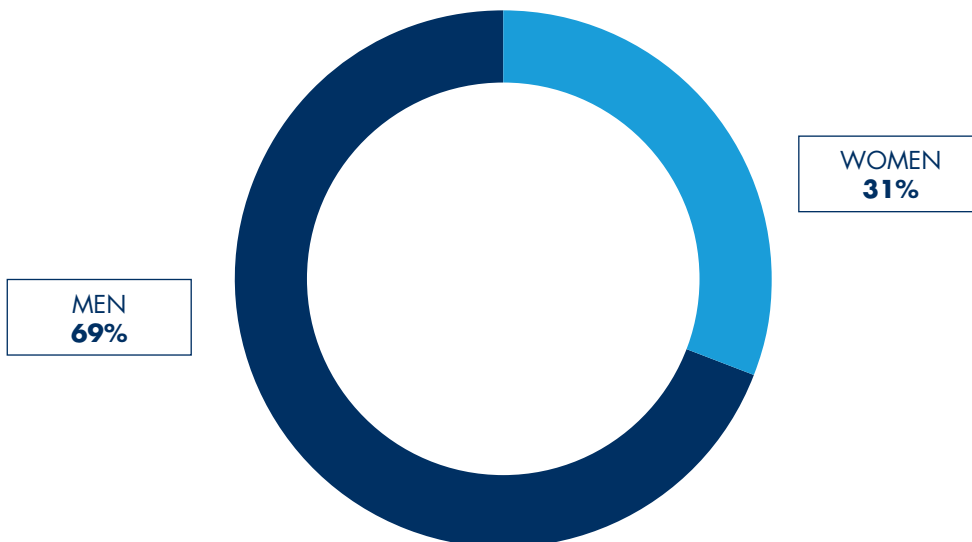
Number of Nationalities represented



Average age



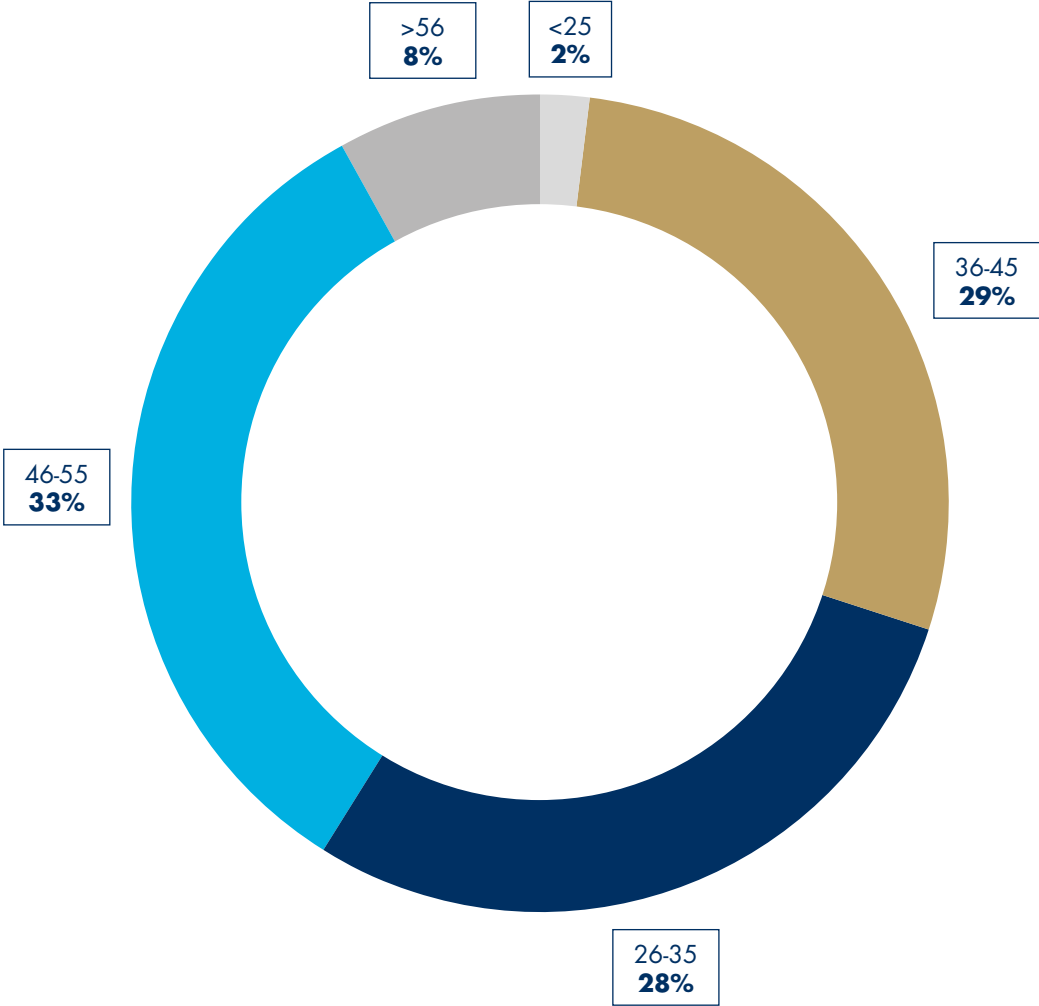
## DISTRIBUTION OF EMPLOYEES BY GENDER



## DISTRIBUTION OF EMPLOYEES BY DIVISION



DISTRIBUTION OF EMPLOYEES BY AGE



OUR MEMBERS

AMERICAS

43 Members  
31 Countries

EUROPE

103 Members  
50 Countries

ASIA PACIFIC

37 Members  
24 Countries



AFRICA

27 Members  
21 Countries

MIDDLE EAST  
AND NORTH  
AFRICA

32 Members  
21 Countries





# FINANCIAL REPORT



# MANAGEMENT REPORT

## CEO REPORT

In 2023, the FIA made significant strides in laying the foundation for our long-term objectives.

Our new organizational structure is nearly finalised, with a cadre of talented executives assuming key roles and bolstering our efforts to modernize and enhance professionalism within the Federation. Ten new departments have been established, accompanied by the addition of seven new members to our management team. Additionally, 61 internal transitions have been coordinated to align with our organisational goals, half of which involve internal promotions. These strategic changes are instrumental in shaping an organization adept at addressing contemporary challenges, supporting our member clubs better, driving innovation, and leveraging motorsport as a testbed for pioneering sustainable technologies.

This newly revamped FIA has made substantial strides in enhancing our communication channels, both internally and externally. Efforts to reduce complexity and administrative burden across the board have been initiated to facilitate more efficient decision-making processes. New initiatives harnessing the power of data have been introduced, enabling us to optimise the utilisation of collected information and steer the federation's future endeavours with greater precision. Additionally, new automation initiatives have been implemented, officially marking the commencement of our digital transformation journey. In summary, the Federation has embarked on the journey towards a significantly strengthened governance model.

Our focus remains on achieving financial sustainability, and the Federation is making significant progress towards attaining a positive balance, having reduced costs by over 8 million during the initial budgetary process. Simultaneously, efforts are directed towards revenue generation with now working models, alongside strategic investments in organisational development activities aimed at fortifying our foundation for sustained growth.

A new financial model has been instituted, affording transparency and visibility across the organisation, thereby facilitating more informed decision-making processes, and bolstering our control mechanisms.

The FIA is committed to leading by example with our new management team, cultivating a culture grounded in transparent communication, flattened hierarchies, and inclusive decision-making practices. Our emphasis lies in fostering an environment of openness and mutual respect, where employees are encouraged to voice their perspectives and challenge conventions.

Following this extensive transformation, the Federation is entering a phase of consolidation and solidification. Together the Federation is confident in our trajectory towards establishing a fit-for-purpose FIA, in alignment with the vision and objectives set by the Presidential Team.

## PROFESSIONAL STANDARDS

Throughout 2023, the Senate continued reviewing all compliance aspects within the FIA, including adjusting reporting lines in ethics and compliance areas.

At the Baku General Assembly in December 2023, FIA member clubs approved amending the reporting structure of the Ethics Committee, transferring its accountability from the President of the FIA to the Senate, enhancing the committee's independence. Similarly, the reporting line for the Compliance Officer was realigned to the Senate.

The year 2023 also saw the transformation of the FIA organisational structure and the establishment of a more robust management team, including a new approach to clear performance monitoring and evaluations, and we have created clearer roles and responsibilities.

The Senate is actively enhancing FIA's integrity through the review and reinforcement of processes, protocols, and evaluations to ensure a state-of-the-art model is put in place for the future of the FIA.

## FINANCIAL SUMMARY

The year 2023 was marked by a significant reduction of the FIA's operating and net loss, driven by a strong increase of operating revenues. The operating loss 2023 of €-0.8 m was reduced by €+6.9m versus prior year's €-7.7m, and the net result 2023 of € 7.2m was improved by €+22.4m versus prior year's €-15.2m. The FIA's balance sheet continued to be strong, endowed with a 45% equity ratio and absent any financial debt.

## BALANCE SHEET

The balance sheet total amounted to € 218.5m, an increase of €+15.9m versus prior year. Cash and cash equivalents represented € 152.2m, equal to 70% of the total, and were invested in securities such as equities, fixed income investment grade and real estate, in line with the FIA's strategic asset allocation. Other current assets totalled € 51.1m and were mainly composed of receivables and prepaid expenses, which increased with higher activity versus prior year. Noncurrent assets of € 15.2m were mainly composed of the offices in Geneva and the land and building of the Valleiry Centre of Excellence located in France, close to Geneva.

Short-term liabilities of € 108.5m increased by €+9.1m due to higher activity versus prior year. Provisions amounted to € 11.1m and showed a €+1.1m increase. Equity amounted to € 98.9m, resulting in a healthy equity ratio of 45% and increasing by €+5.7m versus prior year.

## PROFIT AND LOSS STATEMENT

Operating income grew by €+16.2m or +11.7% to € 155.3m, mainly driven by registration, entry and regulatory fees and reversal of provisions. With increased activity, operating expenses increased by €-9.3m. Personnel cost rose by €-4.6m due to job creations associated with the higher activity level. External expenses, on the other hand, present savings of €+2.4m. Allocation to provision increased by €-6.5m due to newly identified risks. As a consequence, the FIA's operating result 2023 improved by €+6.9m compared to prior year, to €-0.8m.

The financial result was positive at € 2.3m and increased by €+2.8m versus prior year, mainly due to lower foreign exchange losses. The exceptional result was positive at € 5.8m, a €+12.6m improvement versus prior year mainly due to the absence of exceptional provisions for the settlement of historic litigation in the United States that occurred in 2022. As a result, the FIA's net result amounted to €7.2m, a €+22.4 m improvement versus prior year.

## CASH FLOW STATEMENT

Operating cash flow 2023 amounted to €+4.1m, presenting a €+9.5m amelioration versus prior year. Cash flow from investing activities was at €-5.3m, following higher investment securities and fixed asset investments in 2023. After exchange rate variances of €+0.3m, the net cash changed thus by €-0.9m in 2023.

# AUDITORS' REPORT



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CH-1214 Vernier-Genève

Tel: +41 22 708 10 80  
www.mazars.ch

## Report of the Independent Auditor to the General Assembly of FEDERATION INTERNATIONALE DE L'AUTOMOBILE, Geneva

### Report on the Audit of the combined Financial Statements

#### *Opinion*

We have audited the combined financial statements of FEDERATION INTERNATIONALE DE L'AUTOMOBILE (the association), which comprise the balance sheet as at 31 December 2023, income statement and the statement of cash flows for the year then ended, and notes to the combined financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying combined financial statements comply with Swiss law and the association's articles of incorporation.

#### *Basis for Opinion*

We conducted our audit in accordance with Swiss law and Swiss Standards on Auditing (SA-CH). Our responsibilities under those provisions and standards are further described in the "Auditor's Responsibilities for the Audit of the combined Financial Statements" section of our report. We are independent of the association in accordance with the provisions of Swiss law and the requirements of the Swiss audit profession, and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

#### *Other Information*

The Senate is responsible for the other information. The other information comprises the information included in the annual report but does not include the combined financial statements and our auditor's report thereon.

Our opinion on the combined financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the combined financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the combined financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated.



## *Senate' Responsibilities for the Combined Financial Statements*

The Senate is responsible for the preparation of the combined financial statements in accordance with the provisions of Swiss law and the association's articles of incorporation, and for such internal control as the Senate determines is necessary to enable the preparation of combined financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the combined financial statements, the Senate is responsible for assessing the association's ability to continue as a going concern, disclosing, as applicable, matters related to going concern, and using the going concern basis of accounting unless the Senate either intends to liquidate the association or to cease operations, or has no realistic alternative but to do so.

## *Auditor's Responsibilities for the Audit of the Combined Financial Statements*

Our objectives are to obtain reasonable assurance about whether the combined financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with Swiss law and SA-CH will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these combined financial statements.

A further description of our responsibilities for the audit of the combined financial statements is located on EXPERTsuisse's website at: <https://www.expertsuisse.ch/en/audit-report>. This description forms an integral part of our report.

## **Report on Other Legal and Regulatory Requirements**

We recommend that the combined financial statements submitted to you be approved.

## **MAZARS Ltd**



Michael Ackermann  
Licensed audit expert  
(Auditor in charge)



Jean-Christophe Bodez  
Licensed audit expert

Geneva, May 14, 2024

## **Attachments**

- Combined financial statements (balance sheet, income statement, cash flow statement and notes)

# COMBINED BALANCE SHEET

<b>Assets in thousands of EUR</b>	<b>2023</b>	<b>2022</b>
Cash at bank in hand	14,969	15,834
Investment securities	137,233	134,107
<b>Cash and equivalent</b>	<b>152,202</b>	<b>149,941</b>
<b>Stock</b>	<b>165</b>	<b>0</b>
Receivables	9,765	13,937
Recoverable taxes	4,195	724
Other receivables	8,718	4,758
<b>Receivables</b>	<b>22,678</b>	<b>19,419</b>
<b>Prepaid expenses and accrued income</b>	<b>28,237</b>	<b>17,567</b>
<b>Current assets</b>	<b>203,283</b>	<b>186,927</b>
Land	3,028	3,028
Buildings	3,577	4,093
Fixtures and fittings	2,609	2,917
Vehicles and equipment	1,197	0
Computers and office equipment	612	545
Office furniture	359	414
Machinery and equipment	1,019	1,357
<b>Fixed assets</b>	<b>12,402</b>	<b>12,355</b>
<b>Intangible assets</b>	<b>1,255</b>	<b>1,593</b>
<b>Asset in progress</b>	<b>640</b>	<b>923</b>
<b>Financial assets</b>	<b>903</b>	<b>792</b>
<b>Non-current assets</b>	<b>15,200</b>	<b>15,663</b>
<b>Total assets</b>	<b>218,483</b>	<b>202,590</b>

<b>Liabilities and equity in thousands of EUR</b>	<b>2023</b>	<b>2022</b>
Trade payables	18,063	15,291
Tax liabilities	281	1,736
Social liabilities	1,106	144
Other debts	12,299	13,010
<b>Liabilities</b>	<b>31,749</b>	<b>30,181</b>
<b>Accrued expenses and deferred income</b>	<b>76,794</b>	<b>69,238</b>
<b>Short-term liabilities</b>	<b>108,543</b>	<b>99,419</b>
Provisions for contingencies and losses	10,504	9,534
Provisions for retirement	569	458
<b>Contingencies and loss provisions</b>	<b>11,073</b>	<b>9,992</b>
<b>Long-term liabilities</b>	<b>11,073</b>	<b>9,992</b>
<b>Total liabilities</b>	<b>119,616</b>	<b>109,411</b>
Other reserves	80,108	80,108
Retained earnings	13,025	28,235
Result of the year	7,162	-15,210
Capital grant	0	46
Foreign exchange differences	-1,429	0
<b>Equity</b>	<b>98,867</b>	<b>93,179</b>
<b>Total liabilities and equity</b>	<b>218,483</b>	<b>202,590</b>

# COMBINED PROFIT AND LOSS STATEMENT

In thousands of EUR	2023	2022
<b>Sales of documents, CPD and various products</b>	<b>1,520</b>	<b>1,145</b>
<b>Club subscriptions</b>	<b>2,594</b>	<b>3,763</b>
Calendar fees	15,817	15,917
Entry fees	42,406	36,482
<b>Registrations and Entry fees</b>	<b>58,222</b>	<b>52,399</b>
Income from grants received from the FIA Foundation	8,125	7,234
Homologations	7,574	6,087
Various income	18,627	18,716
<b>Other income</b>	<b>34,326</b>	<b>32,037</b>
<b>Income from sporting regulatory fees</b>	<b>35,512</b>	<b>33,740</b>
Income from partnership and sponsoring contracts	13,344	11,012
Other income from contracts	3,873	3,446
<b>Income from contract</b>	<b>17,218</b>	<b>14,458</b>
<b>Reversal of provisions</b>	<b>5,895</b>	<b>1,531</b>
<b>Operation income</b>	<b>155,287</b>	<b>139,073</b>
<b>Miscellaneous supplies and equipment</b>	<b>-3,200</b>	<b>-2,608</b>
Rent, leases, maintenance and repairs	-5,539	-5,900
Subcontracting	-19,253	-17,570
Agencies expenses and specialists' fees	-8,518	-8,565
Consultancy fees	-10,648	-9,819
Retrocessions to sport championships	-8,077	-8,958
Grants to members (Sport and Mobility)	-6,350	-7,383
Travel expenses	-19,251	-19,402
Freight, travel expenses, missions, receptions and events	-6,424	-6,455
Postal and telecommunications expenses	-466	-445
Bank services and customs duties	-697	-786
Miscellaneous external expenses	-3,790	-6,112
<b>External expenses</b>	<b>-89,013</b>	<b>-91,395</b>
<b>Fiscal taxes and dues</b>	<b>-772</b>	<b>-850</b>
Salaries	-39,739	-35,647
Social security and fiscal contributions	-9,399	-8,913
<b>Personnel expenses</b>	<b>-49,139</b>	<b>-44,559</b>

In thousands of EUR	2023	2022
Depreciation and amortisation	-3,768	-3,761
Allocation to provisions	-10,183	-3,639
<b>Operating expenses</b>	<b>-156,075</b>	<b>-146,811</b>
<b>Operating result</b>	<b>-787</b>	<b>-7,738</b>
Income from security investments	2,910	5,005
Foreign exchange gains	1,982	3,051
Reversal of financial provisions	1	218
<b>Financial income</b>	<b>4,892</b>	<b>8,274</b>
Interest expenses and other financial expenses	-102	-44
Net charges on disposal of securities	-327	-3,314
Foreign exchange losses	-1,775	-5,223
Allocation to financial provisions	-359	-192
<b>Financial expenses</b>	<b>-2,563</b>	<b>-8,773</b>
<b>Financial result</b>	<b>2,330</b>	<b>-499</b>
<b>Other non-operating income from contracts</b>	<b>0</b>	<b>0</b>
Non-operating management income and reversal of exceptional provisions	9,272	12,854
Prior period income	1,511	12
Income from sales of assets	0	0
<b>Exceptional income</b>	<b>10,782</b>	<b>12,867</b>
Non-operating management expenses	-4,648	-19,640
Exceptional expenses from previous years	-14	0
Net book value of assets disposed of	-289	-12
<b>Exceptional expenses</b>	<b>-4,951</b>	<b>-19,653</b>
<b>Exceptional result</b>	<b>5,831</b>	<b>-6,786</b>
<b>Result before taxes</b>	<b>7,373</b>	<b>-15,023</b>
<b>Income tax</b>	<b>-211</b>	<b>-187</b>
<b>Net result</b>	<b>7,162</b>	<b>-15,210</b>

# COMBINED CASH FLOW STATEMENT

In thousands of EUR	2023	2022
Result of the year	7,162	-15,210
Depreciation, amortisation and impairment losses on non-current assets	3,768	3,773
Changes on provisions	1,175	-7,274
Changes on receivables	3,879	-5,902
Changes on other receivables	-8,381	-974
Changes on stock	-165	0
Changes on prepaid expenses and accrued income	-10,203	2,410
Changes on short term payables	2,031	10,072
Changes on other payable	-1,949	-2,414
Changes on accrued expenses and deferred income	6,827	10,182
Gain on sale of non-current assets	-46	-50
<b>Net cash flow from operating activities</b>	<b>4,099</b>	<b>-5,386</b>
Investments in fixed assets	-2,675	-1,724
Investments / disinvestments in intangible assets	5	-842
Net Investment in financial asset	-2,609	-531
<b>Net cash flow from investing activities</b>	<b>-5,279</b>	<b>-3,097</b>
<b>Exchange rate variance on bank accounts with foreign currencies</b>	<b>315</b>	<b>910</b>
<b>Net cash change</b>	<b>-865</b>	<b>-7,573</b>
Cash as of January 1	15,834	23,407
Cash as of December 31	14,969	15,834
<b>Net Cash variance</b>	<b>-865</b>	<b>-7,573</b>

# NOTES TO THE COMBINED ACCOUNTS

## 1. METHODOLOGY USED FOR THE ESTABLISHMENT OF THE COMBINED ACCOUNTS

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

The combined balance sheet and the profit and loss statement are built on the basis of the balance sheet and the profit and loss statements of FIA France and FIA Switzerland, after conversion in EUR using the 2023 average EUR/CHF exchange rate of 1.0288945 and after elimination of the inter organization transactions.

The annual accounts have been set up in accordance with the provisions on commercial accounting in the Swiss Code of Obligations (Art. 957 to 963b).

The general accounting policies have been applied in accordance with the principle of prudence, in line with the basic assumptions of going concern, consistency of accounting methods from one year to the next, and independence of financial years, in accordance with the general rules for the preparation and presentation of annual accounts. The valuation and presentation methods have not been changed compared to the previous year.

The accounting principles used to prepare these financial statements are described below.

The figures are presented in thousands of EUR and rounded per line.

The exchange rate used for the calculation of the Profit and Loss Statement is the 2023 average rate.

The exchange rate used for the calculation of the Balance Sheet is the rate at the end of the year.

However, this rate is not applied to the equity for which we use the historical value.

The average rate is applied to year N and N-1 to calculate the cash flow statement.

## 2. EVALUATION PRINCIPLES APPLIED IN THE COMBINED ACCOUNTS

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

### 2.1. Receivables and provisions for loss on receivables

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

- 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 be taken into account.

### 2.2. Fixed and intangible assets

The fixed and intangible assets are recorded into the balance sheet at their acquisition cost, less a deduction for depreciation 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 & equipment	5 years	20% linear

### 2.3. 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.

### 2.4. Revenue recognition

The revenue is calculated on the basis of the goods delivered and the services provided as at the date of the balance sheet. It is entered into the accounts when the amount of the income can be determined reliably and when the probability that the FIA will obtain economic advantages from it is sufficiently high.

### 2.5. Operating and exceptional results

The elements of the ordinary 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.

### 2.6. Principles of expenditure

The expenditures shall be recognised in the financial year in which the service was performed, irrespective of the date of payment. A physical delimitation is carried out in order to link the loads to the income. This requires that all charges used to realise specified income be simultaneously included in the income statement in accordance with the recorded income.

### 2.7. Principles of provisions

The provisions for liabilities and expenses may be recognised to cover, in particular, the risks identified in respect of certain issues. They are constituted in the event of a probable commitment based on a past event, the amount and/or maturity of which are uncertain, on the basis of the best estimate of their probable costs at year-end.

### 2.8. Principles for the conversion of foreign currencies

Transactions in foreign currencies are converted at the exchange rate prevailing at the time they were made. Monetary assets and liabilities denominated in foreign currencies are converted at the exchange rate prevailing at the balance sheet date. Exchange differences arising from these transactions are registered in the income statement.

As part of the combination of the accounts of FIA France and FIA Switzerland, the conversion of the financial statements of FIA Switzerland was carried out with a single conversion rate of EUR/CHF of 1.0288945.

### 2.9. Result of Regions I and II

The FIA's accounts include the results of Regions I and II which have been recorded in the Regions' reserves account shown as other liabilities in the FIA's balance sheet.

In thousands of €	Operating result	Financial result	Exceptional result	Net result
FIA Region 1	-1,748	7	1	-1,740
FIA Region 2	-41	-1	0	-42



### 3. HIGHLIGHTS OF THE FINANCIAL YEAR

#### 3.1. Exceptional charge for restructuring

An amount of extraordinary expenses 2023 for restructuring has been provided in 2023 accounts for €1,921k. It includes salary and recruitment costs and legal fees. .

#### 3.2. Contestation over a Formula E partnership

An amount of €939k in respect of income from a billing call issued to Formula E Holdings, recognized and settled in 2021, has been disputed by Formula E Holdings. The amount has therefore been fully provided for in 2022.

A settlement has been signed between FIA and FEH. It resulted in a receivable for an amount of €998K and a credit amount for €939k.

The 2022 provision has been reversed in 2023.

The balance is due by FEH to FIA for an amount of EUR €60k.

#### 3.3. Travel expenses

In 2023, prepaid expenses regarding travel expenses amounted €1,962k, have been reconstituted in order to obtain more accurate recognition of income and expenses over the same period.

#### 3.4. Deferred Income - Audit Fees

In 2023, a deferred income amounted to €210k, has been booked in 2023 account in order to obtain more accurate recognition of income and expenses over the same period.

SPORT



# SPORT

## FOREWORD

2023 was a year of sporting achievements and development for the FIA.

WEC welcomed record IMP2 and IMGTE classes, while the Hypercar class more than doubled in size – with nine manufacturers competing across all categories. In Formula E, we saw new Gen 3 cars arriving on track, while WRC offered the first event ever featuring stages in three different countries. World Rally-Raid Championship expanded to five events, and, despite mid-season disruption, WRX also completed its season thanks to the hard work of everyone involved. Finally, we had record participation in Karting, while inaugurating the first season of the International Karting Ranking. And, as always, it was an exciting Formula One season, with strong audiences and on-track performance.

In addition to delivering our World Championships and regional competitions, we have continued to work towards our goal of increasing global motor sport participation.

We have launched new low-cost initiatives to make motor sport more affordable and accessible to the greatest number of people. Motorsport in a Box is a very simple toolkit which allows our Member Clubs around the world to organise low-cost motor sport events where competitors can use their own standard road vehicles. It is the most basic form of motor sport, and will allow more people to try it for the first time.

Beyond accessible motor sport initiatives, we have worked with our seven Vice-Presidents for Sport to develop regional projects which will broaden the base of the motor sport pyramid. In that respect, I was very proud to witness the first ever Asia Pacific Motorsport Championships in Malaysia. Most Clubs in the region participated, making this event a new landmark in the Asia Pacific motor sport landscape. We want to promote and develop Regional Empowerment and the implementation of new FIA Sport Regional Offices supported by Regional Coordinators in Africa, Asia Pacific, MENA and America is fully aligned with our objective, allowing us to work more closely with all our Clubs, while collecting more local feedback. We also started Tailored Development Plans to support motor sport growth in populous countries such as India, China and Nigeria.

Our Members have also had the opportunity to learn and develop through our educational programmes. I was glad to see our first FIA University graduates in Baku during the General Assemblies Week 2023 and I hope to see many more in 2024. We are positioning the FIA as a knowledge-led organisation and we want to cascade this new approach to all our stakeholders, allowing better decision-making processes for all.

The Federation's developments in sustainable motor sport are on the right track. We are using the sport as a laboratory for developing sustainable technologies of tomorrow's cars. There are very exciting projects currently in the pipeline to find the appropriate energy mix for each championship, using our competitions as the best platform to develop, test proof and deploy new technologies, while increasing public awareness. As proof of this, five of our seven World Championships are

currently running on sustainable energies.

I would like to thank everyone involved in making our sport more affordable, more accessible, more sustainable and more diverse. This is a collaborative effort and I look forward to seeing our 2024 initiatives come to life, while our ongoing projects continue to grow.



**Robert Reid**  
FIA Deputy President for Sport



WORLD MOTOR SPORT COUNCIL



## WORLD MOTOR SPORT COUNCIL

The World Motor Sport Council (WMSC) has responsibility for all aspects of international motor sport: calendars, regulations, standards, safety, and development of the sport at every level.

In 2023, the WMSC met four times. The first meeting took place at the beginning of March at the FIA Formula One World Championship season opener, the Bahrain Grand Prix. There, FIA President Mohammed Ben Sulayem told Council members that the FIA's "objective is to deliver on the promise of making motor sport affordable and accessible for all," and that "we look forward to continuing our strong collaboration with Council members and putting the focus on the development of emerging motor sport markets." He reaffirmed that, in line with his manifesto, the organisation was committed to doubling motor sport participation and a focus on expanding diversity through increased engagement with FIA Member Clubs.

He also announced the launch of the FIA White Paper on online abuse. FIA President Mohammed Ben Sulayem said: "The FIA recognises that this phenomenon has become a plague on our sport. We are committed to a zero-tolerance approach to bring about meaningful change through collaborative action. We must all promote a safe, respectful sporting environment on the racetrack – and on social media. We must work together to ensure things change for the better."

The Council's second meeting took place during the week of the FIA Conference in Cordoba, Spain in June. As well as announcing that all 10 Formula 1 teams have achieved three-star FIA Environmental Accreditation, the FIA President also outlined the United Against Online Abuse campaign's strong progress over the past few months.

The year's penultimate meeting took place in Geneva, with members joining both in person and online. At this meeting, the 2024 FIA World Rally Championship and ABB FIA Formula E World Championship calendars were approved, while the FIA World Endurance Championship's enhanced qualifying format and new LMGT3 Technical Regulations were validated. New terminology for FIA Cross-Country Rallying disciplines was also agreed. As part of the FIA knowledge-led approach, FIA President Mohammed Ben Sulayem mentioned the launch of two FIA University Programmes: The Motorsport Leadership and Management and the Certificate in Modern Sport Governance.

The final meeting of 2023 took place in Baku, Azerbaijan during the FIA General Assemblies Week. The Council approved updates to the FIA Formula One World Championship Technical Regulations to protect drivers during races in extremely hot conditions, while in the FIA World Rally Championship, FIA Deputy President for Sport Robert Reid spoke about progress and meetings around the dedicated Rally Working Group. The Council also approved the recommendation of the WRC Commission to appoint Hankook as the official tyre partner and supplier to the FIA World Rally Championship for a three-year-period starting in 2025.

1. [WMSC in Bahrain: "2023 will be a year of delivery"](#)
2. [WMSC hears of significant progress in Cordoba](#)
3. [FIA announces WMSC decisions in Geneva](#)
4. [WMSC gathers for final meeting of a landmark year](#)



# WORLD CHAMPIONSHIPS



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## FORMULA ONE

### KEY ACHIEVEMENTS

- FIA implemented a new structure in its management of Formula 1.
- FIA celebrated fifty years of the Safety Car.
- All ten teams achieved Three-Star FIA Environmental Accreditation.

### F1 TO THE MAX

2023 was a record-breaking season on the track. Max Verstappen followed up his 2022 success with a relentless campaign that brought him his third World Drivers' Championship, and a sixth for Red Bull Racing in the Constructors' standings.

### RED BULL BRILLIANCE

It was a season as close to perfection as anyone could dream possible for Red Bull Racing and Max Verstappen. Over the course of the season, the 26-year-old tallied a total of 19 wins – as well as four out of a possible six Sprint wins. This represented a unique achievement in Formula 1, and the question now remains as to whether another driver will rise to the challenge, or if Verstappen can remain unbeatable across the 24-race-season in 2024.

### A BOLD NEW STRUCTURE

The FIA began 2023 with an announcement that it would be implementing a new structure in its management of Formula 1, following a review of the FIA's internal procedures initiated by the FIA President.

This new structure put Nikolas Tombazis, who has led the FIA's Formula 1 technical team since 2018 and overseen the development and implementation of the successful 2022 regulations overhaul, in a more transversal role as Single-Seater Director.

The reorganisation put the Sporting, Technical, Financial and Strategy & Operations Directors in direct report to the overall department director, creating a more efficient and effective system of management for the FIA within its highest-level championship, and resulting in an organisationally and operationally successful season.

### EXPRESSIONS OF INTEREST

This year, the FIA launched an application process for potential new teams to enter Formula 1. This drew a significant level of interest from potential candidates, reflecting the immense popularity and ongoing growth of the championship.

All applicants underwent thorough due diligence, particularly around their technical capabilities, resources, team experience, and ability to raise and maintain sufficient funding.

Candidates were also required to explain how they would achieve net zero by 2030 (in line with FIA targets), and what steps they would take to achieve a positive social impact.

Four applicants then progressed to Phase 2. Following this phase, the FIA concluded that Andretti Formula Racing LLC should progress to the next stage. Andretti Formula Racing LLC was the only candidate who reached Phase 2 and met the

FIA's stringent criteria in all material respects.

As part of the agreed process of the Expressions of Interest protocol, the FIA findings on Andretti Formula Racing LLC's submission were passed to Formula One Management (FOM) for commercial discussions.

### 50 YEARS OF THE FIA F1 SAFETY CAR

This year marked 50 years since the Safety Car made its first appearance in F1, at the 1973 Canadian Grand Prix. In the years since, it has become a key part of the Federation's efforts to improve safety in Formula 1. The Safety Car has been constantly developed and refined by the FIA to become one of the most potent weapons in the Federation's arsenal of motor sport safety measures, in Formula 1 and beyond.

### THREE STARS ACROSS THE BOARD

2023 was a landmark year for environmental and sustainability efforts in motor racing. For the first time ever, all ten of the teams, as well as Formula 1's Commercial Rights Holder (FOM), all achieved Three-Star FIA Environmental Accreditation. The programme measures performance across a range of 17 criteria ranging from energy use and supply chain management to transport planning, noise management and carbon emissions.

The FIA Formula One World Championship was first awarded the accreditation in 2020. Since then, many of the key stakeholders within the sport, including the Teams, Race Promoters, suppliers and host circuits, have also embarked on their own journeys to achieve FIA Three-Star Environmental Accreditation. Pirelli, a Global Partner of Formula 1 and key supplier of the World Championship, is among those to hold the Three-Star Environmental Accreditation.

### SPRINTING AHEAD

Ahead of the first Sprint event of 2023 in Azerbaijan, the regulations were amended to separate the result of the Sprint from Grand Prix qualifying. In order to facilitate this change, a Qualifying session for Sunday was scheduled for Friday afternoon, after just one Free Practice Session. While the change in schedule was a step in the right direction, helping to ensure fairer competition and more excitement over the course of the weekend, further changes are anticipated for the coming season as the Sprint continues to evolve as an exciting new element in Formula 1.

## FORMULA E

### KEY ACHIEVEMENTS

- The Formula E Gen 3 Car was introduced.
- FIA set out a technical specifications and framework for the next generation (Gen 4).
- FIA introduced a cost cap for the series.

### CALENDAR

In 2023, the calendar included 11 events and 16 races, with new venues including São Paulo, Portland and Cape Town. The finale event was held in London. Jake Dennis (GBR) was crowned the new ABB FIA Formula E World Champion ahead of Nick Cassidy (NZL), whilst Envision Racing clinched the ABB FIA Formula E World Championship title for Teams.

Over the course of the year, the FIA and Formula E also prepared for the 2024 season, with plans to add a Tokyo event and choose more sustainable and permanent circuits.

### GEN 3

This year, Formula E introduced the Gen 3 car. Built for street racing, Gen 3 is smaller and more dynamic, with greater regeneration capacities (up to 600kW – meaning that almost 50% of the energy used during the race is now coming from regenerative braking) and a power output in traction up to 350kW. The car represents a significant step compared to its predecessor, and pushes the boundaries of technology for the suppliers and the manufacturers.

The strength of the car has opened the door to a new style of racing – where overtaking capacity is even stronger and energy management strategy is even more important to the final result.

During the final quarter of 2023, the FIA set out technical specifications and framework for the next-generation of cars (Gen 4) set to hit racetracks in 2027. This included the selection of battery, chassis, tyre and front powertrain kit suppliers (Podium AT, Spark Racing Technology, Bridgestone and Mirelli respectively) following a comprehensive tender process.



## WORLD ENDURANCE CHAMPIONSHIP

### KEY ACHIEVEMENTS

- WEC welcomed record LMP2 and LMGTE classes, while the Hypercar class more than doubled in size.
- Nine manufacturers competed across all categories.
- A new Balance of Performance methodology was adopted.
- New tracks and Hypercar manufacturers were signed for the coming season.
- Moving away from any form of tyre heating was another major regulatory change for 2023

### COMPETITION SUMMARY

In the Hypercar class, the #8 Toyota Gazoo Racing crew of Sébastien Buemi, Brendon Hartley and Ryō Hirakawa clinched their second title in a row. They led the #7 Toyota Gazoo Racing crew by 27 points. The #50 Ferrari rounded out the podium.

Team WRT's Robert Kubica, Rui Andrade and Louis Delétraz claimed victory in LPM2, while Corvette Racing won LMGTE.

Notably, the Iron Dames won the LMGTE class in Bahrain – making them the first ever all-female squad to do so.

### NUMBER OF COMPETITORS/STRENGTH OF CLASS

The 11th season of the FIA World Endurance Championship featured a total of 38 full season entrants 13 of which joined the Hypercar class. WEC's top class had more than doubled in comparison to 2022, with entries from leading manufacturers like Cadillac, Ferrari, Glickenhaus, Peugeot, Porsche, Toyota and Vanwall. The grid was completed by a record 11 LMP2 and 14 LMGTE Am entries.

This year's entry list is testament to the growing global appeal of WEC.

Teams competed under licences from 12 different countries (Italy (9), Germany (6), USA (5); Great Britain (4), France (4), Japan (3), Belgium (2), Canada (1), Switzerland (1), Poland (1), Austria (1) and Oman (1)). Nine manufacturers were represented across all classes (Cadillac, Ferrari, Peugeot, Porsche, Toyota, Glickenhaus, Vanwall, Chevrolet, and Aston Martin).

The series enjoyed a strong seven-round calendar, which included a new addition, Portimão, Portugal, and a centenary celebration for 24 Hours of Le Mans.

### DATA

In 2023, a new Balance of Performance methodology was adopted, with simulations and data from telemetry playing bigger role in the process of computing the BoP. To strengthen this approach, AVL was appointed as a technical partner, offering enhanced simulation abilities.

Following an in-depth evaluation of tyre usage data, the FIA and the ACO, along with the championship's exclusive tyre suppliers, Michelin and Goodyear, authorised tyre warming for 24 Hours of Le Mans. This was done with the aim of ensuring that drivers of all experience levels are able to compete in the safest possible environment regardless of track conditions



and temperatures.

### FURTHER EVOLUTION OF THE WEC CATEGORIES

During 2023, the FIA set out plans for the future including:

- New LMGT3 category
- Signing Alpine, BMW, Lamborghini and Isotta Fraschini to the Hypercar category
- GT3 adjustments

This year, WEC announced plans to introduce LMGT3 in 2024. It will be the first new car class since WEC was launched in 2012.

LMGT3 is based on GT3 (the FIA's most popular consumer car class) and uses FIA's existing GT3 technical platform. GT3 cars joining the championship will have to undergo several mandatory adaptations such as installation of torque sensors, luminescent number panels and leader lights in order to be eligible for competition.

The Championship also announced new rounds, including São Paulo (Brazil), Lusail (Qatar), Imola (Italy), and a return to Circuit of the Americas in Texas, USA, and new Hypercar manufacturers, including Alpine, BMW, Lamborghini, and Isotta Fraschini for the 2024 season.



# WORLD RALLY CHAMPIONSHIP

## KEY ACHIEVEMENTS

- All three manufacturers achieved race wins this season.
- Thirteen events were held across four continents.
- The Championship used 100% fossil-free fuel.

The FIA World Rally Championship 2023 was another season to remember. Year two of the Rally1 era featured plug-in hybrids, fossil-free fuel and the use of ultra-strong safety cells, five race winners, and one Champion after 13 events.

## SPORTS SUMMARY

TOYOTA GAZOO Racing WRT's success continued in 2023. The team claimed their third Manufacturers' title in as many years, after another standout campaign in which Kalle Rovanperä and Jonne Halttunen secured back-to-back Drivers' and co-drivers' crowns.

Meanwhile, in FIA WRC2, Andreas Mikkelsen and co-driver Torstein Eriksen claimed victory, ahead of their Toksport Škoda team-mates Gus Greensmith and Jonas Andersson. PH Sport Citroën pair Yohan Rossel and Arnaud Dunand completed the top three.

Kajetan Kajetanowicz won the new FIA WRC2 Challenger title alongside co-driver Maciej Szczepaniak, while Alexander Villanueva and Roberto Mometti claimed victory in the WRC Masters Cup.

Finns Roope Korhonen and Anssi Viinikka secured the FIA WRC3 Championship after landing four maximum scores, the most allowed under the 2023 regulations.

The FIA Junior WRC Championship for Fiesta Rally3s prepared and maintained by M-Sport Poland was decided on the fifth and final event of the season in Greece. William Creighton and Liam Regan, representing the Motorsport Ireland Rally Academy, took the title and the Fiesta Rally2 prize drive, eight points ahead of their nearest rivals Diego Dominguez and Rogelio Peñate.

## EVENTS

### ASNS JOIN FORCES TO DELIVER STANDOUT CROSS-BORDER RALLY

Three ASNs came together to deliver the inaugural Central European Rally in late October. While WRC events had featured stages in more than one country in the past, the Central European Rally was the first to include stages in three countries during the same event. The innovative event was the culmination of an extensive collaboration between Germany's Allgemeiner Deutscher Automobil-Club (ADAC), the Czech Autoklub České Republiky (ACCR) and the Austrian Motorsport Federation (AMF). Delivered with the support of more than 4100 volunteers, the event was a hugely successful addition to the WRC calendar.

### WRC RETURNS TO KEY TERRITORIES IN 2023

The FIA World Rally Championship returned to the Americas this year. México had last hosted a WRC event in March 2020, while Chile's last event was in 2019.

Both countries hosted popular and well-attended events as part of the 13-event calendar.

### HANKOOK NAMED OFFICIAL WRC TYRE SUPPLIER FROM 2025

The FIA announced that four-wheel-drive cars competing in the FIA World Rally Championship will use Hankook tyres from 2025. The decision was made in December 2023, following a detailed tender process based on criteria such as the supplier's capabilities, sustainability, technical quality, cost per tyre and marketing. The current official supplier Pirelli elected not to submit a tender and will complete its current term at the end of the 2024 season.

### ON-EVENT TRAINING CONTINUES IN THE WRC

The FIA hosted e-safety briefings and training sessions for WRC volunteers and officials. Held onsite ahead of WRC events, these sessions were an opportunity for volunteers and officials to learn more about e-safety, hybrid technology and possible associated safety risks. Attendees also took part in extrication exercises.





## WORLD RALLYCROSS CHAMPIONSHIP

### KEY ACHIEVEMENTS

- A new team joined the grid.
- The WRX team partnered with Volvo CE to build a new city-centre street circuit in Hong Kong.

### THE WORLD RALLYCROSS CHAMPIONSHIP GOT OFF TO A STRONG START

Reigning champion Johan Kristofferson took three back-to-back wins in the face of strong competition from the Hansen brothers and the CE Dealer Team drivers.

But the Championship suffered a problem at Lydden Hill when a fire severely damaged the cars of the Special One team. The FIA immediately opened an investigation and prevented the RX1e cars from competing while the cause of the issue was found. The RX1e drivers could not compete at Lydden Hill, Mettet and Estering, but were able to return to the competition for the final two races of the season (South Africa and Hong Kong) in single specification RX2e cars.

This threw the competition wide open - but despite a race win from Timo Schneider in the Münnich Motorsport team, Johan Kristofferson held his nerve to take the championship victory for a sixth time.

### REGULATIONS AND CORPORATE SUMMARY

In 2023, Emil Axelsson was named as a new FIA Sporting Manager, joining the FIA team to utilise his experience as a former team manager in the sport.

A new team also joined the grid. Special One Racing combined Sébastien Loeb's eponymous racing team and the experienced GCK crew from Guerlain Chicherit. The team used EV powered Lancia Delta Evo until the Lydden Hill fire.

Elsewhere, the WRX team partnered with Volvo Construction Equipment (Volvo CE) to support the event organisers and construct a new street track in Hong Kong. The city centre track was constructed in just eight days using innovative all-electric equipment.



## WORLD RALLY-RAID CHAMPIONSHIP

### KEY ACHIEVEMENTS

- FIA World Rally-Raid Championship was expanded from four to five events.
- Nasser Al-Attiyah and Mathieu Baumel took their second consecutive world title as well as World Cup for Cross Country Bajas.
- The naming convention was changed for 2024.
- T3.U class for small hybrid prototypes was introduced for 2024.
- Regulations for trucks using new technologies (T5.U) were finalised.

The second season of the FIA World Rally-Raid Championship was contested over five events, up from four in the inaugural season. For the second year in a row, the title went to Nasser Al-Attiyah and Mathieu Baumel, driving for Toyota. Toyota Gazoo Racing also retained the manufacturers' title. The USA's Seth Quintero was crowned FIA W2RC T3 Champion alongside German Dennis Zenz. The T4 title went to Lithuania's Rokas Baciуска and Spanish co-driver Oriol Vidal.

Al-Attiyah and Baumel also won the World Cup for Cross Country Bajas with four wins from eight rounds, while the European Cup went to Polish veteran Krzysztof Holowczyc and co-driver Lukasz Kurzeja. The Middle East Cup was won by Saudi Arabia's Khaled Al-Feraihi in partnership with Frenchman Sébastien Delaunay.

Away from the dunes, the Cross Country Rally Commission continued to push to update the discipline. This began with the publication of the T3.U technical regulations (for 2024) for small hybrid prototypes and the finalisation of regulations for trucks using new technologies (T5.U). Work also began on revising the T4 (SSV) and T2 (production derived 4x4) classes with the aim of making the categories more attractive and less expensive to enter.

In October, the World Motor Sport Council approved a major overhaul of event names, cars, and championships for 2024, making the various classes and type of vehicle easier to understand. As part of these changes, the World Cup for Cross-Country Bajas will become the World Baja Cup, and the sporting format of the championship will also change, with points being awarded to ensure all vehicles can compete for the title and that all results are taken into account.



## KARTING

### KEY ACHIEVEMENTS

- There were 927 entries across all CIK-FIA competitions, up from 857 in 2022.
- The FIA Karting World Cup – KZ2 broke participation records with a full grid of 126 drivers.
- The International Karting Ranking was introduced, and Lewis Wherrell was crowned first IKR winner.
- The ‘2024 Road to the OK-N World Cup’ was held in October alongside the FIA Karting World Championship - OK and Junior, in Franciacorta, Italy.
- The Accessible and Inclusive Karting Worldwide initiative was launched during the FIA General Assemblies in Baku, Azerbaijan.

### RECORD-BREAKING SEASON

This year’s International Karting Calendar included 50 events, among them 12 FIA Karting Championships, Cups and Trophies. Headline events included the three FIA Karting World Championships (OK, Junior and KZ), the FIA Karting World Cup – KZ2, and the FIA Karting International Masters Super Cup – KZ2.

In the World Championships, the OK category was won by DPK Racing’s Kirill Kutskov (KR/IAME/MG), while Belgium’s Dries Van Langendonck (Expriit/TM Racing/Vega) won the Junior title with Forza Racing, and Italy’s Paolo Ippolito (KR/IAME/Lecont) won the KZ crown with the KR Motorsport team. Germany’s Niels Tröger took victory in the KZ2 World Cup, while Italy’s Davide Forè won the Masters Super Cup - KZ2.

### FILLING THE GRID

2023 was a hugely successful season for karting participation. CIK-FIA registered a total of 927 entries (up from 857 in 2022 and 736 in 2021). The 2023 FIA Karting World Cup – KZ2 broke participation records with a full grid of 126 drivers, while the 2023 FIA Karting World Championship - Junior filled all its seats for the first time in recent history. The FIA Karting Academy Trophy was similarly strong – with 46 seats taken by the hopeful stars of tomorrow.

### COMPETITIVE INNOVATION

At the start of 2023, the FIA introduced the International Karting Ranking. IKR is a computerised ranking system open to all karting competitors holding a licence issued by an FIA-recognised National Sporting Authority (ASN). It is based on a model similar to the ATP rankings in tennis. In December, 13-year-old Briton Lewis Wherrell was crowned the first annual IKR winner at the FIA Karting Awards. Going into 2024, the IKR will be expanded for use in national competitions.

Ahead of the launch of the FIA Karting World Cup - OK-N in 2024, the Karting Commission introduced ‘2024 Road to the OK-N World Cup’. The event was held alongside the FIA Karting World Championship - OK and Junior, in Franciacorta, Italy.

Elsewhere, the reintroduction of the Historic Super Cup at Wackersdorf, was very successful. Also in Wackersdorf, the second edition of an International Masters Super Cup for drivers over 35 years of age also proved popular.

## MAINTAINING STRONG PARTNERSHIPS

RGMMC Group, the service provider of the majority of FIA Karting Championships since 2018, has played a key role in the continued growth of Karting’s social media audience. Their extensive live-stream coverage is particularly popular, with the number of YouTube subscribers following the FIA’s karting channels increasing from 26,000 to 32,000 between 2022 and 2023. Moreover, the revised media formats which focused on short, fast paced clips posted on our social media platforms generated the first ever viral reel from the FIA Karting Championships, amassing 344,000 views on Instagram and extending the overall reach to 706,000 people, a 2007% increase from 2022 to 2023.

Elsewhere, FIA Karting renewed its sponsorship with Mondokart.com for its 2023 World Championship. The Commission also secured the first event sponsor for the gearbox class of its 2023 European Championships.

Mondokart will extend its support to all FIA Karting Championships in 2024 as a fully-fledged title sponsor.

### ARRIVE & DRIVE

At the FIA General Assemblies in Baku, a new karting platform ‘Accessible and Inclusive Karting Worldwide’ was launched. The programme will tap into the popularity of the leisure karting market to facilitate competitions at local tracks. These will either happen using rental karts or using higher performance karts (from a single supplier chosen via tender process). The initiative will allow ASNs to offer low-cost karting competitions. It is part of the FIA’s wider effort to double motor sport participation worldwide.

A detailed toolkit has been provided to facilitate these efforts.







# SINGLE SEATER ACTIVITIES



## SINGLE SEATER ACTIVITIES

### KEY ACHIEVEMENTS

- FIA supported efforts to finetune the next generation of F2 cars.
- FIA supported new regulatory updates – including a curfew for Formula 3.
- F3 welcomed Macau back to the calendar.
- FIA integrated Castrol Toyota Formula Regional Oceania Championship into the calendar, with the first series due to be held in 2024.
- The inaugural Formula 4 CEZ Championship – certified by FIA got underway in 2023, gathering eight to ten drivers for six rounds.
- The F4 Esports concept was presented to ASNs.
- Introduction of a curfew during race weekends.

### FIA FORMULA 2 CHAMPIONSHIP

- 11 teams, 25 drivers, 13 Events, 28 races
- Final season with the 2018-2023 generation of F2 cars

The 2023 Formula 2 season saw 11 teams and 22 drivers contest 28 races across 14 rounds, starting in Bahrain in March and concluding in Abu Dhabi at the end of November. Once again, all rounds took place alongside Formula 1 on Grand Prix weekends.

The championship was won by French driver Théo Pourchaire who, in his third full F2 campaign, took the title at the final round in Abu Dhabi after a season-long battle with Denmark's Fredrik Vesti. ART Grand Prix took the teams' title for the first time, beating Prema Racing.

This year's competition was the final campaign contested with the Dallara F2 2018 chassis fitted with a 3.4L V6 Mecachrome engine, and, away from the track, significant activity was devoted to finetuning the new generation of cars (to be introduced in 2024).

At the World Motor Sport Council meeting in Cordoba, Spain in June, minor updates to the Sporting and Technical Regulations were approved, while for regulatory stability and cost-saving reasons, the life cycle of the next generation of chassis will be increased from three to six years. Thus, the new spec FIA Formula 2 chassis will be operational from 2024 to 2029, and in Formula 3 from 2025 to 2030.

### FIA FORMULA 3 CHAMPIONSHIP

- 10 teams, 31 drivers, 10 events, 20 races

The 2023 FIA Formula 3 season was scheduled for 10 rounds, but was actually contested over nine after Imola was cancelled due to flooding. Bright new star, Brazilian Gabriel Bortoleto, stepped up and won the season, with two wins and six podium finishes.

The teams' championship was won by Prema Racing, with the Italian team taking its fourth title in the five seasons since the championship was launched.

Away from the track, a number of changes to the Championship's Sporting Regulations were ratified at the end of 2023.

These include the introduction of a curfew preventing work on the car on Friday and Saturday nights during race weekends.

### FIA FORMULA 3 WORLD CUP

Beyond the championship, Formula 3 cars returned to Macau for the first time since 2019. The 70th Macau Grand Prix – FIA F3 World Cup was won by Britain's Luke Browning, driving for the Hitech Pulse-Eight team.





## FORMULA REGIONAL CHAMPIONSHIPS CERTIFIED BY FIA

The second rung on the FIA's single-seater ladder, Formula Regional Championships - certified by FIA provides young drivers with the opportunity to build from Formula 4 and prepare for global series like FIA Formula 3, FIA Formula 2 and finally FIA Formula 1.

In 2023, five FIA Regional Championships took place in Oceania, Europe, the Americas, Japan and the Middle East. The Asian and Indian Championships, scheduled to take place in Autumn 2023, were not held and are due to be restarted in 2024.

The Castrol Toyota Formula Regional Oceania Championship – certified by FIA was successfully integrated into the Formula Regional category. The championship features 20 drivers and was held across five events in January and February 2023.

Throughout 2023, the FIA continued to pursue the consolidation of the Formula Regional Championships concept, while working to keep costs under control. The federation also supported ASNs wishing to restart or launch their own Formula Regional championships.

Finally, at the World Motor Sport Council meeting in Cordoba, Spain in June 2023, Technical and Homologation Regulations for the second generation of Formula Region cars were approved. These included a prescribed design for key aerodynamic components to ensure the correct performance level and to achieve the close-following benefits learned from Formula 1, as well as an update of the survival cell design specifications and modifications of crash test requirements. The introduction of the second generation cars has been delayed until Q1 of 2025.



## FIA FORMULA 4

Launched in 2014, FIA Formula 4 offers young racing drivers the opportunity to take the first step from karting into the world of single-seater racing.

In 2023, there were 13 FIA Formula 4 Championship events, with competitions taking place in China, Brazil, Britain, France, Japan, India, Italy, Spain, the UAE, USA, Mexico, South East Asia, and Central and Eastern Europe. The inaugural Formula 4 CEZ Championship – certified by FIA also got underway this year, gathering eight to ten drivers across each of the six rounds.

The Formula 4 Indian Championship – certified by FIA was also a first. 16 drivers took part in the event, which took place during November and December 2023. However, it was only possible to host four events due to extreme weather conditions.

Off the track, the FIA presented the F4 Esports concept to ASNs. These efforts mean that the FIA Esports and FIA Single-Seater teams have supported ASNs in launching a total of nine F4 Esports series. The federation also made its partnership with iRacing official.

Finally, in 2023, the FIA continued to analyse financial aspects of the category and examine strict cost control measures. The Federation also researched opportunities for the development of a single seater pathway in Africa.







# OTHER DISCIPLINES





## GT AND GT3

### KEY ACHIEVEMENTS

- The FIA GT World Cup returned to Macau, for the first time since 2019.
- The FIA GT World Cup ran on sustainable fuels for the first time.
- The FIA have supported the continued growth of GT3.

## FIA GT WORLD CUP

In 2023, the FIA GT World Cup returned to the streets of Macau for the first time since 2019. This year marked the 70th Anniversary of the iconic Macau Grand Prix.

After such a long pause, there was significant interest in the event, with manufacturer-supported entries from Mercedes AMG, Porsche, Audi, BMW and Ferrari contributing towards a strong 20-car grid. In his final event as a Mercedes AMG Factory Driver, Raffaele Marciello dominated the competition, qualifying on pole and winning both races to retain the title he won in 2019. Eduardo Mortara of Audi Sport Asia Team Absolute took second with Augusto Farfus for ROWE Racing BMW in third.

The FIA also secured the long-term future of the event this year. Three-year contracts were signed with organiser Automobile General Association Macao-China (AAMC) and suppliers Pirelli (Tires) and ETS (fuel). These agreements, together with the federation's ongoing partnership with SRO (to build the grid), will give the event stability through 2024-2025.

### SUSTAINABLE TECHNOLOGY

This year's GT World Cup was the first to be run on sustainable fuels. Building on work carried out by the FIA Technical Department in 2022 and 2023, ETS Racing Fuels provided the new sustainable fuel, manufactured from 50% renewable elements. The FIA has also initiated a testing programme for fuels made from 100% renewable elements ahead of the 2024 event – one year ahead of schedule.

In addition to the work being done for GT3, the FIA has also created an all-new set of Technical Regulations for Electric Sport Vehicles (Group eSV). These regulations will allow road going electric cars to be modified for competition use across a wide variety of disciplines, including circuit racing, rallying and hill climbs.

### OTHER COMPETITIONS

Elsewhere, GT3 racing continues to thrive with record entry lists around the world and additional series adopting the category. Following DTM's move to GT3 in 2022, the European Le Mans Series and FIA World Endurance Championship also announced that they would adopt GT3 in 2024. Ferrari, Chevrolet and Ford are the latest to support this boom – homologating new models within the past 12 months, with further new cars and evolutions of existing models from other manufacturers expected in the years to come.

## FIA TOURING CAR COMMISSION

### KEY ACHIEVEMENTS

- The FIA and WSC agreed to make the TCR World Tour an FIA-titled Competition.

In late 2022, following the conclusion of a five-year contractual term, the promoter of the WTCR - FIA World Touring Car Cup decided to end the competition. The licence reverted back to the TCR Rights Owners, WSC, who launched a new concept and competition, the TCR World Tour. This aimed to combine the best events from national and regional series, and give an opportunity for manufacturer-supported teams and privateers to race side-by-side at some of the world's most iconic Touring Car circuits.

Following extensive negotiations, WSC and the FIA agreed to declare the TCR World Tour an FIA-titled series in 2024.

## ETOURING CAR WORLD CUP

Despite significant preparations, the second season of the FIA ETCR eTouring Car World Cup was unfortunately cancelled. As a result, the promoter forfeited their licence rights for the competition, and the FIA is now in the process of terminating its promotion contract with that party. Separate negotiations to continue the competition under a different promoter were ultimately unsuccessful and the FIA has no immediate plans to continue this competition.

Instead, the FIA now aims to develop (and fully own) a top-level Touring Car competition, utilizing market-relevant technologies.

## GRASSROOTS

At the lower level, work continues on new projects to encourage greater participation in Touring Car disciplines, with a reinvigoration of the Touring Car Lite (TCL) category designed towards junior drivers. A separate project is also underway to provide technical guidelines for grassroots Touring Car competitions in developing markets.

## ESPORTS

### KEY ACHIEVEMENTS

- The WMSC validated Esports into the FIA International Sporting Code.
- The FIA joined forces with the International Olympic Committee to organise the first ever Olympic Esports Series Motor Sport Event on-site in Singapore.
- The FIA and iRacing signed an F4 licencing agreement in May 2023. 39 ASNs have started distributing the 2000 12-month iRacing subscriptions made available to each club through the agreement.

### STRATEGY REGULATION AND BEST PRACTICE

This year, the FIA Esports Commission has continued to establish best practice for Esports, and has begun distributing guidelines to help grow the sport in a consistent and regulated manner. As part of this, the Commission published a comprehensive support document, which touched on topics such as project management, communications, commercials, and event organization, to help clubs organise their own Esports events.

The Commission has also continued developing the FIA's strategy on Esports. The strategy makes use of its findings from the FIA Esports Survey, a global questionnaire distributed on FIA social media during the Autumn of 2023.

Under a proposal from the FIA World Motor Sport Council, the Annual General Assemblies validated the addition of Esports into the FIA International Sporting Code. This means that for the first time, Esports is recognised as an official discipline of motor sport by the Sporting framework used for all FIA competitions.

### OLYMPIC ESPORTS SERIES MOTOR SPORT EVENT

The FIA joined forces with the International Olympic Committee to organise the first-ever Olympic Esports Series Motor Sport Event in Singapore using Gran Turismo 7.

More than 160,000 drivers vied to qualify during the online qualification period. 32 drivers ultimately came together for the final in Singapore, competing on identical simulators provided by Gran Turismo.

Kylian Drumont (FRA) took the victory ahead of William Murdoch (GBR) in second and Angel Inostroza (CHL) in third.

### ASN ESPORTS REPORT

This year, more and more ASNs have looked to organise Regional Esports events. A total of five regional Esports events took place throughout the year, in South America, Northern Europe, Middle East and North Africa, and Asia Pacific. The FIA supported the organization of a number of these events, for example by providing planning and on-site support for the first ever South American Esports Championship, and by supporting the North European Esports Masters through the Sport Grant Program.

The FIA and iRacing's F4 licencing agreement boosted these efforts even further. As a result of the agreement, each FIA-affiliated ASN received the opportunity to distribute 2,000 12-month iRacing subscriptions at no cost (valued at

\$250,000 USD). Thirty-nine ASNs have taken this opportunity in 2023, with the number set to grow even further.

Towards the end of summer, iRacing expanded their offering further with the launch of the FIA F4 Regional Tour. Thanks to these efforts, over 22,000 iRacing drivers participated in FIA F4 branded races during the last quarter of 2023.

## REGIONAL RALLIES

FIA Regional Rallying continued to go from strength to strength in 2023 with another successful year of competition.

The European Championship was won by Hyundai crew Hayden Paddon and John Kennard. After winning the opening round in Fafe (Portugal), the New Zealanders collected four consecutive second places and a third place finish to take the title.

Meanwhile, the amateur FIA European Rally Trophy was won by René Dohnal and Roman Svec, who took advantage of the new sporting formula to take the overall win in their 'small' Peugeot 208 Rally4.

In the FIA Middle East Rally Championship, Nasser Al-Attiyah and Mathieu Baumel shared the title with Abdullah Al-Rawahi and Ata Al-Hmoud, who were tied at the end of the five rounds. Meanwhile, in Africa, Patel Karan and Tauseef Khan saw off the challenger of Yasin Nasser and Ali Katumba to take their first FIA African Rally Championship title.

In America, Fabrizio Zaldivar and Marcelo Der Ohannessian secured the CODASUR Championship title while the NA-CAM title was taken by the pairing of Ricardo Cordero Jr and Marco Hernandez. Finally, the FIA Asia-Pacific Rally Championship was won by Rifat Sungkar and Ben Searcy.

## FIA RALLY STAR

### KEY TAKEAWAYS

- Peru's José 'Abito' Caparo won American final. Compatriot Annia Cilloniz won global women's final, joining four other regional winners selected in 2022.
- Six drivers attended training camp in Sardinia before competing in six European rallies.
- Four drivers were selected to step up to Junior WRC in 2024.

Originally launched in 2021, the FIA Rally Star programme is designed to identify and train young talent with a view to taking them all the way to the World Rally Championship. The 2023 event saw Peru's José 'Abito' Caparo selected as winner of the American final, alongside compatriot Annia Cilloniz, who won the women's final. They joined Romet Jurgenon (Estonia), Abdullah Al-Tawqi (Oman), Max Smart (South Africa) and Taylor Gill (Australia) who had already been selected in 2022.

All six drivers attended a two-week training camp in Sardinia that covered physical and mental preparation, mechanical and engineering courses, and media training, as well as driving Ford Fiesta Rally3 cars. The six then competed in six European rallies: San Marino, Weiz (Austria), Nova Gorica (Slovenia), Saaremaa (Estonia), Catalunya (Spain) and Lausitz (Germany).

Following a comprehensive evaluation of their performance and potential, four have been selected to move up to the FIA Junior WRC in 2024: Romet Jurgenson, Taylor Gill, José Caparo and Max Smart.

## DRIFTING

### KEY ACHIEVEMENTS

- The FIA Training Programme for Drifting Judges was extended.
- Drifting, Safety and Circuits Commissions approved Drifting Layout Guidelines and a new Noise Measuring method.
- The existing IDC contract was terminated and a new invitation for tenders was launched.

In 2023, the FIA Intercontinental Drifting Cup (IDC) was cancelled for the second year running. This follows the suspension of the promoter's contract after the Russian invasion of Ukraine.

With the absence of the FIA IDC, the Commission instead focused on parallel projects which can support ASNs, from the grassroots up to the PRO levels of the discipline.

### SAFETY

The Drifting Commission has continued to focus on safety over the course of 2023.

At the start of the year, the Drifting, Safety and Circuits Commissions approved the Drifting Layout Guidelines, which provide a framework for the design of safe Drifting courses. They also signed off on a new Noise Measuring Method which had been developed by the Technical Working Group with the goal of minimising noise pollution complaints. The Commission also approved a revised version the DC1 Technical Regulations and began working on technical regulations for DC3, which will provide a framework for road legal Drifting cars that will support the development of Grassroot Drifting.

### TRAINING

The FIA Training Programme for Drifting Judges was first launched in 2022 – and following its success, the project was extended into 2023. The Georgia Automobile Sports Federation hosted a self-funded training session as part of the programme, gathering 27 participants from Armenia, Azerbaijan, Georgia and Turkey for the event in May.

The Commission also supported learning through an expanded training portfolio, with new FIA Drifting Judges eLearning Modules, made freely available to ASNs in English, Spanish and French. 271 users enrolled in the e-course in 2023.

### EXPANSION

In line with the Commission's aim of developing drifting worldwide, the Sporting and Technical working groups developed a standardised reporting system for local series. The reporting system allows Members to objectively assess their local series, and find areas for improvement, guidance and support.

The year ended with the formal termination of the existing IDC promotion contract and the launch of an invitation to tender. The results of this call for tenders will steer the direction of the

Commission's 2024 activities.

## TRUCK RACING

### KEY ACHIEVEMENTS

- 2023 Goodyear FIA European Truck Racing Championship increased to eight rounds.
- The Truck Racing Commission added a new round in Poland.
- 350,000 spectators attended events throughout the season.
- Hungary's Norbert Kiss took his fifth title.
- The world's first electric racing truck was revealed at Nürburgring event.
- A hydrogen technology workshop was organised by the FIA in Paris.
- A European Young Drivers' title was introduced to ETRC in 2023.

This year's Goodyear FIA European Truck Racing Championship took place across eight rounds – with Poland's Poznań joining the calendar for the first time.

As in 2022, the championship was dominated by Hungary's Norbert Kiss who secured his fifth series crown after 16 pole positions and 22 wins from 32 races.

He competed against 12 other full-season entries (with a total of 15 trucks competing at popular events in Poznań, Nürburgring, Most and Jarama.)

The championship once again proved popular with fans. 350,000 spectators attended in person, and 23.5 million were reached through social media channels. Many more fans watched live terrestrial TV coverage of the championships.

### SUSTAINABILITY

2023 was a key year for sustainability in truck racing.

For the first time, the Goodyear FIA ETRC technical regulations permitted both electric and hybrid technologies to compete alongside the current generation of race trucks with combustion engines. As a result, the world's first electric racing truck was revealed at the Nürburgring event, built by multiple ETRC title winner Jochen Hahn.

The FIA also organised a workshop in Paris focused on hydrogen technology in motor sport.

### YOUNG DRIVERS INITIATIVE

This year, the Championship also introduced the European Young Driver's title. Open to drivers under the age of 30, the initiative aimed to support drivers to translate their passion for truck racing into a professional career. Young truck racing drivers from the ETRC, and from national truck racing competitions in France and Spain, competed. The inaugural title was won by José Eduardo Rodrigues of Portugal.

## DRAG RACING

### KEY ACHIEVEMENTS

- Female drivers continued to excel, with Linn Fløysvik becoming the first woman ever to be crowned Top Metha-

nol Champion, and Ida Zetterström breaking two European records to claim the Top Fuel title.

- The FIA Impact Data Recorder and traction measuring devices were introduced to improve post-accident analysis and on-track safety.
- A new SFI Specifications list was improved to ensure high levels of safety while reducing costs for competitors.

The 2023 season of the FIA European Drag Racing Championship has seen its calendar return to normal with a five-round programme, a first since 2019. Despite the increasing costs of participation and the ongoing impact of Covid-19, the discipline enjoyed impressive participation figures – with 59 drivers representing 12 different countries across the course of the season.

Competition was high throughout the season, and several titles remained undecided up until the very last race. Ultimately, however, it was Ida Zetterström, Linn Fløysvik, Jan Ericsson and Michael Malmgren who were crowned European Champions in Top Fuel, Top Methanol, Pro Modified and Pro Stock, respectively.

Female drivers continued to excel in the discipline. While en route to her debut Top Fuel title, Ida Zetterström also broke two European records, reaching a record speed of 516 km/h and covering the 1000ft English drag strip in 3.773 seconds E.T. In Top Methanol, Linn Fløysvik became the first ever woman to clinch the European title, after just two full seasons in the class.

## REGULATORY DEVELOPMENT

Several new safety initiatives were introduced this year. These included the FIA Impact Data Recorder in 2023, a low-cost solution which is fitted in a vehicle's cockpit to accurately measure vehicle incident impact data. The FIA Safety Department also introduced a traction measuring device (KEG) to be used on drag strips. Data from the device has helped competitors to enhance their on-track performance safely. It will also be used to define a required minimum traction standard for the EDRC from 2024 onwards.

At the end of the year, the revised SFI Specifications list was approved. These new specifications are the result of thorough research and development from the Technical Working Group. They will help to reduce additional costs for competitors, making it easier to complete the full EDRC season without jeopardising Driver and Vehicle Safety.

## SCRUTINEERING

Off track, the FIA and the Saudi Arabia Motorsport Federation (SAMF) hosted the second FIA Drag Racing Scrutineers Training. The training aims to ensure that established safety and technical regulations are followed consistently throughout the Middle East. Over 33 scrutineers from SAMF, the Oman Automobile Association, the Kuwait International Automobile Club and the Bahrain Motor Federation completed the SAMF-funded training.

## FIA OFF-ROAD COMMISSION

### KEY ACHIEVEMENTS

- 35 drivers took part in the FIA European Rallycross with 15 in RX2e and 25 in RX3.

- Czech drivers dominated the FIA European Autocross Championships but France won the Nations Cup.
- 48 drivers scored points in a hard-fought Cross Car Championship.
- 14 under-16s took part in FIA Cross Car Academy.
- The Academy will become Cross Car Junior Series in 2024.

## FIA EUROPEAN RALLYCROSS CHAMPIONSHIP

A total of 35 drivers entered the European Rallycross Championship. At the end of a tightly contested campaign, Finland's Anton Marklund took the title, just six points ahead of Latvia's Janis Baumanis.

In RX2e, a total of 15 drivers took part. It was a clean sweep for Sweden, with Nils Andersson claiming victory ahead of his compatriots Isak Sjökvist and Michaela Ahlin-Kottulinsky.

Meanwhile, in the RX3 class, 25 drivers took part over five rounds. Poland's Damian Litwinowicz claimed the title, just four points clear of Norway's Espen Isaksætre.

## FIA EUROPEAN AUTOCROSS CHAMPIONSHIP

A strong European Autocross Championship season saw 52 drivers score points across the 10 rounds of the SuperBuggy class. But it was Czech driver Petr Nikodem who took the title ahead of French rival Vincent Mercier.

In the Buggy 1600 class, 51 drivers scored points across the 10-event series. Another Czech driver, Jakob Novotny, claimed victory.

19 drivers scored points in the Junior Buggy class. Arnost Florian made it a hat-trick of individual class wins for the Czech Republic as he beat the Netherlands' Nathan Ottink to the overall crown.

In the end, the only title that the Czech contingent couldn't claim was the Nations Cup. Instead, victory went to France, with the Czech Republic in second and the Netherlands in third.

## CROSS CAR

The FIA European Cross Car Championship saw strong growth in 2023 with a 15% increase in the number of registered drivers. More and more chassis manufacturers chose to take part in the championship.

There was a similarly strong driver turnout. 48 drivers scored points across the seven-round series. Spain's Ivan Pina Chinchilla was the overall victor ahead of Frenchmen, David Meat and Valentin Comte.

In the Cross Car Academy series, 14 drivers under the age of 16 took part in the five-round series. Belgian driver Emilien Alart won. In 2024, the series will become the Cross Car Junior series, open to all chassis manufacturers. It is expected to provide strong support at five rounds of the Autocross calendar.

## HILL CLIMB

### KEY ACHIEVEMENTS

- The European Hill Climb and Historic Hill Climb Championships both expanded, with new events added to the calendar.
- The Hill Climb Commission has organised further, with new technical personnel and working groups formed.
- The Hill Climb Commission created a set of dedicated new regulations, including a safety roadmap and set performance targets.

After a successful 2022, Hill Climb continued its ascent in 2023. The discipline continued to enjoy high spectator and competitor figures across the Championships and International Cup (EHCC, IHCC and HHCC).

The European Hill Climb Championship consisted of 10 rounds (compared to 9 in 2022). A record 202 competitors registered in the Championship, representing 20 different countries.

The International Hill Climb Cup consisted of 4 different rounds. 120 competitors participated from 11 different countries.

The FIA Historic Hill Climb Championship hosted seven events (compared to 5 in 2022). 120 competitors from 8 different countries fought for the Championship.

At the end of the 10 rounds of the 2023 FIA European Hill Climb Championship, the Italian Christian Merli (Osella FA30) claimed his fifth Championship victory, taking ten victories in ten Category 2 races. In Category 1, the titles went to North Macedonian Igor Stefanovski (Hyundai i30 N TCR).

Both drivers cement their place on the list of legendary Hill Climb Champions, alongside greats like Wolfgang Graf von Trips, Edgar Barth or Ludovico Scarfiotti.

### TECHNICAL WORKING GROUPS

In 2023, the Hill Climb Commission has changed from an ad hoc organisation to a much more sophisticated and established team. The Commission is now served by technical personnel, and technical working groups for each category.

These technical working groups align and gather competitor and manufacturer feedback, develop new regulations, and handle conversations around the introduction of future technologies in the Championships.

### TECHNICAL REGULATIONS

In 2023, the Commission created and applied a host of dedicated new technical regulations. These new regulations served to improve performance and safety across the discipline's Championships and International Cup.

**Notably, the Commission:**

- Set performance targets for car power and weight ratio through Articles 258-1 (Road Cars) and 258-2 (Prototypes) of Appendix J. These new targets will help to ensure safety through performance management. They

were validated in WMSC.

- Established a safety roadmap for the coming four years through Article 258-2.

Over the coming years, the Commission will also continue to address issues such as seat upgrades (Categories 1 and 2) and roll structure unification of requirements in Category 1.

In addition to the above technical regulations, the Commission have also helped to organise and professionalise the Championship further, through:

- The expanded use of Performance Factor (PF) through the FIA platform.
- New technical working groups for categories.
- Close partnerships with the International Hill Climb Cup Working Group.

In addition to setting new regulations, the FIA also continued to push for cars to meet existing regulatory standards. In particular, the Commission encouraged Chassis conformity across Category 2 cars. Osella, for example, had to modify around 50 chassis to bring them up to the original FIA test standard.

### PERFORMANCE FACTOR

Performance Factor (PF) is a way of categorising car performance, based on racing weight, engine, aerodynamics, drivetrain and chassis.

First introduced in Hill Climb in 2022, PF helps to make the discipline more inclusive by ensuring that cars can race against similar vehicles within one of five different groups.

Each competing car is required to register with Performance Factor and attain a PFID. In 2023, 4,300 PFIDs were created (compared to 4,500 in 2022). This year, Category 2 teams trialled the website, while Category 1 teams continued to use it.

There is good understanding of the benefits of Performance Factors among competitors and ASNs alike. Many of the main competitors follow the Championship in all five groups, and use PFIDs as a way to understand the best way to maximise performance in specific categories. Likewise, numerous ASNs have adopted the system and demonstrate good understanding of its use.

## LAND SPEED RECORDS

### KEY ACHIEVEMENTS

- Updated regulations on braking parachutes were approved.
- Gianmaria Aghem set new Land Speed Records across a variety of classes, distances, and times.

### A SUBDUED RECOVERY – BOLIVIA AND ITALY

Two Land Speed Record (LSR) events were scheduled at Salar de Uyuni in Bolivia with the administrative support of the FIA Land Speed Records Commission:

- Speed Trials Bolivia, a joint FIA-FIM event organised by Mike Akatiff on 15-21 August.
- Reg Cook's attempt on 11-17 September.



The records were set across the following categories: Category A (Automobile) – Group XI (Hybrid engine) – Class 1 (up to and including 500 kg) and Class 2 (over 500 kg and up to and including 1,000 kg) over the following distances and times with standing start: 10 miles, 100 kilometres, 100 miles and 1 hour.

## A BEREAVED COMMUNITY

Mr Aghem passed away on 23 November, a few weeks after setting these records.

Almost a month earlier, on 26 October, the Land Speed Records Community suffered the loss of another long-standing member: Mike Cook, creator and organiser of the FIA-FIM Bonneville Shootout.

## APPENDIX D REGULATIONS: SAFETY UPDATES AND ELECTRIFIED VEHICLE LAND SPEED RECORD CLASSES

At the December meeting of the World Motor Sport Council, the LSR Commission finally saw its updated regulations on braking parachutes approved.

The Commission also pursued work on a dedicated class structure for electrified vehicles this year. Rather than adapting existing classifications from other records organisations, the Commission explored the option of relying on Performance Factor (PF) as a means for classification.

## FIA ELECTRIC AND NEW ENERGY CHAMPIONSHIPS COMMISSION

### KEY ACHIEVEMENTS

- The ENEC Commission worked closely with the FIA Technical and Safety Department to develop regulations and address common challenges.
- 95 competitors participated in the Bridgestone ecoRally Cup.
- The Commission promoted the Bridgestone ecoRally Cup at the FIA Conference, helping to build interest and understanding of the event.

The ENEC Commission has a key role to play in the championships powered with new energies here at the FIA. The Commission supports sustainable championships to connect with stakeholders, share knowledge, establish common protocols, and address challenges linked to these technologies.

At the moment, the ABB FIA Formula E World Championship and the Bridgestone ecoRally Cup are the two major Championships under the ENECC umbrella but other FIA Championships such as World Rallycross, and recognised International Series like Extreme E also regularly engage in Commission meetings.

In 2023, the ENECC has worked closely with the FIA Technical and Safety Department to develop regulations and address common challenges faced by ASNs and Promoters. They have also built strong partnerships with the FIA Environment and Sustainability Commission and other stakeholders, to promote knowledge sharing and capability building. The Commission has invited the Canadian Automobile Association (CAA) to share their EV drivers research report, Bridgestone to share future new energy vehicle plan and programme,

and FIA Foundation to share relative new energy research programmes, amongst many others.

## BRIDGESTONE FIA ECORALLY CUP

The FIA Bridgestone EcoRally Cup is a sustainable racing event, which brings together automotive industry leaders, innovative technologies, and a commitment to sustainability. The event aims to use the power and popularity of green racing to inspire positive change in the automotive sector.

In 2023, the FIA hosted nine ecoRally events, with a tenth (eRallye du Chablais in Switzerland) cancelled due to number of entries below the minimum requirement fixed by the regulations. The events welcomed a total of 95 participants from 13 European countries.

The success of the Championship has shown sponsors and stakeholders the value of getting involved. The ENECC has nurtured these relationships, and over the past year, it has committed significant resources to developing a technical solution which can support as many brands and models as possible.

ENECC has been similarly committed to driving ASN engagement. Interest from organisers and ASNs/ACNs around the world (such as Brazil, Japan, China, Australia, Belgium, France, Luxembourg, etc.) has grown steadily. Some of them are looking to develop ecoRally on the national level, whilst others want to be part of the FIA Cup. The Commission promoted the championship during the FIA Conference week in Córdoba, introducing and presenting it during a special webinar and also hosting a successful demo event, in collaboration with the FIA Marketing team.

These engagement efforts have been highly successful, and in 2024, the calendar has been expanded to include 12 races across ten different countries.

## HISTORIC MOTOR SPORT

### KEY ACHIEVEMENTS

- 953 Historic Technical Passports were reviewed by the FIA Vehicle Compliance Sub-Commission.
- 59 crews entered the FIA European Historic Rally Championship.
- There were 34 entries for the FIA Historic Formula 3 European Cup, including two female drivers.
- FIA Historic Hill Climb Championship was held across seven rounds in Europe.
- Draft Regulations for inclusion of vehicles from 1991-2000 were drawn up by FIA Historic Technical Working Group.

## FIA EUROPEAN HISTORIC RALLY CHAMPIONSHIP

A total of 59 crews entered the 2023 FIA European Historic Rally Championship. The Championship was held across nine rallies in eight countries.

In Category 1, Britain's Ernie and Karen Graham took the win in their Ford Escort Mk1 Twincam, while long-time historic competitors Valter Christian Jensen and Erik Pedersen seized victory with their Ford Escort RS1800 in Category 2.

Category 3 was dominated by multiple champions Karl Wa-



gner and Gerda Zauner in their Porsche 911, while Category 4 was won by Italian crew "Lucky" and Fabrizia Pons in their Lancia Delta Integrale.

More than 10 teams competed for the FIA EHRC Teams Trophy, with Italy's Team eventually claiming victory.

### FIA HISTORIC FORMULA 3 EUROPEAN CUP

The FIA Historic Formula 3 European Cup for cars built and raced between 1971 and 1984 (inclusive) took place over Easter weekend 2023 at Circuit Paul Ricard in the south of France, organised by HVM Racing and supported by the Fédération Française du Sport Automobile (FFSA). 34 entrants of eight different nationalities competed, including two female drivers.

At the end of the two races, France's Frédéric Rouvier won the Cup in Category 1, just 1.1 seconds ahead of Italy's Davide Leone. Dutch driver Patrick Andriessen completed the podium and took the Cup for Category 2.

### FIA HISTORIC FIA HILL CLIMB CHAMPIONSHIP

The 2023 edition of the FIA Historic Hill Climb Championship was scheduled to take place across eight events but safety concerns led the Slovenian ASN to cancel the GHD Lucine event.

Despite the cancellation, the 2023 calendar still marked an increase from 2022 (five events).

### FIA HISTORIC TECHNICAL WORKING GROUP

The Historic Technical Working Group met three times during 2023 to undertake its regular function of providing clarification on technical queries from ASNs, and providing approvals for substitute components where originals have become unavailable. The Group also drew up a draft set of additional regulations for the inclusion of vehicles from 1991 to 2000.

The existing Appendix K regulations were also reviewed, with the objective of providing better clarity, eliminating repetition and removing guidance articles with no regulatory function.

### FIA VEHICLE COMPLIANCE SUB-COMMISSION

The FIA Vehicle Compliance Sub-Commission is responsible for the review of Historic Technical Passports for the FIA. With the assistance of the FIA Technical Department, the Sub-Commission reviewed a total of 953 valid documents allowing historic cars to compete around the world. Sub-Commission specialists also worked with FIA Administration to support efforts to develop new regulation on vehicles from 1991-2000.

# SPORT MEMBER CLUBS SERVICES





## SPORT MEMBER CLUBS SERVICES

### KEY ACHIEVEMENTS

- The FIA introduced a new Motorsport Funding Programme, which received 32 applications in its first year.
- Four new Regional Coordinators were nominated.
- The Motorsport in a Box project was launched, and five pilot projects were carried out.
- The first ever FIA University graduation took place in Baku, Azerbaijan.
- The FIA High Performance Programme, which will support leading stewards and race directors to improve their skills and mindset, was launched.

### FIA EVENTS AND ANNOUNCEMENTS

At the FIA Conference in Córdoba, the FIA highlighted the importance of making motor sport more accessible. The team set out their ongoing efforts to achieve this, including through the FIA Immersion Programme.

The International Calendar Platform was launched, a unified, a unified digital tool for the central management of championships and competitions, and Motorsport In a Box, a complete toolkit that will support FIA Members to engage in safe and accessible grassroots motor sport.

Likewise, at the FIA General Assemblies in Baku, Azerbaijan, the FIA launched the Arrive and Drive concept, which aims to provide a low-cost, accessible introduction to karting competition via the leisure market.

### FIA MOTORSPORT FUNDING PROGRAMME

46 Club proposals were accepted as part of the 2024 Immersion Programme (conducted between January and April 2023). These included:

- Motorsport Development (33)
- Safety (11)
- Equality, Diversity & Inclusion (2)

In 2023, the FIA also introduced its new Subsidy Programme. This programme offers €5k in accessible funds to 73 clubs in emerging and inactive markets. The initiative is designed to support these Member Clubs as they organise small events or acquire necessary equipment. In its debut year, the programme garnered 32 applications, demonstrating its immediate impact.

### SERVICES TO THE FIA-AFFILIATED SPORT CLUBS

The Sport Clubs Liaison Office, which is part of the Secretariat General for Sport, liaises with the 147 affiliated ASNs/ACNs to support them, exchange information, strengthen relations and propose tailored development projects.

This year, the Sport Clubs Liaison Office continued to:

- Provide daily support to the Vice-Presidents for Sport, helping to facilitate contact with Clubs and support on the development of regional projects
- Prepare content for FIA events, including Town Halls, the Environmental Seminar in Oman, the FIA Conference and the FIA General Assemblies
- Update the e-Directory, which provides information on

FIA members worldwide

- Update the e-Directory, which provides information on FIA members worldwide

The Office also:

- Nominated four new Regional Coordinators upon validation of the VPs for Sport. These Regional Coordinators will help the FIA maintain closer relationships with affiliated members, and encourage improved collaboration and cross-Club work.
- Implemented grassroots initiatives and support programmes to help clubs launch motor sport activities or increase their level. These included five Motorsport in a Box pilot projects. All FIA-affiliated members have been informed that they will receive one Motorsport in a Box toolkit as a donation, but deliveries are still ongoing.
- Organised two FIA Immersion Programme sessions in May and October 2023. First introduced in 2022, this project aims to help young team members at Sports Clubs to improve their understanding of how the FIA works. In 2023, 14 candidates took part in meetings and workshops in Paris and Geneva to enhance their knowledge and awareness on various topics. The group in May attended the Rallye Ain-Jura (France), while the group in October visited the Rallye International du Valais (Switzerland).

### FIA TRAINING

In 2023, the FIA continued to expand the FIA University's offering across Sport.

This year, the University offered two new certificates to Members:

- **FIA University Certificate in motor sport Leadership and Management:** Focusing on developing core competencies, strategic planning and problem solving capabilities tailored for motor sport club professionals.
- **FIA University Certificate in Motor Sport Governance:** Focusing on developing an understanding of the principles of good governance and how to apply these in FIA member clubs.
- Both Certificates have been well received by FIA Member Clubs.

More than 300 individuals took Motorsport Leadership and Management and Modern Sport Governance certificates in 3 months.

### FIA UNIVERSITY GRADUATION

The FIA University held its inaugural Graduation ceremony during the Annual General Assemblies in Baku, Azerbaijan. 57 graduates were recognised at the event, hosted by Carmelo Sanz De Barros, Robert Reid, and Professor David Hassan.

### FIA STEWARDS AND RACE DIRECTOR PATHWAY

The FIA's first High Performance Programme for Officials was launched in February 2023. The programme offers personalised training and development for stewards and race directors, helping them to learn the skills and mindset needed to work on World Championships and high-octane Championships. It is part of the Stewards and Race Director Pathway.

In addition, the FIA International Programme for Stewards and Race Directors was delivered across a total of 8 webinars for over 350 officials from across the FIA Family representing Member Clubs. The focus of the programme is to support the development of International Officials and talent ID the next generation.

The FIA also developed introductory content, to help beginner Stewards and Race Directors understand the skills needed to work in sport.

### FIA SPORT CLUB DEVELOPMENT STRATEGY

The FIA Training team also developed and launched the FIA Sport Club Development Strategy in 2023. This strategy sets out an approach to provide bespoke support for FIA Member Clubs in line with their specific needs and local environment.

### ONGOING WORK

The FIA also continued to deliver:

- FIA Sport Webinars
- FIA Immersion programme
- Content for the FIA Conference and FIA General Assemblies
- FIA Motorsport in a Box concept





# VOLUNTEERS & DRIVERS





## FIA VOLUNTEERS AND OFFICIALS COMMISSION

### KEY ACHIEVEMENTS

- 10 Golden Rules posters were published in multiple different languages and distributed to ASNs.

### MARSHAL SAFETY

This year, the Volunteers and Officials Commission published a series of posters setting out the "10 Golden Rules" of Marshalling Safety. The posters were translated into multiple languages and distributed to ASNs for use at sporting events.

The Volunteers and Officials Commission liaised closely with the Safety Department and other associated Commissions to produce the content, and ensure its accuracy.

### APPENDIX V WORKING GROUP

This year, the Commission set out its goals around harmonisation with Appendix V (the FIA International Sporting Code):

1. To keep the value of the ISC as the "governance" reference and Appendix V as the reference of "roles and responsibilities"
2. To standardise terminologies and references
3. To harmonise texts and regulations in between ISC (Art. 11) and Appendix V
4. To review Officials structures; denominations, roles and responsibilities
5. To provide guidance to other related documents

In order to ensure that these goals are achieved, the Commission also established an Appendix V working group, who have regularly met to discuss research and progress throughout 2023.

### VOLUNTEER APPRECIATION

The FIA Volunteers and Officials Weekend was held on 22-24 September, and celebrated the role that Volunteers and Officials play in every level of motor sport competition. Those working at any FIA event that weekend were recognised through branded banners, merchandise and social media communications:

1. FIA Formula 1 World Championship, Japanese Grand Prix
2. Goodyear FIA European Truck Racing Championship, 24 Heures Camions, France
3. FIA European Rally Trophy, 56. Serbia Rally, Serbia
4. FIA European Rally Trophy, MAHLE 11. Rally Nova Gorica
5. FIA European Cup for Cross-Country Bajas, Baja TT, Portugal
6. FIA Asia-Pacific Rally Cup, Indonesia
7. FIA African Rally Championship, Rwanda Mountain Gorilla Rally, Rwanda
8. FIA European Autocross Championship, Maggiore, Italy

The Volunteers and Officials Commission President Abdulaziz Al Thawadi has also recognised the efforts of volunteers through regular meetings and attendance at events.

## FIA VOLUNTEERS AND OFFICIALS AWARDS

Now in their second year, the FIA Volunteers and Officials Awards are an opportunity to recognise the unique contribution of the FIA's volunteers across its competitions.

This year's event honoured:

<b>FIA OUTSTANDING OFFICIAL OF THE YEAR</b>		
Sadiq Abdali Kalawadh	Bahrain Motor Federation Bahrain	Sadiq volunteers across multiple disciplines at all levels of the sport.
<b>FIA LIFETIME ACHIEVEMENT AWARD</b>		
Allan Dean-Lewis	Motorsport UK United Kingdom	Allan has 40+ years in the sport at all levels across multiple disciplines. He has been instrumental in shaping initial volunteer standards for the FIA.
<b>FIA AWARD FOR A SENIOR OFFICIAL</b>		
Darius ū Ileikis	Lithuanian Automobile Sport Federation Lithuania	Darius is CRO, COC Assistant, Rally Director, Steward, Chief Of Track Safety, and Chief of the ASN Rally Commission.
<b>FIA AWARD FOR A MARSHAL</b>		
George Chrobak	Motorsport Australia Australia	George is a Chief Flag Marshal, Trainer and Mentor to other Marshals having pioneered various training programs. He has 37 years of volunteering experience.
<b>FIA AWARD FOR A SCRUTINEER</b>		
Pedro Miguel Garcā Garcā	Real Federaci3n Espaāola de Automovilismo Spain	Pedro is a Karting Technical Delegate, Scrutineer and Trainer operating at all levels of Spanish Motorsport.
<b>FIA AWARD FOR OTHER OFFICIAL</b>		
Ziad Jamous	Automobile et Touring Club du Liban Lebanon	Ziad is Clerk of the Course in Rally and 4x4. He has over 37+ years of motor sport volunteering.
<b>FIA AWARD FOR THE BEST TEAM OF OFFICIALS</b>		
Singapore Grand Prix Recovery Team	Motor Sports Singapore Singapore	This 50-strong team are responsible for carrying out in-race recoveries using heavy machinery.



## FIA DRIVERS' COMMISSION

### KEY ACHIEVEMENTS

- Ronan Morgan, a successful former Rally co-driver, was appointed President of the Commission.
- The Commission added 829 new entries to the drivers' categorisation database.
- The Commission begun planning for the next edition of the FIA Motorsports Games to be held in 2024.

Early in the year, Ronan Morgan, a successful former Rally co-driver, was appointed President of the Commission.

Under his leadership, the Commission started work on new projects including drivers' training, EDI, and kids' safeguarding alongside ongoing projects around standards, minimum driver age, drivers' categorisation process for sports car racing, and the FIA Motorsports Games.

The Commission aims to represent all drivers across all FIA Disciplines. The Drivers' Commission works closely with a range of other commissions in order to achieve this, including the Women in Motorsport Commission, which supports initiatives such as the WIM Rising Stars programme, and the Grand Prix Drivers' Association. The Grand Prix Drivers' Association has a permanent seat on the Drivers' Commission, with at least one representative attending meetings in order to convey F1 Driver concerns.

Members of the Drivers' Commission from other FIA bodies:

1. Emanuele Pirro, Circuits Commission
2. Karun Chandhok, Single-Seater Commission
3. Ronan Morgan, Safety Commission
4. Ellen Lohr, Women in Motorsport Commission
5. Ronan Morgan, SASG (Serious Accident Study Group)
6. Manuel Reuter and Andrew Howard, Drivers' Categorisation Committee

### FIA DRIVERS' CATEGORISATION SYSTEM

Drivers' categorisation is increasingly important within the FIA. A comprehensive weekly review is managed by the FIA in collaboration with representatives from the various championship promoters and organisers, including SRO Motorsports Group, Automobile Club de l'Ouest (ACO - France), International Motor Sports Association (IMSA – North America), and Japan Automobile Federation (JAF - Japan).

The weekly review provides an overall view across all championships. An annual revision is also carried out in September to ensure that categorisation criteria are accurately applied to all drivers in the database.

The current database on the new system has exactly 5,993 drivers (as of January 2024). This includes 829 entries added over the last calendar year.

The distribution across the four categories is:

Platinum: 4% (222), Gold: 8% (461), Silver: 43% (2556) and Bronze: 46% (2754)

## FIA MOTORSPORT GAMES

The next edition of the FIA Motorsport games was announced this year. It will take place in Valencia, Spain at the end of October 2024 and will feature even more categories, from grassroots series to truck racing.



# SAFETY AND TECHNOLOGICAL DEVELOPMENT





## FIA SAFETY COMMISSION

### KEY ACHIEVEMENTS

- The Safety Commission presented two new helmet standards.
- Four safety standards were updated.
- The Commission also communicated safety messages through 10 ASN Safety Bulletins.
- The FIA also ran the first edition of FIA Safety Week in 2023.

The Safety Commission presented two new helmet standards – Premium and Karting - to the WMSC in December. Four other standards were also updated - Plumbed-in and Hand-held Fire Extinguisher Systems, Fire Suppression System for Open Cockpit Cars, Competition Seats, and Restraint Cables. The Safety Department is currently drafting two more standards for Safety Fuel Bladders and for Racing Nets with window nets integrated.

As well as undertaking a major update of the FIA Homologation Regulations for Safety Equipment and FIA Regulations for Approval of Test House, the Commission was also involved in making several updates to the ISC, including changes to Appendix L in relation to drivers' licences and drivers' safety equipment, and to Appendix H, Supplement 10 relating to High-voltage operational safety.

A number of FIA Safety Specifications were updated during the year, including Accident Data Recorders - LED interpretation, the addition of ABC type manual extinguishers for electrically powered vehicles, spacer specifications for 8855-2021 seats, extinguisher HV compatibility updates, and headrest foam specifications for Rally and Cross Country.

The Commission also supported the activities of the various Technical Working Groups by proposing several safety updates to bodies such as the F1 Technical Advisory Committee, the Single-Seater Working Group and in WEC, WRC, Rally, and Formula E.

Over the course of the year, the Commission also communicated these safety improvements and other educational information through 10 ASN Safety Bulletins. These covered topics ranging from seat side head support and the publication of safety equipment guidelines to advice on the customization of protective clothing and the definition of the role of the Rally Safety Delegate.

The full list of Bulletins can be found [here](#).

The Commission participated in a number of driver training programmes, including the Ferrari Driver Academy. Within FIA Formula 2, the Goodyear FIA European Truck Racing Championship and at Rallye du Maroc, the Commission organised scrutineers' training at a number of events and held safety seminars and officials training programmes and e-briefings for volunteers and officials, teams and drivers.

The Commission also worked closely with other industry leaders on the first ever FIA Safety Week. 1,171 people logged in to watch the event.

Finally, the Industry Working Group held 11 meetings (two plenary meetings and nine meetings dedicated to specific products).

## EQUIPMENT APPROVAL GROUP

### KEY ACHIEVEMENTS

Between January and October 2023, the Group received 299 new homologation requests, up from 270 in the same period of the previous year. All were granted.

Between January and October 2023, the Group received 299 new homologation requests, up from 270 in the same period of the previous year. All were granted. Sixty-one re-homologation requests were received, down from 128 in 2022, with all being approved.

Eight test house approval requests were received and all were granted.

The labelling programme started in 2012 to improve identification of FIA-approved equipment. This year, we sold 1,189,520 holograms.

## FIA CIRCUITS COMMISSION

### KEY ACHIEVEMENTS

- FIA Circuits Commission carried out 55 new and modified circuit project studies.
- The Commission passed several key updates to Appendix O, reducing the risk of a non-permanent or newly-constructed circuit not being ready in sufficient time.
- The Commission developed a tool to help ASNs take the first step on the international licencing pyramid.

### NEW CIRCUIT PROJECTS

This year, 55 new and modified circuit project studies were carried out, of which:

- 33 new circuit projects were discussed at the Circuits Commission, and 22 were internal circuit project studies.
- 16 new or modified Grade 1 circuits for Formula 1 were studied including: Circuit of the Americas, Hungaroring, Interlagos, Miami, Monaco, Montreal, Qatar-Lusail, Shanghai, Silverstone, Singapore, Spa Francorchamps and Las Vegas.
- 8 new or modified Grade 3E circuits for Formula E were studied including: Berlin, Cape Town, Hyderabad, London, Portland, Shanghai, Tokyo.

### CIRCUIT HOMOLOGATION / LICENCING PROCESS

The New Projects Study Group (made up of Platinum Circuit Inspectors) met on the afternoon of every Circuits Commission to review new circuit projects. Each circuit project was carried out in close collaboration with the Drivers' Commission.

The FIA internal Circuit Safety Analysis System (CSAS) simulation software was further developed to integrate the latest 3D digital circuit models. Driver in Loop Simulation is now included during the evaluation phase of new circuit designs, to assess proposed changes from a safety and sporting perspective.

### REGULATION UPDATES

The commission passed several key updates to Appendix O

to improve the smooth running of events, and reduce the risk of a non-permanent or newly-constructed circuit not being ready in sufficient time before a scheduled race event.

The Commission also continued to develop strategies on the following key topics:

- A tool for ASNs to encourage circuits to take the first step onto the international licencing pyramid was developed, with supporting checklists, and submission and approval process.
- A Grade 6RW circuit licence for circuits used for FIA World Rallycross Championship Competition events.
- The Grade T licence was promoted to the FIA Industry Working Group and its Circuit Designers leading to homologation applications from North America, Oceania and Europe.
- Grade 5 Circuits.

### CIRCUIT EQUIPMENT HOMOLOGATION

Work continued on the following key Circuit Equipment Homologation standards:

- 3501-2017 Safety Barriers
- 3502-2018 Debris Fences
- 3503-2019 Paints for Motor Racing Circuits
- 3504-2019 Light Panels

Ongoing projects outlined in the Circuit Safety Road Map include:

- FIA Racetrack Pavement Guidelines
- FIA Circuit Marshalling System Specifications

### TRACK LIMITS WORKING GROUP

The Track Limits Advisory Paper was updated in 2023. This paper explains how track limits can be effectively enforced, providing guidance, recommendations, and options for officials conducting various levels of FIA events.

The Commission also continued to support the use of various methods of track limit monitoring, including timing loops and trackside camera systems.

The Commission fully supports the return of circuits to natural track limits wherever possible and practical to do so, changes that have been well received by drivers, officials and fans of the sport.

### RACE CONTROL

The Commission continued to promote the use of two guidance papers around the operation of Race Control to ASNs, circuit designers and operators. These were also updated to reflect various CCTV and radio issues experienced during 2023:

- Race Control Room Design Guidelines
- Race Control Communication Guidelines

## FIA CLOSED ROAD COMMISSION

### KEY ACHIEVEMENTS

- Rally Task Force activities were extended to all Closed Road competitions.
- The ISC was updated with new best practice guidance for open desert stages.
- WRC and Regional Rally Regulations were updated to include new Safety Plan.
- 24 delegates from 11 FIA Member Clubs attended Rally Operational Safety Training seminar in Valleiry, France.
- The Cross Country Guidelines were published.
- Driver representatives were added to the Commission, including a female co-driver.

The Closed Road Commission was active across number of key initiatives in 2023, covering safety, training, and technical development.

### RALLY SAFETY TASK FORCE

The Rally Safety Task Force's remit has been expanded to cover all Closed Road Competition activities. The task force's name was changed to reflect this.

In 2023, the Task Force reviewed safety measures at the Kuwait Rally (which was ultimately cancelled following a Yellow Card in 2022), and the Czech round of the FIA European Rally Championship. The group also provided support to the WRC event in Japan and to the ASNs in Australia, Rwanda and Burundi.

The Task Force also drafted the 2024 CRCSTF plan. This already includes Hill Climb events as Ecce Homo following a yellow card application, and Greek events, following a voluntary application from the ASN.

### REGULATIONS AND SPECIFICATIONS

This year, two working groups were established to examine the safety of open desert stages and to improve safety communications with ASNs. As a result of their efforts, Appendix H to the ISC has been updated to reflect new best practices.

Elsewhere, in coordination with WRC and Rally Commissions, the WRC and Regional Rally Regulations have been updated to introduce and define the Draft Safety Plan and Final Safety Plan sharing timeline.

The Cross-Country Guidelines were also released this year.

### TRAINING

A total of 24 Rally Safety Delegates representing 11 FIA Member Clubs gathered in Valleiry, France, for a two-day Rally Operational Safety Training seminar.

### RESEARCH

In collaboration with the Safety Department, a study and tests have been conducted to mitigate head impact severity during Cross-Country competitions.

The Commission also continued to develop the Artificial Intelligence Safety Camera, while three more devices were added to the list of systems that meet FIA Regional Rally Tracking



System Specifications. Two providers have upgraded their systems to adhere to the specifications.

The Commission supported the testing of virtual slow zones managed by the tracking units in ERC. These virtual slow zones are put into place in certain areas during a rally, and teams can be reported to Stewards in case of infringement.

The Commission added two driver representatives as guests including one for Cross Country rally and one female co-driver for non-professional crews.

This addition reflects the expansion of the Closed Road Commission in terms of categories and scope.

## FIA MEDICAL AND RESCUE GROUP

### KEY ACHIEVEMENTS

- The FIA partnered with ITA to deliver an Anti-Doping Webinar Series.
- The Medical and Rescue Group revised and updated FIA International Sporting Code Appendix H.
- The FIA Medical and Rescue Group delivered a two-day medical summit as part of FIA Safety Week.

### ANTI-DOPING

Anti-Doping education was an ongoing priority in 2023. The FIA Anti-Doping Education Plan specifically targeted World Championship and Testing Pool drivers, and was delivered through a series of sessions held over the course of the season. Some of these sessions were held during competition weekends to ensure high levels of attendance among key audiences. A Webinar for Testing Pool drivers was also delivered in May 2023.

The FIA also partnered with ITA to deliver an Anti-Doping Webinar Series for drivers, coaches, and medical professionals. This five-part series was held across November and December 2023. Individual webinars focused on:

- Introduction to Anti-Doping
- The Doping Control Process
- Medications, Supplements, the Prohibited List and TUEs
- Principles and Values associated with Clean Sport
- Out-of-Competition Testing

This series has been widely advertised through the newsletter to ASNs, and on the FIA website and social media.

The Anti-Doping leaflets (for drivers, for National Federations and for E-competitors) were also distributed amongst the FIA Community.

### ALCOHOL CONTROLS

Alcohol controls were organised throughout the season for both drivers and officials. The FIA's anti-alcohol policy is presented to drivers as part of anti-doping training sessions.

### APPENDIX H UPDATES

The Medical and Rescue Group has been working closely with the Medical Commission to revise and update FIA International Sporting Code Appendix H. Notable updates include:

- Amendment and clarification of the roles and responsibilities of FIA Medical Delegate.
- Amendment and clarification of the roles and responsibilities of the ASN Rescue Chief.
- Amendment of the CMO/DCMO accreditation process with the introduction of a series of specifically designed webinars.
- Revisions to reflect the status and naming of current FIA Championships.
- Revision and update of recommendations for private testing to include firefighting capability, operational e-safety considerations, and technical rescue requirements.
- Addition of pelvic binders as part of the requirements for mobile intervention equipment.
- Amendment to reflect the need to consider provisions of medical equipment for treatment of paediatric patients.
- Amendment to provide greater flexibility to Chief Medical Officers for provision of first medical intervention.
- Change to the administration process for medical and rescue service provision.
- Revision of circuit classification in relation to medical centre provision.

### MEDICAL COMMISSION WORKING GROUPS

Throughout 2023, the Medical Commission has established working groups to discuss varied topics and projects for the future. These include:

- Epilepsy
- Introduction to Motorsports Project
- Medical Technology
- Review of Medical Equipment
- Medical and Rescue Summit 2023

In January 2023, the FIA Medical and Rescue Group delivered a two-day medical summit as part of FIA Safety Week. Nearly three-hundred medical and rescue personnel from across the world attended the biannual event, learning about key medical and rescue topics from expert guests and staff.

### FIA INTERVENTION GUIDELINES PROJECT

Work has continued on the FIA Intervention Guidelines this year. The project aims to enhance operational safety and will provide all responders with a clear understanding of when and how to respond during specific incidents. The guidelines will be released throughout 2024 and 2025 and will focus on three key areas:

- Safety Critical Considerations
- Multi-Agency Approaches and Human Factors
- Rescue and Technical Rescue Techniques and Processes

### OPERATIONAL SAFETY

The FIA Medical and Rescue Group has provided guidance within topics related to operational safety across all championships. The Department also created documents, guidelines, briefing content, and recommendations to explain this guidance to key stakeholders.

The department has also worked to increase awareness and understanding of the impact of the potential safety risks created by hydrogen usage. They continue to support wider work on operational e-safety.

## FIA MEDICAL DELEGATES

In 2023, the Commission recruited three additional personnel. During 2024, the new team members will receive additional training by attending events under the supervision of experienced delegates.

## FIA MANUFACTURERS' COMMISSION

In 2023, the Sporting Committee of the Manufacturers' Commission, featuring representation from 28 worldwide automotive manufacturers, held three meetings. Across these meetings, manufacturers with the FIA discussed various topics: new technologies and their implementation in FIA Championships, environmental and sustainability developments, the evolution of FIA championships, and the Chinese and Indian automotive markets. The FIA reaffirmed the importance of regular consultation with motor sport manufacturers to ensure a global voice for the sport and mobility.

Additionally, there was a discussion about the third Nielsen report (previously published in 2015 and 2019) and the effects of motor sport programmes on brands.

At the end of 2023, the World Motor Sport Council and the World Council for Automobile Mobility and Tourism voted to restructure the Manufacturers' Commission as a purely sporting body. Now known as the Manufacturers' Committee, it will report solely to the World Motor Sport Council instead of both World Councils.

The FIA reiterated its intention to engage with manufacturers, listen to their concerns, and note topics that may be interesting for future discussions. Additionally, the Commission's evolution showcased the FIA's commitment to sharing its advancements in sustainability and new technologies that can be applied to motor sport. The FIA appreciated manufacturer representatives' active support and contribution to enhancing collaboration and would like to continue this dynamic.

## TECHNICAL DEPARTMENT

### KEY ACHIEVEMENTS

- The Technical Department developed the Gen 3.5 specification for Formula E.
- The Department drew up technical specifications for component tenders, and homologated cars for a wide variety of different disciplines.

### FIA WORLD ENDURANCE CHAMPIONSHIP

In addition to managing technical matters related to the 2023 season, the Technical Department was responsible for four LMH car homologations and two LMDh car homologations, as well as five Centre of Gravity (CoG) measurements on Hypercars. It also undertook 18 extension forms in LMH and three in LM GTE.

Meanwhile, in preparation for the 2024 season, it approved six LMGT3, one LMH and two LMDh car homologations. In collaboration with the ACO Technical Department, it also provided the calculations needed to manage the Balance of Performance between hybrid and non-hybrid cars.

The Technical Regulations for the new LMDh category were also refined, with working groups established to validate the changes in agreement with the manufacturers committed to the new category, as well as with ACO and IMSA.

In LMP2, the current homologation cycle has been extended into 2025 for cost-saving reasons. Work is underway to define the new LMP2 class, which is scheduled to arrive in 2026.

### FIA FORMULA 1 WORLD CHAMPIONSHIP

The Technical Department conducted working groups to provide technical expertise for 2026 regulations in powertrain, electronics and simulation. The working groups also led on definition and drafting of technical rules for 2026.

### ABB FIA FORMULA E WORLD CHAMPIONSHIP

Following the successful introduction of the Gen 3 Formula E car and in response to manufacturers' requests for enhanced performance, a Gen 3.5 specification was developed. The new specification includes new bodywork for drag reduction, front powertrain updates to enable AWD drive capability at the start, and the introduction of a new tyre construction and compound to boost grip.

The Technical Department also selected the following companies for the development of the Gen 4 Car: Spark for the chassis, Marelli for the front powertrain, Podium, a new supplier, for the battery, and Bridgestone as tyre supplier.

### RALLYING

As well as overseeing amendments to the Rally1 regulations and working with OEMs on the homologation of Jokers for 2023 and Rally1 cars for 2024, the Technical Department has been working on a possible evolution of the current technical regulations for the next homologation cycle.

The department also homologated the Toyota Yaris GR in Rally2 and the Renault Clio in Rally3. In E-Rally5, the department finalised Technical Regulations and in Rally5, the department finalised the Technical Regulations for cars in Group Rally5-kit, together with ASN representatives. These regulations were introduced from 1 January 2024.

In WRC, the department drew up the technical plans for the championship's tyre tender for 2025-2027.

Meanwhile, in Rallycross, the department drew up the sporting regulations part for the 'Battle of Technologies' in RX1E versus RX1, as well as the technical element of the Rallycross tyre tender 2024-2026.

In Autocross, the department planned the technical elements of the Autocross and CrossCar tyre tender 2024-2025, while in CrossCar, it continued working on the creation of the CrossCar Level 1 & Level 2 Production Requirement Document.

### CROSS COUNTRY

Early in 2023, the department implemented the Equivalence of Technology process, which aims to balance the performance of the best vehicles of both classes in W2RC events. The team then worked to enhance this process over the course

of the year.

The Safety and Technical department also worked on the future implementation of the seat attenuator concept.

The department also inspected the first vehicle of the new Challenger class (formerly T3) in November 2023 and worked on the technical regulations for T5.U vehicles propelled by alternative powertrains.

#### OTHER CHAMPIONSHIPS

The department's 2023 activity encompassed work on a wide variety of other series including Electric Sports Cars, the Goodyear FIA European Truck Racing Championship, Hill Climb, GT Racing, Touring Cars, and ecoRally.

# SUSTAINABILITY, DIVERSITY, AND INCLUSION





# SUSTAINABILITY, DIVERSITY, AND INCLUSION

## KEY ACHIEVEMENTS

- FIA WIM Networking event was held at the 100th anniversary of the 24 Hours of Le Mans race.
- FIA attended COP28 in an official capacity for the first time.
- FIA Disability and Accessibility Commission issued Karting Guidelines for disabled drivers.
- United Against Online Abuse signed a range of influential stakeholders, including the French, Albanian and Greek governments.

This year, the FIA carried out a wide array of activities in support of sustainability and D&I. These were managed both through the FIA's central functions, and through its Commissions, including Women in Motorsport and Environment and Sustainability. The federation also hired its first Sustainability and Diversity & Inclusion Director to help drive these efforts.

## FIA WOMEN IN MOTORSPORT COMMISSION

### FIA GIRLS ON TRACK

FIA Girls on Track initiatives aims to provides opportunities for young women and girls to learn more about the world of motor sport and opportunities on and off track.

The 'Rising Stars Programme' is a key part of this initiative. The programme aims to find the female race drivers of tomorrow, and give them opportunities to race professionally (with one seat in Formula 4 and one in karting). The programme was run in collaboration with Ferrari Driver Academy and Iron Dames until the end of 2023. In 2023, 16 drivers participated in the programme.

The first training camp was held in Franciacorta (Italy) last September (3-7 September 2023). The 16 drivers received on-track guidance as well as mental and physical support and assessments (delivered by 321 Performance). Four senior and four junior drivers were then chosen to attend the second training camp in Maranello, organised by FDA in November 2023. The final stage culminated in the selection of a junior and senior winner.

In addition to the Rising Stars programme, the FIA also works with Formula E and its partners to offer Girls on Track sessions at key races. In 2023, these workshops took place in Mexico, Diriyah, Sao Paulo, Jakarta, and London. During these events, young female drivers participated in workshops led by Formula E partners, met with women already involved in the industry (including staff from FIA, Formula E, teams, and local ASN staff), and enjoyed pit and Race Control tours.

In 2024, Formula E and the FIA are planning to deliver one FIA Girls on Track event at each round of the ABB Formula E Championship.

### FIA WIM NETWORKING EVENT

The FIA hosted a WIM Networking event in collaboration with the ACO during the centennial 24 Hours of Le Mans

race. The event served to promote collaboration and facilitate networking opportunities amongst women working in the paddock.

More than 120 people attended the event, including the five female WEC drivers (Sarah Bovy, Rahel Frey, Michelle Gatting, Doriane Pin and Lilou Wadoux), Pierre Fillon (President of Automobile Club de l'Ouest), Richard Mille (President of the FIA Endurance Commission) and other female engineers, communication and marketing experts, event planners and ASN staff.

Students from a local school were also invited to participate in the event.

The event garnered significant visibility thanks to media attendance and participation. Feedback was overwhelmingly positive, and the Women in Motorsport Commission intends to continue the project heading into 2024.

## FIA ENVIRONMENT AND SUSTAINABILITY COMMISSION

In 2023, the FIA continued to implement its Environmental Strategy (first adopted in December 2020) and to provide support to its members and championships in the fields of the environment and sustainability.

### FIA ENVIRONMENTAL STRATEGY 2020-2030

The FIA released its 2023 Environmental report this year. The report provides an overview of activity and results from 2022.

In line with the FIA's wider sustainability commitments, the report was fully digital and was presented in a user-friendly micro-site format.

### FIA HEADQUARTERS ENVIRONMENTAL MEASURES

The FIA's Carbon Reduction Working Group have continued to implement a Carbon Reduction Plan. This plan aims to help reduce the overall carbon impact of the FIA's activity, by 20% in 2025 and 50% in 2030. In order to achieve this, the FIA has:

- Reduced employee travel to FIA events by 34%
- Increased the remote working policy for employees to 40%
- Streamlined employee travel to FIA championships with the creation of core lists
- Set environmental targets for each department

The results of these reduction measures will be calculated and communicated in February 2024. Initial estimates show that these efforts are likely to have limited effect, given an increased number of activities, events and championships during 2023.

**Environmental Management System:** After being ISO 14001 certified in December 2021, the FIA has aimed to review and improve its environmental performance objectives each year. The review covers activities like operational management, meeting and event hosting, logistics, and employee travel.

**Adoption of ISO Net Zero Guidelines:** the ISO Net Zero

Guidelines represent the first set of guidance within the formal international standards system for credible net zero action. In 2023, the FIA chose to adopt the guidelines in order to create and strengthen our net zero strategy. The guidelines have enabled the FIA to identify gaps within its strategy, in order to create a credible plan to reduce emissions in pursuit of our net zero goals.

## MEMBERS

**Environmental Training Programme:** following an initial Environmental Training seminar hosted in November 2021, the FIA organised a second training session in February 2023. The seminar, which was hosted in conjunction with the Oman Automobile Association (OAA), aimed to help Member Clubs accelerate their applications to join the FIA Environmental Strategy. This seminar resulted in concrete progress, with all attendees (from 15 Clubs) now being in the process of reaching the first level of the FIA Environmental Accreditation.

**FIA Environmental Accreditation Programme:** this programme aims to help FIA stakeholders to measure and enhance their environmental performance, against a 'star-rating' system. 135 stakeholders have now received Environmental Accreditation ratings.

**Sustainability Grants Programme:** in 2023, the FIA grants programme continued to support members to implement their sustainability initiatives. This year, €425k of grants were given to sustainability and environmental programmes across sports and mobility.

## CHAMPIONSHIPS

In 2023, the Commission continued to monitor championships' progress against the FIA's Environmental Strategy. The Commission also collaborated with other stakeholders to ensure that promoters' sustainability roadmaps aligned with FIA regulations. In instances where championships lacked an existing roadmap, working groups were established in order to create a tailored sustainability roadmap for the championship.

## FIA at COP28

In November 2023, the FIA attended the United Nations Climate Change Conference (COP28) in an official capacity for the first time. As a global voice of motor sport and mobility users, the FIA shared its unique perspective on decarbonisation and the just transition to a sustainable, safe, inclusive, and accessible mobility. In total, four activations took place during the two-week conference:

- Dubai Future Forum – Building A Greener Future for Mobility (Side-Event)
- Drive Change Today – FIA Smart Driving Challenge (COP28 Blue Zone)
- Reuters Events - Transition to Net Zero: ISO Net Zero Guidelines (COP28 Blue Zone)
- FIA Conference - Shaping the Transition to a Net Zero Road Transport Future (COP28 Green Zone)

The FIA also published a White Paper titled "Accelerating a Just Transition: The Motor Sport and Mobility Perspective" during the conference week. The paper highlights the role motor sport can play in driving innovation for everyday mobility.

## FIA DISABILITY AND ACCESSIBILITY COMMISSION

The Disability and Accessibility Commission worked on the following projects:

### VEHICLE ADAPTATION GUIDELINES

The Commission's Adaptations Working Group updated the Vehicle Adaptation Guidelines, in collaboration with the FIA Safety and Technical Departments. The newly updated guidance now includes information about adaptations to karts and entry level controls. These were published on the United Nations' International Day of Persons with Disabilities.

### FIA KARTING GUIDELINES FOR DISABLED DRIVERS

The Commission made progress on improved access to karting for disabled drivers. New guidance on disabled-only karting events was included in the FIA Karting Guidelines for Drivers with Disabilities, available on the FIA Karting website. Work has been conducted in collaboration with the CIK and FIA Safety and Technical departments.

### CERTIFICATES OF ADAPTATION

The Commission has continued to issue Certificates of Adaptation, in line with a new procedure explained in a recent motion design video.

### EMPOWERING DISABLED MOTOR SPORT SEMINAR

The Commission participated in the FIA Safety Week 2023 and delivered a dedicated session aimed at promoting driving for people with disabilities.

### PROMOTING DISABILITY AWARENESS & PARTICIPATION

The Commission released the third video in its series about disability inclusion and participation. It features Fabio Visentin, a Commission member who competed in the Handikart Championship, an all-disabled karting event hosted by FFSA.

The Commission has an active social media account, dedicated to promoting participation for disabled drivers and officials worldwide.

### COLLABORATION WITH FIA COMMISSIONS

The Commission is working with the FIA Esports Commission to promote opportunities for people with disabilities in esports. The Commissions are aiming to deliver a pilot race in 2024.

The Commission also engaged with the FIA Drivers' Commission to ensure the representation of disabled drivers.

### F1 ACCESSIBLE PODIUMS

The Commission is working with F1 Sustainability to improve accessibility at race venues.

## UNITED AGAINST ONLINE ABUSE

The United Against Online Abuse campaign went from strength to strength in 2023.

The project continued to onboard stakeholders from across the business, policy, government, and sporting landscape. These included Peace and Sport, the International Esports Federation and the governments of France, Albania and Greece. The campaign is also in advanced conversations with IOC, FIFA, World Netball, World Squash, UCI, ITF and UNESCO.

The campaign has also continued to promote knowledge-sharing and research, as a way to better understand the online abuse landscape. In late 2023, the campaign launched its first online barometer, reviewing experiences of online abuse from different federations and NGOs. In total, 22 federations and NGOs responded to the survey.

From September – January 2024 the UAOA Campaign was presented at seven external conferences – establishing its reach and presence as the industry lead in this space.

The UAOA Campaign launched the first United Against Online Abuse Scholarship this year. Recipients would gain the opportunity to undergo a remote, part time Master's by Research with Dublin City University, focused on topics related to online abuse.

Between September and December 2023, the UAOA Working Group hosted four grassroots workshops dedicated to closing the digital literacy gap in younger demographics. In particular, the team facilitated discussions around online abuse, the impact it can have on mental and physical health alongside how to manage changing environments as up and coming athletes. These sessions supported over 70 young athletes across Italy, Kazakhstan and Qatar.

The UAOA Campaign also produced Safeguarding Guidelines for its Member Clubs which can be referred to when witnessing or experience online abuse cases. This documentation forms part of the Member Club Engagement kit launched at the AGA Week in Baku.



# REGULATIONS AND ENFORCEMENT



FIA e  
ABU DHABI  
ADDITIONAL FORMULA  
e WORLD CHAMPIONSHIP  
SEASON 10 e 2023/2024

...WILL MAKE A CONVEYOR BELT  
...NYARD WAS A PLASTIC BOTTLE





## FIA HOMOLOGATION REGULATIONS COMMISSION

### KEY ACHIEVEMENTS

- The Commission reviewed and amended Annex J of the ISC and Homologation Regulations.
- The Commission worked with the FIA Technical Department to approve two new vehicles (both in the GT3 category).

On behalf of the Commission, the FIA Technical Department homologated two new vehicles, both in the GT3 category.

In all, there were: 139 Homologation Extensions (of all types), including 34 Errata (ER), 30 Jokers for Rally (ERJ), 33 Supply-Variants (VF), 36 Option-Variants (VO), 4 Evolutions of Type (ET), 1 Complimentary Evolution, 1 GT Evolution (EVO), and 1 Rally3 Variant (VRa3).

### REGULATIONS

In 2023, the Commission reviewed, developed and presented a series of amendments and clarifications to Annex J of the ISC and the Homologation Regulations.

The changes to Annex J included updates to:

- Rules around the use of sustainable fuels in Group N and R-GT cars, as well as a number of safety updates for the same vehicles
- Changes to the classification and definition of Cross Country vehicles and changes to the safety equipment requirement and general prescriptions for such vehicles

The Commission also updated homologation regulations around out-of-session process for Group A rally cars and the use of safety cages. They decided to no longer homologate Group T2 cars, and introduced new Homologation Regulations for Touring cars and large scale production cars fitted with an electric powertrain.

The Commission also updated the Technical Lists with two extensions approved for the list of catalytic converters approved by ASNs and two additions to the list of companies able to provide FIA-approved safety cages – Brodex SAS and Ycom.

More broadly, in order to address the Presidential manifesto target of doubling motor sport participation worldwide, the Commission focused on simplifying the homologation process, through the establishment of the ASN-certified Safety Cage database. This database displays all 965 cages homologated by ASNs and the Technical Centre at Valleiry.

## FIA GOVERNANCE, INTEGRITY AND REGULATORY AFFAIRS

### KEY ACHIEVEMENTS

- The Legal Office developed a new team application process for the Formula 1 Financial Regulations.
- The Legal Office was closely involved with the development of the 2026 Formula 1 Power Unit Regulations.
- The Statutes Review Commission was also relaunched,

and contributed to the adoption of amendments to the FIA's Statutes and Internal Regulations.

In 2023, the FIA Legal Office actively contributed to a wide range of regulatory and governance related activities.

In the ABB FIA Formula One World Championship, the Office helped to develop a new team application process. It also worked on the Championships' Financial Regulations, including the drafting of clarifications, the development of the compliance framework, the Cost Cap Adjudication Panel referral process, and reviews of Cost Cap Guidance documentation.

The Legal Office was also closely involved with the development of the 2026 Formula 1 Power Unit (PU) Regulations. It also acted in an advisory capacity to the Championship's Remote Operations Centre (ROC).

In the ABB FIA Formula E World Championship, the Legal Department worked on defining the Manufacturers Registration for Gen 4 and the development of the compliance framework for the Formula E Financial Regulations.

### STATUTES REVIEW COMMISSION

The Statutes Review Commission was relaunched in June 2023. It proposed the following amendments to the FIA Statutes and Internal Regulations, which were adopted at the FIA General Assemblies in Baku (Azerbaijan) in December 2023:

- Introduction of a specific age limit for members of the Presidential team
- Review of the composition and election criteria of the Ethics Committee
- Introduction of the reference to EuroCouncil in the FIA Statutes
- Alignment of the FIA Statutes with the Judicial and Disciplinary Rules regarding the election of the President and Vice-President of the Congress of the International Tribunal and International Court of Appeal
- Change of positioning of the Compliance Officer
- Clarifications regarding the transition of FIA Members from Full to Associate membership
- Extension of the grounds for the suspension of FIA Members

### INTERNATIONAL SPORTING CODE

The Legal Office worked on a number of amendments to the International Sporting Code (adopted December 2023). These included, amongst others:

- The introduction of Esports to the ISC
- Amendments to the right of review and to the maximum fines that stewards can impose in certain Competitions
- A policy to prevent and combat the unauthorised use of pyrotechnics at FIA Competitions

The amendments also provided for an expansion of the authority of the stewards to operate remotely in any FIA Championship and established the possibility that a maximum of two Competitions might be organised outside of the Parent ASN's national territory for F4 National Championships.

### JUDICIAL AND DISCIPLINARY RULES

Following an analysis of the previous version of the FIA Judicial and Disciplinary Rules (JDR), a number of amendments were adopted at the FIA General Assemblies in December 2023. These included, amongst others:

- The introduction of the possibility to withdraw the intention to appeal a stewards' decision
- Clarification of the deadline to appeal for the FIA
- Requests for an expedited procedure
- Amendments related to the payment of a deposit for the appeals
- An English version of Article 19.1 related to the complaints against members of the FIA Courts
- Limitations to increase a penalty imposed
- Alignment of the articles related to the nomination procedure of the President and Vice-President of the International Tribunal and of the International Court of Appeal

The FIA International Tribunal and International Court of Appeal heard a number of cases in 2023 and the FIA Legal Office represented the FIA before the ICA in one case concerning the 2023 ABB FIA Formula E World Championship.

### MOTOR SPORT AND RACE MANIPULATION

Sportradar (SR) continued to deliver universal fraud detection services (UFDS) to the FIA for all the Competitions counting towards the FIA Formula One World Championship, World Rally Championship, World Endurance Championship, World Rally-Cross Championship and Formula E World Championship. None of the UFDS alerts recorded in 2023 were ultimately deemed suspicious from an integrity standpoint.

### SAFEGUARDING

The Legal Office led the setting up of the timeframe, objectives and main principles to be developed in 2024.

### OTHER ACTIVITIES

The Legal Office continued to revise regulatory and governance measures around the Russian invasion of Ukraine. The team also monitored recommendations issued by the International Olympic Committee (IOC) around Russian and Belarusian athlete participation.



# CELEBRATING THE WINNERS





## CELEBRATING THE WINNERS

### FIA KARTING

FIA KARTING WORLD CHAMPION, OK  
KIRILL KUTSKOV

FIA KARTING WORLD CHAMPION, JUNIOR  
DRIES VAN LANGENDONCK

FIA KARTING WORLD CHAMPION, KZ  
PAOLO IPPOLITO

### WORLD RALLY-RAID CHAMPIONSHIP

CHAMPION MANUFACTURER  
TOYOTA GAZOO RACING

CHAMPION DRIVER & CO-DRIVER  
NASSER AL-ATTIYAH & MATHIEU BAUMEL

### ABB FIA FORMULA E WORLD CHAMPIONSHIP

CHAMPION TEAM  
ENVISION RACING

CHAMPION DRIVER  
JAKE DENNIS

### FIA WORLD RALLYCROSS CHAMPIONSHIP

CHAMPION TEAM  
KRISTOFFERSSON MOTORSPORT

CHAMPION DRIVER  
JOHAN KRISTOFFERSSON

### FIA HYPERCAR WORLD ENDURANCE CHAMPIONSHIP

CHAMPION MANUFACTURER  
TOYOTA GAZOO RACING

DRIVERS' CHAMPION  
SÉBASTIEN BUEMI, BRENDON HARTLEY, RYŌ HIRAKAWA

### FIA WORLD RALLY CHAMPIONSHIP

CHAMPION MANUFACTURER  
TOYOTA GAZOO RACING

CHAMPION DRIVER & CO-DRIVER  
KALLE ROVANPERÄ & JONNE HALTUNEN

### FIA FORMULA ONE WORLD CHAMPIONSHIP

CHAMPION CONSTRUCTOR  
ORACLE RED BULL RACING

CHAMPION DRIVER  
MAX VERSTAPPEN

FIA WRC2 CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
ANDREAS MIKKELSEN & TORSTEIN ERIKSEN

FIA WRC2 CHAMPIONSHIP FOR TEAMS  
TOKSPORT WRT 3

FIA WRC2 CHALLENGER CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
KAJETAN KAJETANOWICZ & MACIEJ SZCZEPANIAK

FIA WRC3 CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
ROOPE KORHONEN & ANSSI VIINIKKA

FIA JUNIOR WRC CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
WILLIAM CREIGHTON & LIAM REGAN

FIA WRC MASTERS CUP FOR DRIVERS  
ALEXANDER VILLANUEVA

FIA WRC MASTERS CUP FOR CO-DRIVERS  
ROBERTO MOMETTI

FIA AFRICAN RALLY CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
KARAN PATEL & TAUSEEF KHAN

FIA ASIA-PACIFIC RALLY CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
RIFAT SUNGKAR & BENJAMIN SEARCY

FIA CODASUR RALLY CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
FABRIZIO ZALDIVAR & MARCELO DER OHANNESIAN

FIA EUROPEAN RALLY CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
HAYDEN PADDON & JOHN KENNARD

FIA EUROPEAN RALLY CHAMPIONSHIP FOR TEAMS  
TEAM MRF TYRES

FIA EUROPEAN RALLY TROPHY FOR DRIVERS  
& CO-DRIVERS  
RENE DOHNAL & ROMAN SVEC

FIA EUROPEAN RALLY TROPHY FOR JUNIOR DRIVERS  
ROMET JÜRGENSON

FIA MIDDLE-EAST RALLY CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
NASSER AL-ATTIYAH & MATHIEU BAUMEL  
ABDULLAH AL-RAWAHI & ATA AL-HMOUD

FIA NACAM RALLY CHAMPIONSHIP FOR DRIVERS  
& CO-DRIVERS  
RICARDO CORDERO & MARCO HERNANDEZ

BRIDGESTONE FIA ECORALLY CUP FOR DRIVERS &  
CO-DRIVERS  
MICHAL ŽDÁRSKÝ & JAKUB NABELEK

BRIDGESTONE FIA ECORALLY CUP FOR MANUFACTURERS  
KIA

FIA WORLD RALLY-RAID CHAMPIONSHIP  
T3 DRIVERS & CO-DRIVERS  
SETH QUINTERO & DENNIS ZENZ

FIA WORLD RALLY-RAID CHAMPIONSHIP  
T4 DRIVERS & CO-DRIVERS  
ROKAS BACIUŠKA & ORIOL VIDAL

FIA WORLD RALLY-RAID CHAMPIONSHIP  
T5 DRIVERS & CO-DRIVERS  
JANUS VAN KASTEREN & DAREK RODEWALD - MARCEL  
SNIJDERS

FIA WORLD CUP FOR CROSS-COUNTRY BAJAS  
DRIVERS & CO-DRIVERS  
NASSER AL-ATTIAH & MATHIEU BAUMEL

FIA WORLD CUP FOR CROSS-COUNTRY BAJAS  
TEAMS  
OVERDRIVE RACING

FIA WORLD CUP FOR CROSS-COUNTRY BAJAS  
T3 DRIVERS  
OTAVIO SOUSA LEITE

FIA WORLD CUP FOR CROSS-COUNTRY BAJAS  
T4 DRIVERS  
CRISTIANO DE SOUSA BATISTA

FIA WORLD CUP FOR CROSSCOUNTRY BAJAS  
T4 TEAMS  
SOUTH RACING CAN-AM

FIA EUROPEAN CUP FOR CROSS-COUNTRY BAJAS  
DRIVERS & CO-DRIVERS  
KRZYSZTOF HOŁOWCZYC & ŁUKASZ KURZEJA

FIA EUROPEAN CUP FOR CROSS-COUNTRY BAJAS  
TEAMS  
SANTAG RACING

FIA MIDDLE-EAST CUP FOR CROSS-COUNTRY BAJAS-  
DRIVERS & CO-DRIVERS  
KHALED AL-FERAIHI & SÉBASTIEN DELAUNAY

FIA MIDDLE-EAST CUP FOR CROSS-COUNTRY BAJAS -  
TEAMS  
SHEGAWI RACING

FIA EUROPEAN RALLYCROSS CHAMPIONSHIP – RX1  
ANTON MARKLUND

FIA EUROPEAN RALLYCROSS CHAMPIONSHIP – RX3  
DAMIAN LITWINOWICZ

FIA EUROPEAN RALLYCROSS CHAMPIONSHIP – RX2E  
NILS ANDERSSON

FIA WORLD CUP FOR HYPERCAR TEAMS  
HERTZ TEAM JOTA

FIA ENDURANCE TROPHY FOR LMGTE AM DRIVERS  
BEN KEATING, NICKY CATSBURG  
& NICOLAS VARRONE

FIA ENDURANCE TROPHY FOR LMGTE AM TEAMS  
CORVETTE RACING

FIA ENDURANCE TROPHY FOR LMP2 DRIVERS  
LOUIS DELÉTRAZ, ROBERT KUBICA & RUI ANDRADE

FIA ENDURANCE TROPHY FOR LMP2 TEAMS  
TEAM WRT

FIA GT WORLD CUP FOR DRIVERS  
RAFFAELE MARCIELLO

FIA GT WORLD CUP FOR MANUFACTURERS  
MERCEDES-AMG

GOODYEAR FIA EUROPEAN TRUCK RACING  
CHAMPIONSHIP  
NORBERT KISS

GOODYEAR FIA EUROPEAN TRUCK RACING  
CHAMPIONSHIP – TEAMS  
RÉVÉSZ & T SPORT

GOODYEAR FIA EUROPEAN TRUCK RACING  
CHAMPIONSHIP – YOUNG STAR TROPHY  
JOSÉ EDUARDO RODRIGUES

FIA EUROPEAN DRAG RACING CHAMPIONSHIP  
TOP FUEL  
IDA ZETTERSTRÖM

FIA EUROPEAN DRAG RACING CHAMPIONSHIP  
TOP METHANOL  
LINN FLØYSVIK

FIA EUROPEAN DRAG RACING CHAMPIONSHIP  
PRO MODIFIED  
JAN ERICSSON

FIA EUROPEAN DRAG RACING CHAMPIONSHIP  
PRO STOCK  
MICHAEL MALMGREN

OLYMPIC ESPORTS SERIES  
MOTOR SPORT EVENT  
KYLIAN DRUMONT

FIA FORMULA 2 CHAMPIONSHIP FOR DRIVERS  
THÉO POURCHAIRE

FIA FORMULA 2 CHAMPIONSHIP FOR TEAMS  
ART GRAND PRIX

FIA FORMULA 3 CHAMPIONSHIP FOR DRIVERS  
GABRIEL BORTOLETO

FIA FORMULA 3 CHAMPIONSHIP FOR TEAMS  
PREMA RACING

FIA FORMULA 3 WORLD CUP FOR DRIVERS  
LUKE BROWNING

FIA FORMULA 3 WORLD CUP FOR TEAMS  
HITECH PULSE-EIGHT

F4 BRITISH CHAMPIONSHIP CERTIFIED BY FIA  
LOUIS SHARP

F4 CEZ CHAMPIONSHIP CERTIFIED BY FIA  
ETHAN ISCHER

F4 CHINESE CHAMPIONSHIP CERTIFIED BY FIA  
TIAGO GOLOVKO RODRIGUES

F4 FRENCH CHAMPIONSHIP CERTIFIED BY FIA  
EVAN GILTAIRE

F4 INDIAN CHAMPIONSHIP CERTIFIED BY FIA  
COOPER WEBSTER

F4 ITALIAN CHAMPIONSHIP CERTIFIED BY FIA  
POWERED BY ABARTH  
KACPER SZTUKA

F4 JAPANESE CHAMPIONSHIP CERTIFIED BY FIA  
RIKUTO KOBAYASHI

F4 NACAM CHAMPIONSHIP CERTIFIED BY FIA  
PEDRO JUAN MORENO

F4 SEA CHAMPIONSHIP CERTIFIED BY FIA  
JACK BEETON

F4 SPANISH CHAMPIONSHIP CERTIFIED BY FIA  
THÉOPHILE NAEL

F4 UAE CHAMPIONSHIP CERTIFIED BY FIA  
POWERED BY ABARTH  
JAMES WHARTON

F4 UNITED STATES CHAMPIONSHIP - POWERED BY  
HONDA  
PATRICK WOODS-TOTH

FORMULA REGIONAL AMERICAS CHAMPIONSHIP -  
POWERED BY HONDA  
CALLUM HEDGE

FORMULA REGIONAL EUROPEAN CHAMPIONSHIP BY  
ALPINE CERTIFIED BY FIA  
ANDREA KIMI ANTONELLI

FORMULA REGIONAL JAPANESE CHAMPIONSHIP  
CERTIFIED BY FIA  
SOTA OGAWA

CASTROL TOYOTA FORMULA REGIONAL OCEANIA  
CHAMPIONSHIP CERTIFIED BY FIA  
CHARLIE WURZ

FORMULA REGIONAL MIDDLE EAST CHAMPIONSHIP  
CERTIFIED BY FIA  
ANDREA KIMI ANTONELLI

F4 BRAZILIAN CHAMPIONSHIP CERTIFIED BY FIA  
VINÍCIUS TESSARO

MONDOKART.COM FIA KARTING WORLD  
CHAMPIONSHIP – OK CHAMPION  
KIRILL KUTSKOV

MONDOKART.COM FIA KARTING WORLD  
CHAMPIONSHIP – JUNIOR CHAMPION  
DRIES VAN LANGENDONCK

MONDOKART.COM FIA KARTING WORLD  
CHAMPIONSHIP – KZ CHAMPION  
PAOLO IPPOLITO

FIA KARTING EUROPEAN CHAMPIONSHIP  
OK CHAMPION  
RENE LAMMERS

FIA KARTING EUROPEAN CHAMPIONSHIP  
JUNIOR CHAMPION  
OLEKSANDR BONDAREV

FIA KARTING EUROPEAN CHAMPIONSHIP  
KZ CHAMPION  
DANILO ALBANESE

FIA KARTING EUROPEAN CHAMPIONSHIP  
KZ2 CHAMPION  
FREDDIE SLATER

FIA KARTING WORLD CUP  
KZ2 WINNER  
NIELS TRÖGER

FIA KARTING INTERNATIONAL MASTERS SUPER CUP  
KZ2 WINNER  
DAVIDE FORÈ

FIA KARTING ACADEMY TROPHY WINNER  
HUGO MARTÍ

FIA KARTING ROOKIE OF THE YEAR – OK  
RENE LAMMERS

FIA EUROPEAN AUTOCROSS CHAMPIONSHIP  
NATIONS CUP  
FRANCE

FIA EUROPEAN AUTOCROSS CHAMPIONSHIP  
SUPERBUGGY  
PETR NIKODEM

FIA EUROPEAN AUTOCROSS CHAMPIONSHIP  
BUGGY1600  
JAKUB NOVOTNY

FIA EUROPEAN AUTOCROSS CHAMPIONSHIP  
JUNIOR BUGGY  
ARNOŠT FLORIAN

FIA EUROPEAN AUTOCROSS CHAMPIONSHIP  
CROSS CAR  
IVAN PIŇA CHINCHILLA

FIA EUROPEAN AUTOCROSS CHAMPIONSHIP  
CROSS CAR ACADEMY TROPHY  
EMILIEN ALLART

FIA HISTORIC HILL CLIMB CHAMPIONSHIP  
CATEGORY 1  
GEORG PRUGGER

FIA HISTORIC HILL CLIMB CHAMPIONSHIP  
CATEGORY 2  
IDELBRANDO MOTTI

FIA HISTORIC HILL CLIMB CHAMPIONSHIP  
CATEGORY 3  
GERALD GLINZNER

FIA HISTORIC HILL CLIMB CHAMPIONSHIP  
CATEGORY 4  
REINHARD SONNLEITNER

FIA HISTORIC HILL CLIMB CHAMPIONSHIP  
CATEGORY 5  
PETR TYKAL

FIA HISTORIC HILL CLIMB CHAMPIONSHIP  
NATIONS CUP  
AUSTRIA

FIA HISTORIC FORMULA 3 EUROPEAN CUP  
CATEGORY 1  
FRÉDÉRIC ROUVIER

FIA HISTORIC FORMULA 3 EUROPEAN CUP  
CATEGORY 2  
PATRICK ANDRIESEN

FIA EUROPEAN HISTORIC RALLY CHAMPIONSHIP  
TEAM TROPHY  
TEAM BASSANO SSD

FIA EUROPEAN HISTORIC RALLY CHAMPIONSHIP FOR  
DRIVERS & CO-DRIVERS – CATEGORY 1  
ERNIE GRAHAM & KAREN GRAHAM

FIA EUROPEAN HISTORIC RALLY CHAMPIONSHIP FOR  
DRIVERS & CO-DRIVERS – CATEGORY 2  
VALTER CHR. JENSEN & ERIK PEDERSEN

FIA EUROPEAN HISTORIC RALLY CHAMPIONSHIP FOR  
DRIVERS & CO-DRIVERS - CATEGORY 3  
KARL WAGNER & GERDA ZAUNER

FIA EUROPEAN HISTORIC RALLY CHAMPIONSHIP FOR  
DRIVERS & CO-DRIVERS - CATEGORY 4  
"LUCKY" & FABRIZIA PONS

FIA TROPHY FOR HISTORIC REGULARITY RALLIES FOR  
DRIVERS & CO-DRIVERS  
YVES DEFLANDRE & PATRICK LIENNE

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 1 – OVERALL CLASSIFICATION  
IGOR STEFANOVSKI

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 1 – CLOSED CARS – GROUP 1  
LUCA GAETANI

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 1 – CLOSED CARS – GROUP 2  
NICOLAS WERVER

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 1 – CLOSED CARS – GROUP 3  
IGOR STEFANOVSKI

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 1 – CLOSED CARS – GROUP 4  
MACIEJ SERAFIN

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 1 – CLOSED CARS – GROUP 5  
NORBERT NAGY

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 1 – BEST PERFORMER  
NICOLAS WERVER

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 2 – OVERALL CLASSIFICATION  
CHRISTIAN MERLI

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 2 – CN/E2-SC  
JOSEBA IRAOLA LANZAGORTA

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 2 – D/E2-SS  
CHRISTIAN MERLI

FIA EUROPEAN HILLCLIMB CHAMPIONSHIP  
CATEGORY 2 – BEST PERFORMER  
CHRISTIAN MERLI

FIA INTERNATIONAL HILLCLIMB CUP – CATEGORY 1  
DAN MICHL

FIA INTERNATIONAL HILLCLIMB CUP – CATEGORY 2  
SÉBASTIEN PETIT







MOBILITY





# MOBILITY

## FOREWORD

Looking back over the past year, the key word I would apply to FIA Mobility activity is growth. We have expanded access to the services the FIA offers, we have boosted knowledge sharing and expertise across the Regions, and we have increased commercial opportunities for Clubs around the world.

How has that growth been achieved? The first step was the successful implementation of the FIA Mobility Strategy adopted by the WCAMT in December 2022. This set out our ambitions to strengthen Clubs and Regions, to create a knowledge-led federation and to position the FIA as a global voice for Mobility.

As part of those ambitions, we have substantially increased our support to the FIA Regions through the reform of the Mobility Grants scheme to better match local needs and via the Regional Development Programme noticing further collaboration between the regional and global offices, resulting in additional benefits to Clubs.

We have significantly increased the knowledge base of our Network through work in several key areas. The FIA University enjoyed a superb year, offering tailored learning opportunities, increasing capability, and fostering experience-sharing through two global and two regional programmes. An expanded series of events, encompassing every Region, gave us the opportunity to share opportunities and experience with the organisations we are closest to.

Commercially, we have enlarged the FIA-led One Road programme, successfully onboarding seven Member Clubs from Europe and Asia-Pacific and bringing in several prestigious global partners such as Booking.com and Viator. One Road now offers exclusive benefits and deals to over 10m users from across Europe and APAC.

In the area of Tourism, there has also been a notable surge in interest for the International Driving Permit, signalling a growing demand. This increased enthusiasm has not only reflected the global recognition of its importance but has also unveiled new avenues for the development and enhancement of the system, presenting exciting opportunities for future advancements.

The last 12 months were remarkable too for the Carnet de Passages en Douane (CPD) system, characterised by a resurgence of interest from the United Nations and record sales, setting the stage for a promising future for this essential travel document.

Finally, when it comes to our position on the world stage, we have cemented our status as a global voice for Mobility through the FIA Road Safety Index, with TotalEnergies becoming the first company to test the manual and get the highest level of achievement.

The FIA Environmental Accreditation Programme for Mobility Clubs has experienced significant growth in 2023, from 12 to 16 Clubs accredited and for the first time ever, the FIA was an Observer to the UNFCCC at COP 28. During the conference in Dubai, I'm proud to say that the FIA hosted a number of events that presented the Federation as a strong

voice for consumers and as a champion of sustainability and innovation.

As we see, 2023 was a year of significant growth and achievement for the FIA Mobility and I'm looking forward to even more in 2024.



**Tim Shearman**  
FIA Deputy President for Automobile Mobility and Tourism



WCAMT



 01. WELCOME AND REMARKS FROM FIA PRESIDENT

01. WELCOME FROM FIA



## WCAMT

In 2023, the World Council for Automobile Mobility and Tourism made significant progress on a wide range of initiatives aimed at positioning the FIA as a global voice for positive change and a safe, sustainable and inclusive mobility future.

At its first meeting of 2023, in March, the World Council committed to further strengthening the FIA Mobility Regions by endorsing a new scheme for the allocation of Mobility Grants funded by the FIA Foundation. This new scheme includes grants dedicated to supporting regional projects in alignment with FIA Mobility Regions' priorities.

In the areas of road safety and sustainability, the World Council also oversaw major developments in 2023. Members expressed their continued support for the development of the FIA Road Safety Index that enables companies and organisations to measure their road safety footprint and adopt a systematic approach to improve their road safety results and build a culture of safe and sustainable mobility in the long term. They also saluted the FIA's participation in COP28.

Member Services were improved through the rollout of the FIA-led One Road programme in Europe and preparations for launch in more regions, as well as regional events fostering exchanges and greater global involvement via expanded input from FIA Mobility Members at regional level.

Finally, in the area of tourism, the World Council, at its June meeting in Córdoba, Spain, committed to strengthening the Alliance Internationale de Tourisme in the year of its 125th anniversary. Members also noted the success of the International Driving Permit information website which is expected to attract 1.2m visitors by the end of the year, and the historic sales of the Carnet de Passages en Douane, which have increased 20% compared to 2022.

More about the WCAMT's 2023 meetings:

1. [Discussing Advancements: The World Council For Automobile Mobility And Tourism First Meeting Of 2023](#)
- 2.
3. [Future Prospects For Success: World Automobile Mobility And Tourism Council Meets In Cordoba](#)
- 4.
5. [Reviewing Progress: World Council For Automobile Mobility And Tourism Meets For The Third Time In 2023](#)
- 6.
7. [Strong Progress Highlighted During World Council For Automobile Mobility And Tourism's Last Meeting Of The Year](#)



# FIA MOBILITY REGIONS' REPORTS





## FIA REGION I

### KEY ACHIEVEMENTS

- FIA Region I supported the introduction of a consumer-friendly Data Act, and made progress on getting sector-specific legislation on connected cars.
- The region supported revisions in road safety legislation, including the Driving Licence and Cross-Border Enforcement Directives.
- There was strong engagement at Member events, with over 250 delegates at the Region I Spring Meeting, and 40 delegates at the Marketing and Management Workshop dedicated to the potential of A.I. tools.
- 37 Clubs disseminated the «Drive with Care» campaign across our three sub-regions.
- The region hosted several dedicated sub-region/group events, including the ACTA Road Patrols training and COFO Study Trip.

2023 has been a big year for Region I.

Throughout the year, Region I supported members, Clubs, and sub-regions through tailored activities and funding. Key activities included the second edition of the Delft Road Safety Training in Africa, and a COFO Study Trip, which allowed central and eastern European clubs to meet and discuss developments in content marketing.

On the membership side, we are proud to have brought AA UK back to the fold. The club has over 3 million members and will bring a very capable and professional perspective to our network.

On the advocacy side, we continued to champion member interests. We helped to develop a consumer-friendly European Data Act and supported ongoing efforts to create sector-specific legislation on connected cars. We also worked with key political stakeholders to address areas like road safety, electromobility, and affordability and worked with Clubs to align on issues like cybersecurity and artificial intelligence.

Alongside all of this, we also designed a new office. The office was partially financed through our previous positive results and is designed to be cost-effective to ensure future savings for the region. This was officially opened in November.

**Jorge F. Delgado**  
FIA Region I President

## FIA REGION II

### KEY ACHIEVEMENTS

- The RII Roundtable event welcomed a record number of attendees, promoting collaboration and placing knowledge at the core.
- RII Ideas forum revealed a commitment among clubs to exchange insights for RII's long-term viability.
- The '#ISeeYou' campaign saw the dispatch of reflective sashes to vulnerable road users in Southeast Asia.
- The 'HeadsUp' campaign (which promotes safe helmet use) was launched.
- The 'Drive In the Moment' campaign was expanded to encourage even more countries to reduce smartphone use while driving (independently evaluated to show a reduction of 30%).

When I began my RII Presidency, my goal was to enhance clubs' engagement in diverse road safety initiatives and promote mutual learning for increased capability and resilience. The successful launch of numerous programs and impactful events in 2023, continuing into 2024, is gratifying.

In February, the RII University Program in Manila concluded with outstanding scores for delivery and material quality, aligning with my belief in lifelong learning. The RII Ideas Forum in March in Bangkok facilitated discussions on potential commercial collaborations, revealing a commitment among clubs to exchange insights for RII's long-term viability.

Hosted by Ikatan Motor Indonesia (IMI), the RII Roundtable in September brought together APAC and global Delegates, promoting collaboration, and placing knowledge at the core. With support from the FIA Road Safety Grants Programmes, we achieved significant milestones in various road safety programs. Notably, progress was made with 'Star Rating for Schools,' and 'Drive in the Moment' globalized to 15 countries. The '#ISeeYou' campaign distributed 50,000 reflective sashes, and youth-led campaigns like 'Power of No' and 'HeadsUP!' enhanced road safety.

Looking ahead, we anticipate sustained collaboration, leveraging the global FIA network for impactful projects that elevate Region II capabilities and foster growth.

**Greig Craft**  
FIA Region II President



## FIA REGION III

### KEY ACHIEVEMENTS

- The Region celebrated key Club successes.
- Leading Region III club CAA celebrated its 110th anniversary.
- CAA shared their first ever EV survey, reviewing perspectives from over 16,000 users.
- Region III Clubs attended the American Congress in Antigua Guatemala and OISEVI in Santo Domingo.
- FIA Region III supported continued development through the Regional Development Fund.
- 7 participants attended the FIA Senior Executive Program and 6 attended the Emerging Leaders from Region III.
- The Bahamas Motor Sports Association purchased a driving simulator.

2023 was another active year in Region III.

The tourism sector rebounded significantly this year. This bodes well for the economies of many Region III clubs, whose local economies are heavily reliant on this sector. However, inflation, particularly rising fuel prices, continue to be a concern. In 2024, further efforts will be made to establish tourism partnerships between clubs with traveling members and those in popular tourist destinations.

### EVENTS

Region III and IV clubs once again met in person when the FIA American Congress took place in Antigua, Guatemala. The Congress brought together 34 FIA Member Clubs and over 100 participants from both Mobility and Sport clubs. Mobility sessions at the Congress focused on business diversification, travel and tourism opportunities and environmental sustainability. A special thanks goes to Pedro Cofino and Juan Carlos Botran from the Guatemalan sport and mobility clubs, who organised an exceptional event.

In-person regional meetings were also held in conjunction with the CAA Annual Meeting in Ottawa, Canada in early June 2023 and again in Baku, Azerbaijan during the FIA Annual General Assemblies.

In October, FIA Region III and the Automóvil Club Dominicano co-sponsored an OISEVI (Observatorio Iberoamericano de Seguridad Vial) event in Santo Domingo. Road safety agency leads from more than 20 countries, as well as international organisations such as WHO, World Bank, IDB and iRap, attended the event, which focused on sharing data and international cooperation.

### CLUB ACTIVITIES

In 2023, the Canadian Automobile Association carried out the largest-ever survey of Canadian electric vehicles' drivers. The survey of over 16,000 Electric Vehicles' owners provided valuable insights and reinforced CAA's commitment to being a leading voice on mobility for its Members and all Canadians.

CAA has also rolled out two mentorship programmes this year: Mentorship in Advocacy and Mentorship in Sustainable and Responsible Travel. Over the coming year, the Club will share end-to-end development to deployment phases, show-case use cases and provide templates and materials to facilitate adoption in other regions.

## ADVOCACY

Many Region III Clubs are in the early stages of road safety and electric vehicle advocacy. Region III decided to build a toolkit to help with these efforts. The toolkit will include templates for social media graphics, social media posts and website content. CAA National are now managing the project, which will be delivered in 2024 and will be made available in English, French and Spanish.

CAA also advocated for improved efforts to tackle increasing automobile theft this year.

This is a critical issue for all car drivers – as rising insurance premiums affect everyone, not just those directly affected. To tackle this issue, CAA is working with all the key national player.

CAA has been pressing for federal action through meetings with legislators. We are pushing for:

- Stepped up enforcement at ports.
- A review of anti-theft technology standards.
- Tougher penalties for auto theft.
- Better co-ordination and funding for auto theft enforcement for the likes of CBSA and RCMP.

CAA Insurance has also worked on these issues (both on the national level and locally in Ontario) and participates in several industry and government working groups.

### FUNDING

This year, we have used FIA Regional Development Funds to build capacity in our developing clubs, particularly around travel documentation and driver training. We have also put several emerging leaders forward for the FIA Leadership Development and Senior Leaders Programmes – both initiatives supported by the same funding stream.

This year, the Inter-American Development Bank (IDB) and the United Nation's Green Climate Fund (GCF) also joined forces to establish the first regional fund to promote electric mobility and green hydrogen in nine Latin American and Caribbean countries. The regional fund will provide \$450m (USD) in concessional loans and grants to specific countries with the aim of combating climate change by supporting a transition toward lower carbon emissions in urban mobility systems and accelerating the use of electric and hydrogen-based public transportation systems. Region III clubs in Barbados, the Dominican Republic, and Jamaica leveraged this opportunity.

**Frank Fotia**  
FIA Region III President

## FIA REGION IV

### KEY ACHIEVEMENTS

- FIA Region IV launched drone training in partnership with the Drone and Vertical Mobility Academy.
- An FIA University programme for LATAM senior leadership was hosted with ESADE. The Region also organised an Online Business Seminar with Di Tella University to develop local sales and marketing talent.
- Together with the FIA Mobility Services Commission, the Driver Training Initiative was launched to help improve the quality of driving training programmes across the region.
- The Region hosted the FIA American Congress in Antigua, Guatemala, and a sustainable mobility workshop in Ecuador.

### PRIORITISING ROAD SAFETY AND INNOVATION

As in previous years, road safety was at the top of the agenda in 2023. Region IV Clubs delivered a number of driver training programmes, implemented motorcycle safety awareness campaigns and set the basis for the Star Rating for Schools programme.

Business diversification and innovation also continued to be a priority. FIA Region IV offered drone training through the Drone Academy. The region also commissioned a tourism study to better understand the needs of the region. In order to improve the driving training business, videos related to heavy fleet management were filmed to be made available in digital platform. These efforts were subsequently promoted and adopted by Clubs to help build and diversify their brands further.

Region IV recognises that human talent is the great asset within Clubs and through capacity building programmes the Region has strived to enhance leadership and technical skills to put Clubs at the forefront of the mobility agenda in their territories.

The challenge for 2024 is to promote a more data-driven approach in order to respond to a changing market and to better meet the needs of consumers.

**Ricardo Morales Rubio**  
FIA Region IV President

# MEMBERSHIP SERVICES





## MEMBERSHIP SERVICES

### KEY ACHIEVEMENTS

- The FIA Club Development programme was renamed the FIA Regional Development Programme. The programme supported 30 projects across the four FIA Mobility Regions.
- Five FIA Mobility Worldwide projects were completed in 2023, helping to boost Club resilience even further.
- The FIA Region I Spring Meeting in Strasbourg, France, FIA American Congress in Antigua Guatemala, and FIA Region II Roundtable in Bali fostered collaboration, networking and knowledge sharing across the four Mobility Regions.
- The FIA Conference held in Córdoba, Spain under the banner 'Accelerating Change: Member-Driven, Knowledge-Led Transformation' gathered 301 Delegates from 177 FIA Member Organisations in 125 countries.
- FIA University programmes gave Members the chance to participate in capability-building courses hosted by the world's finest educational establishments.
- The FIA-led One Road programme continued to grow with 10 partnerships secured. Seven Clubs are part of the community, with more to join in 2024.
- The Drone and Vertical Mobility Academy helped Clubs unlock the potential of drone innovations.

## EMPOWERING CLUBS AND REGIONS

### FIA REGIONAL DEVELOPMENT PROGRAMME

The FIA Club Development Programme was renamed FIA Regional Development Programme to better reflect the closer connections the Federation is forging with all its Regions. In 2023, the programme focused on improving its efficiency to facilitate improved collaboration with regional offices. FIA Mobility Regions were consulted to ensure the optimisation factors in their feedback and suggestions.

The €1 million annual fund was allocated to the four Mobility Regions to support their development strategies and to foster initiatives serving local Clubs according to four main objectives:

- To facilitate the implementation of the FIA Mobility Strategy and initiatives at a regional level
- To strengthen Regional Offices' structure and capability
- To ensure the development of tailored regional initiatives
- To increase Clubs from the Regions' engagement and access to FIA core services

30 projects were supported across the four FIA Mobility Regions in 2023, within 5 categories: 'Events and Learning', 'Exchange and Mentoring', 'Communication and Marketing', 'Regional Strengthening', 'Seed Funding'.

### FIA MOBILITY WORLDWIDE

Launched in 2020 during the COVID-19 pandemic, the FIA Mobility Worldwide programme aimed to aid the rapid recovery and long-term stability of FIA Members during and after the health crisis.

Developed in partnership with global management consul-

tancy EY-Parthenon, the programme was deployed in two phases. The first part, rolled out over 2020, aimed to provide assistance to Clubs in greatest need and also resulted in the creation of a toolkit of best practice for Clubs. The second part, ongoing since 2021, involved analysis of the findings of Part I and the rollout of two key support and development streams focusing on Business Diversification and Dedicated Funding.

In 2023, five projects were completed:

- Türkiye Turing ve Otomobil Kurumu (TTOK, Turkey): opened a vocational training center
- Jamaica Automobile Association (JAA, Jamaica): entered the B2C market for Fuel Management Services with a mobile Application
- Touring y Automóvil Club Paraguayo (TACP, Paraguay): digitalised core business processes (front and back end)
- Automobile Association of Tanzania (AAT, Tanzania): Acquired or received vehicles to set up a B2B roadside assistance business
- Road Safety Institute 'Panos Mylonas' (RSI, Greece): Launched an online learning platform to supplement current driving lessons

### KNOWLEDGE SHARING ACROSS THE REGIONS

Throughout 2023, the FIA helped to grow capability at Clubs across its four Regions through an enhanced series of regional events.

#### FIA REGION I SPRING MEETING INNOVATION AND IDENTITY

30 May – 1 June 2023  
Strasbourg, France

Hosted by Mobilité Club France and the Automobile Club de France, the FIA Region I Spring Meeting welcomed 215 delegates from Europe, Africa and the Middle East to Strasbourg, France.

The FIA Region I Innovation Award was presented to Royal Dutch Touring Club (ANWB) for its European EV Charging Club project.

The FIA Region I Affordability Award was given to BIHAMK for its Interactive EV Charging Stations Map.

ÖAMTC was voted the winner of the FIA Region I Excellence in Advertising Award with its 'Child Seat Campaign'.

Power of branding and synergies between road safety and Clubs' commercial activities took centre stage during dedicated workshops.

#### FIA AMERICAN CONGRESS FOSTERING CLOSER COLLABORATION

1-3 August 2023  
Antigua Guatemala, Guatemala

Hosted by the Automóvil Club de Guatemala with the support of FIA Mobility Regions III & IV and the FIA Sport Regions North America & South America, the 2023 congress gathered 84 Delegates from 26 Clubs and 22 countries.

The rich programme included sessions on business development for Mobility Clubs, improving Road Safety using FIA

Foundation funding or the FIA Road Safety Index, and effective sustainability solutions for both motor sport and mobility. Club Correspondents also gathered for the first ever FIA Regions III and IV Club Correspondents' meeting. This was an opportunity to discuss best practice and Club activities across the regions.

FIA President Mohammed Ben Sulayem also presented the Confederação Brasileira de Automobilismo with the inaugural José Abed Award for outstanding work in motor sport growth and development.

## FIA REGION II ROUNDTABLE PARTNERSHIPS FOR PROGRESS

17-19 September 2023  
Bali, Indonesia

Hosted by Ikatan Motor Indonesia, with the support of FIA Region II, the 2023 edition of the Roundtable gathered 70 Delegates from 14 Clubs from all over Asia-Pacific in Bali, Indonesia.

FIA President Mohammed Ben Sulayem attended this year's event.

Road safety took centre stage on day one with a focus on developing regional road safety partnerships with global partners.

During the congress, the first FIA Region II Club Correspondents' Meeting was held. This was a great opportunity to engage with Member Clubs, discuss their needs and priorities, and share content on the available programmes and services developed by the global and regional offices.

## LEARNING AND NETWORKING FOR GROWTH

### FIA CONFERENCE 2023 - ACCELERATING CHANGE: MEMBER-DRIVEN, KNOWLEDGE-LED TRANSFORMATION

During the conference, there were:

- 8 exhibition booths
- 154 delegates joining remotely
- 54 Speakers
- 132 FIA Member Organisations
- 11 Activities
- 125 Represented Countries

Hosted under the banner of 'Accelerating Change: Member-Driven, Knowledge-Led Transformation', the 2023 FIA Conference in Cordoba, Spain gathered 301 Delegates from 132 FIA Member Organisations in 125 countries.

On day one, the conference was honoured to receive an audience with His Majesty King Felipe VI of Spain who met with FIA President Mohammed Ben Sulayem, RACE President and FIA Senate President Carmelo Sanz de Barros, and members of the World Councils and Senate.

Day one also saw the presentation of the FIA Digital Innovation Strategy, while in the opening joint session on the benefits of digitalisation, industry experts revealed the increasing opportunities that exist through greater digitalisation and AI use, especially in the improvement of consumer experience.

A packed day two schedule included a session analysing current Mobility trends during a period of considerable change within the industry, as well as a fascinating Tourism focused discussion on how the desire for personalisation is transforming the tourism industry.

The future of mobility was also on display with Delegates discovering UMILES Next's groundbreaking air taxi drone and exploring the FIA's and Touring Club Suisse's Drone & Vertical Mobility Academy.

Day three's final Mobility session highlighted how data is increasingly being used to move mobility issues to the top of the political agenda. Member case studies demonstrated why data is essential in lobbying for new measures to achieve safer mobility. Artificial Intelligence's role in promoting changes to future government policy was also discussed.

The FIA Conference concluded with the Extraordinary General Assemblies of the FIA (France and Switzerland). FIA Member Clubs took part in the voting process and approved several proposals, most notably the FIA's annual audited accounts for 2022 and the reaffiliation of the Automobile Association of the United Kingdom as an FIA Member Club.

[More here](#)

## FIA CLUB CORRESPONDENTS' MEETINGS

Upon joining the FIA, each Member Organisation appoints a 'Club Correspondent', whose primary role is to be the main point of contact for all FIA-related interaction and communications. As part of this remit, annual FIA Club Correspondents' Meetings are organised on a regional and global basis, during which Clubs can share knowledge and best practices.

In 2023, the FIA Region I Club Correspondents' Meeting was held in May 2023 in Helsinki, Finland, hosted by Autoliitto. The FIA Region II Club Correspondents' Meeting took place at the FIA Region II Roundtable event in Bali, Indonesia, and the FIA Regions III & IV Club Correspondents' Meeting was held during the FIA American Congress in Antigua Guatemala, Guatemala. An FIA Club Correspondents' Global Meeting 2023 was held online in November.

## FIA UNIVERSITY

In 2023, the FIA University delivered a comprehensive programme of courses allowing Clubs around the world to benefit from capability-building courses hosted by the world's finest educational establishments.

### FIA UNIVERSITY FOR MOBILITY MEMBERS IN 2023

- 2 Global Programmes
- 2 Regional Programmes

Themes:

- Leadership
- Digital Transformation
- Analysis and response
- Communication
- Strategic mindset
- Partnerships
- Collaboration
- Critical decision-making

- Neuroscience

## FIA UNIVERSITY REGION II PROGRAMME INNOVATIVE PATHWAYS FOR THE FUTURE

Held in February in Manila in partnership with the Asian Institute of Management (AIM), the seventh edition of the FIA University Region II programme was attended by 21 Club executives from 11 FIA Region II Clubs. The three-day programme explored topics in 'Design Thinking', 'Digital Transformation' and 'Futures Thinking'.

[More here](#)

## FIA UNIVERSITY EMERGING LEADERS PROGRAMME EMPOWERING TOMORROW'S LEADERS

The 12th edition of the FIA University Emerging Leaders Programme took place in Madrid in October. Delivered by ESADE Business School and FIA Senior Executives, the five-day programme featured dedicated sessions on 'Leadership & Communication', 'Developing Strategic Mindsets', 'Partnership & Ecosystems: Building a Culture of Collaboration', and 'Leading Change'.

[More here](#)

## FIA UNIVERSITY REGION IV PROGRAMME EXPLORING STRATEGIES FOR RESILIENCE

Also in October, FIA Mobility Members from South and Central America gathered in Panama City for their annual FIA University Region IV Programme. Developed in partnership with ESADE Business School and aimed at FIA Region IV Club Executives, the programme was delivered in Spanish and focused on learning to lead during moments of uncertainty or transformation.

[More here](#)

## FIA UNIVERSITY SENIOR EXECUTIVE PROGRAMME THE SCIENCE OF LEADERSHIP

The fifth edition of the Senior Executive Programme took place in November in New York. Delivered by Columbia Business School, this edition focused on the use of neuroscience to improve and develop understanding of leadership. Member Clubs' Senior Executives attended a number of interactive sessions on the subject, including a guide to quantitative intuition, and a Leadership Jazz class, which showcased the similarity between a jazz band and a thriving organisation.

[More here](#)

# INCUBATING INNOVATION

## MOBILITY SERVICES COMMISSION

The Mobility Services Commission (MSC) is a project incubator that aims to support FIA Member Clubs' Development.

In 2023, the Mobility Services Commission (MSC) adopted a new framework to better align with the objectives set by the new FIA Mobility Strategy and support the four Mobility Region's growth.

To do so, a regional approach was adopted to better take into consideration each Mobility Region's specificities and needs but also to foster cross-regional collaboration.

Several Working Groups were created to develop specific projects. They shared a common data-driven methodology and the objective of creating communities of practice.

## ONE ROAD

The mission of One Road is to help FIA Mobility Clubs tackle membership retention and acquisition challenges, by providing access to unique global loyalty offerings for their members.

One Road is the FIA-led global loyalty programme, tailor-made for and open to Mobility Clubs, enabling them to increase their business opportunities by offering high-volume benefits to their members.

## CLUBS

- **4** Pilot Clubs integrated — Mobilité Club France (France), Österreichische Automobil-, Motorrad- und Touring Club (ÖAMTC, Austria), Touring Club Switzerland (TCS, Switzerland), Koninklijke Nederlandse Toeristenbond (ANWB, The Netherlands)
- **1** New Club integrated - Automòbil Club d'Andorra (ACA, Andorra)
- **1** New Club to be integrated – M Sverige (Sweden)
- **1** Club joins the pilot programme – Automobile Association of Singapore (AAS, Singapore)
- **10+** Clubs from all the FIA Regions in discussions

## PARTNERS

- **10** Partners secured
- **4** partnerships in final stage of negotiations
- **10** partnerships in advanced negotiations
- **140** potential partners contacted
- 

During the FIA General Assemblies week in Baku, Azerbaijan, One Road was presented to delegates at the Membership Services Forum through Clubs' testimonials. Additionally, a dedicated booth was set to match-make interested Clubs.

One Road also onboarded the Automobile Association of Singapore (AAS) as a pilot Club for the APAC region, and continues negotiations to onboard the Japanese Automobile Federation (JAF), helping to expand its global footprint even further.

## DRONE & VERTICAL MOBILITY ACADEMY

Launched in 2022 by the Mobility Academy of the Touring Club Switzerland in collaboration with and supported by the FIA, the Drone and Vertical Mobility Academy (DAVMA) is an initiative designed to enable FIA Member Clubs to diversify their service offerings and enhance their mobility vision. Through this initiative, Clubs can proactively embrace and leverage new opportunities in drones' services.

The DAVMA focuses on the many applications of drone innovations such as the transportation of goods in the healthcare sector or the integration of air taxis into future multimodal transport systems.

## THE DAVMA IN 2023



#### **4** Market Analysis exercises covering:

- Drone Racing
- Agriculture
- Drone inspection
- Accident reconstruction

#### **4** Pilot projects

- Drone Pilot School: Automòbil Club d'Andorra (ACA, Andorra), Touring y Automóvil Club Paraguayo (TACPy, Paraguay)
- Medical Drone Delivery pilot demonstration: Österreichische Automobil-, Motorrad- und Touring Club (ÖAMTC, Austria)
- Drone Traffic Monitoring: Touring y Automóvil Club de Colombia (ACC, Colombia)
- Drone Pilot School implementation: Automobile Association of Kenya (AA Kenya)

#### **1** Policy Paper

- To support Clubs and help them adopt positions on European regulations

#### **3** Commercial Partnerships

- Touring y Automóvil Club Paraguayo partnering with Innovar, the largest agriculture exhibition in Paraguay
- Royal Automobile Association of South Australia collaborating with nurse start-up (Infinitai) to explore medical drone services
- Touring Club Switzerland partnering with Swiss drone manufacturer Jedsy to undertake certain breakdown services

#### **4** Drone and Vertical Mobility Newsletters

- To share insights and information with Clubs

#### **3** Webinars attended by 50 Club representatives

- To explore specific topics around the drone market

#### **1** Drone Training programme for FIA Region IV Members

- Five-day training course covering the knowledge required to pass professional drone pilot exams and to enter the drone business.

#### **2** Regional and Club Committees

- Bringing Club stakeholders together to share their vision, expertise, and skills.

#### **18** Drone Working Groups

- To connect Mobility Clubs actively working on drone and/or eVTOL-related projects.

#### **1** Start-Up Event

- To provide FIA Member Clubs with access to technological innovation and to connect them with potential suppliers and collaborators



# TOURISM SERVICES





## TOURISM SERVICES

### KEY ACHIEVEMENTS

- Internationaldrivingpermit.org received 1,110,000 visitors, up 115% from 2022.
- Sales of CPDs increased 23% from 2022 to 2023.
- Sales of CPDs were at their highest since 2015.
- VIAFIA Version 3.0 was launched.

### INTERNATIONAL DRIVING PERMITS

The FIA Tourism Services Department participated in two sessions of the UNECE Working Party on Road Traffic Safety (WP.1) this year - the 86th session from 13-17 March 2023, and the 87th session from 25-29 September 2023. The Department also held two International Driving Permit (IDP) Network meetings following these WP.1 sessions.

The focus of the IDP Network meetings was to update the Network on the discussions taking place at WP.1 and to actively engage with the topic of domestic and international driving licenses. The meetings also further clarified Clubs' positions on the future format options of the IDP.

The FIA strengthened its position within WP.1 by advocating for and securing a return to a driver permits discussion forum involving an Informal Group of Experts. This expands the decision-making process so that a more practical solution can be found, with emphasis on who is mandated to issue IDPs and the minimum-security features to be introduced.

These discussions will continue through early 2024 in conjunction with the WP.1 Informal Group of Experts meetings.

### CARNETS DE PASSAGES EN DOUANE (CPDS)

#### KEY FIGURES

In 2023:

- 23% increase in CPD sales compared to 2022.
- 63 system users from over 40 Clubs and issuing organisations on the CPD e-Distribution platform.
- 10,074 CPDs issued using the digital platform.

Sales of Carnets de Passages en Douane (CPDs) in 2023 were extremely strong with the highest total sales since 2015. The biggest growth markets were seen in the Middle East.

The Carnet de Passages en Douane YouTube page also generated significant visibility and, by the end of 2023, the English language version of the CPD instructional video had amassed 129,000 views. The Arabic version garnered just under 20,000 views and a Spanish version was also made available. The CPD website also launched its 'trip planner' feature which allows users to pre-route their anticipated trip and determine where a CPD is required.

The FIA Tourism Department continues to explore new geographical expansion opportunities for CPD use, with a focus on Asia as a market, specifically the Ashgabat Corridor.

### ADVOCACY

In February, June, and October 2023, the FIA was present at UNECE in Geneva, Switzerland for the Working Party on Customs Questions affecting Transport (WP.30).

In December 2023, an Informal Group of Experts on the Digitalisation of CPDs was created to receive input from the contracting parties to the 1954 and 1956 Conventions on Temporary Importation of Private and Commercial Vehicles, respectively.

The FIA and the World Customs Organization (WCO) continued to collaborate on the 1999 Istanbul Convention for Temporary Importation of Vehicles.

In 2023, the FIA Tourism Department also worked with the United Nations World Tourism Organization, with a special focus on sustainable tourism practices and road safety.

### VIAFIA

In 2023, a total of 370 questions were answered through VIAFIA's Problem-Solving Network (PSN). In total, over 950 questions have been answered since the launch of the platform.

Over 260 users are currently on VIAFIA. The FIA Tourism Department continues to improve topic information and upload related material, with more than 3,500 topics updated in 2023.

VIAFIA 3.0 was also launched this year. The latest iteration features expanded search results and allows the ability to select multiple countries when posing a question to the Problem Solving Network. Looking ahead, VIAFIA will explore AI potential within the site and continue to identify points of improvement for user experience.

### YOUTH ENGAGEMENT

In 2023, the partnership between École Hôtelière de Lausanne (EHL) in Switzerland and the FIA was reaffirmed, with the aim of investigating potential expansion into China. EHL students conducted a study outlining ways in which the Federation could contribute value to the country and enhance advantages for mobility users, the government, and Member Clubs. In a separate initiative, three student groups at EM Lyon worked on the development of a roadmap for the expansion of FIA activities into India and China.



# SAFE & SUSTAINABLE MOBILITY





## GLOBAL ADVOCACY

- FIA Policy Commission contributed to the FIA Mobility strategy's rollout and designed the 2023 FIA Global Advocacy programme.
- FIA engaged with global policy making by collaborating with the UN on issues such as Autonomous Vehicles, Safer and Cleaner Used and New Vehicles, Lighting and Pollution as well as Electric Vehicle Environments.
- FIA Road Safety Grant Programme funded 24 Club-led projects.
- Regions received increased funding.
- The Road Safety Index was promoted at global events and the first private company received the Index's top result.
- Two research initiatives were carried out: «Vision Zero: The journey to safer roads in the Middle East» and the FIA's first ever Youth and Mobility survey.
- 2023 FIA Smart Driving Challenge competitors achieved a 13% reduction in battery usage or CO2 emissions compared to the average driver.
- The FIA participated in a UN Climate Change Conference (COP) as an Observer to the UNFCCC for the first time.

## GLOBAL REPRESENTATION

### FIA MOBILITY POLICY COMMISSION

The FIA Mobility Policy Commission played a central role in the development and execution of a wide range of programmes aimed at reinforcing the FIA's position as the global voice for road users.

These include designing the Federation's Global Advocacy programmes in alignment with the overall FIA Mobility Strategy, guiding the development of the first FIA Youth and Mobility Survey, and structuring the New Mobility Market Tracker.

The Commission also continued to develop road safety strategies in collaboration with the International Road Assessment Programme (iRAP), the Inter-American Development Bank (IDB), and Tomorrow.Mobility World Congress, and provided feedback on the execution of global advocacy projects such as the FIA Road Safety Index, [the FIA Disabled Motoring Website](#), the Life Cycle Assessment and vehicle emissions.

Lastly, the Commission worked alongside the FIA Environment and Sustainability Commission on the Federation's participation in the COP28 in Dubai.

### INTERGOVERNMENTAL ENGAGEMENT

During 2023, the FIA joined the ITF Summit, engaging with policy makers from OECD countries and key transport stakeholders, supported the Vision Zero Conference promoted by the Swedish Transport Administration and supported by WHO and the World Bank, and worked with the United Nations Economic Commission for Europe (UNECE) across a number of areas of engagement. These included work with the UN's Inland Transport Committee (ITC), the WP1 Global Forum for Road Safety, and the WP29, the World Forum for Harmonization of Vehicle Regulations. Experts from FIA Member Clubs contributed to a number of technical areas, such as Lighting and Light-Signalling, Pollution and Energy, Automated/Autonomous and Connected Vehicles and the Electric Vehicle

Environment.

## INTERNATIONAL ACTIONS

### INTERNATIONAL TRANSPORT FORUM SUMMIT

23-26 May  
Leipzig, Germany

At the 2023 ITF Summit, the world's largest gathering of transport ministers and the premier global transport policy event, the FIA advocated for inclusive mobility that leaves no one behind and takes a wide variety of user needs into account.

[Read more](#)

### VISION ZERO CONFERENCE

26-27 Jun  
Stockholm, Sweden

The FIA's presence at the conference provided a chance to engage with the global road safety community and to announce TotalEnergies as the first private company to receive the FIA Road Safety Index's highest level of achievement, 3 stars.

[Read more](#)

### TOMORROW.MOBILITY WORLD CONGRESS

7-9 November  
Barcelona, Spain

During this three-day summit, FIA representatives took part in talks about the role of governance in the just transition to net zero, advanced planning tools in urban mobility, and zero emissions mobility. The FIA also organised a dedicated Smart Driving Challenge for participants.

[Read more](#)

### COP28

30 November – 12 December  
Dubai, United Arab Emirates

For the first time, the FIA took part in a UN Climate Change Conference. Participating as an Observer to the UNFCCC, the FIA's presence at COP28, the largest gathering of its kind ever held, confirmed its status as a leading voice supporting a sustainable future.

[Read more](#)

## SUPPORTING MEMBERS AND REGIONS

### FIA ROAD SAFETY GRANTS PROGRAMME

#### 2023 Call for Application

24 Club-led projects

FIA School Assessment Toolkit - improving road safety in school zones using iRAP's Star Rating for Schools methodology

8 projects



- Automobil Club din Moldova (ACM - Moldova)
- Armenian Automobile Federation (FAA - Armenia)
- Azerbaijan Milli Avtomobil Klubu (AMAK - Azerbaijan)
- Botswana Emergency Assist 991 (Botswana)
- Mobilité Club Maroc (MCM - Morocco)
- Palestinian Motor Sport and Motorcycle Federation (Palestine)
- Real Automóvil Club de España (RACE – Spain)
- Touring y Automóvil Club de Colombia (ACC - Colombia)

**Helmet and Motorcycle Safety - promoting the adoption of safe and certified helmets among motorcyclists through various types of awareness campaigns**

3 projects

- Automóvil Club de Costa Rica (ACCR - Costa Rica)
- Automóvil Club de El Salvador (ACES - El Salvador)
- Automóvil Club del Ecuador (ANETA - Ecuador)

**'Drive in the Moment' toolkit – applying proven approaches to reducing speeding and mobile phone-related distracted driving**

5 projects

- Bosnia And Herzegovina Automobile Club (BIHAMK – Bosnia and Herzegovina)
- Automobile Association of Ceylon (AA Ceylon – Sri Lanka)
- Auto Moto Club Kosova (AMCK - Kosova)
- Automobile Association of Singapore (AAS – Singapore)
- National Autosport & Karting Federation of Uzbekistan (NAFKU – Uzbekistan)

Partnership Support – implementing road safety interventions in cooperation with other organisations

8 projects

- Avto-Moto Sojuz Na Makedonija (AMCM – Macedonia)
- Reial Automobil Club de Catalunya (RACC – Spain)
- Nepal Automobiles' Association (NASA – Nepal)
- Canadian Automobile Association (CAA - Canada)
- Automobile Association of Vietnam (AA Vietnam)
- Koninklijke Nederlandse Toeristenbond (ANWB The Netherlands)
- Magyar Autoklub (MAK - Hungary)
- Eastern Alliance for Safe and Sustainable Transport (EASST)



2023 Call for Application

4 Club-led projects

2 streams:

<p><b>Advocacy</b> - raising awareness and strengthening the position of Clubs as advocates for a more sustainable mobility with:</p> <ul style="list-style-type: none"> <li>• Road Safety Institute “Panos Mylonas” (Greece)</li> <li>• Automobile and Touring Club of Nigeria (ATCN - Nigeria)</li> </ul>	<p><b>Innovation</b> – implementing large-scale innovative and groundbreaking projects to promote sustainable mobility technologies and services with:</p> <ul style="list-style-type: none"> <li>• Allgemeiner Deutscher Automobil-Club (ADAC - Germany)</li> <li>• AIP Foundation (Vietnam)</li> </ul>
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REGIONAL SUPPORT

As part of the FIA’s commitment to empowering its Regions, a new scheme for the allocation of Mobility Grants funded by the FIA Foundation was developed for 2023. Grants were allocated to support regional projects in alignment with the priorities of each Mobility Region.

In 2023, this support went to:

- Region I – 2023 European Traffic Education Contest; Region I pan-regional 2023 road safety campaigns; 2023 International Best Young Driver contest; strengthening FIA participation in the World Forum for Harmonization of Vehicle Regulations, hosted by the UN
- Region II – Heads Up campaign; Helmets for Kids; FIA School Assessment Toolkit
- Region III – Toolkit for advocacy support to Region III Clubs
- Region IV – FIA Road Safety Index; Safer and Cleaner Used Vehicles project; FIA School Assessment Toolkit

A SAFER MOBILITY FUTURE

FIA ROAD SAFETY INDEX

Launched at the end of 2022, the FIA Road Safety Index, a methodology to assess the safety footprint of companies and organisations, was promoted at a variety of FIA global and regional events and at the Vision Zero Conference (Stockholm, 26-27 June) where the FIA announced TotalEnergies as the first private company to receive 3 stars, the highest level of achievement in the Index.

The methodology behind the Index was also published on [www.fia.com](http://www.fia.com) and is accessible to all companies and organisations around the world. The Federation also began educational and training programmes for FIA Member Clubs to increase implementation.

MOVERNOS SEGUROS

Movernos Seguros is an FIA-IDB programme that supports and accompanies government actions to create or strengthen mandatory vehicle insurance. The programme operates with

the involvement of FIA Region IV and the following Clubs: the Touring y Automóvil Club Paraguayo, the Automóvil Club de El Salvador, the Asociación Hondureña de Automovilismo Deportivo, the Automóvil Club de Guatemala, the Automóvil Club de Costa Rica, the Touring Y Automóvil Club del Perú and the Jamaica Automobile Association.

In 2023, the advocacy component of the programme was expanded with the launch of a dedicated website and the deployment of market research surveys in Paraguay, Colombia, El Salvador and Costa Rica on attitudes and perceptions towards mandatory insurance. Three more surveys are in development, in Guatemala, Peru and Jamaica.

Thanks to the work of Movernos Seguros, the World Health Organization collected data about motor insurance policy which was released as part of its Global Status Report on Road Safety 2023.

VISION ZERO: THE JOURNEY TO SAFER ROADS IN THE MIDDLE EAST

In accordance with Vision Zero’s goal to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all, in 2023 the FIA, in partnership with Strategy&, part of the PwC network, carried out research into road safety in the Gulf Cooperation Council area.

The resulting report, entitled ‘Vision Zero: The Journey to Safer Roads in the Middle East’ found that countries across the GCC could save thousands of lives annually, and boost economic growth, if they succeed in attaining key global road safety performance targets.

The report set out a path for GCC countries to improve their traffic safety record through action in five areas:

- Improving infrastructure through the integration of safety standards into the design and operation of an individual road or network to reduce deaths and serious injuries;
- Promoting smart vehicles by retrofitting existing vehicles with new technologies that offer greater passenger protection;
- Empowering commuters through the provision of real-time information about road conditions and traffic flows;
- Deploying smart technologies to support better traffic

- and incident management;
- Ensuring a robust enforcement of road traffic laws.

## SAFER AND CLEANER USED VEHICLES

Led by the United Nations Environment Programme (UNEP) and the United Nations Economic Commission for Europe (UNECE) and funded by the United Nations Road Safety Fund, the Safer and Cleaner Used Vehicles project aims to facilitate the development of policies and standards on used vehicles to meet the increasing mobility needs of low- and middle-income countries while protecting the environment. The FIA is supporting the project.

This year, the FIA hosted a meeting with representatives from UNEP, EC, Japan, Korea and the US focusing on the role of developed countries in setting standards for safety and sustainability in used vehicle exports.

## DELFT ROAD SAFETY TRAINING

The FIA promoted, in cooperation with Delft University, capacity building training on road safety and advocacy for its member Clubs. A module was organised in Bali, for the Asia Pacific region, and a second offering was held for African Clubs in Tanzania.

More than 50 staff from FIA Member Clubs attended the training.

## INCLUSIVE MOBILITY

### DISABLED MOTORING

In collaboration with the ITF, the FIA began a review and update process for the FIA Disabled Motoring Website. The website is currently the only database that provides disabled motorists with information about parking and mobility worldwide.

See the current website [here](#).

### FIA YOUTH AND MOBILITY SURVEY

In partnership with polling organisation Kantar, the FIA conducted a survey of 9,000 young people from across the US, Germany, China, India, Mexico, Argentina, Australia, Kenya, and Spain.

The survey focused on 16–25-year-olds' attitudes towards mobility.

Visit [fia.com](http://fia.com) for more information.

## FOSTERING CLEANER, SMARTER MOBILITY

### FIA ENVIRONMENTAL ACCREDITATION PROGRAMME

The FIA Environmental Accreditation Programme helps FIA stakeholders worldwide to measure and improve their environmental performance, introducing clear and consistent environmental management and providing a framework against which to accredit their activities over three levels of certification, from basic to best practice. Four Mobility Members received star ratings in 2023. The Au-

tomobile Association of South Africa was awarded one star, the Bosnia and Herzegovina Automobile Club (BIHAMK) and CAA Niagara were given two-star accreditation, while the Real Automòbil Club de Catalunya (RACC) reached the top tier of three stars. A total of 12 Mobility Members have now received the rating while 21 others are currently undergoing the audit process.

### LIFE CYCLE ASSESSMENT

During 2023, the FIA expanded the rollout of its Life Cycle Assessment (LCA) modules, taking in FIA Region IV Clubs.

The LCA methodology estimates a car's environmental impact over its entire lifetime. It offers valuable advocacy opportunities for Clubs and is a useful tool to better inform consumers, as it has been included in the GreenNCAP protocols.

In 2023, the FIA provided training for Region IV Clubs and engaged in data collection in the Region. Expansion in India has now started with the involvement of the Western India Automobile Association (WIAA).

### FIA SMART DRIVING CHALLENGE

In April 2023, the FIA and Greater Than, a driving data analytics company for road traffic crash probabilities and climate impact, launched a new season of the FIA Smart Driving Challenge (FIA SDC). First held in 2019, the challenge is an initiative that aims to foster the adoption of smarter driving behaviour, helping to improve safety on the roads and reduce the environmental impact of mobility.

The 2023 Season consisted of seven heats, with the final held in Dubai, with the support of FIA Member Club the Emirates Motorsports Organization (EMSO).

Drivers from 79 countries competed in the 2023 challenge and on average they saw a 13% reduction in battery usage or CO2 emissions compared to the average driver.

The FIA and Greater Than also hosted a dedicated challenge for the Tomorrow. Mobility World Congress and a special 'Drive Change Today' FIA Smart Driving Challenge for COP28.

### THE FIA AT COP28 – ACCELERATING A SUSTAINABLE FUTURE

The FIA participated in a United Nations Climate Change Conference as an Observer to the UNFCCC for the first time at the COP28 gathering in Dubai.

Over the course of the conference fortnight, the FIA leveraged its unique position as a representative of both motor sport and mobility, running a dedicated stand in the Blue Zone, hosting a motor sport and mobility sustainability event in the Green Zone on Transport Day, publishing a white paper on the need for a just mobility transition, launching 'Drive Change Today' a dedicated FIA Smart Driving Challenge for COP28, and participating in the promotion of the ISO Net Zero Guidelines.

The Transport Day event on the Green Zone's Main Stage gathered experts and leaders from across motor sport and mobility for discussions around the circular economy, the transfer of technology from the track to the road,



and road transport policy.

The dedicated FIA Smart Driving Challenge, dubbed 'Drive Change Today', allowed people from around the world to reduce their emissions and energy consumption and make their mark on COP28 during the conference fortnight.

As one of the first organisations to adopt the International Standards Organisation (ISO) Net Zero Guidelines to refine its decarbonisation strategy, the FIA was invited by the British Standard Institution (BSI group) to share its experience on their Blue Zone stand and as part of a panel discussion hosted by Reuters.

At COP28, the Federation also announced that it has joined the Massachusetts Institute of Technology (MIT)'s Senseable City Lab to research improved sustainable mobility patterns in the UAE to reduce the carbon footprint of major events in the country.

Finally, to raise awareness of its actions in the sustainability arena, the Federation also published a white paper 'Accelerating a Just Transition: The Motor Sport and Mobility Perspective'. The document explores a wide variety of cutting-edge sustainable technology solutions for mobility and motor sport. Key topics include sustainable fuels, the future of powertrains and infrastructure, consumer engagement, as well as shared knowledge and innovation transfer between track and road.

Learn more about the FIA's participation in COP28 [here](#).

# PRESIDENT'S AWARDS



## PRESIDENT'S AWARDS

### KEY ACHIEVEMENTS

ADAC, ACM and MSA were celebrated for their achievements in Climate Action, Road Safety and EDI.

First launched in September 2022, the FIA President's Awards champion the work that FIA Member Clubs do to drive sustainable and measurable change within motor sport and mobility. By celebrating Clubs' efforts and successes, the Awards aim to promote wider conversation and positive change, ensuring that effective solutions can be recognised and adopted within the FIA community and beyond.

This year marked the second year of the programme. Clubs submitted 44 entries across the three categories - Climate Action, Road Safety and Equality, Diversity, and Inclusion – marking a significant increase from year one.

This year's winners were:

**Climate Action:** The Allgemeiner Deutscher Automobil-Club (ADAC – Germany) was granted the Climate Action Award for its "ADAC Pendlernetz – powered by twogo", a ride-sharing platform designed to reduce traffic and emissions around major sporting events.

**Road Safety:** The Automobile Club de Moldova (ACM – Moldova) received the Road Safety Award in recognition of their Safer School Zone campaign. The campaign has helped to drive effective policy changes, including mandatory 30km/h speed limits and improved infrastructure around school buildings.

**Equality, Diversity, and Inclusion:** Motorsport South Africa (MSA – South Africa) was recognised for its motor sport classes initiative, which enables students at Daniel Pienaar Technical High School to learn more about the business and practice of motor sport, either as rally drivers, mechanics, or sport administrators. The programme has succeeded in driving motor sport uptake among girls and children from under-represented backgrounds.

**Winners received €10,000 to support their projects, or other relevant work.**

The FIA also established plans for the continued growth of the programme, with a Communications Award set to launch in 2024.



# ETHICS AND COMPLIANCE



## ETHICS AND COMPLIANCE

### KEY ACHIEVEMENTS

- The Compliance Officer provided support on the scrutiny of new Formula 1 candidates during the Expression of Interest project.
- The team produced new Economic Sanctions and Gifts, Entertainment and Hospitality Policies.

### SCRUTINY

The Compliance Officer spearheaded the compliance component of the due diligence in the Expression of Interest project for candidates seeking to join the Formula One Championship, meticulously examining all applications

In 2023, the FIA Compliance Office provided crucial support to internal teams by conducting due diligence and checks in preparation for the elections of specific members across various FIA bodies.

### INTERNAL POLICY AND PROCESSES:

#### ECONOMIC SANCTIONS POLICY

In response to the heightened sanctions risk since 2022, the Compliance Officer devised and introduced an FIA Economic Sanctions Policy. This policy offers a comprehensive overview of existing economic sanctions and identifies crucial red flags for FIA activities. It aims to equip all FIA personnel with the necessary tools to accurately identify and address economic sanctions risks.

#### GIFTS, HOSPITALITY AND ENTERTAINMENT POLICY

In 2023, with the endorsement of FIA Bodies, the Gifts, Hospitality, and Entertainment Policy was approved. This policy serves to provide clear guidelines for FIA Parties on the appropriateness of Gifts, Hospitality, and Entertainment, distinguishing between acceptable, questionable, and unacceptable practices. Additionally, the policy establishes thresholds in line with corporate and international best practices.

### 2024 PROJECTS

The Compliance Officer, in collaboration with support from the FIA Training and Accreditation Manager, began work on an e-learning module focused on ethics and compliance (for 2024). This comprehensive e-learning initiative will address critical topics including conflict of interest, anti-harassment, and non-discrimination, among others.

The Compliance Officer is meticulously evaluating alternative solutions for a forthcoming web-based Disclosure of Interests Form application, emphasizing attributes such as user-friendliness, stringent security measures, and utmost confidentiality. The anticipated timeline for implementation of this new system extends to the conclusion of 2024.



PARTNERS

A close-up, shallow depth-of-field photograph of a red car's wheel well. The word "HANKOOK" is printed in white, bold, italicized capital letters on the red plastic trim. To the left of the text is the Hankook logo, a stylized white arrowhead shape. The background is blurred, showing parts of the car's body and a person's leg in a green safety vest.

**HANKOOK**



## PARTNERS

### KEY ACHIEVEMENTS

- The Commercial Team signed agreements with four new brands
- The Team maintained strong relationships with more than twenty existing partners

In 2023, the Commercial Team welcomed four new brands to its portfolio of Partners and Suppliers: Bridgestone, AVL Racetech, Open Web Technology, and 3D AG.

The FIA also continued to maintain relationships with more than 20 brands from the worlds of motor sport, medicine, and technology. These relationships continue to be structured around five key areas:

### RESPONSIBILITY

Promoting corporate and social responsibilities through the association with FIA campaigns for safety, sustainability, education, equality and accessibility across motor sport and mobility.

### PASSION

Sharing the passion and excitement generated by world-class sporting events.

### NETWORK

Leveraging events that are organised by the FIA throughout the year to grow the network and create business opportunities.

### ENGAGEMENT

Engaging with clubs, promoters and publishers to offer fans an exciting experience.

### INNOVATION

Contributing to a safer and more sustainable world by participating in key FIA initiatives and research, and by developing and supplying technologies that support the FIA's mission.

The FIA's four new agreements will open up new opportunities for the federation.

The new multi-year contract with leading tire supplier Bridgestone will boost the EcoRally Cup, an environmentally friendly rally event which aims to foster positive sporting behaviours.

The partnership between the FIA and AVL Racetech is a significant step in the development of motor sport technology. The FIA will benefit from AVL Racetech's expertise in the field of vehicle dynamics and simulation as official Vehicle Simulation Software supplier.

3D AG also became an FIA Official Supplier this year. The company's cutting-edge hologram security solutions provide an additional layer of protection. The partnership will support the FIA's safety mission and its efforts to mitigate risks in motor sport.

NB: Non-exhaustive list

**International Federation  
recognised by the**



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