



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ACTIVITY REPORT 2016



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MESSAGE FROM THE FIA PRESIDENT

JEAN TODT

This year has, I feel, been one of significant progress for the FIA and its Member Clubs around the world. Over the past 12 months both pillars of the Federation – Mobility and Sport – have sought to address the challenges facing motoring and motor sport organisations globally and to take advantage of the opportunities presented by changing landscapes in both spheres. In doing so I believe we have made great strides across all operations – from governance to Club development, from the continuing fight for improved road safety to greater sporting growth at all levels.

In the area of **governance**, the FIA requested Deloitte to carry out a compliance analysis to evaluate our organisation with regard to the fight against bribery and corruption, and to propose measures that would allow the FIA to act in accordance with best practices, including the creation of a Compliance Officer. The World Councils and the FIA General Assembly adopted these recommendations in December 2016.

These processes are integral to the FIA continuing in its role as an impartial arbiter of motor sport worldwide. This is particularly relevant at the moment when, in the **FIA Formula One World Championship**, major changes are in the offing.

Most recently, the World Motor Sport Council unanimously approved the sale of Delta Topco Limited (the holding company of the Formula One Group and thus the owner of Formula One's commercial rights) from CVC Capital Partners to Liberty Media Corporation. This change represents a pivotal moment for the championship. As such, we intend to closely collaborate with the sport's new commercial rights holder in order to forge a constructive relationship that ensures the continued success and the development of

our most high profile and prestigious championship.

Elsewhere in Formula One, it was my firm intention this year that we address the issue of reducing costs. In this regard I am pleased that we have taken significant steps towards this with the agreement by manufacturers to lower the price of power units to customer teams and to guarantee supply. We also confirmed new technical regulations for 2017, designed to further improve 'the show', without compromising safety.

Championship Success

Each of the FIA's major championships saw progress in 2016. The **FIA Formula E Championship** has been boosted by increased commitment from major manufacturers, with the arrival of Jaguar, the involvement of BMW and a future commitment from Mercedes.

This was also the case in our newest world championship, the **FIA World Rallycross Championship**, which saw an upsurge in fan interest. Next year the calendar will also feature a round in South Africa, which is an exciting development for fans of motor sport in that region.

The **FIA World Endurance Championship (WEC)** also continued to find new audiences in 2016. In part, this was brought about by the FIA working with the

Automobile Club de l'Ouest to redefine the LMP2 class, which led to a much-improved grid. The GT class too is seeing greater interest from manufacturers. Ford made a great impact on its return this year and with BMW set to enter WEC's GT class in 2018, the championship continues on an upward curve.

The **FIA World Rally Championship (WRC)** begins a new era of competition in 2017 as new technical regulations result in radically different cars. The efforts to improve the spectacle and competition in WRC have been matched by work conducted to improve safety across rallying. The FIA Safety Department and the FIA Technical Department have worked on safety in lateral crashes and the development of a specific safety package for WRC, while the Rally Safety Task Force of the FIA Closed Road Commission is ready to assist any ASN with safety questions regarding rallying.

The unexpected loss of Volkswagen from WRC and Audi from WEC were setbacks but despite this both championships continue to attract great interest from other manufacturers as the example of Toyota and Citroën returning to WRC for 2017 shows.

The **FIA World Touring Car Championship** again enjoyed a highly competitive season, with a new manufacturer, Volvo Polestar, joining the grid to rival Honda, Lada and Citroën. In 2017, competition is set to be further enhanced with the introduction of a new points system putting more emphasis on the Main Race and the series has announced an 11-round campaign. I am pleased to see Macau, something of a spiritual home for touring cars, return to the calendar.

Grassroots Growth

It is my strong belief that the future health and prosperity of our championships at regional and national levels can only be achieved through the existence of a vibrant motor sport culture at **grassroots** level and one of my key goals in 2016 was to promote this growth. Therefore, I am particularly pleased with the role the Federation has played in encouraging the development of Karting Slaloms through our karting 'toolbox', which includes the provision of karts and cones, as well as assistance with set-up and regulation. Elsewhere in this regard, we have begun the process of regulating drifting, one of grassroots motor sport's growth disciplines.

In all this, the FIA Motor Sport Development Fund is there to help ASNs progress. We have awarded grants to a great number of grassroots projects and we will continue this in the coming years.

Towards Global Road Safety

Member Clubs have in recent years made **road safety** a key goal, and in 2016 the FIA has been active in its support for global efforts to address this urgent challenge.

As a key initiative, in 2015 we launched the **FIA High Level Panel for Road Safety**, bringing together leaders from the global business community, international institutions, non-government organisations and the FIA network to support innovation and practical action.

Over the past year, the momentum behind this initiative has grown rapidly and the High Level Panel has begun to implement a wideranging work programme, encompassing support for efforts to increase global funding for road safety; identification of innovative sources of financing; improved cooperation and

coordination through the development of regional road safety observatories and in-country missions; and a global effort to promote the voluntary uptake of minimum vehicle safety standards by leading vehicle manufacturers.

On a personal note, I warmly acknowledge the tremendous support I have received from all in the FIA community to undertake **my role as the UN Secretary General's Special Envoy for Road Safety**. As you know, the cause of road safety is something that I am very passionate about and it is a privilege to be able to engage with so many different people and organisations who are committed to making a difference.

As a particular highlight this year, it was gratifying to be able to contribute to discussions at the United Nations General Assembly in April 2016, leading to the adoption of an ambitious resolution, which among other things opens the way for the creation of a new global fund for road safety.

During this year, the FIA team has been developing a major road safety education campaign in association with outdoor advertising giant JCDecaux. This campaign will feature a number of athletes and celebrities promoting the FIA's Golden Rules, and will receive worldwide coverage through JCDecaux's infrastructure. It is a unique campaign, harnessing the 'star power' of some very big names, but most pleasingly it is designed to provide high quality, ready-made content that can be used by our FIA Member Clubs to complement their efforts to heighten awareness of road safety issues at a national, regional and local level. I strongly commend this initiative to all FIA Members and look forward to the deployment of this campaign in 2017.

On the broader Mobility agenda, the FIA has been working hard over the past year to prioritise Club development worldwide. From a shift of focus of the FIA Mobility Conference towards membership and related topics, to FIA Region I's Vision 2030 report, and the ongoing delivery of the FIA University programme, the FIA has put helping Clubs manage a changing mobility landscape at the centre of its strategy.

Of course, a defining characteristic of this change is the rise of what might be termed '**new Mobility**' in the shape of increased connectivity and the rise of automated technology. The FIA is keenly monitoring these developments and we continue to work at shaping future regulations governing these technologies. We have built a strong presence at International Motor Shows such as Geneva and Paris in order to present our position and to stay up to date with emerging trends in the automotive sector.

In all, it has been an exceptionally busy and fruitful year for the FIA across all its operations. We have taken some positive steps towards the goals we continue to pursue in Mobility and Sport and our successes provide great encouragement for what might be achieved in the future. With the help of our staff at the FIA and through the great expertise that rests within all our Member Clubs, I look forward to taking on and meeting those challenges in the year to come.



Jean Todt
FIA President

FIA AT A GLANCE

MISSIONS

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

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

KEY FIGURES



4 Governing bodies

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



32 Committees and commissions

- Audit Committee
- Ethics Committee
- Nominations Committee
- Mobility Programmes Committee
- 24 Sport commissions
- 2 Mobility commissions
- Manufacturers' Commission
- International Historical Commission



4 Judicial bodies

- International Tribunal
- International Court of Appeal
- Congress of the International Tribunal and International Court of Appeal
- Anti-Doping Disciplinary Committee



4 Automobile Mobility and Tourism Regions

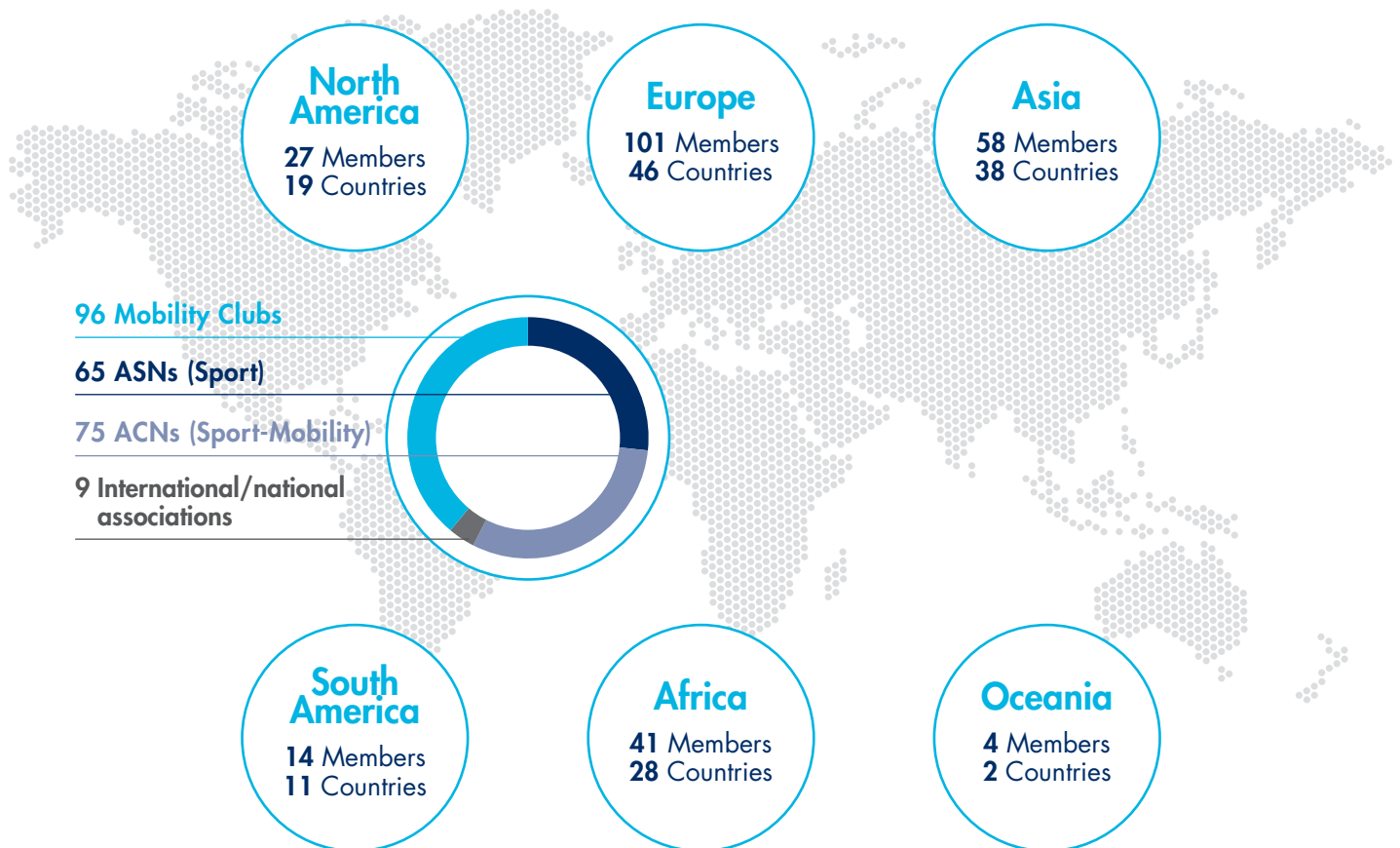
- Region I Europe, Middle East and Africa
- Region II Asia and Pacific
- Region III North America
- Region IV South America



6 FIA Sport Regional Congresses

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

245 member organisations representing over 80 million people from 144 countries



2016 MAJOR EVENTS



Sport Conference, Turin

21–23 June 2016

Delegates: 196
ACN/ASN: 108
Countries: 108



Annual General Assembly, Vienna

28 November–2 December 2016

Delegates: 417
Clubs: 165
Countries: 112



Mobility Conference, Helsinki

9–13 May 2016

Delegates: 232
Clubs: 85
Countries: 72



Prize Giving, Vienna

2 December 2016

Guests: 798

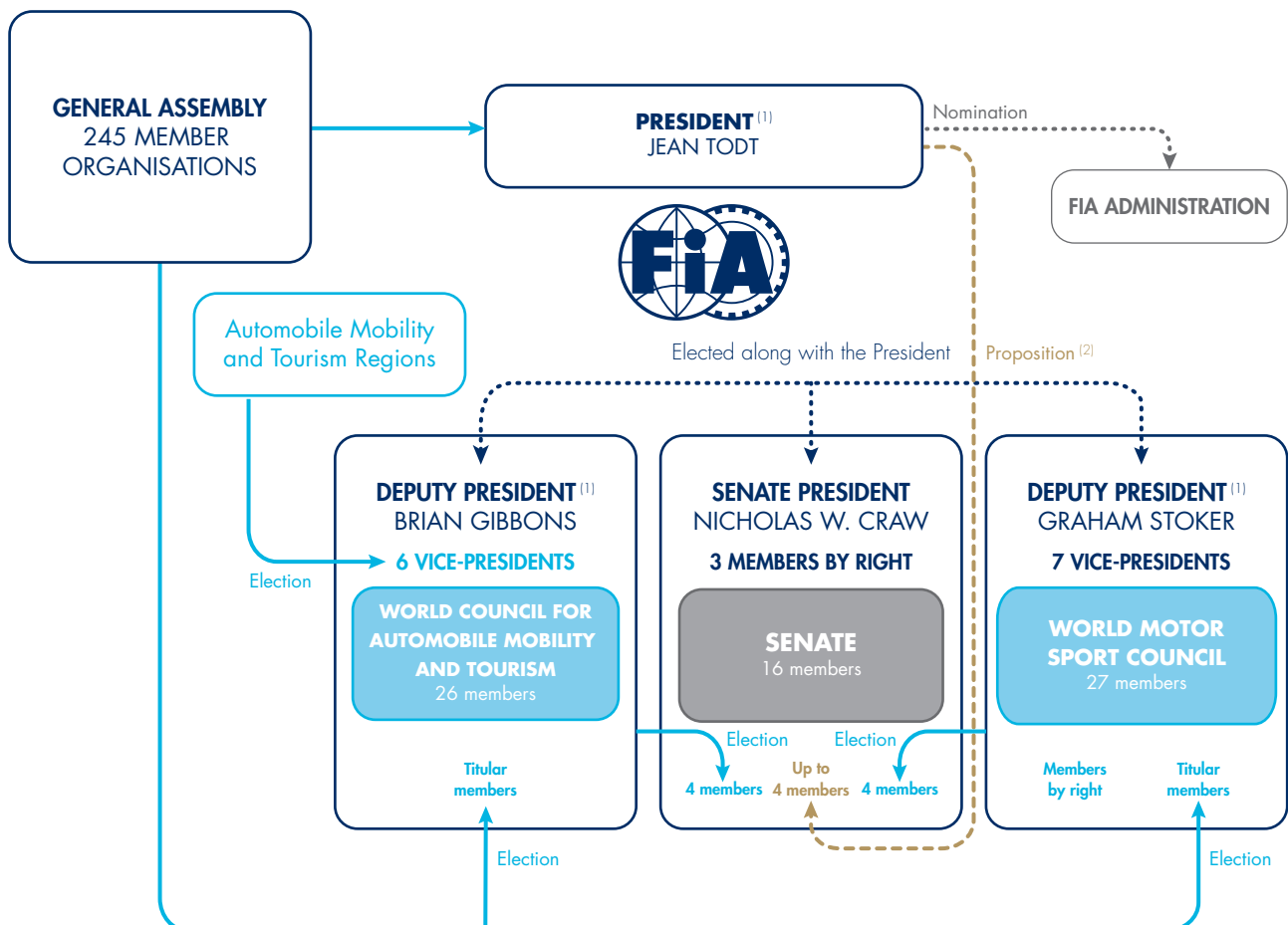


FIA Annual General Assembly, Vienna, Austria, 28 November - 2 December 2016

GOVERNANCE

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

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



(1) Members by right of the Senate.

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

DECISION-MAKING PROCESS

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

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

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

WORLD MOTOR SPORT COUNCIL



World Motor Sport Council, Vienna, Austria, November 2016

President of the FIA

Jean TODT (France)

Deputy President of the FIA for Sport

Graham STOKER (United Kingdom)

Vice-Presidents

José ABED (Mexico)

Nasser Khalifa AL-ATYA (Qatar)

Michel BOERI (Monaco)

Morrie D. CHANDLER (New Zealand)

Carlos GRACIA FUERTES (Spain)

Hugo R. MERSAN (Paraguay)

Surinder THATTHI (Kenya)

Titular members

Garry CONNELLY (Australia)

Nicolas DESCHAUX (France)

Zrinko GREGUREK (Croatia)

Yoshiki HIYAMA (Japan)

General Victor KIRYANOV (Russia)

Vijay MALLYA (India)

Radovan NOVAK (Czech Republic)

Lars ÖSTERLIND (Sweden)

Cleyton Tadeu Correia PINTEIRO (Brazil)

Vincenzo SPANO (Venezuela)

Angelo STICCHI DAMIANI (Italy)

Teng Lip TAN (Singapore)

Hermann TOMCZYK (Germany)

Heping WAN (China)

Members by right

Sheikh Abdulla BIN ISA AL-KHALIFA (Bahrain),
CIK President

Bernard ECCLESTONE⁽¹⁾ (United Kingdom),
Chief Executive Officer of the FOM

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

François CORNELIS (Belgium),
President of the FIA Manufacturers' Commission
or

Maurizio ARRIVABENE (Italy),
Ferrari SpA Representative

(1) Replaced by Chase Carey from 23 January 2017.

WORLD COUNCIL FOR AUTOMOBILE MOBILITY AND TOURISM



World Council for Automobile Mobility and Tourism, Vienna, Austria, November 2016

President of the FIA

Jean TODT (France)

Deputy President of the FIA for Automobile Mobility and Tourism

Brian GIBBONS, NZAA (New Zealand)

Vice-Presidents of the FIA (Automobile Mobility and Tourism)

Region I

Thierry WILLEMARCK (Belgium), TCB

Region II

Takayoshi YASHIRO (Japan), JAF

Region III

Tim SHEARMAN (Canada), CAA

Region IV

Jorge TOMASI CRISCI (Uruguay), ACU

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

John MUTENDA (Uganda), AAU

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

Mohammed BEN SULAYEM (United Arab Emirates), ATC-UAE

Titular members

Region I

Carlos Alpoim VIEIRA BARBOSA (Portugal), ACP
 Frits van BRUGGEN (Netherlands), ANWB
 Peter GOETSCHI (Switzerland), TCS
 Werner KRAUS (Austria), ÖAMTC
 Franco LUCCHESI (Italy), ACI
 August MARKL (Germany), ADAC
 Miquel NADAL (Spain), RACC
 Oldrich VANICEK (Czech Republic), UAMK

Region II

Nigel ALEXANDER (Australia), AAA
 Dhammika ATTYGALLE (Sri Lanka), AAC
 H.H. Tunku MUDZAFFAR (Malaysia), AAM
 Mike NOON (New Zealand), NZAA
 Bernard TAY (Singapore), AAS

Region III

Earl JARRETT (Jamaica), JAA
 John SEALY (Barbados), BMF

Region IV

Ivan DIBOS MIER (Peru), TACP
 Gorki OBANDO (Ecuador), ANETA
 Alejandro QUINTANA HURTADO (Chile), ACCHI

Official Observers

François CORNELIS (Belgium),
 President of the FIA Manufacturers' Commission

Saul BILLINGSLEY (United Kingdom),
 FIA Foundation representative

SENATE



Senate, Vienna, Austria, November 2016

President of the Senate

Nicholas W. CRAW (United States of America)

President of the FIA

Jean TODT (France)

Deputy President of the FIA for Automobile Mobility and Tourism

Brian GIBBONS, NZAA (New Zealand)

Deputy President of the FIA for Sport

Graham STOKER (United Kingdom)

Members

HRH Prince Faisal AL HUSSEIN (Jordan)

Gerardo BRAGGIOTTI (Italy)

Jean-Michel DARROIS (France)

François FILLON (France)

Werner KRAUS (Austria)

Stephen MILLER (South Africa)

H.H. Tunku MUDZAFFAR (Malaysia)

Sir Lindsay OWEN-JONES (United Kingdom)

Jorge ROSALES (Argentina)

Carlos SLIM DOMIT (Mexico)

Angelo STICCHI DAMIANI (Italy)

Guojun ZHAN (China)

FIA COMMISSIONS AND COMMITTEES



COMMITTEES' PRESIDENTS

Audit Committee

Thierry WILLEMARCK (Belgium)

Ethics Committee

François BELLANGER (Switzerland)

Nominations Committee

Werner KRAUS (Austria)

Mobility Programmes Committee

Brian GIBBONS (New Zealand)

SPORTING COMMISSIONS' PRESIDENTS

International Karting Commission

Sheikh Abdulla BIN ISA AL-KHALIFA (Bahrain)

FIA World Rally Championship Commission

Carlos Alpoim VIEIRA BARBOSA (Portugal)

FIA Rally Commission

Aman BARFULL (Spain)

FIA Historic Motor Sport Commission

Paolo CANTARELLA (Italy)

FIA Land Speed Records Commission

Dennis DEAN (United States)

FIA Single-Seater Commission

Stefano DOMENICALI (Italy)

FIA F1 Commission

Bernard ECCLESTONE⁽¹⁾ (United Kingdom)

FIA Homologation Regulations Commission

Daniel FAUSEL (Switzerland)

FIA Electric and New Energy Championships Commission

Burkhard GÖSCHEL (Germany)

FIA Touring Car Commission

Alan J. GOW (United Kingdom)

FIA Hill Climb Commission

Paul GUTJAHR (Switzerland)

FIA Drivers' Commission

Tom KRISTENSEN (Denmark)

FIA Off-Road Commission

Andy LASURE (Belgium)

FIA Drag Racing Commission

Graham LIGHT (United States)

FIA Women in Motorsport Commission

Michèle MOUTON (France)

FIA Endurance Commission

Sir Lindsay OWEN-JONES (United Kingdom)

FIA Circuits Commission

Roger PEART (Canada)

FIA Medical Commission

Gérard SAILLANT (France)

FIA Grand Touring Car Commission

Christian SCHACHT (Germany)

FIA Cross Country Rally Commission

Richard SCHILLING (South Africa)

FIA Volunteers and Officials Commission

Mümtaz TAHINCIOGLU (Turkey)

FIA Closed Road Commission

Ari VATANEN (Estonia)

FIA Truck Racing Commission

Manuel VIDAL (Spain)

FIA Safety Commission

Peter WRIGHT (United Kingdom)

MOBILITY COMMISSIONS' CHAIRMEN

Mobility Services Commission

Frank FOTIA (Canada)

Mobility Policy Commission

Johann GRILL (Germany)

MOBILITY AND SPORTING COMMISSION'S PRESIDENT

FIA Manufacturers' Commission

François CORNELIS (Belgium)

FIA INTERNATIONAL HISTORICAL COMMISSION'S PRESIDENT

Franz GRAF ZU ORTENBURG (Germany)

(1) Replaced by Chase Carey from 23 January 2017.

GENERAL ORGANISATION

DECEMBER 2016

PRESIDENTIAL TEAM



PRESIDENT
Jean TODT



**DEPUTY PRESIDENT
FOR MOTOR SPORT**
Graham STOKER



SENATE PRESIDENT
Nicholas W. CRAW



**DEPUTY PRESIDENT
FOR AUTOMOBILE MOBILITY
AND TOURISM**
Brian GIBBONS

ADMINISTRATION



**SECRETARY GENERAL
FOR MOTOR SPORT**
Jean-Louis VALENTIN



**CHIEF
ADMINISTRATIVE
OFFICER**
Jean-Baptiste PINTON



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

ADMINISTRATION



169 employees

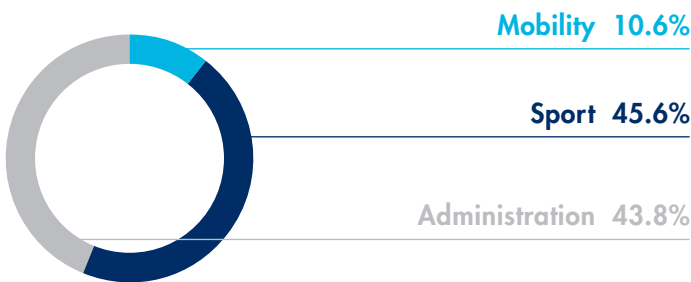


19 nationalities represented

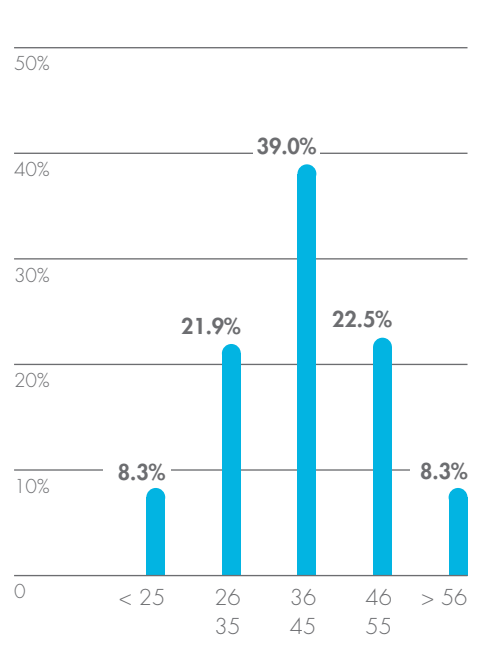


Average age: 38 years

Distribution of employees by division



Distribution of employees by age



Distribution of employees by gender



3 locations



Paris

Historic Headquarter, Mobility and Tourism and Communications departments



Geneva

Sport department and Administration



Valleiry

Logistics and archives

IN ACTION AND TAKING ACTION

2016

Across both pillars of activity the FIA made an impact around the world in 2016. Whether in the shape of the drama and excitement provided by the Federation's major championships and the continuing efforts to reach new generations of motor sport fans through a host of grassroots programmes or through the FIA's efforts to improve the global road safety situation. Here are some of this year's major high points.

January

14/01 → ROME, VATICAN CITY, ITALY



Pope Francis endorses the #SaveKidsLives campaign.

22/01 → DAVOS, SWITZERLAND



The FIA High Level Panel for Road Safety meets for the first time in 2016 to establish a work plan for the year.

March

03-13/03 → GENEVA, SWITZERLAND



The FIA makes its first appearance at the 86th Geneva Motor Show.

17/03 → PARIS, FRANCE



Mayor of Paris Anne Hidalgo joins the FIA High Level Panel for Road Safety and commits to advocate road safety within the International Association of Francophone Mayors and the C40 Cities Climate Leadership Group.

29-31/03 → ALGIERS, ALGERIA



Hosted by the Fédération Algérienne des Sport Mécaniques, the Sport Regional Congress for the Middle East and North Africa Region 2016 gathers 49 delegates representing 14 Clubs from 13 countries.

ON THE WORLD STAGE

April

15/04 → NEW YORK CITY, USA



The UN General Assembly approves a new resolution on road safety that could pave the way for the creation of a UN Road Safety Fund – a project actively supported by the FIA High Level Panel for Road Safety and FIA President Jean Todt, in his capacity as the UN Secretary General's Special Envoy for Road Safety.

18-20/04 → SHANGHAI, CHINA



67 delegates representing 19 Clubs from the Asia-Pacific Region meet in Shanghai on the occasion of the Asia-Pacific FIA Sport Regional Congress 2016 organised by the Federation of Automobile Sports of China.

May

08/05 → PALERMO, ITALY



FIA President Jean Todt and ACI President Angelo Sticchi Damiani attend the legendary Targa Florio as it celebrates its 100th anniversary.

09-13/05 → HELSINKI, FINLAND



Hosted by Autoliitto, the Automobile and Touring Club of Finland, the FIA Mobility Conference 2016 is a successful week, bringing together 232 delegates from 85 Clubs and ACNs, representing 72 countries and all Mobility Regions.



June

17/06 → NAYPYIDAW, MYANMAR



Jean Todt and Michelle Yeoh meet Daw Aung San Suu Kyi, State Counsellor, Minister of Foreign Affairs and Spokesperson for the President of the Republic of the Union of Myanmar, to discuss road safety training programmes and campaigns.

June

18/06 → LE MANS, FRANCE



The 24 Hours of Le Mans race's elite LMP1 drivers, organisers and Hollywood icon Brad Pitt join FIA President Jean Todt, President of the Automobile Club de l'Ouest Pierre Fillon, and President of the FIA Endurance Commission Sir Lindsay Owen-Jones to support the FIA Action for Road Safety campaign.

19/06 → BAKU, AZERBAIJAN



Jean Todt takes the opportunity of the first Formula One Grand Prix to take place in Azerbaijan to meet with the nation's President Ilham Aliyev and discuss the country's action in the field of road safety.

21-23/06 → TURIN, ITALY



The FIA Sport Conference 2016 is the largest gathering of its kind held to date, with 196 delegates from 108 ASNs/ACNs attending three days of debates, discussions and workshops in Turin's historic Lingotto centre.



During the Conference, tyre manufacturer Pirelli enters into a new four-year agreement in support of the FIA Action for Road Safety campaign.

24-26/06 → GOODWOOD, UK



For the first time, the FIA has a presence at the world-renowned Goodwood Festival of Speed, one of the globe's largest gatherings of motor sport enthusiasts and machinery.

August

1-3/08 → ASUNCIÓN, PARAGUAY



The XVIII FIA Congress of Americas for Mobility and Sport, organised by the Touring y Automóvil Club Paraguayo, is attended by 65 delegates from 26 Clubs representing 24 countries of North and South America.

02/08 → ASUNCIÓN, PARAGUAY



Paraguay's President Horacio Cartes pledges his support for the #SaveKidsLives campaign.

August

05/08 → RIO, BRAZIL



Jean Todt and Michelle Yeoh attend the opening ceremony of the 28th edition of the Summer Olympics at the invitation of President of the International Olympic Committee (IOC) Thomas Bach, also member of the FIA High Level Panel for Road Safety.

11/08 → TEGUCIGALPA, HONDURAS



Honduras' President Juan Orlando Hernández signs a commitment to make road safety one of his administration's top priorities.

24/08 → ADDIS ABABA, ETHIOPIA



Ethiopia's President Mulatu Teshome supports the #SaveKidsLives campaign.

25-26/08 → ADDIS ABABA, ETHIOPIA



The African FIA Regional Sport Congress 2016, hosted by the Ethiopian Motor Association, is attended by 32 delegates, representing 17 Clubs from 17 different African countries.

September

20/09 → NEW YORK CITY, USA



The FIA High Level Panel for Road Safety announces the launch of a new road safety mission in Myanmar.

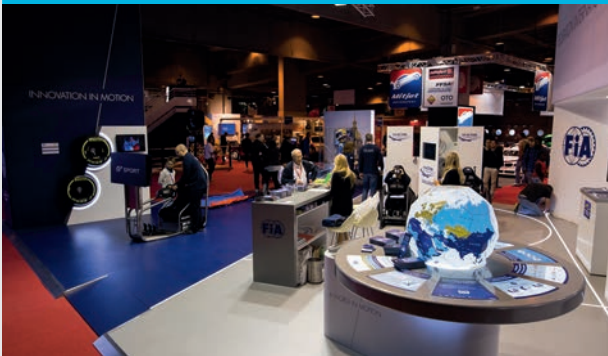
21/09 → NEW YORK CITY, USA



Jean Todt is joined by series promoter Alejandro Agag in New York to announce that the city will host an e-Prix in 2017, with Lower Manhattan and the Statue of Liberty forming a dramatic backdrop to the race.

October

1-16/10 → PARIS, FRANCE



The FIA has a major presence at the Paris Motor Show, with an estimated 52,732 people visiting the Federation's stand which also welcome a Member Club, the Automobile Club Association.

17-20/10 → QUITO, ECUADOR



During the United Nations Conference on Housing and Sustainable Urban Development Habitat III, which led to the adoption of a new urban agenda, the FIA shares an exhibition booth with the Automóvil Club del Ecuador, the UNECE, and the FIA Foundation, and Jean Todt attends various sessions and side events both in his capacity as FIA President and UN Secretary General's Special Envoy for Road Safety.

7-8/10 → LISBON, PORTUGAL



The second edition of the FIA Women in Motorsport Seminar, hosted by the Automóvil Club de Portugal, gathers 90 delegates from 43 countries.

26/10 → NEW YORK CITY, USA



Jean Todt and Michelle Yeoh receive the 2016 Humanitarian of the Year Award from the United Nations Association of New York (UNA-NY) for their commitment to promoting road safety and the UN Sustainable Development Goals around the world.

11/10 → HONG KONG, CHINA



The start of the 2016/17 FIA Formula E Championship sees the innovative series once again break new ground by visiting Hong Kong for the first time.

28-29/10 → OSLO, NORWAY



56 delegates representing 17 Clubs from 16 countries attend the North European Zone FIA Sport Regional Congress 2016 organised by the Royal Automobile Club Of Norway.

November & December

24/11 → GENEVA, SWITZERLAND



UN High Commissioner for Human Rights Zeid Ra'ad Al Hussein and Jean Todt discuss road safety issues and encourage all nations to ratify UN Transport Conventions.

28/11 - 2/12 → VIENNA, AUSTRIA



The Annual General Assembly 2016 hosted by the Austrian Automobile, Motorcycle and Touring Club, the ÖAMTC, gathers 417 delegates from 165 Member Clubs representing 112 countries from all over the world.



2/12 → VIENNA, AUSTRIA



During the FIA Prize Giving Press Conference, Formula One Champion Nico Rosberg announces that he is stepping back from F1 competition with immediate effect.



The culmination of the sporting year, the FIA's glittering annual Prize Giving ceremony took place at the stunning Hofburg Palace in Vienna, Austria, where the past season's champions from across every level of the FIA's sporting categories were honoured.

9-10/12 → BRATISLAVA, SLOVAKIA



Hosted by the Slovak Association for Motor Sport, the Central European Zone FIA Sport Regional Congress 2016 is attended by 45 delegates representing 19 Clubs from 19 countries.

SPORT

THE FIA'S PASSION FOR MOTOR SPORT AND ITS DEDICATION TO ENSURING FAIR PLAY AND SAFETY FOR ALL COMPETITORS IS STRONGER THAN EVER





A YEAR OF SPORTING ACHIEVEMENT

Motor sport enjoyed another year of exceptional competition in 2016, with outstanding moments of sporting drama and excitement being played out across the FIA Championships. The notable achievements extended beyond the action on the circuits and roads, however, and the FIA itself can look back on a year of accomplishment across three main areas of development: the consolidation of FIA Championships, the continuous raising of safety and technological standards as well as the promotion of accessibility to motor sport and the contribution to its development through ASNs.



**1,161 INTERNATIONAL
MOTOR SPORT EVENTS IN
81 COUNTRIES, INCLUDING:**



**303 events counting
towards FIA
Championships,
Trophies, Challenges
and Cups**



**218 non-championship
events**



**640 events which
were part of
International Series
approved by the FIA**

Consolidating competition

Chief among the goals for the FIA Sport Division is the completion of the single-seater circuit championship pyramid. Between the FIA Formula One World Championship, which produced a thrilling title battle in 2016, and the CIK-FIA Karting Championships, where a new generation of robust engines propelled a new generation of racers to their first major international successes, the intermediate levels of Formula 4 and Formula 3 are well-established.



However, the link between F3 and F1 still needs to be forged via the creation of a Formula 2 Championship. Discussions on this matter took place throughout 2016 and point to a positive outcome in the very near future.

Formula E continues to develop, attracting major manufacturers and prestigious new host cities, while also preparing for a major new technological innovation in 2018. The FIA World Endurance Championship's future is being made more assured through the introduction of new regulations for the LMP2 category and through the rapidly expanding GTE category gaining world championship status in 2017.

The FIA World Rallycross Championship also continued its upward progression in 2016, illustrated by an ever-growing level of public attendance at events, excellent media coverage, and expansion to new territories.

The FIA World Rally Championship and the FIA Formula One World Championship both enter new eras in 2017, with both championships fielding all-new cars aimed at boosting the excitement to even greater levels through more aggressive styling and improved performance.

Beyond the major championships, the FIA continues to strengthen its involvement at a regional level through the implementation of a pyramid structure for regional championships, projects aimed at juniors and new car regulations.

Safety first

The quest to ensure safety for competitors, officials and spectators in motor sport is unceasing and the FIA continues to press ahead with the implementation of advances in safety across all sporting disciplines.

The integration of programmes of the now defunct FIA Institute, such as the Accident Data Recorder (ADR) and the World Accident Data Base (WADB), into FIA Safety Department activities is enhancing deployment of these programmes in line with the FIA's global safety strategy.

Part of the revenue generated by the FIA homologation process will be used to support a new safety grant to be redistributed to ASNs complying with FIA Safety Equipment Regulations at national level. Meanwhile, the circuit homologation process will be strengthened through a three-year plan aiming to provide more support to circuits applying for FIA homologation.



Through co-operation between the Global Institute for Motor Sport Safety and the FIA Technical Department, a highly accurate GPS system is being developed to provide the background for more advanced marshalling systems and the development of connected technology for safety purposes.

In addition to the arrival of new machinery in Formula One, in the WRC and in the WEC, where new LMP2 cars are set to race, technical advances continue in Formula E with the introduction of new cars and batteries, and in the planned introduction of safer monocoques in LMP1 from 2018. Additional focus is being placed on the feasibility study on the use of technologies such as hydrogen in motor sport.

Access all areas



Making motor sport accessible to as wide a range of participants and fans as possible remains a key goal of the FIA. Initiatives are in place to develop the FIA's relations with its 140 ASNs/ACNs in order to support the growth of safe and accessible motor sport in the different regions of the world through properly assessed funding and support programmes.



New disciplines such as Drifting and Karting Slalom have been recognised and tools to train and encourage the entry to vocational positions in all areas (officials, medical staff, etc.) are available through the Global Training Programme (GTP). The FIA Sport Regional Congresses are now well-established events, allowing for networking and the sharing of best practices among ASNs/ACNs in each region. The FIA Sport Conference week, coupled with MotorEx (a motor sport business exhibition), provides a unique platform gathering all ASNs/ACNs worldwide.

DELIVERING WORLD CLASS SPORTING ACTION



The FIA Formula One World Championship once again lived up to its status as the pinnacle of motor sport, delivering a season of enthralling racing throughout a highly competitive grid. The headlines, though, went to Mercedes and its drivers Nico Rosberg and Lewis Hamilton, who conducted an epic battle for the Drivers' title that was only settled in the final laps of the campaign's final Grand Prix.

Silver arrows serve up titanic title battle

The jewel in the crown of the FIA's motor sport activities, the FIA Formula One World Championship provided a thrilling battle for championship honours that kept spectators and TV audiences riveted from the start of the season in Australia right through to the last Grand Prix of the year, in Abu Dhabi, where the Drivers' title was in doubt right up until the final laps of the final round.

In the end it was Nico Rosberg who emerged as the ultimate victor, the German racer narrowly shading his Mercedes team-mate Lewis Hamilton in the overall standings, despite the Briton winning the final race ahead of his long-standing rival.

The Mercedes AMG team was again dominant in 2016, winning both the Drivers' and Constructors' Championship titles for a third consecutive time, the Anglo-German team was pushed much harder than in the previous two years, by Red Bull Racing in particular due to a convergence in power unit performance.



A revitalised Red Bull team scored two victories and fourteen other podium finishes on its way to second place in the Constructors' Championship after a tight season-long battle with Ferrari. Teenager Max Verstappen confirmed his future star status by winning his first race at the wheel of a Red Bull in Barcelona following a mid-season switch from Toro Rosso, and made headlines both for his impressive performances and aggressive driving style.

The 2016 season was the longest in the history of Formula One with a record 21 Grand Prix. This included the first ever race in Baku, Azerbaijan, held on an exciting and challenging street circuit, and the return of the German Grand Prix to the calendar. Eleven teams competed in the world championship, with the American Haas F1 outfit joining the grid this year, quickly establishing itself as a solid competitor scoring 22 points across the first four races of the campaign. This season also marked the return of Renault as a manufacturer team following its buyout of Lotus F1.

Looking to 2017

2017 will see major changes to Formula One's technical regulations, in particular relating to bodywork and tyres. The changes have been implemented with the aim of producing significantly quicker and more spectacular looking cars, following the guidance of the Strategy Group. The cars will be equipped with larger tyres supplied by Pirelli whose contract as official Formula One supplier has been extended for a further three years. The cars are expected to be four to five seconds quicker, more difficult and more physical to drive, as the speeds in some corners could increase by as much as 40 kph. Twenty races are planned for a season that could see a significant change to the balance of performance on the grid.

A global agreement on the engines was reached for the 2017–2020 period. It will ensure the supply of engines to the customer teams and significantly reduce the price in the years to come. It will also reduce the costs committed by the manufacturers and facilitate performance convergence.





DRAMA ON THE BIGGEST STAGES



The FIA World Rally Championship's final campaign, conducted with current specification machinery, saw Sébastien Ogier continue his dominance of the sport, with the Frenchman and co-driver Julien Ingrassia landing a fourth consecutive championship crown.

Celebrating a glorious farewell

It was perhaps the crew's most hard-won title. After kicking off the season in style with victories in Monte Carlo and Sweden, success eluded the duo for six events. Ogier and Ingrassia got things back on track in Germany, however, and then scored three wins in a row in Corsica, Spain and Britain to take an unbeatable position in the championship standings.

Their overall victory capped a similarly remarkable spell in the sport for Volkswagen, which after sealing its fourth Manufacturers' crown, announced that it would withdraw from the sport at the end of the 2016 campaign.



The championship was originally scheduled to run over 14 rounds, with the inclusion of Rally China for the first time since 1999. However, a month before it was due to run, the event was cancelled, with the Federation of Automobile and Motorcycle Sports of China and event organiser Le Sports citing heavy damage to the route caused by storms and flooding.

Beyond the FIA World Rally Championship (WRC), the FIA WRC 2 Championship continued to flourish attracting 55 entries in total. The series was decided at the final round in Australia with Finland's Esapekka Lappi and co-driver Janne Ferm taking the title. The Junior WRC and WRC 3 Championships were both won by Italian Simone Tempestini and co-driver Giovanni Bernacchini.

The close competition of 2016 led to a healthy rise in broadcast figures during the first half of the season. Broadcast time rose by 36% compared to the first seven rounds of 2015, exceeding 6,040 hours globally. Asia-Pacific, Africa, North and South America experienced a notable increase in audience in that period. The largest growth was in Japan (127%) with strong figures from Germany (89%) and Great Britain (44%).



Rallying's brave new world awaits

In 2017, new regulations will come into force in the FIA World Rally Championship aimed at delivering more dynamic, distinctive and potent cars – as well as the safest cars the WRC has ever seen. The new era will also see the return of two famous rally manufacturers over a 13-round championship that is one of the most keenly anticipated in the sport's long history.



Toyota comes back to the world's biggest stages under the name TOYOTA GAZOO Racing. The Japanese firm's programme is being led by four-time FIA World Rally Champion Tommi Mäkinen, with Jari-Matti Latvala and Juho Hänninen driving the team's all-new Yaris WRC. Citroën, meanwhile, returns after a year's sabbatical with Kris Meeke lining up alongside drivers Craig Breen and Stéphane Lefebvre, who will share a car across the season. Hyundai will contest the championship with drivers Thierry Neuville, Hayden Paddon and Dani Sordo. Sébastien Ogier, left without a drive following the withdrawal of Volkswagen, will defend his title at the wheel of an M-Sport Ford Fiesta WRC having signed for the team in early December. The UK-based team will also field cars for Ott Tänak and Elfyn Evans.

Elsewhere, a WRC Trophy has been created for drivers and co-drivers participating in pre-2017 specification WRC cars. The maximum number of qualifying rallies is seven and the driver and co-driver who have scored the highest total of points in six of the qualifying rallies will win the titles.

A SPECTACULAR TEST OF ENDURANCE



The FIA World Endurance Championship is an arena that places phenomenal demands on both man and machine, and the 2016 campaign provided supreme examples of both, first in an agonising final-minutes car failure at the 24 Hours of Le Mans race and then across the season with a brilliant, sustained title charge by the eventual champions.

Consistency the key

The 2016 FIA World Endurance Championship (WEC), organised in partnership with the Automobile Club de l'Ouest, provided drama on a grand scale thanks to close competition, the arrival and departure of manufacturers and perhaps the most dramatic finish ever at the championship's flagship event, the 24 Hours of Le Mans race.



Made up of 32 competitors, the 2016 season featured three manufacturers entered in LMP1 (Audi, Toyota, Porsche), one make represented in LMP2 (Nissan) and four manufacturers in GTE (Ferrari, Ford, Porsche, Aston Martin).

Across the calendar's nine events the race for the Drivers' and Manufacturers' titles was close, but in the end consistency was the key as the Porsche trio of Marc Lieb, Neel Jani and Romain Dumas took two wins and four fourth places to land their first WEC crown. The German marque was similarly relentless, and aided by four wins scored by the drivers of its second 919 Hybrid, Porsche landed its second team title in a row.



Long distance heartbreak

The most dramatic moment of the season came at Le Mans. The lead Toyota crew of Sébastien Buemi, Kazuki Nakajima and Anthony Davidson looked set for victory but with less than two laps left their car failed, and amid incredible scenes the way was left open for Lieb, Jani and Dumas to win.

There were tearful scenes, too, at the final round, in Bahrain, where Audi marked the end of its current phase of WEC competition with an emotional victory.



The LMGTE Championship was also hard fought and given an added boost by the return of Ford, which took the coveted winners' trophy at the 24 Hours of Le Mans race.

Looking forward to 2017 and beyond, the FIA Endurance Commission proposes a strategic technological vision for the LMP1 category, aimed at opening up the championship to new technologies and new fuels, improving the attractiveness of the sporting stakes, and encouraging cost control. In LMP2 new regulations for 2017 will increase the level of performance, while the December meeting of the World Motor Sport Council approved the proposal to upgrade the GTE class to world championship status as the FIA World Endurance Championship for GTE Drivers and Manufacturers.



CHARGING FORWARD



Season 2 of the FIA Formula E Championship demonstrated the nascent series' ability to fascinate and entertain in equal measure. The championship continued to push the technical boundaries by opening up manufacture of powertrains, while on track there was a tight battle for the title that went right to the wire.

Generating innovation

Formula E continued to build momentum in Season 2 with a total of 270,300 watching the championship's ten city-based events on site and 192 million fans tuning in to watch on TV.

They were treated to a spectacular series of races and a hugely dramatic title fight that in the end was decided at the final race of the double-header final round in London, where Sébastien Buemi claimed the crown thanks to the points won for scoring the fastest lap of the race. The Swiss racer beat close rival Lucas di Grassi by just two points. The Teams' Championship was won for the second time in a row by Renault e.Dams, ahead of ABT Schaeffler Audi Sport.



Having opened up the regulations regarding the manufacture of powertrains for Season 2, Formula E continued with its progress towards single car per driver in Season 5. To this end, the FIA launched a call for tenders in 2016 with the aim of selecting a single chassis supplier and single battery supplier.

The analysis of the bids led to the selection of Spark for the chassis and McLaren Applied Technologies in partnership with Atieva and Sony Energy Devices for the battery.



The series' expansion was marked in Season 3 by a larger entry with nine manufacturers lining up compared with seven in Season 2. The campaign got underway in October 2016 with motor manufacturer Jaguar joining the grid and Dragon Racing entering in partnership with new electric car maker Faraday Future. Elsewhere, Andretti Racing announced a technical partnership with BMW, Audi deepened its partnership with the ABT team and, ahead of the new season, Mercedes expressed its desire to enter the FIA Formula E Championship in Season 5 (2018/19).

Once again the new campaign brought more advances, with the championship introducing a two-tier front wing aimed at giving the car a bold new look. The third season of competition also boasts a number of new venues with Mexico City, Buenos Aires, Berlin, Monaco and Paris being joined by Hong Kong, Marrakesh, Brussels, New York and Montreal in a ten-event programme.



THE GRAND TOUR

WTCC
FIA World Touring Car
Championship

The FIA World Touring Car Championship was all about one man – José María López, who added a third world crown to his trophy collection with a superbly dominant display. Elsewhere a new manufacturer and new rules added spice to an already exciting mix.



Triple crown for López

Contested over 11 rounds, the 2016 FIA World Touring Car Championship (WTCC) was marked by third world titles for Citroën and for its driver José María López. The championship also attracted a new manufacturer, Volvo Polestar, with the Swedish company scoring its first win at the round in China.



Ultimately, however, Citroën and López proved irresistible. The French manufacturer's C-Elysée car was once again the class of the field and the Argentinian driver won 8 times from 22 starts to wrap up the Drivers' title with an event to spare.

The 2016 Championship also saw the introduction of new regulations aimed at improving the sporting spectacle, including the implementation of MAC3, whereby manufacturers (Citroën, Honda and Lada) enter their cars in a two-lap team race against the clock.

Looking to 2017

The 2017 Championship is set to be fought over ten rounds, with Macau, the scene of so many historic touring car races, returning to the calendar. The championship will also introduce a new points system designed to recognise the greater value of the Main Race in comparison to the Opening Race. The 2017 season will see the incorporation of TCN2 cars, under a WTCC 2 class; for which Drivers' and Teams' titles will be awarded. This should result in a significant expansion of the grid for FIA World Touring Car Championship events.

Finally, the FIA Touring Car Commission is continuing to examine different categories with the aim of creating a pyramid from national to international level. To facilitate this, it proposes the implementation of technical regulations as a basis for the development of touring car competitions at national level (TCN3).



RALLYCROSS RISING



The FIA World Rallycross Championship, the Federation's newest world championship, continued to gain new fans worldwide through its mix of rapid-fire races, intense competition and an expanding roster of manufacturers and star drivers. Also, in 2016 it crowned an all-new champion.

Sweden to the fore

The FIA World Rallycross Championship again demonstrated its growing appeal in 2016 thanks to an exciting 12-round schedule that eventually saw Sweden's Mattias Ekström emerge as champion.



The FIA European Rallycross Championship for SuperCars, which was combined with the FIA World Rallycross Championship at five rounds, also proved extremely popular with competitors and spectators alike. In this category another Swede, Kevin Hansen, took the title at the tender age of 18 and was later named FIA Rookie of the Year.

Under control

Large fields were a feature in both, with healthy grids in the support categories such as the Super 1600 Championship (18 full-season entries) and the competitive Touring Car series.



Inevitably, this has led to a need for greater on-track discipline and the FIA Off-Road Commission has strengthened its track monitoring capability for 2017, introducing a mobile Race Control Unit at each round. The new event in Latvia proved very popular in 2016 and that stays on the calendar in 2017, while South Africa will make its debut as a host nation.



BIRTHPLACE OF CHAMPIONS



The CIK-FIA World Karting Championships once again showcased the abundance of talent coming through at racing's foundation level. As well as seeing exciting new champions crowned, Karting also introduced new classes and an enthusiastically welcomed new powerplant.

New classes, new champions

In 2016, the world of Karting once again provided the perfect platform for the champions of the future to showcase their talent as well as an arena in which drivers at all levels of experience could demonstrate racing skill at its purest.



The CIK-FIA calendar took in a great number of competitions but chiefly featured the World Championship for the new OK class, the Junior World Championship for the similarly new OK-Junior class and the KZ World Championship (125cc gearbox karts).

French racer Victor Martins became the first OK Junior World Champion winning the final race at Bahrain's Sakhir Circuit after a tight battle with Spaniard David Vidales. Spain provided a champion in the OK class, with Pedro Hiltbrand passing outgoing world Poland's Karol Basz on the final lap to take the title. In the World KZ Championship, 24-year-old Italian Paolo de Conto beat a field that included former F1 racer Rubens Barrichello to take the crown.

Karting's 2016 programme also featured Continental Championships in Europe and the Asia-Pacific region, the CIK-FIA Academy Trophy, the Super Cup for KZ2 and Historic Karts, the European Superkart Championship and the newly created CIK-FIA Endurance Championship (OK class). In all, a total of 615 entries were recorded (compared with 670 in 2015), while the international calendar comprised 80 events (compared with 77 in 2015), including 26 CIK-FIA Championships, Cups and Trophies.

Engine for change

A new non-gearbox engine, the OK (Original Karting engine), was introduced in 2016 in Senior and Junior classes. This met with uniformly positive feedback, based on improved reliability and price. That increased reliability was demonstrated at the 2016 CIK-FIA Endurance Championship in Le Mans, where the winning team used a single OK engine for the whole 24-hour race.



New for 2017 will be a Rookie of the Year award. This will be presented to the driver that has scored the highest number of points, taking into consideration all results obtained during participation in the CIK-FIA World and European Championships (OK class) from 2017. Drivers must be in their first year of competition, and be no older than 16 years of age.

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THE PROVING GROUND

Intensely competitive and technically demanding, the FIA Formula 3 European Championship represents a challenging but potentially highly rewarding step on the FIA's junior racing ladder. For those lucky enough to excel, the top levels beckon, as 2016 champion and now F1 star Lance Stroll can attest.

Race for the top

The FIA Formula 3 European Championship continues to provide a crucial step on the path to the top levels of international motor sport, as evidenced by the successful graduation of a number of drivers from the championship, including Max Verstappen, Pascal Wehrlein and Esteban Ocon in Formula One, Lucas Auer, Daniel Juncadella, Tom Blomqvist and Felix Rosenqvist in Germany's DTM series and Antonio Giovinazzi in GP2. This year's champion Lance Stroll will continue this trend in 2017 when he begins his Formula One career as a race driver for Williams Racing, marking the first time a driver has progressed through every level of the FIA single-seater pyramid from F4 to F1.



Despite a general decline in the number of drivers in single-seater categories, FIA F3 has maintained strong grids with, on average, 20+ drivers per season. In order to maintain the good health of the championship the FIA Single-Seater Commission, under its President Stefano Domenicali, adopted an action plan for 2017 to strengthen it and decided that the project to develop an intermediate category between F4 and F3 be postponed.

FIA Formula 3 World Cup

Another objective of the FIA Single-Seater Commission is to further enhance the flagship race for F3 it has just established – the FIA F3 World Cup at the Macau Grand Prix. In 2016, the FIA and the Organisation Committee of Macau reached an agreement in order to bring this event back under the auspices of the FIA, by granting the Macau GP the status of FIA F3 World Cup. A promotion contract was then established between the AAMC and the FIA.

The first edition of the FIA F3 World Cup saw a packed weekend of action as a record 29 drivers battle for victory in Saturday's qualification race, and of course the main event on Sunday, which was won by Portugal's António Félix da Costa.

FIRST STEP ON THE LADDER

The first step on the FIA's racing ladder, Formula 4 continued to grow in 2016, with 12 championships giving a wealth of single-seater experience to young drivers across the world.

Towards a global formula

The reach of the popular Formula 4 category broadened further in 2016 with 12 championships being run. These took place in Great Britain, Spain, China, Japan, Germany, Italy, Australia, the NACAM zone, the NEZ region, South East Asia, the UAE, and the USA.

During the course of 2016, the FIA established an action plan to tackle a number of financial aspects, as well as sporting/technical and marketing and communication issues. The action plan proposes to limit and monitor costs via a number of regulation mechanisms, including a budget cap for engine and chassis. It also proposes to establish comprehensive scrutineering programme for all certified

championships and to create a dedicated F4 zone at events in order to increase awareness of the F4 brand.

In order to establish equity among drivers participating in the various F4 Championships, the FIA Single-Seater Commission is working with the FIA International Sporting Code Review Commission. Finally, the FIA is working on drawing up instructions for the organisation of an FIA F4 World Final.



OFF-ROAD AND ON THE RIGHT TRACK

FIA's Rally Championships enjoyed a year of stellar competition and positive growth, with the FIA World Cup for Cross Country Rallies in particular gaining new fans and star names in 2016.



Rallying across the regions

While the FIA's six Regional Rally Championships once again enjoyed a successful year, it has been identified that FIA-homologated cars are too expensive and therefore participation at international level is becoming increasingly difficult.

In response to this, a new car for regional use has been introduced. Additionally, the FIA Rally Department will support all regions in identifying further solutions to bring more competitors to international level.



Elsewhere, the FIA European Rally Trophy was conducted under a new format in 2016. This saw the competition spread across seven zones organised to encourage more competitors to take part through the reduction of travel distances between each event. National categories were also permitted to participate in these rallies, though without the opportunity to score ERT points. The top three crews in each category of the trophy, representing each zone, qualified for the Rally Trophy Final. This took place in November on Rally Waldviertel in Austria, with the UAE's Rachid AlKetbi taking the Drivers' Trophy and Itsvan Kerek taking the Co-drivers' crown.

Success on the longest stages

The FIA World Cup for Cross Country Rallies this year took place over nine rounds, as due to the prevailing situation in Egypt, the Pharaohs Rally had to be postponed until further notice. However, despite the schedule being shortened from its usual ten events, the 2016 season again provided exciting competition and the opportunity to see a dominant crew operating at the height of its powers as the UAE's Nasser Al-Attiyah and French co-driver Mathieu Baumel sealed a third World Cup by winning six of the nine rounds.



Looking ahead to 2017, the calendar will feature a new Cross Country Rally in Kazakhstan and a new Baja in Dubai. The Bulgarian ASN has already applied to run a candidate Baja next year.

A WIDE WORLD OF MOTOR SPORT

From positive and popular developments in GT3 racing to more excitement in European Touring Cars, growing audiences in Truck Racing and record-breaking feats in the FIA's oldest championship, Hill Climb, 2016 was another year of outstanding action in global motor sport.

FIA GT World Cup

The second FIA GT World Cup, the annual showdown for GT competitors across the globe, took place last November at Macau's historic Guia Circuit and once again provided thrills, and spills, aplenty as Belgium's Laurens Vanthoor (Audi R8 LMS) won the event despite flipping his car on its roof in the final race of the weekend.



After winning Saturday's Qualification Race, Vanthoor, starting from pole position, led from the off but soon after the race was red-flagged when Australia's Ricky Capo crashed his BMW Z4 on lap one. The clock continued to count down and when racing resumed there were just 15 minutes left on the clock. Second-placed Earl Bamber passed Vanthoor into the Mandarin Oriental kink and the Belgian slid wide and hit the barrier, flipping his car onto its roof. The race was red-flagged again but with no time left, Vanthoor eventually clambered from his wrecked car to be awarded the win.



The Belgian's victory, which handed Audi the FIA GT World Cup Manufacturer's Trophy, capped an exciting weekend of GT racing at the legendary circuit. A strong grid for the event saw 23 drivers, 16 teams, 4 manufacturers (Audi, Lamborghini, Mercedes, Porsche) and 7 makes (Audi, Lamborghini, Mercedes, Porsche, Bentley, BMW, Ferrari) compete, while a significant increase in the number of FIA Gold and Platinum drivers added further lustre to what is already proving a popular addition to the calendar.

GT3 racing powers ahead

Globally, approximately 30 series featuring GT3 cars (some 60% of which feature on the FIA international calendar) took place in 2016, constituting more than 200 GT3 events.

GT3 is the category which sees more manufacturer involvement than any other motor sport discipline. No fewer than 15 including Lexus, for the first time, fielded 27 different models across the course of the season and a number of new variants, such as the Lexus RFC GT3 and Lamborghini Huracan GT3, made their debut.



After its launch in 2015, the FIA Driver Categorisation system, which seeks to classify drivers into four categories – Platinum, Gold, Silver and Bronze – and which allows for grids featuring a mix of both amateur and professional drivers, saw further expansion. Currently, 2,559 drivers are registered on the FIA Categorisation list, broken down into 913 Bronze, 1,100 Silver, 349 Gold and 197 Platinum. In 2016, 470 requests to categorise new drivers were received and roughly 100 requests for a rectification of an existing categorisation were treated. The system also has a dedicated page on the FIA website: www.fia.com/fia-driver-categorisation.

New rules enliven ETCC



This year's FIA European Touring Car Cup, the first run under the FIA's new TCN2 regulations, combined with a second tier for lower-cost Super 1600 cars, produced some thrilling races over its six rounds, four of them held in conjunction with WTCC events.

The battle for championship honours could not have been closer, with the title fight going down to the final round. Petr Fulin won the last race of the season at Imola to finish

equal on points with Kris Richard. The championship crown went to Richard however, as he had more second place finishes to his name.

The 2017 FIA ETCC calendar again features six events, four of which are paired with WTCC rounds. Racing gets underway in Monza, Italy, at the end of April and ends at a new venue in early October, with the Most circuit marking the Czech Republic's debut on the FIA European Touring Car Cup schedule.



A big audience for the big trucks



2016 was a year of change for the FIA European Truck Racing Championship, with a new promoter and a big push to increase media coverage. With races shown in 35 countries, reaching an audience of 155 million spectators, it was a case of mission accomplished. The newly formed Truck Racing Strategic Working Group introduced limitations on the number of tyres that could be used. It reduced the cost of this component by 50% for the 14 drivers who competed in all 9 rounds, which regularly saw fields of between 18 and 20 trucks. 2016 was also a year in which links were established with truck racing series in countries outside Europe, especially in Brazil and China.



Some aspects of the sport did not change and one man, Jochen Hahn (and indeed one MAN truck) was the dominant force this year as the German took a fourth championship title to add to those he won in 2011, 2012 and 2013. The icing on the cake for Hahn came at the final meeting of the season at Le Mans, when he notched his 100th win. The very last race of the year produced a heartwarming and never before seen result, an all-female top two, with Steffi Halm taking the win ahead of her WOW! (Women On Wheels) team-mate, Ellen Lohr.

At the World Motor Sport Council's meeting in Vienna in December, the 2017 calendar was announced, again featuring nine races in nine different countries.

Increased drag effect



The FIA European Drag Racing Championship is a relatively complex series, split as it is over five classes, with the blue riband category being Top Fuel. With these cars putting out over 10,000 horsepower and accelerating from 0 to 160 kph in under one second, it's a spectacle unlike any other in motor sport. The 2016 Top Fuel Championship came to a thrilling climax at the final round at the UK's iconic Santa Pod drag strip, with victory eventually going to Finland's Anita Mäkelä, a previous champion back in 2000 and the only woman to have won a major FIA series.



The straight-line racers draw an enthusiastic following to what is essentially an amateur sport. With this in mind, the FIA has put its weight behind improving how it is run, appointing a permanent Race Director, a Technical Delegate and a Chairman of the Stewards. Regulations governing these highly complex vehicles have also been worked on. Currently, the FIA itself acts as the promoter of this series, but at December's World Motor Sport Council, the FIA Drag Racing Commission announced that an independent promoter is being sought, while it is also evaluating opportunities to extend the current six-event calendar, taking the sport to new countries as well as encouraging grassroots drag racing activities.

Autocross booming

The most grassroots of motor sport, Autocross, continues to thrive as the figures for 2016 reveal. The FIA European Autocross Championship featured nine rounds with an average of 89 participants, while three events had no fewer than 104 drivers taking part. All four categories – Superbuggy, Buggy1600, Touring and Junior Buggy were closely contested – the Superbuggy class going down to the wire, with Germany's Bernd Stubbe taking the title by just three points from Latvia's Ervins Grencis. The Czech Republic won the Nations Cup.

The series comes under the aegis of the FIA Off-Road Commission, which has been working hard on the safety front, with the introduction of FIA-homologated seats in 2016. In 2017, this push continues with mandatory use of FIA-approved helmets and a Frontal Head Restraint system. Also adopted for 2017 will be provisions aimed at protecting buggy drivers against injury from mechanical transmission components in the event of a failure.

Hill climbing in the ascendant

The FIA European Hill Climb Championship can trace its ancestry all the way back to 1930, when the two titles, for Racing and Sports Cars went to the legendary Hans Stuck and Rudolf Caracciola. Even some of the courses on the current calendar were in use in the very early days of this longest running FIA series.

By their very nature – narrow, uphill courses, featuring in the case of the legendary Trento-Bondone course in Italy, no fewer than 40 hairpin bends – Hill Climbs present their own unique set of safety challenges. Therefore, the FIA Hill Climb and the FIA Closed Road Commissions have jointly introduced a three-year plan, implemented from 2016, to raise safety standards at all courses on the championship calendar.

2016 also featured the second edition of the FIA Hill Climb Masters, held in the Czech Republic with 14 ASNs taking part in the Nations Cup. The national bodies offered financial and logistical support to their best competitors, allowing some of them to travel outside their home countries for the first time.

In the 1970s and '80s, Mauro Nesti was crowned European Hill Climb Champion nine times and this year, another Italian, Simone Faggioli, equaled that record, while 21 year old Serbian, Nikola Miljkovic, became the youngest ever European Champion, taking the title in the Category 1 class.



FIA Hill Climb Masters

Drifting into the mainstream

Drifting evolved out of illegal road races in mountainous areas of Japan in the 1990s. Today it is a growing, but still niche sport, unique in motor sport terms, because apart from going head to head against other competitors, a driver is actually marked for speed, style and accuracy.



These are early days for this newest of motor sport activities and in 2016 the work of the FIA Drifting Commission focused chiefly on drawing up safety guidelines for ASNs, ahead of the first ever FIA Drifting Intercontinental Cup, to be held in 2017.

Sun shines on record attempts

The weather was the major player in the world of Land Speed Record Attempts in 2016. After four years during which the annual record attempts at the iconic Bonneville Salt Flats in Utah, USA, were cancelled due to heavy rain, 2016 saw the sun shine on several record attempts.



In October, the FIA Land Speed Records Commission verified seven successful attempts, all of which reflected the importance of sustainable energy sources: they were set by Honda, using a tiny 600cc engine, Hyundai, running a hybrid-powered car, while Formula E competitor Venturi ran an entirely electrically powered car.

Away from the Salt Flats, Volvo set two new land speed records for trucks in their native Sweden.

In 2016, much of the FIA Land Speed Records Commission's work focused on safety issues, with more comprehensive guidelines set out in relation to Driver Licence requirements. The commission will continue its review of the safety regulations throughout 2017.

Recharged and renamed

For several years, the Alternative Energies Cup was at the forefront of forms of motor sport that relied on the use of sustainable energy sources. For 2017, the FIA has worked to rethink and update the philosophy of the series, resulting in a switch to fully electric vehicles only, and a new name – the FIA Electric and New Energy Championship (ENEC) – which reflects this. Apart from approving the new title, the World Motor Sport Council launched a call for a new promoter for the series. In addition, the commission is working on several projects, relating to electric vehicles, including updating the Karting package, as well as standardising rules for solar-powered car events at global level.



MAKING SPORTING HISTORY

A busy year saw the FIA Historic Motor Sport Commission reconfigure the fee structure for Historic Technical Passports, examine the implementation of speed checks and watch over a booming season on track and on the rally stages.

Passport to accessibility

In 2016, the FIA Historic Motor Sport Commission dedicated part of its work to overhauling the fee structure for Historic Technical Passports (HTPs) in order to implement a single, simpler and fairer fee as from 1 January 2017.

The new price structure will benefit approximately 80% of HTP applicants, for whom the FIA fee will be 10-50% less than that in place since 2010. The simplified process is aimed at supporting the development of historic motor sport and promoting the FIA HTP as a universal document. It also seeks to guarantee the most consistent possible application of the technical regulations governing the category – Appendix K of the International Sporting Code – in the interests of historic motor sport, sporting fairness and safety. The bulk of the revenue from HTPs is devoted to the development of the historic database, which is now accessible to ASNs at <http://historicdb.fia.com>.

On track, the three FIA Historic Circuit Championships featured solid levels of participation, with grids reaching an average of 21 cars (peaking at 31 in Silverstone) in Historic Formula One, while Sports Cars had an average of 28 (peaking at 49 in Spa) and the FIA Lurani Trophy for Formula

Junior Cars averaged 32 (reaching 39 at the Nürburgring).

Elsewhere, the commission examined the future implementation of engine speed checks in the Sports Car category, via a data acquisition system, prototypes of which were tested at various events. Furthermore, while it is not an international event, a collaboration has been established with the Goodwood Revival in order to encourage competitors to only enter cars with an FIA HTP.

In rallying, following stakeholder consultation, the reforming of the FIA European Historic Sporting Rally Championship has continued, in order to encourage competitors to take part throughout the season. After an initial reduction in the number of events (from 15 to 11 between 2015 and 2016), a new streamlined format is planned for 2017, with a nine-rally programme in place.

The number of crews registered for Historic Sporting Rally increased from 25 to 37 between 2015 and 2016 and the average number of FIA-registered crews per event was 13. However, participation in the FIA Trophy for Historic Regularity Rallies decreased, with 7 crews registered for 2016 compared with 16 in the previous year. The FIA Historic Hill Climb Championship maintained its usual participation rate.



CONFERENCE FOR COLLABORATION

The largest gathering of its kind held to date, the FIA Sport Conference 2016 brought 196 delegates from 108 ASNs/ACNs to Turin's historic Lingotto centre for a fascinating series of debates, discussions and workshops.

The FIA Sport Conference 2016 proved to be the biggest yet. The 196 delegates gathered to hear stars such as four-time F1 Champions Sebastian Vettel and Alain Prost, then Ferrari technical chief James Allison, racing legend Jacky Ickx and experts from across the motor sport world deliver fascinating insights into theme of 'Passion and Innovation: The Past, Present and Future of Motor Sport'.

Held in association with host Club the Automobile Club d'Italia, the event brought together leaders from across motor sport, including FIA sporting clubs and industry representatives. In parallel, a motor sport business exhibition, FIA MotorEx, was organised and afforded delegates the opportunity to meet with 34 companies specialising in the industry.

When opening the conference, FIA President Jean Todt said, "Due to the geographical diversity of our Federation, we must pay attention to needs as they vary a lot. But I think that solutions exist today to enable everyone who is passionate about the sport, in every place where there is an FIA Club, to participate in motor sport. It is up to us, the FIA, and you, the ASNs, to accompany them."

Commenting on the success of the conference, the fourth to be held to date, FIA Deputy President for Motor Sport Graham Stoker later said: "The most important aspect for me was gaining an understanding of just how unique our sport is in terms of social responsibility and social change.

"I didn't fully appreciate how unusual we are compared to other sports", he added. "That quality is vital in our member organisations engaging with external agencies and governments. You can get the door open as a sport and the perception is of health, of team, of achievement, but it doesn't go further. Motor sport is different and because of that the door stays open. There are educational jobs, there's a sustainability legacy, there are safety lessons and that keeps the door open and you build strong relationships."

The FIA Sport Conference 2017 will take place during the week of 19 June in Geneva, Switzerland.



Former FIA Chief Administrative Officer Damien Clermont, ACI President Angelo Sticchi Damiani, FIA Senate President Nicholas W. Crow, FIA President Jean Todt, FIA Deputy President for Motor Sport Graham Stoker and FIA Secretary General for Motor Sport Jean-Louis Valentin at the FIA Sport Conference 2016 in Turin, Italy



FIA Sport Conference 2016 in Turin, Italy, 21-23 June 2016

BUILDING CLOSER SPORTING RELATIONSHIPS

Since 2015, the FIA has provided a number of new platforms upon which ASNs/ACNs can build closer sporting ties, share experience, ideas, innovations and best practice in pursuit of broadening motor sport's profile and reach around the world.

In 2016 the FIA organised six Sport Regional Congresses, starting with the MENA Region's gathering in Algeria in March before moving on to the Asia-Pacific Region meeting in China in April, the Americas meeting in Paraguay and the Africa meeting in Ethiopia held in August, the NEZ meeting in Norway in October and finally the CEZ meeting held in Slovakia in December. Six more such Congresses are planned for 2017, with new modules being planned for the Global Training Programme session delivered at each.



Asia-Pacific FIA Sport Regional Congress 2016, Shanghai, China, 18-20 April 2016

DEVELOPING MOTOR SPORT

Growing motor sport participation is one of the central pillars of the FIA's sporting philosophy and through its support of ASNs and its promotion of female and youth involvement, competition is on the rise worldwide.



Second FIA Women in Motorsport Seminar, Lisbon, 7-8 October 2016

Women powering ahead

Since its inception in 2009, the FIA Women in Motorsport initiative has gone from strength to strength and now comprises 32 members, including 20 representatives from ASNs/ACNs. In 2016, it enjoyed perhaps its busiest and most successful year to date.

In sporting competition, the commission, chaired by Michèle Mouton, continued to support promising junior female racers. Spain's 2015 Karting Academy Trophy winner Marta Garcia graduated to single-seater competition in the Spanish F4 Championship where she posted increasingly impressive results. Meanwhile, French racer Lucille Cypriano won races in the SEAT León Eurocup and Italian rally driver Tamara Molinaro competed regularly in international events.

Following the Women's Cross Country selection organised by the QMMF (Qatar Motor and Motorcycle Federation) in 2015, the three winning teams took part in the 2016 Sealine Cross Country Rally. The most talented crew at that event was then invited by multiple Rally and Cross Country Champion Nasser Al-Attiyah to compete in the Italian Baja (23-26 June), round four of the FIA World Cup for Cross Country Rallies.

In 2017, the commission is planning to submit an application on an extensive project eligible for the European 'Erasmus +' programme, which will focus on organising Karting Slalom events in Europe, accessible only to young women.

Making a difference

In October, the commission marked a major waypoint in its development as it hosted the second edition of the FIA Women in Motorsport Seminar in Lisbon, Portugal, where after two highly productive days, 90 representatives from 43 countries mapped out the future direction of the FIA Women in Motorsport's activities for both ASNs and the commission.



The seminar was brought to a close by ASNs representatives building together eight recommendations to be taken forward and implemented over the next four years by the commission.

Slalom gathers pace

In order to grow grassroots motor sport in emerging regions, the FIA has championed the Karting Slalom format and, in 2016, the programme was introduced at the FIA Sport Regional Congresses in the Middle East (Algeria), Asia-Pacific (Shanghai), Africa (Ethiopia) and Americas (Paraguay).



Launching the Americas programme in Paraguay, FIA President Jean Todt said: "I have high hopes for this programme as it is a way of reaching a wider audience at a reduced cost. It can also be used both for Sport and Mobility because it is not only an initiation tool for motor sport, but also a way to raise young people's awareness of road safety. For these reasons, the FIA Sport Grant Programme will support the development of Slalom Karting."

During the FIA Sport Regional Congresses 2016, the FIA introduced the concept of a pilot ASN, with a country in the region selected to receive from the FIA, free of charge, a tool box comprising: two karts ready to run, helmets, gloves, overalls and 200 plastic cones. Each selected country would then launch Karting Slalom activities in 2017 and compile a complete report for the FIA. The selected countries in 2016 are: Sri Lanka, Ethiopia and Nicaragua.

Furthering education

Throughout 2016 the FIA Institute's Education Programmes were outsourced to the FIA Development Department. This activity was spread across three streams. Under Officials Programmes, the agreement covered Accreditation (by which ASNs are benchmarked according to three standards and through which, at the top level, ASNs can apply to become a Regional Training Provider), as well as Training Module

Development as part of the ASN Task Force's Global Training Programme. Under Medical Programmes the outsourcing included the Medicine in Motorsport App, the AUTO+ Medical newsletter and the development of a basic medical course for doctors. Finally, for young drivers, a fast-track model for accreditation assessment was launched.

Growing stronger together

In 2016, the ASN Development Task Force, chaired by Andrew Papadopoulos and comprised of 21 members, including all FIA Vice-Presidents and World Motor Sport Council's members, began to roll out the first Global Training Programme (GTP) sessions for ASN/ACN leaders at the regional level during the six FIA Sport Regional Congresses held across the course of the year.



ASN Development Task Force meeting, Vienna, November 2016

Within the GTP, new modules have been implemented, such as that covering Motor Sport Development. This module outlines the various entry points to the sport and grassroots disciplines, such as Drifting, Karting, Cross Kart, Gymkhana, Navigation Rallies, and then aims to provide ASNs with guidelines on how to conduct and organise grassroots events in their region.

The Task Force also significantly updated the ASN Task Force Manual. The manual, designed to provide development tools and guidelines to aid the ASNs in the development and management of their motor sport activities, has been expanded and is now available in six languages.

In 2017, the Task Force aims to extend the GTP to drivers and officials, for use by groups of countries ('clusters') or by a specific country at the national level. As part of the programme's growth, it is also envisaged that Regional Training Providers, previously accredited by the FIA Institute in the delivery of the FIA GTP at different levels, will be integrated into the broader FIA structure, with accreditation of experts and validation of the content carried out by the FIA.

CREATING CONNECTIONS

FIA Sport Funding Commission

Chaired by FIA Deputy President for Motor Sport Graham Stoker, and composed of eight members, including Vice-Presidents and representatives from the Motor Sport Regions, the FIA Sport Funding Commission, formerly known as the Funding Review Commission, seeks to encourage the development of motor sport and to make recommendations to the Senate regarding the allocation of the new Sport Fund for the Development Programmes of Sporting Clubs.

In 2016, its third year of FIA operation, the commission continued to support the FIA Sport Grant Programme, Sport Regional Congresses and Sport Conference Week.



Funding for the future

FIA Sport Grant Programme

The 2016 round of FIA Sport Grant Programme funding for projects to be undertaken in 2017 attracted 90 applications under 4 categories. There were 29 safety-related applications, 5 under the banner of ASN Structure and Management, 55 in Motor Sport Development and one application in the Social Responsibility bracket.



Applications were first assessed by an internal FIA panel, in consultation with the Regional Vice-Presidents who have the benefit of specific local knowledge. The recommendations of the internal panel were then presented to the FIA Sport Funding Commission for consideration. The panel noted the ever-higher standard of applications.

Of the 90 applications, 72 were recommended for approval, with the Senate approving all of the proposed applications. The distribution of funding has now begun. The FIA Sport Grant Programme funding of €3,130,757 is just part of an overall allocation to the ASNs from the Sport Development Fund, with a total of €3.75m benefitting the ASNs via the grants programme, as well as Sport Regional Congresses, Sport Conference and Global Training Programme.

Elsewhere, the cluster training concept introduced last year has met with positive results, being adopted by small groups of ASNs who are geographically close and have similar training needs, thereby achieving economies of scale and fostering future cooperation between them.

The 2016 round of FIA Sport Grant Programme funding, for projects to be undertaken in 2017, attracted 90 applications, with 72 receiving approval.

MAKING MOTOR SPORT HAPPEN

Without the commitment of thousands of volunteers worldwide, motor sport events would simply not happen. The FIA Volunteers and Officials Commission exists to recognize and encourage that dedication.

Passion for competition

FIA Volunteers and Officials Commission

Motor sport relies on the tireless support of legions of volunteers and officials who give their time and expertise to make sure that events take place in a safe and fair manner around the world. Charged with best serving their needs, the FIA Volunteers and Officials Commission met four times during 2016 to work on a number of projects.

These included the finalisation and publication of a new Appendix V to the International Sporting Code bringing together all regulations concerning volunteers and officials, and the creation of an international licence for all persons appointed by the FIA to act as officials at an event. The 2016 licences have been sent, and the 2017 licence renewal process is under way, while 2016 also saw the creation of a promotional video concerning officials.

In 2016, the commission also worked on the training of officials with a training module for Stage Rally Marshals set to be launched in the near future.

The commission also worked on the creation of dedicated pins to be regarded as personal recognition for a particular volunteer by current members of the FIA Volunteers and Officials Commission and ASNs.

As in previous years, seven of the best officials of the year were selected from among candidates nominated by ASNs as part of the FIA Volunteer Awards Scheme.



DRIVERS ACCELERATING CHANGE

FIA Drivers' Commission

Under its President, nine-time Le Mans-winner Tom Kristensen, the FIA Drivers' Commission met a number of times during 2016, continuing its work in representing motor sport competitors across the globe via collaboration with all FIA Departments.



ENSURING SAFETY ON THE TRACKS

Safety of competitors, officials and spectators remains a guiding principle of the FIA's sporting endeavours, and across the course of 2016, the Federation once again made significant progress in further enhancing safety across the motor sport landscape.

Keeping safety on track

FIA Safety Commission

The FIA Safety Commission continued to pursue the highest standards of safety across all categories of motor sport and was involved in reviewing all serious/fatal accidents, all WRC events (review of WRC safety delegate reports) and all European Hill Climb Championship events (reviewed by a panel of experts and drivers).

It was also involved in the introduction of new standards for rally car door foam, protective clothing for mechanics, and the updating of Appendix L of the ISC sections relating to racing licences, as well as the creation of a new regulation for Land Speed Record drivers' licences in collaboration with the FIA Land Speed Records Commission.



Additionally, working with the FIA Technical Department, the commission proposed safety packages for the WRC and WEC as well as defining racing net installation specifications and proposing requirements for mechanics' head protection.

Finally, it submitted reports on the review of the implementation of double waved yellow flags and on Frontal Head Protection with analysis of the Halo device in F1.

Equipped to race

Equipment Approval Group

In 2016, the FIA Equipment Approval Group received 325 homologation requests, an increase of 64% on the previous 12 months. In total, 290 of these requests were granted representing a 66% increase from same period of 2015. Under a new process instituted in July of 2016, 113 requests were received for re-homologation, with 54 granted and the remainder still under review. Requests for homologation in Karting were also up, with 10 received and all approved.

In 2016, the Group was also involved in the creation of a safety leaflet and a safety video to promote drivers' safety equipment and it also participated in a number of driver training programmes in F3 and F4, as well as in safety seminars and officials' training in Off-Road, F4 and Truck disciplines.

Completing the circuit

FIA Circuits Commission



With over 215 circuits around the world currently holding FIA licences, the FIA Circuits Commission was kept extremely busy in 2016. Homologation activities saw the commission inspectors follow up the dossiers for a grand total of 505 circuits, of which 78 were Off-Road circuits and 27 Records circuits. They further analysed 71 projects including 32 new circuits, modified circuits, 5 projects for Rallycross circuits, as well as 10 simulations carried out at the request of the FIA Circuit Inspectors. 98 circuit inspections were carried out, including 9 in Formula E and all 21 circuits featuring on the Formula One calendar. The dossiers of 18 Formula E circuits were followed up, including 4 new projects for the 2016/2017 season, and 10 drag racing strip dossiers were followed up also. The commission also undertook a complete review and overhaul of the Circuit Guidelines.

Ensuring safe stages

FIA Closed Road Commission

While the overall number of fatal accidents in rallying remains low, there is still a lot of work to do and throughout 2016 the FIA Closed Road Commission took proactive steps towards improving safety across rallying and other disciplines.

As such, at the close of the year, the commission reported that the Rally Safety Task Force established in late 2015 is now

ready to address questions from any ASN requesting assistance. The commission also noted that the work of the Rally Safety Delegate throughout the WRC had helped ASNs and organisers to make good progress in terms of safety management. More widely, guidelines for rally safety were finalised and regulations governing spectator safety were strengthened.

Elsewhere, in Cross Country rallying, a proposal was put forward to the relevant commission to check the competency of a driver before allowing him/her to compete in a T1 car, while in consultation with the Medical Commission a medical safety kit is available for cross country cars in 2017.

For Hill Climbs, the commission established an action list, which has been sent to all European organisers to improve course safety. Even though the list was drawn up as a three-year initiative most organisers have already completed 80% of the work.

Competing on safer ground

FIA Medical Commission

In 2016, the FIA Medical Commission, chaired by Professor Gérard Saillant, implemented a number of new initiatives, while also identifying areas where further advances are required.



In 2016, the commission actively promoted the new chassis for extrication in closed cars, a process that included updating the associated training videos. The commission also noted the success of the free 'Medicine in Motor Sport' app,

which now has almost 900 users. It also pursued greater efficiencies in the specification of medical requirements in Formula One, as well as in the requirements for special abilities licence-holders.

The body increased its cooperation with sister commissions within the FIA in pursuit of greater safeguards. This included working with the FIA Safety Commission on development of the Halo head protection system to be introduced in Formula One in 2018, with the FIA Circuits Commission on improving medical requirements for the homologation of circuits and with the FIA Cross Country Rally Commission in the development of a new survival kit.

Commission members also undertook three reconnaissance missions to disciplines other than world championships, at the Hill Climb event at Saint-Jean-du-Gard in France, the Acropolis Rally round of the European Rally Championship in Greece and at the Karting event in Adria, Italy. The group also conducted preliminary medical inspection at three world championship events: the first Formula One Grand Prix to be held in Azerbaijan, the proposed FIA World Rally Championship event in China and at the Latvian round of the FIA World Rallycross Championship.

In the area of anti-doping, Race True sessions were conducted at a number of FIA world championship events, in Formula E, F3 and at one F4 championship. A new 'Anti-Doping Key Facts' education booklet for drivers was also developed, with 9,000 samples being distributed in several languages. The Race True e-learning programme was also translated into three new languages: Italian, Japanese and Chinese.

At the end of the year, the biennial CMO Seminar & Medical Summit took place in Vienna, Austria, with a record number of participants involved.

Looking ahead, the commission is targeting better and safer access to motor sport for disabled drivers with a new working group established to examine the issue. It is also pressing ahead with work on an eyesight simulator and fostering close links with the experts at the Global Institute for Motor Sport Safety.

In 2016, the FIA Medical Commission implemented new initiatives and identified areas where further advances are required in order to ensure safety for all in motor sport.

REGULATING MOTOR SPORT AND SHAPING ITS FUTURE

Charged with facilitating the development of motor sport, the FIA Sporting Commissions aim to help drive positive change, improve accessibility, and increase the safety, sustainability and competitive attractiveness of motor sport at all levels, across the globe.

Looking at the bigger picture

FIA Manufacturers' Commission



The FIA Manufacturers' Commission, established in 2008, met twice in 2016 under the chairmanship of François Cornelis. FIA President Jean Todt attended both meetings, as did representatives of 18 motor manufacturers from around the world.

The FIA's two pillars of Sport and Mobility formed the basis of the commission's wide-ranging discussions, covering all areas of the Federation's activities. Running through all these talks was the desire to promote cleaner technologies in motor sport and its synergies with road car innovation, which forms the basis of the FIA Action for Environment project.

In general terms, ways of controlling costs through regulatory stability in motor sport were discussed, while when it came to specifics, the commission looked at the technical roadmap to be applied in Formula E from 2018 onwards. Opportunities for women in motor sport were looked at from a car manufacturer's perspective, whose views were also sought on Touring Car racing strategy.

On the mobility front, the two major topics on the agenda were the FIA High Level Panel for Road Safety set up to deal with the epidemic of road deaths currently running at 1.25 million per year and the FIA's position on emission standards and driver testing under real-world conditions.

Encouraging sustainable sport

FIA Action for Environment Task Force

The FIA's efforts to boost the sustainability of motor sport continued to gather pace in 2016, with successes being achieved across a number of fronts.

The FIA Action for Environment Task Force has been formed to develop and implement a suite of environmental initiatives within the FIA and in collaboration with its external stakeholders.



As part of the FIA's Sustainability Programme, a Sustainability Adviser has been contracted to work on all elements of the programme as well as to support the FIA Action for Environment initiative.

A number of motor sport stakeholders achieved accreditation against the now defunct FIA Institute's environmental framework including Rally Portugal and the Swedish Automobile Sports Federation. Formula E, meanwhile, instituted a programme by which the various championship stakeholders are required to go through the FIA's environmental accreditation process, and the FIA World Rally Championship made environmental accreditation mandatory for all event hosts.

Clarifying the code

FIA International Sporting Code Review Commission

The FIA International Sporting Code Review Commission focused its attention on a number of areas in 2016, including clarifications relating to the authority of stewards, procedures with regard to penalties, protests and appeals, and the possibility of ASNs issuing a licence to a foreigner from a country not yet represented within the FIA. Amendments to the ISC and to the Judicial and Disciplinary Rules came into force on 1 January 2017.

In 2017, the commission will primarily examine the consequences of the report on the review of the FIA Sport Regions and Zones and the jurisdictions of the National Courts of Appeal and the International Court of Appeal.

MAPPING MOTOR SPORT'S FUTURE PATH

World Motor Sport Council

The World Motor Sport Council has responsibility for all aspects of motor sport, deciding on the rules, regulations, safety and development of motor sport at every level from Karting to Formula One. Its administration of the sport prioritises improvements in safety and sustainability, the common codification of categories and the development of accessible and affordable motor sport around the world. In 2016, the Council met four times, in Geneva in March, in June at the FIA Sport Conference in Turin, in September at the FIA's offices in Paris and in December during the week of the FIA Annual General Assembly in Vienna.



Working to ensure safety, sustainability and spectacular sport

FIA Technical Department

Technical and sporting regulations in all forms of motor sport are constantly evolving and the FIA Technical Department has been busy adjusting rules in several disciplines, always with safety as the first priority, but also working to assure fair and exciting sport.

In the FIA World Endurance Championship, the department worked closely with the Automobile Club de l'Ouest to carry out homologations. Much work in 2016 went into fine-tuning the Equivalence of Technology parameters to ensure parity between diesel and petrol-powered cars.

In the short term, 2017 LMP1 cars will feature revised aerodynamics to reduce speeds and increase stability on the grounds of safety, while looking further ahead, a higher specification monocoque will be required for 2020, when 'zero emission mode' will also be compulsory in pit lane.

2017 is already being hailed as new era for the FIA World Rally Championship with talk of more spectacular cars. The FIA Technical Department, in association with the FIA Safety Department, has refined the regulations, particularly in terms of safety in side-on crashes.

The department also prepared and then analysed the calls for tender for the new Formula E car for Season 5 both for the chassis and for the battery, with the latter being awarded to McLaren Applied Technologies. The new car will allow for the completion of a Formula E race with one single car, and not two, as is the case at present. This change demonstrates the technological contribution of motor sport and its capacity to bring about rapid paradigm shifts.

The department has also contributed to regulations relating to F1, World Touring Cars, Rallycross, GT3, Truck racing and Hill Climbing, as well as supporting the FIA Land Speed Records Commission and the CIK-FIA.

Policing motor sport

FIA Homologation Regulations Commission

Over the course of 2016, the FIA Homologation Regulations Commission homologated 11 new vehicles and 198 extensions. In addition, it developed and presented amendments or clarifications to Appendix J regulations, covering a wide range of topics from safety cages, tanks, harnesses and extinguishers to rules regarding fuels for 2018, as well as revisions to the equivalence formula between reciprocating piston engines and rotary piston engines.



FROM RACE TO ROAD

The FIA's two pillars, Sport and Mobility, meet in the evolving transfer of technologies developed for racing to road going vehicles. The result is safer, more sustainable and more accessible motoring for all.



The racing laboratory

Throughout its history, motor sport has served as a proving ground for new technologies. The drive for competitive advantage makes the sport a hothouse for development, a space where innovations can be designed, tested and raced in time frames unachievable in any other arena.

In recent years the FIA has further accelerated this process through the implementation of specific rules, regulations and even entire series designed to progress technologies that have a direct application to road going vehicles.

At the pinnacle of motor sport, Formula One's adoption of 1.6 litre, turbocharged, hybrid power units has aided manufacturers in the rapid development of associated technologies that can cross over to road car programmes.

Centred around the pursuit of thermal efficiency in the combustion engine, development of improved turbochargers and better and more powerful energy recovery systems, the FIA's pursuit of efficiency has had a positive effect on road-going programmes, as Prof Dr Thomas Weber, Member of the Daimler Board of Management responsible for Group Research and Head of Mercedes-Benz Cars Development explains to AUTO.

"Driven by the FIA, F1 is engaged with future-oriented technology: turbocharging, downsizing, hybridisation", he says. "That's exactly the global strategy of the road car side as well. These power units are at the forefront of the development process. They're speeding it up for the automotive industry."

The regulations governing the FIA World Endurance Championship (WEC) have also been formulated to promote technology transfer. As in F1, the WEC also calls for hybridisation in its top LMP1 category, but in endurance, racing manufacturers have greater scope to choose how that hybridisation is implemented, with a variety of diesel and petrol units using varying methodologies.

Electrifying sport

Pursuing advances in alternative energy solutions, the FIA Formula E Championship has been specifically formulated to fast-track new solutions that can have real-world electric mobility applications. In Season 2 (2015/16), the championship opened up powertrain development to manufacturers with considerable success. Also in 2016, the FIA identified a single battery supplier aimed at stretching the range of cars from two cars per race to full race distance by Season 5.

The championship's focus on technological innovation has attracted the attention of a number of major automotive manufacturers, with Jaguar joining the Season 3 grid, BMW forming an alliance with Andretti Racing and Mercedes signalling their intent to race in Formula E in Season 5.

However, even after just two seasons, the effects of Formula E's development cycle are already being felt in the real world.

"There is already real crossover", says Dilbagh Gill, Team Principal of Mahindra Racing, the team owned by the Indian auto maker, to AUTO. "The work we did [in early 2016], we will start to see some of that on the road within the next 12 to 18 months. At [the 2015] Delhi Motor Show, Mahindra showed a concept car called the Reva and the powertrain of that is something that should be coming out of Formula E. We would like to see if we can accelerate the adoption of electric vehicles. We want people to understand that these vehicles are a genuine alternative and pushing the boundaries of the sport will help that."

The drive for safety

Safety is a key consideration in motor sport and the FIA wishes that recent advancements in driver safety equipment follow the same technology transfer path. The Federation is currently evaluating new opportunities to translate motor sport expertise into the wider mobility industry. The FIA has identified two pilot projects that could form concrete bridges to transfer its knowledge and experience into road car safety, and these will be explored in 2017.

RESULTS (1)

FIA World Champions



FIA Formula One World Championship

Winning Constructor
Mercedes AMG
Petronas
Winning driver
Nico Rosberg



FIA World Rally Championship

Winning Manufacturer
Volkswagen Motorsport
Winning Driver and Co-Driver
Sébastien Ogier & Julien Ingrassia



FIA World Endurance Championship

Winning Manufacturer
Porsche
Winning Drivers
Marc Lieb, Neel Jani & Romain Dumas



FIA World Touring Car Championship

Winning Manufacturer
Citroën
Winning Driver
José María López



FIA World Rallycross Championship

Winning Team
EKS
Winning Driver
Mattias Ekström



CIK-FIA World Championship

CIK-FIA World OK-Junior Champion
Victor Martins
CIK-FIA World KZ champion
Paolo de Conto
CIK-FIA World OK Champion
Pedro Hiltbrand

Other FIA Champions honoured during the FIA Prize Giving 2016 in Vienna

FIA FMC Heritage Cup

Targa Florio

FIA African Rally Championship

Don Smith & Robert Kaugi

FIA Codasur Rally Championship

Gustavo Saba, Edgardo Galindo

FIA Nacam Rally Championship

Ricardo Triviño, Marco Hernandez

FIA European Rally Championship

Kajetan Kajetanowicz & Jaroslav Baran

FIA Middle East Rally Championship

Nasser Al-Attiyah & Mathieu Baumel

FIA World Rally Championship Junior

Simone Tempestini & Giovanni Bernacchini

FIA World Rally Championship 3

Simone Tempestini & Giovanni Bernacchini

FIA World Rally Championship 2

Esapekka Lappi & Jane Ferm

FIA World Cup for Cross Country Rallies

Nasser Al-Attiyah & Mathieu Baumel

FIA Masters Historic Formula One Championship/Head & Lauda Classes

Nick Padmore

FIA Masters Historic Formula One Championship/Stewart & Fittipaldi Classes

Michael Lyons

FIA Masters Historic Sports Car Championship

Keith Ahlers, James Billy Bellinger

F4 British Championship Certified by FIA

Max Fewtrell

F4 Chinese Championship Certified by FIA

Bruno Carneiro

F4 Japanese Championship Certified by FIA

Ritomo Miyata

F4 Nacam Championship

Certified by FIA

Axel Matus

F4 Nez Championship

Certified by FIA

Richard Verschoor

F4 Spanish Championship

Certified by FIA

Richard Verschoor

F4 US Championship

Certified by FIA

Cameron Das

FIA European Truck Racing Championship

Jochen Hahn

FIA European Drag Racing Championship – Top Fuel

Anita Mäkela

FIA Formula 3 World Cup

António Félix da Costa

FIA Formula 3 European Championship – Drivers

Lance Stroll

FIA Formula 3 European Championship – Teams

Prema

FIA GT World Cup

Laurens Vanthoor

FIA World Endurance Cup for GT Drivers

Marco Sorensen & Nicki Thiim

FIA World Endurance Cup for GT Manufacturers

Ferrari

FIA Outstanding Official of the Year

Miklos Szamos

FIA Formula E Championship – Drivers

Sebastien Buemi

FIA Formula E Championship – Teams

Renault e.Dams

(1) All the 2016 results are available on fia.com and in the FIA Yearbook of Automobile Sport 2016.

MOBILITY

**AFFORDABLE,
SUSTAINABLE,
AND SAFE
MOBILITY FOR ALL**





A YEAR IN MOBILITY

During the past year, the Mobility Division has worked diligently to deliver an ambitious plan, framed against the strategic priorities which were agreed by the World Council for Automobile Mobility and Tourism in 2014: to support Club development through learning; to be a leading global advocate for safe, sustainable and accessible mobility; to support Clubs in providing services to their members; and to communicate effectively with Mobility Regions and Clubs.



Nearly **€700,000** allocated to FIA Clubs through the FIA Road Safety Grant Programme in 2016



24th edition of the FIA Mobility Conference, gathering 232 delegates from 85 Clubs



20 projects funded through the FIA Club Development Programme for a total of **€1,000,000** across the four FIA Mobility Regions

Advocacy for Road Safety

The FIA's role and credibility as a leading global advocate for road safety was further strengthened in 2016 through its campaigns, support of Club initiatives, and Jean Todt's action as UN Secretary General's Special Envoy for Road Safety.



For the first time, at the Annual Meeting of the World Economic Forum in Davos, road safety was part of the main programme. Jean Todt and two other members of the FIA High Level Panel for Road Safety led discussion on this important topic. The FIA High Level Panel for Road Safety gained real momentum, with two further meetings during the year, and an active work programme promoting enhanced collaboration involving UN agencies, international institutions, corporate partners and non-government organisations. Later on in the year, Jean Todt's appointment as UN Secretary General's Special Envoy for Road Safety was renewed, reflecting his overriding commitment and leadership to this urgent global challenge.

The FIA Road Safety Grant Programme continued to deliver much needed support to practical actions by Member Clubs. A renewed grant agreement with the FIA Foundation was signed. It will provide ongoing support for the FIA Road Safety Grant Programme for at least another three years.

Addressing the Challenges of Urban Mobility

A key area of focus over the past year has been the development of the FIA's agenda for urban mobility. For many Clubs, issues of congestion, infrastructure and air quality are growing points of focus and concern. In preparation for the UN Habitat III Conference, held in Quito in October 2016, the FIA Mobility Division teamed up with a group of senior students from a leading Parisian educational institution, Sciences Po (Paris Institute of Political Studies), to seek input in identifying new approaches to sustainable urban mobility. The resulting report provided recommendations addressing demand-focused policy making and cooperation with relevant stakeholders.



As identified in the Vision 2030 project, changing models of mobility consumption also provide real opportunities for Mobility Clubs to find new pathways to success. In particular, there is a strong focus on the opportunities for Clubs to foster new business opportunities as the concept of 'Mobility as a Service' (MaaS), reflecting a move away from individually owned modes of transportation leading to the aggregation of mobility solutions that are consumed as a service.

Development through Learning

One of highest strategic aims for FIA Mobility is to promote Club development through learning. A key pillar in our efforts to respond to this imperative has been the creation of the FIA University. Now in its fifth year, the FIA University is going from strength to strength. More than 300 Club employees have taken part in at least one course module since its inception.

In 2017, it is planned to expand the coverage of the FIA University with the inception of a new Senior Managers Programme to be delivered in partnership with Columbia University.

Modernising our International Documents

For many Member Clubs, international documents (IDPs and CPDs) remain a core service. Over the past couple of years, with strong member involvement, several proposals have been developed to modernise and strengthen these products in an effort to ensure that they remain responsive to the evolving market which they are intended to serve. These developments include a new e-CPD distribution system, which will deliver a modernised and automated distribution system, a new tracking and tracing system for CPDs and IDPs, and a new IDP format, to be trialled in the United Arab Emirates in 2017.

Renewing Strategic Priorities



These objectives have underpinned the focus of the FIA Mobility Division's activities over the past two years and will again guide its plans in the year ahead. With the operating environment for all Mobility Clubs continuing to evolve rapidly, it will be timely to undertake the task of renewing this strategic vision in 2017. Around the world, road users face emerging challenges from new intermediaries; changing patterns of consumption; and the impact of increased connectivity and emerging automation. It is the FIA's role to ensure its strategic priorities address this situation while taking into account the very significant differences in scale and market development across its network of Clubs.

REGIONAL ACTION

The four FIA Mobility Regions – Europe, the Middle East and Africa; Asia and Pacific; North America; and South America – achieved a number of notable successes in 2016 ranging from advancing the cause of road safety to protecting motorists' rights and building Club capacity and expertise around the world.

Preparing for change, protecting rights

FIA Region I



Thierry Willemarck,
FIA President of Region I

In 2016, FIA Region I was active in getting Clubs involved in Mobility as a Service (MaaS). This has meant convening expert groups in the office and networking with leaders in this field to ensure that Clubs are included from the very beginning of MaaS development.

Region I continued its activities supporting Clubs and advocating for motorists at EU level. The Stay Bright campaign was a strong initiative to promote road safety with children, highlighting the importance of wearing reflective gear to children ages 8-12. 20 Region I Clubs either launched the campaign directly or received promotional materials to distribute nationally. Additionally, there was a lively social media campaign that promoted the involvement of the campaign supporters under #StayBright.

In response to the European Commission's intention to enable EU Member States to increase road taxation on private cars, FIA Region I commissioned first-of-its-kind research on road infrastructure revenue and expenditure. Considering seven areas of vehicle taxation and charging, the study compared this revenue to the expenditure for maintaining the road network. The resulting #BetterDeal campaign was adopted by 11 European Clubs.



Many Region I Clubs are active in the traffic education of children. To support their efforts, the office has developed a Virtual Reality bicycle experience to allow children to safely learn the rules of the road in a realistic environment. The simulator was presented to Clubs at the FIA Annual General Assembly and is available to be borrowed by all Region I Clubs throughout 2017.

Developing strategies for future success

FIA Region II



Takayoshi Yashiro,
FIA President of Region II

2016 was a very busy year for FIA Region II, with a commitment to Club development, the region delivered two FIA University programmes. The July program was held at the National University of Singapore and focused on business models, strategy, customer complaints and recovery, and leadership.

Later in the year the region's 'Advocacy and Policy' programme was held at the Curtin Graduate School of Business in Perth, Australia, where 30 regional delegates met with key advocacy professionals to discuss the changing political landscape in Asia-Pacific countries and to develop key advocacy tools. Delegates also experienced the Western Australia Club's RAC driverless shuttle, while exploring the advocacy issues around driverless vehicles in Australia.



The region's Roundtable event, hosted by the Automobile Association of Ceylon, was held in Colombo. Over 50 delegates and keynote speakers networked and delivered presentations on road safety, collaboration on travel projects, Club campaigns on drink driving, helmet safety, delivery of first aid to crash victims and driver training.

At the FIA Annual General Assembly 2016, the Asian Injury Prevention Foundation (Vietnam) was welcomed as a new FIA Region II Associate Member.

Club executives continued their mentoring activities, covering subjects such as corporate branding, roadside assistance, driver training, firstaid courses relating to crash victims, and building mobility activities in countries such as Cambodia and Nepal.

The launch of the FIA Region II Reciprocity booklet clearly defines reciprocal arrangements across the Asia-Pacific Clubs and this will be further developed to include tourism and other member benefits for FIA Clubs in the region.

Road safety tops the agenda

FIA Region III



Tim Shearman,
FIA President of Region III

2016 was another busy period for FIA Region III. Its annual symposium was held in Banff, Alberta, in June. Keynote speakers presented on topics such as member relevance, the connected car and emerging technologies. FIA Region III also participated in XVIII FIA Congress of Americas for Mobility and Sport, which was held in August in Asunción, Paraguay, along with FIA Region IV Clubs.

In advocacy, CAA has begun a campaign around building safety awareness in school zones. It has also facilitated discussions and funded research at the national level around the impact of cannabis on driving.

The ACD - Dominican Republic and ANA/AMA Mexico developed an awareness campaign to promote the adoption of the Child Safety in Cars Toolkit proposed by the FIA. In Mexico, through its "Visión Cero Accidentes" initiative, the Club is working co-operatively with transportation stakeholders in Mexico City to reduce the number of traffic injuries and fatalities.



The Jamaica National Building Society (JN) Foundation and the Jamaica Automobile Association (JAA) have again partnered with Traffic Division of the Jamaica Constabulary Force (JCF) to implement the 'Police in Schools' programme, which brings road safety guidelines to primary school students across the country.

Putting child safety first

FIA Region IV



Jorge Tomasi Crisci,
FIA President of Region IV

In 2016, FIA Region IV placed significant emphasis on the issue of child road safety. The first Child Road Safety Certification Programme for Latin America was developed together with Safe Kids Worldwide and altogether 18 technicians from 11 countries were certified, representing the majority of specialists engaged by FIA Clubs in the Americas.



Child Restraint Systems (CRS) were also at the centre of the Region's activities. Multiple CRS training sessions were held during the year, including in Colombia, where the programme was supported by the National Road Safety Agency and the Automobile Club of Colombia, and in Argentina, where 28 traffic officers from the Government of the City of Buenos Aires were trained at a three-day course organised by FIA Region IV specialists.

The FIA Child Safety in Cars Toolkit was also translated into Spanish and Portuguese for dissemination by local governments, social networks and academic institutions. The initiative was rounded off with a survey of 8,700 vehicles, conducted together with Safe Kids Argentina. This showed that 80% of children travel without an adequate safety system.

In other areas, a Meeting of Managers was organised, bringing together 17 delegates from 12 Clubs to discuss communications and marketing, strategic partnerships, connectivity and technology, as well as the recommendations of the FIA Vision 2030 study. FIA Region IV also prepared materials aimed at encouraging the implementation of environmental sustainability policies.

The Region's biggest event, the XVIII FIA Congress of Americas for Mobility and Sport, was held and hosted by the Touring and Automobile Club of Paraguay in Asunción from 1 to 3 August. It gathered participants from FIA Sport and Mobility organisations from FIA Regions III and IV.

DEVELOPING A SHARED VISION

The FIA's mission to ensure safe, affordable and clean transport for all can only be achieved through the development of a strong network of Member Clubs. In order to promote this growth, a key priority for the FIA is the provision of tools, programmes and events that foster Club growth, thus adding to the FIA network's ability to shape the future of transport worldwide, not just for the benefit of the 80 million members of FIA Clubs, but of the wider global community.

Setting the strategy

The encouragement of growth is managed and facilitated across a number of platforms, the most elevated of which is the FIA World Council for Automobile Mobility and Tourism (WCAMT).



World Council for Automobile Mobility and Tourism meeting, Vienna, Austria, November 2016

In 2016 the WCAMT met twice, at the FIA Region I Spring Meeting and FIA Mobility Conference in Helsinki in May, and in November during the FIA Annual General Assembly.

May's meeting paid particular attention to the Vision 2030 Project, commissioned to investigate the challenges posed to Clubs by an increasingly fluid mobility landscape, and to offer strategies to counter potential threats. The project resulted in the WCAMT establishing a clear set of goals aimed at ensuring FIA Mobility Regions have the opportunity to capitalise on the report's findings.

On the topic of road safety, it was decided that an initiative renewing and restructuring the FIA Road Safety Grant Programme to support sustainable mobility as well as road safety actions should be brought forward.

The year's second meeting in November marked another important step for the World Council for Automobile Mobility and Tourism, as it met to discuss the strategic priorities and plans for FIA Mobility that will be implemented over the next years.

The four main strategic priorities previously endorsed by the World Council – to support Club development through learning; to be a leading global advocate for safe, sustainable and accessible mobility; to assist Clubs in

providing services to their members; and to communicate effectively with Mobility Regions and Clubs – will again underpin the main force of FIA activities. Now that the foundations have been successfully laid, the focus is on creating clearer strategies by which to implement these goals.



FIA Senate President Nicholas W. Craw, FIA President Jean Todt, FIA Deputy President for Automobile Mobility and Tourism Brian Gibbons, FIA Secretary General for Automobile Mobility and Tourism Andrew McKellar during the World Council for Automobile Mobility and Tourism meeting, Vienna, Austria, November 2016

Organisational growth is also supported via the FIA Club Development Programme. As well as aiding FIA Region I in its advancement of the Vision 2030 project, the programme saw 20 applications funded for a total of €1,000,000 across the four FIA Mobility Regions.

The funded initiatives cover a wide range of topics and applications, from local and international meetings to mentoring programmes and cross-regional initiatives. Projects funded included: completion of a new members' website for FIA Region I, funding the FIA University's Region II-focused 2016 activities and supporting the XVIII FIA Congress of Americas for Mobility and Sport in Asunción, Paraguay.

The World Council for Automobile Mobility and Tourism sets the strategic orientation to ensure the FIA carries out its missions

Fostering Greater Learning

Five years after its establishment, the FIA University project continues to grow and in 2016 focused on Club development in FIA Region II.



FIA University Region II Programme in Singapore

In collaboration with the National University of Singapore, the second edition of the Region II Club Development Programme took place in the city-state in July. Thirty Club representatives from across the region gathered to take part in sessions themed under the title 'Service Management and Business Models'.

In November, a Club Development Programme course for Region II Clubs was held in Perth, Australia. This final FIA University programme for 2016 also hosted the first entire session dedicated to road safety.

Earlier in the year, the University also staged its 5th Emerging Leaders Programme in Barcelona in March, with 26 Clubs represented. The next ELP will be held in Barcelona from 6-10 March 2017.



FIA Region I Club Correspondents Meeting hosted by the ACI in Rome, Italy

In addition to the University programmes, the exchange of experience and best practice was further fostered through the activities of the Club Correspondents Network, which met twice in 2016. Over 40 attendees took part in a special day dedicated to FIA Club Correspondents in May 2016 as the FIA Mobility Conference drew to a close. The FIA Region I Club Correspondents Meeting took place on 6 October 2016, in Rome, Italy and was hosted by the Automobile Club d'Italia (ACI).



FIA University – Emerging Leaders Programme in Barcelona, Spain, March 2016

TOWARDS A SHARED FUTURE

In strengthening its network, the FIA places a high priority on the exchange of best practices among Clubs and the fostering of Club relations for the betterment of all. A key component of this aim is the Federation's annual Mobility Conference.

Hosted by Autoliitto, the Automobile and Touring Club of Finland, the 24th FIA Mobility Conference was held in conjunction with the FIA Region I Spring Meeting in Helsinki, Finland, from 9 to 13 May 2016. The event brought together 232 delegates from 85 Clubs and ACNs, representing 72 countries across all of the FIA Mobility Regions.

Carrying a theme of 'Sharing Perspectives', the three-day programme focused on the theme of Membership, and featured international keynote speakers and experts such as Alex Cruz, the newly appointed Chairman of British Airways, and Dorothy Chou, Uber's Head of Public Policy for Safety, Privacy and Security. Keynote sessions were complemented by panel discussions and workshops that promoted innovation and the exchange of ideas among Clubs in order to explore new business and membership models with which to meet the challenges of a changing mobility landscape.

In 2017, the FIA Mobility Conference will celebrate its 25th anniversary in Tokyo, Japan – at the kind invitation of the Japanese Automobile Federation, from 25 to 29 September.

The FIA Mobility Conference is a key learning, sharing, and networking opportunity for Members.



FIA President Jean Todt opens the FIA Mobility Conference 2016, Helsinki, Finland, 10 May 2016



FIA Region I Spring Meeting and FIA Mobility Conference 2016, Helsinki, Finland, 9-13 May 2016

A GLOBAL VOICE FOR MEMBERS

As part of its role in supporting Member Clubs in the defence of the rights of motorists around the world, the FIA, through its Mobility arm, has developed a strong Global Policy and Advocacy agenda, focused on three main topics: road safety, connectivity, and sustainability. Over the course of the past year, the FIA Mobility Policy Commission, the body charged with providing guidance on such issues, has supported Clubs across all three areas.

Road Safety

In the realm of road safety the FIA Mobility Policy Commission provided guidance on two facets of projects funded as part of the FIA Road Safety Grant Programme: child safety in cars, and road safety indicators and data analysis.

The Commission also supported the development of the Child Safety in Cars Toolkit, which has become a core instrument for the design and implementation of a number of pilot projects on the issue.



Finally, a project to analyse road safety indicators in Latin America, built on the partnership with the International Transport Forum (ITF), has allowed the development of a methodology to benchmark road safety performance in Latin American countries.

Connectivity

In the sphere of automotive connectivity, the FIA Mobility Policy Commission was active in sharing Clubs' experience of best practices with regard to data protection with the World Forum for Harmonization of Vehicle Regulations, the permanent working group of the UNECE (United Nations Economic Commission for Europe).

The FIA Mobility Policy and Advocacy team also attended the four sessions organised by the GMA VDA Committee (Global Mobility Alliance Vehicle Data Access Committee) to monitor developments around the international collaboration on 'open access' to vehicle data in the respective geographies (Canada, USA, Australia and Europe).

Experience of advocacy programmes and policy were shared by the representative parties, enabling the FIA to gain insights and gather knowledge which will allow it to further shape the debate around vehicle data open access. The FIA has been invited to the 2017 agenda sessions of the committee.

Sustainable Mobility

Finally, the FIA Mobility Policy Commission was involved in the response to the 'Dieselgate' scandal, advising Clubs on taking a proactive role in monitoring the recall programmes initiated by manufacturers as a result of the revelations. The FIA Policy Commission also undertook the testing of a small sample of vehicles affected by the 'defeat devices' installed to reduce emission values.



The FIA Mobility Policy Commission was involved in the production of the 'The New Urban Agenda' brochure, part of a project developed by the FIA in collaboration with Sciences Po Paris. This paper presents a set of policy recommendations highlighting the role FIA Clubs can play in promoting sustainable urban mobility. It was presented in Quito during the UN Habitat III Conference.

The FIA is pursuing a strong global advocacy in safety, sustainable, and accessible mobility for all.

ADVOCATING FOR SAFE JOURNEYS

In recent years the FIA, in partnership with its Member Clubs, has significantly increased its influence within the global community, fighting to reduce the number of road fatalities and injuries occurring on the world's roads each year. As a result of its growing strength the FIA was involved in a number of key actions taken in 2016. On 15 April, the UN General Assembly approved a new resolution on road safety aimed at reaching the reaffirmed United Nations Sustainable Development Goal of halving road fatalities and injuries by 2020. Of particular significance, the new resolution could pave the way for the creation of a UN Road Safety Fund – a project actively supported by the FIA High Level Panel for Road Safety and FIA President Jean Todt, in his capacity as the UN Secretary General's Special Envoy for Road Safety.

The FIA High Level Panel for Road Safety

Just over a year after its November 2015 launch, the FIA High Level Panel for Road Safety has been involved in a number of major developments in the battle to save lives on the world's roads.



FIA High Level Panel for Road Safety meeting in New York City, September 2016

As well as pressing for the creation of a UN Global Fund for Road Safety, a possibility strengthened by the UN's adoption of a new resolution on road safety, in September the Panel met in New York to define a Work Programme for 2017. This includes a number of ambitious short- and long-term goals such as:

- 1 Supporting the launch of a UN Road Safety Fund
- 2 Identifying new funding resources
- 3 Linking with institutions to establish Regional Observatories for Road Safety
- 4 Working in partnership to carry out in-country missions
- 5 Seeking agreement on minimum vehicle safety standards

Support for the UN Secretary General's Special Envoy for Road Safety

On 29 April 2015, former UN Secretary-General Ban Ki-moon announced the appointment of FIA President Jean Todt as his Special Envoy for Road Safety. Since then, the FIA has provided support to the Special Envoy and worked in close partnership with his secretariat at the UNECE and with other relevant stakeholders.

In 2016, this support was most notably provided during

the UN Conference on Housing and Sustainable Urban Development (Habitat III), which took place from 17–20 October 2016, in Quito, Ecuador. A booth was shared by the FIA, the UNECE, and the FIA Foundation, while Jean Todt attended various sessions and side events in his capacity as FIA President and UN Secretary General's Special Envoy for Road Safety. Habitat III successfully concluded with the adoption of a new urban agenda on housing and sustainable urban development.

FIA Action for Road Safety

Launched in 2011 in support of the UN Decade of Action for Road Safety, the FIA's most widely recognised road safety campaign gained further visibility in 2016 via the Federation's presence at six major events across the year: the Paris and Geneva Motor Shows, the Le Mans 24-Hour race, the Formula E races in Mexico and Paris and at the Habitat III conference in Ecuador.



FIA Action for Road Safety simulators at the 2016 Paris Motor Show

The campaign's mission to involve corporate partners in the road safety education of road users globally also received added impetus. In 2016, tyre manufacturer Michelin renewed its collaboration and Italian counterpart Pirelli joined a roster of corporate campaign partners that included brands such as Coca-Cola, Nissan and Petronas. Negotiations are ongoing with a number of other interested companies, including Shell, Total and Essilor.

MAKING A DIFFERENCE

As part of its increasingly influential role in the battle to improve road safety, the FIA launched and supported a series of awareness campaigns in 2016 and begun development of the largest road safety education project the Federation has yet seen, which is set to be rolled out in the first quarter of 2017.

Safe Steps



Launch of the 'Safe Steps Road Safety' campaign in Kuala Lumpur, Malaysia, 14 February 2016

On 14 February 2016, the 'Safe Steps Road Safety' campaign was launched in Kuala Lumpur, Malaysia, in partnership with the Prudence Foundation, National Geographic Channel, the International Federation of Red Cross and Red Crescent Societies, and the Automobile Association of Malaysia.

The educational campaign utilises multiple platforms, including broadcast material, website, billboards and print information to communicate six key messages on: distracted driving, drink driving, motorcycles, pedestrians, seatbelts and speed limits.

As part of the initiative, a series of 60-second public service announcement videos was aired across Asia on 17 channels of the FOX network, reaching more than 80 million households daily across the region.

A worldwide campaign, in collaboration with JCDecaux – the world's leading outdoor advertising agency – will be deployed in more than 70 countries in 2017, featuring world-renowned athletes and celebrities presenting the FIA's Golden Rules.

SAFE STEPS
ROAD SAFETY

DRINK DRIVING

- ▶▶ DON'T DRINK AND DRIVE
- ▶▶ DON'T COUNT ON SHORT TERM REMEDIES
- ▶▶ TAKE ALTERNATIVE TRANSPORT

MICHELLE YEOH
SAFE STEPS AMBASSADOR

PRUDENCE FOUNDATION | SAFESTEPS.COM | NATIONAL GEOGRAPHIC CHANNEL | FIA ACTION FOR ROAD SAFETY

SAFE STEPS TIPS APPROVED BY: International Federation of Red Cross and Red Crescent Societies

World Day of Remembrance for Road Traffic Victims

FIA Clubs were encouraged to promote 2016's World Day of Remembrance for Road Traffic Victims, held on 20 November, by organising their own events, by partnering with local NGOs, or by sharing messages on social media.



FIA World Endurance Championship, Bahrain



FIA Formula 3 World Cup, Macau



FIA GT World Cup, Macau



FIA World Rally Championship, Australia



CIK-FIA World Championship, Bahrain



Turin City Council, Italy

FIA Road Safety Grant Programme

Founded to support FIA Clubs in the development and implementation of road safety initiatives worldwide, the FIA Road Safety Grant Programme funded 24 S-Projects and 21 M-Projects in 2016. Among the supported short-term S-Projects were traffic education classes providing road safety lessons to children aged 3 to 11 in Peru and a programme of risk prevention among scooter drivers in Poland.

Over 100 initiatives were submitted for one-year M-Project funding and the successful programmes covered a wide range of activities, from the Junior Co-Pilot mobile game in Romania, to post-crash care in Kenya.



From Scooter to Harley – PZM, Poland



Junior Co-Pilot mobile game – ACR, Romania



ADAPTING TO A CONNECTED WORLD

The world of the automobile is going through perhaps its greatest period of change since the Post-War years, when a host of new technologies burst through to radically alter perceptions of comfort, convenience, speed and distance. As we head towards the end of the second decade of the 21st century, Mobility is changing once again, becoming connected, automated and moving from activity to service. It is a challenge for all involved in the automotive sphere and, over the past year, the FIA has continued to address these issues head on.

My Car, My Data

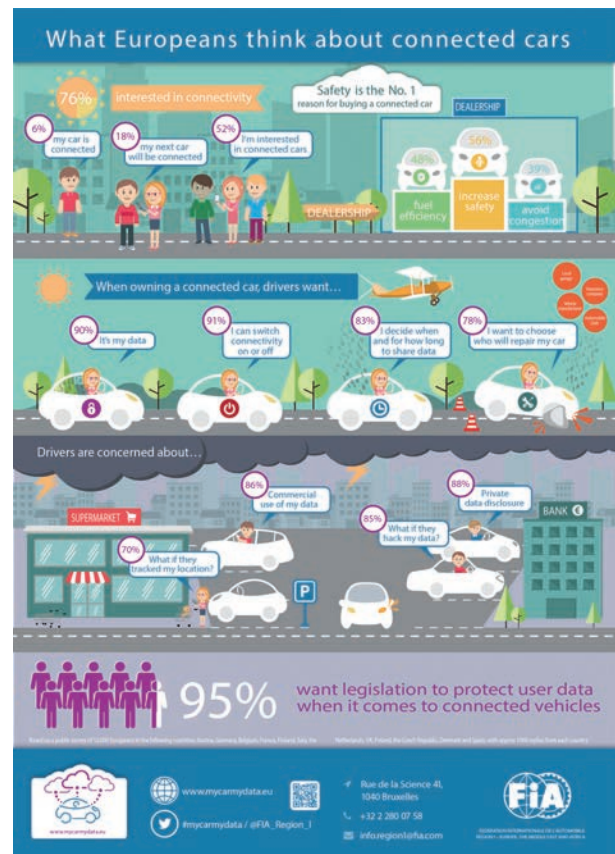
In November 2015, FIA Region I revealed exactly what data it is possible to transmit and track from modern vehicles. In an investigation of two cars, one conventionally-fuelled and the other electric, it was found that driver profiles, vehicle location, trip length and personal information synced from mobile phones were tracked by the cars and could be relayed to the manufacturer.

Simultaneously, a public survey was also released, looking at the public's familiarity with connected vehicles. Respondents from 12 European countries issued a clear message, with 90% saying that vehicle data belongs to the owner or driver of the vehicle, and 95% noting the lack of specific legislation to protect their rights to their vehicle and driver data.

As a result of the investigations, FIA Region I launched the 'My Car, My Data' campaign aimed at raising public awareness on vehicle data and calling for privacy legislation and a fair after-market for connected vehicle services.

Following the launch, the campaign was given visibility at the FIA stand during the Geneva Motor Show and the Paris Motor Show, and during a special 'Data Protection and Personal Data' session at the Symposium on The Future Networked Car.

In June 2016 the campaign updated its research findings with the results of investigations conducted on two connected vehicles by FIA Member Club ADAC, the German Automobile Association. As well as driver profile information including seatbelt tensioning due to sudden braking, mileage in urban and highway conditions and battery charge state, the vehicles also harvested data on GPS position, periods of high engine RPM, fuel levels and tyre pressures.

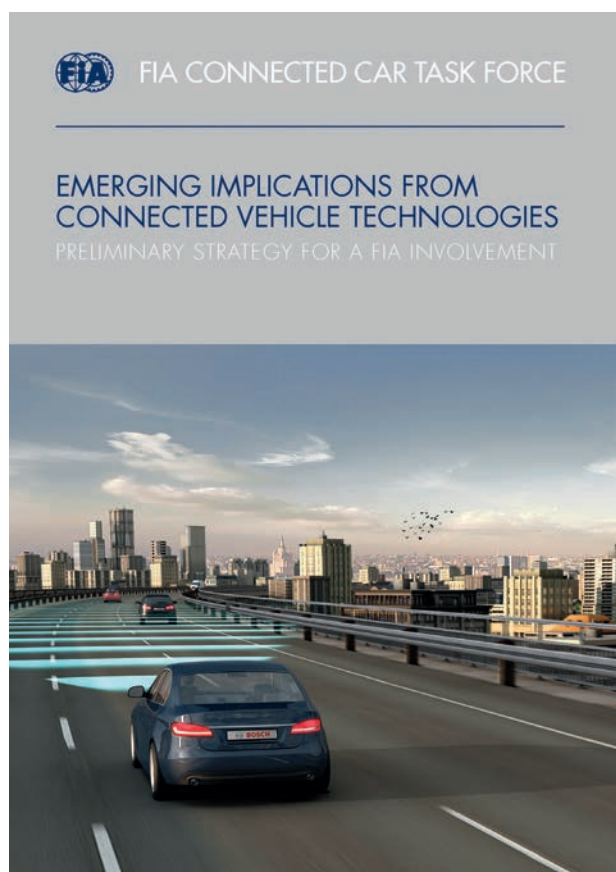


The data collected during the campaign suggests that connected vehicle data is being shared with auto manufacturers every two minutes.

FIA Connected Car Task Force

The FIA has produced a set of educational and advocacy videos to illustrate progress in transport automation and to communicate the FIA's position on the deployment of autonomous vehicles. The videos are designed to help Clubs promote on-road testing of automated technologies consistent with policy discussions.

While Clubs are the main beneficiaries of the final product, the target audience includes transport and mobility experts, policy makers and the general public.



At the crossroads of Sport and Mobility, the FIA is ideally positioned to observe and anticipate the development of automated and autonomous vehicles.

FIA Representation at the UNECE

The FIA is a member of the two working parties of the United Nations Economic Commission for Europe: WP1, the Working Party on Road Safety, and WP29, the World Forum for Harmonization of Vehicle Regulations.

Within WP1, the FIA is closely monitoring the working party's efforts to amend the 1949 Convention and to update the text of the 1969 Vienna Convention in order to define autonomous technology and to address the issue of liability in relation to self-driving vehicles.

With regard to WP29, an ADAC expert provides technical perspectives on vehicle owners' right to control data flow and the need to include cyber security functions in type approval legislation.

Visit to Google HQ



In October 2016, FIA Mobility took part in a workshop organised jointly by NHTSA (US National Highway Traffic Safety Administration), WP1, and Stanford University on 'Governance of Autonomous Vehicles'. The main objective was to exchange experience and explore potential governance strategies between the US transport authorities and WP1 contracted parties. The Conference represented an opportunity to forge stronger relations between the FIA and Google.

SUSTAINABLE AND ACCESSIBLE MOBILITY

FIA Sustainable Mobility Programme

In 2016, thanks to a multi-year grant agreement with the FIA Foundation, the FIA established a new Sustainable Mobility Programme aimed at assisting Clubs in the creation of initiatives designed to grow sustainable mobility. The grant comprises three pillars of sustainable mobility:

- environmental vehicle performance;
- accessibility and inclusive transport; and
- urban mobility.

The first allocation of funding will take place in 2017, focusing on a priority topic.

The FIA Sustainable Mobility Programme will aim to support a robust and independent consumer testing programme for automobiles.

Accessible Mobility brochure

An aging population and rapidly growing social mobility signal the need for more accessible transport systems. In response, the FIA's Accessible Mobility brochure, developed under the guidance of the FIA Mobility Policy Commission, outlines the key challenges involved in implementing accessibility standards to road infrastructure and vehicles. The brochure also provides a set of recommendations for Clubs pursuing accessibility solutions in their respective communities.



STRONGER TOGETHER

In recent years, the FIA has made the development and growth of Clubs around the world a key component of its progress towards the mission of promoting safe, sustainable and accessible mobility for all. In order to realise this growth the FIA has moved to expand its service capacity to Clubs, with a number of notable steps taken in 2016.

Services Commission

The FIA Mobility Services Commission (MSC) met on 9 May at the FIA Mobility Conference 2016 in Helsinki, where particular attention was paid to a number of programmes.

The FIA is developing a Driver Training Certification Programme in FIA Region I with the goal of establishing a recognised international standard for drivers' education and training. This standard would be awarded in close cooperation with the FIA's network of motoring and motor sport Clubs in the region, many of which already have expertise in this field.



In the area of Driving Permits, a pilot project, being run under the sponsorship of the Automobile & Touring Club of the United Arab Emirates (ATC UAE), has resulted in the development of an updated IDP website. IDPs have also been modernised to be machine-readable and customisable.

Looking to the future of Club development, FIA Region I, utilising a report from consultants Roland Berger, created the Vision 2030 initiative to define a strategic vision for FIA Region I Clubs. The initiative received support through the Club Development Programme.

In the first half of 2017, the MSC will launch a new Club survey designed to update existing Club information within the FIA database. This will lead to the establishment of a fully searchable e-Directory exclusive to FIA Clubs that will gather together essential information about each Club. With daily updates from the FIA's internal database, the directory will enable FIA Clubs to build synergies and strengthen the FIA network.

Vision for the Future

With the world of mobility facing great change due to increased connectivity, automation and disruption to existing business models, the FIA is taking steps to equip Mobility Clubs with the tools needed to meet future challenges. The Vision 2030 initiative developed by FIA Region I identifies the major trends facing Clubs and outlines possible strategies to overcome obstacles and create opportunities in the coming years.



With the final results made available for all Clubs, it was decided that implementation of the initiative is best realised through collaboration among the four Mobility Regions and the FIA Mobility Division.

A number of funding requests have already been received from each FIA Mobility Region, including a workshop in Region II, specific application programme for the ACTA Sub-Region in Region I, the development of new mobility services among the 'early stage' Caribbean and Central American Clubs in Region III, and the creation of a digital mobility and tourism services platform for Club members in Region IV.

From coordinating cross-regional collaboration to awarding funds, and ensuring initiatives are adequately advertised, the FIA will play a pivotal role in the implementation of Vision 2030.

In Training



As part of the Federation's intention to develop an FIA-branded driver-training certification programme in Region I, an expert group was established in April 2016 to develop the training curriculum to be delivered by participating Clubs, to make recommendations regarding contractual relationships, and to define the criteria required for Club participation. The programme consists of two certifications that customers can aim for: an individual driver certification, and a company certification.

Travel Matters

e-CPD System

In the final months of 2016, the FIA Tourism Services Department and the e-CPD system development team, together with selected FIA & AIT Member Clubs, began to test a new e-CPD system developed to streamline and modernise the process of providing temporary admission of motor vehicles across borders.

Speaking at the FIA Annual General Assembly in Vienna in December 2016, FIA General Secretary for Automobile Mobility and Tourism Andrew McKellar revealed that with final checks underway the much-anticipated system will be set for roll-out across 2017, with a full deployment planned for the last quarter of 2017.

Tracking & Tracing

Following the WCAMT's approval, the FIA Tourism Services Department has continued work on a QR Code-based Tracking & Tracing System designed to authenticate both CPDs and IDPs at every point of the documents' journeys. An agreement with a service provider is currently being reviewed.

IDP Pilot Project



Last September the FIA Tourism Services Department received approval from the UNECE WP1 to test the new IDP format in the United Arab Emirates (UAE). The test phase will last 12 months beginning in March 2017. This will be followed by a further roll-out phase that will be opened to interested IDP issuing associations.

As part of the IDP Project, a website dedicated to the International Driving Permit (<http://internationaldrivingpermit.org>) was developed and launched in August 2016, jointly with the ACTAC IDP Campaign in the UAE. The current website is in English and Arabic with Spanish and Portuguese versions to be launched in 2017.

PERFORMANCE & COMPLIANCE

ENCOURAGING
CONTROLLED GROWTH,
GUARANTEEING LEGAL
COMPLIANCE,
INDEPENDENCE AND
TRANSPARENCY





PERFORMANCE: ENSURING STABILITY

Sustained Growth

As a non-profit organisation, the FIA has encouraged the controlled growth of its resources in support of its sporting activities, mobility network and reputation.

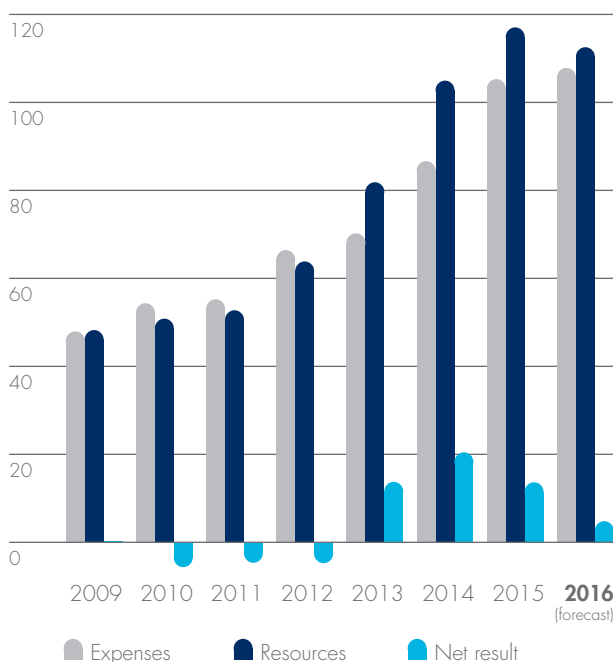
In 2015, this growth amounts to resources of €114.9m, an increase of 6.4% on the previous year. Some 40% of the total is derived from Formula One activities, primarily from compensation received through the FIA's fulfillment of its responsibilities as an international sporting federation within the championship.

Expenditure in 2015 amounted to €103.4m, an increase of 22.4%. This increase⁽¹⁾ supported the development of the Federation's activity, including the cost of logistical, technical or event services and expansion of workforce or grants paid to Clubs, particularly with regard to their road safety programmes (FIA Action for Road Safety).

These 2015 accounts have been approved by the General Assembly in December 2016 in Vienna.

The 2016 accounts will be presented to the Senate in April 2017 and will be published in the 2017 Activity Report.

Evolution of resources and expenses since 2009 (in € millions)



Safeguarding the future

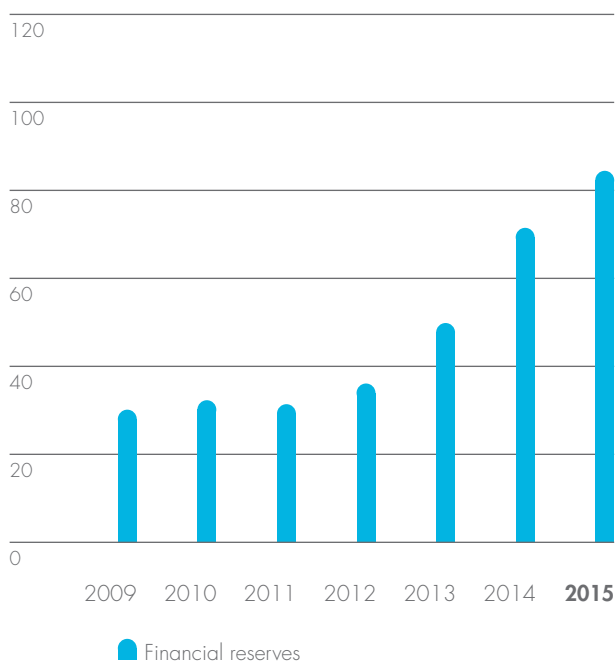
In order to safeguard against future insecurity and to guarantee durability and independence, the FIA has developed financial reserves which amount to €84.7m at the end of 2015. This reserve, due to represent one year of operation, was established at the request of the FIA Senate, which also monitors the management of the fund.

Beyond this financial reserve, the FIA holds a portfolio of two lines of shares:

- 1% of the shares and bonds in the company responsible for managing the commercial rights of Formula One.⁽²⁾ This was negotiated in 2013 as a means of payment for the FIA's involvement in the FIA Formula One World Championship;
- A 20% right of option on the shares in Formula Electric (Formula E), free of charge, negotiated in the context of the launch of this new championship.

This portfolio exists to recompense the Federation's for its activities in these championships and does not afford any executive power within the promoter organisations.

Evolution of financial reserves since 2009 (in € millions)



(1) Notably due to a 10% exchange rate appreciation of the Swiss franc vs the euro (45% of the FIA expenses are expressed in Swiss francs).

(2) Before the sale of Delta Topco Limited from CVC Capital Partners to Liberty Media Corporation.

COMPLIANCE: ENSURING TRANSPARENCY

As a non-governmental organisation in charge of regulating a world leading sport, the FIA places great store in the maintenance of its integrity, in the safeguarding of its operation against the threat of bribery and corruption and in guaranteeing legal compliance. As such, in 2015, the FIA requested a compliance analysis of its activities in this regard by international consultants Deloitte. This analysis, which took place between January and March of 2016, aimed to evaluate the Federation's performance and to recommend best practices that might be adopted to further guard against corruption.

Deloitte's report was presented to the FIA Senate in April 2016 and to the FIA Ethics Committee in June 2016.

The review acknowledged the FIA's role as a sporting regulator rather than as a promoter. It also noted the Federation's implementation of mechanisms to improve its compliance policy, in particular:

- the establishment of an Ethics Committee;
- the creation of a conflict of interest declaration form;
- the appointment of four independent members at the Senate;
- the existence of grant review committees.

The analysis recognised that the threat of corruption was diminished, but noted that residual risks remain. As such, the analysis put forward a number of recommendations including:

- the creation of a Compliance Officer;
- the implementation of a whistleblowing system;
- the improvement in the monitoring of the independence of certain FIA bodies and of the absence of conflicts of interest;
- the verification of the FIA's effective control of its constituent entities;
- the strengthening of the monitoring of the use of grants awarded by the FIA.

These were reviewed by the Statute Review Commission (SRC) in September 2016, which proposed detailed measures of implementation (including, where necessary, the amendment of existing regulations). These measures of implementation were approved by the Senate and the two World Councils in November 2016 and the proposed changes to the FIA regulations were then ratified by the General Assembly in December 2016.



Annual General Assembly meeting, Vienna, Austria, 2 December 2016





Report of the auditor to the Senate and Audit Committee of Fédération Internationale de l'Automobile Geneva

On your instructions, we have audited the combined financial statements of Fédération Internationale de l'Automobile Switzerland, Fédération Internationale de l'Automobile France and Global Institute for Motor Sport and Safety (after: combined financial statements), which comprise the balance sheet, the profit and loss statement and the cash flow statement, for the year ended 31 December 2015.

Senate's responsibility

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

Auditor's responsibility

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

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

Opinion

In our opinion, the combined financial statements for the year ended 31 December 2015 comply with the accounting principles prescribed by Swiss law.

PricewaterhouseCoopers SA

A handwritten signature in black ink, appearing to read 'N. Biderbost', written over a light blue horizontal line.

Nicolas Biderbost

A handwritten signature in black ink, appearing to read 'M. Lacombe', written over a light blue horizontal line.

Manuela Lacombe

Geneva, 22 April 2016

Enclosure: Financial statements (balance sheet, profit and loss statement and cash flow statement)

2015 FINANCIAL RESULTS

COMBINED PROFIT AND LOSS ACCOUNT (France + Switzerland + Global Institute)

EXPENSES (IN EUR)	2015	2014
Office supplies and equipments	2,120,035	1,409,685
Publishing costs	1,121,585	1,048,029
MISCELLANEOUS SUPPLIES AND SERVICES	3,241,620	2,457,714
Rent, conference and meeting expenses, maintenance and repairs, insurance	4,596,164	4,352,821
Subcontracting, studies, documentation and interim staff	10,422,919	8,542,806
Agencies expenses and specialists' fees	12,639,046	7,959,361
Contribution to external expenses of FIA zones	14,900	20,941
Expenses of regions	2,894,985	2,425,207
Contribution to various sport championships	6,101,155	5,539,608
Contribution to mobility projects	2,054,868	2,474,242
Freight, travel expenses, missions, receptions and events	16,479,704	13,402,319
Postal and telecommunications expenses	670,141	569,742
Bank services and customs duties	678,637	735,051
Miscellaneous external expenses	5,768,854	5,096,222
OTHER EXTERNAL EXPENSES	62,321,373	51,118,320
Fiscal taxes and dues	763,836	339,025
FISCAL TAXES AND DUES	763,836	339,025
Salaries	19,963,876	16,363,758
Social security and fiscal contributions	5,001,303	4,143,196
PERSONNEL EXPENSES	24,965,179	20,506,955
Depreciation and amortisation	2,831,462	2,127,060
DEPRECIATION AND AMORTISATION	2,831,462	2,127,060
Allocation to provisions	2,148,402	3,212,938
ALLOCATION TO PROVISIONS	2,148,402	3,212,938
OPERATING EXPENSES	96,271,873	79,762,011
Interest expenses and other financial expenses	1,279,995	57,524
Net charges on disposal of securities	475,630	9,227
Foreign exchange losses	3,858,728	1,852,389
Allocation to financial provisions	1,257,792	198,558
FINANCIAL EXPENSES	6,872,145	2,117,698
FINANCIAL EXPENSES	6,872,145	2,117,698
Non-operating management expenses	583	73
Expenses from previous years	6,635	2,841
Net book value of assets disposed of		132,865
EXCEPTIONAL EXPENSES	7,218	135,779
EXCEPTIONAL EXPENSES	7,218	135,779
Income tax	279,594	2,528,503
Income tax	279,594	2,528,503
Income tax	279,594	2,528,503
TOTAL EXPENSES	103,430,830	84,543,992

COMBINED PROFIT AND LOSS ACCOUNT

(France + Switzerland + Global Institute)

INCOME (IN EUR)	2015	2014
Sales of documents and various products	672,473	420,574
SALES OF DOCUMENTS AND VARIOUS PRODUCTS	672,473	420,574
Sales of customs documents (CPD)	1,163,737	820,201
SALES OF CUSTOMS DOCUMENTS (CPD)	1,163,737	820,201
Clubs subscriptions	1,929,196	1,920,716
CLUBS SUBSCRIPTIONS	1,929,196	1,920,716
Registration and entry fees	40,650,295	36,330,372
REGISTRATION AND ENTRY FEES	40,650,295	36,330,372
Income CIK	1,075,468	1,827,449
INCOME CIK	1,075,468	1,827,449
Motor Sport Safety Development Fund (FIA Foundation)	2,535,738	2,477,802
FIA Institute for Motor Sport Safety	3,170,589	145,274
Manufacturers' Commission	1,273,920	1,207,800
Circuits and medical inspections	826,670	621,905
Homologations	3,736,460	2,745,558
International Court of Appeal	31,460	48,831
Miscellaneous invoicing	7,247,121	5,984,569
Fines and penalties	414,751	153,150
Other income		203
OTHER INCOME	19,236,709	13,385,092
Income from contracts	31,915,139	26,566,064
INCOME FROM CONTRACTS	31,915,139	26,566,064
Income from regions	2,685,122	2,610,563
INCOME FROM REGIONS	2,685,122	2,610,563
Reversal of provisions	3,301,472	329,537
REVERSAL OF PROVISIONS	3,301,472	329,537
OPERATING INCOME	102,629,610	84,210,569
Income from security investments	5,266,357	13,821,320
Credit interests and related income	2,576,459	257,100
Foreign exchange gains	3,701,731	2,041,306
Reversal of financial provisions	587,023	
FINANCIAL INCOME	12,131,570	16,119,726
FINANCIAL INCOME	12,131,570	16,119,726
Non-operating management income and reversal of exceptional provisions	93,176	78,154
Income from previous years	27,054	308
Income from sales of assets		2,387,687
EXCEPTIONAL INCOME	120,230	2,466,148
EXCEPTIONAL INCOME	120,230	2,466,148
TOTAL INCOME	114,881,410	102,796,444
NET RESULT	11,450,580	18,252,452

COMBINED BALANCE SHEET

(France + Switzerland + Global Institute)

ASSETS (IN EUR)			2015	2014
	Gross values	Depreciation and provisions	Net values	Net values
Software	6,384,735	5,216,698	1,168,037	698,010
INTANGIBLE ASSETS	6,384,735	5,216,698	1,168,037	698,010
Buildings	13,792,598	7,672,350	6,120,248	5,957,689
Fixtures and fittings	13,910,761	9,024,222	4,886,539	3,306,472
Vehicles and equipment	5,727,547	5,708,500	19,047	34,010
Computers and office equipment	3,793,950	2,573,608	1,220,342	789,907
Office furniture	2,187,766	1,202,054	985,712	928,615
Machinery and equipment	8,533,683	7,951,998	581,685	579,560
Assets in progress	76,941		76,941	1,574,384
FIXED ASSETS	48,023,245	34,132,732	13,890,514	13,170,637
Long-term investments	8,435,441		8,435,441	15,068,926
Equity investments				82,413
Guarantee deposits	605,205		605,205	602,744
Other financial assets	10,948,150		10,948,150	6,342,735
FINANCIAL ASSETS	19,988,796		19,988,796	22,096,817
NON CURRENT ASSETS	74,396,776	39,349,430	35,047,347	35,965,464
Receivables	15,634,643	1,686,219	13,948,424	11,899,515
Recoverable taxes	2,430,531		2,430,531	1,231,248
Other receivables	2,003,893		2,003,893	1,625,619
RECEIVABLES	20,069,068	1,686,219	18,382,848	14,756,382
Investment securities	61,586,218	1,257,768	60,328,450	42,441,435
Cash at bank and in hand	36,361,927		36,361,927	34,261,650
CASH AND CASH EQUIVALENT	97,948,144	1,257,768	96,690,376	76,703,085
Prepaid expenses	619,944		619,944	1,129,210
PREPAID EXPENSES	619,944		619,944	1,129,210
Foreign exchange differences	171,424		171,424	89,909
FOREIGN EXCHANGE DIFFERENCES	171,424		171,424	89,909
CURRENT ASSETS	118,808,580	2,943,987	115,864,592	92,678,587
TOTAL ASSETS	193,205,356	42,293,417	150,911,939	128,644,051

EQUITY AND LIABILITIES (IN EUR)	2015	Appropriation of income	After appropriation of income 31/12/2015	2014
Reserves	18,254,082	11,450,580	29,704,662	18,254,082
Retained earnings	48,815,327		48,815,327	46,014,531
Regions' reserve	7,140,769		7,140,769	6,702,321
Result of the year	11,450,580	-11,450,580	0	0
Investments subsidies	395,833		395,833	445,833
EQUITY	86,056,592		86,056,592	71,416,768
Provisions for contingencies and losses	3,726,122		3,726,122	3,978,349
Provisions for retirement	424,958		424,958	282,824
CONTINGENCIES AND LOSS PROVISIONS	4,151,081		4,151,081	4,261,173
Development fund	195,796		195,796	102,359
Accounts payable	15,150,218		15,150,218	11,248,438
Tax liabilities	2,190,897		2,190,897	2,673,049
Social liabilities	4,142,875		4,142,875	4,023,372
Other debts	19,076,271		19,076,271	17,870,167
LIABILITIES	40,756,057		40,756,057	35,917,385
Prepaid income	19,043,720		19,043,720	16,593,912
PREPAID INCOME	19,043,720		19,043,720	16,593,912
Foreign exchange differences	904,490		904,490	454,813
FOREIGN EXCHANGE DIFFERENCES	904,490		904,490	454,813
EQUITY AND LIABILITIES	150,911,939		150,911,939	128,644,051

PARTNERSHIPS IN MOTION

Since 2011, the FIA has joined forces with a vast range of partners across various pillars of its activities, both in Sport and Mobility. 2016 has seen several new additions to this already wide network. The FIA is grateful for the support provided by each of its partners, which enables to further extend its capacity for actions.

Campaign Partners



Aligned with the FIA Action for Road Safety campaign, Michelin raised awareness among hundreds of Thai children about the importance of wearing a helmet.



The Coca-Cola Company has been a Global Partner of the FIA Action for Road Safety since 2014, committing itself to increase road safety awareness among staff by developing advanced driver training programmes.



Since 2011, the FIA and Michelin have partnered on more than 15 programmes, covering almost all aspects addressed by the FIA Action for Road Safety campaign across the world and also supporting the FIA Prize Giving Ceremony and sustainability initiatives.

Event Partners



At the Sport Conference 2016 in Turin, Pirelli brought its pit stop challenge, putting delegates in the shoes of an FIA Formula One race mechanic.



The FIA partnered with BMW for the first time in 2016 to provide a prestigious transport solution for the FIA Prize Giving 2016 attendees in Vienna.



Magneti Marelli participated in the FIA Sport Conference 2016 where Mr. Piero Toselli, Magneti Marelli Powertrain Business Line CEO, promoted "A passion for excellence, innovation and design; past, present and future".

Official Suppliers



Since 2014, OMP Racing provides outfits for the safety car drivers and the medical car drivers in various FIA Championships.



The FIA and EDF, as the FIA Official Technical Supplier in the field of electric motor sport, share best practices concerning the use and application of safe usage, electric battery cells, packs, engine and transmission, as well as developing standards and regulations for electric and hybrid vehicles.



As the FIA Official Motorsport Electronic Monitoring Unit Supplier, Magneti Marelli performs research and development for the FIA in telemetry, data analysis and Safety in some of the biggest FIA Championships.

NISSAN

MOTOR CORPORATION

This partnership sees Nissan promoting road safety worldwide as an Official Supporter of the FIA Action for Road Safety campaign across its various activities.



In 2014, an agreement was made for Petronas to become a Global Partner of the FIA Action for Road Safety, promoting the campaign with a particular focus on the Asian region.



As a Global Partner of the FIA Action for Road Safety campaign, Pirelli promotes the FIA's Golden Rules for Safer Motoring through its networks.



Michelin also partnered the FIA in its end of season ceremony, with strong support and leveraging of its communication tools to increase awareness of the event.



Panta is the Official Fuel Supplier for FIA WRC, FIA WTCC, CIK-FIA. Panta is also Global Partner of the annual FIA Sport Conference and FIA Sport MotorEx exhibition for 2016, 2017 and 2018.



Pirelli partnered both the FIA Sport Conference and the FIA Mobility Conference in 2016, promoting the latest technology and performance, as well as the highest levels of safety both for consumers and the environment.



Rolex, the leading brand of the Swiss watch industry, celebrates the culmination of a thrilling year of motor sport at the 2016 FIA Prize Giving Ceremony.



The FIA and MDD Europe Ltd have resolved to improve safety in motor sport, signing a partnership that makes MDD Europe Ltd the Official Supplier of Medical Products for FIA Championships.



As the Official Supplier Race Wear for the FIA, OMP Racing provides technical racing clothing to FIA officials and safety car drivers across a range of FIA series.

International Federation
recognised by the



INTERNATIONAL
OLYMPIC
COMMITTEE

FIA Paris

8 place de la Concorde
75008 Paris
France
Tel.: +33 1 4312 44 55
Fax: +33 1 4312 44 66

FIA Geneva

Chemin de Blandonnet 2,
1214 Vernier/GE
Switzerland
Tel: +41 22 544 44 00
Fax: +41 22 544 44 50

FIA Valley

140 rue de l'Acquit
74520 Valley
France
Tel: +33 4 50 83 49 52



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