



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ACTIVITY REPORT 2017



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FOR PROGRESS



MESSAGE OF THE FIA PRESIDENT

JEAN TODT

2017 was a milestone year for the FIA.

On each of our main objectives – Motor Sport Development, Sustainable Mobility and Road Safety, Strengthening of our Clubs – we have made progress.

Motor Sport Development

Motor sport will always need an arbitrator, a body to define rules and ethics that raise the values of the sport to the highest level, that provide a show that thrills, and that ensure motor sport continues to be a laboratory for the automobiles of the future. That is the primary 'raison d'être' of the FIA, and much has been done this year in that domain.

With a new promoter – Chase Carey and the Liberty Media team succeeding Bernie Ecclestone in February 2017 – Formula One experienced a spectacular season and many positive developments. The duel between two great champions, Lewis Hamilton and Sebastian Vettel on the Drivers' side, and Mercedes and Ferrari on the Manufacturers' side, not forgetting Red Bull Racing, kept us on the edge of our seats. The F1 cars increased their level of performance, as planned. The various innovations in terms of the show and a willingness to open the television rights to free channels will widen the audience and increase the number of fans – all of which is good news. We have to continue on this path, particularly by developing the sporting and technical regulations to reduce costs and increase competition among the teams. We have begun this work with the F1 Promoter, the F1 teams and engine manufacturers and we will continue these efforts in order to reach the best possible agreement for 2021.

The FIA is also constantly working towards strengthening track safety conditions, which remains one of our main priorities. We have taken a major step forward this year with the decision to introduce from 2018 an additional frontal protection system called the Halo, which the World Motor Sport Council mandated for Formula 1, Formula 2 as well as for Season 5 of Formula E beginning at the end of 2018. In time, the device will be fitted to all single-seaters competing in FIA Championships. This decision comes as a result of rigorous research conducted over a number of years. It corresponds with a commitment undertaken in 2016 by the F1 Strategy Group and was carried out at the request of all drivers. Driver safety must come first: they are the ones risking their lives in races.

Alongside Formula 1, which is and will remain the flagship discipline of motor sport, Formula E continues to grow. In addition to the 2016–2017 season Driver's title being awarded to Brazil's Lucas di Grassi and the Manufacturer's title being won by French team Renault e.dams, the tremendous level of excitement surrounding this new discipline is tangible for everyone. The enormous crowds seen at the series street circuits, the mayoral support of these attractive races in the heart of cities such as Hong Kong, Paris and New York, the commitment of major manufacturers such as Mercedes and Porsche to joining those already involved, such as Renault, Citroën, Audi and Jaguar, and the exemplary

models they represent for the electrical cars of tomorrow are all signs of the growing success of Formula E.

The FIA World Rally Championship, which saw Sébastien Ogier and Julien Ingrassia seal a fifth title, this time with M-Sport, and the FIA World Rallycross Championship, with the crowning of Johan Kristoffersson, also experienced exciting and closely followed seasons.

The FIA World Endurance Championship was able to renew its calendar and its rules to address the announced withdrawal of Porsche. Similarly, the transformation of the FIA World Touring Car Championship into an FIA World Touring Car Cup in 2018 should enable the revitalisation of this discipline.

Sustainable Mobility and Road Safety

Advocating for safer, more innovative and sustainable mobility forms the second pillar of the FIA's activities, and all our efforts also focused on this quest in 2017.

To deal with the road safety scourge – 1.25 million deaths each year on the roads worldwide – I wanted to again strengthen our actions by undertaking two new initiatives. The first was to intensify the work of the FIA High Level Panel for Road Safety, a high-level advisory group on road safety that brings together leaders in the fields of economics, International Institutions, Non-Governmental Organisations and the FIA Network with the aim of encouraging innovation and implementing concrete measures. This year, the Panel developed a work programme that included supporting a project to establish a UN Global Fund for Road Safety and the search for funding; strengthening cooperation and coordination through the creation of Regional Road Safety Observatories; organising in-country missions as well as a global initiative aimed at encouraging the voluntary adoption of minimum vehicle safety standards by major car manufacturers.

The second initiative, launched on 10 March 2017 in Paris, is an international road safety advocacy campaign entitled #3500LIVES in reference to the 3,500 lives lost every day on the roads.

Developed in partnership with the number one outdoor advertising company, JCDecaux, in order to ensure maximum visibility, it is driven by the endorsement of a simple set of road safety behaviours by major athletes and celebrities, such as Antoine Griezmann, Fernando Alonso, Pharrell Williams, Rafael Nadal, Michelle Yeoh and Anne Hidalgo. Each promotes one of the FIA's Golden Rules for Road Safety, i.e. the fundamental principles of road safety: obeying the speed limit, wearing a seat belt, not texting while driving, stop when tired, etc. The latest rule promoted by this campaign encourages regular eyesight checks.

At the end of 2017, this campaign had been rolled out in more than 30 different languages, in over 900 cities of more than 75 countries across the world, making it the biggest campaign on this issue ever undertaken.

Among other major themes, access to sustainable mobility for all was at the forefront of our annual Mobility Conference, which met from 25 to 29 September in Tokyo under the auspices of our host Club, the Japan Automobile Federation, with the announcement of the creation of two new commissions dedicated to the environment and to disabilities.

The FIA Smart Cities initiative, rolled out in Mexico, Paris, Berlin and Montreal this year, was a reminder that Sport and Mobility revolve around common goals: innovation and sustainable development. It is a fact that people will always need cars, but they will use them differently, with more respect for the environment: tomorrow's automobiles will need to be cleaner and safer.

Strengthening of our Clubs

In Paris in December, the annual FIA General Assembly once again showed its confidence in me by electing me for a third and final four-year mandate. From the bottom of my heart, I would like to once again thank all the Club delegates. I have committed to continuing the work commenced in 2009 to strictly implement the undertakings upon which my election was based.

Alongside me, I can count on the help of a superb and highly experienced team, with Brian Gibbons as President of the Senate, Graham Stoker as Deputy President for Sport and Thierry Willemarck as Deputy President for Automobile Mobility and Tourism.

To ensure a dynamic presence in the four corners of the world, our 246 Clubs will be supported by Regional Vice-Presidents. For Sport, Mohammed Ben Sulayem was elected Vice-President for the Middle East; Surinder Thatthi for Africa; José Abed for North America; Carlos García Remohí for South America; Wan Heping for Asia-Pacific; Angelo Sticchi Damiani and Hermann Tomczyk for Europe. For Mobility, Thomas Møller Thomsen was elected Region I President (Europe, Middle East, Africa), Mike Noon, Region II President (Asia-Pacific); Tim Shearman, Region III President (North America); Jorge Tomasi Crisci, Region IV President (South America); Simon Modisaemang, ACTA President (Region I Sub Region African Council for Touring and the Automobile); and Essa Hamzah Alfailakawi, ACTAC President (Region I Sub Region Arab Council of Touring & Automobile Clubs).

Our General Assembly also elected to the other bodies within our Federation – World Motor Sport Council, World Council for Automobile Mobility and Tourism, Senate, Commissions, International Tribunal, International Court of Appeal, Ethics Committee – outstanding and diverse individuals who will enrich our knowledge and our influence, such as former President of Mexico Felipe Calderón, at the head of the new FIA Environment and Sustainability Commission, and former French Prime Minister François Fillon, as President of the FIA Manufacturers' Commission. Additionally, among many others, former Director-General of UNESCO, Irina Bokova, and diplomat Maria Angela Zappia will sit on the Senate, and former FIA Formula 1 driver Felipe Massa will head up the International Karting Commission.

Over the next four years, the new FIA Innovation Fund (FIF) that I wanted to establish will form the main platform for strengthening the whole FIA Family. With an allocation of around €50 million from the proceeds of sale of our 1% equity in the capital of the Formula One promoter, this fund will serve to encourage innovation in a broad range of areas. It will enable exceptional projects to be financed both in sport and mobility domains, with specific long-term aims to have a lasting impact.

More than ever, the FIA, with its 246 Clubs present in 145 countries, over five continents, representing over 80 million road users throughout the world, is able to exert a positive influence on decisive choices for the future.



Yours faithfully,

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

34 COMMITTEES & COMMISSIONS

- Audit Committee
- Ethics Committee
- Nominations Committee
- Mobility Programmes Committee
- 24 Sporting Commissions
- 2 Mobility Commissions
- 3 Mobility & Sporting Commissions
- 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

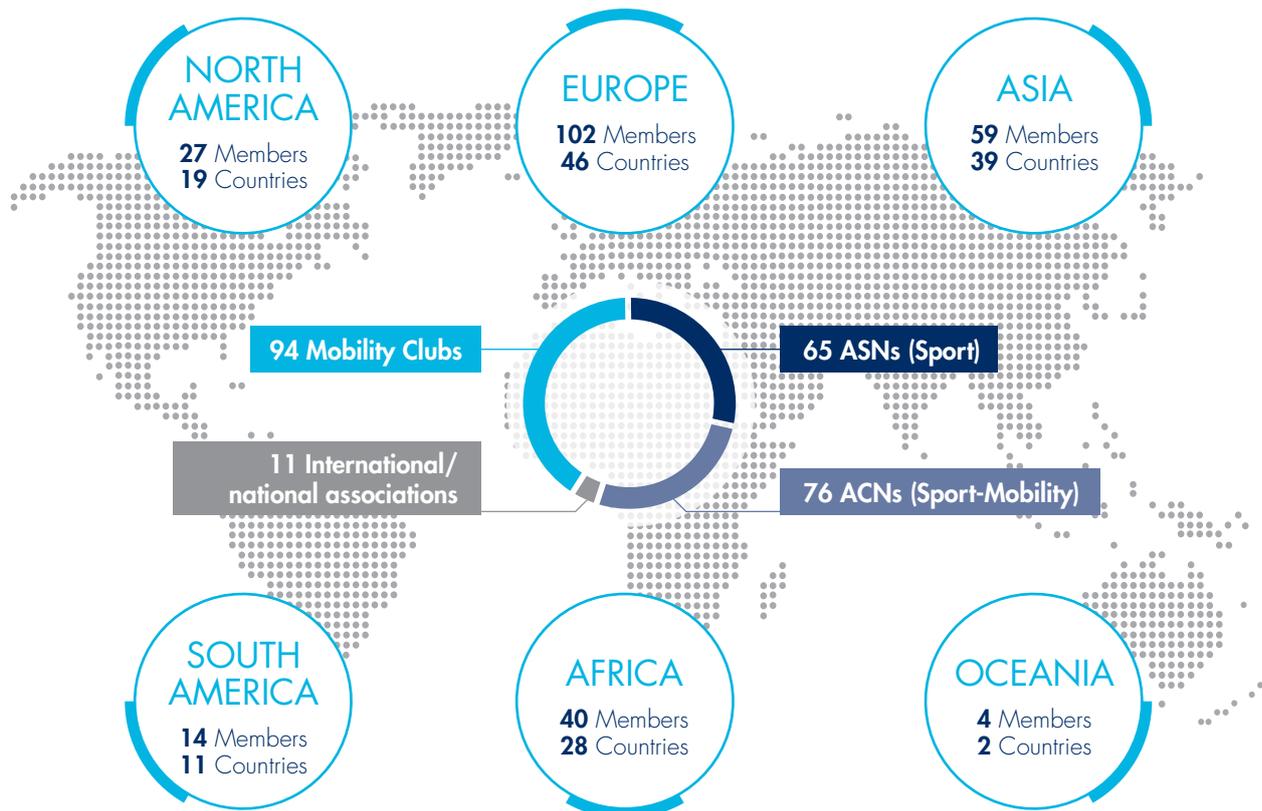
4 AUTOMOBILE MOBILITY & TOURISM REGIONS

- 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

246 Member organisations representing over 80 million road users from 145 countries



2017 MAJOR EVENTS



Sport Conference, Geneva

20-22 June 2017

Delegates: 200+
ACNs/ASNs: 111



Annual General Assembly, Paris

4-8 December 2017

Delegates: 441
Clubs: 181
Countries: 116



Mobility Conference, Tokyo

25-29 September 2017

Delegates: 200+
Clubs: 84



Prize Giving, Versailles

8 December 2017

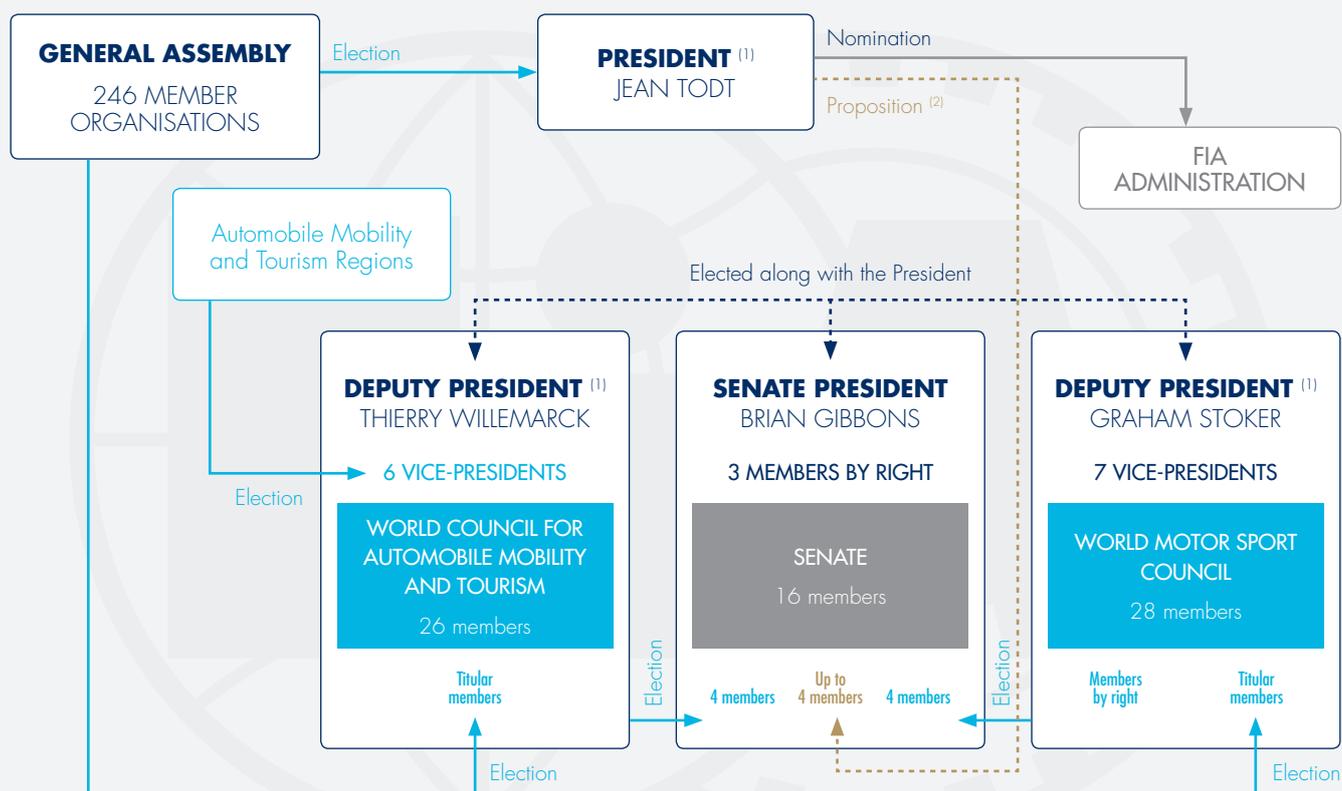
Guests: 850+

GOVERNANCE

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

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

ORGANISATION AS OF MID-DECEMBER 2017



(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



Extraordinary World Motor Sport Council Meeting, Paris, France, 8 December 2017

COMPOSITION AS OF MID-DECEMBER 2017

FIA President

Jean TODT (France)

FIA Deputy President for Sport

Graham STOKER (United Kingdom)

FIA Vice-Presidents for Sport

José ABED (Mexico)

Mohammed BEN SULAYEM (United Arab Emirates)

Carlos GARCÍA REMOHÍ (Argentina)

Angelo STICCHI DAMIANI (Italy)

Surinder THATTHI (Ivory Coast)

Hermann TOMCZYK (Germany)

Heping WAN (China)

Titular members

Manuel AVIÑÓ ROGER (Spain)

Garry CONNELLY (Australia)

François CORNELIS (Belgium)

Dennis DEAN (United States of America)

Nicolas DESCHAUX (France)

Michel FERRY (Monaco)

Zrinko GREGUREK (Croatia)

General Victor KIRYANOV (Russia)

Hugo MERSAN (Paraguay)

Koichi MURATA (Japan)

Juhani PAKARI (Finland)

Gautam SINGHANIA (India)

Vincenzo SPANO (Venezuela)

Serkan YAZICI (Turkey)

Members by right

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

Felipe MASSA (Brazil),
CIK President

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

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

François FILLON (France),
President of the FIA Manufacturers' Commission
or
Maurizio ARRIVABENE (Italy),
Ferrari SpA Representative

WORLD COUNCIL FOR AUTOMOBILE MOBILITY AND TOURISM



Extraordinary World Council for Automobile Mobility and Tourism Meeting, Paris, France, 8 December 2017

COMPOSITION AS OF MID-DECEMBER 2017

FIA President

Jean TODT (France)

FIA Deputy President for Automobile Mobility and Tourism

Thierry WILLEMARCK, TCB (Belgium)

FIA Vice-Presidents (Automobile Mobility and Tourism)

Region I

Thomas MØLLER THOMSEN, FDM (Denmark)

Region II

Mike NOON, NZAA (New Zealand)

Region III

Tim SHEARMAN, CAA (Canada)

Region IV

Jorge TOMASI CRISCI, ACU (Uruguay)

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

Simon MODISAEMANG, Emergency Assist 991 Netcare (Botswana)

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

Essa Hamzah ALFAILAKAWI, KIAC (Kuwait)

Titular members

Region I

Frits van BRUGGEN, ANWB (The Netherlands)

Mirko BUTULIJA, AMSS (Serbia)

Jorge F. DELGADO MENDOZA, RACE (Spain)

Peter GOETSCHI, TCS (Switzerland)

August MARKL, ADAC (Germany)

Giuseppe REDAELLI, ACI (Italy)

Oldrich VANICEK, UAMK (Czech Republic)

Gottfried WANITSCHKE, ÖAMTC (Austria)

Region II

Nigel ALEXANDER, AAA (Australia)

Sudhammika ATTYGALLE, AAC (Sri Lanka)

Afsar HOSSAIN, AAB (Bangladesh)

Bernard TAY, AAS (Singapore)

Takayoshi YASHIRO, JAF (Japan)

Region III

Julian José ABED, ANA (Mexico)

Earl JARRETT, JAA (Jamaica)

Region IV

Ricardo MORALES RUBIO, ACC (Colombia)

Gorki OBANDO, ANETA (Ecuador)

Alejandro QUINTANA HURTADO, ACCHI (Chile)

Official Observers

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

Saul BILLINGSLEY (United Kingdom),
FIA Foundation representative

SENATE



Senate, Paris, France, 6 December 2017

COMPOSITION AS OF MID-DECEMBER 2017

FIA Senate President

Brian GIBBONS (New Zealand)

FIA President

Jean TODT (France)

FIA Deputy President for Automobile Mobility and Tourism

Thierry WILLEMARCK (Belgium)

FIA Deputy President for Sport

Graham STOKER (United Kingdom)

Members

HRH Prince Faisal AL HUSSEIN (Jordan)

Jacques AUDIBERT (France)

Irina BOKOVA (Bulgaria)

Gerardo BRAGGIOTTI (Italy)

William E. CONNOR (United States of America)

Jean-Michel DARROIS (France)

August MARKL (Germany)

Jorge ROSALES (Argentina)

Tim SHEARMAN (Canada)

Carlos SLIM DOMIT (Mexico)

Maria Angela ZAPPÀ (Italy)

Guojun ZHAN (China)

FIA COMMISSIONS AND COMMITTEES



PRESIDENTS AS OF MID-DECEMBER 2017

COMMITTEES' PRESIDENTS

Audit Committee

Bertrand BADRÉ (France)

Ethics Committee

François BELLANGER (Switzerland)

Mobility Programmes Committee

Thierry WILLEMARCK (Belgium)

Nominations Committee

Werner KRAUS (Austria)

SPORTING COMMISSIONS' PRESIDENTS

International Karting Commission

Felipe MASSA (Brazil)

FIA Circuits Commission

Tim SCHENKEN (Australia)

FIA Closed Road Commission

Robert REID (United Kingdom)

FIA Cross Country Rally Commission

Richard SCHILLING (South Africa)

FIA Drag Racing Commission

Lars PETTERSSON (Sweden)

FIA Drivers' Commission

Tom KRISTENSEN (Denmark)

FIA Electric and New Energy Championships Commission

Burkhard GÖSCHEL (Germany)

FIA Endurance Commission

Richard MILLE (France)

FIA F1 Commission

Chase CAREY
(United States of America)

FIA GT Commission

Christian SCHACHT (Germany)

FIA Hill Climb Commission

Imad LAHOUD (Lebanon)

FIA Historic Motor Sport Commission

Paolo CANTARELLA (Italy)

FIA Homologation Regulations Commission

Daniel FAUSEL (Switzerland)

FIA Land Speed Records Commission

Graham LIGHT
(United States of America)

FIA Medical Commission

Prof. Gérard SAILLANT (France)

FIA Off-Road Commission

Gyrfas OLAH (Hungary)

FIA Rally Commission

Wayne CHRISTIE (New Zealand)

FIA Safety Commission

Peter WRIGHT (United Kingdom)

FIA Single-Seater Commission

Stefano DOMENICALI (Italy)

FIA Touring Car Commission

Alan J. GOW (United Kingdom)

FIA Truck Racing Commission

Manuel VIDAL PERUCHO (Spain)

FIA Volunteers and Officials Commission

Colin SYN (Singapore)

FIA Women in Motorsport Commission

Michèle MOUTON (France)

FIA World Rally Championship Commission

Carlos Alpoim VIEIRA BARBOSA
(Portugal)

MOBILITY COMMISSIONS' CHAIRMEN

Mobility Policy Commission

Johann GRILL (Germany)

Mobility Services Commission

Frank FOTIA (Canada)

MOBILITY AND SPORTING COMMISSIONS' PRESIDENTS

FIA Environment and Sustainability Commission

Felipe CALDERÓN (Mexico)

FIA Disability and Accessibility Commission

Nathalie McGLOIN (United Kingdom)

FIA Manufacturers' Commission

François FILLON (France)

FIA INTERNATIONAL HISTORICAL COMMISSION'S PRESIDENT

Franz GRAF ZU ORTENBURG
(Germany)

GENERAL ORGANISATION

DECEMBER 2017

PRESIDENTIAL TEAM



PRESIDENT

Jean TODT



**DEPUTY PRESIDENT
FOR SPORT**

Graham STOKER



SENATE PRESIDENT

Brian GIBBONS



**DEPUTY PRESIDENT
FOR AUTOMOBILE MOBILITY
AND TOURISM**

Thierry WILLEMARCK

ADMINISTRATION



**SECRETARY GENERAL
FOR SPORT**

Peter BAYER



**CHIEF
ADMINISTRATIVE
OFFICER**

Jean-Baptiste PINTON



**SECRETARY GENERAL
FOR AUTOMOBILE MOBILITY
AND TOURISM**

Andrew McKELLAR

ADMINISTRATION



173 employees

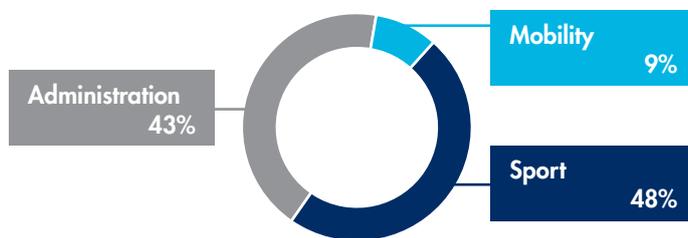


21 nationalities represented

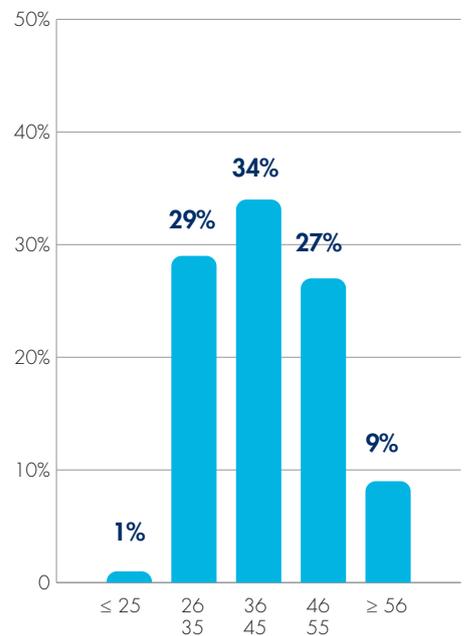


Average age: 42 years

Distribution of employees by division



Distribution of employees by age



Distribution of employees by gender



3 locations



Paris
Historic Headquarter,
Mobility and Tourism Division
and Communications Department



Geneva
Sport Division
and Administration



Valleiry
Logistics and archives



2017 HIGHLIGHTS

7
JANUARY

LAS VEGAS, USA



Electronics and trade show (CES)

During his visit to the 50th edition of the world's largest consumer electronics and trade show (CES) in Las Vegas, Jean Todt attends the 'Formula E E-Race', the biggest sim race ever organised, and discusses how technology can bring new fans to motor sport and provide great advancements in road safety with technology leaders.

GENEVA, SWITZERLAND



FIA Race Director Seminar & FIA International Stewards Programme

The first editions of the FIA Race Director Seminar and FIA International Stewards Programme bring together over 160 officials representing an essential part of the motor sport family which makes all of the FIA events possible around the world.

9-12
FEBRUARY

BEIRUT, LEBANON



FIA Sport Regional Congress for the Middle East and North Africa

51 participants representing 14 ASNs/ACNs from 14 countries attend the FIA Sport Regional Congress for the Middle East and North Africa hosted by the Automobile and Touring Club of Lebanon in Beirut.

16-17
FEBRUARY

GENEVA, SWITZERLAND



FIA/IOC Memorandum of Understanding on Road Safety

FIA President Jean Todt and IOC President Thomas Bach sign a 'Memorandum of Understanding' concerning the promotion of joint road safety campaigns across their shared platforms and ahead of sporting events.

20
FEBRUARY

VATICAN CITY, ITALY



Meeting with Pope Francis

Jean Todt meets Pope Francis and presents the FIA/JCDecaux #3500LIVES global road safety campaign prior to its official launch in Paris in March.

25
FEBRUARY

GENEVA, SWITZERLAND



Geneva Motor Show

After a successful debut in 2016, the FIA and its two pillars, Sport and Mobility, are once again prominently represented at the renowned Geneva Motor Show.

9-19
MARCH

PARIS, FRANCE



Launch of the #3500LIVES Campaign

FIA President Jean Todt, and Chairman of the Executive Board and Co-CEO of JCDecaux Jean-Charles Decaux launch #3500LIVES, the first worldwide outdoor campaign on road safety in the presence of UN High Commissioner for Human Rights Zeid Ra'ad Al Hussein, and two ambassadors of the campaign, Mayor of Paris and Chair of C40 Anne Hidalgo, and Long Jump Paralympic Gold Medal Champion Vanessa Low.

10
MARCH

SEOUL, SOUTH KOREA



FIA Sport Regional Congress for Asia-Pacific

The FIA Sport Regional Congress for Asia-Pacific, hosted by the Korea Automobile Racing Association (KARA) in Seoul, gathers 78 delegates representing 19 Clubs from 19 countries.

17-19
MARCH

ULAANBATAAR, MONGOLIA



Meeting with the President of Mongolia

Jean Todt meets with Elbegdorj Tsakhia, President of Mongolia, to discuss road safety and possible actions to reduce the almost 600 road related fatalities that occur each year in the country, which has a population of about three million.

22
MARCH

VALLETTA, MALTA



High Level Ministerial Stakeholders Road Safety and Maritime Conference

Jean Todt participates in the High Level Ministerial Stakeholders Road Safety and Maritime Conference in Malta, along with Violeta Bulc, EU Commissioner for Mobility and Transport, and Joe Mizzi, Minister for Transport and Infrastructure of Malta at the time.

28-29
MARCH

MEXICO CITY, MEXICO



Mayor of Mexico City supports FIA Road Safety initiatives at Mexico E-Prix

Mayor of Mexico City Miguel Ángel Mancera visits the FIA Action for Road Safety stand at the Mexico E-Prix and supports the #3500LIVES Campaign and the FIA Global Programme for Child Safety.

1
APRIL

GENEVA, SWITZERLAND



Road Safety is a Human Rights' issue

In the framework of the 'Stand up for Human Rights' campaign, Jean Todt and UN High Commissioner for Human Rights, Zeid Ra'ad Al Hussein explain how road safety is an issue related to human rights in a video.

8
MAY

KINGSTON, JAMAICA

4th UN Global Road Safety Week

On the occasion of the 4th UN Global Road Safety Week, FIA President Jean Todt, Jamaica's Prime Minister Andrew Holness, Olympic Champion and #3500LIVES Campaign Ambassador Yohan Blake, President of Jamaican Automobile Association and Member of the Jamaican National Road Safety Council (NRSC) Earl Jarrett, and Ambassador for the Global Initiative for Child Health & Mobility Zoleka Mandela attend a high level event hosted in partnership by the FIA Foundation and NRSC and endorse the Global Initiative's campaign for urgent implementation of the 'speed vaccine' in areas where children and traffic mix.

10
MAY

WORLDWIDE



FIA Volunteers Day

Racing community comes together to celebrate the first ever FIA Volunteers Day and thanks all the individuals who freely give up their time as volunteers at motor sport events.

12
MAY

BARCELONA, SPAIN



F1 Spanish Grand Prix

F1 drivers assemble in the pit lane, ahead of the Spanish Grand Prix in Barcelona to show their support to the #3500LIVES campaign and to the 4th UN Global Road Safety Week focusing on the challenge of addressing speed management, a key risk factor for road traffic deaths and injuries.

14
MAY

LE MANS, FRANCE



24 Hours of Le Mans

Together with LMP1 drivers, FIA President Jean Todt, Chairman and CEO of Formula One Chase Carey, President of the Automobile Club de l'Ouest Pierre Fillon, and former professional driver Mark Webber promote the #3500LIVES global road safety campaign at the 24 Hours of Le Mans.

17-18 JUNE

GENEVA, SWITZERLAND



FIA Sport Conference

The FIA Sport Conference is more successful than ever and gathers 200+ delegates from 111 ASNs/ACNs to discuss and exchange on the theme of 'Progress and Direction: together through a decade of change'.

20-22 JUNE

GOODWOOD, UNITED KINGDOM



Goodwood Festival of Speed

Present at the Goodwood Festival of Speed for the second year in a row, the FIA holds a prominent position at the centre of the action, welcoming the many thousands of enthusiasts to see various displays and learn more about its action in the field of motor sport and the promotion of road safety.

29 JUNE
2 JULY

LONDON, UNITED KINGDOM



F1 Live London

Londoners get the opportunity to discover the #3500LIVES road safety campaign on the FIA stand of the 'F1 Live London', a Formula One event organised in the centre of London to announce the next British Grand Prix and create a free-to-see London F1 experience around Trafalgar Square.

12 JULY

NEW YORK CITY, USA



New York City Formula E race

FIA Formula E Championship makes history on the streets of Brooklyn with a thrilling first race.

14
JULY

MONTREAL, CANADA



FIA Smart Cities Forum in Montreal

Jean Todt, FIA President, Denis Coderre, Mayor of Montreal at the time, Pierre Arcand, Minister of Energy and Natural Resources of Quebec at the time, Alejandro Agag, CEO of Formula E Holdings, and Tim Shearman, FIA Region III President & President and CEO of the Canadian Automobile Association, participate in the FIA Smart Cities Forum in Montreal, gathering mobility experts from international organisations, city authorities and industry players. This is the fourth FIA Smart Cities event in the year, after two Forums in Mexico and Berlin and one FIA Smart Cities Talk in Paris.

28
JULY

TORONTO, CANADA



FIA Congress of Americas for Mobility and Sport

The XIX FIA Congress of Americas for Mobility and Sport, hosted by the Canadian Automobile Association (CAA), gathers 40 representatives from 28 Member organisations in Toronto, Ontario, Canada.

1-3
AUGUST

CENTRAL AMERICA



FIA President meets with Central American Club Presidents

FIA President Jean Todt travels throughout Central America (Puerto Rico, Barbados, Costa Rica, El Salvador, and Belize) to meet with FIA Club Presidents and promote road safety.

4-11
AUGUST

ABUJA, NIGERIA



FIA Sport Regional Congress for Africa

Hosted by the Automobile and Touring Club of Nigeria, the 3rd FIA Sport Regional Congress for Africa gathers 41 representatives from 17 African countries, motor sport experts and stakeholders to discuss further development of motor sport at all levels.

24-26
AUGUST

PARIS, FRANCE



FIA European Young Women Programme

The FIA European Young Women Programme aiming at promoting the participation of young women in motor sport at grassroots level receives EU funding through the Erasmus+ Programme. Developed by the FIA Sport Clubs Relations and Development Department under the lead of the FIA Women in Motorsport Commission and along with 9 partners, mostly FIA Member Clubs, the project will be launched in March 2018.

7
SEPTEMBER

ROME, ITALY



Rome City Council supports Road Safety

Six months after his intervention in front of Rome City Council, FIA President Jean Todt attends an extraordinary meeting presided by Mayor of Rome Virginia Raggi, along with ACI President Angelo Sticchi Damiani and Luigi Guccione Foundation President Giuseppe Guccione to discuss road safety initiatives led by the Italian capital.

14
SEPTEMBER

PARIS, FRANCE



FIA High Level Panel for Road Safety meeting

After two meetings in January and March, the FIA High Level Panel for Road Safety holds a special working group in Paris to discuss its first Annual Activity Report and the work plan for 2017-2018.

20
SEPTEMBER

SOUTH AFRICA AND BOTSWANA



FIA President visits South Africa and Botswana

Jean Todt meets with local road safety stakeholders in South Africa and Botswana to encourage further improvement in the region.

23-25
OCTOBER

STOCKHOLM, SWEDEN



FIA Sport Regional Congress for the North European Zone

Hosted by Swedish ASN Svenska Bildsportförbundet, FIA Sport Regional Congress for the North European Zone brings together 56 delegates from 16 ASNs/ACNs to discuss the key issues in North European motor sport.

26-28
OCTOBER

NEW DELHI, INDIA



World Road Meeting

FIA President Jean Todt participates in the 18th World Road Meeting, organised by the International Road Federation (IRF) on the theme 'Safe Roads and Smart Mobility: The Engines of Economic Growth'.

13-14
NOVEMBER

PARIS, FRANCE



FIA Hall of Fame

The FIA inaugurates its new Hall of Fame at a glittering ceremony at the headquarters of the ACF in Paris, with champions Sir Jackie Stewart, Mario Andretti, Alain Prost, Nigel Mansell, Damon Hill, Jacques Villeneuve, Fernando Alonso, Sebastian Vettel and Nico Rosberg joining representatives and family of F1's other title winners in becoming the first drivers honoured by the new initiative.

4
DECEMBER

PARIS, FRANCE



FIA Annual General Assembly

The 2017 FIA Annual General Assembly gathers 441 delegates from 181 Member Clubs representing 116 countries from all over the world.

4-8
DECEMBER

VERSAILLES, FRANCE



FIA Prize Giving

The FIA Prize Giving ceremony, one of the year's most anticipated social events within motor sport, takes place at the stunning Palace of Versailles where the winners of this year's FIA Championships are crowned.

8
DECEMBER

During the ceremony, Jean Todt gives the President's Awards to F4 racer Billy Monger, for his amazing recovery from life-changing injuries sustained in April 2017, and to Jean-Charles Decaux, who in partnership with the FIA has brought life-saving road safety messages to millions around the world thanks to freeing up some of his firm's outdoor advertising space to display the #3500LIVES Campaign.

VIENNA, AUSTRIA



FIA Sport Regional Congress for the Central European Zone

The FIA Sport Regional Congress for the Central European Zone hosted by the Österreichischer Automobil- Motorrad- und Touring Club, gathers 55 delegates from 18 ASNs/ACNs in the Austrian capital.

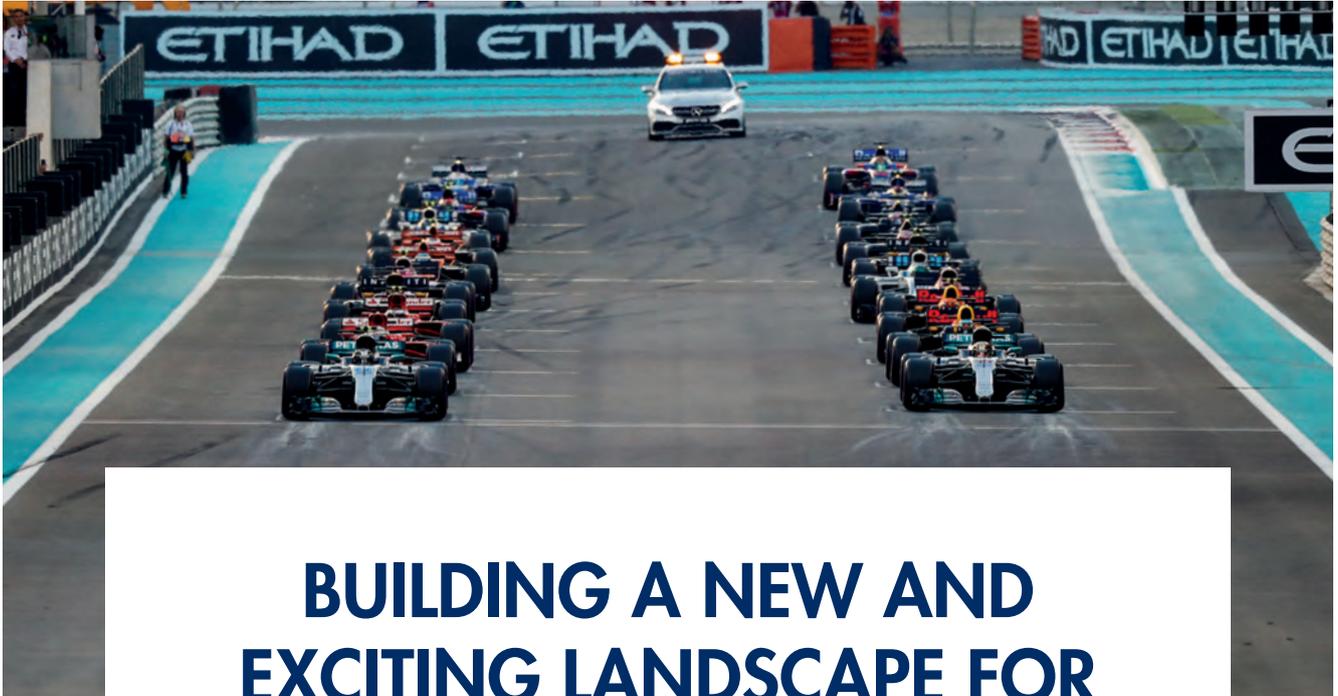
14-16
DECEMBER

SPORT

**AROUND THE WORLD AND
IN EVERY DISCIPLINE, THE
FIA IS DEDICATED TO GROWING
SAFE, FAIR AND ACCESSIBLE
MOTOR SPORT FOR ALL**







BUILDING A NEW AND EXCITING LANDSCAPE FOR MOTOR SPORT

From the arrival of spectacular new cars in the FIA Formula One World Championship and in the FIA World Rally Championship to the launch of Formula 2 and FIA-sanctioned Drifting, and from the introduction of groundbreaking safety technologies to increased efforts to strengthen Member Clubs globally, 2017 was a year of outstanding innovation in motor sport.

1,129 competitions
registered by a total of 75 ASNs including:



322

FIA Championships,
Trophies, Challenges
and Cups events



272

Non-Championship
International Events



535

Events part of the
80 International Series
approved by the FIA

High Drama at the Highest Levels



All of the FIA's major championships enjoyed thrilling action in 2017, spearheaded by the FIA Formula One World Championship, where new technical regulations led to the introduction of more powerful, more aggressive looking cars that increased the spectacle for fans.

The season was defined by a titanic battle between Mercedes driver Lewis Hamilton and Ferrari's Sebastian Vettel, with Hamilton eventually taking a fourth career title. Mercedes, meanwhile, notched up a fourth consecutive Constructors' title.

Elsewhere, there was progress on defining a specification for F1 engines from 2021 onwards while work continued on cost control in the World Championship.

Below F1, the FIA completed its single-seater racing pyramid in 2017 with the transformation of F1 feeder series GP2 into a new FIA Formula 2 Championship, won by Monaco's Charles Leclerc.

The FIA World Rally Championship (WRC) also introduced new regulations and, as in F1, this led to more powerful, more exciting cars. It was a fairy tale season for defending champion Sébastien Ogier with the French driver taking a fifth consecutive crown and helping the privateer M-Sport team to an against-the-odds triumph over the WRC's major manufacturers.

The sixth season of the FIA World Endurance Championship (WEC) was highlighted by the triumph of Porsche in both the Drivers' and Teams' competitions of LMP1 in the manufacturer's final campaign in the championship. The year was also notable for the elevation of the GTE class to World Championship status, with James Calado and Alessandro Pier Guidi taking the inaugural Drivers' crown and helping Ferrari to the Teams' title.

The FIA World Touring Car Championship (WTCC) also enjoyed a successful final campaign in its current format, with Thed Björk being crowned champion and Volvo Polestar winning the Teams' title.

The FIA and the promoters concerned worked tirelessly throughout 2017 to address the issues affecting both the WEC and WTCC and both championships have now been reshaped for 2018 and beyond.

The FIA World Rallycross Championship continued to convert new fans, with Johan Kristoffersson taking the Drivers' title, as well as helping PSRX Volkswagen Team Sweden to the Teams' title.

The FIA Formula E Championship continued to go from strength to strength in 2017, and for the third season in succession, the title fight went down to the wire, with Lucas di Grassi winning. The Teams' championship was claimed by Renault e.dams.

In Karting, the new generation of OK engines led to a positive consolidation of grids. For its 2017 Championships, the CIK-FIA recorded a total of 739 entries, compared with 622 in 2016.

Culture of Innovation

The 2017 motor sport year was also defined by a number of significant innovations.

In order to properly honour motor sport's greatest champions for the first time, the FIA last year launched a new Hall of Fame, with the 33 winners of the FIA Formula One World Championship being the first inductees.

In the realm of motor sport safety, the Halo, an additional frontal protection system, was mandated for use in 2018 in Formula One, F2 and, later in the year, in Season 5 of Formula E. New standards for advanced helmets and biometric devices were also drawn up.



Focusing on grass roots competition, the inaugural FIA Intercontinental Drifting Cup was held in Odaiba, Tokyo, Japan, with the event being hailed a great success by competitors and fans alike. The FIA also developed the National Cross Car concept in a move to complete the OffRoad/Rally pyramid and to offer ASNs an affordable discipline.

Motor sport's sustainability and inclusivity were also accented, through the creation of the FIA Environment and Sustainability Commission and the FIA Disability and Accessibility Commission, both of which fall under the responsibility of the FIA Sport and Mobility pillars. Inclusivity was further boosted by the support won from the EU through the Erasmus+ Programme for the new FIA European Young Women Programme aiming at increasing young women's participation in motor sport.

Stronger Together



The FIA deepened its commitment to its Member Clubs around the world in 2017 through a number of initiatives. The ASN Development Manual and ASN Development Toolkit were updated and expanded, while the FIA also created a Sport Clubs Liaison Office made up of three Regional Coordinators.

Meanwhile, the FIA Sport Grant Programme again assisted with Club Development, with €3,123,257 being spread between 71 Club projects. The innovative ASN Reward Programme was also a success, offering funding to Clubs for promoting and adopting FIA safety standards at national level.

CELEBRATING MOTOR SPORT'S CHAMPIONS



The FIA last year launched a major new project, the FIA Hall of Fame to honour its greatest competitors, starting with the 33 drivers to have won the FIA Formula One World Championship title.



The FIA Hall of Fame, celebrating motor racing's most famous names of the past and present, was launched on 4 December 2017 at a glittering ceremony at the headquarters of the ACF in Paris, with champions Sir Jackie Stewart, Mario Andretti, Alain Prost, Nigel Mansell, Damon Hill, Jacques Villeneuve, Fernando Alonso, Sebastian Vettel and Nico Rosberg joining representatives and family of F1's other title winners in becoming the first drivers honoured by the new initiative.

Existing as a 'Wall of Fame' featuring interactive screens and a host of memorabilia at the FIA's Paris headquarters, as well as online in a digital platform, the FIA Hall of Fame commemorates the rich and varied history of the world of motor sport, ensuring the legacy of the greatest names in motor sport are preserved.

"The FIA Hall of Fame has been created to highlight the values that run through motor sport and the champions who have been and who still are the exemplars of the FIA's values of commitment, integrity, respect and sportsmanship," said FIA President Jean Todt. "This is the first stage of an ambitious project: the FIA Hall of Fame will soon expand to the FIA headquarters in Geneva, and other champions and other disciplines will be in the spotlight in the coming years. In this way we will celebrate all the FIA Champions who have made, and who still make the history of motor sport so incredibly rich and inspiring."

The inaugural ceremony, held in the library of the ACF, where Formula One's regulations were first drafted in the 1940s, first inducted the 17 champions with single titles to their name, starting with Formula One's first champion,

1950 winner Giuseppe Farina and ending with 2016 champion Nico Rosberg.

The ceremony then celebrated two- and three-time champions, including attendees Sir Jackie Stewart, a three-time title winner, and Fernando Alonso. The 2005 Renault R25 the Spaniard drove to the first of his two titles was displayed outside the FIA's Place de la Concorde headquarters along with the Alfa Romeo 158 of the sport's first champion, 1950 winner Giuseppe Farina; the Ferrari 156 of 1961 champion Phil Hill; the Lotus Climax 25 of two-time champion Jim Clark; the McLaren MP4/5 of three-time champion Ayrton Senna, and the Ferrari F1-2000 of seven-time champion Michael Schumacher.

The ceremony then moved to the sport's most successful drivers, beginning with the induction of four-time champions Alain Prost, Sebastian Vettel and Lewis Hamilton and then five-time winner Juan Manuel Fangio.

Finally, the sport's most successful competitor, seven-star driver Michael Schumacher, was inducted, with long-time manager Sabine Kehm on hand to accept his award.

"We all know Michael should be here and I am totally sure he would love to be here," she said. "He always had the highest respect for everyone in this room and he would be very honoured. What made Michael so special, what made him so successful was, as with everybody in this room, a love and passion for this sport."

The inauguration also saw the launch of the FIA Hall of Fame website (<https://halloffame.fia.com/>), where the achievements of those inducted are celebrated in order to help inspire the legends of the future. The website lives online as a digital record of motor sport's illustrious history. It features individual biography pages, statistics, photographs and videos for each driver awarded.

The FIA Hall of Fame gallery in Paris was created by Wilmotte and Associates, a prominent global architecture firm headquartered in France, and is open to the public upon reservation. The launch of the FIA Hall of Fame was supported by official partners Michelin and Rolex.



Inauguration of the FIA Hall of Fame, Paris, France, 4 December 2017

RACING INTO A NEW ERA



With new technical regulations leading to more powerful and aggressive-looking new cars and with a new commercial rights holder in place for the 2017 season, the future looks good for the FIA Formula One World Championship.

The Changing Face of F1

At the end of 2016, Liberty Media Corporation took control of the commercial rights of Formula One, a takeover approved by the World Motor Sport Council in January 2017. Chase Carey became Chairman and CEO of the Formula One Group, the entity managing F1, with Ross Brawn serving as Sporting Managing Director and Sean Bratches assuming the role of Managing Director for Commercial Operations.

The 2017 F1 season comprised 20 Grands Prix, following the cancellation of the German Grand Prix. Ten teams took part in the World Championship, and in all 25 drivers took part as team line-ups changed during the season.

Britain's Lewis Hamilton demonstrated his raw speed by taking 11 pole positions, surpassing the previous record, held by Ayrton Senna. Other notable achievements included France's Esteban Ocon confirm his status as a major star-in-waiting by finishing 28 Grands Prix in a row, unseating Max Chilton who held the previous record. Elsewhere, Canadian Lance Stroll scored a maiden podium finish in the Azerbaijan Grand Prix in his rookie season and then became the youngest Formula One driver to start from the front row of the grid at the Italian Grand Prix.

However, for the fourth year running the Mercedes team dominated the championship, winning 12 races (as opposed to five for Ferrari and three for Red Bull Racing) and secured a fourth consecutive title at the United States Grand Prix in Austin.

The battle for the Drivers' title, between Lewis Hamilton and Sebastian Vettel was evenly matched until the Singapore Grand Prix, where a start line crash involving Vettel proved to be a turning point. Thereafter a number of incidents in the following races stacked the odds more and more in Hamilton's favour until he eventually secured the championship crown, with two races in hand, at the Mexican Grand Prix.

Hamilton joins Juan Manuel Fangio, Alain Prost, Sebastian Vettel and Michael Schumacher in the pantheon of drivers who have won at least four World Championships.

Across the 2017 season there were five different winners, racing for three different teams: Lewis Hamilton won nine times, Sebastian Vettel stood on the top step of the podium five times, Valtteri Bottas won three times and Max Verstappen twice, while Daniel Ricciardo took a single win.

Prospects for 2018

Following the major changes made to the bodywork and tyres in 2017, the 2018 season will see another large change in the shape of the Halo device. The additional frontal protection system was last year mandated for use in the 2018 championship and will constitute a major safety advance in the area of head protection for drivers.

The 2017 season saw the FIA begin discussions regarding the 2021 engine regulations, meeting with the manufacturers already supplying engines in the championship as well as a number of manufacturers not currently involved. A set of proposals is currently under review by the FIA, Formula One Group and the current engine manufacturers. The intended target for the preliminary definition of the 2021 engine specification is set for 2018.

In 2018, the FIA and its partners will continue to work on defining an improved cost control framework to be phased in from 2019.

The 2018 calendar will comprise 21 races. The Malaysian Grand Prix drops off the schedule but the German Grand Prix and French Grand Prix return.





A NEW AGE OF EXCITEMENT



New technical regulations saw the development of impressive new rally machinery and resulted in a fascinating and hotly-contested championship in which Sébastien Ogier took a fifth successive title and led the privateer M-Sport team to victory over the sport's major manufacturers.

Building Expectation



The 2017 FIA World Rally Championship (WRC) saw the introduction of new technical regulations, resulting in more potent and more aggressive-looking World Rally Cars. With this came a real sense of anticipation and excitement as the cars, which had previously been shrouded in secrecy throughout the 2016 development phase, began to emerge in the build-up to the new season.

Toyota, which had been absent from the sport since the end of 1999, returned to the championship with the Yaris WRC, with the automotive giant's campaign being run by four-time FIA World Rally Champion Tommi Mäkinen under the banner of Toyota GAZOO Racing. The return of the world's second largest car manufacturer in terms of sales further emphasised the dawn of a new era in world rallying.

Close Competition



As expected, the new regulations, allied to line-up changes in the entry lists, led to the closest competition seen in many years.

Following the unexpected withdrawal of Volkswagen Motorsport at the end of 2016, four-time World Champion Sébastien Ogier moved to M-Sport just weeks before the

season-opening Rallye Monte Carlo. The Frenchman went on to win the event and claimed the first victory for a WRC car built by M-Sport in over four years.

A podium finish for Toyota on the Yaris WRC's debut was followed up with a first victory courtesy of Jari-Matti Latvala at the next round in Sweden. A win for Citroën's Kris Meeke followed and then one for Hyundai with Belgium's Thierry Neuville, the fourth different driver, and manufacturer, to climb the top step of the podium in as many events. Over the course of the season there were seven different winners, no fewer than three of whom claimed maiden WRC victories.

M-Sport, having had at least one Fiesta on the podium at every event, won its first Manufacturers' title – notwithstanding victories with Ford in 2006 and 2007 – beating three of the world's largest car companies.

Sébastien Ogier and Julien Ingrassia claimed a fifth consecutive World Title at the penultimate round, Ogier moving to second in the all-time ranking behind nine-time Champion Sébastien Loeb and becoming only the third driver to win titles with different manufacturers. Thierry Neuville/Nicolas Gilsoul and Ott Tänak/Martin Järveoja finished the season in second and third places respectively.

Supporting stars



The FIA WRC 2 Championship – in which there were 56 registrations – was secured after 10 of the 13 rounds by Swedes Pontus Tidemand and co-driver Jonas Andersson. The pair won five of their nominated seven events in a Fabia R5, while Škoda Motorsport took the teams' title.

The FIA WRC 3 and FIA Junior WRC titles were both won by Spaniards, with Nil Solans and Miguel Ibáñez emerging triumphant. Their event victories in the FIA Junior WRC secure them a full-season campaign of seven prize drives in an M-Sport-prepared Fiesta R5 next year. ADAC Sachsen won the two-wheel drive Teams' trophy.



FEATS OF ENDURANCE



The sixth season of the FIA World Endurance Championship competition was marked by another spectacularly successful campaign for Porsche in LMP1, but also by the manufacturer's decision to withdraw from the series at season's end, ushering in a period of transition for endurance racing.

Growing Impact

The 2017 season was the sixth year of the FIA World Endurance Championship (WEC), organised in partnership with the Automobile Club de l'Ouest.

Comprising nine events spread across three continents, including the flagship 24 Hours of Le Mans, the championship again proved successful, both with the media and with the public. Indeed, the 2017 season once again saw an increase in the average number of spectators, an increase in downloads of the FIA WEC mobile application, and a rise in social network traffic compared with 2016.

The 2017 grid was made up of 28 competitors entered for the season, distributed across 15 Le Mans Prototype (LMP) and 13 GT Endurance (LMGTE) cars (not counting the grid of the 24 Hours of Le Mans). The distribution of the four classes in 2017 (LMP1 and 2, LMGTE Pro and LMGTE Am) confirmed a slight prevalence of the Prototype classes.

With two manufacturers entered in LMP1 (Toyota and Porsche), two makes represented in LMP2 (Alpine and Oreca) and four manufacturers involved in GTE (Ferrari, Ford, Porsche and Aston Martin), the championship was particularly closely fought, thanks to the involvement of the FIA Endurance Committee, which throughout the season worked to maintain the balance of performance between the different technologies and different engine systems.

Porsche Triumphant

In the LMP1 category Porsche was again triumphant in both the Manufacturers' and the Drivers' Championships, with the crew of Germany's Timo Bernhard and New Zealand duo Brendon Hartley and Earl Bamber winning the Drivers' title as well as the 24 Hours of Le Mans. The German squad meanwhile took a third consecutive Constructors' crown.

LMP2

New regulations for the class came into force in 2017 and increased the level of performance within an already closely contested category. The current regulations will remain in force until the 2021 edition of the 24 Hours of Le Mans.

The LMP2 Championship went down to the final event in Bahrain, where the Drivers' title was eventually won by Bruno Senna and Julien Canal. Their performance also handed the Teams' trophy to their Vaillante Rebellion squad.

Award of FIA World Championship title to LMGTE

At the end of 2017 season, GT Endurance category was awarded FIA World Championship titles, for both drivers and manufacturers for the first time, with Ferrari winning the Manufacturer's title and its crew of James Calado and Alessandro Pier Guidi taking the Drivers' championship crown.

Over the coming years the category will become more professional, with more manufacturers taking part (BMW will enter the championship in 2018), with each of the entered makes racing factory cars and with the introduction of new technical regulations. The next LMGTE technical regulations will be put in place in September 2019.

A New Calendar Format for 2018

The announced withdrawal of Porsche at the end of the 2017 season is a great loss for the sport and will need to be offset in order to preserve the attractiveness of the championship. One major issue is clearly cost control/reduction. The 2018 calendar will have a new 'Super Season' format, straddling two years, and will feature two editions of the 24 Hours of Le Mans.

FUTURE OF LMP1

Toyota's isolation as the only LMP1 manufacturer in 2018 has led to the implementation of new technical regulations for the LMP1 non-hybrid category in order to bring their performance closer to that of the hybrid category.

The strategic vision for the LMP1 category continues to focus on the technological and innovative orientation pursued since 2012, orchestrating its technical development and the modernisation of its regulations in a progressive and visible manner while maintaining its efforts to attract new manufacturers. New regulations are aimed to be introduced from 2020 onwards.





CHARGING TOWARDS THE FUTURE



After another season of impressive growth, Formula E recently embarked on its fourth championship and began to gear up for a technological step-change the all-new cars of Season 5 will bring at the end of 2018.

Positioning and Looking ahead

The identity of the FIA Formula E Championship is defined by three essential pillars:

- Real races in city centres;
- Demonstration of electric performance;
- Accessible renewable energy.

The first three seasons have allowed the establishment of firm foundations, making the FIA Formula E Championship a must-see fixture on the motor sport scene.

The arrival on the calendar of Hong Kong, New York and Montreal provided a new dimension to the championship and helped to again broaden the series' reach. Growth was furthered by the arrival of new manufacturers, attracted by the series' sporting credibility, its clear technical road map and by continued efforts to control costs. In addition to Renault, Audi, Mahindra, DS Automobiles, BMW, Jaguar, Nio, Venturi and Dragon, Porsche and Mercedes-Benz announced their intention to compete and their dossiers are currently being examined by the FIA.

Season 3

For the third year running, the title was decided at the last round of the season. In Montreal, Brazil's Lucas di Grassi became the third different champion in three seasons, finishing the competition with a 24-point lead over defending champion Sébastien Buemi of Switzerland. Felix Rosenqvist, who during the campaign took the Mahindra team's first Formula E victory, finished third in his rookie season in the discipline. The Teams' championship was claimed for the third time in a row by Renault e.dams, ahead of Audi Sport ABT Schaeffler and Mahindra Racing.

Growing Reach

In terms of media, the FIA Formula E Championship continued its expansion, with a cumulative audience of 221.6 million television viewers (vs 192 million in Season 2) and a total of 245,000 spectators over the entire campaign. TV production and distribution are the major areas for development in the coming years in order to differentiate Formula E from the other championships and to further increase the manufacturers' return on investment.

New Era in Season 5

Formula E will enter into a new era in Season 5 with the arrival of a new generation of single-seater cars, allowing the same distance to be covered with a single car instead of today's two. In collaboration with its technical partners, the FIA has coordinated the development of this new Formula E.

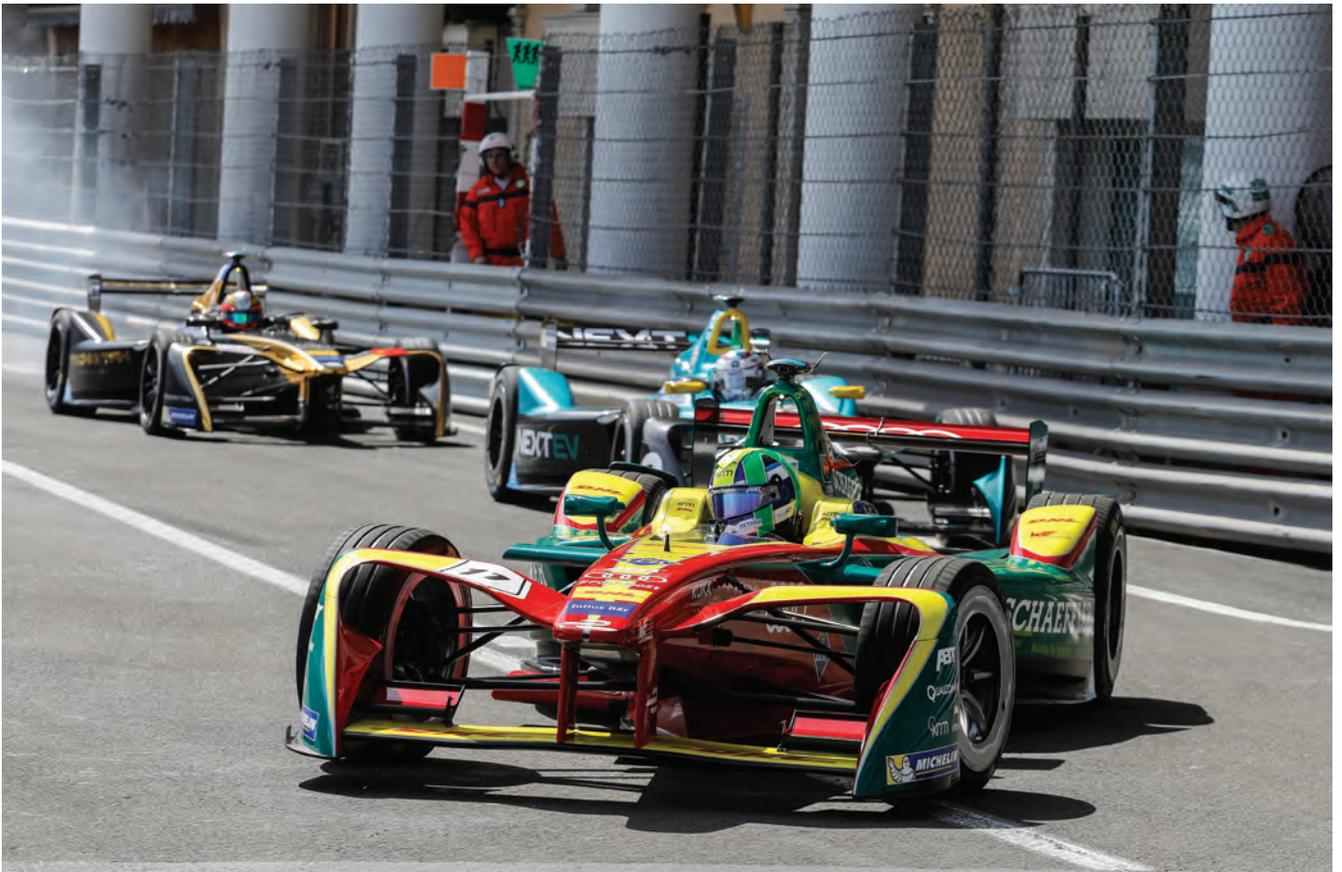
A test bench for future technologies, the FIA Formula E Championship will have 9 manufacturers and 11 teams taking part in Season 5, and looks set to boast 11 manufacturers and 12 teams in Season 6, with the arrival of Porsche and Mercedes.

Meanwhile, Nissan, the brand that sells the most electric vehicles globally, will replace Renault from Season 5, following a strategic repositioning within the Renault-Nissan Alliance.

Cities in Motion

Determining the calendar remains one of the main challenges in Formula E. With three new cities in Season 4 (Santiago de Chile, Rome and Zurich), Formula E continues its expansion. Only Berlin has hosted the formula each season but events in Hong Kong, Mexico City, Paris and New York are already unmissable.





TOURING TRANSFORMATION



The FIA World Touring Car Championship (WTCC) delivered an enthralling 2017 title fight that went right to the wire, with Volvo Polestar taking the Team's title at the final round. The battle proved a fitting finale for the series, which will get a new lease of life in 2018 as WTCR – FIA World Touring Car Cup.

Power Shifts

The championship field comprised two manufacturers: Volvo Polestar and Honda. Lada and Citroën maintained their presence alongside Chevrolet by running private programmes. There were 6 official drivers and 10 privateer drivers, giving a total of 16. The 2017 season also saw the return of the iconic Macau race to the calendar.

With the balance of power between private teams and manufacturers having shifted, the championship was more closely fought than for many years. Intense battles for both the Manufacturers' and Drivers' titles remained open until the last weekend of the 12-round series, which took place across four continents (Latin America, Europe, North Africa and Asia).

Down to the Wire



The destiny of both titles was finally decided at the final round in Qatar on 1 December, with Sweden's Thed Björk – competing in only his second full season in WTCC – and his Volvo Polestar team emerging victorious. Hungary's Norbert Michelisz and the UK's Tom Chilton finished second and third in overall. Tiago Monteiro had led the standings following the trip to Argentina in mid-July but in a cruel blow, the Portuguese driver was ruled out of the latter part of the championship after a high-speed crash in testing in Spain in September.

Introducing Innovation

Two major innovations brought to the championship proved successful in 2017. The first was the implementation of the joker lap at city centre circuit events. Based on the concept existing in Rallycross, the joker lap made its appearance in the WTCC during the competition at Vila Real, in Portugal. The format opened up a new strategic dimension, in particular where the configuration of a circuit makes overtaking difficult. The addition was a success with competitors, the organisers and with media.

Secondly, the structuring of the competition based on a Qualifying Session, an Opening Race and a Main Race (differentiated by the distance and the scale of points awarded) also helped to make the Main Race more attractive, thanks to more activity on the grid and growing interest in media coverage.

Period of Transition

From 2018, the WTCC will cease to exist and will be replaced by a newly created championship, WTCR – FIA World Touring Car Cup. It will run to the FIA TCR technical regulations under a two-year licensing agreement between the FIA, WTCR promoter Eurosport Events Limited (EEL) and WSC, owner of the TCR concept and trademark. The Cup will comprise 10 events around the world.





CELEBRATING A MEMORABLE MILESTONE



As Rallycross celebrated its 50th anniversary, Sweden's Johan Kristoffersson helped Volkswagen to victory in an increasingly manufacturer-friendly World Championship. Elsewhere, a condensed European Championship schedule proved popular with competitors and the Super1600 category went from strength to strength.

Crossing the Half Century Mark

2017 marked the 50th anniversary of Rallycross. The discipline's very first event took place on 4 February 1967 and was created for ABC Television and its 'World of Sport' programme.

The cradle of the discipline was Lydden Hill, near Dover in the UK, but the storied venue may have hosted its last World Rallycross event with last May's British round of the 2017 World Championship. In 2018, the British round will move to Silverstone, where a new asphalt/gravel mixed track has been built.

Kristoffersson leads Volkswagen to Glory

The 2017 FIA World Rallycross Championship brought together six two-car teams (of which four were partly or fully supported by manufacturers: Volkswagen, Audi, Peugeot and Ford) and six individual permanent competitors. That provided for a solid base of 18 cars, while other competitors joined occasionally, depending on the countries visited.

The Swede Johan Kristoffersson, who was third in 2015 and second in 2016, won the Drivers' title, scoring 7 victories from 12 events. He greatly contributed to the success of PSRX Volkswagen Team Sweden in the Teams' standings, adding his points to those collected by his teammate Petter Solberg, third in the Drivers' final classification. Outgoing champion Mattias Ekström finished the championship in second place.

The FIA European Rallycross Championship for SuperCars, which took place in parallel with the World Championship, was well attended and its calendar, condensed into five events, seems to be the most balanced formula for the competitors involved. The championship saw Sweden's Anton Marklund emerging as overall victor in front of 21-year-old Norwegian Thomas Bryntesson, with Hungary's Tamás Pál Kiss third.

The Super1600 support category was even more popular than in 2016, so much so that a waiting list had to be established for certain events. The Touring Car category, however, had trouble retaining its numbers and the category dedicated to 2.0l RWD cars will not be on the European programme in 2019. In 2018, there will be three events on its calendar.

New Horizons

Already commended for the quality of its debut round in 2016, the Latvian event in Riga was, once again, a great success and was awarded the prize of best event of the season. This prize is based on the results of the report that the FIA Permanent Observer produces at the end of each event.

New to the championship, South Africa hosted the last round of the season, in front of a very enthusiastic public, and the very first visit of Rallycross on the African soil proved to be successful.

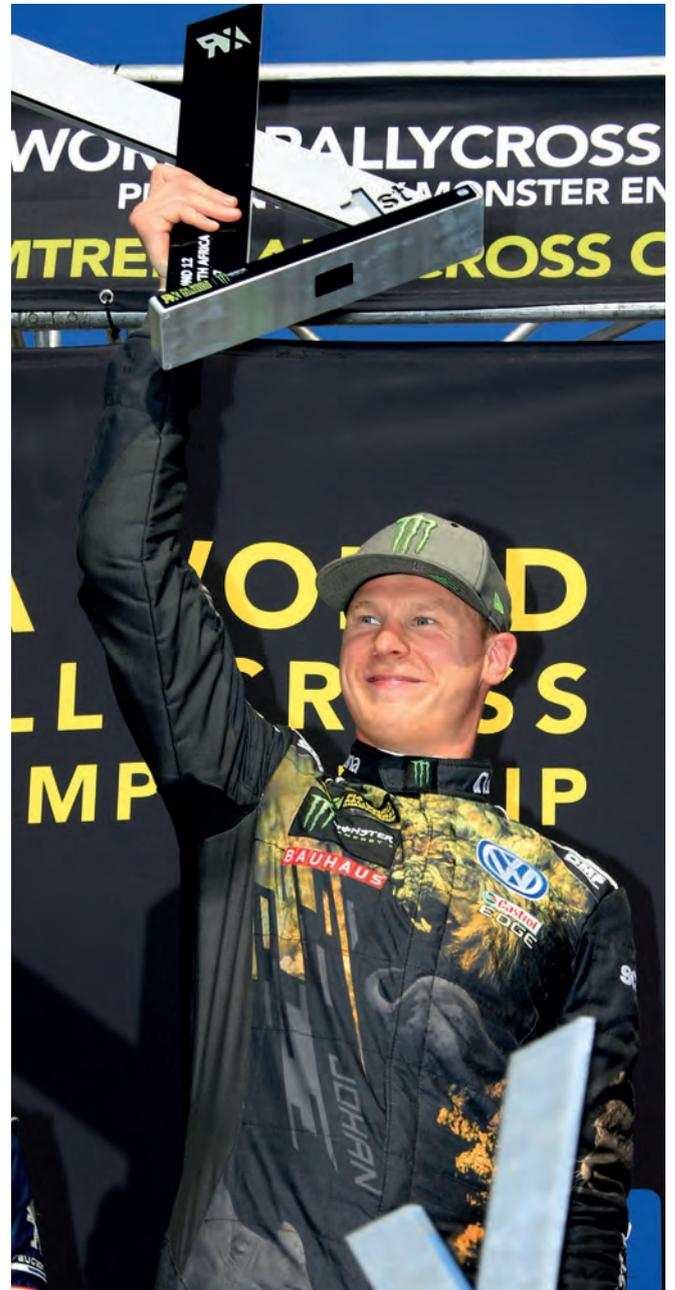
As with 2017, the 2018 season will feature 12 events. The Hockenheim round, which took place on the same bill as a DTM event, will be dropped and replaced with a new event in the United States, at the Circuit of the Americas (COTA) in Austin, where a section of the F1 track will be specially prepared for Rallycross.

Gaining Control

The FIA Mobile Video Race Control, developed to help officials with the analysis of track incidents in the best way possible – by monitoring and recording each race on ten cameras – was a resounding success and resulted in improved driver discipline on the track.

Upon request from the FIA Manufacturers' Commission, a FIA Electric Rallycross Strategy Group was launched in the summer of 2017. As several manufacturers have expressed their interest in the concept, various working groups were started with the aim of moving from the current FIA World Rallycross Championship for cars with internal combustion engines to a World Championship for electric cars, by 2020 at the earliest.





MASTERING THE LEARNING CURVES



The world of Karting once again enjoyed another strong year, with exceptional young talent bursting through and the category affording drivers more opportunities to gain invaluable experience through regulation changes.

Champions Crowned



Danny Keirle was crowned World Champion in the OK class with the team of Chiesa Corse, while the rookie Dexter Patterson won the title of World Junior Champion with the team Forza Racing. Italian Driver Paolo De Conto was crowned World KZ Champion for the second time with the team CRG S.p.A.

Gaining Experience

Once again, the CIK-FIA calendar took in a great number of competitions but chiefly featured, the World Championship (OK class), World Junior Championship and the World KZ Championship. Other season highlights included the European Championships, the Karting Academy Trophy, the International Super Cup for KZ2 and Historic Karts and the CIK-FIA Endurance Championship (OK class).



For its 2017 Championships, the CIK-FIA recorded a total of 739 entries (compared with 622 in 2016). The 2017 International Karting Calendar comprised 70 events (compared with 80 in 2016). These events included 28 CIK-FIA Championships, Cups and Trophies.

The increase in the number of entries over 2016 was mainly due to the age reduction and especially related to the OK class.

In the past, it was possible to move directly from the junior category to single seater. From 2017, this is no longer possible. Drivers must remain in the senior karting category for a minimum of one year before moving to a single-seater category.

This has two positive effects: the OK class benefits from this change with an increase in entries, while the single-seater categories benefit by having better educated drivers thanks to the greater level of karting experience.



Championship Promotion

For the fifth consecutive year, WSK Promotion was responsible for promoting most of the CIK-FIA Championships (except the CIK-FIA Karting Academy Trophy, CIK-FIA Endurance Championship and CIK-FIA European Superkart Championship) in 2017.

As in 2016 the promoter organised broadcasting via the TV channel Motors TV (on a delayed basis for the European Championships and on a live basis for World Championships), as well as via Internet live-stream on the dedicated Website, CIKTV, for the championships concerned.



COMPLETING THE LADDER

The FIA's pathway to the top levels of motor sport was completed with the introduction of a new FIA Formula 2 Championship in 2017 and major developments are planned for 2018, including the introduction of new cars and the Halo additional frontal protection system.



Putting the Final Step in Place

The first season of the new FIA Formula 2 Championship comprised 11 events, 10 of them taking place as a support competition for F1. The round at Jerez (Spain) was added to the calendar following the cancellation of the German Grand Prix.

Monaco's Charles Leclerc has become the first FIA F2 Champion, with the UK's Oliver Rowland taking the runner-up spot ahead of Russia's Artem Markelov.

Ten teams took part in the championship which proved incredibly tight with Russian Time only emerging victorious over close rivals Prema Racing and DAMS at the very last race of the season at the Abu Dhabi Grand Prix.



Bright Outlook



Twelve events are scheduled for 2018. F2 will visit the Circuit Paul Ricard for the first time, and will return to Sochi three years after the last visit of its predecessor, GP2, to Russia. A packed schedule will also see the series stage three race meetings in the space of three weeks – at Le Castellet in France, Spielberg in Austria and Silverstone in the UK.

On the technical side, after seven years of use, the Dallara GP2/11 will be replaced with a brand new F2 car. This single-seater car, fitted with the Halo additional frontal protection system, was presented at Monza during the Italian Grand Prix.

On the sporting side, a procedure for online registration with the FIA has been put in place for the 2018 season and following the success of 2017, the FIA will maintain its 'training programme' for drivers taking part in this championship. The sporting regulations will be aligned with those of F1 on certain aspects, such as the Virtual Safety Car procedure for example.

REGIONAL FOCUS FOR F3

On-track, FIA Formula 3 was dominated by Britons, with Lando Norris becoming the youngest winner of the European title and Daniel Ticktum taking the honours at the FIA F3 World Cup in Macau, while off track major changes saw the development of a new F3 category.

Spectacular Season

At the end of another exciting season of Formula 3 action the Britain's Lando Norris took the European title with a comfortable lead over Sweden's Joel Eriksson and Germany's Maximilian Günther. The FIA F3 World Cup in Macau was the end-of-season highlight and saw Britain's Daniel Ticktum cross the finish line as a surprise winner after the leading cars of Sérgio Sette Câmara and Ferdinand Habsburg collided in the last corner of an unforgettable race.



Defining Future Strategies

More broadly, in 2017, the FIA Single-Seater Commission defined the long-term strategy for the future of Formula 3, with the introduction of Formula 3 Regional and the creation of Formula 3 International.

At the request of several ASNs/F4 Promoters, the FIA is introducing a new intermediate category between Formula 4 and Formula 3 International and the Formula 3 Regional category will serve to balance out the single-seater pyramid on the basis of performance, educational skills and budget. The new intermediate category will kick off in 2018 with F3 Americas and the transition of Formula Masters Series in China to F3 Regional.

The concept for FIA Formula 3 International will feature a single make chassis and engine, of which the characteristics are in line with the objectives of the FIA single-seater pyramid. It will feature the same technical regulations as Formula 3 Regional, leaving space for the definition of the unique car that will be designated for this championship.

GLOBAL ENTRY POINT

FIA Formula 4 continues to consolidate its position as a world-standard first step on the racing car pyramid, and with new championships ready to launch, the formula's future looks bright.

Balancing a global ecosystem

As Formula 4 grows worldwide, the balance of drivers seems to be equalising. Historically oversubscribed, the German and Italian Championships suffered a drop in driver numbers, stabilising at around 25 for the 2017 season. The Japanese Championship also saw a drop, but the number of drivers stabilised at around 35 per event.

Some ASNs saw an increase (Australia, China, Spain) and of particular note was the success of the American Championship, which doubled the number of drivers in a single year. The British and Northern European Championships remained stable.

The NACAM, UAE and SEA zone Championships were not graded in 2017 as they have just launched their season.

Cost Control

The FIA put in place a number of actions aimed at limiting and monitoring costs, such as banning aerodynamic development of the car and wind tunnel tests, as well as establishing the sharing of certain race data among competitors through educational programmes and the establishment of a budget cap for the chassis and engine.

Future Prospects

In 2018, France will launch its championship, certified by FIA, using a Mygale chassis and a Renault engine. By 2019, 15 or 16 F4 Championships, certified by the FIA, should be running on five continents. It has been decided that the Halo additional frontal protection system will be introduced as soon as a new generation of F4 car has been developed. From 2019, a complete car, with the Halo kit and with a new survival cell, will be available for any new championship, as well as for any ASN wishing to change existing cars. The Halo will be mandatory for all F4 Championships certified by the FIA from 2024.



GT RACING AND ETCC POWER FORWARD

Highlighted by a dramatic World Cup race in Macau and increased manufacturers interest, GT racing continued to gain ground in 2017, while the FIA ETCC focused on building for the future.

Mortara wins Dramatic GT World Cup

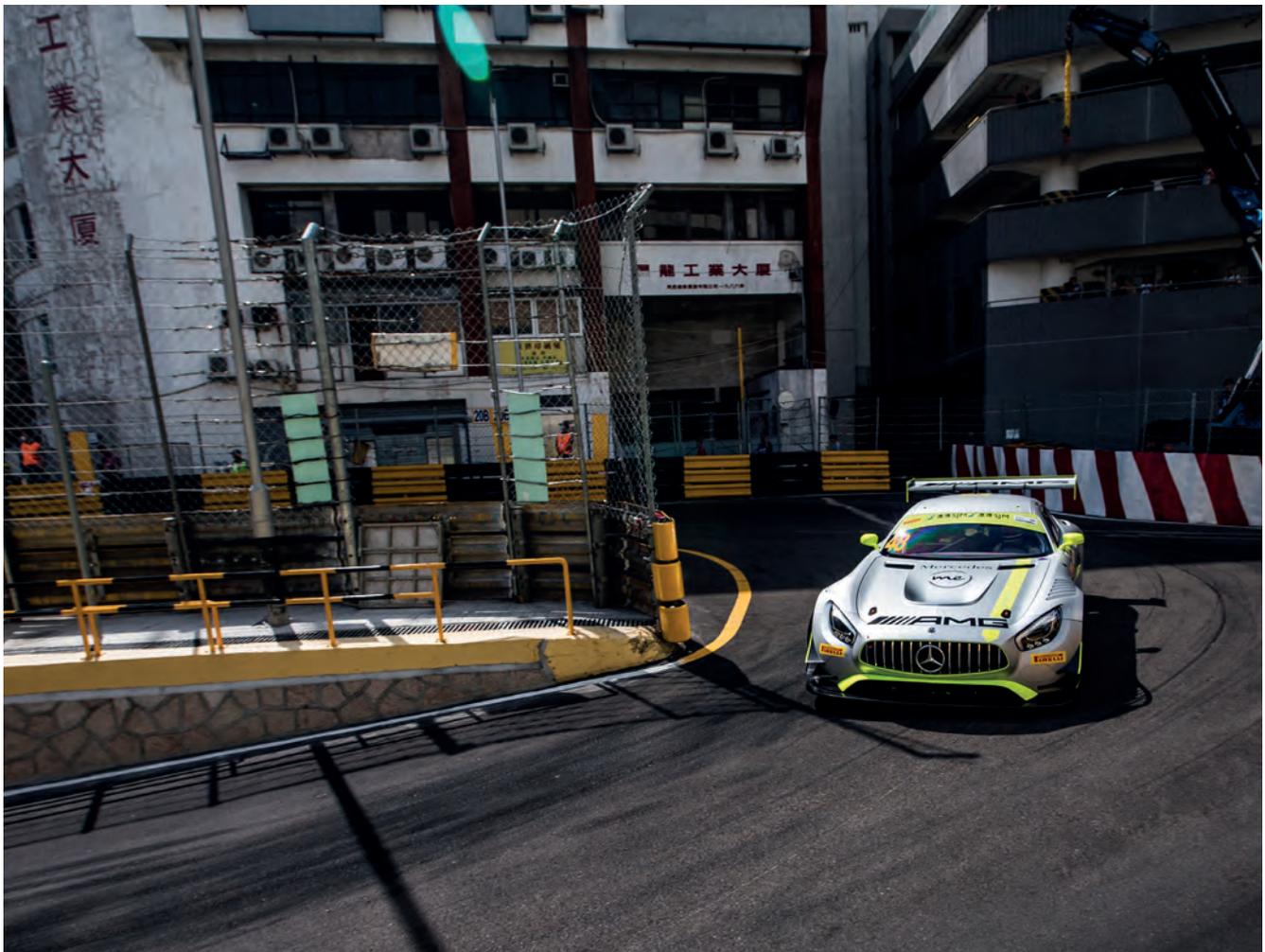
Macau was reappointed as host of the third edition of the FIA GT World Cup on 19 November 2017.

The entry list for the 2017 edition was made up of 20 drivers from 13 different nations, 13 teams, 7 manufacturers (Audi, Lamborghini, Porsche, BMW, Mercedes, Ferrari and Honda), 15 Platinum drivers, 3 Gold drivers and 2 Silver drivers. An increase in the number of professional drivers (Gold and Platinum) in 2017 compared with 2016 shows a rise in the standard of competition.

Two FIA titles were awarded: FIA GT World Cup for Drivers and for Manufacturers. The Drivers' prize went to Edoardo Mortara, while the Teams' trophy was claimed by Mercedes-Benz.

The most successful Macau competitor in modern history, Mortara (Mercedes-AMG GT3) claimed a dominant lights to flag victory. The Italo-Swiss racer added the FIA GT World Cup to three previous GT victories and two F3 Grand Prix wins to stake his claim to the title of 'Mr Macau'.

Mortara qualified fastest, won the crash-shortened qualifying race (in which 14 cars were damaged, some of them beyond repair) and converted both into his most satisfying victory at the 6.12km Guia track. He outpaced Macau debutant Robin Frijns (Audi R8LMS) from the Netherlands, and inaugural FIA GT World Cup winner Maro Engel (Mercedes-AMG GT3), from Germany, with just 1.4 sec separating the top three.



GT3 Racing gathers Pace



The FIA GT Commission highlighted aspects of the FIA's involvement in GT Sprint Racing in 2017, with the balance of performance (BOP), the FIA Drivers' Categorisation System and the success of the FIA GT World Cup in Macau being the main areas of involvement.

Approximately 30 series featuring GT3 cars, of which around 60% are registered on the FIA International Sporting Calendar, took place around the world in 2017, constituting more than 200 GT3 competitions.

Major makes represented include Audi, Porsche, Aston Martin, Ferrari, BMW, McLaren, Lamborghini, and Mercedes-Benz. Eighteen makes (including two new ones, Lexus and Honda Acura) and 28 models raced in 2017.

It is estimated that more than 1,400 GT3 cars have been homologated since 2006 (an average of around 130 new cars per year).

Fulín takes ETCC Title



The FIA European Touring Car Cup was contested over six competitions, four of which were combined with rounds of the FIA World Touring Car Championship. The grid was made up of 11 drivers registered for the season with 8 drivers entered in the individual races and a total of 10 different nationalities represented.

This year, as an intense season came to a close, Czech Petr Fulín (Seat Leon TCR V3 SEQ) emerged as champion, ahead of Hungary's Norbert Nagy (Seat Leon TCR V3 SEQ) and Swiss Christjohannes Schreiber (Honda Civic TCR).

The development and implementation of technical regulations based on the models of vehicles present on the market will receive particular attention in order to develop the ETCC grid and promote the emergence of regional championships.



SUCCESS IN STAGES

Consolidation and increased levels of promotion helped boost participation and fan engagement in regional rallying, while the FIA World Cup for Cross Country Rallies enjoyed a successful 11-round season.

Increased Competition

The FIA European Rally Championship (ERC), reduced to eight events, saw an increase in the number of participants at every round. Poland's Kajetan Kajetanowicz won the main title for the third consecutive year after a tremendous season.

A new title for Junior drivers aged under 28 entering R5 cars has been introduced to strengthen the ERC. The inaugural title in this ERC Junior U28 category was won by Germany's Marijan Griebel.

In ERC Junior U27, the battle went all the way to the last round where the British young driver Chris Ingram took the title and as such will next year compete in the main category.

Elsewhere, the ERC Promoter increased the presence of the championship in the social media, which attracted more young audience and reached more fans around the world.

The FIA Rally Commission has established a working group for harmonising the sporting and technical regulations of the different regions.

The FIA had decided to increase its presence in the Regional Championships by participating in the FIA Sport Regional Congresses and meetings with Rally organisers. The FIA has left the decision making in these championships to regional Sporting Committees nominated by the regions and approved by the FIA Rally Commission.

Cross Country examines New Classes

The 2017 FIA World Cup for Cross Country Rallies took place over 11 rounds (instead of 9 in 2016), with the inclusion of a Baja in Dubai and a Cross Country Rally in Kazakhstan. As in 2016, the 2017 World Cup was won by Nasser Al-Attiyah and Mathieu Baumel.

The FIA Cross Country Rally Commission is pursuing its efforts to define a clear strategy for the future of the discipline and is notably working towards the inclusion of SSVs (Side by Side Vehicles) and the possible return of trucks (T4) in order to increase the number of competitors in the World Cup.



CATCHING THE DRIFT

History was made in 2017 as the first FIA-sanctioned Drifting competition was held in Odaiba, Tokyo in Japan, with a host of the discipline's major stars thrilling a hugely enthusiastic crowd.



Cup Debut

The FIA Intercontinental Drifting Cup – the first FIA-sanctioned drifting competition – took place at Odaiba, Tokyo, from 30 September to 1 October 2017 in parallel with the FIA Mobility Conference.

The new event received a very positive assessment, with a grid of 24 drivers representing 14 different nationalities. The list included some of the top drivers from around the world, including several champions from National and Regional Drifting Series.

As the birthplace of the discipline, Japan was an obvious choice for the competition and local hero Masato Kawabata (at the wheel of a Nissan GTR R35 entered by the Toyo Tires Gion Trust Racing Team) won the inaugural FIA Intercontinental Drifting Cup, topping the points ranking across the two legs of Solo and Battle competition.

Arkady Tsaregratsev secured second place overall for Russia ahead of third-placed Daigo Saito, who also walked away from the event with the Cup for overall best in the Solo Run.



Popular Success



The FIA Intercontinental Drifting Cup also proved popular with fans with good attendance figures on the day of the event. Regarding the event organisation, competitors and officials made positive comments on the paddock facilities, the track, relations between the teams and the FIA Officials, the organisers and the exhibition in the city.

The close collaboration between the FIA and the Japan Automobile Federation (JAF) was also fruitful.

On the sporting side, the event used a unique scoring system, blending advanced electronic measurement technology with the authority of the Judges, who have the power to override the data.

Second Edition

Tokyo will now host a second edition of the FIA Intercontinental Drifting Cup, on the same basis as the first, but with the focus on improvements of the general organisation and media engagement. For the 2018 edition, some adjustments have been made to the sporting regulations, in particular regarding the selection of competitors.

DRIVING GROWTH

Across the motor sport landscape series as diverse as Truck Racing, Drag Racing, Autocross and Hill Climb enjoyed successful and sometimes record-breaking campaigns, as well as planning for future growth.

Transports of Delight



Thirteen trucks were entered for the entire FIA European Truck Racing Championship, and 24 drivers entered on a race-by-race basis, giving an average of 18 trucks per competition. The championship also saw the introduction of an Independents' trophy, making it possible to secure the participation of the race-by-race drivers.

Media activity around the series was once again strong, with 65,500 users following the series on Facebook and with more than 100 press releases being issued. More than 69 hours of material was broadcast to more than 155 million viewers across a total of 298 broadcasts in 35 countries.

Close contacts with Truck Racing promoters in other territories, in particular in Brazil, China and India, have been strengthened. This is aimed at defining a common approach to developing Truck Racing throughout the world, but also towards the establishment of a future International Cup.

The FIA Truck Racing Commission is continuing its work on the analysis and development of the different championships with the aim of establishing a pyramid from national to world level. The commission is also examining the possibility of introducing a more affordable category based on lighter trucks. The main objective is to work in collaboration with the manufacturers to bring in the new drive technologies (hybrid or full electric) that will be present in this type of vehicle from 2019 onwards.



Drag Racing plans for the Future



The FIA Drag Racing Commission has focused on improving the management of the FIA European Drag Racing Championship with regard to a number of administrative aspects including maintaining the organisation concerning the management of the championship, and designating a pool of permanent FIA Officials such as Race Director, Chairman of the Stewards and Technical Delegate.

The commission has also begun to develop an action plan in order to introduce Drag Racing at the national level. It is also looking at the development of programmes for 'mini' Top Fuel Dragsters as well as for *Road Legal Car*, the creation of educational projects for young people, and the development of sporting regulations in connection with the FIA standards.

The commission's objectives for 2018 are as follows: assess the possibility of designating a promoter for the FIA Championship; ensure that the costs thereof are covered by the Championship Administrator, and develop grassroots activities in the different countries that have national championships.



Autocross eyes Cross Car Boost



The flagship Autocross category remains Super Buggy, which is also the preserve of German driver Bernd Stubbe, crowned FIA Autocross European Champion in 2017 for the 8th time. The Czech Republic and its drivers made a clean sweep of the FIA Autocross Nations Cup associated with the championship for the 18th time.

Having consisted of 9 events over the past few years, the European Championship will add a 10th round in 2018, with the return to the calendar of the Latvian 'Musa' event.

Even though it is not suffering in any way from a lack of drivers, with an average of 87 participants per European event, Autocross could expand even more over the next few years and enjoy the benefits of the launch of the Cross Car (XC) concept.

The category already exists in several European countries (under a variety of names, such as Cross Kart, Sprint Car or Kart-Cross), but thanks to the efforts of the FIA Off-Road Commission, the ASN Development Task Force and the FIA Sport Clubs Relations and Development Department, recommendations for harmonised sporting and technical regulations were established by the FIA and are available for the ASNs.

During the various FIA Sport Regional Congresses and the FIA Sport Conference, the interest shown by the ASNs for this product was encouraging.



A Record-breaking Season



The 2017 edition of the FIA European Hill Climb Championship was, without a doubt, the most closely contested edition in a long time, though it might not seem so given the name of Category 2 winner.

The Italian Simone Faggioli secured his 10th European Champion title, giving him the record ahead of compatriot Mauro Nesti, who was crowned 9 times between 1975 and 1988. Faggioli (racing in Group E2-SC, Norma M20FC two-seater prototype) took the title at the end of a relentless battle with Christian Merli (racing in Group E2-SS with an Osella FA30 single-seater prototype).

Having been consistently won by either a Mitsubishi Gr N or Gr A since 2007, the other European Championship division, Category 1, saw the honours grabbed by a car from Group GT3 – or rather two GT3s, as the Austrian 'Tessitore' began the season with a Porsche 997 GT3 and switched mid-season to an Audi R8 LMS GT3.

For the third time in four years, the FIA International Hill Climb Cup was won in Category 1 by Italian female driver Gabriella Pedroni, while the other two titles were won by Czech Václav Janík (Category 2) and Austrian Karl Schagerl (Category 3).

Further safety improvements were made at the FIA European Hill Climb Championship as part of a three-year action plan launched in 2016. Several organisers increased safety by resurfacing, installing new guardrails and/or by building concrete "Jersey" walls. For its part, the FIA Hill Climb Commission worked on draft documentation addressing spectator safety and the roles of Track Marshals, which will be publicly available during the course of 2018, for usage by ASNs and organisers.

Elsewhere, a new 'closed' car classification and specific technical regulations are being reviewed. It aims to overcome the shortage of homologated cars, which is currently weakening Category 1. Several simulations of the new classification will be carried out during the course of 2018 before possibly being officially introduced in 2019.

ELECTRIC AIMS AND SPEED SAFETY

Growing interest in Electric and New Energy Championships led the FIA to consider an electric future for Rallycross, while the FIA Land Speed Records Commission continued to work on safety.

Generating Interest



In the sphere of the Electric and New Energy Championships Commission, the sporting regulations of the FIA E-Rally Regularity Cup, a competition devoted to normal road production vehicles with an electric drivetrain that have valid registration documents for public road use and for daily-use prototypes, were overhauled in 2017 in order to develop as complete a set of rules as possible. Eleven events were scheduled for the 2017 Championship, but five were cancelled due to organisational issues. The 2018 Championship will feature 10 events. In order to avoid unexpected event cancellations, a meeting with the organisers was held in Geneva on 24 October 2017. There is growing interest in these kinds of events, as witnessed by the increased number of new hosting countries, such as Iceland and Portugal.

One event was registered for the 2017 Solar Cup and took place at Suzuka in Japan. One event is again registered for 2018.

Alongside its close involvement with the FIA Formula E Championship, the FIA Electric and New Energy Championships Commission, in tandem with the FIA Off-Road Commission, continues to work on the use of electricity in Rallycross, with the stated goal of transforming aimed the current FIA World Rallycross Championship for internal combustion engine vehicles into a World Championship for electric vehicles at the earliest in 2020.

Backing Bloodhound and Safety



No new World Records were homologated in 2017. Due to poor weather conditions at the Bonneville Salt Flats (USA) the ACCUS-sanctioned annual FIA World Land Speed Record event had to be cancelled. One other planned record attempt was cancelled after the vehicle to be used was severely damaged in a non-Land Speed Records' related competition accident.

The FIA Land Speed Records Commission (LSRC) has remained in close dialogue with the Bloodhound SSC project in the UK, which appears to be closest to making an attempt at the Outright World Land Speed Record. In October, the then LSRC President Dennis Dean and FIA Deputy President for Sport Graham Stoker attended the first public test runs of Bloodhound SSC at Newquay International Airport in Cornwall, UK, where six public test runs were conducted over a five-day period in front of some 10,000 spectators. Mr Stoker, Mr Dean and the SSC team agreed in principle to work with the team to gain greater visibility for the record attempt scheduled for 2019 in South Africa and for all the FIA's Land Speed Records efforts.

In 2017, the commission pursued its work on safety issues. The latest refinements included an update to Supplement A regarding fuel tanks (Category B vehicles), arm and leg restraints (Category A, B and C vehicles), and fire extinguisher systems (Category A and C vehicles), plus a modification of Supplement B, in consultation with the FIA Medical Commission, addressing a number of medical issues.

Considering that Bloodhound SSC has a strong chance of setting a new Outright World Land Speed Record, which would not be challenged in the near term, the commission decided to formally recognise two additional Absolute World Land Speed Records in order to provide alternative official goals to the Land Speed Records (LSR) community: the Absolute Wheel-Driven World LSR and the Absolute Electrical Engine World LSR. Both were formally recognised as of 1 January 2018.

KEEPING MOTOR SPORT'S HERITAGE ON TRACK

Highlights of the year in historics included high levels of participation, increased collaboration with the Goodwood Revival, plans for a Historic F3 European Cup, and further development of a historic database.

Expanding Competition



The FIA European Historic Sporting Rally Championship continues to see an increase in the number of competitors entering for the full season, totalling 44 in 2017, versus 37 in 2016 and 25 in 2015. The reform carried out in 2016 is proving successful: the reduction in the number of events to nine per season, the distribution of events from April to October with a minimum gap of three weeks between each rally, and the split between asphalt and gravel events (66% vs 33%) all being well received by participants.

The three FIA Historic Circuit Championships were characterised by high participation rates, almost equal to that of 2016. At each event there was an average of 21 cars on the F1 historic grids (with a peak of 30 at Silverstone), 29 in the Sports Car category (with a peak of 50 at Spa) and 34 at the FIA Lurani Trophy for Formula Junior Cars. The FIA Historic Formula One season was sadly marked by the tragic death of driver David Ferrer at Zandvoort.

The FIA Historic Hill Climb Championship enjoyed a slight increase in participation compared to 2016. Only the FIA Historic Regularity Rally Trophy has run into difficulties, as it has been unable to attract a convincing number of dedicated participants throughout the six events on the 2017 season programme. Therefore, the Trophy format will be reduced to a single event in 2018. Furthermore, the FIA Historic Rally Sub-Commission has been tasked with finding solutions in order to give this specific Historic Rally discipline new momentum.

Deeper Revival Relationship



Even though the Goodwood Revival is not on the international sporting calendar, the collaboration between its organiser, the UK's Motor Sport Association and the FIA was further strengthened in 2017 and the number of cars holding an international Historic Technical Passport (HTP) that participate in the prestigious event increases every year. The Goodwood Revival organising committee also agreed to call on the services of several officials who typically work as permanent Technical Delegates at FIA Historic Championships.

During the course of 2017, the FIA Historic Motor Sport Commission launched several projects. One is aimed at increasing the number of Historic Circuit Championships and a first step will be taken in 2018 with the creation of an FIA Historic Formula 3 European Cup, comprising a single event at Zandvoort in the Netherlands.

Other work was undertaken to review a new regulation on tyres for Historic Rallies. An inaugural meeting attended by no fewer than eight manufacturers took place in 2017 and additional working sessions will be held in 2018. The aim is to provide the discipline with tyres that better resemble the products of the period.

Finally, the development of a historic database was continued in 2017 and was made available to the public, HTP applicants and ASNs (<http://historicdb.fia.com/>). The database gives access to 3,200+ homologation forms, nearly all editions of Appendix J since 1958, and a wide range of specific period technical regulations.

DRIVING FORWARD TOGETHER

The fifth edition of the annual FIA Sport Conference brought delegates to one of the Federation's two homes, Geneva, for a week of illuminating presentations, discussions and debate, while in the Regions, six Sport Congresses helped further sporting links between ASNs/ACNs.



The FIA Sport Conference is the annual event gathering together all the ASNs/ACNs worldwide. Supported by the FIA Sport Funding Commission, the 5th edition of the FIA Sport Conference, organised in Geneva in June, included plenary sessions, interactive sessions and the one-day FIA Sport MotorEx exhibition organised at the FIA Technical and Logistics Centre in Valleiry, France, with more than 200 delegates from 111 ASNs/ACNs present. The 2017 edition Conference featured 35 speakers, 29 exhibitors and the content generated from the event garnered more than 4,000 web page views and 275 tweets.

The Conference offered an important arena for debate and discussion among motor sport stakeholders on the theme of 'Progress and Direction: together through a decade of change' and examined a number of key changes motor sport has seen in recent years, including the arrival of 'green' engines, eco-friendly events, greater interaction with fans, the continuing battle to improve safety, and managing motor sport federations in a modern world. The event was a unique opportunity for FIA Members to discuss these issues and consider their positioning for the future.

In parallel, the motor sport exhibition, FIA Sport MotorEx, organised in Valleiry premises gave delegates the opportunity to meet with 29 companies specialised in motor sport.

The 2018 FIA Sport Conference will take place from 4-6 June in Pasay City, Metro Manilla, Philippines.



FIA President Jean Todt opens the 2017 FIA Sport Conference in Geneva, Switzerland, on 20 June 2017



FIA Sport Conference and FIA Sport MotorEx, Geneva, Switzerland and Valleiry, France, 20-22 June 2017

GROWING SPORT AROUND THE GLOBE

Since 2015, new exchange and training platforms, grouping all FIA-affiliated Sporting Clubs (ASNs/ACNs), have been implemented in each world region. Information and training sessions are presented by FIA experts under the supervision of the ASN Development Task Force and various FIA Departments, in particular the new FIA Sport Clubs Relations and Development Department.

In 2017, the FIA organised six Sport Regional Congresses, starting with the MENA Region's gathering in Beirut, Lebanon in February. The Regional Congresses then continued with the Asia-Pacific event in Seoul, South Korea in March, the Americas event, in Toronto, Canada and the African Regional Congress in Abuja, Nigeria in August, November's North European Zone event in Stockholm, Sweden, and finally, the Central European Zone gathering, which took place in Vienna, Austria in December.

In 2018, there will again be six FIA Sport Regional Congresses. These events will see the implementation of new modules within the FIA Global Training Programme and expansion of training programmes to other audiences (officials, drivers, etc) at all levels (Centre of Excellence, Regional, National), as well as the implementation of specific workshops during each Congress tailored to the needs of the zones and regions.



ENGINEERING OPPORTUNITIES

A busy year for the FIA Women in Motorsport Commission saw the launch of an ambitious Europe-wide programme aimed at encouraging more women participation in motor sport and efforts to increase women's involvement in technical roles.



Supporting Racers

Based on their 2016 sporting results and their potential for progress, the following drivers have received the FIA Women in Motorsport Commission's support for 2017: Marta García Spain – F4 Spanish Championship), Lucille Cypriano (France – Porsche Carrera Cup France), Tamara Molinaro (Italy – FIA European Rally Championship), Adeline Prudent (France – Renault Clio Cup France) and Valeria Vargas (Colombia – CIK-FIA Karting Academy Trophy).

Following the successful 2016 FIA Women in Motorsport (WIM) Seminar in Lisbon, the extensive amount of material generated during the two days of discussions has been gathered into a booklet and video.

These are available for viewing or download at: www.fia.com/fia-women-motorsport-seminar

Identifying talent

The FIA, along with nine partners, was selected in July 2017 to receive EU funding through the Erasmus+ programme. This will enable the FIA Women in Motorsport Commission to implement a competition model for the development of young women's involvement in the sport at grassroots level, called the FIA European Young Women Programme.

This two-year project is based on a cost-effective, 'arrive and drive' karting slalom format. During the first year, the events will be promoted to young women between the ages of 13 and 18 at national level within eight European ASN partner countries.

Engineering Brochure

Career opportunities for women in motor sport are more attainable than ever, but there still remains a low number women in engineering roles. To address this the Commission produced a brochure: 'Engineer Your Career – A World of Opportunity in Motor Sport', aimed at encouraging more women to take up engineering as a career. The brochure, available in English and French, can be downloaded at:

www.fia.com/women-engineering

Looking to 2018

The main task of the commission is to follow an action plan based on the eight recommendations defined during the Lisbon Seminar and to support ASNs/ACNs in the implementation of these recommendations.

The commission will also be working on a number of other action plan initiatives, including: the creation of a Women Officials & Volunteers Booklet; development of a new support format for WIM-supported drivers focusing on skills and capacity building; creation of a STEM programme; development of a new selection project in collaboration with the FIA Drivers' Commission; deployment of an ASN Toolkit allowing sporting organisations to implement the eight recommendations arising from the Lisbon Seminar; increasing the number of WIM national representatives worldwide, and greater activation of the FIA Women in Motorsport Commission's Ambassador Programme.

DEVELOPING STRONGER ORGANISATIONS

Dedicated to aiding clubs around the world in their efforts to grow motor sport the FIA's support structures and development tools were further enhanced in 2017

Building Stronger ASNs



The ASN Development Task Force, presided over by Andrew Papadopoulos, involves 21 members, including all FIA Vice-Presidents for Sport and World Motor Sport Council (WMSC) members. Three meetings were held in 2017, each organised the day before the WMSC.

In 2017, the Task Force undertook a number of projects including: the development of the Global Training Programme (GTP), the enhancement of the ASN Development Manual, the expansion of the ASN Development Toolkit and the organisation of the ASN Forum during the Annual General Assembly in Paris, in December 2017.

The new version of the ASN Development Manual has been completely updated and includes two new chapters. Available in English, French, Spanish, Italian, Arabic, and Chinese, the Manual is structured around six key building blocks for the establishment and management of a successful ASN. It highlights structure and competition organisation, while also focusing on the need for robust licensing and training of competitors and officials. Two new chapters have been included, Motor Sport Development and Safety in Motor Sport.

The ASN Development Toolkit is a binder divided into six sections reflecting the same chapters as the ASN Development Manual. It allows ASNs to collect in one place the most useful and up-to-date documents produced by the FIA, together with ASN best practices and case studies. An electronic version is available on FIA Networks.

After three years of worldwide travel to meet ASNs/ACNs at FIA Sport Regional Congresses, it has become apparent that many Clubs expect closer support from the FIA with regard to their structure and management and the development of

their motor sport disciplines. Concluding that there exists a real need to visit Clubs on site, the ASN Development Task Force decided to create a Sport Clubs Development Task Force. This Task Force is based on the same concept as that of the Rally Safety Task Force, the purpose of which is to assist ASNs/ACNs that request support by sharing the knowledge and experience of the FIA and other ASNs. The Task Force will be ready to respond to the requests of any ASN from January 2019 onwards, with a view to introducing pilot projects in 2018.



Club Services

The FIA Networks platform has been created to simplify the discussions, idea sharing and networking among FIA Family Members. It includes an all-new e-Directory that enables users to search for FIA Members worldwide based on criteria such as location, status and services provided. Through the Sport Members' community, all of the affiliated Sporting Clubs have access to a wide range of information and documents (Affiliations & Status; Sport Division; ASN Liaison; ASN Development; FIA Grants; FIA Global Training Programme; FIA Events, such as FIA Sport Conference and FIA Sport Regional Congresses; and News & Communications).

As part of the FIA Sport Clubs Relations and Development Department, the FIA has created a Sport Clubs Liaison Office composed of three Regional Coordinators. The Office has been created to reinforce relations between all the affiliated ASNs/ACNs and the FIA. A dedicated email address has been created to centralise all the requests:

sport.clubsliaison@fia.com.

FUNDING THE FUTURE OF SPORT

Designed to support the development of motor sport around the world, the FIA Sport Grant Programme approved the funding of 67 projects in 2017.



Over the three years of operation of the FIA Sport Grant Programme, many interesting and diverse projects have been completed. As well as training for drivers and officials across a wide range of disciplines, projects have included the development of an e-learning module for vehicle recovery in circuit racing, 'Train the Trainer' programmes for ASNs, first aid and emergency response training for first responders in Rally, the purchase of timing equipment to improve the efficiency of events, and facilities development. Motor sport disciplines covered have ranged from Speed Tests, Karting Slalom and Auto Gymkhana to Drifting, Rally and Circuit Racing. Since the start of the FIA Sport Grant Programme, some ASNs have received funding for the first time.

For 2018, this trend will continue, across a range of projects, including 11 cluster-training programmes. As well as a wide range of officials training programmes including 'Train the Trainer' initiatives, two ASNs will concentrate on projects to develop opportunities for women in motor sport while another ASN will focus on attracting and retaining young motor sport officials. For the first time since the FIA Sport Grant Programme started, one ASN will try to encourage new young drivers into the sport through the launch of an online championship in schools.

The 2017 round of funding for projects to be undertaken in 2018 attracted a total of 90 applications under four programmes: Safety (30), ASN Structure &

Management (5), Motor Sport Development (52) and Social Responsibility (3). Overall, the standard of grant applications from ASNs has continued to improve year-on-year since 2015.

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

Of the 90 applications, 67 were recommended for approval and these recommendations were ratified by the Senate in November 2017. Grants administration commenced in December.

Since the start of the FIA Sport Grant Programme in 2015, one prominent feature, introduced as a pilot towards the end of 2015 and successfully rolled out in 2016 has been the cluster-training concept. This represents a cost-efficient option for the ASNs, whereby a small group of ASNs who are geographically close and have similar training needs can prepare a joint funding application to be trained together, by one of the FIA's growing network of Regional Training Providers, which are well-developed ASNs that have gone through a rigorous assessment process in order to be certified as competent to deliver training to other ASNs on behalf of the FIA.

Defining Development

FIA Sport Funding Commission

Established in January 2014, the FIA Sport Funding Commission (formerly the Funding Review Commission) will enter its fifth year of operation in 2018. During 2017, the Commission continued to support the FIA Sport Grant Programme, the FIA Sport Regional Congresses and the FIA Sport Conference.

Chaired by FIA Deputy President for Sport Graham Stoker, and composed of eight members, including Vice-Presidents for Sport and representatives from the Motor Sport Regions (and until last year representatives from the now dissolved FIA Institute), its mission is to encourage the development of motor sport and to make recommendations to the Senate regarding the allocation of the Sport Fund for the Development Programmes of Sporting Clubs.



PROMOTING GROWTH

The FIA Sport Grant Programme in numbers

Dedicated to developing safe motor sport and helping to strengthen the organisational structure of ASNs, the FIA Sport Grant Programme conducts an annual funding round during which ASNs submit online applications for funding under four programme areas – Safety, Motor Sport Development, ASN Structure & Management and Social Responsibility. In 2017, the fourth year of applications under the FIA Sport Grant Programme, a total of 90 grant applications were received.

TOTAL HISTORICAL GRANT ALLOCATION

(including the grants that have been awarded for projects to be conducted during 2018)

€11.06 MILLION

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

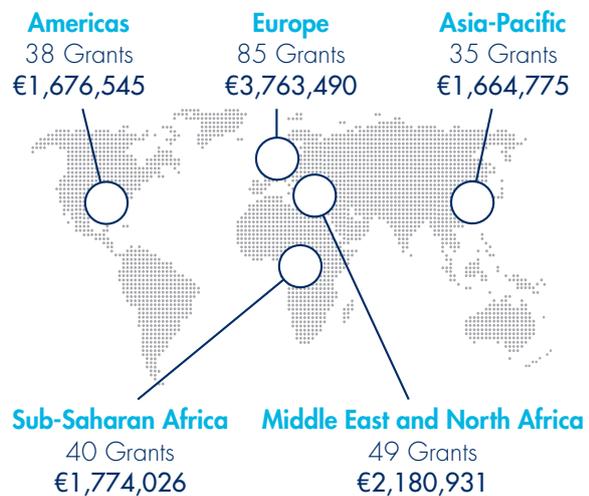
105 COUNTRIES

will have benefited from funding.

DISTRIBUTION BY PROGRAMME:



DISTRIBUTION BY REGION:

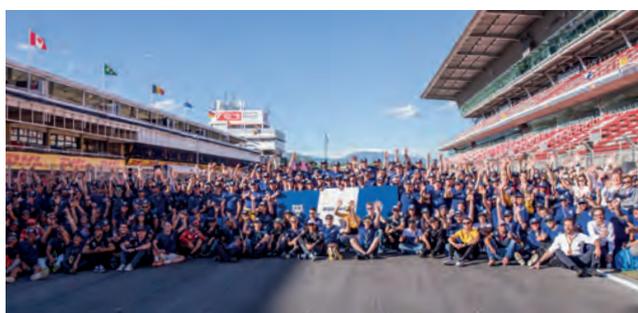


KEEPING THE COMPETITION MOVING

Motor sport relies on the commitment of thousands of dedicated individuals, both behind the wheel and at the trackside. Dedicated FIA Commissions for Officials and Volunteers and for Drivers ensure that competition remains safe, fair and entertaining.

Celebrating Commitment

FIA Volunteers and Officials Commission



The first FIA Volunteers Day took place on 12 May 2017 to celebrate the commitment of the individuals who act as volunteers at motor sport events. An Action Plan has been implemented by the FIA Volunteers and Officials Commission (VOC) to ensure its continued success, extending the celebrations to the third weekend of May from 2018 onwards.

Elsewhere, the FIA Volunteer Awards Scheme selected seven of the best officials of the year from ASN nominations. An online application process via the ASNs' FIA Networks platform is planned from 2018. The commission also introduced a VOC Regional Ambassadors programme, with ambassadors being nominated from among its members and tasked with reporting on issues associated with the Regions they represent.

Elsewhere, a questionnaire was issued to all ASNs at the 2017 FIA Sport Conference (in English, French and Spanish) to obtain up-to-date data regarding officials and feedback on the licensing process. The commission is currently working on the necessary measures to ensure efficient distribution of 2018 FIA Officials' licences.

The Commission also undertook a number of new initiatives in 2017. It began to collaborate with F1 in Schools, an international STEM (Science, Technology, Engineering, Mathematics) competition for children aged 11-16. This included a representative of the VOC attending the F1 in Schools World Finals in Malaysia. The VOC also approached the FIA Women in Motorsport Commission with a view to collaborate, as both commissions have common aims to recruit, retain and recognise officials.

Driven to raise the Game

FIA Drivers' Commission

The FIA Drivers' Commission was established to develop concrete proposals related to four issues: the creation of a universal classification for amateur and professional drivers; the promotion of the concept that circuits should be demanding for drivers; to ensure that car specifications keep the driver as the key element of a car's performance, and to identify future talent.

The FIA Drivers' Categorisation System is the result of the work of the FIA GT Commission. In order to standardise a variety of classification systems used by different series, the FIA GT Commission, with the agreement of the FIA Endurance Commission, merged them into a single list. The objective is to classify the drivers into four categories (Bronze, Silver, Gold and Platinum) and to make the system available to all series and championships wishing to adopt it. Currently, 3,200 drivers are registered on the FIA Categorisation list. The majority (43%) fall into the Silver category, with 36% being Bronze, 13% Gold and 8% Platinum. In 2017, roughly 550 requests to categorise new drivers, and roughly 100 requests for a rectification of an existing categorisation were received.



PURSUING THE SAFE OPTION

In 2017, the FIA continued its mission to improve safety across all forms of motor sport, with a number of notable advances being made, including new standards for helmets and biometric devices and the introduction of the Halo additional frontal protection system.

The Halo Effect



Following intensive research and testing, the FIA last year ratified the introduction of the innovative Halo additional frontal protection system across a number of series in 2018, including Formula One, Formula 2 and, in Season 5, Formula E.

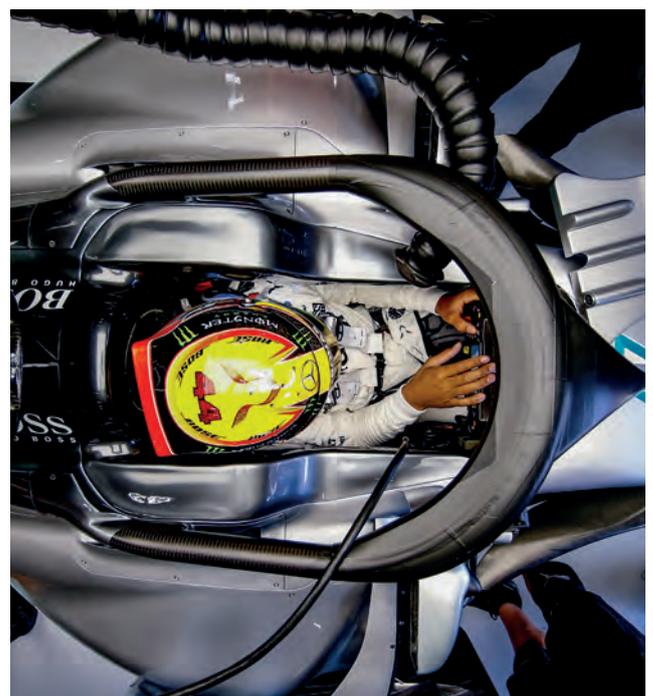
Over the past decade, motor sport has witnessed several serious incidents that have affected drivers of single-seater cars, in regards to their exposure within the cockpit. The severity of some of these incidents made it clear to the FIA that developing a solution to mitigate the effects of frontal impact in the area of the cockpit was a research priority.

The FIA Institute began testing additional frontal protection concepts in 2011, with a primary design target of being able to deflect a wheel travelling at 225kph away from the driver's cockpit. In 2015 work was continued by the FIA's new research partner, the Global Institute for Motor Sport Safety SA (GI). Collaborative efforts by the FIA, GI, Formula One teams and the Grand Prix Drivers' Association produced multiple concepts that were extensively evaluated through static, dynamic and virtual testing, with the Halo being the only system to successfully meet all of the design targets.

In July 2016, the F1 Strategy Group committed to the introduction of a protection system by stating it was "agreed unanimously that the 2018 season will see the introduction of frontal cockpit protection for Formula One cars in order to significantly enhance the safety of drivers".

Intensive on-track tests of the Halo took place across the second half of the 2016 Formula One season, with a wide number of teams and drivers assessing the impact of the device on visibility. Simultaneously alternative solutions such as the Aeroscreen and Shield were evaluated, however a number of limitations around both systems were highlighted, whereas studies continued to show that the Halo represented the best solution to the issue of frontal cockpit protection currently in existence.

Following this demanding period of research and development, the FIA confirmed that the Halo system will be introduced in the 2018 FIA Formula One World Championship, the 2018 FIA Formula 2 Championship, and Season 5 of the FIA Formula E Championship, with the aim of providing additional protection to the driver in multiple accident scenarios. The FIA 8869-2018 AFP-Halo Standard has been published to control the performance and quality of the systems supplied to these championships, with further work being carried out to cascade the technology down to Formula 3 and Formula 4 in the coming years.



Advancing Safe Competition

FIA Safety Department



Over the course of 2017, motor sport accidents and events reviewed by the FIA Safety Department from a safety point of view included: all serious/fatal accidents; all WRC events; the creation of a procedure to authorise the FIA and Global Institute for Motor Sport Safety to use prototype safety equipment during official testing sessions, and the introduction of single-seater headrest guidelines, as well as several updates for F3 and F4 (rear jacking, RIS, etc).

In addition to the update of three FIA Standards, three new standards were published – for advanced helmets, biometric devices and single-seater additional frontal protection system, the Halo.

The Department also saw through an update to Appendix L to the International Sporting Code (ISC) and supported the various Technical Working Groups by proposing a number of safety updates, such as the Formula E Season 5 chassis, and the F3 2018/2019 chassis.

Two equipment specifications were defined or updated and involved the creation of guides and installation specifications, one for HANS® devices and another for Hybrid & Hybrid Pro devices. The department also undertook the development of a first set of safety regulations for Electric or Hybrid Electric Vehicles.

Safely Equipped to Race

FIA Equipment Approval Group



The FIA Equipment Approval Group received 533 homologation requests in 2017, representing a 64% increase over 2016. It granted 487 of these requests (up 68% on 2016). Re-homologation requests totalled 199 compared with only 113 last year, and 76 were granted, up from just 54 in 2016. The Group also received 6 CIK-FIA homologation requests, a 40% decrease from 2016, and it recommended 5 for approval, a 50% decrease from 2016.

The FIA's labelling programme saw 1,085,473 holograms sold, representing a 15% increase over the same period in 2016. Elsewhere, the ASN reward programme received 16 applications and as a result, the FIA will reward a total of €100K. The FIA also created a number of promotional videos around the use of safety equipment, with more now in production.



Medical Matters

FIA Medical Commission



The FIA Medical Commission focused much of its energy on simplifying and tightening medical regulations, including overseeing the creation of an FIA accreditation for Chief and Deputy Chief Medical Officers of FIA World Championships, the complete revision of the post-accident/physical or health problem procedure in Appendix L of the ISC, and a clarified and more efficient evacuation procedure.

With the Halo system being introduced in 2018, the commission was involved in assisting the F1/F2 and Formula E extrication teams to train effectively ahead of their respective 2018 competitions. Additionally, the commission was involved in the Le Mans extrication days and in a seminar held in Bahrain.

In the area of anti-doping and alcohol testing there was a complete overhaul of the FIA anti-doping regulations (Appendix A to the ISC), in order to simplify the text by eliminating the procedures and the repetitions in relation to WADA International Standards. It also took into account the withdrawal of alcohol from the WADA Prohibited List and therefore the implementation of alcohol testing exclusive to the FIA. The final proposal for drivers and officials will be submitted to the WMSC of March 2018.

Ten 'Race True' education sessions were held across the year, with 650 drivers and around 200 team members taking part. 2017 also saw the publication of an 'Anti-Doping Key Facts' educational booklet for drivers. Available in 10 languages, 10,000 copies have so far been distributed. The commission also worked to achieve better and safer access to motor sport for special abilities drivers, helping to create a new commission for 2018.



Tracking Changes

FIA Circuits Commission



A safety study of all 21 circuits on the 2017 Formula One calendar was carried out in advance of the 2017 season to quantify the influence of the increase in performance of the 2017 F1 car on circuit safety installations. Changes were recommended to the circuits based on the results of Circuit and Safety Analysis System (CSAS) predictive lap simulations and impact speed calculations.

Twenty-eight new circuit projects were studied during 2017, including six Grade 1, eight Grade 2 and eleven Grade 3 circuits. Four new circuit projects were received for Formula E Season 4.

A new development was the initiation of the FIA Race Director Seminar and FIA International Stewards Programme, the first editions of which were held in February 2017. A framework will be introduced from 2018 onwards aimed at developing the best National Stewards towards becoming future World Championship Stewards.

Ensuring Safe Stages

FIA Closed Road Commission

The key points of the WRC Action List were discussed with all organisers, with a view to implementing further improvements to rally safety across all WRC events in 2018. The Rally Safety Task Force (RSTF) had its first call to action at the Cyprus round of the ERC, working with organisers to improve the rally safety plan, on-event operations, and to create an action list for the organisers to follow to continue to improve in 2018.

Elsewhere, a Rally Marshal Training Programme was finalised with the VOC and the ASN Development Task Force. Via the FIA Medical Commission, a medical safety kit will be installed in cross-country cars in 2018.

The Hill Climb Safety Action List was followed up in 2017. A Hill Climb Marshal Training Programme was finalised with the FIA Hill Climb Department, FIA Hill Climb Commission, and contributions from the VOC and the ASN Development Task Force.

GUIDING FORCES

The FIA was active on many fronts in 2017, from shaping the machinery and rules of future-focused series to promoting sustainability and ensuring that currently active motor sport conforms to the FIA's exacting standards of safety and fairness.

Building the Future of Road and Track

FIA Manufacturers' Commission

The FIA Manufacturers' Commission (with representation from 18 worldwide automobile groups) met twice in 2017.

In Sport, the commission worked on the creation of an FIA/Manufacturers' Working Group on Autonomous Driving, which then delivered a report at the 20 September meeting of the commission. The commission also launched an e-Rallycross Strategy Group to discuss the feasibility of using e-technologies in Rallycross. Again, a report was presented at the 20 September commission meeting. The commission was also given a presentation on a future strategy (2017-20) for Touring Cars and began discussions with manufacturers regarding the future of LMP1. It was also involved in the launch of the FIA Intercontinental Drifting Cup in September 2017 in Japan, the FIA Motor Sport Safety Research Programme, and the FIA European Young Women Programme.

In the realm of Mobility the commission was involved in the launch of the FIA/JCDecaux #3500LIVES global road safety campaign in March 2017, inviting manufacturers to join and support the campaign.

The commission also participated in a UNECE/FIA consultation process with global automobile manufacturers to explore the feasibility of a Manufacturers' Voluntary Agreement on Minimum Safety Standards. Proposals were also developed with regard to the establishment of an 'Independent Testing Programme on Vehicle Emissions'.



Growing Sustainability

FIA Action for Environment



The year began with an online survey of FIA Member Clubs. The objective was to start monitoring FIA stakeholders' current status and initiatives more closely, in order to develop actions to improve collective environmental performance. 90% respondent ASNs are prepared to participate in the FIA Action for Environment campaign. Furthermore, 90% would support the FIA implementing environmental policies in its Sporting Regulations.

As a direct follow-up to the survey, a session on Sustainability in Motor Sport was included in the 2017 FIA Sport Conference programme. This featured the launch of an FIA Action for Environment 'presentation pack' to be included in the ASN Development Toolkit and that ASNs can use to demonstrate motor sport achievements to potential partners. A new FIA Action for Environment page was created on the FIA website (www.fia.com/fia-action-environment).

Elsewhere, the WRC has made environmental accreditation through the FIA Environmental Accreditation Programme mandatory for all WRC hosts as from 2016. Currently nine WRC events are accredited, six of which have reached the top level already. The programme is aimed at helping motor sport stakeholders to measure and improve their environmental performance.

At the Heart of the Machinery

FIA Technical Department



In Endurance racing, for the 6th year of the WEC, 8 homologations (3 in LMP1, 4 in LMP2 and 1 in LMGTE) and 115 evolutions were done in cooperation with the ACO.

In addition, the FIA Technical Department has supplied information to support strategic discussions with the two candidate manufacturers and potential new ones on the future of the discipline. The Department has also engaged in control measures for costs reductions. With the support of the manufacturers, the Department has finalised an automatic calculation method of BOP for LMGTE cars based on the performances demonstrated during the race.

In Formula E, the Department developed the Technical Regulations for the FIA Formula E Championship and homologated nine cars for Season 4. It has followed the building and the development of the new car for Season 5. Meanwhile, in Formula One, the Department contributed to the elaboration of a Technical Regulations proposal for 2021.

Establishing Conformity

FIA Homologation Regulations Commission

On behalf of the FIA Homologation Regulations Commission, the FIA Technical Department undertook the homologation of 6 new vehicles (4 Group A and 2 GT3) and 198 Homologation extensions (all types).

The commission also examined, developed and presented to the WMSC a range of amendments/clarifications of the Appendix J regulations, either directly or at the request of other FIA Sporting Commissions.

Refining the International Sporting Code

FIA International Sporting Code (ISC) Review Commission

The work of the FIA ISC Review Commission focused on a number of issues in 2017 including: the review of the division of competences between the International Court of Appeal and the national courts of appeal; the clarification of the right of review, the clarification of the procedure relating to protests and of the procedure relating to technical checks; the time limit applicable to the notification of the intention to appeal a stewards' decision; the authority of the stewards with regard to alcohol testing, the clarification of the protest time limit; the creation of a new Appendix Z (Zone Guidelines); the review of the statutory definition of the Sporting Power (jointly with the ASN Development Task Force) and the review of the Stewards' Guidelines.

DEFINING THE DEVELOPMENT OF MOTOR SPORT

World Motor Sport Council

The World Motor Sport Council (WMSC) has responsibility for all aspects of motor sport, deciding on the rules, regulations, safety and development of motor sport at every level from Karting to Formula One. In 2017, the WMSC met four times, in Geneva in March, in Geneva again in June as part of the 2017 FIA Sport Conference, in Paris in September and again in Paris in December during the FIA Annual General Assembly.



FROM TRACK TO ROAD

Intensely competitive and capable of delivering innovative technological solutions with supremely rapid response times, modern motor sport is a laboratory for new automotive technology. The FIA is committed to making sure that the synergy between Sport and Mobility becomes even stronger.



Technology Transferred

From Grand Prix racing to Endurance events and on to cutting-edge series for electric cars, the FIA's major championships have all been framed to deliver unprecedented levels of technological innovation, utilising motor sport's unique ability to swiftly generate solutions to advance automotive technology that can then be developed for road vehicles.

Since 2014, the FIA Formula One World Championship has featured turbocharged, 1.6-litre hybrid engines and in the seasons since, competition among the series' power unit suppliers has seen the sport make staggering gains in thermal efficiency. Indeed, 2017 champions Mercedes claimed that the team had breached the previously unthinkable barrier of 50% thermal efficiency with its power unit. In a world where the best road cars are currently capable of around 35% thermal efficiency the benchmark was remarkable.

"The question is how do we get Formula One technology development to genuinely help what is going on in the road car world," explains Andy Cowell, Managing Director of Mercedes AMG High Performance Powertrains. "Well, instead of being focused on the capacity of the engine and the speed that you can run it at, focus instead on the amount of fuel you're permitted to put into the engine, because then you get your performance by conversion efficiency. Prowess in that area wins you races and the knowledge gained is useful in every single industry that converts fossil fuel into useful work – as road cars do."

With huge gains made, Formula One's attention now turns to the specification of the sport's power units beyond 2021, with multiple manufacturers involved in discussions with the FIA as to the future shape of the sport's exceptional powerplants.

It's a similar tale in the FIA World Endurance Championship (WEC), where hybridisation has led to remarkable gains across a number of engine types.

Having established the WEC as a proving ground for new technology, the FIA and its championship partner the ACO have now framed the future of Endurance racing with the specification of a new generation of Supercars 2020-21, which again will feature hybrid engines.

Generating Innovation

The FIA Formula E Championship is set to take a major step forward later this year when it will introduce advanced new cars for Season 5 of the championship. The 2018-19 cars will feature a newly-developed battery that has double the capacity, meaning in just four seasons of competition Formula E has progressed from drivers requiring two cars during a race, to now being able to use a single car for the whole race, without pit stops, and having more power.

The readily transferrable technology being developed in Formula E has attracted many major manufacturers, all keen to exploit the sport's culture of rapid development to boost their increasingly important electric road car programmes. BMW will join for Season 5, with Porsche and Mercedes set to arrive for Season 6.

As Klaus Fröhlich, Member of the Board of Management of BMW AG, Development explains: "This project is thoroughly driven by technology. We are using Formula E as a development laboratory. The borders between production and motor racing development are more blurred at BMW i Motorsport than in any other project. The result is a technology transfer on a whole new level. We are certainly confident that the BMW Group will benefit greatly from the experience gained in the field of electro-technology during this project."

With readily transferrable innovations being developed across all of its major championships, the great tradition of technology transfer fostered by the FIA since the earliest days of motor sport continues.

2017 RESULTS⁽¹⁾

FIA World Champions 2017



Formula 1™

FIA Formula One World Championship

Winning Constructor

Mercedes AMG Petronas F1 Team

Winning Driver

Lewis Hamilton



FIA World Rally Championship

Winning Manufacturer

M-Sport World Rally Team

Winning Driver and Co-Driver

Sébastien Ogier & Julien Ingrassia



FIA World Endurance Championship - LMP1

Winning Manufacturer

Porsche

Winning Drivers

Earl Bamber, Timo Bernhard & Brendon Hartley

FIA World Endurance Championship - LMGT E

Winning Manufacturer

Ferrari

Winning Drivers

James Calado & Alessandro Pier Guidi



FIA World Touring Car Championship

Winning Manufacturer

Volvo Polestar

Winning Driver

Theo Björk



FIA World Rallycross Championship

Winning Team

PSRX Volkswagen Team Sweden

Winning Driver

Johan Kristoffersson



CIK-FIA World Championships

CIK-FIA World OK-Junior Champion

Dexter Patterson

CIK-FIA World KZ Champion

Paolo de Conto

CIK-FIA World OK Champion

Danny Keirle

Other FIA Champions honoured during the FIA Prize Giving 2017 in Versailles

FIA Formula E Championship - Drivers

Lucas di Grassi

FIA Formula E Championship - Teams

Renault e.dams

FIA Formula 2 Championship - Drivers

Charles Leclerc

FIA Formula 2 Championship - Teams

Russian Time

FIA Formula 3 World Cup

Daniel Ticktum

FIA Formula 3 European Championship - Drivers

Lando Norris

FIA Formula 3 European Championship - Teams

Prema Powerteam

F4 Australian Championship Certified by FIA

Nick Rowe

F4 British Championship Certified by FIA

Jamie Caroline

F4 Chinese Championship Certified by FIA

Charles Leong

ADAC F4 Germany Certified by FIA

Juri Vips

F4 Italian Championship Certified by FIA

Marcus Armstrong

F4 Japanese Championship Certified by FIA

Ritomo Miyata

F4 NACAM Championship Certified by FIA

Calvin Ming

F4 NEZ Championship Certified by FIA

Christian Lundgaard

F4 UAE Championship Certified by FIA

Jonathan Aberdein

F4 US Championship Certified by FIA

Kyle Kirkwood

F4 SEA Championship Certified by FIA

Presley Martono

F4 Spanish Championship Certified by FIA

Christian Lundgaard

FIA GT World Cup

Edoardo Mortara

FIA European Truck Racing Championship

Adam Lacko

FIA European Drag Racing Championship Top Fuel

Duncan Micallef

FIA Masters Historic Formula One Championship - Head & Lauda Classes

Michael Lyons

FIA Masters Historic Formula One Championship - Stewart & Fittipaldi Classes

Max Smith-Hilliard

FIA Masters Historic Sports Car Championship

Keith Ahlers & James Billy Bellinger

FIA African Rally Championship

Manvir Singh Baryan & Drew Sturrock

FIA Asia-Pacific Rally Championship

Gaurav Gill & Stéphane Prévot

FIA Codasur Rally Championship

Gustavo Saba & Fernando Mussano

FIA NACAM Rally Championship

Ricardo Triviño & Marco Hernandez

FIA European Rally Championship

Kajetan Kajetanowicz & Jaroslav Baran

FIA Middle East Rally Championship

Nasser Al-Attiyah & Matthieu Baumel

FIA Junior WRC Championship

Nil Solans & Miquel Ibáñez

FIA WRC 3 Championship

Nil Solans & Miquel Ibáñez

FIA WRC 2 Championship

Pontus Tidemand & Jonas Andersson

FIA World Cup for Cross Country Rallies

Nasser Al-Attiyah & Matthieu Baumel

FIA Intercontinental Drifting Cup

Masato Kawabata

FIA Outstanding Official Of The Year

Roger Chirnside

FIA FMC Heritage Cup

Rolex Monterrey Motorsports Reunion

(1) All the 2017 results are available on fia.com and in the FIA Yearbook of Automobile Sport 2018.

MOBILITY

**BUILDING A BETTER MOBILITY
FOR ROAD USERS WORLDWIDE**







A YEAR OF ACHIEVEMENT IN MOBILITY

The past year has seen the FIA Mobility Division working hard on its core missions of ensuring safe, affordable, and clean mobility is available to all road users.

2017 has been a year of innovation for the FIA and its Member Clubs, while the FIA Mobility Strategic Review has set the direction for 2018 and onwards, based on three pillars: Advocacy and Public Policy, Services, and Member Engagement.



63
projects from
Clubs in
50
countries
supported through
the FIA Road Safety
Grant Programme



200+
delegates from
84
Member Clubs
attended the 25th edition
of the FIA Mobility
Conference



27
projects funded
through the FIA Club
Development Programme
€1M
distributed across all
FIA Mobility Regions

Driving Change



The FIA's role is to support its Member Clubs in defining and defending a globally shared public policy vision, cooperating with FIA Mobility Regions in developing appropriate regional policy strategies and ultimately influencing decision makers in achieving outcomes in favour of Motoring Clubs and consumers. The FIA Mobility Division's Global Policy and Advocacy agenda, set by the FIA Mobility Policy Commission, focuses on three main topics: road safety, connectivity, and sustainability.

In the field of road safety, a number of high-profile and successful projects were developed in 2017. A key highlight of the year was the launch of the ambitious #3500LIVES campaign in partnership with outdoor advertising giant JCDecaux. Gathering 14 ambassadors who decided to use their global fame to support the fight for road safety, the campaign encountered a worldwide success.

Since its creation, the FIA High Level Panel for Road Safety (HLP) has sought to achieve an ambitious work plan. In 2017, the Panel further enhanced its leadership in global road safety advocacy by working for the creation of a UN Global Road Safety Fund, and supported a set of effective initiatives at the global, regional and local levels such as in-country missions in Myanmar and Azerbaijan.

On the ground, the FIA Road Safety Grant Programme has been restructured, and 2018 will see a renewed focus on collaborative projects at a regional level. In 2017, funding was attributed to 40 Global Action Projects as well as 23 M-projects from 23 Clubs in 23 different countries across all FIA Mobility Regions.

Another key area of focus over the past year has been the implementation of the FIA's agenda on sustainability. With the launch and success of the FIA Smart Cities initiative aiming at helping cities redefine a new model for urban mobility, the FIA has offered a collaborative platform for representatives of selected international organisations, public authorities, and industry players to discuss efficient solutions. The first allocation of funds through the new FIA Sustainable Mobility Programme will complement this move.

Improving Services

Supporting the development and growth of Member Clubs around the world is a key mission of the FIA Mobility Division, which, under the guidance of the FIA Mobility Services Commission, has shown strong commitment to upscale the services it offers. The 2017 FIA Mobility Conference, hosted by the Japan Automobile Federation in Tokyo, carrying the theme of 'Relevance for Members' perfectly embodied this ambition and saw a record number of participants enjoying the event's 25th anniversary.

Six years after its creation, the FIA University has continued to thrive with the appointment of a Governance Board and the first edition of the new Senior Executive Programme held at the prestigious Columbia University Business School in New York.



The FIA Club Development Programme grew stronger and supported initiatives in the areas of Events and Conferences, University and Learning, Exchange and Mentoring, Regional Strengthening, and Seed Funding.

Finally, Tourism Services have continued their modernisation process, and their further development and renewal are at the core of the new FIA Mobility Strategy.

Sharing with Members

Around the world, the mobility landscape is changing with increased connectivity and changing patterns of consumption. The FIA's role is to ensure it addresses properly all the new challenges its Members are facing. It is in this perspective that the FIA Mobility Division has worked to improve communication with and between Member Clubs around the world, while fostering Member engagement.

With the 2017 FIA Membership Survey, the launch of the e-Directory and FIA Networks, as well as the publication of the new monthly FIA Mobility Newsletter, the Division has demonstrated that it has made listening and responding to Members' needs a priority.



DEFINING FUTURE STRATEGY

Starting in 2016, the FIA Mobility Division engaged in a thorough review of its business strategy in order to set the course of action for the 2018-2022 period. The review entailed assessing the continued relevance of the four strategic aims set in 2014 against a new worldwide mobility background.



FIA Mobility Strategic Review plenary session, FIA Mobility Conference, Tokyo, Japan, 28 September 2017

Historic Consultation of Member Clubs

With support from strategic consulting agency Parthenon-EY, a first draft of the FIA Mobility Strategic Review was established and presented to the World Council for Automobile Mobility and Tourism at its meeting in September 2017. On top of an initial consultation with the FIA Administration, this Review was the result of follow-up interviews with FIA Mobility Clubs as well as the analysis of the 2017 FIA Membership Survey answers. During the meeting, World Council members confirmed that they were pleased with the progress made thus far. Then, for the first time in the 25-year history of the FIA Mobility Conference, they invited delegates to take part in a plenary session on the FIA Mobility Strategic Review, giving them the opportunity to shape the Federation's future policy direction.

The aim of the session was to ensure that the new FIA Mobility roadmap would be drawn on what Clubs need and expect from their organisation and their leadership team. Delegates were invited to determine which goals were relevant for FIA Mobility and what resources will be required to achieve them. During the discussions, Clubs asked for the development of global policy that they could leverage at a local level, and said they would like to share more with the FIA about what they are doing and how they are using FIA tools for local networking. In the area of Club and Services Development, the focus was on ways in which Clubs have shared their knowledge and information, and what that delivers in terms of local value. A variety of examples of how Clubs are already working together were presented, from sharing campaign ideas to physical resources such as recovery vehicles.

Towards a Renewed Strategy

Following this consultation, the four strategic aims were re-worked into three more relevant aims, covering the needs of FIA Members worldwide, regardless of their size: Advocacy, Club and Services Development, and Communication and Engagement.

The Advocacy pillar, while well developed on the topic of road safety, will call for renewed emphasis on sustainable mobility, environmental issues, and accessibility, in line with the work started through the FIA Smart Cities initiative.

The second pillar, Club and Services Development, will aim to answer the FIA Members' need for more customised support, in particular through the Mobility Regions, while further focusing on the development of tourism services, a crucial area of business for many FIA Clubs.

The final pillar, Communication and Engagement, will emphasise the FIA's role as a facilitator. With the launch of tools such as FIA Networks and the e-Directory, as well as the strengthening of the FIA University programme, Clubs will be given the experience-sharing means they need to grow as individual organisations, and as part of the FIA network.

These pillars were included in the Strategic Aims and Goals for FIA Mobility and in the FIA Mobility Action Plan adopted by the World Council for Automobile Mobility and Tourism in December 2017.

The new FIA Mobility Strategy is based on three simple strategic aims encompassing Advocacy, Club and Services Development, and Communication and Engagement, and aims to:

1

Position the FIA as a global policy leader in Mobility

2

Support Members in Club Development and the evolution of Membership Services

3

Organise and communicate effectively within the global network of Mobility Clubs



FIA Mobility Strategic Review plenary session, FIA Mobility Conference, Tokyo, Japan, 28 September 2017

TOWARDS A NEW PHASE

At the highest level of governance within the realm of FIA Mobility, the World Council for Automobile Mobility and Tourism is responsible for all issues affecting the automobile in society. In 2017, the World Council defined the shape of the Federation's future Mobility policy, promoted innovative advocacy campaigns and developed new strategies for the development of sustainable mobility.



World Council for Automobile Mobility and Tourism meeting, Paris, France, 5 December 2017

A Global Vision of Mobility

During 2017, the WCAMT met three times: in May at the FIA Region I Spring Meeting in Bruges, then in September during the FIA Mobility Conference in Tokyo, and finally on 5 December during the FIA Annual General Assembly in Paris.

Action on Advocacy and Services

The May session opened with discussions on progress made in Road Safety Advocacy and Campaigns, focusing in particular on the momentum achieved by the FIA High Level Panel for Road Safety (HLP), and the launch of the #3500LIVES international road safety campaign in March 2017 in collaboration with outdoor advertising giant JCDecaux.

Following the 2016 workshop on the new International Driving Permit (IDP) model organised by the Arab Council of

Touring and Automobile Clubs (ACTAC) and the Automobile and Touring Club of the UAE (ATCUAE), which showcased the development and innovation which had already been implemented to deliver a more modern and secure document, an update on the progress of the modernisation of travel document services for the *Carnets de Passages en Douane* (CPDs) and International Driving Permits (IDPs) was further discussed.

Next on the agenda was the development of the FIA University Programme, with the introduction of a new programme targeting Club senior executives, delivered in association with Columbia University Business School, in New York, in November 2017. The WCAMT also approved the creation of a Board to review performance and guide the future strategy and development of the FIA University.

The May meeting of the WCAMT closed with a presentation of the FIA Mobility Strategic Review (an ongoing consultation of the World Council, Mobility Commissions, as well as a cross-section of Member Clubs, in partnership with Parthenon-EY) in order to ensure that the new Strategic Plan fully reflects the needs and aspirations of Member Clubs in all Regions and at all stages of development.

Strategic Progress



World Council for Automobile Mobility and Tourism meeting, Tokyo, Japan, 25 September 2017

During the WCAMT session in September in Japan, the World Council was presented with a review of the progress made on the FIA Mobility Strategic Review since May.

Highlighted areas included Club Development, Advocacy, Services, and Development. One of the main outcomes of the discussion was the importance of advocacy and the need to elevate sustainable mobility as an issue. Closely linked to the latter issue was the review of the FIA Smart Cities initiative, and the identification of the main priorities of the FIA Sustainable Mobility Programme.

Road safety advocacy, campaigns and partnerships were also on the agenda with a presentation of the IPSOS study on the impact and visibility of the #3500LIVES road safety campaign in Austria and Thailand, which revealed that the campaign was well received and generated positive reactions to the key messages on road safety. Members were also given an update of the FIA HLP's activity in the area of promoting UN Global Minimum Vehicle Safety Standards.

The meeting concluded with the approval of a number of proposals from the FIA Statutes Review Commission – notably the creation of two joint Sport and Mobility Commissions: the FIA Disability and Accessibility Commission, and the FIA Environment and Sustainability Commission.

Shaping the Next Phase



World Council for Automobile Mobility and Tourism meeting, Paris, France, 5 December 2017

The December gathering, held during the FIA Annual General Assembly in Paris, was the final meeting of the World Council under the most recent administration and saw FIA Deputy President for Automobile Mobility and Tourism Brian Gibbons deliver his final report, before vacating the post to become President of the FIA Senate in place of Nick Craw who later in the week, at the General Assembly, stepped down from the role.

Deputy President Gibbons highlighted the successes seen over his eight years in the role, pointing to the significant gains made in global advocacy during the period, the strides in the areas of sustainability and access to mobility, and the improvements made in the services and assistance offered to Clubs.

The World Council meeting later endorsed revised strategic aims and goals for FIA Mobility and approved the FIA Mobility Action Plan. It also approved a report delivered by the Working Group on the use of proceeds from the sale of Formula One equity for the creation of an FIA Innovation Fund. The World Council also noted the extension by JCDecaux of the #3500LIVES road safety campaign through 2018 and the development of the FIA Sustainable Mobility Programme designed to scale up Club initiatives focusing on sustainable mobility.

A WORLD OF ADVOCACY AND AMBITION

The four Mobility Regions – Europe, the Middle East and Africa; Asia and Pacific; North America; and South America – all looked forward in 2017, focusing on topics as diverse as connected mobility, smart cities, sustainable motoring, Club development and promoting safer mobility for all.

Focusing on Mobility as a Service

Region I



Thomas Møller Thomsen,
FIA President of Region I

In 2017, FIA Region I continued its work on Mobility as a Service (MaaS). A workshop was organised at which leading MaaS experts gave high-level insights to Clubs on how to become early pioneers of this transport sector game-changer.

The aim was to improve awareness and discuss the role that Clubs can play in this emerging movement. The MaaS initiative culminated in the publishing of a MaaS White Paper that serves as a guide to Clubs on how and why to get involved in transforming mobility from a static and uncoordinated resource into an on-demand, consumer-friendly experience. The White Paper is available to all FIA Regions.



Simon Modisaemang,
President of Region I Sub
Region African Council for
Touring and the Automobile
(ACTA)

Momentum continued on the 'My Car My Data' initiative, with the launch of the Region I legal study, which looked at how the EU's coming data protection legislation will apply to connected cars.



Essa Hamzah Alfaiakawi,
President of Region I Sub
Region Arab Council for
Touring and Automobile
Clubs (ACTAC)

The Region's annual road safety campaign built upon the #3500LIVES campaign, and highlighted the dangers of distraction by smartphones. The #ParkYourPhone campaign gained the political support of the EU Commissioner for Mobility and Transport Violeta Bulc, who provided a video statement for the campaign. The first launch event was

held in partnership with the Touring Club Belgique (TCB) on 17 September for EU Mobility Week and car-free day in Brussels. On the day, FIA Region I and TCB staff disseminated materials to the Belgian public.

At the Region's meeting at the FIA Annual General Assembly in Paris in December 2017, Thierry Willemarck, who stepped up to become FIA Deputy President for Automobile Mobility and Tourism, was replaced as Region I President by Thomas Møller Thomsen of Denmark's Forenede Danske Motorejere (FDM).

Conference: a Regional Highlight

Region II



Mike Noon,
FIA President of Region II

In 2017, as a direct result of the FIA Club Development funds, Region II continued to educate and empower Clubs to grow their mobility and advocacy activities.

Undoubtedly, the FIA Mobility Conference held in Tokyo in September was a regional highlight. Hosted by the Japan Automobile Federation (JAF), it was a Conference that set record attendance and delivered a memorable work and social programme.

In August, road safety experts gathered in Queenstown for the Region's roundtable hosted by the New Zealand Automobile Association (NZAA). Region II Clubs have undertaken a number of important campaigns in 2017 including driver training programmes in Singapore and Nepal, campaigns for 'Safer Seniors', keeping visitor drivers safe in New Zealand, a trauma registry to calculate the cost of injuries in Australia, and numerous education programmes in schools and with community groups.

The mentoring initiative attracted new partnerships. The Asia Injury Prevention Foundation (AIP) spent a week in Australia, with the Royal Automobile Association of South Australia (RAA). The Automobile Association of Ceylon and the Nepal Automobiles' Association are now in their third year of mentoring. The Automobile Association of Cambodia continues to be assisted by Automobile Association of Singapore in the development of roadside assistance and will shortly begin commercial operations.

The year concluded with the Region's fourth FIA University programme in partnership with the Curtin University of Business. 28 delegates participated in a three-day course on Customer Experience and Innovation.

The Automobile Association of Singapore celebrated a milestone anniversary, '110 years and beyond', by holding a road safety conference attended by a number of Region II Club executives.

Finally, at the end of 2017, Region II also elected a new President, with Mike Noon of the NZAA replacing JAF's Takayoshi Yashiro.

Canada takes Centre Stage

Region III



*Tim Shearman,
FIA President of Region III*

This year, the FIA Congress of Americas was organised in Region III. The 19th edition of the FIA Congress of Americas for Mobility and Sport was held in Toronto, Canada, from 1-3 August 2017. 28 Member organisations representing 23 countries were present to discuss Sport and Mobility issues.

The inaugural edition of the new FIA University Senior Executive Programme was also held in North America. The course took place at Columbia University Business School in New York City from 1-3 November 2017. This was the first time that the FIA University offered a programme that was specifically designed for senior executives and top management.

Another significant event on the FIA calendar, the FIA Smart Cities Forum, was welcomed by the Canadian Automobile Association (CAA), in Montreal in July. It was organised at the same time as the FIA Formula E race in the city, and had the ambitious goal of promoting more secure, accessible and sustainable urban mobility.

In 2017, in order to adapt to a fast-paced market and following the careful analysis of new data and social trends, the CAA further invested in the car-sharing sector, via car-share company EVO, initially launched on a small scale in 2016 and expanded the following year.

The Canadian Club also developed an innovative approach to raising awareness on the dangers of texting while driving, via an online game that rewards players for avoiding distractions on the road called 'TXT U L8R'.

Finally, Region III Members met in October 2017 and re-elected Tim Shearman of the CAA as Regional President.

Sustainability: a Key Target

Region IV



*Jorge Tomasi Crisci,
FIA President of Region IV*

Sustainability was the main focus for FIA Region IV in 2017, in particular following the announcement by a number of Latin American governments that import tariffs and internal taxes on electric vehicles were to be axed or reduced in order to foster the importation and manufacture of such vehicles. This led the UN Environment and Region IV Clubs to carry out joint

actions to continue raising awareness on the benefits of sustainable mobility.

Still in the field of public policy and advocacy, the annual test of 12 selected child restraint systems (CRS) was carried out in July. This testing will lead to a report on top-selling child safety seats in Latin America, written in collaboration with Region IV Members.

More recently, FIA Region IV carried out a Child Road Safety Certification Training in partnership with Safe Kids Worldwide, during which 20 people received certificates.

The FIA University held its third edition of the Latin American Leaders Programme from 24-27 August at the Adolfo Ibañez School of Management in Miami. The course was attended by 20 representatives of 9 Clubs. The programme focused on creating change for increased relevance, methodologies for innovation, and setting the path towards long-term transformation.

Elsewhere, 21 specialists representing 11 Region IV Clubs took part in the ISO Standard 39001 – Road Safety Management System certification in Buenos Aires. These five sessions were led by staff from Quora Consulting.

In 2017, FIA Region IV also entered into an agreement with Havas Worldwide – the international communications corporation – in order to reposition the FIA brand in the Region's Clubs, based on the needs of the area.

TAKING THE LEAD ON ROAD SAFETY ADVOCACY

One of the FIA's guiding principles is the ambition to protect the interests of consumers when travelling, in particular with regard to safety. To achieve this goal, the FIA works with its international network of Clubs, and has developed a wide range of activities and tools.

Supporting the UN Secretary-General's Special Envoy for Road Safety

On 29 April 2015, then United Nations Secretary-General Ban Ki-moon approved the appointment of Jean Todt as the UN Secretary-General's Special Envoy for Road Safety. Since then, United Nations Secretary-General António Guterres has renewed this appointment. Strongly committed to advocate for road safety, the FIA provides active support to Jean Todt in this role and coordinates with the Special Envoy's secretariat in the UNECE and with other relevant stakeholders, as required.



Towards a UN Global Road Safety Fund

In 2017, the UN Secretary-General's Special Envoy for Road Safety submitted the UN Global Road Safety Fund to the UN Secretary-General for his consideration.

If approved, a number of sources will be used to finance the Fund. This could include voluntary contributions from Member States, philanthropies, and innovative funding mechanisms involving the private sector.

Once established, the Fund should mobilise and unlock financial and technical resources, support road safety programmes and coordinate road safety and sustainable transport assistance, focusing in particular on catalytic funding measures already identified to jumpstart national road safety action plans.

The Fund is fully aligned with the UN Sustainable Development Goals and the Global Plan for the Decade of Action for Road Safety 2011-2020.

FIA High Level Panel for Road Safety



It was a busy year for the FIA High Level Panel for Road Safety (HLP), which met in January, March, and September.

During its September meeting, the HLP presented its first Annual Activity Report. The report highlighted key activities and accomplishments of the Panel from the past year. Since the publication of the report, a number of the HLP's initiatives have advanced. This includes:

- **Uncovering new sources of financing for road safety** – the HLP is currently exploring several innovative methods on how to increase private sector support.
- **The establishment of Regional Road Safety Observatories** – the HLP continues to develop Regional Road Safety Observatories worldwide. Next steps include the presentation of the road map to the wider road safety community, including the World Bank and other regional banks, in early 2018.
- **The joint FIA/Inter-American Development Bank (IDB) 'Movernos Seguros' initiative** – this initiative is set to commence pilot projects in Peru, Mexico and the Dominican Republic soon.
- **In-country road safety missions** – at the invitation of national governments, the HLP's road safety experts have carried out in-country missions in Myanmar and Azerbaijan. These countries are currently working on processing and implementing the experts' findings. The FIA's road safety experts are currently in discussion with Mexico City authorities regarding the third in-country mission of the HLP.
- **A better understanding of road users** – the HLP commissioned the Belgian Vias Institute to conduct an online survey on road users' attitudes. The survey was carried out in Latin America and aims to gain a better understanding of real perceptions and misperceptions of road users. The results of the survey will be used to improve public information and education programmes.

The HLP also welcomed several new members, including Felipe Calderón, Former President of Mexico, Sergio Marchionne, CEO of Fiat Chrysler Automobiles N.V., and Inge Thulin, Chairman, President and CEO of 3M Company.

Continuing the Fight for Safer Roads

The FIA's long-standing road safety campaign, launched in support of the UN Decade of Action for Road Safety, saw another active year. FIA Action for Road Safety booths featured at numerous events, ensuring its four key priorities – Advocacy at the highest levels, Action by Clubs on the ground, Motor Sport and Road Safety, Campaigns and Partnerships – received considerable visibility.



In 2017, FIA Action for Road Safety booths were organised at the following events:

Goodwood Festival of Speed

29 June-2 July

F1 Live London

12 July

Paris E-Prix

19-20 May

Geneva Motor Show

7-19 March

24 hours of Le Mans

15-18 June

Mexico E-Prix

31 March-1 April

High Level Ministerial Stakeholders Road Safety and Maritime Conference in Malta

28-29 March



AMBASSADORS GATHER FOR ROAD SAFETY



The **#3500LIVES** international road safety advocacy campaign launched by the FIA and JCDecaux on 10 March 2017 has been a resounding success, viewed an estimated 1.5 billion times by road users in more than 75 countries.

Making a Difference

The #3500LIVES campaign was developed to encourage safer behaviour from all road users. The campaign's name comes from the tragic daily loss of life on the roads. The campaign has been made possible thanks to the support of JCDecaux, who offered free advertising space for this cause.

This campaign is based on the FIA's Golden Rules, each of which is represented by an ambassador. Thanks to the support of JCDecaux and the ambassadors, the campaign has been a remarkable success. On 12 October 2017, to mark World Sight Day, Michael Fassbender joined the campaign, representing the new "Check Your Vision" rule.

#3500LIVES is the world's largest dedicated road safety campaign. The FIA and JCDecaux promoted #3500LIVES in over 900 cities in more than 75 countries, translated into over 30 languages.

Since March 2017, #3500LIVES has been on billboards, bus shelters and buses, and in airports and train stations, a total of 50,000 panels with an estimated 1.5 billion views. The campaign has also seen strong online engagement, with almost 100 million hashtag views, 1.4 million Facebook impressions and over half a million Twitter impressions.

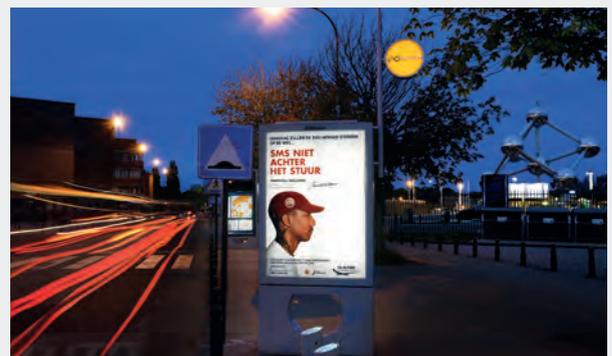
JCDecaux has agreed to prolong #3500LIVES into 2018.

Ipsos Survey

Market researcher Ipsos has conducted surveys in Vienna and Bangkok assessing the impact of #3500LIVES. The cities were chosen for their different levels of development and road safety progress.

1,579 panels were displayed in Vienna. Survey results show a positive campaign response, with "Never Drink and Drive" thought to have had the strongest impact.

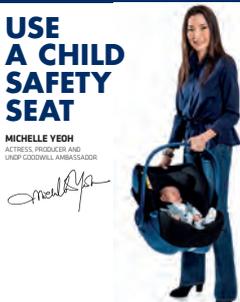
The Bangkok results indicate that the campaign's messaging is convincing and relevant. 88% of respondents claimed they remembered seeing road safety advertising recently, demonstrating the campaign's strong visibility. The messages "Wear a Helmet", "Use a Child Safety Seat", and "Check Your Tyres" resonated most.

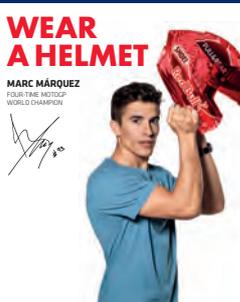


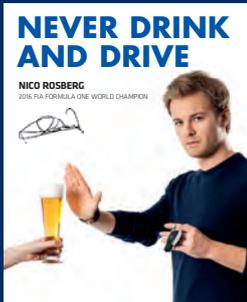
#3500LIVES campaign displayed in Brussels, Belgium, 2017

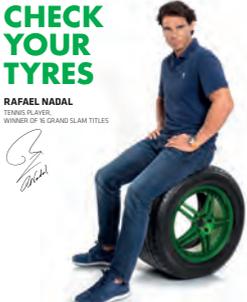
THE #3500LIVES CAMPAIGN

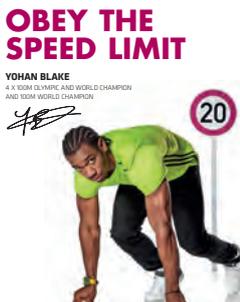
BUCKLE UP
FERNANDO ALONSO
 TWO-TIME FIA FORMULA ONE WORLD CHAMPION

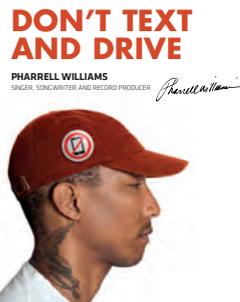

USE A CHILD SAFETY SEAT
MICHELLE YEON
 ACTRESS, PRODUCER AND UNICEF GOODWILL AMBASSADOR


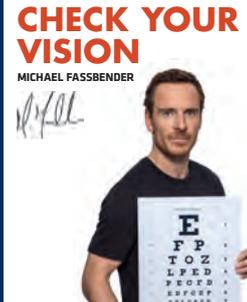
WEAR A HELMET
MARC MÁRQUEZ
 FOUR-TIME MOTOCGP WORLD CHAMPION


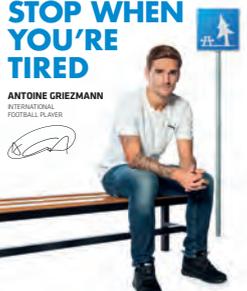
NEVER DRINK AND DRIVE
NICO ROSBERG
 2016 FIA FORMULA ONE WORLD CHAMPION


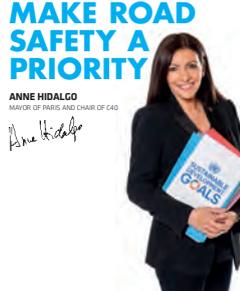
CHECK YOUR TYRES
RAFAEL NADAL
 TENNIS PLAYER
 WINNER OF 18 GRAND SLAM TITLES


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


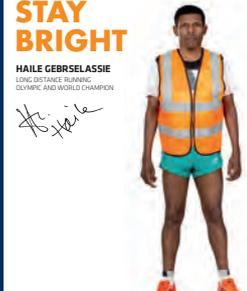
DON'T TEXT AND DRIVE
PHARRELL WILLIAMS
 SPECIAL SONGWRITER AND RECORD PRODUCER


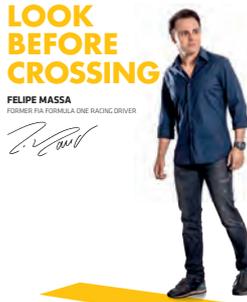
CHECK YOUR VISION
MICHAEL FASSBENDER


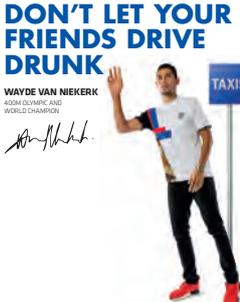
STOP WHEN YOU'RE TIRED
ANTOINE GRIEZMANN
 INTERNATIONAL FOOTBALL PLAYER


MAKE ROAD SAFETY A PRIORITY
ANNE HIDALGO
 MAYOR OF PARIS AND CHAIR OF C4G


ALWAYS PAY ATTENTION
VANESSA LOW
 LONG JUMP PARALYMPIC CHAMPION


STAY BRIGHT
HAILE GEBRESELASSIE
 LONG DISTANCE RUNNING OLYMPIC AND WORLD CHAMPION


LOOK BEFORE CROSSING
FELIPE MASSA
 FORMER FIA FORMULA ONE RACING DRIVER


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




In partnership with JCDecaux

SUPPORTING ACTION ON THE GROUND

The FIA Road Safety Grant Programme was founded in 2012 with the support of the FIA Foundation, to help FIA Clubs in their road safety initiatives all over the world. These innovative road safety projects cover a wide range of subjects and applications, among which awareness campaigns, educational programmes and trainings, vulnerable road users' protection, events and workshops, and road infrastructure safety information.



Restructuring the FIA Road Safety Grant Programme

In 2017, following the decision taken by the WCAMT, the FIA Mobility Secretariat undertook a process of restructuring the FIA Road Safety Grant Programme in order to maximise positive impact of road safety activities carried out by FIA Member Clubs.

The new FIA Road Safety Grant Programme will build on four different streams:

GLOBAL ACTION:

a yearly advocacy campaign, as of 2017

TRANSFORMATION:

for scalable road safety interventions, as of 2018

CAPACITY BUILDING:

for targeted global projects, as of 2018

COLLABORATION:

for projects at a regional level, as of 2018

2017 Projects

This year, funding was attributed to 40 Global Action projects by 40 FIA Clubs in 40 countries. These initiatives took place from 8-14 May 2017, during the Fourth UN Global Road Safety Week, and focused on speed, and how to address this risk factor.

A further 23 M-projects from 23 Clubs in 23 different countries across all FIA Regions were also funded. From traffic police training in Jamaica, to advocacy and awareness-raising campaigns in Moldova, Sri Lanka, and the Dominican Republic, these initiatives addressed all areas of road safety.



'Safe Kids in Cars' campaign promoted by the Automobile Club din Moldova

RAISING AWARENESS ON HELMET USE IN COLOMBIA

The Touring & Automóvil Club de Colombia hosted a workshop with the FIA Foundation and the AIP Foundation in Bogota. 'To School By Bike' promoted cycling as a safe and sustainable form of transport and oversaw the distribution of more than 1,000 cycle helmets. The workshop was a success – more than 30 schools were added to the programme.



COMMITTED TO SUSTAINABLE AND ACCESSIBLE MOBILITY

The FIA has long strived to ensure clean and affordable mobility is available to all. The FIA Mobility Strategic Review and Membership Survey have highlighted the need to further emphasise this commitment to sustainable, clean and accessible mobility.

Regarding vehicle emissions, the FIA Sustainable Mobility Programme aided the creation of 'Green NCAP', an independent vehicle environmental test programme. The group is scheduled to run a final validation test phase and fine-tuning of procedures after the 1st semester of 2018.

For accessibility, the FIA Mobility Policy Commission recommended the creation of a 'Toolkit' to help Clubs implementing activities in the following areas:

- **Vehicles (vehicle design)** — creating an accessibility check methodology on the various car models available to raise awareness of discrepancies in vehicle design.
- **Infrastructure (urban infrastructure design)** — assessing the accessibility and safety of urban infrastructure like cycling and footpaths, based on Universal Design principles.
- **Road Users (elderly drivers)** — developing a tool to better understand the physical, sensory and cognitive changes associated with aging. This stream is supported by the FIA Sustainable Mobility Programme.

TRANSFORMING URBAN MOBILITY

The FIA Smart Cities initiative was launched by the FIA to contribute to the implementation of the UN New Urban Agenda and to encourage city authorities to address urban mobility issues.



Shaping new Models for a more Sustainable Urban Mobility

The FIA Formula E platform provides a unique arena for the FIA Smart Cities initiative. In the first year of the initiative – which was supported by Enel, Julius Bär, Michelin, and Digital Leaders Ventures in 2017 – three FIA Smart Cities Forums and one FIA Smart Cities Talk were organised in Mexico, Berlin, Montreal, and Paris.

The format and the content of each event were developed in accordance with the specificities of local mobility landscapes. Key themes addressed through these international, multi-stakeholder conferences included:

GREEN MOBILITY (Mexico City),

SAFE MOBILITY (Paris),

NEW MOBILITY SERVICES (Berlin), and

SMART DATA FLOWS (Montreal).

The four events gathered over 450 participants coming from all spectrums of the mobility ecosystem. A number of institutional and practical panels featured speakers from city municipalities, academia, transport operators, industry, as well as international organisations. The initiative also received the full endorsement of three Mayors – Ms Hidalgo (Paris), Mr Mancera (Mexico City), and Mr Coderre (then Mayor of Montreal) – each of whom committed to promote safe and sustainable transport systems in their respective cities and around the world.

High-level representatives of FIA Clubs in Europe, South and North America shared their experience in urban mobility projects and programmes. FIA Smart Cities also provided a platform for Clubs to showcase and strengthen their own projects and initiatives in the area of sustainable mobility.

Supporting Visionary Entrepreneurs

As part of the FIA Smart Cities Initiative, the FIA Smart Cities Global Startup Contest brought together 30 innovative companies working in mobility areas including connectivity, automation, collaborative platforms, and demand/supply optimisation for the chance to win an award and cash prize in one of the following categories: technology enabler, sustainable logistics, and clean energy.

Rewarding Innovative Cities

The FIA Smart Cities Award identified the most innovative initiatives undertaken by cities to promote sustainable mobility solutions. The award was granted to the city of Montreal, which demonstrated a highly integrated and efficient approach to making urban transportation more innovative and accessible for all.





2017 FIA Smart Cities events highlights

STRENGTHENING MEMBERSHIP SERVICES

The FIA Mobility's missions to ensure that safe, affordable and clean systems of transport are available to all can only be achieved through its strong network of Clubs. Consequently, one of the FIA's top priorities is providing Members with the services they need to achieve these missions, guaranteeing the more than 80 million road users FIA Clubs represent are offered the mobility they deserve.



Road Patrol Training For Excellence, 3-6 October 2017, Vransko, Slovenia

FIA Club Development Programme

Through the FIA Club Development Programme, the FIA works with the Mobility Regions on projects and programmes that contribute to the development and improvement of services for the benefit of Members. In 2017, the FIA Club Development Programme covered five areas: Events and Conferences, University and Learning, Exchange and Mentoring, Regional Strengthening, and Seed Funding.

The four FIA Mobility Regions saw 27 applications funded under the FIA Club Development Programme for a total of €1M.

The funded initiatives cover a wide range of topics and applications, from local and international meetings to mentoring programmes and cross-regional initiatives.

The following projects, funded in 2017, provide a sample representative of the FIA Club Development Programme's aim and scope:

- **Road Patrol Training for Excellence (RPTfE)** — an annual three-day event to improve the theoretical and practical knowledge of roadside patrols in a competitive yet stimulating environment. This year, the event took place from 3-6 October 2017 in Vransko, Slovenia and was hosted by the Avto-Moto Zveza Slovenije (AMZS). FIA Region I and ARC Europe Group were the main organisers of the event, with trainers coming from the Automobile Association UK (AA UK), AMZS, Touring Club de Suisse (TCS) and Allgemeiner Deutscher Automobil-Club (ADAC).

- **FIA XIX Congress of Americas for Mobility and Sport** — an annual conference for Region III and Region IV Clubs. In 2017, the 19th edition of the FIA Congress of Americas was held in Toronto, Canada, from 1-3 August. Present to discuss Sport and Mobility issues were 28 organisations representing 23 countries.
- **Region II Roundtable** — a conference with key industry speakers from the Asia-Pacific region, with an emphasis on building Club capabilities. In 2017, the event took place in August in Queenstown, where road safety experts gathered for the Region's roundtable hosted by the New Zealand Automobile Association (NZAA). The roundtable provides opportunities for regional executives to present their road safety campaigns, network with experts and discuss FIA programmes.

Regional Coordinator Support

In 2017, for the first time, Regional Coordinator Support funds were awarded to all four FIA Mobility Regions. The aim of this fund is to help the Regions provide their Clubs with the administrative support they need.



Modernising Travel and Tourism Services

Travel and Tourism services are a core activity for many FIA Members, and their importance was highlighted in the FIA Mobility Strategic Review. The further development and modernisation of these services is at the heart of the upcoming FIA Mobility Strategy.

e-CPD Distribution System

In 2017, the development of the e-CPD Distribution System continued to make progress. While the need to review certain aspects of the system for security, technical and legal compliance reasons has led to some delays in the project's production, the system is now expected to be ready for launch and roll-out within the *Carnets de Passages en Douane* (CPD) network in the 4th quarter of 2018.

CPD layout in English/Arabic

The FIA Tourism Services Department is about to finalise the definitive layout of the CPD in its English/Arabic version, with input from the ACTAC Clubs. The document in its new version is expected to be available for distribution to all relevant Clubs by the 1st quarter of 2018.

Application of the 1954 Convention in Egypt and Jordan

In June 2017, the FIA Tourism Services Department brought to the attention of the Working Party on Customs Questions affecting Transport (WP30) at the United Nations Economic Commission for Europe (UNECE) the ongoing problems that FIA guaranteeing Clubs in Egypt and Jordan are facing with the application of the 1954 Customs Convention on the

Temporary Importation of Private Road Vehicles. In particular, these are due to the fact that customs authorities do not seem to respect the deadlines and procedures laid down in the Convention. The Working Party considered the situation in the two countries, and was of the view that the competent national authorities should strictly respect the deadlines stipulated by the Convention. The Working Party requested the UNECE Secretariat to bring the issues raised to the attention of the Governments of Egypt and Jordan, together with a preliminary FIA assessment, to seek clarification of the situation at hand, and to solicit their feedback.

IDP Document Format

Further positive feedback has been received from the Automobile and Touring Club for United Arab Emirates (ATCUAE) about the reception of the new document by the National Road Traffic Authority and from the motoring public. Regular International Driving Permits' users have praised the new security features and its handy size compared to the previous model. The new format and the online distribution of the document have had a positive impact on the ATCUAE's International DP sales, which have seen an increase of almost 50% compared to 2016. Considering that there are differing opinions and that discussions are still ongoing at UN level about the different formats of domestic driving permits and international driving licences, the UAE Government has decided to ask the UN for an extension until the contracting parties are able to reach a decision on the future of the document.

e-IDP System

The development of the e-IDP distribution and tracking and tracing system is expected to be fully completed by February 2018. It will then be ready for testing by the ATCUAE.

DEFINING THE PATH FOR SUCCESS



The FIA Mobility Conference is an important and long-standing platform of exchange for Mobility Clubs. It represents a unique opportunity for Members to learn from renowned specialists and each other.

The 2017 FIA Mobility Conference took place in Tokyo, Japan, from 25-29 September. The 25th edition of the Conference was organised with the support of the Japan Automobile Federation and saw FIA delegates from around the world unite for a week of presentations, discussion and debate.

With over 200 delegates representing 84 Clubs and ACNs from all FIA Mobility Regions, the event was an unprecedented success. In line with the week's theme – Relevance for Members – Club engagement was visible in the volume of speakers from FIA Member organisations.

The presence of so many speakers from within the FIA membership confirmed the high level of expertise the FIA has in its global network and the importance of these Members coming together and sharing this expertise and their experiences.

Delegates attended keynote sessions, panel discussions and workshops, each day approaching the topic of relevance from a different angle. Delegates discussed developing competitive growth models, looked at ways in which innovative trends foster competitiveness and received unique insights into the collaborative models that help cities improve urban mobility systems.

Interactivity played a key role, with Clubs hosting panel discussions and workshops each day. One such session – and the first of its kind at the Conference – was the FIA Mobility Strategic Review, during which delegates proposed and debated new ideas for the future strategy of FIA Mobility.

The 2018 FIA Mobility Conference will take place from 23-27 July in Montevideo, Uruguay, in conjunction with the Congress of Americas, at the kind invitation of the Automóvil Club del Uruguay.



FIA President Jean Todt opens the 2017 FIA Mobility Conference in Tokyo, Japan, 25 September 2017



2017 FIA Mobility Conference, Tokyo, Japan, 25-29 September 2017

TOWARDS IMPROVED LEARNING

Continuous development is a goal of the FIA, which aims to ensure its community can continue to learn and grow together. This year has seen big steps for FIA University and the FIA University Board, while the training of emerging and regional leaders continued.

Successful Year for the FIA University

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

2017 was an exciting year for FIA University, with the appointment by the World Council for Automobile Mobility and Tourism of a Governance Board and the launch of the new Senior Executive Programme at Columbia University.

There were four FIA University programmes held in 2017: two global programmes and two regional programmes, with a total of 92 participants from 42 Clubs in 34 countries.

A stronger vision



The FIA University Board met for the first time in September 2017 during the FIA Mobility Conference in Tokyo, where they elected Terry Agnew, Group CEO of the Royal Automobile Club of Western Australia (RACWA) as their Chairman.

Moving forward, the Board will be key in providing high-level strategic guidance on the development of FIA University programmes, especially in defining the scope of modules and the structure of the different programmes.

Region II Club Development Programme



The 4th edition of the FIA University Region II Club Development Programme took place from 25-27 October 2017 at Curtin University in Perth, Australia and focused on customer experience and marketing innovation.

Courses presented the challenges, opportunities and issues faced by service organisations as well as customer relationships and self-service technology. Delegates also learned about reputation management and social media engagement, customer retention and loyalty, and the role of innovation in service organisations.

Emerging Leaders Programme



The 6th edition of the FIA University Emerging Leaders Programme (ELP) was held from 6-10 March 2017 at ESADE Business School in Barcelona, with courses on leadership, strategy, rethinking the revenue model and change management, as well as lectures by FIA Club experts.

As is now traditional during this programme, several social events enabled attending delegates to build strong bonds over the week, strengthening the network of FIA University alumni.

New Senior Executive Programme



The first edition of the new FIA University Senior Executive Programme was held at Columbia University Business School in New York from 1-3 November 2017. It marked the first time that FIA University offered a programme specifically designed for senior executives and top management, following existing courses focusing on mid-level and upcoming management.

Over the course of the three-day tailor-made programme, delegates learned how to address the most pressing challenges they and their organisations face today. Topics covered included innovation and entrepreneurship, leadership and choice, digital business transformation, branding, governance, and change management. Classes were taught by world-renowned Columbia University faculty who are experts in their fields and who have authored several critically-acclaimed books.

There were also opportunities for delegates to network during social events such as a welcome dinner and a jazz cocktail.

Region IV Latin American Leaders Programme



The 3rd edition of the FIA University Region IV Latin American Leaders Programme took place from 24-26 August 2017 at Adolfo Ibáñez School of Management in Miami, taught by ESADE Business School.

This year's courses focused on innovation, customer centricity, and building strong positioning. Delegates learned about design thinking through a case study and about change management through a group simulation. Delegates attended a networking dinner, as well as a regional managers meeting following the FIA University portion of the programme.

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

ENGAGING FURTHER WITH THE MEMBERS

As part of its 2018-2021 Mobility strategic priorities, the FIA has committed to further strengthen its communication with all Member Clubs and support their active participation in FIA activities and events.

FIA Club Correspondents' Network

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

Two Club Correspondents' Meetings were organised in 2017: one regional and the other worldwide. These meetings help the Clubs get the most out of the FIA network and support the Club Correspondents in their roles.

FIA Club Correspondents' Meeting

The 2017 FIA Mobility Conference was capped off by the Club Correspondents' Meeting, which was attended by more than 40 representatives from every FIA Mobility Region.

The meeting began with a presentation of the FIA Mobility Strategic Review and the results of the FIA Membership Survey, which identified advocacy and road safety as the key areas of focus for the coming year.

Correspondents were then given more information on the newly launched FIA Networks, and the new FIA University Programme at the University of Columbia in New York City, followed by information on the upcoming edition of the Emerging Leaders Programme (ELP).

One of the key talking points of the meeting was the FIA Road Safety Grant Programme, and the recent changes to its structure. Three Clubs from Colombia, Japan and South Africa presented successful campaigns run in their countries, supported by the FIA Road Safety Grant Programme.

The next FIA Club Correspondents' Meeting will take place in July 2018 in Montevideo during the 26th FIA Mobility Conference.

FIA Region I Club Correspondents' Meeting

The FIA Region I Club Correspondents' Meeting took place on 30 June 2017, in Madrid, Spain, and was hosted by the Real Automóvil Club de España (RACE). The first part of the event consisted of a presentation of FIA Region I activities and upcoming strategy; Club feedback on the recently launched virtual reality bicycle simulator initiative; and a focus on the FIA Region I Innovation Award winning projects – 'ROAD 24' by the Automóvil Club de Portugal (ACP) and 'SaraCheckPoint' by the Automobile Club D'Italia (ACI).

In the afternoon, Club Correspondents took part in interactive training on effective writing in English, were given an update on new FIA projects and upcoming events, and visited the RACE-Red Bull Drivers' Academy and the Jarama racing circuit.

The winner of the 'Club Correspondent of the Year Award' was Emanuela Cariello (ACI).



FIA Club Correspondents' Meeting, Tokyo, Japan, 29 September 2017

2017 FIA Membership Survey

The FIA Membership Survey was devised to ensure a better knowledge of the FIA network and the services offered by Member Clubs through a series of questions addressed to FIA-affiliated organisations every two years.

In 2016, it was decided that a new and improved survey should be sent to Clubs.

Process

The 2017 FIA Membership Survey was divided into five sections covering general Club information, Policy & Advocacy, Services, Communications, and Relationship with the FIA.

The Survey was sent to Clubs, who could fill it in online, on 6 March 2017, and was available in English, French, and Spanish. 123 organisations (out of a total 171 Mobility Clubs and ACNs) answered the survey, either completely or in part, representing a 72% response rate.

One month later, the results were exported for analysis, and integrated into the FIA Customer Relationship Management (CRM) database.



Results and dissemination

The results gathered from the 2017 FIA Membership Survey provided valuable insight into FIA Members' Policy and Advocacy, Services, and Travel and Tourism priorities, while presenting some key figures relating to the relationship between the FIA and its Clubs.

The results of the Survey have been used for different platforms:

- to update the information in the FIA's CRM database;
- to create a leaflet and detailed presentation for dissemination to FIA Clubs worldwide;
- to provide additional information in the preparation of the FIA Mobility Strategic Review; and
- to populate the FIA e-Directory, which sources its information directly from the CRM.

In light of the positive response to the Survey and the communication surrounding its results, further analysis of the data received – in particular a breakdown and weighting of answers based on Club membership size – is currently in progress.

The results of the Survey can be found on FIA Networks.

FIA Mobility Newsletter

In an effort to increase the visibility of news, publications, events, and services from the FIA and its Members, the FIA Mobility Division launched the FIA Mobility Newsletter in September 2017.

This email newsletter, sent to Club Presidents, CEOs, and Correspondents at the end of each month, provides updates on the FIA's activities and news from around the FIA network. It presents information on: FIA news, Regional news, Club news, Upcoming events, Photo galleries, Presidential appointments/nominations, and Country and Club profiles.

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



PERFORMANCE & COMPLIANCE

ENSURING EFFICIENCY AND
PRESERVING TRANSPARENCY





PERFORMANCE: MAINTAINING EFFICIENCY

Controlled 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 global advocacy.

In 2016, this growth amounted to resources of €115.1m, the same level as in 2015. Some 40% of the total is derived from the Federation's activities in Formula One, primarily from compensation received through the FIA's fulfilment of its responsibilities as an international sporting federation within the championship.

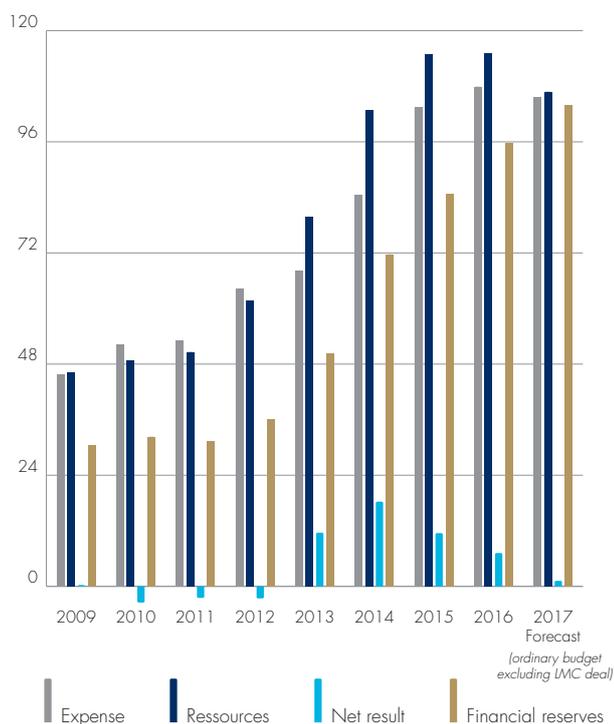
Expenditure in 2016 amounted to €107.9m, an increase of 4.3%, which illustrates a downturn in the pace of expense inflation. These expenses supported the development of the Federation's activity, including logistical, technical or event services, workforce expansion and grants paid to Members Clubs, particularly with regard to their road safety programmes.

The 2016 accounts were approved by the FIA General Assembly in December 2017 in Paris.

In April 2018, the 2017 accounts will be presented to the Audit Committee and closed by the FIA Senate. Afterwards, they will be formally approved by the FIA General Assembly in December 2018, and then published in the 2018 FIA Activity Report.

Evolution of resources expenses, and financial reserves since 2009

(in € millions)



Building Security

In order to protect against possible future insecurity and to ensure durability and independence, the FIA has developed financial reserves amounting to €95.7m at the end of 2016 (excluding Region I and Delta Topco stake). These reserves, representing around one year of operation, were established at the request of the FIA Senate, which also monitors the management of these funds.

Beyond these financial reserves, the FIA held in 2016 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. This was negotiated in 2013 as a means of payment for the FIA's involvement in the FIA Formula One World Championship;
- A 20% option right 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 for its activities in the championships and does not entail the attribution of any executive power within the promoter organisations.

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

The purchase process of Delta Topco (the parent company of Formula One Management — FOM), the organisation in charge of managing the commercial rights of the FIA F1 World Championship, by Liberty Media Corporation (LMC) began on 7 September 2016 and was completed on 23 January 2017, the date on which all suspensive conditions were met. As a consequence, the impact associated with the realisation of the Delta Topco assets held by FIA France will mainly be seen in the 2017 accounts.

At the completion of the operation, almost half of the new assets received by the FIA were in cash: US\$26.5m (€24.6m). The remaining assets are in the form of shares and new exchangeable bonds. They have not as yet been liquidated due to a lock-up period until 23 July 2018, during which the FIA cannot dispose of these assets. To be noted, the market value of the FIA's LMC share as of 31 December 2017 is: US\$34.16.

These exceptional proceeds will fund the creation of a new FIA Innovation Fund (FIF), presented at the 2017 General Assembly. This Fund has been instituted in order to finance projects with an innovative edge. The FIF will be managed by a steering committee of 15 elected members.

COMPLIANCE: TRANSPARENT OPERATION

Maintaining Integrity

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

Our stand for transparency, integrity and fair play means that the FIA is committed to continuously reviewing and improving internal processes.

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

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

During 2017, the FIA has implemented several recommendations arising from that analysis:

- Adoption by the FIA General Assembly on 8 December 2017, upon proposal of the Ethics Committee, of clearer guidelines relating to anti-bribery, corruption, and conflicts of interest to be included in the FIA Statutes and Regulations and the FIA Code of Ethics;

- Extension of the FIA Code of Ethics to suppliers;
- Reinforcement of the independence of FIA governing bodies;
- Disclosure of conflicts of interest is now mandatory for all FIA governing bodies and FIA employees;
- Creation of a Compliance Officer position.

Improving Transparency and Fairness

In August 2017, the Federation appointed a Compliance Officer who started to implement a four-year compliance plan. As part of this action plan, the FIA has already:

- Strengthened the process by which grants are allocated;
- Reinforced its due diligence procedures;
- Developed an Ethics and Compliance Training Programme.

The Compliance Officer cooperates with and supports the Ethics Committee which is entrusted with safeguarding the integrity and reputation of motor sport, automobile mobility and tourism and of the persons subject to the FIA Code of Ethics. It also investigates and addresses alleged infringements to the FIA Code of Ethics.



FIA General Assembly meeting, Paris, France, 8 December 2017





Report of the Auditor to the Senate on the combined financial Statements of Fédération Internationale de l'Automobile

As auditor, we have been engaged to audit the accompanying combined financial statements of the Fédération Internationale de l'Automobile, which comprise the combined balance sheet, combined profit and loss statement, combined statement of cash-flow and combined notes for the year ended 31 December 2016. The audit of the prior year combined financial statements was performed by another auditor.

Senate's Responsibility

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

Auditor's Responsibility

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

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

Opinion

In our opinion, the combined financial statements for the year ended 31 December 2016 comply with accounting principles described in the notes.

KPMG SA

Pierre-Henri Pingeon

Cédric Rigoli

Geneva, 12 May 2017

Enclosure:

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

2016 FINANCIAL RESULTS⁽¹⁾

COMBINED BALANCE SHEET

(France + Switzerland + Global Institute)

ASSETS (IN EUR)	2016			2015
	Gross values	Depreciations and provisions	Net values	Net values
Software	7,178,757	5,869,061	1,309,697	1,168,037
INTANGIBLE ASSETS	7,178,757	5,869,061	1,309,697	1,168,037
Buildings	13,710,349	8,175,011	5,535,337	6,120,248
Fixtures and fittings	14,085,509	9,688,995	4,396,514	4,886,539
Vehicles and equipment	5,727,116	5,717,745	9,371	19,047
Computers and office equipment	4,099,352	3,117,551	981,801	1,220,342
Office furniture	2,221,395	1,342,394	879,001	985,712
Machinery and equipment	9,134,824	8,432,085	702,738	581,685
Assets in progress	434,791		434,791	76,941
FIXED ASSETS	49,413,335	36,473,782	12,939,553	13,890,514
Long-term investments	341,302		341,302	8,435,441
Guarantee deposits	610,057		610,057	605,205
Other financial assets	15,503,937	3,586,630	11,917,306	10,948,150
FINANCIAL ASSETS	16,455,295	3,586,630	12,868,665	19,988,796
NON CURRENT ASSETS	73,047,387	45,929,473	27,117,914	35,047,347
Accounts receivable	11,559,462	932,861	10,626,601	13,948,424
Recoverable taxes	852,519		852,519	2,430,531
Other receivables	1,753,967		1,753,967	2,003,893
RECEIVABLES	14,165,948	932,861	13,233,087	18,382,848
Investment securities	74,376,676	738,342	73,638,334	60,328,450
Cash at bank and in hand	41,256,244		41,256,244	36,361,927
CASH AND CASH EQUIVALENT	115,632,920	738,342	114,894,578	96,690,376
Prepaid expenses	764,483		764,483	619,944
PREPAID EXPENSES	764,483		764,483	619,944
Foreign exchange differences	167,689		167,689	171,424
FOREIGN EXCHANGE DIFFERENCES	167,689		167,689	171,424
CURRENT ASSETS	130,731,040	1,671,203	129,059,837	115,864,592
TOTAL ASSETS	203,778,427	47,600,676	156,177,752	150,911,939

(1) In April 2018, the 2017 accounts will be presented to the Audit Committee and closed by the FiA Senate. Afterwards, they will be formally approved by the FIA General Assembly in December 2018, and then published in the 2018 FIA Activity Report.

EQUITY AND LIABILITIES (IN EUR)	2016	Net result allocation	After allocation of the 2016 net result	2015
Reserves	29,688,867	7,070,731	36,759,598	29,704,662
Retained earnings	48,674,188	83,701	48,757,889	48,815,327
Legal reserve	826	4,406	5,231	
Regions, reserve	7,034,331		7,034,331	7,140,769
Result of the year	7,158,838	-7,158,838	0	0
Investments subsidies	345,833		345,833	395,833
EQUITY	92,902,883		92,902,883	86,056,592
Provisions for contingencies and losses	2,802,923		2,802,923	3,726,122
Provisions for retirement	385,461		385,461	424,958
CONTINGENCIES AND LOSS PROVISIONS	3,188,384		3,188,384	4,151,081
Development fund				195,796
Accounts payable	14,313,725		14,313,725	15,150,218
Tax liabilities	1,934,857		1,934,857	2,190,897
Social liabilities	4,925,646		4,925,646	4,142,875
Other debts	17,385,530		17,385,530	19,076,271
LIABILITIES	38,559,758		38,559,758	40,756,057
Prepaid income	19,982,905		19,982,905	19,043,720
PREPAID INCOME	19,982,905		19,982,905	19,043,720
Foreign exchange differences	1,543,821		1,543,821	904,490
FOREIGN EXCHANGE DIFFERENCES	1,543,821		1,543,821	904,490
EQUITY AND LIABILITIES	156,177,752		156,177,752	150,911,939

COMBINED PROFIT AND LOSS ACCOUNT

(France + Switzerland + Global Institute)

EXPENSES (IN EUR)	2016	2015
Offices supplies and equipments	1,791,607	2,120,035
Publishing costs	706,448	1,121,585
MISCELLANEOUS SUPPLIES AND SERVICES	2,498,056	3,241,620
Rent, conference and meeting expenses, maintenance and repairs, insurance	4,872,105	4,596,164
Subcontracting, studies, documentation and interim staff	11,624,378	10,422,919
Agencies expenses and specialists, fees	11,627,641	12,639,046
Contribution to external expenses of FIA zones		14,900
Expenses of regions	2,117,776	2,894,985
Contribution to various sport championships	5,965,695	6,101,155
Contribution to mobility projects	1,662,071	2,054,868
Freight, travel expenses, missions, receptions and events	17,300,616	16,479,704
Postal and telecommunications expenses	698,326	670,141
Bank services and customs duties	1,015,953	678,637
Miscellaneous external expenses	6,267,187	5,768,854
OTHER EXTERNAL EXPENSES	63,151,747	62,321,373
Fiscal taxes and dues	821,71	763,836
FISCAL TAXES AND DUES	821,71	763,836
Salaries	22,883,040	19,963,876
Social security and fiscal contributions	5,701,981	5,001,303
PERSONNEL EXPENSES	28,585,021	24,965,179
Depreciation	3,117,949	2,831,462
DEPRECIATION	3,117,949	2,831,462
Allocation to provisions	1,042,612	2,148,402
ALLOCATION TO PROVISIONS	1,042,612	2,148,402
OPERATING EXPENSES	99,217,095	96,271,873
Interest expenses and other financial expenses	2,777	1,279,995
Net charges on disposal of securities	1,596,924	475,63
Foreign exchange losses	2,440,823	3,858,728
Allocation to financial provisions	4,324,972	1,257,792
FINANCIAL EXPENSES	8,365,497	6,872,145
FINANCIAL EXPENSES	8,365,497	6,872,145
Non-operating management expenses	279,226	583
Exceptional expenses from previous years	32,376	6,635
Net book value of assets disposed of	4,074	
EXCEPTIONAL EXPENSES	315,676	7,218
EXCEPTIONAL EXPENSES	315,676	7,218
Income tax	29,994	279,594
INCOME TAX	29,994	279,594
INCOME TAX	29,994	279,594
TOTAL EXPENSES	107,928,262	103,430,830

COMBINED PROFIT AND LOSS ACCOUNT

(France + Switzerland + Global Institute)

INCOME (IN EUR)	2016	2105
Sales of documents and various products	626,602	672,473
SALES OF DOCUMENTS AND VARIOUS PRODUCTS	626,602	672,473
Sales of customs documents (CPD)	1,134,018	1,163,737
SALES OF CUSTOMS DOCUMENTS (CPD)	1,134,018	1,163,737
Clubs subscriptions	1,941,675	1,929,196
CLUBS SUBSCRIPTIONS	1,941,675	1,929,196
Registration and entry fees	43,428,240	40,650,295
REGISTRATION AND ENTRY FEES	43,428,240	40,650,295
Income CIK	1,007,644	1,075,468
INCOME CIK	1,007,644	1,075,468
Motor Sport Safety Development Fund (FIA Foundation)	3,278,877	2,535,738
FIA Institute for Motor Sport Safety	3,158,417	3,170,589
Manufacturers, commission	1,412,010	1,273,920
Circuits and medical inspections	715,896	826,670
Homologations	5,125,208	3,736,460
International Court of Appeal	56,000	31,460
Miscellaneous invoicing	5,203,149	7,247,121
Fines and penalties	300,217	414,751
OTHER INCOME	19,249,773	19,236,709
Income from contracts	33,231,093	31,915,139
INCOME FROM CONTRACTS	33,231,093	31,915,139
Income from regions	2,094,255	2,685,122
INCOME FROM REGIONS	2,094,255	2,685,122
Reversal of provisions	2,803,521	3,301,472
REVERSAL OF PROVISIONS	2,803,521	3,301,472
OPERATING INCOME	105,516,820	102,629,610
Income from security investments	5,683,691	5,266,357
Credit interests and related income	4,947	2,576,459
Foreign exchange gains	2,500,027	3,701,731
Reversal of financial provisions	1,254,870	587,023
FINANCIAL INCOME	9,443,536	12,131,570
FINANCIAL INCOME	9,443,536	12,131,570
Non-operating management income and reversal of exceptional provisions	57,022	93,176
Prior period income	69,722	27,054
Income from sales of assets		
EXCEPTIONAL INCOME	126,744	120,230
EXCEPTIONAL INCOME	126,744	120,230
TOTAL INCOME	115,087,100	114,881,410
NET RESULT	7,158,838	11,450,580

CASH FLOW STATEMENT

(France + Switzerland + Global Institute)

(IN EUR)	2016	2015
Net result	7,158,838	11,450,580
Depreciations and value corrections on non-current assets	2,993,413	4,775,616
Provisions variance	1,351,150	331,365
Short-term receivables variances	5,903,119	-3,199,764
Inventories and unbilled services variance		
Assets adjustments variance	-140,805	427,751
Short-term payables variance (excluding financial debts)	-2,196,299	4,838,672
Liabilities adjustments variance	1,578,516	2,899,485
Other expenses and income without impact on cash	-50,000	-50,000
NET CASH FLOW FROM OPERATING ACTIVITIES	16,597,933	21,473,705
Investments in tangible assets	-1,390,090	-4,552,007
Disinvestments in tangible assets		
Investments in financial assets	-9,256,957	-16,647,153
Disinvestments of financial assets		
Investments in intangible assets	-794,022	-1,413,513
Disinvestments in intangible assets		
NET CASH FLOW FROM INVESTING ACTIVITIES	-11,441,069	-22,612,672
Short-term financial debts variance		
Long-term financial debts variance		
NET CASH FLOW FROM FINANCING ACTIVITIES		
Foreign exchange impacts	-262,546	3,239,244
NET CASH VARIANCE	4,894,317	2,100,276
Cash as of January 1 st	36,361,927	34,261,650
Cash as of December 31 st	41,256,244	36,361,927
NET CASH VARIANCE	4,894,317	2,100,276

NOTES TO THE COMBINED ACCOUNTS (1/2)

(France + Switzerland + Global Institute)

Methodology used for the establishment of the combined accounts

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

The combined balance sheet and profit and loss account are built by making the arithmetic sum of the balance sheet and the profit and loss accounts of FIA France, FIA Switzerland and Global Institute, after conversion in Euros using the 2016 average EUR/CHF exchange rate of 1.09 and after elimination of the inter organisation transactions.

Evaluation principles applied in the combined accounts

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

Receivables and provisions for loss on receivables

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

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

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

Fixed and intangible assets

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

In order to calculate the amount of depreciation, the following periods of use and depreciation methods are applied:

Items	Period of use	Mode
Software	3 years	33% linear
Construction	25 years	4% linear
Fixtures and fittings	10 years	10% linear
Vehicles and equipment	5 years	20% linear
Office and IT material	3 to 5 years	20-33% linear
Furniture	10 years	10% linear
Machinery and equipment	5 years	20% linear

Investments, other investment securities and liquid marketable securities

The gross value is made up of the purchase price excluding associated costs. When the inventory value is lower than the gross value, the difference is subject to depreciation.

The liquid marketable securities are subject to depreciation whenever their closing quoted market price is lower than their cost price.

Accounting of the turnover

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

Current and exceptional results

The elements of the ordinary business activities, even if exceptional due to their frequency or amount, are included in the current result. Only those elements that do not correspond to the ordinary business activities of the enterprise have been entered as an exceptional result.

NOTES TO THE COMBINED ACCOUNTS (2/2)

(France + Switzerland + Global Institute)

Principles of expenditure

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

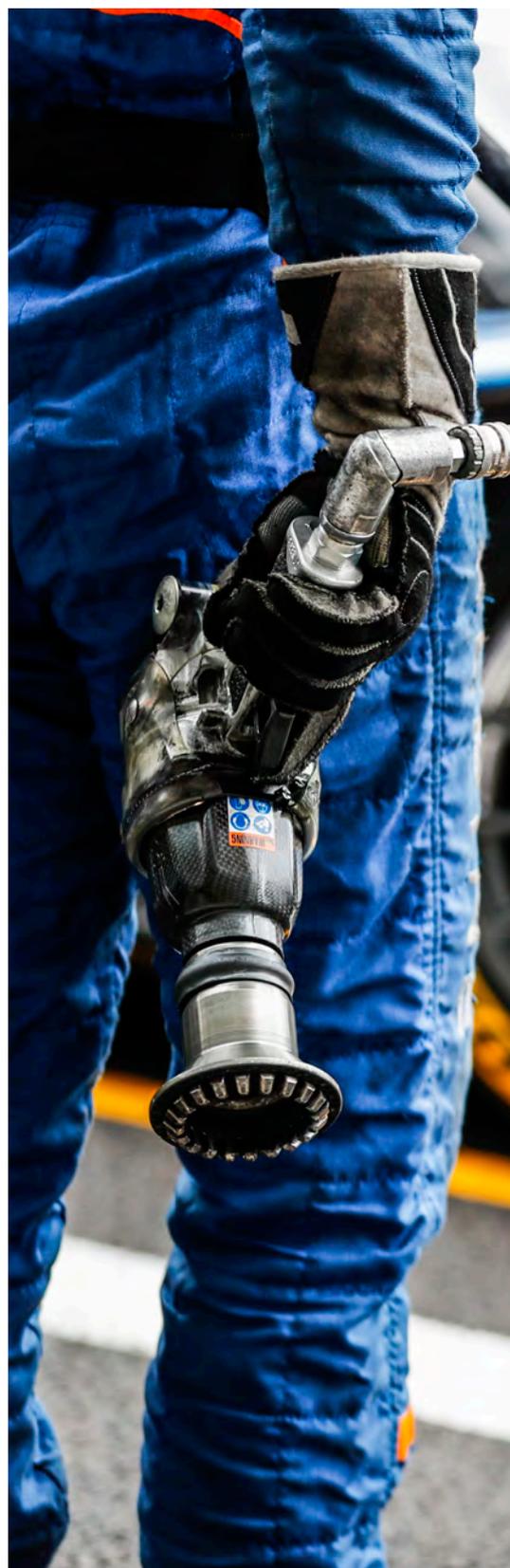
Principles of provisions

The provisions for liabilities and expenses may be recognised to cover, in particular, the risks identified in respect of certain issues. They are constituted in the event of a probable commitment based on a past event, the amount and/or maturity of which are uncertain, on the basis of the best estimate of their probable costs incurred as at 31st December.

Principles for the conversion of foreign currencies

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

As part of the combination of the accounts of FIA France + FIA Switzerland + Global Institute, the conversion of the financial statements of FIA Switzerland and Global Institute in EUR was carried out with a single conversion rate of EUR/CHF of 1.09.





PARTNERSHIPS FOR PROGRESS

In recent years the FIA has embarked upon a number of key partnerships across the worlds of Sport and Mobility. From humanitarian campaigns to innovations in sport and safety improvement, the Federation's partners are helping to advance sporting competition and implement safe, fair and accessible motoring worldwide.

CAMPAIGN PARTNERS

ESSILOR

In line with its mission, improving lives by improving sight, Essilor partners with the FIA Action for Road Safety campaign to promote the importance of good vision for road users: drivers, bikers and pedestrians.



A historical partner of the FIA Action for Road Safety campaign since 2011, Michelin proudly supports road safety activities in various countries, both through their affiliates and FIA Club members.



The Italian tires manufacturer has been a Partner of the FIA Action for Road Safety campaign since 2016, and since then supports the FIA Road Safety Grant Programme and activates the campaign in different sporting events.

JCDecaux

JCDecaux, the leading global outdoor advertising company has been instrumental in spreading the #3500LIVES campaign visuals all over the world throughout 2017, and has therefore helped raising awareness on road safety.

NISSAN MOTOR CORPORATION

The Japanese carmaker pursues its ultimate vision of achieving virtually zero fatalities and leads several awareness campaign every year with activities during the Nismo Festival as a flagship.

OFFICIAL SUPPLIERS



As a leader on research issues surrounding electric vehicles, batteries and charging systems, EDF just renewed its technical partnership with the FIA on audit and research tests of propulsion, charging, and electrical safety in motor sport.



Magneti Marelli Motorsport designs and produces state-of-the-art electronic and electro-mechanical systems for racing vehicles: engine & vehicle high-tech control systems, fuel injection, data acquisition, telemetry, high-performance electric powertrains. It is the FIA Official Supplier of Motorsport Electronic Monitoring Unit.



MDD provides medical and safety cover to the FIA Formula E Championship, and to several Formula One establishments, like circuits, as well as the current F1 Medical Car. The company is also the FIA Official Partner for medical products in motor sport.



Since 2012, OMP is the FIA Official Supplier for technical race wear. It means that all the medical cars and safety cars' crews in FIA-sanctioned championships wear OMP suits, gloves, shoes, underwear and helmets.

EVENT PARTNERS



Brembo SpA, the world leader and acknowledged innovator of disc brake technology for automotive vehicles partnered the FIA to bring its technical expertise during high level speaker slots, as a Global Partner of both the FIA Sport & Mobility Conferences.



The FIA Formula E Championship's Official Power Partner, ENEL was a pioneer partner of the FIA Smart Cities initiative with the aim of creating an inter-sectorial platform for best practice sharing on energy, innovation, connectivity and Smart Urban Services.



As a Global Partner, Magneti Marelli Motorsport has been actively involved in the 2017 FIA Sport Conference especially in the 'Motor sport's future and technology' topic, while showcasing best-in-class electric drive and control units.



Panta Racing produces and distributes racing fuels and is the Official Fuel Provider of the most important Italian, European and International Championships, such as the WCR and WTRC and is a Global Partner of the FIA Sport Conference.

RICHARD MILLE

For the first time, RICHARD MILLE joined as a Partner of the 2017 FIA Sport Conference, demonstrating its involvement and support towards the FIA and its main Sport annual summit.



The Luxembourg-based investment firm helped the FIA to design the FIA Smart Cities Global Start-Up Contest. DLV has the perfect knowledge of innovative companies in the Mobility arena to source and select the best ones at each session of the contest.

Julius Bär

The Swiss private bank has been a Global Partner of the FIA Formula E Championship since its inception in 2014, supporting the forward-thinking, innovative championship. Julius Bär also partners the FIA Smart Cities initiative.



Michelin also partnered the FIA Prize Giving, the FIA Hall of Fame launch event, and the FIA Smart Cities initiative offered strong support and leveraged its communication tools to increase awareness of each event.



In 2017, Pirelli partnered both the FIA Sport Conference and the FIA Mobility Conference, promoting performance, the latest technology, as well as the highest levels of safety both for consumers and the environment.



Rolex, the leading brand of the Swiss watch industry, celebrated the culmination of the thrilling year of motor sport during the 2017 FIA Prize Giving ceremony and the 2017 FIA Hall of Fame launch event.

International Federation
recognised by the



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