



**PURPOSE DRIVEN,
TOGETHER**

POST-EVENT BROCHURE





MONACO
05-08 JULY

Purpose»Driven

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WELCOME COCKTAIL
GALA DINNER
INFORMAL DINNER

INTRODUCTION

ROADS TO RECOVERY

Hosted by the Automobile Club de Monaco, the FIA Conference 2021 took place in the beautiful surrounds of the Principality and gathered 423 Delegates from 196 Member Organisations from 178 countries online or onsite at the Fairmont Hotel. For those who weren't able to come in person to Monaco, the rich and varied programme of the sessions was broadcast via a suite of online solutions that made participation seamless.



The Conference was opened by FIA President Jean Todt who told Delegates that after a year of "unprecedented challenges", the Conference agenda had been tailored to reflect their interests, adding that the crisis "was an opportunity for us to reaffirm our solidarity and our collective will to increase the positive contribution of Motor Sport and Mobility to society."

With that in mind, the opening session focused on the FIA PurposeDriven movement, followed by a joint session in which leading figures from the civil society and FIA Club representatives championing similar priorities, shared impactful initiatives and best practice from the Sport and Mobility communities across the four pillars of 'Environment', 'Health & Safety', 'Diversity & Inclusion' and 'Community Development'.

These included FIA Environment and Sustainability Commission President Felipe Calderón, Mercedes-AMG Petronas Formula 1 Team boss and co-owner Toto Wolff, President and CEO of the International Peace Institute Zeid Ra'ad Al Hussein, Deputy CEO of EssilorLuxottica Paul du Saillant, and via video, seven-time FIA Formula 1 World Champion Lewis Hamilton.

The first session of Day 2 turned the focus to powertrains. A panel of experts from the world of Mobility and Motor Sport sought to define the likely direction of the powertrains of tomorrow as the world embraces sustainable mobility. Featuring speakers such as Motorsport UK Chairman David Richards, Motorsport Industry Association CEO Chris Aylett, ÖAMTC CEO Oliver Schmerold and ACO President Pierre Fillon, the discussion explored the future of electric power, e-fuels and hydrogen power.

Day 2 also saw the presentation of a worldwide FIA study on the economic and social impact of motor sport. The study undertaken by EY-Parthenon highlights the importance of this sport industry, which is evaluated directly and indirectly at €160 billion total gross output annually and 1.5 million total paid jobs.

Tuesday's other sessions focused on 'Fostering Business Diversification and Innovation', giving Delegates real-world examples from the FIA Mobility Worldwide programme of how Clubs can analyse, rationalise and expand, and on 'Breaking Barriers through Motor Sport', in which a number of case studies were presented to demonstrate that there are no barriers to entry or limits to participation in motor sport.

The Conference's final day featured a Mobility discussion on 'Removing Barriers to Tourism Development'. A panel of experts from across travel and tourism examined the current shape of the travel industry and concluded recovery in tourism requires harmonisation of regulations in order to inspire confidence in travellers.

Still on Wednesday, the 'Women in Motorsport' session looked at the work done over the last decade to enable female talent to progress through the ranks of motor sport. The session was followed by the opening of the third international FIA Women in Motorsport Seminar, a two-day gathering attended by 80 Delegates from 68 countries.

The last joint session called 'Towards the next Decade of Action: Youth Engagement' gave the floor to young leaders to discuss the new habits and desires of the younger generations and the development of mid-to-long term strategic orientations to better address these in both fields of Sport and Mobility.

For the first time since the advent of the pandemic, the Conference also allowed Mobility and Sport Delegates onsite to socialise and network, with the traditional Welcome Cocktail taking place at the Monte Carlo Beach Club on Monday evening and with the Gala Dinner being held at the spectacular Yacht Club de Monaco on Wednesday evening. Delegates who stayed in Monaco were also invited to an informal dinner on Thursday night.

A number of other events also highlighted the Federation's progress on safety, inclusion and development with an activation around the FIA Rally Star initiative taking place alongside the reveal of the Gen 2 Formula 4 car, demonstrations of extrication techniques and a Cross Car demo featuring FIA World Rally Championship driver Thierry Neuville.

Defined by the FIA Family's spirit of togetherness, collaboration and support, the FIA Conference 2021 will be remembered as one of the most positive and affirming events in recent memory.

Please enjoy the following summary of the week in Monte Carlo, Monaco.

ILLUSTRATIONS OF THE WEEK

Purpose Driven

PURPOSE DRIVEN, TOGETHER

BREAKING BARRIERS THROUGH MOTOR SPORT

REACHING YOUNGER AUDIENCES
MAKING FORMULA ONE MORE ACCESSIBLE

PURPOSE IN PRACTICE

CONSIDERATE and **CONSCIOUS**

Purpose-driven Motor sport can deliver **POSITIVE SOCIAL CHANGE**

CONSCIOUSNESS: WE'VE BEEN...
CONSCIOUSLY DEVELOPMENT

THE FUTURE OF POWERTRAIN TECHNOLOGIES

Public sentiment can move very fast

COMPETITION CHANGE DRIVES INNOVATION

TOUGH FRONT...
SYNERGIC...
BUSINESS...
CONDUITS

FOSTERING BUSINESS DIVERSIFICATION & INNOVATION IN MOBILITY CLUBS

GROWTH STARTS WITH WHAT YOU ARE

INNOVATION AND DIGITIZATION
OPEN THE DOOR TO...
FUTURE-PROOF THE BUSINESS

ECONOMIC & SOCIAL IMPACT OF MOTOR SPORT

MOTOR SPORT CONTRIBUTES **8 BILLION** IN EXPORT

15 MILLION TOTAL PAID JOBS
159.2€ PER YEAR
60,700 EVENTS ANNUALLY
21,600 TICKETS PER RACE
2.7 MILLION PARTICIPANTS PER YEAR

VISION ZERO

BOO TROCKING EXERCISE

CONSTANT IMPROVEMENT NEEDS TO BE AT THE HEART OF SAFETY

FOSTERING A CULTURE OF SAFETY

REMOVING BARRIERS TO TOURISM

Tourism is a social-economic ENGINE

WE NEED HARMONISED REGULATORY FRAMEWORKS

OFFER CBMs AND BEST PRACTICES

YOUTH ENGAGEMENT

THE WORLD IS CHANGING AND WE NEED TO ADAPT

WE NEED TO BUILD A STRONGER AND MORE INCLUSIVE FUTURE

FIA WOMEN IN MOTORSPORT

WOMEN IN MOTORSPORT

CONFERENCE 2021

PROMOTING DIVERSITY WITHIN SPORT

DIFFERENT ORGANISATIONS WORKING TOWARDS THE SAME GOAL

WOMEN MAKE UP 33% OF NATIONAL FEDERATIONS

ONLY ONE IS THE BEST

WORK TOGETHER FOR SUCCESS

GIRLS ON TRACK

EMPOWER AND OFFER GIRLS A PLACE AT EVENTS TO SUCCEED

ROLE MODELS ARE NOT JUST DRIVERS THEY ARE ENGINEERS TOO

WELCOMING ATMOSPHERE FOSTERED BY THE 3 PILLARS FOR EVERYONE!

SECURING FUNDING

PRIVATE SPONSORS ARE INTERESTED IN AUTHENTICITY

THE FIA IS HERE TO SUPPORT ITS ASNS THROUGH THE FIA SPORT GRANTS PROGRAMME

ALLYSHIP

CRUCIAL AND THE 'RIGHT THING TO DO!'

E-SPORT

THE PARTICIPATION OF WOMEN IN DIGITAL MOTOR RACING IS VERY LOW

LOWER THAN OTHER MOTOR SPORTS

GLOBAL E-SPORTS MARKET WILL GROW MASSIVELY IN THE NEXT FEW YEARS

CHANGE MINDSET

CULTURE CHANGE CRUCIAL TO CHANGE

ONLINE TOOLKIT FOR GIRLS ON TRACK

26% GROWTH FROM INCLUDING WOMEN IN MOTORSPORT

GLOBAL BEST PRACTICE

STANDARD GLOBAL MEASURING TOOLS KEY TO THIS

MIND OUR SPORTING LANGUAGE

FUEL CONFIDENCE IN YOURSELF AND OTHERS

MEDIA AND EDUCATION MUST PUT WOMEN AT THE CENTRE

EQUALITY

INCLUSION DIVERSITY

KEY FIGURES



423
DELEGATES
ATTENDING



138
ONSITE



285
ONLINE



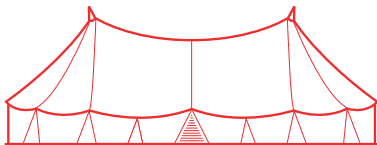
196
MEMBER CLUBS
FROM
178
COUNTRIES



15
SESSIONS
WITH
64
SPEAKERS



4
ONSITE
ACTIVITIES



AT THE ESPACE FONTVIEILLE
CHAPITEAU OF MONACO



33
EXHIBITORS



3 ONLINE QUIZZES



SEMINAR

7-8 July 2021
Monaco

#ADecadeOfAction

80
DELEGATES

FROM

68
COUNTRIES

9
SESSIONS

INCLUDING

5
WORKSHOPS

REVIEW VIDEO



[Click here to watch the FIA Conference 2021 review video.](#)





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MONDAY 5 JULY

FIA WORLD COUNCIL FOR AUTOMOBILE MOBILITY AND TOURISM
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FIA ESSILORLUXOTTICA PARTNERSHIP

FIA WORLD COUNCIL FOR AUTOMOBILE MOBILITY AND TOURISM

MOVING MOBILITY FORWARD

The World Council for Automobile Mobility and Tourism (WCAMT) met on 5 July ahead of the opening of the FIA Conference 2021 to discuss an agenda that included business diversity, youth engagement, road safety advocacy, environmental strategy, and the sustainability road map.



The latest WCAMT meeting was held in an hybrid format, physically conducted in Monaco but with World Council members joining from around the globe via Zoom videoconference.

Among the many key points on a full agenda, the WCAMT discussed progress in the Mobility Worldwide programme, with a focus on business diversification for the LATAM and Africa-Middle-East regions. It heard about a Business Diversification Casebook, to be published presently, gathering key findings from the programme, aimed at aiding Clubs in the process of identifying attractive and feasible diversification ideas, new business opportunities, financial resilience and leveraged mentorship. The World Council members were also informed about an update to the Best Practice Toolkit. Version 2.0 has been supplemented with 10 additional ideas and will be launched during the FIA Conference.

The WCAMT received a report on the PurposeDriven movement, launched last year to federate and amplify all initiatives that accelerate the positive impact of Clubs on society. These Working Groups involving 46 participants from 26 Clubs were held between April and June. Members shared best practice and exchanged views in the areas of 'Environment', 'Health & Safety', and 'Diversity & Inclusion'. The World Council members discussed the next development stage of the PurposeDriven movement to build on the success of the workshops. A further report will be delivered in September, looking at progress derived from the Working Groups.



The topic of fostering youth engagement received considerable discussion, with the proposal of a Mobility Working Group to create a strategic and practical road map being passed unanimously. The topic of fostering youth engagement received considerable discussion, with the proposal of a Mobility Working Group to create a strategic and practical road map being passed unanimously. The largest generation of youth in history representing 1.8 billion people is more likely to adopt more sustainable lifestyles and consumption habits. The opportunity for the FIA Community to address the needs of this future generation of motor sport fans and competitors, and consumers of mobility and tourism services was also considered.

A mid-year review of the FIA Road Safety Advocacy Strategy saw the Advocacy Team present an update on the road safety advocacy strategy action plan for 2021. Their presentation reported that most activities have started and many have already achieved their goals. One of the more ambitious projects, the FIA Helmet Rating Programme, remains ready to launch, pending the completion of an assessment and liability risk mitigation plan, being conducted by the FIA Legal Team – the intricacies of a global standards programme requiring full consideration of the many different national and international legal jurisdictions involved. The new 'Share the Road' visual of the #3500LIVES Global Road Safety Campaign, featuring 2020 UCI Road World Champion Julian Alaphilippe and FIA Formula 1 Racing Driver Mick Schumacher, was welcomed.

Discussion of the FIA Sustainable Mobility Road Map engendered considerable interest. The FIA Mobility Division is working on this project, with a discussion paper, currently under review by members of the FIA Mobility Policy Commission. A first draft will be submitted to the WCAMT for consultation at the next session. Intended for internal use among the network of FIA Member Clubs, it will outline a methodology for sharing best practice in areas of sustainable mobility, with a particular focus on matters pertaining to the environment, accessibility and smart mobility. Several Clubs pledged their intention to work together on future projects.

President of the FIA Environment and Sustainability Commission Felipe Calderón presented an update on the implementation of



the FIA Environmental Strategy, reporting on the recent meeting of the FIA Environment and Sustainability Commission, at which it was decided that a Working Group will be formed to better define the FIA carbon footprint strategy for both the short and medium term. The strategic intent is to have very bold carbon reduction plan aligned with evidence-based targets. In order to reach carbon neutrality, it was reported that the FIA will need to offset 7,000t of CO₂ this year, (classified as a 'COVID' year) and 19,000t of CO₂ in 'normal' years, with a budget estimation included in the FIA Budget Revision to be voted upon by the Senate. A Working Group composed of Sport and Mobility Commission members and experts has been formed to review compensation projects and develop a long-term offsetting strategy for the FIA.

It was also reported that the FIA Environmental Accreditation programme is gaining considerable traction, with growing participation among Mobility Clubs. The launch of the FIA Environmental Training Programme, to be announced during the FIA Conference, was also highlighted.

The World Council received a status report pertaining to the memorandum of understanding (MoU) reached at the 157th session of WP.30 last month between the AIT/FIA Carnet de Passages en Douane (CPD) network and the United Nations Economic Commission for Europe (UNECE). The Working Party, after long consultations reached a significant agreement to allow further digitisation of the CPD, enhancing security of the document itself, by attaching digital serial numbers that can be traced and authenticated. This ties into the future health of Clubs by creating the platform for a more sustainable, digitised, modern, revenue generating business unit.

This work is moving ahead at pace, and the FIA Tourism Services Department has welcomed the first CPD issued via the new electronic CPD distribution system. The World Council was informed that the new system went into operation on 7 May, with the first e-CPD issued. More than 30 Clubs are now registered with the system.

Finally, the WCAMT discussed the forthcoming election system, with the process relating to the election of a new FIA President,

and of the World Councils and Senate presented, ahead of its launch, which is scheduled for Monday 12 July. Given the current circumstances surrounding travel during the pandemic, the significant topic of consideration revolved around the subject of remote voting and access to a suitable technology to ensure the process could operate smoothly. The WCAMT approved a hybrid format for the 2021 Annual General Assembly, allowing for the possibility of FIA Members participating and voting remotely, including the potential to vote in advance. The final format of the 2021 Annual General Assembly is dependent on a joint decision by the World Councils, and the WMSC will address this point when it convenes on Thursday.



OPENING SESSION

BUILDING BACK TOGETHER

The FIA Conference 2021 was formally opened by FIA President Jean Todt at the Fairmont Hotel in Monaco, in front of 138 Delegates in-person and a further 285 that attended online from 196 Clubs in 178 countries.



In officially launching the event, President Todt was joined by H.S.H. Prince Albert II of Monaco, FIA Deputy President for Sport Graham Stoker, FIA Deputy President for Automobile Mobility and Tourism Thierry Willemarck and Automobile Club de Monaco (ACM) President Michel Boeri.

In his opening address, President Todt said: "Let me express my satisfaction to be here with you in Monaco on the occasion of our third joint Sport and Mobility Conference. After the FIA Sport Regional Congress Africa in June, this is the first gathering of its kind to resemble normality since the beginning of the health crisis, and this is good news. Monaco and the ACM are very special to me. We started here in 2009 with my first Prize Giving as FIA President and today we are back for our final Conference, together.

"Monaco and motor sport has been a long-standing love story" added the President. "As the best testimony of this unique dedication,



in 2021, Monaco has welcomed four competitions: Rally Monte Carlo, Formula E, the Historic race and the come back of the Formula 1 Grand Prix."

H.S.H. Prince Albert II of Monaco echoed the history of the Principality's links with motor sport, and how the Conference is utilising this to look to the future of what can be possible to ensure the sustainability of mobility and the planet as a whole.

"Life is gradually resuming despite the fact that we must all remain extremely vigilant. An automobile is one of the symbols of the path to recovery, and it is gratifying to me in more ways than one. Personally, because you know the long and rich history shared between the Principality of Monaco and motor racing. But on a broader scale it is pleasing because I know how important the automobile is for civilization as a whole," His Serene Highness said.

"I'm confident that you will continue in the next few years to promote and encourage the various efforts of motor sport toward cleaner mobility. This will mean improving energy efficiency of combustion engines and their hybridisation. It will also mean developing new carbon free engines. I strongly believe this is essential for the future of our planet, as they will replace combustion engines in the next few decades.

"I'm delighted to see you here, once again, both physically and of course remotely, to refocus these ambitions which have always made the FIA an outstanding organisation."

One of the main themes of the Conference will reflect the solidarity shown during the COVID-19 crisis, and the opportunity it created to increase the positive contribution of motor sport and mobility to society. The FIA provided support to its Member Organisations, including through the FIA Innovation Fund, which enabled them to re-start activity despite the pandemic.



"Our common objective is that all Clubs return to some kind of normalcy with the help of many projects across both our pillars," explained President Todt. "As far as sport is concerned, while in 2020 we managed to restart motor sport despite the circumstances, 2021 is so far a vintage year. The procedures put in place by the FIA and all the stakeholders – notably our ASNs, the Championships' promoters – demonstrate our reactivity and reinforce the importance of our sport."

FIA Deputy President for Sport Graham Stoker praised this success in being able to resume motor sport activities through the addition of Appendix S in the International Sporting Code, highlighting the successful return of the Safari Rally Kenya and F1 now allowing spectators at full capacity at selected races.

"President Todt and I just returned from Africa where we held a face-to-face Congress successfully for the first time in 15 months. It went in an entirely acceptable public health way. We were also there to welcome the reinstatement of the iconic Safari Rally with government support at the highest level. F1 is back and we see supporters now at the circuits, Formula E is running, all around the world motor sport is running – we saw the Indianapolis 500 running.

"When you look at this room here, some of you may have noticed we changed venues. Why? Because so many Delegates have come to this event, we've had to move to a bigger hotel. Congratulations to everybody and I think the message is that we now understand this virus, we've got the confidence to carry on with our sport, and sport is back and strong," added Stoker.

FIA Deputy President for Automobile Mobility and Tourism Thierry Willemarck added that with the global effort in administering vaccines enabling the situation to move forward, it is the FIA's mission to ensure that Mobility Clubs leave with constructive content that offers new perspectives for tomorrow.

"The future of sustainable mobility goes hand-in-hand with the question of clean energy and energy transition," he said. "The 'Future of Powertrain Technologies towards Sustainable Motor Sport and Mobility' session is an opportunity to hear how motor sport innovates and how mobility responds to innovation."

"There is no doubt that Clubs need to understand the aspiration of youth, the next generation, their needs, their motivation. This will enable us to better respond to their needs with tailored services," added Willemarck. "Youth is also a powerful voice engaging in road safety and environmental matters and can play an important role in advocating with us, as we aspire to make a difference together. I'm very proud to see how Clubs have managed to deal with these disruptions in the past year and adapted quickly to all the changes. I look forward to learning how we can continue to look to the future and contribute to a better society together."

President Todt also highlighted how the Conference is an opportunity to remember those from the FIA Family who have sadly passed away, paying tribute to the late former President of the FIA, Max Mosley who left us earlier this year.

"A special thought for former FIA President, Max Mosley, who passed away in late May after a long illness. During his 16 years of presidency, he not only contributed to improving safety in motor sport but also transferred these efforts from the track to the road. Max Mosley leaves a lasting legacy of positive change within the FIA Family, motor sport and mobility."



JOINT SESSION - PURPOSE IN PRACTICE: ACCELERATING POSITIVE CONTRIBUTIONS TO SOCIETY

RESPONDING WITH RESILIENCE

With the global COVID-19 pandemic taking hold in the last 17 months, companies were forced to refocus their objectives and demonstrate their broader role in the world.



This is why the FIA launched the PurposeDriven movement: to accelerate and amplify its positive contributions to society in four key areas – ‘Environment’, ‘Health & Safety’, ‘Diversity & Inclusion’ and ‘Community Development’.

Leading figures from the civil society and FIA Club representatives championing similar priorities, shared impactful initiatives and best practice from the Sport and Mobility communities. Their common aim is to make a positive contribution to society by encouraging inclusivity, while spearheading safer and more eco-friendly innovation and behaviours.

FIA Environment and Sustainability Commission President Felipe Calderón opened the session by discussing the FIA’s commitment to net-zero carbon emissions by 2030 and the importance of ensuring that motor sport is not associated with contributing to the problem of carbon emissions.



President Calderón said: “We estimated in the last five decades, that we have lost two thirds of mammals, snakes, birds, and fish. It is clear that this phenomenon is taken more seriously in the youngest generations, and actually we can lose people in motor sport if we don’t address this issue. For a lot of people, there is a negative association between motor sport and the environment. Somebody told me this morning that the environment is against cars. It doesn’t need to be that way, and it will not be that way if we address this issue the right way.”

As motor sport can often be a testbed for new technologies, Mercedes-AMG Petronas Formula 1 Team boss and co-owner Toto Wolff believes that motor sport has a responsibility to seek out new solutions and apply them to the road to help solve the challenges that face society.

“We have always been the fastest lab in the world,” said Wolff. “We drive innovation by seeking performance, and in motor racing, performance also means efficiency distance. The better we work, the more innovations we can create, the more we can translate them into the car industry and other industries that utilise fuels. The more we can actually help in climate change, the more we can contribute to the reduction in carbon emissions, the more relevant we will be.

“If you look at F1 today and the large audiences that follow us, especially the younger audiences, our strongest growing group is the 15 to 35 year-olds. I believe for these younger audiences, F1 stands for innovation and high tech.”

Following a summit between the major engine manufacturers in F1 at last weekend’s Austrian Grand Prix, an outline of what the sport should look like was discussed. Wolff said that there was a



consensus that it should not go back to loud combustion engines – and increase the electrical component.

“Why are we staying with the internal combustion engine? Because we believe that the fuel is going to be with us for a long time. In Europe, we may have the ambitious targets of having electric mobility as part of our daily life by 2030, and I can see at Mercedes how ambitious the targets are, but in the rest of the world, we will have millions of vehicles that would still run on fuel.

“For Mercedes cars itself, we believe that we will have several million vehicles globally that will still run on fuels. What we can contribute with our innovation is to help them develop sustainable fuels; be it biofuels or synthetic fuels. Our cars will run on 100 percent sustainable fuels by 2025, and this is how we will contribute to the reduction to the world’s CO₂ emissions.”

General Manager of Automóvil Club del Ecuador Gorki Obando wrapped up the discussion by highlighting the initiatives that are taking place in Ecuador, notably the use of electric cars when teaching people how to drive to help them understand this efficient method of transport.

The discussion then moved to the ‘Diversity & Inclusion’ pillar, which was opened with a video message from seven-time FIA Formula 1 World Champion Lewis Hamilton who provided an update on the work of the Hamilton Commission which was set up last year.

“Next week, we’ll be sharing the results and publishing the Hamilton Commission’s final report, which includes 10 recommendations. I believe these will help address the barriers that people face when entering the industry, and I’m looking forward to sharing these recommendations with you and can’t wait to put them into

action,” said Hamilton. “While the Hamilton Commission focuses on the motor sport industry in the UK, I believe this model can be taken by all of you and replicated across other countries and industries. So, I hope that this is just the start of our journey together.”

This commitment to diversity was echoed by President and CEO of the International Peace Institute Zeid Ra’ad Al Hussein who outlined the goals and the next steps of the diversity and inclusion rights strategy within the FIA.

Al Hussein also confirmed that they would be presenting guiding principles, and practical recommendations for the consideration of FIA’s leadership shortly. The discussion was rounded out with Motorsport Australia CEO Eugene Arocca, who talked about the inclusivity and diversity initiatives that are currently taking place in the country.

Deputy CEO of EssilorLuxottica Paul du Saillant, following the announcement of the renewal of a partnership with the FIA for the promotion of good vision for safer roads, was joined by Touring Club Suisse (TCS) President Peter Goetschi and Automóvil Club de Chile (ACCHI) President Alejandro Quintana Hurtado, to discuss how they are helping road safety in their respective fields.

The joint session concluded with a discussion on the role of sport in helping communities out of the pandemic, between Global Association of International Sports Federations President Raffaele Chiulli and AKK Motorsport President Jarmo Mahonen.

Chiulli said: “Think about what’s going to happen in less than two weeks from now in Tokyo. The Olympic Games are going to be an example of how, after one year and a half of isolation, cancelled or delayed sporting events, the overall sport community is going to reunite and put sport at the centre.”



FIA/ESSILORLUXOTTICA PARTNERSHIP

PROMOTING GOOD VISION FOR SAFER ROADS

On Monday 5 July, the FIA and EssilorLuxottica announced the renewal of their partnership to raise awareness of the importance of regular eye checks for all road users and, more broadly, to promote good vision for safer roads. Together, EssilorLuxottica and the FIA will roll out a comprehensive plan mobilising public and private stakeholders, and leveraging both innovation and their global reach.



As part of their renewed three-year partnership within the new PurposeDriven movement launched by the FIA, EssilorLuxottica and the FIA will continue to mobilise the general public, institutions, mobility players and eye care professionals, to address the UN's strong call for action.

Together, they will roll out a wide range of initiatives focused on: reinforcing awareness campaigns and advocacy in the run-up to the 2022 UNGA dedicated to the road safety global plan of actions; accelerating innovation in the areas of eye exams, visual solutions and other road safety-related products such as helmets; leveraging racing expertise to apply it to the roads; and scaling up access to visual equipment in close collaboration with FIA Member Clubs all over the world. This will include joint actions with the United Nations Road Safety Fund.









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TUESDAY 6 JULY

JOINT SESSION - The Future of Powertrain Technologies: towards Sustainable Motor Sport & Mobility

SPORT SESSION - Economic & Social Impact of Motor Sport

MOBILITY SESSION - Fostering Business Diversification and Innovation in Mobility Clubs

SPORT SESSION - Breaking Barriers through Motor Sport

JOINT SESSION - Vision Zero: a World Without Death and Serious Injuries on Track and on Roads

FIA WOMEN IN MOTORSPORT COMMISSION

JOINT SESSION - THE FUTURE OF POWERTRAIN TECHNOLOGIES: TOWARDS SUSTAINABLE MOTOR SPORT & MOBILITY

POWERING THE FUTURE OF MOVEMENT

In the quest for a more sustainable future, our choices on powertrains must avoid short-term thinking and focus on a holistic view of energy provision, as the session on the future of powertrain technologies revealed.



A fascinating and detailed discussion joint plenary on 'The Future of Powertrain Technologies: Towards Sustainable Motor Sport and Mobility' pointed to a balanced approach to energy sources being the key to building a cleaner future.

Speaking first, Motorsport UK Chairman David Richards said that in the pursuit of sustainable motor sport it is important not to disenfranchise existing competitors and that outside top-level motor sport sustainable powertrains are best introduced at junior level.

"We have to achieve a balance," he said. "We have 30,000 members, licence holders, who have existing cars and want to participate and we also have a demand from the general public who wants us to move towards sustainability. We cannot disenfranchise existing licence holders but we have to show leadership. We should introduce it at junior levels. For example, cadet Karting is an easy level to introduce it at.



"We have governments that are focusing on electric to the exclusion of everything else and we have to educate them that motor sport is a great platform for transforming transport very quickly.

In Mobility, Royal Automobile Club of Western Australia (RAC WA) Group CEO Rob Slocombe explained how the Club had been concerned by the lack of infrastructure in his region. In the absence of action at state level, the Club undertook the construction of 12 charging stations covering some 500 km of road. He explained that the government followed the action by committing AUS\$21 million to infrastructure programmes.

However, he added that uptake of sustainable technologies in Australia will be slow as a result of the increasing popularity of diesel vehicles, coupled with the country's poor fuel quality.

"Average emissions intensity for passenger vehicles in Australia is 45% higher than in Europe," he said. According to our statistics, some 2,500 people die each year as a result of emissions, higher than the number dying in crashes," he said. "The government has said it will bring in new fuel standards in 2027. That's way too long and the longer it is delayed, the longer we will stay out of step with the world. We need to get more aggressive with our timeframes."

Motorsport Industry Association CEO Chris Aylett insisted that consumers are being dictated to by governments in a switch to electric. According to him, this is founded on the short-term view of politicians who will not be in power over the decades needed for the future of powertrains to be played out.

"The challenge is: what is the future? Is it 10 years? That's nonsense in technology terms. Is it 20 or 30? It's fascinating to see politicians



who are in power for five years having to talk about 10-year timeframes because they want the votes. We are going to make mistakes if we put speed before common sense. Is the future all-electric? Not a hope. Too many nations can't adapt, can't afford it. Electric won't work everywhere.

"The internal combustion engine is a very efficient mode of mobility and has been so for 100 years. There is plenty of potential there if we weren't in such a hurry to go electric. With regard to sustainable fuels, I am quite sure we will go forward into the future with an urban electric solution and a non-urban solution. It is a great opportunity for the FIA to work with the supply chain in motor sport to rise to these challenges."

FIA Environment and Sustainability Commission President Felipe Calderón then raised the point that some forecasts suggest that as battery development improves, electric vehicles (EVs) could be "equal or even cheaper than combustion-engine vehicles. If that happens, there will be a huge change in the market. It will happen because of a rational decision by consumers to switch."

Rob Slocombe said that such an evolution was unlikely in his home country. "In Australia the average age of a vehicle is 11 years. It will take a long time for electric vehicles to come through. EVs are very very expensive, about 60% more expensive. Yes, economics will drive change but it will take quite a while."

David Richards added that infrastructural change would also cause delay. "Many people's houses will only accommodate trickle charging and the national grid in the UK certainly is not equipped to deal with large numbers of cars charging overnight. "For governments it is a simple message to give – let's go electric. Our role as Members of the FIA is to educate politicians and the public at large that there are alternatives. Our role is to be more agnostic on these technologies."

FIA Deputy President for Automobile Mobility and Tourism Thierry Willemarck agreed, adding: "We have to educate our members on the ways in which we get mobile. The one major reduction on CO2 we have immediate access to is to not produce it. When you take the car, is it really necessary? Is it better to take a bike or the bus? We have to educate the population."

Austria's ÖAMTC CEO Oliver Schmerold said that powertrain choice had to be viewed in light of the energy production as a

whole. He took Delegates through his Club's analysis of the impact switching to either battery electric vehicles or e-fuels would have on energy production in light of his country's stated aim of carbon neutrality by 2040. "When we talk about the future of powertrains – it is a discussion about the future of our energy system," he said. "More than 75% of primary energy demand comes from fossil fuel sources or nuclear power and only one quarter from renewable sources. We have to transform the energy system. The question of which powertrain we use is only a subsequent discussion of that change." He then illustrated how reliance on sustainable fuels to meet emissions targets would result in a significant spike in the amount of renewable energy needed to create those fuels, whereas battery-powered vehicle use would result in a more benign increase.

FIA Manufacturers' Commission President Prof. Burkhard Göschel added that, in his opinion, battery electric vehicles in their current form are not totally sustainable and that the decisions of the EU have not been based on life cycle assessment and the demands being made on materials. Better electric sources are needed, he said. "We have a lot of electric motor sport series and we should put a lot of purpose on pushing battery technology. I know the costs could ramp up but we have to push. If we go to solid state batteries and it fulfils the performance which has been discussed, it could outperform hydrogen fuel cells. "The other area is sustainable e-fuels," he said. "We have existing infrastructure for liquid fuels and we have a very weak infrastructure for electric vehicles. We cannot neglect that."

The discussion concluded with a video Q&A with Automobile Club de l'Ouest (ACO) President Pierre Fillon who spoke about the future of hydrogen fuel cell powertrains in endurance racing and at the 24 Hours of Le Mans. "We believe that hydrogen is one of the best energies for future mobility," he said. "Hydrogen will play a key role in Le Mans in 10 years. We will have zero CO₂ emissions, with hydrogen as the top class, and e-fuels in the lower classes and we will stage an exemplary event in terms of social responsibility. Le Mans must remain an outstanding human adventure, a testing ground for mobility and a unique fan experience."



SPORT SESSION - ECONOMIC & SOCIAL IMPACT OF MOTOR SPORT

BENEFITTING SOCIETY AND ECONOMY

EY-Parthenon has spent the last 18 months measuring the impact of motor sport on society to produce a first of its kind study commissioned by the FIA — the 'Report on the Global Contribution of Motor Sport to Economy and Community Development'.



FIA Deputy President for Sport Graham Stoker opened the session by focusing on the importance of the EY-Parthenon report in the context of the COVID-19 pandemic and highlighted how it is going to be a significant tool for National Sporting Authorities to gain support from governments around the world, as they start to build back after the crisis.

“When EY-Parthenon got involved — and you’ve got to remember that they advise governments so we deliberately went to them to make sure these figures were credible — I couldn’t imagine the size of the figures that started to emerge. We’ve got the figures here, from just under 22,000 Member Clubs worldwide, these types of figures underline the economic impact,” he said.



“It’s an exciting project, we’ll continue to polish it, and improve it over time,” added Stoker. “But it means now that when you talk to government, with a rock-solid basis you can tell them: I’m not only a sport, I bring jobs, economic impact, I help young people with STEM education, advanced engineering, and I’ve got a voice in some of the key debates like sustainability and what we should be driving.”

EY Sports Associate Partner and Oceania Leader Matt Colston and EY Sports Associate Director James Hennessey detailed the report key findings. The global study looked at the number of motor sport participants, local Member Clubs, events, facilities, tracks and venues, and looked at the contribution of motor sport including the economic activity and employment.

The project involved extensive data collection and analysis with 2.7 million participants worldwide including 231,000 marshals, 917,000 competitors, 72,000 officials, and 1.5 million non-competing Club members. In addition, there were insights from a broad range of motor sport industry publications, which showcased the economic contribution of motor sport prior to the global onset of COVID-19.

The report reveals that the motor sport industry represents €160 billion total annual gross output and 1.5 million total paid jobs.

EY-Parthenon Associate Partner Oleg Tschernizki talked about the challenges and barriers of putting together the report, which included having to collate data from over 200 countries and taking into account the various roles of each Member in the industry.

“We had to build this essentially from the bottom up, which means you have to take into account all of the various actors that are



involved in this industry," said Tschernizki. "We're talking about the Sport Clubs, participants, officials, local Clubs, championships, promoters, event organisers, venue owners, and to gather all of that data together, we really had to work closely with the Clubs and the FIA. The FIA took on the global side of things for their world championships, and the Clubs in covering their own country."

Member of the UK House of Lords Lord Peter Hain highlighted that the report shows motor sport is at the heart of the economy and how important it is for local Clubs to not only talk to their local sports ministers, but also their environmental and business ministers.

"This study shows that motor sport is right at the heart of our economy. In every country, where motor sport takes place, it isn't just a hobby for those of us who follow it avidly like I do, but it is also crucial to a whole lot of government policies such as dealing with the environment, contributing to road safety, improving the way cars and vehicles become much more efficient in the use of fuels, whether it's petrol diesel, electric, or hydrogen. All of these issues are a part of how every society in every part of the world operates."

FIA ASN Development Task Force President Andrew Papadopoulos discussed how the report is not just for developing ASNs to take advantage of, but also for every ASN as they will receive an individual report that outlines the economic influence of motor sport in their country.

"This is a global report, we all took part in it, it doesn't matter how small or large your motor sport footprint is, you can use this report. We contributed to it, we own it, and it's for us to use in the way that we can get benefit from it. Each ASN will receive a

four-page snapshot report outlining the economic influence, our direct output, value added and employment. We are also substantiating motor sport participants headcount for track, Club, and event numbers.

"We will use this global report, along with the full-page report that you have as an ASN, and then we go to our government to tell the great story that we have. We will then hopefully get the recognition from them, and also from our commercial partners and sponsors," added Papadopoulos.

Fédération Française du Sport Automobile (FFSA) President Nicolas Deschaux and Automobile Competition Committee for the United States (ACCUS) President George Silbermann rounded out the discussion by talking about the report from their ASN's perspective and how it puts motor sport into a broader worldwide context.

Silbermann said: "Ultimately this report is a letter of introduction for you as an ASN, so make sure to always accompany the presentation of the report with the country specific data that EY has prepared for your country, or whatever other specific materials about your country you may already be utilising.

"When we use our economic impact study in the United States, our message is not just about dollars, jobs, and taxes paid. We always like to emphasise the other contributions that motor sport makes. Everything from the positive effects motor sport has on supporting charities as a role model for youth, to a testbed for safety and innovation."



MOBILITY SESSION - FOSTERING BUSINESS DIVERSIFICATION AND INNOVATION IN MOBILITY CLUBS

FOUR ROADS TO DIVERSIFICATION AND INNOVATION

The first Mobility session gave real-world examples from the FIA Mobility Worldwide programme of how Clubs can analyse, rationalise and diversify to build better for the future.



The session focused on how Clubs can identify business diversification opportunities to bolster Club relevance and income streams as well as further develop a culture of innovation.

Moderated by ESADE Business School Deputy Dean for Programmes Luis Vives, the meeting began with EY-Parthenon Partner Irvin Faneyte presenting a four-quadrant framework for securing and growing business. "Growth starts with what you are and what you have and most Mobility Clubs have a tremendous amount of assets. However, some Clubs have a fairly narrow base of operations. If you do, you have probably been hard hit by the pandemic. "The next thing is to broaden your portfolio of services. The trick to doing that is to consider which of these activities would fit your Club. The third thing is future-proofing your business by doing things differently, and finally, we talk about building the Club of the future, asking what are the things that really matter? What do we excel at and what can we compete at?"

Looking at the first area of examining traditional ways of working, Jamaica Automobile Association (JAA) Managing Director Wendell Smith said: "Roadside assistance has been commoditised by insurance companies in recent years. The pandemic has crippled our business activities and left us without capital. We had a perfect storm of COVID-19, competition and diminishing capital and that drove us to examine every area of business activity and to ask why we are in this business." With the core elements of his Club's business analysed, Smith then asked: "Are there golden rules on selecting services to add? How do you avoid ending up in a Ramsay's Kitchen Nightmares scenario where you have everything on the menu but nothing tastes good?"

Looking at the broadening of services, Automóvil Club del Uruguay (ACU) Institutional Relations and Mobility Manager Rosina Rubio pointed to the ACU's decision to become more deeply involved in the insurance sector. She said the Club had noted an increasingly harmful erosion of its position in the roadside assistance sphere by insurers and reacted by expanding its insurance provision. The Club, which had been involved in insurance for many years, deepened its collaboration with insurers and broadened its portfolio with an improved offering.

Automobile Association of South Africa (AASA) CEO Willem Groenewald responded by saying that in the case of his Club, the process of making the business resilient was followed by diversification and expansion through the adoption of the FIA's Vision 2030 strategy.

"What we have done is to expand into service centres and I can tell you that there are now 50 of these. We create real-time retail outlets where you can have a conversation with your customers." He pointed to initiatives to broaden servicing to include assistance packages and also to create data collection points whereby members could be encouraged to install OBD devices that would tell them when their car requires servicing. "We would have your VIN number, we have your parts ready and we would contact you in advance with the cost of the service."

He added: "We are living in the fourth industrial revolution and COVID-19 has accelerated that. The customer dictates how businesses are run. The world has become agile and the best platform or service is the benchmark. The answers lie in data science. It is dangerous to sit in boardrooms telling the customers what they need. The answer lies in knowledge."



Turning to the quadrant dedicated to future-proofing business through new and disruptive ways of working, Rosina Rubio said: "In our path to become a whole mobility provider, we knew developing insurance was the main area [of diversification] but we also thought we had to reinvent our traditional service. We moved from an assistance position to one of prevention. We analysed our cornerstones and capability and invested in tools, but mostly in training. We launched a maintenance service and members can schedule maintenance and only pay for the parts and get a 20% discount. They can save a lot of money by doing service and maintenance with us. The promise is to give our members more value for their membership."

Willem Groenewald added: "We have to start by incubating a platform to foster innovation. You have to analyse every aspect of your business. You have to ask the tough questions as to whether your business is optimal. You need to take a hard look at system engineering to see if the business is still relevant. You have to live in a world of continuous improvement and every day ask: 'are we better than yesterday?'"

Returning to the theme of innovation, Wendell Smith spoke about the JAA's fuel purchasing app as a development that would help secure the future of the Club. "COVID-19 resulted in a significant reduction in spending on fuel in the public and private sectors. However, the spending of ordinary people, the general public, increased. We therefore extended a fuel management solution to customers, using an app to buy fuel in a truly contactless way. We now aim to make it the most popular way to buy fuel on the island. This activity would not have been possible without the support of the FIA."

The discussion also featured a talk with Gerard Martret, Co-founder and CEO at Shotl, and Founding Partner at Drivania and Camina Lab, businesses that variously offer a mobility platform enabling on-demand bus services, private transportation through a global network of chauffeurs and transport-focused data analysis.

Asked by FIA Deputy President for Automobile Mobility and Tourism

Thierry Willemarck why Clubs should get involved with small companies like Shotl, Martret said: "I represent the timid voice of hundreds of start-ups that aren't unicorns. Ninety-nine percent are small start-ups targeting specific problems and we need you, we need to cooperate with large organisations and that is how we grow."

"It gives us a good name to be related to brands. The way we are doing that is that we license technology and we white label it. We are owners of the IP but we share the data. And the data is the oil. It is the most valuable asset. We are not trying to defend our corporate identity but to relate our brand to bigger brands."

The discussion concluded with each panellist being asked for their key idea to ensure success for Clubs. Rosina Rubio said that COVID-19 had shown the ACU that there was an urgent need to reassess its business proposition and to implement a new business model. "Just ask simple questions," she said. "Is this the right way to do things? How do we deliver more value? Will this make us stronger?" Willem Groenewald said: "Become comfortable with being uncomfortable and have a relentless hunger for continuous improvement." Wendell Smith added: "What has changed in our approach is the rigorous questioning of our business activities. We have taken our strategic planning sessions to a whole new level. This has become a way of life." And Thierry Willemarck said: "We have to concentrate on the fourth quadrant – the future of Clubs. Often with new technology the requirement of capital will be huge and the size of our businesses will not always be able to compete. So looking at what we can do in collaboration with others to get the capital we need is important." Finally, Irvin Faneyte concluded by saying: "Don't fear to innovate but don't innovate out of fear."



SPORT SESSION - BREAKING BARRIERS THROUGH MOTOR SPORT

BREAKING THE MOULD

Motor sport has the power to bring together fans from around the world, while providing a platform for diversity and equality.



Opening the session, Formula 1 Global Director of Race Promotion Chloe Targett-Adams talked about the initiatives that have been implemented in Formula 1 to help make a positive change in this area.

“We have to remain respectful of the integrity of the sport from participation through to governance, venue management and elite pathways. When we say we want to break down barriers, I think it’s actually about recognising the barriers. What are they? And can we look to break them in a way that preserves the incredible sport that is F1 and allows it to grow and develop for the future?”

Targett-Adams used the example of F1’s growth in China which has seen an influx of fans and a significant increase in the amount of people watching it on TV. This has been supplemented by the emergence of talent such as Guanyu Zhou who become the second Chinese driver to participate in an F1 weekend recently.



“We have really seen an explosion of fans there. For example, it’s 92 million fans now in China and we’ve seen a 200% increase in the TV audience,” said Targett-Adams. “More importantly, through the development of elite racing pathways with the Chinese Motorsport Federation and together with local driver Guanyu Zhou, we are driving up interest in the sport.”

It is important for companies to be as diverse as possible to ensure that all sectors of society are being represented, which is why F1 is introducing other initiatives that are aimed at making the sport more accessible. This includes increased representation at the top levels for females, people with disabilities and people from different cultures and religions.

“We have more female representation now at senior levels and throughout the [Formula 1] organisation, we’re nearly 40% female. And we’re looking again at the task force to see how we can identify better routes and access into the sport for employment, not just from a female perspective, but from disability, different cultures and religions.”

One driver that is breaking these boundaries is Saudi Arabian FIA British Formula 3 racing driver Reema Juffali. Given the historical context of women and driving in the country, Juffali notes the effect her participation in the championship has had for aspiring female drivers.

“It proves that with the right mindset and opportunity, what once felt impossible can start becoming possible and within reach,” said Juffali. “It doesn’t matter where you’re from, or what you’re doing, we all have to start somewhere. For me, it started as a curiosity and then it grew into more of a weekend hobby, I didn’t expect it to get this far but I’m definitely happy with it.”

FIA Drivers’ Commission President Tom Kristensen noted the various initiatives that the FIA is introducing to encourage more female participation and to make motor sport more accessible. This included FIA Rally Star, the global search for talent to find the next generation of FIA World Rally Championship drivers through Esports and grassroots motor sport,” Kristensen said.



"It's really important to say that the FIA and its Member Clubs have made good strides in improving accessibility in the world of motor sport. Every Club and National Sporting Authority has been incredibly important in this process for their local champions to get to the top of the world, no matter where they come from.

"Implementing such opportunities; with FIA Rally Star we know that there are three drivers from Kenya showing progress there," added Kristensen. "We have cross cars, the FIA Girls on Track – Rising Star, where we have a partnership with the Ferrari Driver Academy. We also have Digital Motor Sport and the FIA Motorsport Games which is where all the FIA versatile concepts meet at the same time."

With more than 1.8 billion people globally having an interest or taking part in Esports, Head of Motorsport at Motorsport Games Inc. Gérard Neveu believes that this can be an access point not only for bringing fans closer, but for places where there isn't a rich heritage associated with motor sport.

"If you're born close to Silverstone or in Monaco, France, Italy, where there is a long story with motor sport, it's easy," said Neveu. "When you're born in Africa, South America or in Asia, sometimes it's a little more difficult to have this approach. Esports can help all the local federations, then when you make the selection of the best competitors, you can push them to continue in this direction and to have a chance to practice motor sport with go-karting or any race car after that."

The panel moved on to a discussion about the importance of equality of opportunity, with Peace & Sport President and Founder Joël Bouzou, drawing on his experience of competing in the Olympics. The Frenchman reflected on how this can be a key aspect for creating hope, dignity, and self-esteem between nations and, as a result, to promote mutual respect.

"Sport is a neutral way to bring people together through a neutral language. You can speak sport and you can at least accept the difference," said Bouzou. "As someone from the southwest, I started in rugby and then did modern pentathlon when I was very young. Back then I had my culture, but after four times participating in the Olympic Games, I have friends all over the world. International sport gives that, and regional

sport and national sport give this also, because you gather different people together through one simple rule."

World Athletics President Lord Sebastian Coe gave his thoughts on how sport is challenging human rights and doing more to showcase some of those issues that concern us all.

"Sport can really drive change. I've seen it so often; no society is worse off for having a sporting event in there. Sport often has the ability to flip the dial socially, culturally, and economically in the way, so few other activities get anywhere in the world."

The session was rounded off with a presentation from Clerk of the Course for Cyprus Rally Nayia Kontopoulou who focused on the recent FIA European Rally Championship event in Cyprus. The Rally ran through the so-called 'Buffer Zone' that was created following the Turkish invasion of Cyprus in 1974, with the stage organised by a team of Greek Cypriots and Turkish Cypriots under the monitoring of the United Nations.



JOINT SESSION - VISION ZERO: A WORLD WITHOUT DEATH AND SERIOUS INJURIES ON TRACK AND ON ROADS

PLOTTING THE ROUTE TOWARDS ZERO FATALITIES ON ROAD AND TRACK

Tuesday afternoon's joint session entitled 'Vision Zero: a World Without Death and Serious Injuries on Track and on Roads' looked at how actions taken at local level can deliver life-changing improvements and how motor sport can contribute to save lives on the world's roads.



The joint session on Vision Zero began with Road Safety Expert Claes Tingvall explaining the simplicity of the essential idea behind the initiative. "It's not as complicated as it sounds," he said. "Vision Zero is for professionals. It's about what we are doing. It's about us not making trade-offs for the public – not trading off safety for mobility for example. It's our role to take the failing human into account. We must design not for the perfect human. And if we cannot design a solution then we reduce the kinetic energy. This is exactly the same thing as is done in motor sport. We work out what can go wrong and how to take care of it. In essence, it's not more complicated than that."

Looking at how Motoring Clubs can contribute to the Vision Zero initiative, Tingvall added: "The FIA is always underestimating its role in the community. It has a very strong voice and in the safety sector has set up many important things such as the NCAPs and within the 2030 agenda, you can find many alliances where for example climate, health and safety go together. We're talking about the safety footprint. The FIA is setting up a framework for the whole world to work from and this is a major thing, wherever we are."

FIA Safety Director Adam Baker then spoke about how Vision Zero is being applied to motor sport. "Firstly, I think it's important to acknowledge that this sort of approach has existed in motor sport for many years, under the current President and the last one. For each and every fatal accident, we identify the factors that contributed to the severity of the outcome and once we understand that, we look to see if we have preventative measures that can

be deployed or whether we need to develop new ones. "Ninety-five per cent of fatal accidents happen at grassroots level. We employ the same methodology as used in F1. We still follow the same process. This gives us confidence in the findings and conclusions drawn and we can have confidence in the solutions."

Sir Patrick Head then spoke about his role as FIA Safety Commission President, explaining how the Federation has vastly improved safety since the death of Ayrton Senna at Imola in 1994, at the wheel of a car built by Williams, the team Patrick Head worked for. "I was very impressed by how the FIA, then led by Max Mosley, picked up the safety aspect and didn't just respond in the short term but kept the whole programme of improving safety. I was very impressed how they dealt with it, how they continue to deal with it and how they expand on safety without damaging the competition. It's never a finished subject. It's always ongoing, it's always being developed and can always be improved."

Director of Public Affairs at the Netherlands' ANWB and Chairman of the FIA Mobility Policy Commission Ferry Smith then explained that there "is no silver bullet to road design" but that "we have the formula, and the system we have developed is available and is being put into practice every day. I'm very happy that a lot of Clubs are very active in bringing forward this knowledge, forcing governments to develop infrastructure, and as a result the number of casualties comes down."

Driven International Managing Director Ben Willshire then detailed how motor sport circuit design can assist with refining safety on the road. "Circuit safety has evolved hugely over the last 10 years



and specifically with some of the new standards implemented. In 2017, a new barrier specification was devised and in 2018, a new standard for debris fencing was published. We are now even seeing standards for the paints used on the run-off areas. All of the products have been rigorously tested by the FIA and all owners know what they need to do to design and build a safe circuit. It gives us more certainty."

FIA Head of Circuit and Rally Safety Stuart Robertson added that simulation technology in motor sport could be of huge benefit to road safety. "I would say one of the biggest developments is driver-in-the-loop simulation. It's used to improve driver performance but also circuit design. The tools we have now are remarkable and we can even model the behaviour of the human body in an accident."

Ben Willshire added: "During lockdown we experimented with our local town of Hook in Hampshire in the UK. We modelled the town and put it into the simulator and we were able to model eye tracking, how drivers were placing their vehicle, where they made mistakes and we were able to develop a scoring system to rate their driving. This could help youngsters before they get into real cars."

Automobile Association of Kenya's Safe & Affordable Helmet Programme Manager Eva Mwaura detailed how the initiative was launched during the recently held Safari Rally round of the FIA World Rally Championship by His Excellency Hon. Uhuru Kenyatta, President of the Republic of Kenya, and Jean Todt, FIA President and United Nations Secretary-General's Special Envoy for Road Safety. "It was televised to millions of people around the world. This pushed the message of helmet use globally. Motor sport attracts a large following and is capable of changing mindsets," she said.

Ricky Rapa Thomson, founder of SafeBoda Uganda, then explained how after losing a friend to a crash involving the popular but often unregulated motorcycle and tricycle taxi services, he resolved to

change the system. "The industry was messed up. Out of 10 people in Kampala, around nine have seen a boda accident or been in one or lost someone to a crash. We started working on a mission to not just organise the industry but to make it safer for everyone." Thomson and his partners established training programmes on safe road behaviour and built a community of riders who are at the forefront of promoting helmet use.

AIP Foundation CEO Mirjam Sidik then spoke about efforts to improve road safety around schools in Vietnam.

"We are losing 25,000 people on roads every year and another 500,000 are being seriously injured, so we have been working on introducing 'Slow Zones, Safe Zones'."

The Foundation identified that in Pleiku City existing safety parameters around schools were insufficient and that vehicles were travelling at up to 80km/h. It implemented a 'Slow Zone, Safe Zone' programme at two schools in the city with the result that safety awareness among students was raised by 48 percent, while community knowledge about speed limits rose from 16 percent to 66 percent. Maximum speeds around the school also fell under 40km/h and the schools in the programme rose from two and three stars in the iRap assessment to five stars.

Finally, FIA Formula One World Championship driver and #3500LIVES Global Road Safety Campaign Ambassador Charles Leclerc spoke about the FIA's contribution to safety in the sport. "I am so lucky and sometimes we tend to forget as drivers, because the safety standards are so high we get used to it," said the Ferrari driver. "The FIA has kept pushing in all those years to find another innovation to help us do our sport more safely, which is great. It's sport and entertainment but it is a life behind the wheel and the FIA is doing an incredible job on this."



FIA WOMEN IN MOTORSPORT COMMISSION

WOMEN ON THE MOVE

The FIA Women in Motorsport Commission meeting took place in Monaco, ahead of its third international Seminar and as part of the FIA Conference week. Hosted by Commission President Michèle Mouton, 32 members representing 26 countries participated.



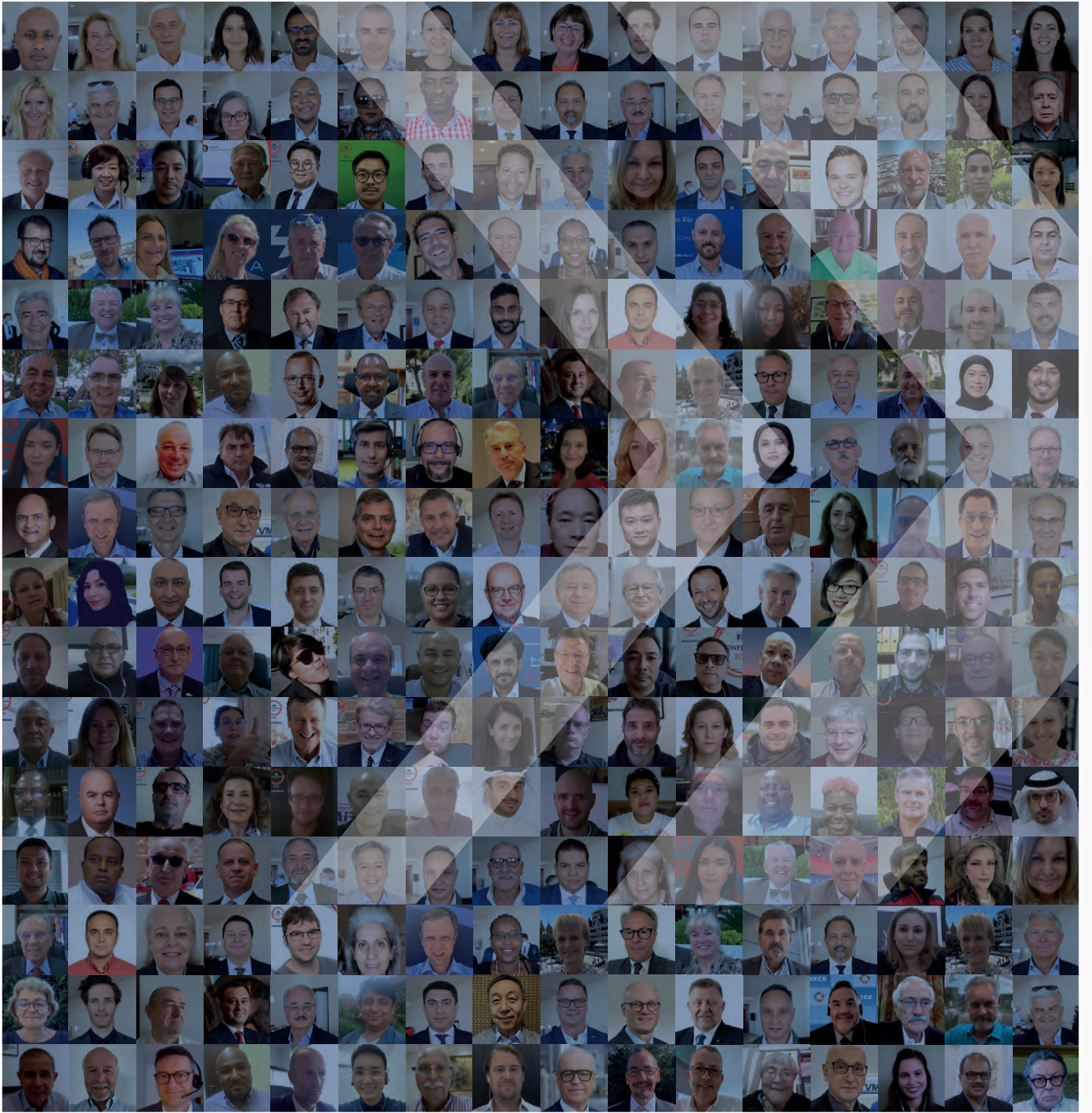
The meeting started with an update on the FIA Girls on Track programme, in collaboration with the ABB FIA Formula E World Championship, provided by Barbara Silva, the Commission Manager. The 2021 FIA Girls on Track – Rising Stars initiative followed and information on the high number of applications received was shared by Michèle Mouton. This year, the programme has been further expanded and, in collaboration with Ferrari, will now provide a long-term development pathway for junior drivers in Karting, as well as the more senior drivers qualifying to race in Formula 4.

Details were also shared by Cathy Muller, the Commission’s Detection Cell Manager, about the FIA Women in Motorsport activities in the 2021 FIA World Endurance Championship with the Richard Mille Racing and Iron Dames teams, as well as a number of other drivers competing successfully in various series. Future action plans from the Commission’s six regional representatives were also presented to the members.

The Commission’s latest career brochure – ‘Your Career as a Motor Sport Official’ – was also shared with the members ahead of the FIA Women in Motorsport Seminar, which took place on Wednesday 7 July and Thursday 8 July.









MONACO
05-08 JULY

Purpose»Driven

WEDNESDAY 7 JULY

ONSITE ACTIVITIES

SPORT SESSION - Women in Motorsport

MOBILITY SESSION - Removing Barriers to Tourism Development

JOINT SESSION - Towards the Next Decade of Action: Youth Engagement

CLOSING SESSION

ONSITE ACTIVITIES

DEMONSTRATING TALENT

The concluding day of the Conference began with a series of demonstrations and reveals at nearby Espace Chapiteau Fontvieille, which highlighted the future of motor sport and how the FIA is seeking out the next generation of talent.



Delegates were given a full experience of FIA Rally Star, the largest ever, global Rally driver detection programme, which aims to unearth the next generation of FIA World Rally Championship drivers.

It was the chance for them to try out the two types of contest that National Sporting Authorities can organise, combined or individually, as national selections in their countries: the Slalom – as a physical driving challenge on a track – and the Digital Motor Sport challenge on simulator rigs. A prize-giving ceremony signaled the end of completion.

FIA Rally Director Yves Matton discussed the importance of finding new talent as the WRC calendar expands to markets outside of Europe.

“It’s a very important project for the FIA. We are taking a global approach to ensure we have drivers of the future at the highest level coming from everywhere in the world.”

ASNs worldwide can easily organise these selections with the help and tools provided by the FIA to identify the most promising talents. The programme is open to girls and boys aged 17 to 26.



These national events have started this year and will be followed in 2022 by six continental finals using Cross Cars supplied by Lifeline. A women’s final will also be organised with the best female drivers from each continent selected through a worldwide shoot-out. The winners of these seven finals will receive tailor-made training for one year including six Rallies behind the wheel of a M-Sport-built Ford Fiesta Rally3 challenger, that was displayed in Monaco to the delight of the Delegates. The four best drivers will ultimately move on to a full season in the FIA Junior WRC Championship.

Alongside this, the FIA is also ensuring that motor sport is cost effective. Cross Car machinery, used in the FIA Rally Star selection process, also forms the basis of a new entry-level competition, the FIA Cross Car Academy Trophy, targeting 20 ASN-nominated drivers between the ages of 13 and 16.

The Cross Car took to the slalom track at the hands of Hyundai WRC driver Thierry Neuville, who echoed how it will be a great programme to detect new talent from countries all around the world. The Belgian ace is also one of the main chassis suppliers via his company Lifeline.

“It’s a category which is growing a lot and very soon, there will be the European Championship starting and the Junior Academy as well, where we will be the main supplier for 20 juniors” concluded Neuville, who started his progression towards WRC in Cross Car himself.

This demo was followed by the reveal of the new FIA Formula 4 Gen 2 car, which was unveiled with F4 driver Maya Weug, winner of FIA Girls on Track – Rising Stars and first female driver



to be inducted into the Ferrari Driver Academy. The new car boasts enhanced safety features, including the Halo, which were explained by FIA Formula 1 Race Director and Safety Delegate as well as Single-Seater Sporting Director Michael Masi.

“All of the things that we have learned through F1 and other single-seater categories have been implemented in this car. We have enhanced side protection in case of an incident side-on to protect the driver. The rear impact protection has been integrated from F1, F2 and F3 as part of the overall development of the single seater safety pathway.”

FIA President Jean Todt was on hand to praise the work done by the FIA Single-Seater Commission in ensuring that safety at this regional level of motor sport mirrors what happens in the FIA World Championships.

“We have to work as much as we can to improve on the car, improve on the equipment for the drivers, on the circuits, to make it safer and to use it also as a laboratory for the road. That’s our mission and I’m very happy to have ambassadors and talented drivers like Maya to support us and to promote also what we do around safety.”

The car is set to make its track debut in November this year when it is officially homologated, with one of the first championships set to be in the United Arab Emirates, which will run over the

European winter. This will be followed by five championships that have committed to upgrading to the Gen 2 car in 2022.

There was also a demonstration from the Automobile Club de Monaco on their fire training and procedure for marshals and firefighters. A scale model of a Formula One car was used to simulate a fire breaking out on a car during a race.

The ACM also did an extrication demonstration, showing a driver being removed from an open-cockpit car with the Halo protection device.



SPORT SESSION - WOMEN IN MOTORSPORT

BRIDGING THE GENDER GAP

One of the key commitments for the FIA is diversity and inclusion. For the last decade, the FIA Women in Motorsport Commission has enabled female talent to progress through the ranks.



FIA President Jean Todt recalled the growth that has been achieved since the launch of the Commission in 2010. “Eleven years ago, we decided to create a specific Commission, chaired by Michèle Mouton,” said President Todt. “Cars are perceived as mainly the world of men, but we need women to participate. All the statistics – and I speak to you as a UN Secretary-General’s Special Envoy for Road Safety – say that women are creating much less damage on the road than men. This is something we need to learn from.”

Commission President Michèle Mouton pointed out that this year, six female drivers are competing fulltime in the FIA World Endurance Championship. But the main objective is to get more women involved via the pyramid system that has been created thanks to the various Commission’s initiatives at all levels of motor sport. “I always talk about this pyramid that we are building. From the base, we are attracting young girls with Girls on Track and our new partners, Formula E and ABB. Then, we are connecting and engaging with our community, with role models coming from the virtual Girls on Track experience which is growing incredibly. With Rising Stars, now we can offer a very strong long-term pathway for our young talent in Karting and Formula 4.

“Looking at the future, I would say that we are building and capitalising a lot and we still have our main objective – having more women participating,” said Mouton.

Girls on Track – Rising Stars is designed to develop a pathway for young female competitors to reach the top levels of motor sport and is supported by the Ferrari Driver Academy.

“Ferrari has been in motor sport for more than 70 years and we want to be there for years to come. Hence we need to ensure that we will be able to reach out to the largest and most diverse group of people we can,” said Ferrari Racing Director Laurent Mekies.

Maya Weug, the winner of the programme in 2020, believes it is crucial to engaging more women willing to compete or work in motor sport. “Girls on Track has inspired many girls to go racing. Being with 20 girls who share the same passion was really nice and it’s amazing to see that more of them are getting involved every year.”

Founder of the FIA WEC Iron Dames Project Deborah Mayer believes that this momentum should also extend to the other positions within a racing team. “The purpose of our project is to encourage more and more women, not only as drivers, but also as engineers, team principals, and sporting directors. The hardest thing is to do the first step and show your dedication and motivation,” she explained.

Richard Mille Customer Marketing Director Amanda Mille added that the profile of the Richard Mille brand has helped drive up the numbers of female participants.

“Today there are not many ladies on track. However, with many people following us and believing in us, it will help to open the door for others to follow.”

This was echoed by Susie Wolff, Team Principal of the ROKIT Venturi Racing Formula E Team and the architect of the Dare2BeDifferent campaign which joined forces with the FIA Girls on Track programme. “In the end, it all comes down to the numbers. The younger the girls and women that we can inspire to enter the sport are, at all the different levels and in all the different areas of the industry, the more diverse we will become in the long term,” she said.

The third international FIA Women in Motorsport Seminar also began Wednesday 7 July. Eighty Delegates from 68 countries joined the opening day of the two-day gathering, which is designed to unite the Motor Sport Community and its National Sporting Authorities, discuss and debate the challenges affecting women, and identify areas where promoting greater awareness and inclusivity can be accelerated.



MOBILITY SESSION - REMOVING BARRIERS TO TOURISM DEVELOPMENT

RESTORING CONFIDENCE IN TRAVEL

The Mobility session on 'Removing Barriers to Tourism Development' focused on two goals – confidence and harmonisation.



As the world slowly begins to return to normality, travel and tourism are perhaps the industry sectors taking the longest to recover as evolving restrictions continue to stifle freedom of movement and economic hardship narrows opportunity.

The second Mobility session sought to address some of the issues facing the industry in a post-COVID-19 world, with session moderator and FIA Director of Tourism Services Habib Turki saying that the "current crisis and its deep social and economic impact shed light on the need for reform – in visa regimes and digitalisation".

He then turned to the first of the session's panellists, Vice-President Policy & Research at the World Travel and Tourism Council (WTTC) Tiffany Misrahi, who outlined the scale of the difficulties being faced by the industry.

"The impact of COVID-19 has been wide ranging and multifaceted and, according to our research, in 2019 travel and tourism accounted for 10.4 percent of global GDP. In 2020, that figure was down to just 5.4 percent," she said. "We saw a loss of 4.5 trillion dollars, a 49.1 percent drop. The impact on people has been heartbreaking. Some 6.1 million people have lost their jobs around the world and there are millions being supported by furlough schemes but those won't last forever.

"Beyond job losses, people have been impacted on a psychological level. People have lost loved ones, they have lost jobs, and lost connections with each other. People's mental health has been put to the test in this period."

As nations slowly reopen, the question then becomes one of how to revive tourism safely and sustainably.

Maltese Tourism Authority CEO Johann Buttigieg said the island nation has put safety at the top of its agenda as they try to rebuild.

"In Malta, more than 80 percent of people have received a first dose of the vaccine and more than 70 percent a second dose. It is one of the safest countries in the world – in terms of COVID-19 and safe in terms of criminality – and we are incentivising people to come. For conferences, we are providing €150 for each delegate. There are other incentives for different types of travellers but first and foremost we want to promote safety. We are against putting up barriers."

He agreed with Tiffany Misrahi that safety is a prerequisite of travel in the current climate and added that Malta is also focusing on personalised travel experiences in order to make travel more attractive.

"Malta is being marketed as a destination of safety but it is also a destination of niche markets, starting from religious tourism, diving, students and others. Then, we are as much as possible trying to create travel with a purpose. We are upgrading infrastructure and, in the event of the recovery of the tourism sector, we will be in a position of not having just quantity but equality. It's all about sustainability. We need to follow the advice and turn it to our advantage. We need to focus not on what we can't do but on what we can do."

Director of Tourism at the Monaco Government Tourist and Convention Authority Guy Antognelli explained that, for him, "tourism is about connecting people, so we have to make people connect again".



"What makes me sad is when cruises arrive and they say you will go ashore and meet nobody, that the museum will be cleared just for those passengers. That is not tourism," he added.

He continued by saying that Monaco was unlike the island of Malta and that it shared a porous border with France and close ties to Italy.

"Every day, we have 50,000 people coming to work inside Monaco. Showing a PCR test every morning is not manageable," he said. "We have to think about another way. That's what we want to promote."

He and Tiffany Misrahi spoke about the WTTC's SafeTravels Stamp, created for travellers to recognise destinations and businesses around the world that have adopted the SafeTravels health and hygiene global standardised protocols.

"The WTTC label gives confidence to people, clear information," said Antognelli. "We need science-based information but not in a scientific way."

He added that Monaco has also launched its own label, Monaco Safe, that certifies that an establishment has complied with all of the essential health and safety criteria laid down by the Monegasque Government to fight the spread of the COVID-19.

Tiffany Misrahi added that the SafeTravels Stamp encompasses 11 protocols and will enable industry stakeholders to remain competitive and sustainable.

"We are reaching 300 destinations around the world with the Stamp," she said. "In the end, it is not about the Stamp itself, it's about the protocols behind it, protocols that work and enhance confidence while still making sense in terms of travel."

UNECE Transportation Facilitation and Economics Section Chief Konstantinos Alexopoulos spoke about how the reaction to the global pandemic had seen international conventions and protocols abandoned and borders closed. "Governments reacted as if it was the 1940s or '50s, closed their borders and asked people to stay home," he said.

He added that, as the crisis worsened, the UNECE established an observatory to monitor how travel and border crossing changed. The organisation has now collated data from 176 countries and a study on the effects of the changing policies will soon be published.

He added that the standout realisation coming out of the pandemic is that digitalisation of documentation is crucial.

"The future is digitalisation," he said. "Then we can speak about green lanes along all the corridors, not just in Europe but from Asia through all of Europe and beyond. This is where we are aiming to go and this is where we are putting all our efforts. Because of COVID-19 governments have finally realised that this needs to be done today not tomorrow."

Concluding, all the panellists agreed that harmonisation of travel regulations and restrictions is now needed to ensure a gradual return to normal travel.

"We need harmonisation," said Alexopoulos. "Each and every country having its own rules is destroying tourism. We need to have one set of standards throughout, whether it is PCR testing or vaccination. Tourists must have their minds at rest and they must know exactly what will happen. These are the standard protocols and harmonisations we need to create."



JOINT SESSION - TOWARDS THE NEXT DECADE OF ACTION: YOUTH ENGAGEMENT

INSPIRATION BUILT ON YOUNG DREAMS

This session focused on how to integrate the new habits and desires of the younger generations to inform the development of mid-to-long term strategic orientations of the Sport and Mobility Clubs and the FIA.



Opening the session, the Chairman of Bank Julius Baer Monaco Remy Bersier discussed how his organisation has adapted its business by analysing data to reach out to a younger audience.

“As a private bank active in wealth management since 1890, we have been at the forefront of an industry that had to permanently change and adapt to client needs and circumstances, particularly during periods of conflict,” he said.

“Our youth worldwide is educated and curious; youth clients want to know more about the purpose behind their investments, the new generation of investors wants opportunities aligned with their progressive value systems,” added Bersier. “They do not seek a range of investments that focus only on the accumulation of wealth, but also on the environment and societies they live in.”

Following this keynote, the discussion featured young leaders and Club representatives to discuss what matters to youth and how to make motor sport accessible and engaging for these audiences.



Derin Adetosoye, who was chosen through a talent search programme to become a presenter for the ABB FIA Formula E World Championship, believes that engaging young viewers through social media platforms and being environmentally aware to engage those viewers is important for motor sport.

“The stereotype of us youngsters having a short attention span is true. The level of excitement has to be communicated through social media channels, and through digital platforms to ensure that it’s reaching as many young people as possible. Breaking the sport into different elements so that it can attract different types of people is very important.

“I think, as a society, we’ve moved on from not talking politics to it being at the forefront of many conversations, and for a sport, I think it’s very important to know that you are seeing what’s going on and that you are directly responding to it,” said Adetosoye.

This was echoed by President of RGMCM Group and Promoter of FIA Karting European and World Championships James Geidel who believes that people want to see raw moments from drivers on screen that capture the essence of the story behind the scenes.

“It’s about producing content and making it entertaining, because people don’t just want something scripted today, they want something that gives an insight into what the sport is about. They want to see that we are not just a sport, that we are really trying to help make a global impact in what we are doing,” he said.

From a Club promotion’s point of view, President of Automóvel e Touring Clube de Moçambique (ATCM) Rodrigo Ferreira Rocha discussed the relevance of TV and showcasing national sport on international broadcast channels.



“Making our events available on other platforms like national TV and even foreign television stations is important. That makes the kart driver feel like they are doing something for their own country,” he declared.

To discuss how motor sport is tackling issues in the world and how that can be applied in education, the session welcomed Marina Djordjevic and Ciska van Huyssteen, two MBA students from the Kaiserslautern University of Applied Science studying Motorsport Management in Germany.

“I think it’s important to understand how the youth think today,” believes Djordjevic. “They want to be heard. They want to interact, but they also want to be taken seriously. I think a very good example of this is the Fanboost in Formula E, which gives the fans the chance to actually influence the race outcome.”

Road traffic injuries are the leading cause of death for young adults aged 15 to 29. The panel discussed how best to engage youngsters on this important topic.

Head of Communications at Youth for Road Safety Manpreet Darroch pointed out their presence at the third Global Ministerial Conference on Road Safety at Stockholm, Sweden in February 2020, as an example of young people who were advocating for road safety.

“Around 400,000 young people are killed on the roads every year. That’s more than 1,000 per day. This is why young people want to be aware and fight the crisis they see on the road, so the case for engaging people on road safety is a win for everyone,” he explained.

Vice President, Public Affairs at the Canadian Automobile Association (CAA) Ian Jack discussed how CAA’s team reiterated the point that social media was the best tool for getting the message across to the youth given the amount of people in the 16 to 24 age bracket that are active on the platforms.

“Many of you may know that Canada legalised cannabis in 2018, and we did a campaign on road safety. People have used

drugs and driven before in the past, but now we had an opportunity to talk about it freshly given the legalisation process. What we are most proud of in that campaign, which targeted 16-to 24-year-olds online, is that we got over 700,000 engagements. So that’s people sharing it, liking it or making a comment about it,” he said.

Rafaela Machado, representing the Star Rating for Schools Global Programme at the International Road Assessment Programme (iRAP), echoed this by saying it is important for younger people to understand their voice. This is something iRAP looks at when delivering programmes and support to governments, local organisations and school communities on creating safer journeys to school.

“We need to let them know the power that they have and what they can do about road safety – and how they have been affected. It is possible for a community, for example, to identify the critical areas that should be prioritised for improvements along a school route and use that information to push for any policy changes that might be required around this topic.”



CLOSING SESSION

SUMMIT OF ACHIEVEMENT

The FIA Conference 2021 was brought to a close by FIA President Jean Todt who paid tribute to Member Clubs for “climbing the mountain” and bringing about positive change.



Following opening remarks from FIA Deputy President for Sport Graham Stoker and FIA Deputy President for Automobile Mobility and Tourism Thierry Willemarck, President Todt first thanked the Automobile Club de Monaco (ACM) for hosting this year’s Conference, which gathered 423 Delegates from 196 Member Organisations online and onsite.

“Thank you to the ACM,” he said. “They have given us some unique locations and we should realise how blessed we have been to enjoy beautiful Monaco.”

Paying tribute to the work of Clubs worldwide, President Todt said: “together we climbed a little bit the mountain. We are blessed to be part of a global organisation with two pillars, Sport and Mobility, and over the last 12 years we have been progressing in a world where things are changing.

“You have spent a while talking about SDGs, the Sustainable Development Goals, and we are in the middle of attempting to deliver those. We know it is very difficult to achieve them but we have an opportunity to bring Sport and Mobility together to do that. We have in front of us amazing challenges – zero emission fuels, electric cars, achieving diversity on our planet – and we have to make all of this work together.

Saluting the Federation’s power to bring about positive change, he pointed to the work done on the FIA Safe & Affordable Helmet Programme as an example of the twin pillars working together to solve real-world problems.

“I was very happy to see the below \$20 helmet. Some 1.4 million people die on the road and 50 million are injured every year. Putting Sport and Mobility together we have been able to produce

an affordable, safe helmet and that is something special. The helmet is a real, concrete way of seeing what has been achieved.”

Concluding, President Todt said: “We have been climbing the mountain but there are still major challenges ahead before the end of the year. We will have to make strong decisions for the future of Formula 1 and for the future of motor sport and to make sure our organisation is as healthy as it can be.”









MONACO
05-08 JULY

Purpose»Driven

THURSDAY 8 JULY

FIA WORLD MOTOR SPORT COUNCIL
THIRD FIA WOMEN IN MOTORSPORT SEMINAR

FIA WORLD MOTOR SPORT COUNCIL

CHARTING A COURSE FOR THE FUTURE

The World Motor Sport Council convened on Thursday 8 July in Monaco for the second meeting of the year against the backdrop of the FIA Conference 2021.



The gathering was hosted by FIA President Jean Todt with Deputy President for Sport Graham Stoker, WMSC members in attendance and those joining by video conference from around the world. President Todt remarked that the presence of WMSC members in Monaco was a sign of a return to normality despite the global pandemic. "Following the FIA Sport Regional Congress Africa in June, this meeting here in Monaco is the first gathering of its kind to resemble normality since the beginning of the health crisis, and this is good news," he said.

"I would like to thank World Council members both those here in person and those joining via video conference for their hard work, creativity and resilience in ensuring that motor sport has been able to return in one form or another despite the challenges of the pandemic."

The President also thanked Michel Boeri, Michel Ferry and the Automobile Club de Monaco on behalf of the entire FIA Family for the hosting of the FIA Conference and the WMSC in the Principality.

At the start of the meeting a minute's silence was held in memory of Max Mosley, FIA President from 1993 to 2009, who passed away in May. President Todt praised the work Mosley undertook during his 16-year term to leave an indelible mark on the world of motor sport and mobility. He was remembered for his passion and commitment to improving safety both on the race track and in transferring that work to practical solutions for the road.



Carlos Reutemann, a true gentleman of the sport, who won 12 Grands Prix during the period of 1972-1982, was also remembered as was Mansour Ojeh, who achieved huge success with the Williams and McLaren Formula 1 teams.

An update on the FIA's future sport strategy under the PurposeDriven movement umbrella, was provided to World Council members by FIA Secretary General for Sport Peter Bayer. This refresh outlined the FIA current path towards achieving its goals, reflecting the strategic changes that the FIA has made. Health and safety, the environment, diversity and inclusion, community development, Digital Motor Sport, economic viability, and youth engagement have become critical focus areas as the FIA guides motor sport out of the pandemic and towards recovery.

Bayer placed a particular emphasis on the FIA youth strategy, which is founded on a collaboration between the FIA and its Member Clubs to interact, understand, attract and strengthen connections with the younger audience.

In line with this focus on youth, a comprehensive FIA Karting Strategy to foster development of the sport was approved.

The strategy aims to increase the number of drivers from grassroots level through Karting and then offer them new opportunities to move up to the top level of Karting before advancing to other competitions.

Under the FIA Karting Strategy, it has been decided to launch first two specific projects, the first being a mass inclusion initiative. The aim of this initiative is to introduce youngsters to the world of motor sport through Karting – and educate them on road safety. Electric-powered karts will be used in the programme.

The format will be a day of entertainment with Slaloms for 6-8-year-olds and temporary 300-meter circuits with timing for 8-10-year-olds, all powered with electric karts, to be combined with an educational programme.

FIA Regional Karting Cups will also be established according to the basic principles of the FIA Karting Academy Trophy, including one-design equipment, through a collaboration with the ASNs of the same geographical region.



A presentation was also made on the e-learning platform that will be launched in August 2021. The platform is part of an initiative to address the challenges of the manipulation of sport competition.

Various updates to the 2021 FIA Formula One World Championship Sporting Regulations that relate to the implementation of events including Sprint Qualifying were approved by the World Council. The introduction of a new construction of rear tyre for the remainder of the 2021 season was ratified.

To allow the best possible preparation for the upcoming FIA World Rally Championship season, the date and location of the first two events on the 2022 WRC calendar were confirmed as Monte Carlo on 23 January and Sweden on 27 February.

Based on the agreed strategy of a maximum of 13 events in 2022, a further seven event destinations were approved by the Council for inclusion on the calendar. They include Portugal, Italy, Kenya, Japan, Spain, Estonia and Greece. The four remaining slots and all dates for the 2022 calendar will be confirmed later.

A revised calendar for the FIA World Endurance Championship was confirmed. Travel restrictions have forced the cancellation of the round in Fuji, Japan. The season finale will be in Bahrain with the addition of a new six-hour race as part of a double-header for the final two rounds of WEC Season 9. The first event will take place on 30 October and the second, eight-hour race scheduled for the following weekend – on 6 November.

There was confirmation of an agreement between the FIA, the Automobile Club de l'Ouest (ACO), and the International Motor Sports Association (IMSA) for an amendment to the technical regulations in order to achieve performance convergence of Le Mans Hypercar (LMH) and Le Mans Daytona h (LMDh).

This means that cars with different technical definition will be allowed to compete alongside one another on both sides of the Atlantic – in the FIA World Endurance Championship and the WeatherTech SportsCar Championship in the United States.

The WMSC also confirmed the Season 8 2021-2022 ABB FIA Formula E World Championship Sporting Regulations. In agreement with the Gen 2 Car Technical Roadmap, the power of the cars in normal mode during races will be increased from 200kW to 220kW. From Season 8 onwards, the FIA Race Director will moreover have the option to

recommence interrupted races with a standing start, as an alternative to the existing Safety Car rolling re-start.

The provisional calendar for Season 8 2021-2022 ABB FIA Formula E World Championship was approved.

Events in Vancouver, Cape Town and Monaco have been included on the schedule with the season starting in Mexico on 12 February and ending in Seoul on 13-14 August. Three new venues will appear on the calendar for the first time since the 2018-2019 season.

In FIA Karting, the date of the 2021 FIA Karting World Championship for OK and OK Junior classes, due to take place in Birigui, Brazil, from 28-31 October was rescheduled for to 2-5 December. The 2022 calendars were also confirmed.

WRC Promoter was confirmed as the new promoter of the FIA European Rally Championship from 2022. The decision was made following constructive talks involving the FIA and the series' current promoter Eurosport Events, the latter of which will cease its activities one year ahead of the existing contract term.

The new structure with a single promoter for the FIA World Rally and European Rally championships will strengthen the FIA Rally Pyramid. As part of this collaboration, WRC Promoter is committed to guaranteeing the current level of prize money for ERC Junior Champions.

In the Regional Rally Championships, the use of electronic road book has been allowed, with the ambition to continue reducing paper waste and organisation costs.

The date, venue and Sporting Regulations for the 2021 FIA GT World Cup have been approved, with the event set to return to Macau's Guia Circuit from 17-21 November. The event will only take place should the requirement to undergo mandatory quarantine upon arrival in Macau be removed beforehand.

The FIA Truck Racing Commission has set an objective for the FIA European Truck Racing Championship to reach net zero emission by 2038 at the latest.

In accordance with the sustainability roadmap, the championship is set to develop its strategy around the following fields: environmental accreditation, evolution of the sporting format and technical transition of progressive implementation of sustainable energies to truck racing.

It was revealed that the FIA Girls on Track – Rising Stars programme for 2021 has attracted 71 applications from ASNs for this season's worldwide talent detection and nurturing programme. This year, the programme has been expanded and, in collaboration with Ferrari, will now provide a long-term development pathway for junior drivers in Karting, as well as the more senior drivers qualifying to race in Formula 4.

The Sporting Regulations for the 18 disciplines of the 2021 FIA Motorsport Games was approved.

The dates for upcoming World Motor Sport Council meetings were confirmed as 15 October in Paris and during the FIA Annual General Assembly in Paris on 15 December.

THIRD FIA WOMEN IN MOTORSPORT SEMINAR

ACCELERATING CHANGE FOR WOMEN

The third FIA Women in Motorsport Seminar, held in Monaco on 7-8 July as part of the FIA Conference 2021, reflected on the progress made over the past decade while laying out a strategy for the future.



Chaired by President of the FIA Women in Motorsport Commission Michèle Mouton, the Seminar focused on discussion and analysis surrounding the position of women in the sport and society with the theme of embracing a better tomorrow.

Drawing on the success of the previous two editions, 80 Delegates from 68 countries joined the two-day seminar to debate the key challenges that women in motor sport meet.

The Seminar was jointly opened by Mouton and FIA Deputy President for Sport Graham Stoker. Stoker underlined how the Commission's work was central to meeting one of the objectives of the PurposeDriven movement, which is to promote gender equality, diversity and inclusivity for women in the sport.

"The past 10-12 years have been fabulous and together we are breaking the mould. Real fundamental changes have been made, and you should all be proud," Stoker said.

"Women have been involved in motor sport right from the beginning, there has always been this tradition. It is one of the few sports where men and women compete together – like sailing and equestrian sport – and this is rare within governing bodies and we should capitalise on that and build on that strength."

Mouton outlined the work of the Commission and the positive change already being seen across many areas of the sport. She also stressed the need to capitalise on the momentum and push for even more equality and inclusion for women.

"We are determined to inspire young girls, because increasing the numbers at the base of the sport is crucial," Mouton said.

"There is more to come from all of us, we have to up our game now, but rest assured that the FIA and our Women in Motorsport Commission is here to support you, your activities and pursuit of global equality in our sport."

The Seminar brought together the motor sport community and its National Sporting Authorities, to discuss the challenges affecting women, and identify areas where promoting greater awareness and inclusivity within the sport can be accelerated.

ASN/ACN Presidents, National Representatives, invited guests and speakers had the opportunity to deliberate on issues affecting women in motor sport, share knowledge and best practice, as well as formulate plans that will further encourage and identify opportunities for women in the sport.

The gathering – under the theme of 'A Decade of Action' – reflected on the progress made over the last 10 years of an exciting and progressive journey which is starting to reap rewards as more females are being given equal opportunities to prove their ability.

Following an interactive session, the Delegates split into three workshop groups. The first – Volunteers and Officials – was run by two members of the FIA Women in Motorsport Commission. Janette Tan, Deputy Clerk of the Course for Formula One's Singapore Grand Prix, as well as Chair of the ASN's Volunteers and Officials Commission, and Silvia Bellot, the youngest person and the first woman to be appointed FIA Race Director for Formula 2 and Formula 3, looked at the best practice that can be used to define and implement strategies to attract, develop and retain female officials and volunteers. The new 'Your Career as a Motor Sport Official' booklet, launched during the week of the Seminar, was again highlighted as a tool for ASNs to help attract girls and women to the sport.

The second workshop covered the importance, benefits and accessibility of grassroots motor sport, with Secretary General of Latvijas Automobili Federacija Linda Medne and CEO of Motorsport UK Hugh Chambers leading the session. The last of the three workshops, run by Amy Martin, a student Systems Engineer and Director at OMDAI Nathalie Moutet, underlined the role STEM plays in making our sport more diverse and inclusive, using the F1 in Schools programme as an aspirational example.

There was also a plenary session focused on 'Driving Knowledge-Sharing'. Elyse McDonald, Project Co-ordinator for Gender Equality and Inclusion at the IOC, presented the very latest Portrayal Guidelines created for the Olympic Movement stakeholders,





in line with the IOC Gender Equality and Inclusion objectives for the 2021-2024 period. Importantly, this also identified the power of vocal, written and visual messages and how they – and role models – can significantly change perceptions and underline sport's inclusivity.

Dee Caffari also joined the plenary – the Briton representing world sailing, one of the few sports, like motor sport, where men and women compete together. Chair of the World Sailing Trust, Caffari – who has sailed around the world six times, including single-handed – presented the Trust's aim to grow participation in the sport from the grassroots level upwards, improve accessibility and protect its future.

"We really have to address this issue of gender diversity and inclusion to drive our sports forward. I remain optimistic that change is coming," Caffari said.

The importance of partners in forging paths for female competitors was also highlighted. Ferrari Racing Director Laurent Mekies discussed why Ferrari was inspired to partner with the FIA Girls on Track – Rising Stars initiative launched last year by the Commission, and Maya Weug, the inaugural winner, underlined what the opportunity to become the first female to join the Ferrari Driver Academy meant to her and the progression of her career.

"FIA Girls on Track – Rising Stars has been a fantastic journey. It started from a brainstorming between the FIA and Ferrari, then went to a project. As a group, we made it happen. Maya Weug is the first concrete representation of that success," Mekies said.

Weug added: "It is amazing to see that FIA Girls on Track – Rising Stars has inspired so many young girls to start racing. Just being with 20 girls sharing the same passion was really nice. I am working hard with the Ferrari Driver Academy and keeping focused on the next target."

Project Manager of the Richard Mille Racing Team Amanda Mille outlined the strategy behind fielding an all-female line-up in endurance racing at FIA World Championship level, how and why the team was challenging stereotypes. Meanwhile, Project Leader of the unique Iron Dames programme Deborah Mayer

shared her vision for supporting women in the sport and the importance of showcasing talent, across the whole industry, on the global stage.

Mille, from the Swiss watchmaking brand Richard Mille, outlined how best to sell gender equality in a 'Securing Funding' workshop. In relation to the Richard Mille Racing Team, Mille helped identify what interests sponsors.

"We are passionate about motor sport. We really believe that ladies have their own room in the different disciplines. We need to push the door for others to follow," Mille said.

Another workshop looked at the growing world of Esports and President of the FIA Digital Motorsport Commission Anna Nordkvist outlined the missions of the new Commission and explained the benefits of Esports as an affordable means of engaging with young women.

In her closing remarks, Michèle Mouton, thanked the Delegates for the role they have played in advancing the position of women in the sport. She did, however, stress the need for accelerated action by all stakeholders to ensure goals and objectives are met.

"In these earlier days of the Commission's work, we identified where we needed to improve globally and, from our collective discussions, have put in place concrete programmes that encourage, engage and support a community that needs far greater representation in our sport," Mouton said. "That has provided ASNs with the tools to implement actions within their own countries. We have to do this together to make an impact and we are making progress, but there is a lot more to be done."







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SOCIAL EVENTS

WELCOME COCKTAIL
GALA DINNER
INFORMAL DINNER

SOCIAL EVENT GALLERY

COCKTAILS BY THE SEA

Following the productive opening day of the FIA Conference 2021, the FIA Delegates enjoyed a cocktail reception and the opportunity to network and socialise at the picturesque Monte Carlo Beach Club.





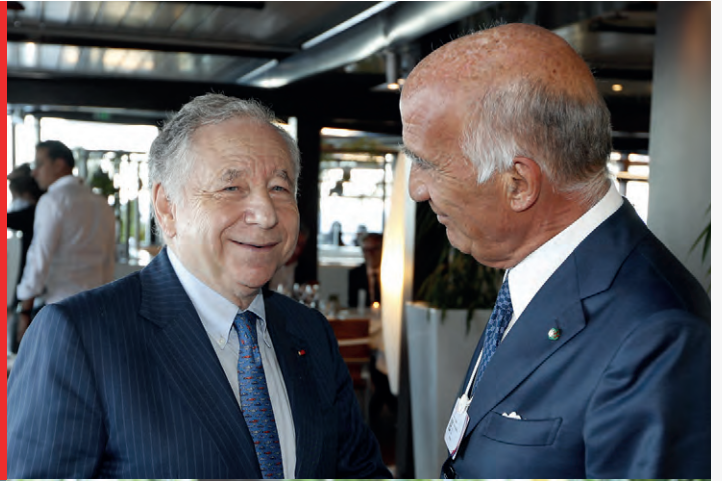
EMBARKING ON A NEW VOYAGE

The curtain fell on the FIA Conference 2021 with the traditional Gala Dinner. And this year the celebrations to make a successful return to face-to-face meetings with colleagues and friends were held in the beautiful surrounds of the Yacht Club de Monaco. Designed by Lord Foster to resemble a liner docked at the Quai Louis II, the Clubhouse provided the perfect venue in which to set sail for a brighter future.





INFORMAL DINNER





NEWSLETTERS OF THE WEEK







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Julius Bär



RICHARD MILLE

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