



## FIA DRIVER CATEGORISATION REGULATIONS

### 1 GENERAL PRINCIPLES

The FIA Driver Categorisations are determined by the decisions taken by the FIA Driver Categorisation Committee members. The Committee consists of representatives of the main series that use the Categorisations, who are advised by members of the FIA Drivers' Commission and assisted by the FIA Administration.

The FIA Driver Categorisation is the basis for all FIA Championships that use a driver categorisation system, and can be adopted by any series. A national series may use the FIA Driver Categorisation system.

- 1.1 The "bronze", "silver", "gold" and "platinum" designations are "FIA copyright". If a championship does not use the FIA Driver Categorisation, it cannot use these designations to describe the categorisation of drivers.
- 1.2 Any series that will be using the FIA Driver Categorisation must include in its regulations a provision specifying that it will refer to this categorisation system.
- 1.3 All International series shall declare their use of the FIA Driver Categorisation system when registering their Series with the FIA. They must declare the name and contact details of their Timekeepers and authorise the FIA to obtain any data required for analysis.
- 1.4 The car manufacturer or brand may be required to supply a provisional list of contracted drivers (including customer teams that use a model produced by the car manufacturer or brand) by 15 September of any given calendar year and a final list by 31 December at the latest.
- 1.5 Any other series shall make an official statement to the FIA Driver Categorisation Committee to confirm that they will be using the FIA Driver Categorisation system. They should provide the contact information of a person who will be able to provide good advice about the series, the races and the drivers taking part. The contact details of this person should be sent by email to [driverscategorisation@fia.com](mailto:driverscategorisation@fia.com).
- 1.6 All series using this system will be requested to submit standardised data after each race and download it to the platform FIA Box, accessible via the FIA website. For credentials please contact the FIA administration at the email address [driverscategorisation@fia.com](mailto:driverscategorisation@fia.com).
- 1.7 If a series uses the FIA system it may not use a second categorisation system, except as described in 1.12 below.

- 1.8 The initial categorisation is based on the driver's age and career record, which may be adjusted in subsequent seasons according to the recorded race pace and results of the series that are using the categorisation system.
- 1.9 No driver may be categorised before he or she reaches his or her sixteenth birthday. Any requests for categorisation received 3 months before a driver is aged 16 will be valid only from his or her sixteenth birthday.
- 1.10 Any driver requesting a categorisation must specify in which series he or she plans to take part.
- 1.11 The list of competitors allowed to take part in any competition will indicate the category attributed to each driver.
- 1.12 Any series may retain the right to adjust the categorisation to the specific nature of that series. The conditions and regulations governing this should be specified in the sporting regulations of the series in question.
- 1.13 Any driver who is given a temporary categorisation exemption will be indicated on the entry list with an asterisk or other marking.
- 1.14 Drivers who have not been categorised will not be allowed to take part in any competition which depends on driver categorisation, with the exception of temporary categorisations in accordance with Article 5.
- 1.15 By requesting a categorisation, the driver agrees to be subject to the jurisdiction of the internal judicial and disciplinary bodies of the FIA.
- 1.16 It is noted that although the driver categorisation may be used to restrict a competition to certain categories of drivers, the presence or absence of a driver on the list should not be used to otherwise penalize competitors.

## **2 INITIAL CATEGORISATION REQUESTS**

- 2.1 New requests can be made at any point in the year.
- 2.2 Drivers wishing to compete in Competitions using the FIA categorisation system must complete an online application, truthfully and comprehensively: <https://driverscategorisation.fia.com>.  
**Drivers are responsible for any request made in their name.**
- 2.3 The fees for initial categorisation, in the amount of €150, must be sent to the FIA administration. The decision will be given within 15 days of the application being completed.
- 2.4 The fee for drivers requesting an emergency initial categorisation, and needing a reply within seven days, will be €350.

- 2.5 Decisions by the FIA Categorisation Committee may be reviewed at the request of the driver alone, using his or her unique (or “own”) email address, within seven days of the publication of the Categorisation Committee’s decision, and at a cost of €250, backed up by all the necessary proof and documents. Without proof (notably data-based analysis), the request will not be examined.
- 2.6 Only one request for review of the decision on categorisation will be accepted. Once the seven-day period has passed, the categorisation cannot be reassessed except in accordance with Article 3.
- 2.7 A review has no suspensive effect on the execution of the initial categorisation decision.
- 2.8 The decisions taken by the FIA Categorisation Committee following a review cannot be appealed.
- 2.9 Exceptional cases will be handled by the Committee during the season, at the Committee’s sole discretion.
- 2.10 All initial categorisations will be indicated on the public list and reassessed the following year.

### **3 ANNUAL REVISION OF CATEGORISATIONS**

- 3.1 Drivers who are on the current categorisation list may request a revision at any point during the season but by **31 August** at the latest, for consideration for the following calendar year.
- 3.2 The Organisers of any Series using the FIA Driver Categorisation system must submit a list of drivers they wish to be considered for an upgrade along with all relevant data by **31 August**. The Committee reserves the right to add any Driver to the review list until the final list is published.
- 3.3 Any recategorisation by the Committee on the basis of data received will be published by **20 October** at the latest.
- 3.4 Drivers whose category has been changed or whose request for revision has not been accepted may challenge this decision within seven days of the list’s publication on the FIA website, at a cost of €250. Any such challenge must include new data or information in order to be considered. No requests for review from any other driver will be accepted. Articles 2.7 and 2.8 will apply regarding the outcome of any such challenge.
- 3.5 Downgrades due to age (after 55 and 60 and 65 years of age) will be free of charge and no request for revision needs to be entered for these cases. Nevertheless, a downgrade may be overruled by the FIA Categorisation Committee at its sole discretion.
- 3.6 The FIA Driver Categorisation’s public list will be considered definitive on **1<sup>st</sup> November**, except for new categorisation requests and relevant cases outlined in Article 9. The categorisations on this list will be final.

- 3.7 The dates stated in this article are given as a reference. Any changes or delays may be communicated via a Bulletin. The Committee may review a limited number of cases, at its sole discretion.

#### **4 ANNUAL REVISION OF CATEGORISATIONS FOR SERIES SPANNING ACROSS TWO YEARS**

- 4.1 Any Championships or Series that use the Driver Categorisation system but have a season spanning across two calendar years, or those that take place after the Annual Revision of Categorisation Meeting, must specify in their sporting regulations how they will handle the categorisation of their drivers.

#### **5 TEMPORARY CATEGORISATIONS**

- 5.1 The Panel of Stewards of any Series, or an equivalent body for National Series, may temporarily categorise drivers up until the end of the administrative checks. This temporary categorisation must strictly follow the criterion set in these regulations. For the avoidance of doubt, drivers who have not reached their 16<sup>th</sup> birthday may not be categorized by the Stewards. A fee must be charged for this, the amount of which will depend on the Series concerned but which should not be lower than the standard FIA categorisation fee.
- 5.2 Any such temporary categorisations will not constitute an FIA categorisation. Temporarily categorised drivers must undertake the steps described in Article 2 without delay and specify in their request that they have been temporarily categorised.
- 5.3 The Organiser of each Series is requested to inform the Driver Categorisation Committee of any such temporary categorisations by emailing [driverscategorisation@fia.com](mailto:driverscategorisation@fia.com).

#### **6 DRIVER EVALUATION PROCEDURE**

- 6.1 Drivers will be evaluated initially on their record of achievements (age + career record), then on their overall performance during races (measured as per Article 6.4 and according to the criteria listed under Article 8).
- 6.2 After a driver has received an initial categorisation, this may be adjusted according to their monitored race pace after their first season in a monitored series, with the exception of drivers under the age of 27 who will remain Silver as a minimum.
- 6.3 Driver evaluation will be conducted according to the following guidelines, and drivers are encouraged to use them in their data submissions:
- 6.3.1 Upgrade: a driver as fast or faster than the average performance of drivers of the higher categorisation, in 30% or more of the races of each series in which they compete of a given season, may be considered for upgrade.

- 6.3.2 Downgrade: a driver as slow or slower than the average performance of drivers of the ~~upper~~ **lower** categorisation, in 30% or more of the races of three or more successive seasons, may be considered for downgrade. Silver drivers cannot be eligible for downgrade before the age of 27.
- 6.3.3 The average performance will be determined using lap time averages, but other criteria such as long-run performance or driver consistency may be considered.
- 6.3.4 In most instances, seasons will only be considered when a driver has competed in at least 75% of the races of the series and/or championship.
- 6.4 Average calculations are performed based on the lap times set by each driver during the races which have taken place during a season. For races up to two hours, the ten fastest laps are used. For races over two hours in duration, it is recommended to use 20 laps, where possible. Irrelevant laps will be discarded.
- 6.5 There may be a recategorisation of a driver if his or her time does not correspond to the expected time range of his or her category. This recategorisation can only happen between seasons, in accordance with Article 3.

## **7 DATA COLLECTION AND SUBMISSION**

- 7.1 Each Series using the Categorisation system must provide the following information by the end of the season. Tier 1, 2 and 3 Series (in accordance with Article 8) will be required to provide the FIA with their season driver classifications following the last event of their season that is held by the second weekend of October.
- 7.2 For each race, the Organisers, or their Timekeepers, are requested to fill in the appended FIA timing submission template in accordance with Article 6.4. The class, car number, Team name and car type should also be included. The document must include the Series Name, Race Name, Circuit and Weather Conditions.
- 7.3 Organisers must also note any significant information related to the race (for example, a long safety car period or serious weather problems, mainly in sprint races, which could affect the calculations, or anything that changes the results, such as success ballast) and provide pdf versions of the race and qualifying results.
- 7.4 Drivers submitting data for consideration by the Committee should present information in manner complying with Article 7.2 and 7.3 as a minimum. The name of the applicant driver and his or her categorisation should appear clearly, as well as those of competing drivers. Qualifying and Free Practice (or private testing laps) will not be considered. The submission of compiled standard timing analysis, displaying performance over the course of one or more seasons, is strongly recommended.
- 7.5 The information above must be supplied to the following email address : [driverscategorisation@fia.com](mailto:driverscategorisation@fia.com).

## **8 DEFINITIONS OF THE CATEGORISATIONS**

8.1 A driver's initial categorisation is established primarily based on his or her record of achievements (age and career record) as listed below.

### **8.2 PLATINUM**

**Definition:**

- Current or past Super Licence holder, practice licences included
- Performances and achievements are at the Platinum driver level
- Professional driver

**Career:**

- Top 5 finisher of a Tier 1 Series, and/or
- Comparable level of performance to Platinum drivers, and/or
- Any additional criteria deemed worthy of consideration by the Committee

### **8.3 GOLD**

**Definition:**

- Main professional activity based around driving in motor sport
- Participation in high-level karting for three or more seasons
- Participation in significant single-seater competitions for more than two seasons with at least one podium
- The driver's motor sport career (karting or cars) began before the age of 20 with at least five full seasons of results.

**Career:**

- Top 3 finisher of a Tier 2 Series
- Winner of a Tier 3 Series (overall or category in multi-class racing), and/or
- Comparable level of performance to Gold drivers, and/or
- Any additional criteria deemed worthy of consideration by the Committee

It is understood that for Tier 3 series, the level of the series (in accordance with article 10.13) will be taken into account and only major or significant Tier 3 series will be taken into account.

### **8.4 SILVER**

**Definition:**

- A driver under 30 even in their first year with a licence
- A driver under 30 with no significant single-seater or karting experience
- A driver deriving an income from motor sport related activities
- A driver over 30 who began their motor sport career in their 20s or earlier

**Career:**

- Comparable level of performance to Silver drivers, and/or
- Any further criteria deemed worthy of consideration by the Committee

### **8.5 BRONZE**

**Definition:**

- A driver who obtained their first licence after the age of 30.

**Career:**

- Comparable level of performance to Bronze drivers, and/or
- Any further criteria deemed worthy of consideration by the Committee

Tier 1	Tier 2	Tier 3
Including but not limited to: <ul style="list-style-type: none"> <li>- V8 Supercars</li> <li>- FIA Formula 2 and GP2</li> <li>- FIA International F3000</li> <li>- Any FIA World Championship</li> <li>- FIA WTCC, WTCR</li> <li>- FIA Formula E (prior to accession to World Championship status)</li> <li>- Indycar</li> <li>- Super Formula</li> </ul>	Including but not limited to: <ul style="list-style-type: none"> <li>- Porsche Supercup</li> <li>- NASCAR (Cup)</li> <li>- International single-seater series such as Formula Renault V6</li> <li>- Formula 3, GP3 and equivalent series</li> <li>- Any FIA World Cup, with the exception of the FIA Nations Cup and the FIA Motorsport Games</li> <li>- DTM</li> <li>- Super GT</li> </ul>	Including but not limited to: <ul style="list-style-type: none"> <li>- Regional and National Touring Car Championships</li> <li>- Porsche Carrera Cup (Regional and National)</li> <li>- Formula 4</li> <li>- Regional or national LMP3 series</li> <li>- Regional or national GT Series</li> <li>- Nascar (Xfinity and Trucks)</li> <li>- FIA European Hill Climb Championship</li> <li>- International and European Karting Championships</li> </ul>

**9 ONGOING CATEGORISATION**

9.1 Continuing categorisation is determined through the assessment of his or her average times during the races and also on his or her standing within the criteria listed below. The absence of lap times (non-participation) does not demonstrate declining performance.

9.2 Drivers who have been categorised in accordance with Article 8 but who do not compete regularly in a monitored series can be upgraded based on the initial categorisation criteria should they compete in a Series listed in Tiers 1, 2 or 3, or equivalent Series or Championships.

9.3 Based on the analysis of data from the monitored series using the Driver Categorisation system, drivers may be upgraded or downgraded. The criteria below may also be taken into account.

**9.4 PLATINUM**

The following career achievements of categorised drivers in monitored Series would result in an upgrade to Platinum :

- Finishing on the podium in a Pro category in a major endurance race (24 Hours of Le Mans, 24 Hours of Daytona (Dpi/GTP), 24 Hours of Spa, Nürburgring 24 Hours)
- Winning the FIA World Endurance Championship in the LMP1/Hybrid or Hypercar, or LM GTE Pro categories
- Winning the IMSA Championship in the DPi/GTP category
- Winning the Fanatec GT World Challenge Europe, Asia and America and Pro category in a major endurance race

*(non-exhaustive list)*

## **9.5 GOLD**

The following career achievements of categorised drivers in monitored Series would result in an upgrade to Gold:

- Achieving relevant race results in LMP2, LMP3, LMGTE Am / LMGT3 (including ELMS) and GT3 (in the Asian Le Mans Series and Le Mans Cup)
- Winning in ADAC GT Master

## **9.6 SILVER and BRONZE**

Upgrades and downgrades between the Bronze and Silver categories will be primarily evaluated on the basis of quantitative data supplied by the drivers and Organisers. Additionally, qualitative data (i.e. career record in a non-monitored Series, achievement in other disciplines of motor racing or professional sports, occupation of the driver) may be considered.

9.7 Exceptional cases in relation to Articles 9.4, 9.5 and 9.6 will be handled by the Committee.

## **10 CATEGORISATION GENERAL RULES**

The following apply to all categories:

- 10.1** A driver's categorisation will not be adjusted during the current season due to a change in circumstances as listed in Article 8 and 9. This does not apply to nominations from Manufacturers as works drivers (see Appendix 1) if such nomination would change the driver's categorisation. Corrections to a categorisation due to errors, and omissions (including those from the Committee, at its sole discretion) or due to information allegedly being deliberately withheld by the driver, its employer or those legally entitled to represent them, may take place be carried out at any time. A driver's categorisation may be altered or withdrawn if false information has been given to the Committee (who may request extra information from a driver at any time) or if relevant information has been omitted from his or her initial request. This alteration or withdrawal can be applied retroactively.
- 10.2** Silver drivers with no significant results will not be automatically downgraded to Bronze upon reaching the age of 30. A request must be made in accordance with Article 3 above, including data as listed in Article 6.3, and will be subject to the decision of the Committee.

- 10.3** Age downgrades are given compared to the potential highest categorisation a driver has or would have held, based on his or her career as a whole. Furthermore, they remain subject to approval from the Driver Categorisation Committee, who will provide on request a written explanation in case of refusal.
- 10.4** Except for the cases listed below, the driver categorisation of a driver over 55 will be reduced by one grade for the season following his or her 55<sup>th</sup> birthday. Age downgrades will start after the age of 55.
- 10.5** Except for the cases listed below, the driver categorisation of a driver over 60 will be reduced by an additional grade for the season following his or her 60<sup>th</sup> birthday.
- 10.6** Except for the cases listed below, a driver over 65 will be categorised Bronze for the season following his or her 65<sup>th</sup> birthday.
- 10.7** Any driver who has been downgraded in the 3-year period before his or her 55<sup>th</sup>, 60<sup>th</sup> or 65<sup>th</sup> birthday will not be downgraded again on reaching that birthday.
- 10.8** A driver will not be downgraded for any reason (including age) at the end of a year in which he or she has won a category of a series or championship listed in the definitions in sections 8 and 9 above.
- 10.9** A driver aged between 30 and 40 who has been out of racing for at least ten years (no more than one race / race meeting per year) may, subject to the approval of the Committee, return to racing one grade lower than the grade indicated by his or her career record, to be reviewed after one year in accordance with Article 10.14 below.
- 10.10** A driver aged over 40 who has been out of racing for at least five years (no more than one race / race meeting per year) may, subject to the approval of the Committee, return to racing one grade lower than the grade indicated by his or her career record, to be reviewed after one year in accordance with Article 10.14 below.
- 10.11** It is not possible to cumulate downgrades of categories due to age and due to absence from racing for at least five years (e.g. a driver aged 55 who has been away for more than 5 years will go down only one grade).
- 10.12** Results from series or races contested over 10 years ago, combined with recent proof of lap times, may be excluded from examination on decision of the Committee.
- 10.13** The Committee may decide to disregard any series mentioned under the criteria for any category should the level or number of participants of a specific season be considered to be unrepresentative. In particular, the Committee will decide on whether to include a particular Series in Tier 2 or Tier 3.

**10.14** Drivers returning from significant injury or illness and with written medical proof may, subject to the approval of the Committee, return to racing one grade lower than their grade before the accident or illness, to be reviewed after one year in accordance with Article 10.14 below.

**10.15** Downgrades which are granted in the following cases:

- drivers between the ages of 27 and 30 requesting Bronze
- drivers returning after time away from racing
- drivers returning after accident or illness

will be indicated as Provisional on the Driver Categorisation public list. All drivers benefiting from such a downgrade will be reviewed at the end of the next season in which they participate and will either have their new categorisation confirmed or will revert to their previous grade.

Furthermore, the Committee may decide to indicate certain drivers, whose category is considered as being borderline, as Provisional on the Driver Categorisation Public List. Any such drivers are notified that their case will be re-examined at the end of the next season, at which time they may be upgraded.

**10.16** Special cases will be examined at the Committee's discretion, including when such cases arise outside the time periods specified in these Regulations.

## **11 REMOVAL FROM THE CATEGORISATION LIST**

**11.1** Any driver may request to be removed from the categorisation list at any time. This must be made in writing to the Administrator by email on [driverscategorisation@fia.com](mailto:driverscategorisation@fia.com).

**11.2** After removal from the list, a period of two years must elapse before the driver can request to be recategorized. **In this case, its categorisation would be the same as when the driver asked to be removed unless the age or other criteria as set in these regulations apply.**

**11.3** The Committee may periodically undertake the task of contacting all persons on the list. Should they no longer be driving or intend to drive in the future, their names may be removed.

## **APPENDIX 1 - FIA DRIVER CATEGORISATION COMMITTEE COMPOSITION**

The Categorisation Committee is composed of members from the following entities :

President : FIA

Members : Representatives from ACO  
Representatives from SRO  
Representatives from IMSA  
2 members of the FIA Driver's Committee  
Regional specialists (Japan, Australia, South America...)

Administration : 2 administrative supports from the FIA (No voting rights)