



PASAY CITY
4-6 JUNE

POST EVENT BROCHURE



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INTRODUCTION



The 6th FIA Sport Conference was held from 4 to 6 June, for the first time in Asia, in Manila, the Philippines. Because the Asia-Pacific region is home to many motor sport enthusiasts, hosts FIA events at all levels up to Formula One and has a booming motor sport industry, it has proven to be an ideal location for this event and the FIA Sport Regional Congress Asia Pacific.

The main theme of the 2018 Sport Conference, “Empowering the future: unlocking motor sport’s potential”, was discussed on stage by illustrious speakers: motor sport industry representatives, drivers, promoters, circuit designer, IOC members, FIA Directors and FIA Commissions Presidents.

This post-event brochure summarizes the sessions, the productive workshops and gives an overview of the motor sport activities and social events organised in Manila and we hope that this document will provide all participants with further takeaways from their week in the Philippines.

HIGHLIGHTS



Discover the highlight video of the 2018 FIA Sport Conference.

KEY FACTS

200
DELEGATES



93
COUNTRIES

29
EXHIBITORS



5 

WORKSHOPS



22
SPEAKERS



3 HOURS
OF MOTORSPORT
ACTIVITIES



FIA
SPORT
CONFERENCE
2018



MONDAY 4 JUNE

OPENING CEREMONY Welcome to the 2018 FIA Sport Conference

PLENARY 1 Creating a motor sport culture

INAUGURATION AND VISIT OF THE FIA SPORT MOTOREX

MABUHAY WELCOME COCKTAIL

OPENING CEREMONY

THE FIA'S SIXTH ANNUAL SPORT CONFERENCE WAS OFFICIALLY OPENED BY FIA PRESIDENT JEAN TODT IN MANILA, THE CAPITAL OF THE PHILIPPINES, UNDER THE THEME OF "EMPOWERING THE FUTURE: UNLOCKING MOTOR SPORT'S POTENTIAL".



SPEAKERS

Hon. Emy Calixto, Congresswoman, Pasay City

Augusto C. Lagman, Automobile Association Philippines President

Hon. Cynthia Lazo, Department of Tourism, National Capital Region Director

Jean Todt, FIA President

Graham Stoker, Deputy President for Sport, FIA

MASTER OF CEREMONY

James Allen, Journalist and Motor Sport expert

Home to some of the most passionate motor sport fans in the world, a host of FIA events from grassroots through to the pinnacle in Formula One, and a rapidly growing motor sport industry, Asia Pacific is the ideal region to conduct such a forward-looking event.

Graham Stoker, FIA Deputy President for Sport, began by highlighting the progress made across the previous five Sport Conferences, as well as the challenges that lay ahead for the sport, before conference delegates heard sincere welcomes from Cynthia Lazo, National Capital Region Director in the Department of Tourism, the Honourable Emy Calixto, Congresswoman, Pasay City, and Augusto Lagman, President of the Automobile Association Philippines (AAP).

In his opening address, Mr Todt touched on a variety of major topics affecting the future of motor sport, and the

efforts required to ensure its long-term success.

"Providing as many people as possible with access to motor sport is one of the main priorities for the FIA and its clubs worldwide," said the FIA President.

"One of the key challenges is how to engage with younger generations and inspire them to get involved in our sport, both as fans and competitors."

Mr Todt directed the FIA clubs to pay special attention to the development of Karting and the potential of e-Karting.

"It is essential that you [the attending FIA delegates] are able to organise karting events in this region... e-Karting represents not only a new opportunity in terms of motor sport development, it also demonstrates that the world is changing, and that we need to be a change-leader!

"The FIA will participate to the Youth Olympic Games in Buenos Aires with a Road and Safety educational programme and will offer an e-karting experience to all."



The President stressed that the FIA's focus on the development of grassroots motor sport was not only restricted to circuit racing, but also in the rally and off-road disciplines and the development of the FIA's Cross Car project, as well as in eSports through the FIA-certified Gran Turismo Online Championship.

Mr Todt then provided the FIA's delegates from around the world with a health-check on the Federation's major championships.

"It is a great pleasure to have Chase Carey, CEO of Formula One Group with us. The FIA and Formula One work together in achieving the same strategic goals, for more spectacle and competition between teams, better safety and more technological innovation.

"For the continued health of the sport we are discussing governance, cost management and technical simplification. To this end, we are conducting an in-depth dialogue with the teams and Power Unit suppliers already involved and potentially interested in joining F1.

"After officially revealing the new FIA Formula E Gen-2 car during the Geneva Motor Show, the next Formula E season will see cars with double the battery life, technological advancement that will ultimately benefit all motorists.



"The FIA World Endurance Championship will see new regulations for 2020 that will soon be announced, thanks to a joint effort by the FIA and the Promoter – and we look forward to seeing the championship going from strength-to-strength.

"The new World Touring Car Cup is working very well – with 26 cars on the grid and exciting racing. At the same time we continue to work towards the development of a sustainable World Touring Car Championship for the future.

"We celebrate the success of the World Rally Championship,

and we look forward to an evolution in World Rallycross towards electric technology in 2020."

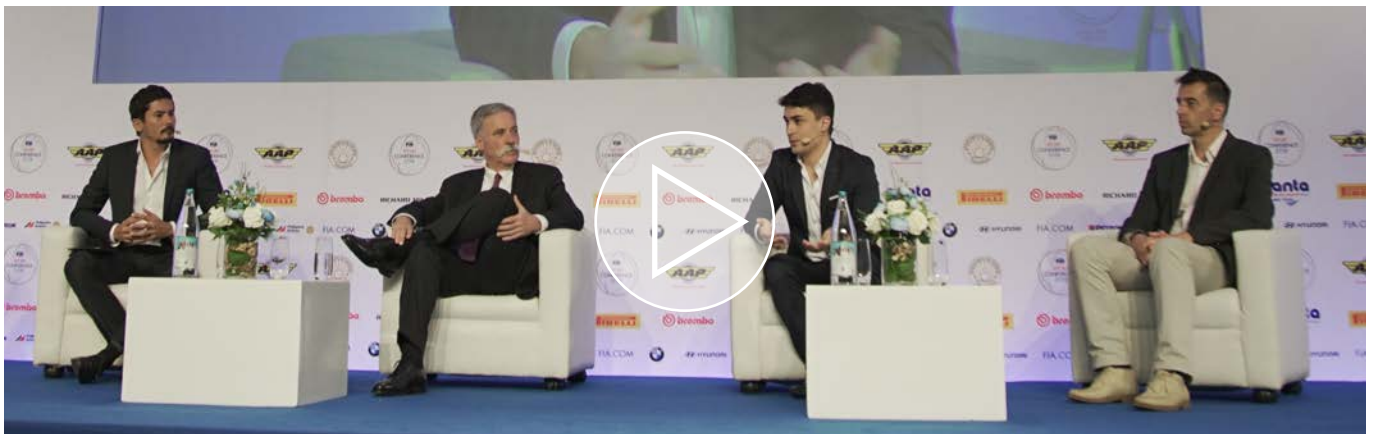
Mr Todt urged the delegates to be resolute in striving for the advancement and growth of sustainable motor sport, before declaring the sixth FIA Sport Conference open.



PLENARY 1

CREATING A MOTOR SPORT CULTURE

THE FIA SPORT CONFERENCE 2018 GOT UNDERWAY WITH THE FIRST PLENARY SESSION COVERING THE CREATION OF MOTOR SPORT CULTURE – WITH SPECIAL EMPHASIS ON THE ASIAN REGION AND DEVELOPING MOTOR SPORT COUNTRIES.



SPEAKERS

Chase Carey, CEO, Formula One Group

Davide de Gobbi, Promoter FIA F3 Asia Championship certified by FIA

Armando Eduque, Motorsports Committee Chairman, Automobile Association Philippines

Kenneth Ng, Honk Kong Automobile Association President

Marlon Stöckinger, Filipino racing driver TV commentator

Alex Yoong, Malaysian racing driver and TV commentator

MASTERS OF CEREMONY

James Allen, Journalist and Motor Sport expert

Paula Malai Ali, TV presenter and Motor Sport expert

“I think the engagement is growing – people are starting to understand what the sport is. In terms of Formula One, accessibility has been really great... Recently platforms like YouTube and Instagram are being utilised – speaking as a millennial that’s one of the areas to target to really bring the younger generation into the sport... In terms of social media interaction and use, the Philippines is one of the biggest in the world. Having access to that, for a lot of Filipinos, has already started to engage a lot of us in the sport.”

F3 Asia Promoter, Davide de Gobbi, explained why Asia is an ideal market to launch one of the first of the FIA’s new Regional Formula 3 Championships for young drivers, which will begin in July and race across Malaysia and China.

“This opportunity to bring Formula 3 to Asia is a big challenge,” said Mr de Gobbi. “Of course it’s a new series, it’s also a big responsibility to kick off this new generation of regional Formula 3 cars. We think there is something missing, and we want to do a new platform for young drivers to the same level of competition as they have in Europe.”

Much of the discussion focused on motor sport cultures in South East Asia, Marlon Stöckinger beginning by outlining some of the history of Filipino motor sport and how it has developed.

“The Philippines has always had a history – we’ve had Jovy Marcelo winning championships before in America, the Atlantic Championship, racing in Indy... We had Arsenio Laurel win Macau twice, myself winning in Monaco [in GP3]. We were able to do also demonstrations with the Lotus Formula One car driving around the streets here.



"We have done a good job in creating a very interesting platform. We've worked really hard to have a proper budget that is attracting local drivers as well as European drivers... But it means that the new concept of regional Formula 3 within the single-seater pyramid, developed by the FIA, is working."

When asked how motor sport can ensure that the very best drivers make it to Formula One, ex-F1 driver Yoong pointed out that that may not be the simplest question...

"Do you want the best Asian drivers to get to the top of the sport? Or do you want to help Asian motor sport? Because those are two very different things," he explained. "At the moment, if you want the best drivers to get to the top of the sport, you take young Asian drivers and you send them to Europe when they are nine or ten years old, and you leave them there with their families, because you have to grow up in that culture, amongst that level of competition."

"Eventually Formula 3 and Formula 4, hopefully in the future, will be strong enough in Asia that drivers can stay here and learn the right foundation so that when they do go to Europe they can be competitive straight away... If you improve local motor sport you have more kids coming through."

This was something Stöckinger agreed with...

"In my case I started racing in go-karts here at eight or nine years old, and to pursue the sport further, it was a choice either to continue racing in Asia, or if I wanted to achieve my dreams of trying to make it to Formula One and become a professional racing driver I had to leave," said the former GP3 race winner.

"So I left when I was 16, to the United Kingdom, totally changed my life, left my family, friends, and even though they speak English, it was a total culture shock for myself adjusting to the European way of life and motor sport there... A lot of us that did make it that far did just because of the competitiveness of karting in the region – the grassroots levels had a huge number of drivers to test our skills against each other. If you have strong series locally, regionally, then there's no doubt that you'll have drivers that come up to the surface and make it."

Alex Yoong then pointed out that the success of motor sport is not solely dependent on drivers, but also on growing its fanbase.

"It's not just drivers, we need more spectators, we need more people that love the sport," said Malaysia's only F1 driver. "In Europe, you have middle class kids that can afford to go to Formula Ford or Caterhams... that's not



available to us in Asia – we need more avenues for people to be able to touch the sport and to get more spectators.

"If they can see it and touch it they will fall in love with it..." he added.

The CEO of the pinnacle of global motor sport, Chase Carey, stressed that while a healthy Formula One is important, it could only benefit from a healthy sport as a whole.

"It's about developing a sport at a grassroots level," said Mr Carey. "at the end of the day for Formula One, we want the 20 best drivers in the world, but we also want drivers from around the world to have the opportunity to get involved through grassroots efforts."

"I think again, it is about spectators having visibility – there are sports that are not going to have as much participation. Billions play soccer, there are not billions who race. But there is a fascination with it, people love the sport in a lot of different ways and are engaged in a lot of different ways."

Marlon Stöckinger then gave an example of how technology has benefited the access to motor sport at the lower levels.

"I was lucky enough to mentor the GT Academy in the Philippines. Over the course of the week with the Academy we had about 10,000 applicants who trialled to become a racing driver – and our countryman won, and got the chance to race in the 24 Hours of Dubai in a GT3 car."

"It just goes to show that the stereotype that racing is expensive and it's hard to engage with... it's no longer the case!"



INTERVIEW

CHASE CAREY SHARES F1'S VISION FOR GROWTH

FORMULA ONE GROUP CEO, CHASE CAREY RETURNED TO THE FIA SPORT CONFERENCE FOR THE SECOND TIME. HE GAVE HIS VIEWS ON A VARIETY OF SUBJECTS INCLUDING F1'S PRESENCE IN ASIA, CHANGES SINCE HE BEGAN WITH THE SPORT AT THE START OF 2017, AS WELL AS F1'S PROGRESS TOWARDS NEW REGULATIONS IN 2021.



This is the first time the Sport Conference has visited this region, tell us how Asia fits into your growth strategy...

Obviously Asia is an incredibly important part of the world. For us, we've been here for a while but we think there is a lot of room to grow. There are a lot of fans that we can bring into the sport that haven't really had a chance to engage with it.

You ran a demonstration recently in Vietnam, in Hanoi – is that a country that you think could be interesting for the future of Formula One?

Certainly Vietnam is one of those countries that is continuing to become a bigger and more exciting place – for tourism, business or otherwise. We want to be in what we call destination cities, destination countries – places that can capture the world's imagination, and Vietnam is one of those places.

One of the first things that happened when you began in F1 was establish Formula 2, and now it's been announced that F3 will come into the fold – what does that say about the level of collaboration between the FIA and yourselves?

We actually have a great partnership. We're obviously learning to work together... I think we're finding we very much have a shared vision of where we want to go, and certainly Formula 2 and Formula 3 was part of that. We've talked about the pyramid with Formula One being at the pinnacle, but having more of a structure in place that we can help grow and bring young drivers along, develop drivers in parts of the world like Asia, have a structure that they can move up and have fans be able to follow it so it's not just a development path for drivers, but it's also a path fans can engage with and be excited about where those new young drivers are coming from.



Your team quickly identified China and the US as markets where there was a lot of potential growth – given we’re in this region, how has the approach with China been taking shape?

China and the US are the two biggest economies in the world, and they’re two places where we’ve really just scratched the surface of the potential of the sport. Developing the sport in China is probably a different path to developing it in the US – I think in China we’ll look to have Chinese partners that can help us navigate that market and really work with us as partners in the overall sport. It’s important we figure out how to make sure that we enable fans in China who haven’t had the chance to experience the sport engage with it. Make sure that we engage with all the platforms...

Could you imagine having a second Grand Prix in China?

Sure. Right now, we’re hoping to have a second Grand Prix in the US. I think countries of that size and scale... That’s important. Our focus is that we want to make sure that the events we have, we want to make as strong as they can be – so it is quality over quantity.

You’re pushing very hard on eSports – China’s a country which seems to be taking off in a big way with eSports. Is that another possible avenue to open the country up?

Certainly, the Asian countries in general have shown incredible interest in eSports of all types. In many ways, eSports seem to grow first and foremost in the Asia region, so there’s clearly traction. eSports is important because it’s another great pathway to the younger fans...

We’re six races into the F1 season, with wins evenly spread across the top three teams, is that what you hoped for – and how do you see it playing out from here?

Certainly that’s great – we are excited about the start of the season; we’ve had a more mixed set of results. I think we still would like to continue to improve the competition and the action on the track. We’d love to have an underdog – we had one of the other teams on the podium in Baku and I think, hopefully going forward, you’d like to have those surprises come through.

You’re working very hard on the 2021 regulations behind the scenes with your team, how do you feel the progress is going?

I think we feel good about it. We’ve got a lot of things we’re addressing; cost, revenue, next generation engine, regulations, governance – they’re all part of what we’re addressing for 2021, for the long term strength of the sport, with the goal of making the sport better for fans and healthier for the participants. I think we do have a shared vision of where we want to go to – obviously when you get down to the specifics, every team has their own twist on it... The challenge for us is to find compromises. Usually, as in business, nobody gets everything they want, but everybody gets enough that they feel better off and the sport can be better off.



Asia is an incredibly important part of the world...we’ve been here for a while but we think there is a lot of room to grow

**CHASE CAREY
CEO, FORMULA ONE GROUP**

MOTOREX OPENS ALONGSIDE SPORT CONFERENCE

This year, MotorEx has brought together 29 industry stakeholders and suppliers in a convenient setting for FIA clubs, organisers and promoters looking to explore and discuss the improvement of their motor sport offering, and to see the latest in infrastructure and equipment innovations.



MABUHAY WELCOME COCKTAIL

Jean Todt, FIA President, and Augusto Lagman, President of AAP welcomed delegates behind the historic walls of Intramuros where they enjoyed a visit to the local museum, as well as musical entertainment in the surroundings of Barbara's Heritage Restaurant.





TUESDAY 5 JUNE

PLENARY 2 Attracting the next generation

INTERACTIVE SESSION Grassroots motor sport development -
Karting, Rally, X-Cross Car and Circuit

MEET THE FIA FAMILY AND WORKSHOPS

MOTOR SPORT ACTIVITIES

PLENARY 2

ATTRACTING THE NEXT GENERATION

THE SECOND PLENARY SESSION OF FIA SPORT CONFERENCE 2018 AGAIN DELVED INTO THE FUTURE OF MOTOR SPORT – THIS TIME THE FOCUS WAS ON WHO WILL BE THE FUTURE PARTICIPANTS AND FANS, AND HOW THEY WILL FIND THE SPORT AND ENGAGE WITH IT.



SPEAKERS

Felipe Massa, Former F1 driver and CIK-FIA President

Rodi Basso, Motorsports Director, McLaren Applied Technologies

Rupert Svendsen-Cook, Founder, Veloce eSports

Milo Rivera, Gymkhana Filipino champion

Mario Almondo, Brembo Performance Group Director

Hermann Tilke, Managing Director and Partner of Tilke GmbH & Co. KG.

MASTERS OF CEREMONY

James Allen, Journalist and Motor Sport expert

Paula Malai Ali, TV presenter and Motor Sport expert

“The time I spent most in my career was finding sponsors – it was the thing I was speaking about most every day, because I didn’t have the money to race. All I spoke about every day was finding sponsors to race – with the mentality that my dream was to arrive in Formula One.

“Definitely, finding the budget to race is quite difficult and quite expensive... But I think your talent is more important than anything. I think it is not only now that it is difficult – it’s been like that for a long time. It was always difficult though – and it is in many sports – to achieve the best.”

The Founder of the Veloce eSports team, Rupert Svendsen-Cook, explained why he feels eSports is now a realistic option for young people looking for a way into the sport.

Topics ranged from the future of karting, to the role of eSports in grassroots motor sport, the importance of offering a variety of motor sport for people to enjoy, and how technology can play a role in attracting new fans.

New CIK-FIA President and 11-time F1 Grand Prix winner Felipe Massa was quizzed about how expensive it is for young drivers to navigate the progression from karting to Formula One, and he referred to his own personal experience.



“The cost barrier to entry at the junior level is the biggest stumbling block to engaging the young people to get involved in the sport,” said the former Formula 3 driver.

“eSports is a very good solution for a lot of the problems. It’s true there’s no better school than karting – I did eight years of karting – it’s great, it taught me everything... It is the ultimate education, but it has a very different price point to other opportunities that can still give you a lot of the tools like eSports.”

Milo Rivera, the Filipino National Slalom Champion was another that grew up racing karts with the ultimate goal of Formula One – but after the step from karting to single-seaters proved a challenge in the Philippines, he opted for a more accessible discipline.

“After karting, I tried to move up the usual ladder with circuit racing, single-seaters,” said Mr Rivera. “But I guess, especially in this part of the world, there’s an ongoing struggle to make your way up, whether it’s financial situations or the actual ladder and considering how far we are from Europe... So I tried to find another way around.

“Through some sort of fate, gymkhana racing entered my life and I became very successful in it. A proper grassroots programme is very important – karting, gymkhana racing, rallycross; all those different types of disciplines which can cater to the general public is something big. With gymkhana, one good thing about it is that instead of having it in race tracks where they’re typically located far from the big cities and populated areas, gymkhana races can be done in parking lots, industrial areas, where people are there – the races can be brought to you.”

Rodi Basso, the Motorsports Director at McLaren Applied Technologies stressed the importance of not only finding new drivers, but of using all the technological tools and information available to attract new fans.

“As an engineer I’m very passionate and interested in motor sport technology – I’m still fascinated by how much technology can change and improve people’s lives,” said the former Formula One engineer.

“This conference is about unlocking the potential of motor sport, and it still has a huge potential – most of it is in data. One of the unique aspects of our sport is the amount of data that we have available – consider that one race weekend generates something like 100 terabytes of data for all the Formula One cars.



“Using the new, big data technologies, we can definitely improve the show, let data tell the story, and attract the new generation which is demanding something different.

“So far, motor sport has been based on two main factors – one is the passion for the car... and the other one that is very important is the satellite TV as the main media to let people passively consume the sport. Today, the young generation is looking for something more immersive – which means, social, accessible, interactive. Social means you need to be able to share it with other peers, friends... Accessible means multi-platform, so you can access it from anywhere with any possible platform. Interactive; you want to build your own content.”

New karting boss talks vision

In his first visit to the FIA Sport Conference, the new CIK-FIA President and Formula One veteran of 15 seasons, Felipe Massa, spoke to delegates about a streamlined discipline in the future.

“I want to try to put all the ASNs together to try to simplify so many different things – now you see so many different categories, so many different engines,” said the Brazilian, who will drive in the next season of the FIA Formula E Championship.

“For example, in a country like Brazil, having the same engines and the same categories as we have here, to prepare the drivers when they come to Europe so they are driving the same engine, and the same material that they are using in the different countries.

“In my view it was always a little bit difficult to understand why you have so many different things in karting.”

CASE STUDY

E-SPORTS: AN ALTERNATIVE START

RUPERT SVENDSEN-COOK IS ONE OF MANY YOUNG PEOPLE WHO GROW UP DREAMING OF FORMULA ONE GLORY – AND HE PURSUED THE DREAM FURTHER THAN MOST, EVENTUALLY BECOMING A RACE-WINNER IN BRITISH FORMULA 3.

Today, he is a founder and owner of the Veloce eSports team. It's something of a change of scenery – but who better to oversee the development of young eSports drivers than someone with real world experience of the motor sport development ladder...

"As of today, eSports is the fastest growing sport in the world," said Mr Svendsen-Cook.

"The participation number globally, right now, is around 200 million people and growing – and the global audience is a quite staggering 380 million and also growing... pretty astonishing numbers..."

Why is eSports so relevant to real world motor sport?

"Racing as an eSport is one of the only ones that is actually comparable and relatable to reality in the sense that you compete with a steering wheel and pedals in both the virtual and real worlds. Whilst, of course, the g-force is different and the sensations...the fundamentals are still the same.

"eSports really has a potential to be the new grassroots. With our eSports drivers, we put them in real scenarios and they pick it up in no time – it's incredible how quickly the

young brains can switch across into real cars. We've even put them back-to-back with some of our real drivers and it's incredible how good they are. I really believe that it can translate across...

"It's the biggest increase in the global driver talent pool in the history of motor sport. If we can find a way to bring the two together, then all of a sudden the sport increases in size dramatically. We're engaging a millennial audience and a fanbase which is crucial to the future of our sport.

"It's very realistic to say that the next generation of drivers will graduate through racing eSports – the opportunities are huge."



BREAKOUT

CIRCUITS FOR EVERYONE

RENOWNED MOTOR SPORT CIRCUIT DESIGNER, HERMANN TILKE, WAS ASKED ON STAGE DURING YESTERDAY'S PLENARY SESSION, WHETHER RACING CIRCUITS HAVE BECOME TOO FORGIVING FOR DRIVERS, ALLOWING THEM TO "GET AWAY WITH" MISTAKES.

His response touched on a key point facing circuit owners and developers regarding business models – one which is rarely raised in discussions in the rarefied air of Formula One.

"The tracks must be safe... We are not building tracks only for the high-level professional drivers, we're also building tracks for any kind of drivers, which means amateur drivers, and other drivers that might just want to drive a high performance car," said Mr Tilke. "More and more, with autonomous driving more people are going to come to tracks to have fun with cars.

"All of these people have to be safe – not only Formula One. The investor of a track wants to use his track for everybody

– not only for Formula One. Also motorcyclists, who need a lot of safety – nobody complains in MotoGP that the track is too safe, and we have really exciting races."



INTERACTIVE SESSION

GRASSROOTS MOTOR SPORT DEVELOPMENT

AFFORDABLE, ACCESSIBLE RACING AND ENGAGING YOUNGER GENERATIONS ARE TWO OF THE FIA'S MAIN DEVELOPMENT PRIORITIES, AND AT THE HEART OF YESTERDAY'S INTERACTIVE SESSION ON 'GRASSROOTS MOTOR SPORT DEVELOPMENT'.

SPEAKERS

Frédéric Bertrand, Director - Circuits Racing Championships department, FIA

Vincent Caro, Head of Department - Historic Motor Sport, Hill Climb & Off Road, FIA

Yves Matton, Director - Rally, FIA

Marek Nawarecki, Manager - Circuits Racing Championships department, FIA

Kay Oberheide, Executive Secretary - CIK

MASTER OF CEREMONY

James Allen, Journalist and Motor Sport expert

The FIA departments responsible for Circuit, Drifting, Rally, Cross Car and Karting used the interactive session to present some category-specific updates and insights on how they have been mapping the pathway for grassroots development.

Fred Bertrand, FIA Director for Circuit Racing Championships, confirmed Formula E's positive trajectory. Social media evaluation demonstrates the strong youth demographic, with engagement among 13-17 year olds increasing by 347% in the past year alone. With a new Gen2 car for Season 5 and its implications for bringing more compelling racing to city streets, plus the arrival of new manufacturers Mercedes and Porsche for 2019, the potential for the championship is clear.

A GT Am event, the Nations Cup, will take the exciting and popular GT3 category and add another level of interest for both drivers and fans, as unlike almost any other motor sport competition, the race will not only be for individual success, but also national pride. Selection of drivers, two of the same nationality per car, will be made by the ASNs, with titles for nations and drivers.

Drifting is crossing borders to gain millions of fans all over the world and is fast becoming the chosen motor sport of the PlayStation generation. Marek Nawarecki, FIA Manager for Circuit Racing Championships, highlighted that drifting is well placed as an ideal entry-level category, with the emergence of the FIA Drifting pyramid offering a clear structure for progression.

Vincent Caro, Head of the FIA Historic, Off-Road and Hill Climb department presented the exciting and affordable Cross Car project that has finally come to fruition, a natural pathway heading to Rally, Autocross and Rallycross, helping to establish these disciplines in countries where they do not currently exist.

Affordability has also been a component in the development of the new rally pyramid, as presented by Yves Matton, FIA Rally Director, which has streamlined and simplified the categories, groups and classes in FIA and national championships.

The session provided a clear demonstration of how hard the FIA is working to develop strategies and programmes that will stand us in good stead as the world evolves.



WORKSHOPS

FOUR WORKSHOP SESSIONS

A - FIA SPORT GRANT PROGRAMME

PRESENTED BY

Kate Robson, Head of Sport Grant Programme and Accreditation
Madeleine Cardenas, Grants and Accreditation Coordinator

Presentation and review of the Sport Grant Programme
 Guidance to ASNs on how to maximise their chances of making a successful application

Practical workshops organised in groups of up to 8 people:

Participants had the choice of four relevant themes: Safety, Motorsport development, Management Structure and Social Responsibility

40 minutes of intense discussions and fruitful intellectual exchanges

Proposed projects after the 40min of exercise:

- One group presented a project concerning the reorganization of Sweden’s sports political landscape;
- A second group had developed a karting grass roots program in China;
- Training program for marshals mainly active in rally sports to improve firefighting and first aid skills

Delegates also had the opportunity to ask specific questions regarding their applications, during the workshops and also at the FIA Sport Grant Programme stand in the lobby.

63 participants from 47 countries



B - FIA SPORT CLUBS – NEW SERVICES AND PROGRAMS

PRESENTED BY

Frédérique Trouvé, Director
Sonia Benaissa, Project Coordinator
Sela Ghebremedhin, Project Coordinator
Guido Gaetani D’aragona, Project Coordinator

Presentation of the new FIA NETWORK and its targets:

Reinforce ASN’s/ACN’s relations
 Develop a solid and extensive global training program
 Optimise the management of the Grant program and strengthen RTP’s – maximize the benefits

Presentation of the Sport Clubs Development Task Force

Target: support the ASNs and ACNs more closely and intensively, with on-site trainings and visits of needed

Sport Club Correspondent

Importance of the Sport Club Correspondent designated per ASN/ACN, important role of networking with the FIA to relay the information

FIA homepage and the FIA Networks platform

Outcomes of the session:

- The participants underlined the importance of the Sport Club Development Task Force: could be very helpful to identify and solve their issues
- The participants discussed the development of a solid and comprehensive worldwide training program, e.g. for stewards. This training program could be organised via a webinar.
- The also pointed out the problems of accessibility to the FIA.com website and asked questions about the FIA networks platform
- Participants were encouraged to send requests and information
- The FIA team underlined that Sport Club correspondents should be aware of their role in order to facilitate communications and exchange of experiences with the FIA

34 participants from 27 countries

WORKSHOPS

MEET THE FIA FAMILY

C - FIA SAFETY EFFORT, ASN REWARD PROGRAMME AND RALLY SAFETY TASK FORCE

PRESENTED BY

Nuno Costa, FIA Head of safety equipment homologation
Stuart Robertson, FIA Head of circuits/rally safety

Structure of the FIA Safety organisation:

FIA Safety department: regulatory body taking care of operations and enforcement
 Global Institute: research body and crash investigations

Focused on the driver's safety equipment:

Presentation of the vehicle safety equipment including different standards
 Presentation of the cockpit safety environment with 360 degree protection for two and single seaters cars

Circuit and Rally Safety:

FIA Circuit Licences grades were presented and approval procedure was explained
 Target: build Grade 1 circuits as from 2018 and cascade down gradually to existing circuits.
 Next step for the volunteers and officials: introduce training on a regional basis
 Next step for the rally safety guidelines: to be updated and published at the end of 2018
 Target: disseminate WRC best practice to regional and national level rallying.

Medical

Updates on anti-doping and medical activities
 Promotion of www.fia.com/racetruer (FIA Race True anti-doping campaign)

FIA Safety Homologation ASN Reward Program

Presentation of the program
 How to apply and fill out the application form

Outcomes of the session:

- A big issue is counterfeited safety equipment, especially counterfeited harnesses and helmets (reported by South Africa and New Zealand)
- Another question coming from Tunisia and South Africa is the track safety in general and how to adapt circuits to higher standards.
- Solution proposed during the workshops: for both issues the FIA is able to offer free safety trainings for the ASNs.

43 participants from 31 countries

D - LEGAL DISCUSSIONS: - COURT OF APPEAL - ZONES

PRESENTED BY

Pierre Ketterer, Head of Regulatory, Governance & Legal Corporate Affairs
Severine Hilweg, Senior Legal Council

Discussion group/Workshop "Review of the jurisdiction of the National Courts of Appeal and of the FIA International Court of Appeal"

Presentation and discussions with regard to the revised division of competences between the FIA International Court of Appeal and the National Courts of Appeal: feedback on the work carried out in 2017 and on the decision of the World Motor Sport Council and General Assembly to amend the International Sporting Code (ISC) and the FIA Judicial and Disciplinary Rules in order to remedy the lack of clarity of the system which was set out in the ISC and the possible inequalities of treatment between national and foreign competitors/drivers.

Discussion group/Workshop "FIA General Prescriptions applicable to Zones"

Presentation and discussions with regard to the new Appendix Z to the FIA International Sporting Code which results from the attachment and update of the Zone Guidelines: feedback on the work carried out in 2017 and on the decision of the World Motor Sport Council to strengthen and give more visibility to the Guidelines adopted in 2005.

63 participants from 47 countries



WORKSHOPS

In parallel to the Stands Meet the FIA Family, four workshops were organised:

- A. FIA Sport Grant Programme
- B. Sport Clubs - New Services & Programmes
- C. FIA safety effort, ASN Reward Programme, Rally Safety Task Force
- D. Legal discussion (Court of Appeal/Zones)



MOTORSPORT ACTIVITIES: X-CAR & DRIFTING

A demonstration featuring Drifting and the new Cross Car for Rally and Rallycross development was held on Tuesday afternoon close to the Conrad Hotel. Both disciplines are great examples of ways to attract new participants to motor sport.



GALA DINNER

Manila Polo Club provided an inspirational setting for last night's Gala Dinner, against the backdrop of 100 years of colonial heritage. Let us join in thanking the AAP for serving up a memorable evening of entertainment infused with the wonderful culture of the Philippines.





WEDNESDAY 6 JUNE

KEYNOTE & INTERACTIVE SESSION

Top helmet standard & safety research programme

PLENARY 3 Safeguarding the sport: empowering the future

CLOSING CEREMONY

WORKSHOP

MOTOR SPORT ACTIVITIES

FIESTA FILIPINA

KEYNOTE & INTERACTIVE SESSION

TOP HELMET STANDARD & SAFETY RESEARCH PROGRAMME

DELEGATES WERE AMONG THE FIRST TO SEE OVER A DECADE OF FIA SAFETY RESEARCH COME TO FRUITION, WITH THE UNVEILING OF THE NEW TOP-END HELMET STANDARD TAKING SAFETY TO ANOTHER LEVEL.



SPEAKERS

Nuno Costa, Head of Safety Homologation, FIA
Shigeki Hayashi, Group Manager, Advanced CAE Div., Toyota Motor Corporation
Peter Wright, President of the Safety Commission, FIA

MASTER OF CEREMONY

James Allen, Journalist and Motor Sport expert

Among those behind the research and tests, Nuno Costa, Head of Safety Homologation, outlined how the toughest helmets in the world just got a whole lot tougher.

The introduction of the new FIA 8860-2018 has been driven by accidents such as that of Felipe Massa at the 2009 Hungarian Grand Prix, where his helmet was struck by a loose spring at 220kph. This is one of the reasons for the most noticeable change - the visor opening being lowered to incorporate increased ballistic protection in the frontal area.

The new ultra protective standard also offers increased energy absorption and an extended area of protection for drivers, and will be mandatory for F1 from 2019, with other championships to follow.

It is just one of many new innovations delivered by the FIA Safety Department, under the stewardship of Peter Wright, President of the FIA Safety Commission, including Additional Frontal Protection ("Halo"), Biometric Gloves, the Belt Tension Device and measures for Cross Country Rally Spinal Injuries.

Completing the panel, Shigeki Hayashi of Toyota Motor Corporation provided a fascinating insight into their joint collaboration with the Global Institute utilising THUMS™, the Total Human Model for Safety. This is a computer model representing actual humans in detail, including the outer shape, bones, muscles, ligaments, tendons, and internal organs, which can be used in automotive crash simulations to identify safety problems and find solutions.

Ahead of revealing the new helmet standard, Peter Wright highlighted the role of the Safety Commission. It works very closely with the other FIA safety related Commissions: the Medical Commission, the Circuits Commission and the Closed Road Commission, and the other sporting Commissions to identify safety threats.

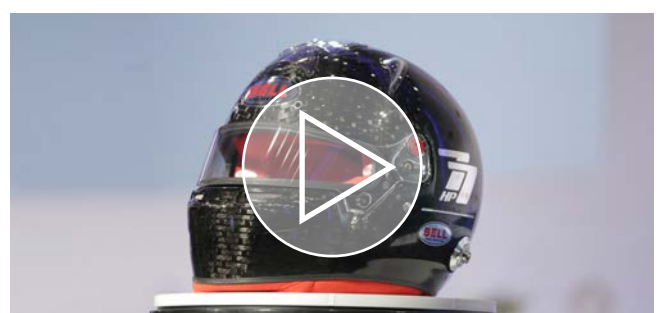
Much of its work is proactive and preventative, examining for example the evolving sporting and technical regulations to identify any unintended consequences.

"Safety is an experimental science, which is then judged by statistics," said the hugely experienced FIA technical adviser. "Motor sport, thank goodness, is very short of statistics... so it's quite difficult to tell whether you've made a net improvement."

One such validation occurred last month, in the Formula 2 race at the Spanish Grand Prix, when an incident between Tadasuke Makino and Nirei Fukuzumi saw the latter's car launch up and on top of Makino.

"The Halo we were very well aware was not going to be popular ... the extraordinary thing was that within three months of its introduction, we have an accident in which the Halo demonstrated the fact that it probably prevented a fatality - certainly a very serious injury. Without it, the rear wheel of the car would probably have struck his helmet."

In this case, the net improvement by the FIA's safety 'standard bearer' is all too apparent.



PLENARY 3

SAFEGUARDING THE SPORT: EMPOWERING THE FUTURE

TECHNOLOGY, ELECTRIFICATION, SUSTAINABILITY AND ACCECIBILITY TO OUR SPORT IN THE FUTURE WERE THE MAIN TOPICS OF THE FINAL PLENARY OF THE FIA SPORT CONFERENCE.

SPEAKERS

Michael Carcamo, Global Motorsports Director, Nissan

Mikaela Cojuangco-Jaworski, IOC Commissions member, former equestrian athlete and Asian Games medallist

Burkhard Goeschel, President, FIA Electric and New Energy Championship Commission

Mehul Kapadia, Managing Director of F1 Business, Tata Communications

Nathalie McGloin, President, FIA Disability and Accessibility Commission

Graham Stoker, Deputy President for Sport, FIA

MASTERS OF CEREMONY

James Allen, Journalist and Motor Sport expert

Paula Malai Ali, TV presentator and Motor Sport expert

One of the main topics of the final plenary session on Wednesday morning focused specifically on technology.

First, Mehul Kapadia, Managing Director of F1 Business, Tata Communications shared some of the thinking behind the shift in the digital and broadcast focus for Formula One – and how that could be applied to a broader range of motor sport.

“The journey of the last six years has been the journey of the digital transformation of Formula One,” said Mr Kapadia. “Preparing the foundation for high-quality transmission



through 4K, ultra-HD, doing things like the live OTT [Over-The-Top]...

“Having this ability to take personalised experiences to different places, is where these OTT platforms can help. The scalability of these is that you can do it on a global level, you can do it at a regional level... You’re really breaking down the barriers of geography by, I don’t want to say by passing the broadcasters, but being able to reach your customers directly.

“While we focus on people who are currently the fans, it’s the next five years that will determine the future of the sport – if you look at that segment they’re all about micro-experiences. They want to “dip in” and “dip out” when they want, they want it on their terms and their time, and that’s where delivering content directly is going to bring in a lot of value.

The plenary session continued with a specific focus on the future of the powertrains that will drive motor sport in the years to come.

Nissan will officially enter the FIA Formula E Championship later this year, and its Global Motorsports Director, Michael Carcamo, spoke about why it is such a good fit for the brand.

“While it seems like we’re putting in a lot of resources today, we’ve actually been doing it for quite a while,” he said. “Nissan has been involved in innovating alternative sources of power for more than 70 years. The first electric vehicle that Nissan produced was in 1947, our first concept vehicle at Tokyo Motor Show was in 1970, and our first mass-produced electric vehicle in 2010 was the Nissan LEAF, which is the best-selling EV in the world.”

The panel then contemplated the industry’s view on the development of full electric technology alongside the production of internal combustion-powered vehicles.

“It’s not about good or bad – it’s not about one dying – it’s really about the change that’s happening,” said Mr Carcamo.

“Transportation mobility is changing, and will continue to change. We have to remember the goal and objective – for us it’s about zero emissions for sustainability and the environment, but also about zero fatalities, because we really shouldn’t accept that any human has to die in an automobile, and we want to be a pioneer.

“We’re really excited to be in Formula E, because for us it’s a natural progression from the road to the track. Just like Formula One or any other kind of motor sport, racing allows high-speed development, it allows cycle times which are just not possible in a normal production environment. We’re not just talking about the actual technology that we see with hardware and software – but also the people, which is also very exciting.”

Burkhard Goeschel, President of the FIA Electric and New Energy Championships Commission, spoke about the applications that the FIA and his commission is focused on developing for electric vehicles.

“We are talking about electrification everywhere... That’s the main development issue for the automotive industry,” said Mr Goeschel.

“For example, Formula E was an outcome of our activities and now we are initiating further steps, like e-Rallycross or e-Karting. We are also building a technology roadmap for the future. In Formula E we have a clear roadmap for how to grow and how to go forward, and which kind of technology to apply in batteries, charging systems, semi-conductors, and everything like that.

“A future issue that we are thinking about is Fuel Cell racing – when should it come, when is it matured enough to go into motor sport...”

“I see an opportunity for long distance racing... If we are stepping over to zero emissions in motor sport, maybe for 24 hours racing or something like that, then a fuel cell, in my opinion, can become interesting. It’s future technology, the industry is working on it, so why not...?”

Mr Carcamo added that Nissan has been working on Fuel Cell technology for around 20 years.

“Change will happen; whether it’s EV, or Fuel Cell, or the next thing. We just need to be prepared to accept that change and keep rolling with it because the passion is the motor sport – what the source is won’t matter as long as it’s fun and exciting.”



BREAKOUT

THIS IS FOR ALL OF US

THE NEW DISABILITY AND ACCESSIBILITY COMMISSION TOOK CENTRE STAGE ON WEDNESDAY. IT'S PRESIDENT, NATHALIE MCGLOIN, SPOKE ABOUT ITS ROLE, WHILE FIA DEPUTY PRESIDENT FOR SPORT, GRAHAM STOKER, SPOKE ON WHY ACCESSIBILITY FOR PEOPLE WITH DISABILITIES MAKES SENSE.

"Cars are naturally accessible to people with disabilities because of the way the controls can be adapted," said Ms McGloin. "It's really important that the ASNs promote and facilitate disabled drivers by putting in place a licencing process to make sure that there is a safe and fair way of assessing whether people with disabilities are eligible for motor sport."

Mr Stoker pointed out that motor sport is an inherently inclusive sport, regardless of gender, race, and largely, disability.

"I think the really interesting thing is how uniquely we're placed – able-bodied, disabled; we haven't got a sport that's divided between men and women... You put that all together with our global reach; it's a real opportunity to get involved in changing society for the better."

Ms McGloin outlined her vision for the new commission.

"We need to start promoting motor sport to people who are born with disabilities. I'm looking at the inspiration of the 'Girls on Track' initiative and how something like that could be used to try and promote motor sport to everyone with disabilities – and make sure that people realise that this is for all of us."



INTERVIEW

MICHAEL CARCAMO, GLOBAL MOTORSPORTS DIRECTOR, NISSAN



You're in a global alliance with Renault, so the strategy now is Renault for Formula One, Nissan for Formula E?

Actually we're an alliance of three, with Mitsubishi as well, as of this year. For each of the brands, it's important to have their own DNA – for Renault, it was obvious with Formula One, and for Nissan it's really obvious for EVs.

You also have a heavy presence in GT racing around the world – how does that and Formula E work in tandem?

We've had a long history in GT racing; Super GT in Japan, and that's really allowed us to push the cutting edge of that technology – that's also transformed into customer racing programmes in GT3 around the world and also our IMSA DPi programme in the US. I think that has a long life to live... Formula E's still fairly new – we don't know yet where that might take us.

We've heard a lot about eSports and the virtual world – Nissan has been involved with the GT Academy, which has been an interesting programme that has bridged the two worlds. What's your overview of that?

We started that programme ten years ago – before eSports was even a thing. It was really an avenue for expanding the possibilities; giving the opportunity to see if it was even possible! To be honest, when we started, no one believed it was possible. Today we can see the results – Jann Mardenborough in Super GT, Mitsunori Takaboshi who recently ran in the Formula E rookie test... It's amazing what these kids can do.

CLOSING CEREMONY

THE FIA PRESIDENT CLOSED THE SIXTH FIA SPORT CONFERENCE IN MANILA BY SENDING A MESSAGE OF UNITY, AND URGING THE FIA FAMILY TO WORK TOGETHER FOR THE GOOD OF THE SPORT AND THE FEDERATION.



values – without strong values, we cannot have a strong organisation.

“Fresh blood is absolutely essential – we have a community which is developing, and it can only develop by having young people... We have a lot of new members of commissions, new presidents of commissions who are young, and that’s very important to secure the future of the organisation.

The President warmly thanked the FIA’s local hosts for making the first FIA Sport Conference to be held in Asia such a memorable one.

“Thank you to the Automobile Association Philippines... Gus, you wanted it, you got it – and you did it well. Thank you to you and your team.”

Earlier, Augusto Lagman spoke of the pride that the AAP took from being the host for the conference’s first trip to Asia.

“If you have noticed the many smiling faces of Filipinos, it is partly because we live in such a beautiful country – but we are not selfish,” said Mr Lagman. “In fact, we enjoy our country’s beauty even more when we share it with friends and guests from other countries.

“We thank the FIA for giving us this opportunity to host this event... It was an enjoyable and exciting experience for us at AAP.”

SPEAKERS
 Augusto C. Lagman, Automobile Association Philippines President
 Jean Todt, FIA President
 Graham Stoker, Deputy President for Sport, FIA

MASTER OF CEREMONY
 James Allen, Journalist and Motor Sport expert

“Learn from each other – we have so many varieties of clubs here... Small, medium, big and very big. Putting all of our clubs together, all of our know-how together will allow us to be a strong federation,” said Mr Todt.

“We are moving... We will keep going, developing motor sport, being more ambitious in all the regions. It’s very important to progress together, and to convey the same



WORKSHOP

INSPIRING ACTION

THE FIA ENVIRONMENT AND SUSTAINABILITY COMMISSION HAS BEEN ACCELERATING EFFORTS TO HELP MEMBER CLUBS NOT ONLY IMPROVE THEIR SUSTAINABILITY PRACTICES BUT BECOME CHANGE LEADERS IN ENVIRONMENTAL PERFORMANCE.



It was fortuitous that the conference coincided with UN World Environment Day on 5 June, which the FIA marked with the announcement of 'Project Inspire', a new model in its Sustainability Programme that aims to support member clubs in achieving the FIA environmental accreditation.

The announcement was a prelude to the final workshop session "Fast lane to Accreditation", in which the FIA's Environmental Delegate Garry Connelly issued a rallying call to ASNs to expedite their commitment to helping protect our environment.

'Fast Lane to Accreditation' facilitated an evaluation of their current environmental performance against three new levels of accreditation:

ONE-STAR RATING
(entry-level, basic environmental performance)



TWO-STAR RATING
(good environmental performance)



THREE-STAR RATING
(best practice)



Delegates were invited to complete a form designed to assess their eligibility, tackling questions designed to interrogate existing standards of environmental management and impacts.

The target was to end the session with 25 ASNs having completed the initial assessment to determine the environmental status of their organisation. In fact, 38 clubs demonstrated their commitment to achieving at least the One Star Rating this year.

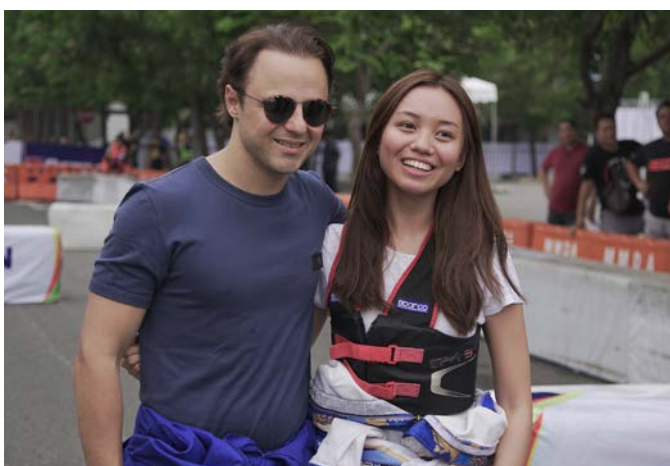
In keeping with the theme of this year's conference, embarking on the accreditation process provides a fantastic opportunity for ASNs to strengthen their credibility with Governments & Politicians, their community, sponsors and other motor sport stakeholders.

Clubs still wishing to take advantage of the package of benefits included in the special introductory offer should complete the accreditation form distributed alongside this edition of the newsletter, or contact afe@fia.com.



eKART & GYMKHANA

Felipe Massa headlined at a dynamic demonstration of e-Karting and Gymkhana, two disciplines designed to capture the imagination of new participants.



FIESTA FILIPINA

The spectacular coastal setting of the Sofitel Philippine Plaza Seawall Garden served up a spectacular Fiesta Filipina last night, bringing the FIA Sport Conference 2018 to a close.







RICHARD MILLE



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