



PASAY CITY  
4-6 JUNE

# CONFERENCE

# NEWS

NEWSLETTER #4  
7 JUNE 2018



**"LEARNING FROM EACH OTHER,  
PROGRESSING TOGETHER"**

# WE ARE MOVING!

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

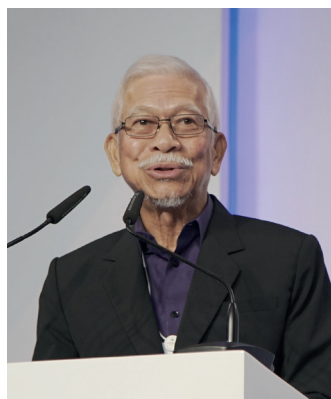


"Learn from each other – we have so many varieties of clubs here... Small, medium, big and very big. Putting all of our clubs together, all of our know-how together will allow us to be a strong federation," said Mr Todt.

"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 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."

## **Safeguarding the sport – the future of technology**

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 bypassing 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."

# INTERVIEW WITH 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.

## 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."



# 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 yesterday's final workshop session, 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](mailto:afe@fia.com).



# STANDARD BEARER

**AT THE FINAL KEYNOTE AND INTERACTIVE SESSION, 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.**



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.



## 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.









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RICHARD MILLE



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