



# FIA ENVIRONMENTAL REPORT 2023

BASED ON RESULTS  
ACHIEVED IN 2022



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# ADDRESSING CHALLENGES



This second environmental report is an important part of our goal to increase transparency and accountability as it gives an overview of our internal and external activity with our Members and our championships.

In 2022, we have continued to roll out our Environmental strategy. We have increased the number of Clubs accredited to our gold-standard scheme, and we are on track to have all our championships powered by sustainable energies by 2026.

I was also proud to introduce the FIA President's Awards which highlight the very best sustainability work of our Clubs.

The rise of activities last year, strong prospects and ambitions for future growth, and the end of the COVID-19 pandemic, have shaped new challenges for our Federation. We know that we must strengthen our sustainability efforts to positively contribute to the global response to climate change, ensuring that mobility and motor sport are a key part of the solution.

I invite you to read the report, and I would like to thank the FIA Environment and Sustainability Commission, our Clubs, and our championships for their work and commitment.

A stylized, handwritten signature in black ink, which appears to be 'Mohammed Ben Sulayem'.

**Mohammed Ben Sulayem**  
FIA President

# ADDRESSING CHALLENGES



One of our primary responsibilities is to reduce our own environmental impact and to continuously increase our performance by implementing the best solutions available to us.

As part of our wider drive to reform our Federation, we are examining ways to improve our sustainability, showcase our research and innovation, and create impactful partnerships. We will continue to ensure that environmental sustainability and decarbonisation are an integral part of our model.

A handwritten signature in black ink that reads "Natalie Robyn".

**Natalie Robyn**  
FIA Chief Executive Officer



In the context of the increasingly urgent need of rapid and significant CO<sub>2</sub> emissions reduction, our fundamental objectives have become more relevant and valuable for a common global endeavor.

We want to enhance efforts in encouraging and supporting all our stakeholders – championships, Motor Sport and Mobility Clubs, drivers, fans, sponsors, suppliers – in their climate transition. To this end, the FIA will go further using its global outreach to strengthen its climate leadership in sport and embark the motor sport and mobility ecosystems into a low carbon future.

A handwritten signature in black ink that reads "Felipe Calderón".

**Felipe Calderón**  
FIA Environment & Sustainability  
Commission President

# FIA ENVIRONMENTAL STRATEGY

## / ABOUT

In 2020, the FIA Environment & Sustainability Commission has developed a strategy aiming at providing a long-term plan up to 2030 and has committed to communicating regularly on progress.

### VISION

**Sustainable Motor Sport and Mobility for All**

### MISSIONS



Develop and improve  
environmental sustainability  
across Motor Sport  
and Mobility.



Guide FIA Members and  
Championships towards  
competitive and sustainable  
practices and activities.

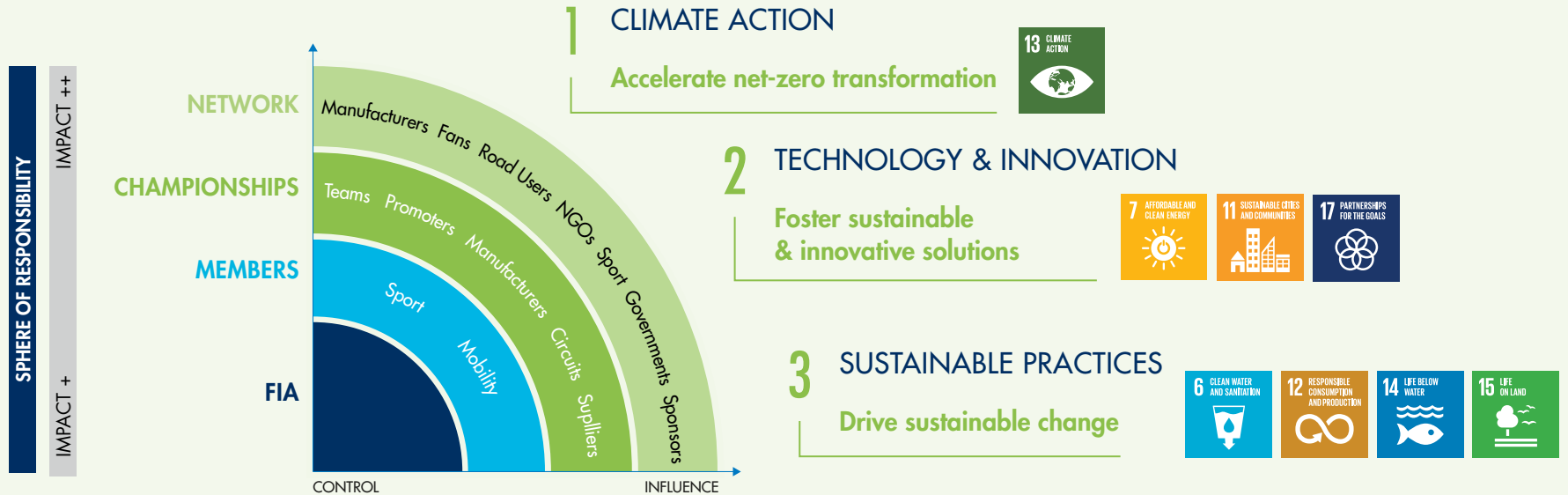


Promote sustainable Motor Sport  
and Mobility to **contribute to  
reaching the global targets** of  
the environmental agendas.

# FIA ENVIRONMENTAL STRATEGY

A set of 50 objectives across four spheres of responsibility have been defined. They focus on three strategic goals:

- Accelerate net-zero transformation: enhance efforts in supporting Members and stakeholders in climate transition,
- Foster sustainable & innovative solutions: maintain the image of entity raising awareness and guiding on sustainable innovative solutions,
- Drive sustainable change: work with stakeholders to guide them in improving environmental sustainability.



# FIA ENVIRONMENTAL STRATEGY

A first report has been published in June 2022, detailing the progress made since the adoption of the strategy. This second report describes the actions taken in 2022 and the progress made towards the next target date, 2025.

The FIA has made great efforts within its own activities and has supported all its stakeholders in their transition since the adoption of the strategy. However, it is important to highlight that the FIA's approach is likely to evolve through periodic reviews and assessments of progress. A review and any possible adaptations will be envisaged for 2023 in order to ensure coherence and efficiency in tackling sustainability challenges, an endeavour that must rely on an integrative and flexible approach to succeed.

## / STATUS REPORT

Out of the 21 objectives set for 2021, 17 have been fully achieved, 1 partially achieved and 3 postponed to 2022. The following table provides details on the progress made towards achieving the postponed objectives.

	OBJECTIVE	OVERALL SUMMARY / PROGRESS UPDATE SINCE	RESULT
MEMBERS	By the end of 2021, provide a toolkit for advocacy purposes in sustainable mobility	As part of the FIA Sustainable Mobility Programme, a toolkit was provided to Clubs to help them strengthen their role in advancing the sustainable mobility agenda. It included: > A Sustainable Mobility Roadmap serving as a methodological framework including case studies; > Information on successful projects (LCA, GreenNCAP) involving FIA Clubs; > Call for applications open to Clubs willing to promote sustainable mobility practice (In 2022, 11 projects were approved).	Achieved

## OBJECTIVE

By the end of 2021, include a commitment to sustainable development in the International Sporting Code

By the end of 2021, integrate the environment criteria in the delivery of circuit permits and licences

## OVERALL SUMMARY / PROGRESS UPDATE SINCE

The process of modifying the International Sporting Code has started and is to be finalised during 2023.

The requirement to integrate the environmental criteria for circuits has been approved by the World Motor Sport Council in December 2022. The International Sporting Code has been modified to integrate a requirement for permanent circuits hosting international competitions to obtain an environmental accreditation certificate issued by the FIA.

## RESULT

Ongoing

Achieved



# FIA ENVIRONMENTAL STRATEGY

From 2022, the FIA aims to further strengthen the implementation of the Environmental Strategy by setting a roadmap for achievement of 2025 goals. It will also seek to continue to deliver high quality and comprehensive support to Members on environment and sustainability topics to reinforce their capacities in this area.

	OBJECTIVE	PROGRESS UPDATE AND ACTION PLAN
FIA	By 2025, reduce carbon footprint by 20%	Annual calculation of FIA carbon emissions since 2019. Necessary carbon emissions reduction estimated at 5.5% per year by 2030 to comply with the 1.5-degree scenario. Carbon reduction plan to be adjusted annually according to carbon footprint results.
	From 2025, start the gradual integration of carbon removal technology into the offsetting plan	Working group to propose recommendations regarding projects and suppliers to be launched in cooperation with relevant stakeholders.
	By 2025, integrate sustainability and sustainable innovation as key criteria for all tenders linked to FIA Championships	Sustainability criteria have been integrated in tender process since 2021. They are evolving continuously to take into account the most recent market developments, and to include sustainable innovation aspects (defined for specific products/services groups).
	By the end of 2025, reach ISO20121 for corporate events	TBC

	OBJECTIVE	PROGRESS UPDATE AND ACTION PLAN
FIA	By 2025, ensure that all FIA buildings are provided with renewable electricity	For each site: information known on energy provider and type of energy provided. Paris: 100% green electricity supply – guarantee of origin from renewable source. Geneva: 100% electricity used from hydroelectric power. Supply of fully renewable electricity is being considered. Valleiry: electricity used partly from renewable source, percentage variable. Renewable energy generation is not considered at this stage in order to ensure an uninterrupted power supply. Renewable electricity offer will be assessed annually, and supply adjusted whenever possible.
MEMBERS	By the end of 2025, provide an incentive mechanism for early achievers of carbon neutrality	TBD – the FIA is consulting its Members in order to assess the type of incentive that would be the most suitable.
	By 2025, all Members to reach FIA 1* Environmental Accreditation or equivalent	Programme implementation is promoted and supported among all Sport and Mobility Members. Through the environmental trainings being provided since 2021, the Clubs will have sufficient skills & knowledge to fulfill the accreditation requirements.
CHAMPIONSHIPS	By 2025, World Championships to put in place a carbon reduction plan	The FIA continues to accompany all World Championships in order to develop a carbon reduction plan, in accordance with the Sustainability Roadmap for Championships developed in 2021.
	From 2025, all new FIA-sanctioned championships to commit to carbon neutrality	TBD - the FIA will consult its championship stakeholders in order to propose requirement to commit to carbon neutrality to be integrated in the relevant sporting regulations.
	By the end of 2025, create a platform within FIA Championships promoting the automobile technology of tomorrow with a special focus on environmental considerations	TBD – the FIA is consulting its championship stakeholders in order to assess the type of platform that would be the most suitable.

	OBJECTIVE	PROGRESS UPDATE AND ACTION PLAN
CHAMPIONSHIPS	From 2025, start the integration of 100% sustainable fuels in World Championships	In accordance with the Sustainable Energies Roadmap 2026 developed in 2021, only sustainable fuel will be used in World Championships.
	By 2025, all FIA World Championships to reach FIA 3* Environmental Accreditation or equivalent	Accreditation Programme implementation is further promoted and supported among all World Championship stakeholders, in accordance with the Sustainability Roadmap for Championships developed in 2021.
	By 2025, develop technical standards for all FIA World Championships, aimed at reducing the environmental impact of motor sport	TBD – the FIA is consulting its championship stakeholders to determine the appropriate framework for the development of standards.
NETWORK	By 2025, develop strategic partnerships with climate-related initiatives in partnership with UN institutions or climate-related NGOs	The FIA has been cooperating with UNEP in the “Safer and Cleaner Used Vehicles for Africa” project, which seeks to put in place regulations, standards and processes to ensure that Africa will only receive quality used vehicles. The project will have major road safety benefits, as well as a positive environmental impact, hence contributing to achieving the 2030 Agenda for Sustainable Development. The programme will be expanded in 2023 in Asia and South and Central America.
	By 2025, become an observer organisation of the COP	The FIA is in the application process for admission to attend the COP as an observer organisation.

## OBJECTIVE

By 2025, implement an annual Smart Cities start-up challenge focusing specifically on the theme of the environment

By 2025, have 2 million road users taking part in the FIA Smart Driving Challenge

## PROGRESS UPDATE AND ACTION PLAN

The Annual Smart Cities start-up challenge's and FIA Smart Driving Challenge's objectives have been reviewed to focus on a broader 'Future of Mobility' Agenda. The vision is for the FIA to support FIA Member Clubs in anticipating current trends and future perspectives in mobility. Annual initiatives will be developed and reported as part of the 'Sustainable Mobility For All' Advocacy Strategy.

# 2022 PROGRESS REPORT



## 1 FIA AS AN ORGANISATION

Our primary responsibility is to act on our own impact and implement suitable measures to ensure we follow the best practice in our operations and achieve high standard of environmental performance.



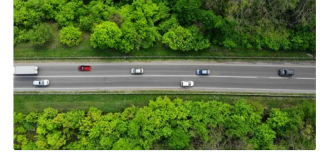
## 2 FIA AS A MEMBER-BASED FEDERATION

Our priority in supporting Members is to continue reinforcing internal capacity and expertise in sustainability in order to face environmental challenges and build resilience in the changing environment.



## 3 FIA AS THE GOVERNING BODY FOR MOTOR SPORT

Engaging in constructive dialogue with all championship stakeholders allows us to reinforce motor sport as an accelerator for sustainable low carbon technologies, development and address the impact of motor sport events.



## 4 FIA AS AN ADVOCATE FOR GLOBAL SUSTAINABILITY ACTION

Using its global outreach, the FIA engages beyond its Motor Sport and Mobility ecosystems to contribute to finding solutions on climate issues.

# 1 / ORGANISATION

We are committed to addressing environmental and climate issues, both for our organisation and in helping our Members and stakeholders achieve their commitments. In this first section, we present how the FIA is acting on its own impact.

It outlines our carbon footprint in 2022 and its evolution since 2019, as well as actions we undertake to reduce and offset our emissions and perspective for net zero.

## / CARBON MANAGEMENT

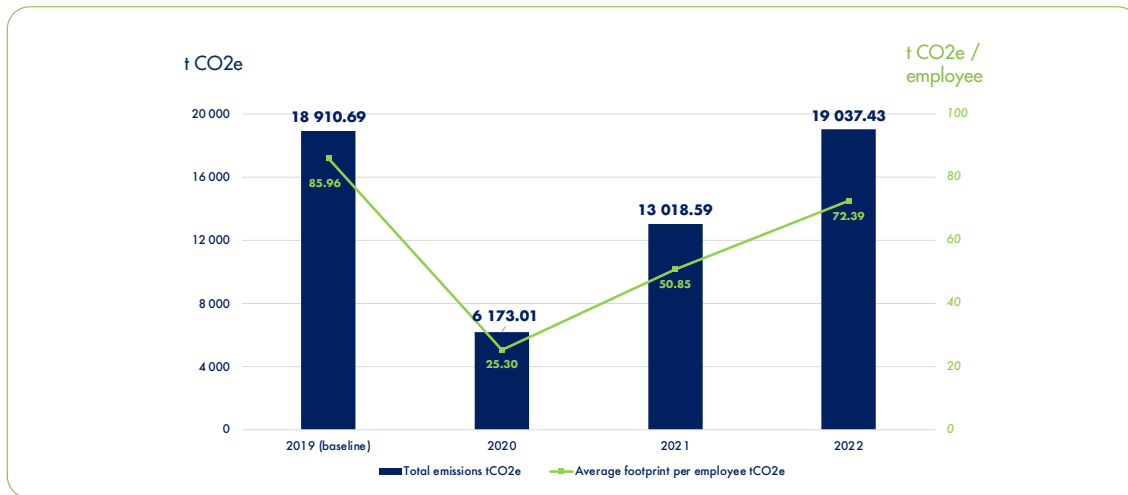
### / Measurement

The FIA has been calculating its carbon footprint since 2019. It is independently verified by Global Climate Initiatives; and the accounting and reporting procedure has been established in line with the GHG Protocol. The calculation includes all three scopes of the GHG protocol and covers the three FIA sites, the events organised by the FIA and the championship suppliers' activities financed by the FIA. Within the categories of emissions defined according to the ISO 14064-1, Scopes 1 and 2 are globally mandatory, Scope 3 items calculated for the FIA are the following: energy-related emissions Scope 3, purchased goods and services, capital goods, waste, upstream transportation and distribution, business travels, and employee commuting. The figures related to the carbon footprint are based on current available data. We are continually seeking to improve data collection and adjust our targets accordingly.



# 1 / ORGANISATION

## FIA administration carbon footprint in 2022 and evolution since 2019



As expected, in 2022, the organisation experienced a rise in activities as well as an increase in staff number compared with the last three years.

The overall GHG emissions of the organisation in 2022 were nearly at their 2019 level (0.7% increase).

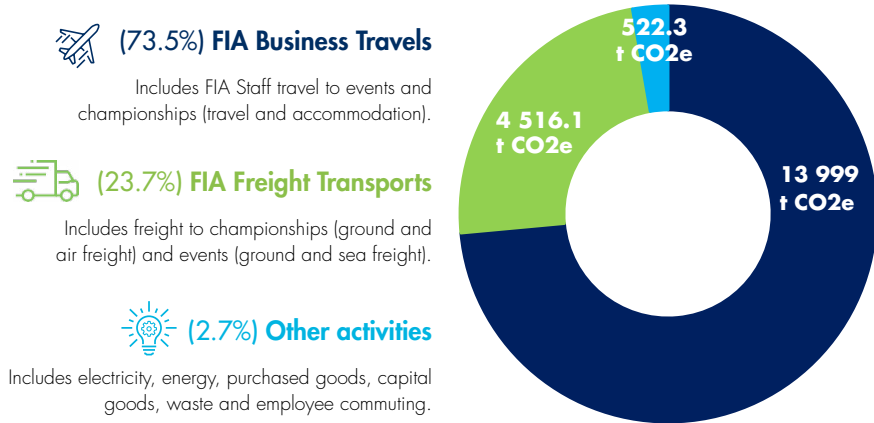
However, the average footprint per employee decreased by 16% compared with the baseline year (2019), with a 20% increase in staff number. To consolidate that result, an extended homeworking policy allowing to reduce the footprint of staff commuting has been implemented in 2023.



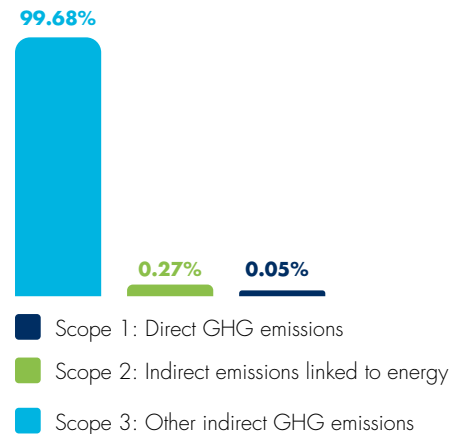
# 1 / ORGANISATION

## Breakdown by scope and emission source (2022)

### BREAKDOWN BY MAIN EMISSION SOURCE IN 2022



### BREAKDOWN BY SCOPE IN 2022



As in previous years, most of our footprint comes from business travels (73.5% in 2022, 71% in 2021) and logistics (23.7% in 2022, 22% in 2021); other activities (2.7%) included electricity consumption, purchased goods, waste and employee commuting.

Verified by



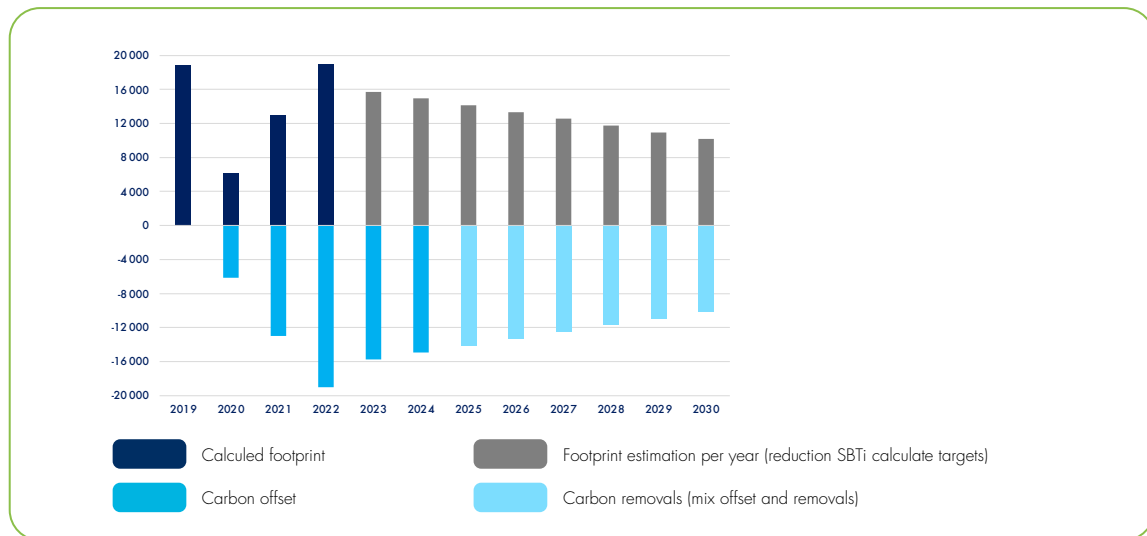


# 1 / ORGANISATION

## / Reduce

As part of its strategic commitments, the FIA has set itself the objective of reducing emissions caused by the FIA's own operations by 20% in 2025 and 50% in 2030 (compared with baseline year 2019). The following trajectory has been calculated using the Science-based Target Setting Tool, considering climate scenario aligned with a 1.5 degree increase in temperature.

### FIA administration carbon trajectory



DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

To reduce our own emissions, concrete actions have been implemented in the last year, namely a new business travel policy (detailed in the previous report), measures to reduce energy consumption, sourcing of renewable electricity, and reduction of freight for FIA events. Reducing emissions resulting of our activities has been a constant concern for the FIA, therefore further efforts are being made to find other efficient solutions (such as an extended homeworking policy) to be implemented in the near future, in order to be back on track in terms of reductions needed to align with the Paris agreement target.



# 1 / ORGANISATION

## Offset

While the priority remains avoiding and reducing carbon emissions resulting from our activities, since 2021 the FIA has been offsetting its remaining emissions by investing in carbon compensation projects.

In 2021, the FIA has partnered with South Pole in order to invest in offsetting projects. The selected project portfolio includes:



PROJECT	TYPE	TECHNOLOGY	OTHER ENVIRONMENTAL AND SOCIAL IMPACTS (SDGS)	STANDARD
<b>Song Chung, Vietnam</b>	Hydro power	Energy mix	Energy generation, local job creation, local infrastructure improvement	<b>Gold Standard</b>
<b>Kariba Forest Protection, Zimbabwe</b>	Forest conservation (REDD+)	Forests	Biodiversity protection, freshwater supply protection, sustainable food production, local education support, local healthcare providers support	 Verified Carbon Standard  Climate, Community & Biodiversity Standards
<b>Vichada, Colombia</b>	Afforestation/ reforestation	Forests	Biodiversity protection, ecosystem restoration, job creation	<b>Gold Standard</b>



In 2021, we offset the equivalent of 6,200 t CO<sub>2</sub> (covering the FIA's 2020 footprint) to allow the organisation to become carbon neutral this year. In 2022, we offset the equivalent of 6,800 t CO<sub>2</sub> through the same compensation projects managed by South Pole. The remaining volume has been offset by the IOC through a portfolio of ICROA<sup>(1)</sup>-compliant GHG projects allocated to the FIA in the framework of the IOC Carbon Action Awards.

In 2023, to offset the 2022 footprint, an equivalent of 7,100 t CO<sub>2</sub> has already been secured (continued investment in the project portfolio managed by South Pole) and we secured additional high-quality certified projects to fully compensate our footprint.

(1) ICROA - International Carbon Reduction and Offset Alliance is a non-profit membership organisation which promotes best practice across the voluntary carbon market. The ICROA Accreditation Programme defines and promotes best practice in the financing of high-quality emissions reductions and use of carbon credits as an effective carbon management tool.

# 1 / ORGANISATION

## Prospect on the road to net zero

Our goal is to halve our GHG emissions by 2030 and become net zero by removing any residual emissions. We are determined to invest in innovative technologies allowing carbon removal in the value chain. In 2023, we are launching a working group (involving some of our Members and experts) that will provide recommendations and possibly involve other stakeholders as we move forward on this topic.

## / ENVIRONMENTAL MANAGEMENT SYSTEM

The FIA became certified according to ISO 14001:2015 standard in December 2021. This framework helps us set objectives and define concrete action plans, thus improving our internal processes to better manage and reduce the environmental impact resulting from our activities.



## 2/ MEMBERS

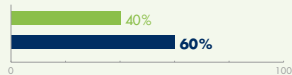
The FIA is committed to supporting its Members in building and consolidating their capacity and expertise in sustainable development. We are attentive to the needs of our Members and continually strive to improve the support we offer.

In the following section, we outline results achieved in our flagship programmes and actions developed for Members.

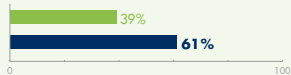
### / 2022 SURVEY

In 2022, the FIA has conducted a survey amongst its Sport Clubs in order to identify the current status and improve the support provided. The survey has shown important discrepancies between regions but most importantly the need to provide dedicated tools and training in order to build internal capacity towards climate action.

**Environmental and sustainability strategy** (39)



**Plans to reduce environmental impact (energy, water, waste, transport)** (38)



**Human resources dedicated to sustainability, training and awareness raising programmes for staff** (21)



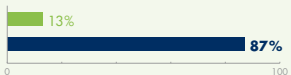
**Integrate sustainability criteria in the selection of suppliers and in partnership contracts** (20)



**Sustainable event management** (15)



**Financial resources dedicated to implementing sustainability initiatives** (13)



**Sustainable communication plan developed for internal and external stakeholders** (12)



**FIA Environmental Accreditation achieved**



**Calculate carbon footprint of the organisation** (12)



**Monitor emissions and have a carbon reduction plan** (7)



**Carbon neutrality goal and put in place a carbon offsetting strategy** (5)



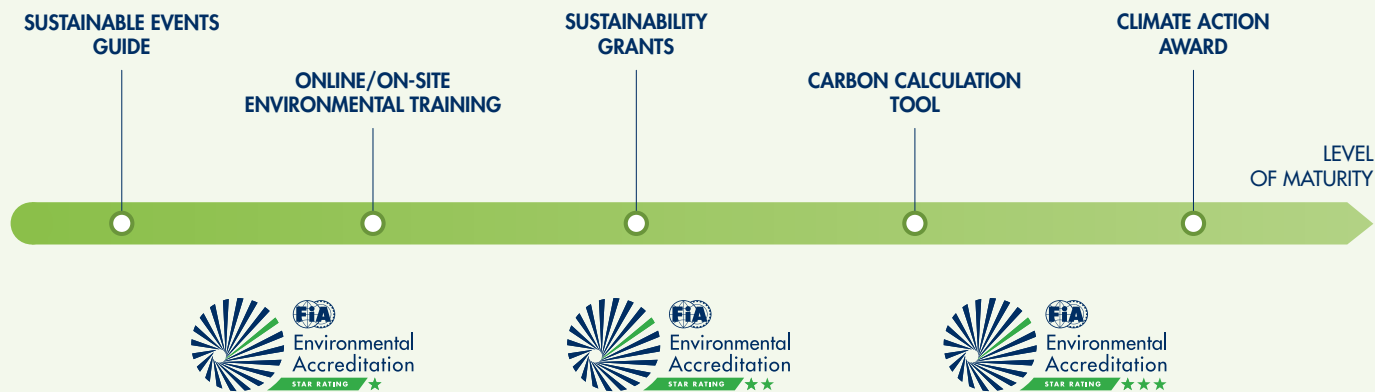
■ YES ■ NO

## 2/ MEMBERS

The following elements have been raised as crucial support mechanisms:

- > Sharing information about best practice, sustainability initiatives from other Clubs and organisations
- > Support on environmental accreditation, including providing guidance and grants
- > Education and training, including guidance on implementation of sustainability initiatives, applicable locally; guidance for officials and competitors
- > Grants, including funding for training, infrastructure, testing of air quality, carbon emissions, reduction
- > FIA research studies on environmental sustainability

Following this, the FIA has reorganised its support programmes in order to adapt to the different level of maturity of its Clubs<sup>(1)</sup>.



(1) Details on the FIA Sustainable Events Guide and Carbon Calculation tool can be found in the FIA Environmental Report June 2022. They have not been reiterated here as no significant changes have been implemented.

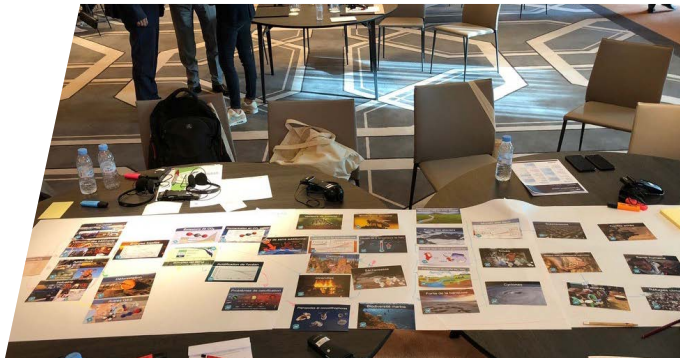
## 2/ MEMBERS

### / TRAINING

Since 2021 we have been developing trainings to build capacity and provide our Members with knowledge on climate action and key insights to overcome current environmental challenges.

In 2022, we decided to go further and deliver more customised support and launched a pilot project: the “FIA Environmental Seminar” that consists in a two-day on-site event. The first seminar took place in Rabat, Morocco in October 2022. The seminar aimed to provide Members with fundamental knowledge and tools to address key environmental topics within their organisation and events management. It was designed to exchange ideas and share good practices among Sport & Mobility Members during interactive workshops.

This pilot project resulted in strengthened engagement of participating Members in terms of environmental sustainability and in them starting their environmental accreditation process. The FIA now plans to conduct this training in all the regions, with the aim of organising two to three seminars per region from 2023 onwards.



Picture: FIA environmental Seminar in Morocco 12-13 October 2022

## 2/ MEMBERS

### / GRANTS PROGRAMME

#### / Sport Grant Programme

Dedicated to motor sport development, the FIA Sport Grant Programme works with Sport Members to strengthen motor sport activities and to achieve sustainable growth of motor sport. The social responsibility area, intended to fund ASN projects related to campaigns, advocacy and social responsibility programmes, including Environmental Sustainability, is one of the funding pillars of the programme. In this field, in the 2021-2022 call for applications, we selected the following projects that were funded in 2022:

- > Sweden, SBF: Motorsport arenas - a primary condition for biodiversity
- > UK, MSUK: Development of a tool to measure the carbon footprint of events for the UK Clubs
- > Georgia, GASF: Development of an environmental policy on collection and management of hazardous waste.

#### / Sustainable Mobility Programme

In 2022 the FIA Sustainable Mobility Programme has introduced a call for applications component and empowered Member Clubs with additional opportunities to undertake impactful initiatives in the area of sustainable mobility. The FIA Secretariat provided some key topics for the year such as CO2 footprint management and transport decarbonisation, however, any sustainable mobility project was still welcome as it was the first edition. Two streams were opened: advocacy and innovation. The advocacy projects are small projects aiming to raise awareness and strengthen the Club's position as a leader in the area of sustainable mobility. Innovation projects are large

scale, ground-breaking projects focusing on a specific technology or methodology meant to promote sustainable mobility technologies, services, or broader solutions.

**We are supporting 7 advocacy projects and 4 innovation projects:**

#### Advocacy projects:

- > Bosnia and Herzegovina, BIHAMK: Let's Drive Green!
- > Croatia HAK: 1<sup>st</sup> Croatian Survey of Attitudes about electric vehicles
- > Guatemala ACG: Clean Mobility in Guatemala
- > Hungary MAK: EcoMobility 2022
- > Nigeria ATCN: Applying extended producer responsibility (EPR) principles to automotive waste: emphasis on spent tyres
- > Uzbekistan NACU: Development of Legislation on Used vehicles tyres management in Uzbekistan
- > Uruguay ACU: Electric Vehicle Forum

#### Innovation projects:

- > Austria, OAMTC: Emission reduction through modern roadworthiness testing - accessibility of the relevant OBD data and verification of the CO<sub>2</sub> and NO<sub>x</sub> ratio
- > Canada, CAA: Amplifying the EV consumer experience
- > Chile, ACCHI: Efficient and safe charging training for electric bus drivers of the RED system in the Metropolitan Region
- > Ecuador, ANETA: Supporting the transition to low carbon mobility in Ecuador

## 2/ MEMBERS

### / CLIMATE ACTION AWARD

The FIA President's Awards were launched in September 2022 to honour and celebrate the FIA Member Clubs whose commitment brings positive change to the FIA community and society at large.

As part of this new programme, the FIA President's **Climate Action Award** aims to acknowledge innovative solutions, mitigation measures and bold actions that can help Club members and the wider community to tackle environmental challenges. Apart from the public recognition of the work carried out by FIA Member Clubs, the award is also meant to act as a catalyst for other initiatives around the world, uniting Member Clubs in a collective movement that will spark innovative ideas, inspire the FIA community and change mindsets.

The FIA received 10 applications from ASNs, ACNs and Mobility Clubs located in the South American, Asia-Pacific, Middle East and European regions.



**PRESIDENT'S AWARD**  
**CLIMATE ACTION**

#### **AWARD WINNER:**

Royal Automobile Club of Jordan

#### **PROJECT:**

Investment in a 7,000 m<sup>2</sup> photovoltaic power plant



To reduce its dependency on fossil fuel, the Royal Automobile Club of Jordan (RACJ) has decided to install a 7,000 m<sup>2</sup> photovoltaic station with an electrical generation capability of up to 1.2 megawatt. The station covers the electricity needs of the Club in most seasons and helps reduce the load on Jordan's electric grid as the electricity it produces is directly distributed to the Club's appliances or redistributed to the National Electric company. The project has allowed the RACJ to cut operating costs, save money and reallocate it to other needed improvements, services and awareness projects. It will also provide enough electric power for the new RACJ's electric Karting track project.

The project was chosen by the Awards' jury and the FIA President for its high level of replicability by any other organisation regardless of its activities, and for the very simple, straightforward message that it sends. The Club's annual electricity bill has decreased by 75% on average and the initial investment is expected to be paid off within five years. This is a perfect example of a sustainable investment that brings tangible outcomes, allowing the Club to reallocate money to other needed projects and to power the new electric Karting track.



## 2/ MEMBERS

### / FIA ENVIRONMENTAL ACCREDITATION PROGRESS

The FIA Environmental Accreditation Programme helps FIA stakeholders worldwide to measure and improve their environmental performance. It introduces clear and consistent environmental management and provides stakeholders with a framework against which to accredit their activities. The Environmental Accreditation Framework is based on best-practice environmental requirements and the leading roadmaps within environmental management that have been adapted to the FIA Member Clubs taking into account their specificities.

The FIA Environmental Accreditation Programme offers three levels of certification, from basic to best practice, suitable for all stakeholders.

In line with the FIA Environmental Strategy the FIA strongly promotes the Programme among the FIA Members and supports them in achieving FIA Environmental Accreditation to at least 1\* by 2025, and 3\* by 2030 by reaching out to Clubs directly as well as through regional events. Throughout 2022 the FIA has continued to engage with the FIA Members and has supported three new clubs: ACCHI Chile, ACCR Costa Rica and ACU Uruguay. They all have 1 star, which is just a first step on their environmental journey and shows their commitment to improve and implement strong environmental practices.

In 2022 SBF Sweden has levelled-up and upgraded to 3-star, while AKK Finland, DMSB Germany, NBF Norway and EMSO United Arab Emirates have renewed their 3-star accreditations. As of May 2023, a total of 27 Members have been accredited as part of the programme, out of which 11 received the highest 3-star level.



# 3/ CHAMPIONSHIPS

The FIA works closely with its championship stakeholders to ensure that they are all aligned with the FIA's environmental requirements and ambitions.

The following section describes how the various championships have progressed in 2022 against the objectives of the FIA Environmental Strategy.

## / WORLD CHAMPIONSHIPS' ROADMAPS OVERVIEW

The FIA is following closely the progress made by all its championships towards the strategy objectives. Detailed roadmaps, including assessment criteria are being used to measure progress and ensure a cohesive shift from all disciplines towards better environmental performance.



STATUS FEBRUARY 2023	CHAMPIONSHIPS							
	PROGRESS AGAINST FIA STRATEGY REQUIREMENTS	ADVANCED	MEETING FIA STRATEGY REQUIREMENTS	ON-GOING	ON-GOING	NOT STARTED*	ON-GOING	ON-GOING

\*a common strategic roadmap is being developed

# 3/ CHAMPIONSHIPS

## ASSESSMENT CRITERIA

### CLIMATE CHANGE

- Calculation of carbon footprint
- Carbon reduction plan
- 100% Offsetting of residual emissions

### INNOVATION AND TECHNOLOGY

- Sustainability in supplier selection
- Sustainable Engine/Fuel
- Sustainable Tyres

### SUSTAINABLE PRACTICES

- Green energy application plan
- Renewable Energy Powered Infrastructure
- Environmental Accreditation Roadmap
- Sustainability Strategy

### RESOURCES

- Integration of sustainability in the organisation
- Human and financial resources



# 3/ CHAMPIONSHIPS

## / CHAMPIONSHIPS' ACHIEVEMENTS AT GLANCE

The following section presents progress and results achieved by championship promoters and other involved stakeholders in implementing action plans to address their key environmental impacts, developing low carbon technologies and wider adoption of sustainable practices in organisation of events.

### / Climate Action



#### MEASURE

The following championships have calculated their carbon footprint :

> Formula 1, Formula E, WEC, Karting, ETRC

The following championships are in the process of calculating their carbon footprint and will finalise it in 2023:

> WRC and World RX



#### REDUCE

The following championships have developed a carbon reduction plan in line with SBTi targets:

> Formula 1 and Formula E



#### OFFSET & COMPLY

The following championships have publicly committed to achieve carbon neutrality and committed to [UNFCCC Sports for Climate Action](#) framework :

> [Formula E since 2020,](#)  
[Formula 1 by 2030,](#)  
[European Truck Racing Association \(ETRA\) by 2038](#)

Championship stakeholders that also committed to the UNFCCC Sports for Climate Action framework: Abu Dhabi Motorsport Management, Dansk Automobil Sports Union, Silverstone Circuits Limited, Envision Racing, Hansen Motorsport, Mahindra Racing, McLaren Racing, Motorsport UK, Williams Racing

# 3/ CHAMPIONSHIPS

## / Innovation & technology



### ENERGY

FIA Championship series will run on clean energy by 2026, with subsequent series already having it in place in 2022: Formula E, WRC, WEC, World RX, ETRC, ETCR



### BODYWORK

Introduction of recycled carbon and linen representing almost 10% of the total weight of the bodywork\*: Formula E



### TYRES

- > Tyre warmers to be removed from all championships by 2024\*\*
- > **ETRC goodyear retreads racing tyres for on-road use**
- > The following series have included >20% of sustainable components (e.g natural rubber and recycled fibres) in their tyres: Formula 1, Formula E, WRC, World RX, WEC, ETRC



### BATTERY

- > Reduce/Reuse/Recycle approach: Formula E
- > Reduce: 25% smaller, lighter (compared to Gen2)
- > Reuse: built in 2<sup>nd</sup> life capability for all components, traceability with state of health monitoring allowing reuse of cells
- > Recycle: closed loop for battery cooling fluid, materials selected for ability to be recycled

\*The reduction potential of recycled carbon fibre and linen is estimated at more than 80% (depending on the end-of-life treatment) compared to carbon.

\*\* Pending confirmation from the FIA Technical Department

# 3/ CHAMPIONSHIPS

## Sustainable practices

### FIA Environmental Accreditation or certification:

The following World Championship stakeholders have achieved or renewed the FIA Environmental Accreditation during 2022:

- > 2 championship promoters (Formula E, Formula 1)
- > 16 event organisers/promoters (WRC Sweden, WRC Portugal, Copenhagen Historic, RX Hell, Auto Klub Prerov, Rali Bae Ceredigion, WRC Estonia, WRC Kenya, Riga World RX, Singapore, WRC Greece, WRC Japan, WRC Croatia, WRC Spain, WRC Portugal, WRC Finland)
- > 11 circuits (Autodromo Internazionale Enzo e Dino Ferrari, Oro station, ACO Le Mans, Misano, Mugello, Silverstone, Jarama, Monza, Montalegre, Spa, Nurburgring)
- > 15 teams (McLaren, T-sport Bernau, McLaren FE, Andretti, Alpine, Sauber, Aston Martin, Jaguar FE, Mahindra FE, Nissan FE, Envision Racing, Alpine, Haas, DS Penske, Porsche)
- > 5 suppliers (Spark, McLaren Applied, Riedel, P1, Bridgestone)

### TOTAL 2022 = 49 ACCREDITATIONS ACHIEVED\*

\*This list doesn't include accreditations that were delivered before 2022.

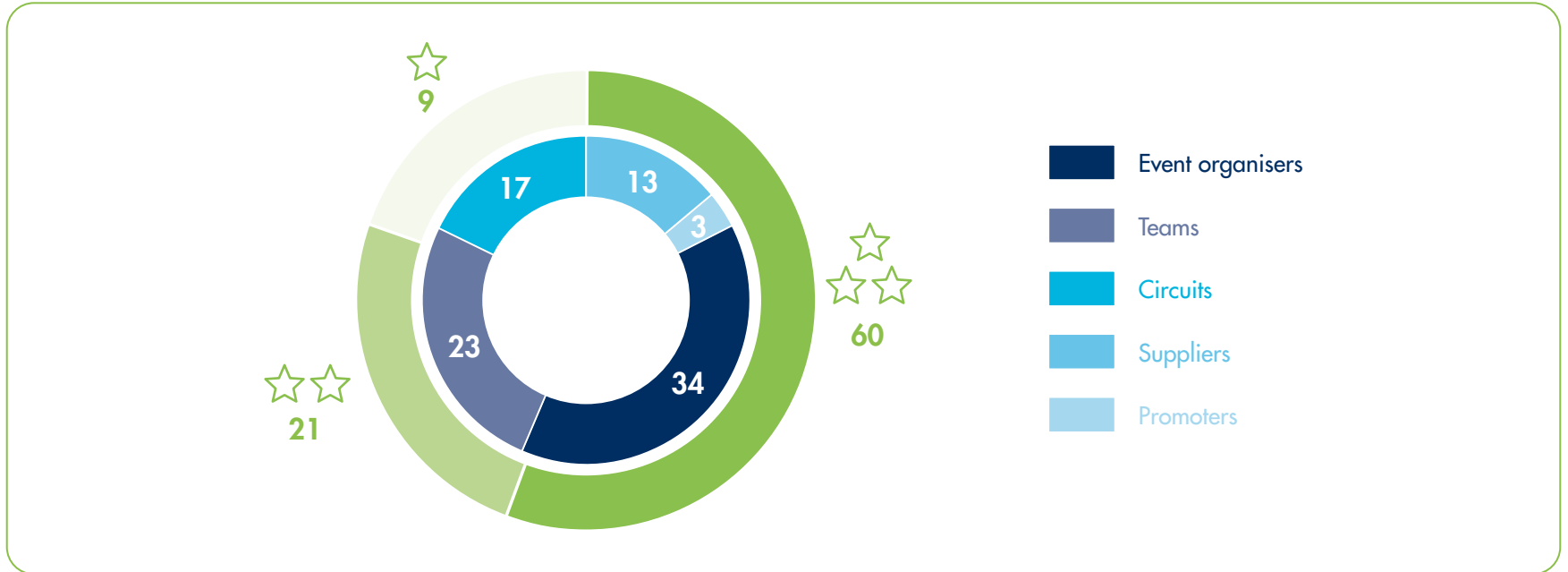
Accreditation is mandatory for the following stakeholders:

- > WRC event organisers - Sporting Regulations
- > World RX organisers - Sporting Regulations
- > F1 teams - Sporting Regulations
- > FE teams - Sporting Regulations
- > Permanent circuits hosting World Championships events - International Sporting Code



# 3/ CHAMPIONSHIPS

TOTAL OF 90 CHAMPIONSHIP STAKEHOLDERS ACCREDITED AS OF MAY 2023\*



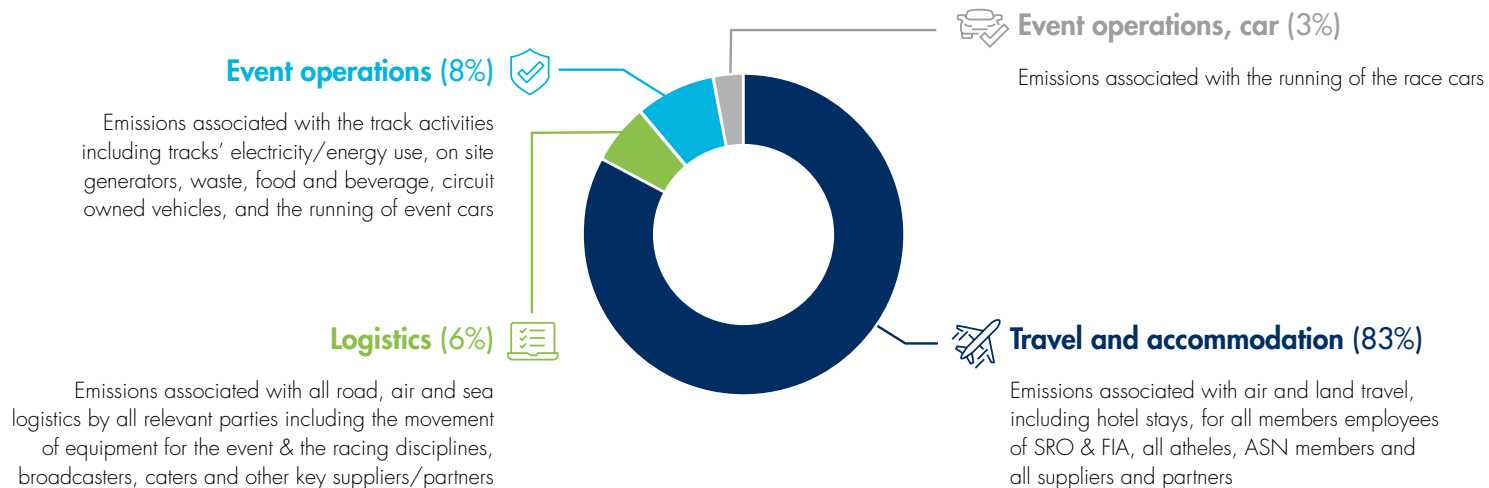
\*including organisations whose accreditations are either expired, in renewal process or on hold.

# 3/ CHAMPIONSHIPS

## / FIA MOTORSPORT GAMES

Held from 26-30 October 2022, the FIA Motorsport Games were organised with the aim to comply with the requirements of the highest level of the FIA Environmental Accreditation Programme.

2022 FIA Motorsport Games' estimated footprint is **2,134.3 CO<sub>2</sub>e**. Breakdown per category can be found below\*:



\* Not included in the FIA carbon footprint estimation presented in section 1.



# 3/ CHAMPIONSHIPS

## Venues selected for the FIA Motorsport Games have demonstrated evidence of environmental best practice:

- > Circuit Paul Ricard: the circuit is 3-star accredited as part of the FIA Environmental Accreditation Programme, use of photovoltaic panels, rainwater recovery, extensive waste management infrastructure in place
- > Autocross Veynois: circuit's infrastructure is primarily made of recycled materials, digital notice board and waste management in place, wooden trophies produced locally, water stations set in paddock

## Additional actions have been implemented at all venues:

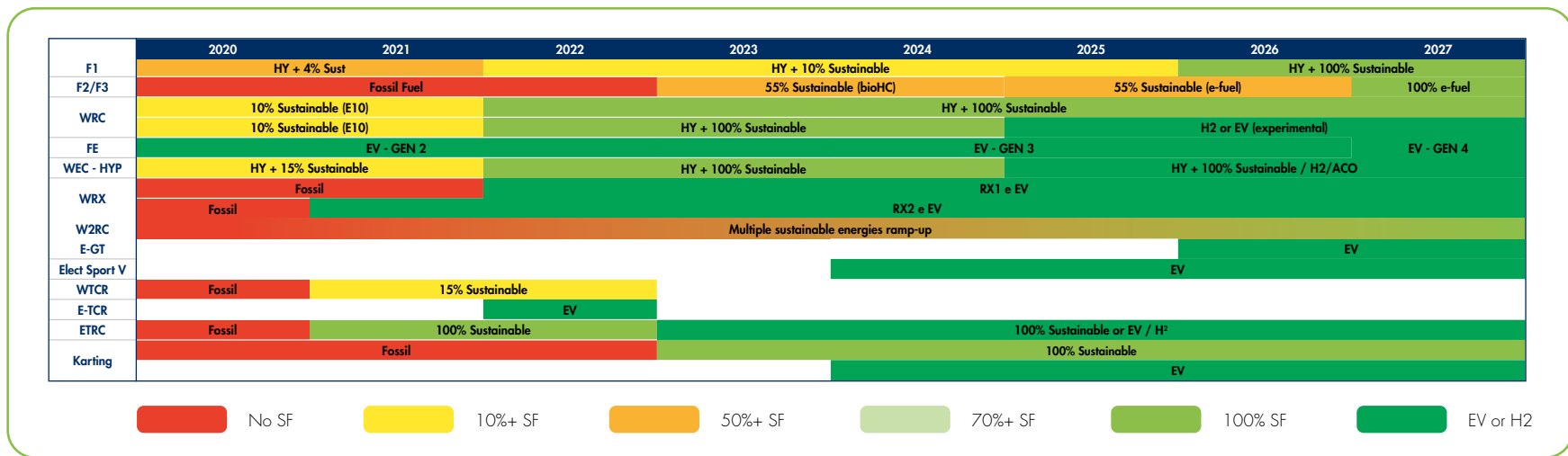
- > Single use plastic ban accords and all signage produced with sustainable materials
- > Environmental policy distributed to all suppliers and stakeholders
- > Use of HVO (Hydrotreated Vegetable Oil) fuel for generators
- > Cooperation with local suppliers to limit transportation impact
- > Environmental guidelines distributed to athletes and national delegations
- > 100% offset of residual emissions



# 3/ CHAMPIONSHIPS

## / SUSTAINABLE ENERGIES ROADMAP UPDATE

In 2021 the FIA and its relevant Commissions and stakeholders developed a roadmap for the transition of championships to sustainable energies for powering vehicles. This roadmap has been continually updated to ensure that all championships can run with clean energy by 2026.



In 2022, WRC was one of the first FIA World Championships to use a 100% sustainable fuel which allowed for a CO<sub>2</sub> reduction of up to 94% (well to wheel). In the first year, it is estimated that a reduction of 512 tonnes of CO<sub>2</sub> has been achieved compared to standard fuel\*.

\*Data provided by P1 Fuel

(1) In order for the fuel to be called Advanced Sustainable, it needs to be composed of at least 70% sustainable components.

# 4/ NETWORK

The FIA is committed to accelerate transformation by advocating for global sustainability action through actively participating in relevant climate policy related forums. In the following section, we outline several of the events, achievements and awards testifying FIA's commitment and role in setting the global sustainability agenda for the future.

## IOC Carbon Action Award

In April 2022 the FIA was selected as one of the 20 organisations that won the IOC Carbon Action Awards for its efforts to reduce GHG emissions. The IOC recognised the FIA's carbon reduction plan to cut its carbon emissions by 50 per cent by 2030, in line with the Paris Agreement and the implementation of an environmental management system certified according to ISO 14001:2015 standard.



## Formula E Innovation Summit - London

Change.Accelerated.Live Summit brought together experts from motor sport, sustainability, politics and education. The main theme centred on how leaders in the field of technology and sustainability are utilising the unique power of motor sport to drive innovation and contribute towards sustainable human progress. Robert Reid, FIA Deputy President for Sport, was joined by a panel which included David Richards, Chairman of Motorsport UK, to provide insights on the role Formula E is playing in accelerating the transfer of technology, from the track to the road



22 AVRIL

18-19 MAY

30 JULY 2022

## ANNUAL SUMMIT OF THE ITF – LEIPZIG

The Annual Summit of the International Transport Forum is the world's largest gathering of transport ministers and the premier global transport policy event. In its 2022 edition, FIA President Mohammed Ben Sulayem joined a panel discussion in which he explained how the FIA can contribute to an affordable and green mobility thanks to its network of Clubs representing 80 million road users around the world and its strong connection with car manufacturers.



# 4/ NETWORK

## Sport Positive Summit - London

The Sport Positive Summit brought together sports stakeholders from all over the world to support the acceleration of positive climate action and ambition, to safeguard the future of global sport. The summit provided an opportunity for motor sport to share its progress with other sports. Barbara Silva, FIA Social Responsibility Manager, discussed the sustainable energies roadmap of the FIA and how the federation aims to use its role as the governing body of motor sport to bring positive change.



5 OCTOBER 2022

5 OCTOBER 2022

10 NOVEMBER 2022

## UN Climate Change Conference (COP27) – SHARM-EL-SHEIKH

In November, the FIA was the only sport federation represented at COP27, taking part in the UNFCCC sessions alongside Formula E and Envision Racing. The FIA reiterated its ambition to take a leadership role among sporting federations in the fight against global climate change and provide the framework to make this a reality.



## UNFCCC Sports for Climate Action Framework – LONDON

Signatories of the Sports for Climate Action gathered in London in order to share their progress to date and discuss the direction for the future. The FIA, signatory since 2020, discussed opportunities and needs for sport to support the key goals of the Paris Agreement as well as how to leverage the power of sport to inspire change.



# DISCLAIMER

## / INFORMATION ABOUT THIS REPORT

This report and the FIA Environmental Strategy 2020-2030 refer to environmental sustainability and are applicable to FIA activities linked to the Environment. This report covers the period from January to December 2022.

The GHG emissions inventory operational perimeter corresponds to the categories and items of emissions related to the activities of the organisational perimeter (sources of emissions). The main international standards and methods define three types of emissions called "Scope". All standards require that Scopes 1 and 2 be taken into account. Scope 1 includes all emissions generated directly by fixed or mobile installations located within the organisational perimeter, i.e., emissions from sources owned or controlled by the legal entity and its activities. Scope 2 includes all indirect emissions related to energy consumption (consumption of electricity, heat or steam) of the legal entity. Scope 3 corresponds to all other indirect emissions produced by the organisation's activities. The FIA chose to report the following items: energy-related emissions Scope 3, purchased goods, capital goods, disposal of solid and liquid wastes, upstream transportation and distribution, business travels, customers and visitors travels, employee commuting.

The FIA operations refer to activities of all employees and administration located in the three sites, Paris (France), Geneva (Switzerland), Valleiry (France). Activities concerned are operational management of the facilities, hosting meetings and events (such as conferences, seminars, etc.), regular management of administrative, sporting and mobility areas, logistics and business travels of employees. For more comprehensive information about our overall results and operations, please refer to our annual activity reports available at [fia.com](http://fia.com).

Carbon neutrality describes a state in which the GHG emissions released to the atmosphere by a stakeholder have been reduced or avoided and the remaining ones are compensated with carbon credits. To achieve carbon neutrality, carbon credits from projects that reduce, avoid or temporarily capture GHGs are accepted. Net Zero is a state where a balance between anthropogenic GHG emissions and removals is achieved. This can be achieved through reducing and avoiding emissions, and then implementing solutions to capture the remaining ones at the point of generation, or by removing them from the atmosphere. To achieve net zero, only carbon credits or offsets generated by projects that capture CO<sub>2</sub> in the long term are accepted. (Source: UNFCCC guidelines).

The "Report on Global Reporting Initiative" part of this report has been developed with reference to the Global Reporting Initiative (GRI), and includes relevant standard disclosures defined by the GRI guidelines. GRI is the global standard setter for impact reporting, providing and maintaining the world's most comprehensive and widely used sustainability disclosure standards.

Our work towards environmental sustainability is possible through the collaboration and participation of numerous stakeholders. In line with the continuous improvement and dialogue and cooperation approach, the FIA is open to any feedback, comments and suggestions for further improvements of our practices.

Corrigendum: water consumption figures for the years 2019-2021 were stated incorrectly in the FIA Environmental Report June 2022. Please refer to Appendix I of the present report for correct values.

# APPENDIX 1: Report on GRI standards

The FIA has reported in accordance with the GRI Standards for the period January – December 2022.

GRI 1 used: GRI 1: Foundation 2021

DISCLOSURE		RESPONSE
<b>GRI 2: GENERAL DISCLOSURES</b>		
2-1	Organisational details	Name of the organisation: Fédération Internationale de l'Automobile Further details: refer to <a href="https://www.fia.com/organisation">https://www.fia.com/organisation</a>
2-2	Entities included in the organisation's sustainability reporting	FIA Paris (France) FIA Geneva (Switzerland) FIA Centre of Excellence (Valleiry, France)
2-3	Reporting period, frequency and contact point	1 January 2022 - 31 December 2022 Annual report Social responsibility programmes manager: Barbara Silva <a href="mailto:bsilva@fia.com">bsilva@fia.com</a>
2-6	Activities, value chain and other business relationships	Refer to <a href="https://www.fia.com/organisation">https://www.fia.com/organisation</a> Supply chain The FIA is committed to sustainable procurement practices and is engaging suppliers in applying its approach. Sustainability criteria are included in the selection process at all key stages of the procurement process: <ul style="list-style-type: none"> <li>&gt; Expressing the needs for purchased products/services,</li> <li>&gt; The original tender sent to all bidders,</li> <li>&gt; The evaluation system where sustainability criteria usually represent 10-20% of the final score,</li> <li>&gt; The supplier contract.</li> </ul> Due diligence is conducted for all suppliers in order to ensure their compliance with the FIA Standard Code for Suppliers. In addition, for every key supplier, an analysis of environmental topics is conducted to identify any potential environmental issues. Refer to the FIA Code of Ethics and FIA Standard Code for Suppliers.

# APPENDIX 1: Report on GRI standards

GRI 300 ENVIRONMENTAL DISCLOSURES						
GRI 302 Energy	302-1 Energy consumption within the organisation	Electricity consumption [kWh]				
		2019	2020	2021	2022	
		1,115,964	1,115,872	979,338	803,105	
	302-4 Reduction of energy consumption	> Decrease of <b>28%</b> in 2022 compared with 2019, and of 18% compared with previous year.				
GRI 303 Water and Effluents	303-5 Water consumption	Water consumption [m <sup>3</sup> ]				
		2019	2020	2021	2022	
		1,931	1,864	1,691	1,878	
		> Decrease of <b>3%</b> in 2022 compared with 2019, but increase of 11% compared to previous year.				
GRI 305 Emissions	305-1 Direct (Scope 1) GHG emissions 305-2 Energy indirect (Scope 2) GHG emissions 305-3 Other indirect (Scope 3) GHG emissions 305-4 GHG emissions intensity 305-5 Reduction of GHG emissions	Emissions [t CO <sub>2</sub> e]				
			2019	2020	2021	2022
		Total emissions	18,910.69	6,173.01	13,018.59	19,037.43
		Scope 1	67.69	12.54	6.57	3.4
		Scope 2	35.89	31.58	35.02	27.45
		Scope 3	18,807.11	6,128.89	12,977	19,006.58
		Carbon intensity (tCO <sub>2</sub> per staff)	85.96	25.30	50.85	72.39
Average footprint per employee (excl. freight)	66.20	18.26	39.72	55.21		
		> Total CO <sub>2</sub> emissions nearly at the 2019 level (0.7% increase). Refer to appendix "2022 FIA Carbon Footprint".				

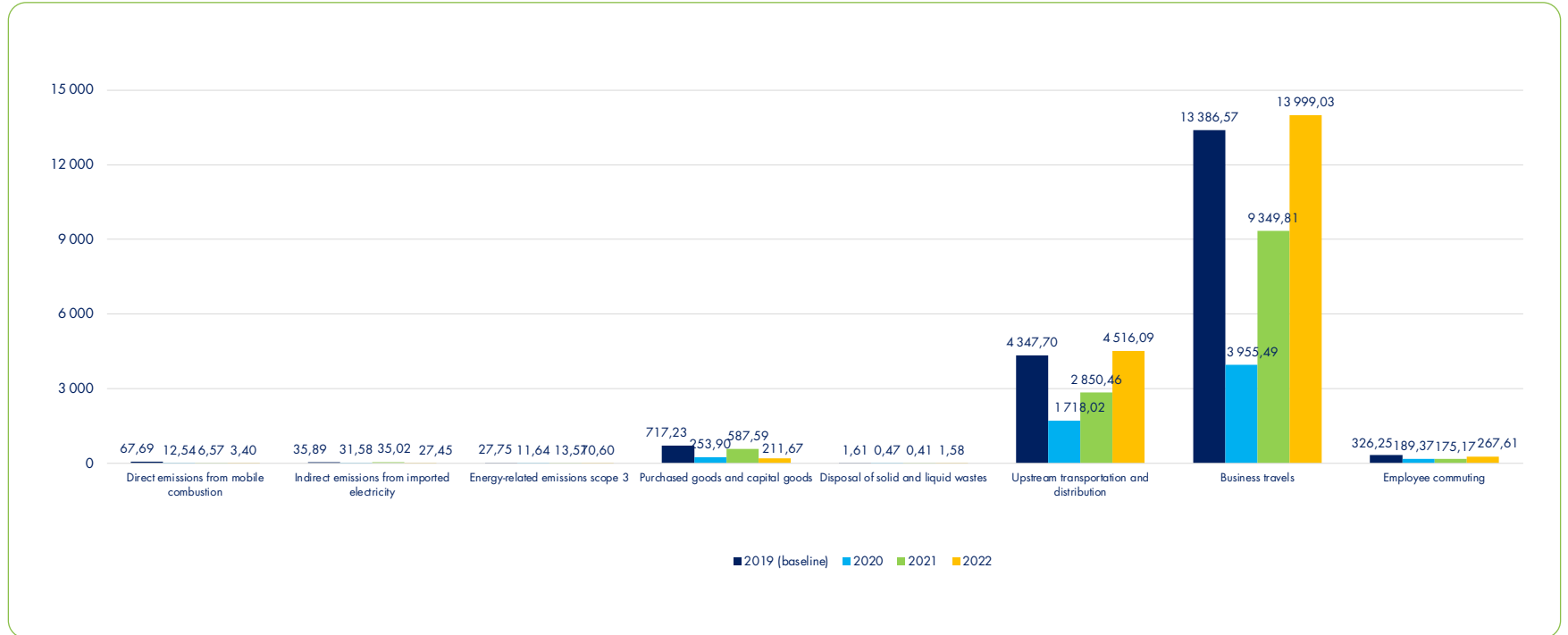
# APPENDIX 1: Report on GRI standards

<p>GRI 306 Waste</p>	<p>306-1 Waste generation and significant waste-related impacts 306-2 Management of significant waste-related impacts 306-3 Waste generated</p>	<p>Total waste volume [t]</p> <table border="1"> <thead> <tr> <th></th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> </tr> </thead> <tbody> <tr> <td>Total generated</td> <td>35.77</td> <td>21.95</td> <td>19.16</td> <td>21.58</td> </tr> <tr> <td>% incineration</td> <td>86%</td> <td>81%</td> <td>77%</td> <td>40%</td> </tr> <tr> <td>% recycling</td> <td>14%</td> <td>19%</td> <td>23%</td> <td>60%</td> </tr> </tbody> </table> <p>&gt; Decrease in generated solid waste of 40% in 2022 compared with 2019, but increase of 13% compared with previous year. &gt; Continuous improvement of recycling rate (three-fold increase since 2019).</p>		2019	2020	2021	2022	Total generated	35.77	21.95	19.16	21.58	% incineration	86%	81%	77%	40%	% recycling	14%	19%	23%	60%
	2019	2020	2021	2022																		
Total generated	35.77	21.95	19.16	21.58																		
% incineration	86%	81%	77%	40%																		
% recycling	14%	19%	23%	60%																		
<p>GRI 308 Supplier Environmental Assessment</p>	<p>308-1 New suppliers that were screened using environmental criteria</p>	<p>All new suppliers for contracts valued above €4,000 were screened using environmental criteria.</p>																				
	<p>308-2 Negative environmental impacts in the supply chain and actions taken</p>	<p>For the selection of suppliers of products for its own venues/events (value of single purchase &gt;4k€) and suppliers for FIA Championships, the FIA has integrated sustainability in the evaluation criteria. The FIA asks suppliers for evidence of their evaluation of the environmental impact of products (such as Life Cycle Assessment) and scenarios for end-of-life and second life of products.</p>																				



# APPENDIX 2: 2021 FIA Carbon Footprint

Breakdown by Scope (ISO 14064-1 norm) [tCO<sub>2</sub>e] 2019 - 2022





## CONTACT

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