



# FIA ENVIRONMENTAL REPORT JUNE 2022

STEPPING FORWARD FOR SUSTAINABLE  
MOTORSPORT AND MOBILITY



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# FOREWORD



Environmental sustainability is one of the main pillars on which we should build the growth of motorsport and future of mobility. With the adoption of the Environmental Strategy 2020-2030, sustainability has been embedded as one of the priorities within the FIA and this approach drives and will continue to drive our work and the way we engage with our members and other stakeholders.

I invite you to read this first progress report that highlights our efforts since the adoption of the strategy and the direction in which we are heading.

Our ambition is to reinforce our position in major developments of sustainable innovations and continually impact positively sustainability agenda of motorsport and mobility.

A handwritten signature in black ink, appearing to be 'Mohammed Ben Sulayem'.

**Mohammed Ben Sulayem**  
FIA President



In December 2020, the FIA pledged to reduce its carbon footprint by 50% by 2030, in line with the Paris Agreement on climate change, with the ultimate goal to achieve net-zero carbon by removing any residual emissions from 2030.

For the last 18 months, the FIA has been working towards the realisation of these ambitious goals, while engaging mobility and sports clubs.

This report explains what actions have been taken and shows the progress achieved against short- to medium- term targets.

Now, more than ever, we need to concentrate on enabling all our stakeholders to contribute to global climate action.

A handwritten signature in black ink, appearing to be 'Felipe Calderon'.

**Felipe Calderon**  
President of the FIA Environment  
& Sustainability Commission

# INTRODUCTION



The FIA is committed to accelerating the global transformation to net zero by acting on its own impact, leading the development and promotion of new technologies and using its reach to raise awareness and change perceptions.

In our ecosystem, sponsors and manufacturers are seeking to integrate a deeper sense of purpose into the narrative as consumer expectations evolve, as do fans' expectations of their favourite sport, moving from human performance alone to human rights and environmental protection.

Our federation has committed to a long-term plan up to 2030, communicating regularly on progress. This sets the stage for trust-based dialogue and collaboration with all stakeholders. We are committed to addressing environmental and climate issues, both for our organisation and in helping our members and stakeholders to make and meet their commitments. With the adoption of the 2020-2030 Environmental Strategy, we have set bold ambitions to align with climate science and our vision to promote safe, sustainable and accessible motor sport and mobility for all.

This is the FIA's first environmental report. This report summarises our 2020-2030 environmental strategy, analyses carbon footprint of the reporting period 2021, and highlights the achievements of the targets set in the environmental strategy since its adoption (December 2020 until June 2022).

We will report annually on our progress towards environmental sustainability and the goal of becoming net zero by 2030.

# FIA ENVIRONMENTAL STRATEGY

The strategy provides a framework for the FIA to meet its commitments.

## 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



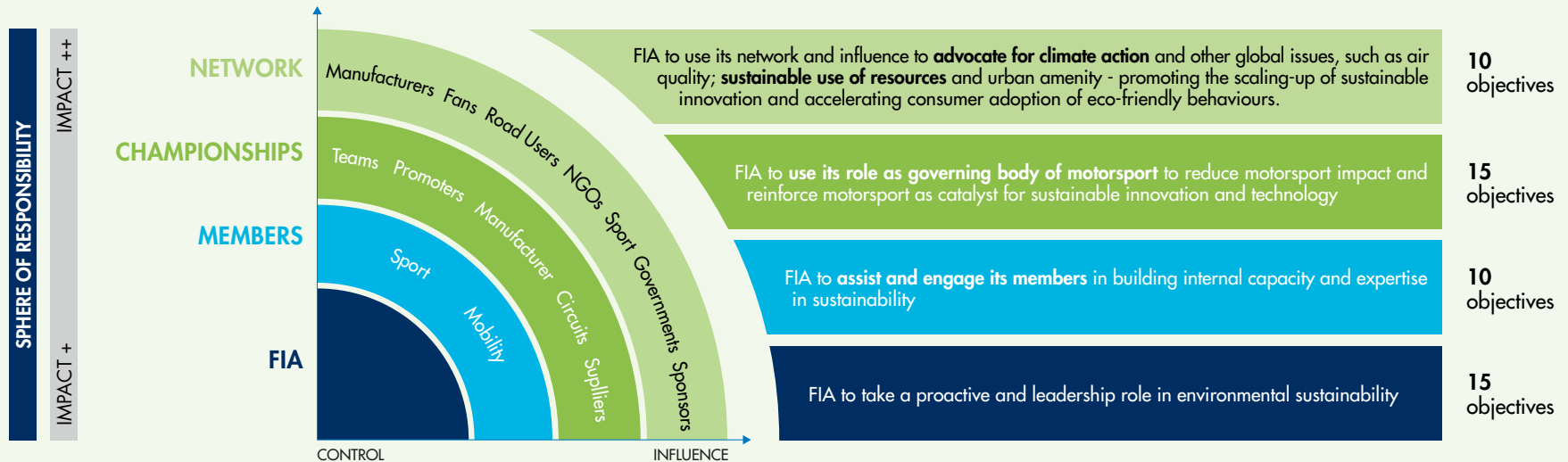
Promote sustainable motorsport  
and mobility to **contribute**  
to **global targets** of the  
environmental agendas

# FIA ENVIRONMENTAL STRATEGY

The FIA has set itself a set of 50 objectives across four spheres of responsibility and focused on three strategic goals: accelerate climate action towards net zero, foster sustainable and innovative solutions, and inspire sustainable practices.

Since the adoption of the strategy in December 2020, the FIA has made great efforts within its own activities and has supported all its stakeholders in their transition.

The FIA's approach is likely to evolve through periodic reviews and assessments of progress, as an integrative and flexible approach is fundamental in order to ensure the coherent and efficient tackling of sustainability challenges. A review and any possible adaptations will be envisaged for 2023.



# KEY ACHIEVEMENTS

## / FIA ADVANCES IN CARBON REDUCTION EFFORTS AND BECOMES CARBON NEUTRAL

At the heart of the FIA Environmental Strategy is the FIA's commitment to accelerating net zero transformation. This commitment was further enhanced with the FIA becoming a signatory of the UNFCCC Sports for Climate Action Framework in December 2019.

The first step was to act on the FIA's internal organisational footprint by measuring its GHG Emissions (Scope 1, 2 and 3), defining reduction measures and offsetting residual emissions.



**United Nations**  
Climate Change

### What is the UNFCCC Sports for Climate Action Framework?

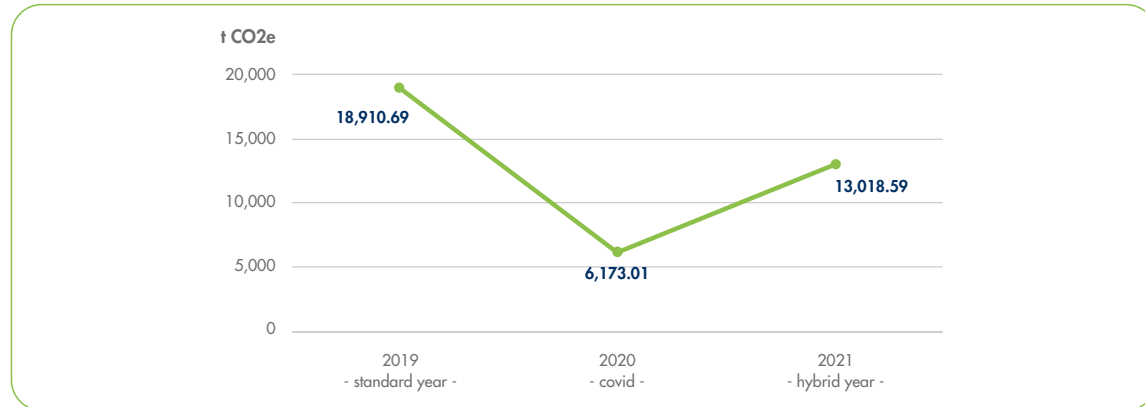
Uniting behind a set of principles, sports organisations and their communities have created an initiative by collaborating in order to position their sector on the path of the low-carbon economy that global leaders agreed on in Paris in 2015. Sports for Climate Action works towards two overarching goals: Achieving a clear trajectory for sports organisations to combat climate change through commitments and partnerships according to verified standards, including measuring, reducing and reporting greenhouse gas emissions; and using sports as a unifying tool to federate and create solidarity among global citizens for climate action.

# KEY ACHIEVEMENTS

## Measurement

Since 2019, the FIA annually undertakes an independently verified (by Global Climate Initiatives) carbon footprint calculation based on the accounting and reporting procedure defined by the GHG Protocol. The calculation includes all 3 scopes of the GHG protocol and focus on the 3 FIA sites, the FIA events and the suppliers for championships financed by the FIA. Within the categories of emissions defined according to the ISO 14064-1, Scopes 1 and 2 being 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.

### FIA administration carbon footprint (2019 - 2021)

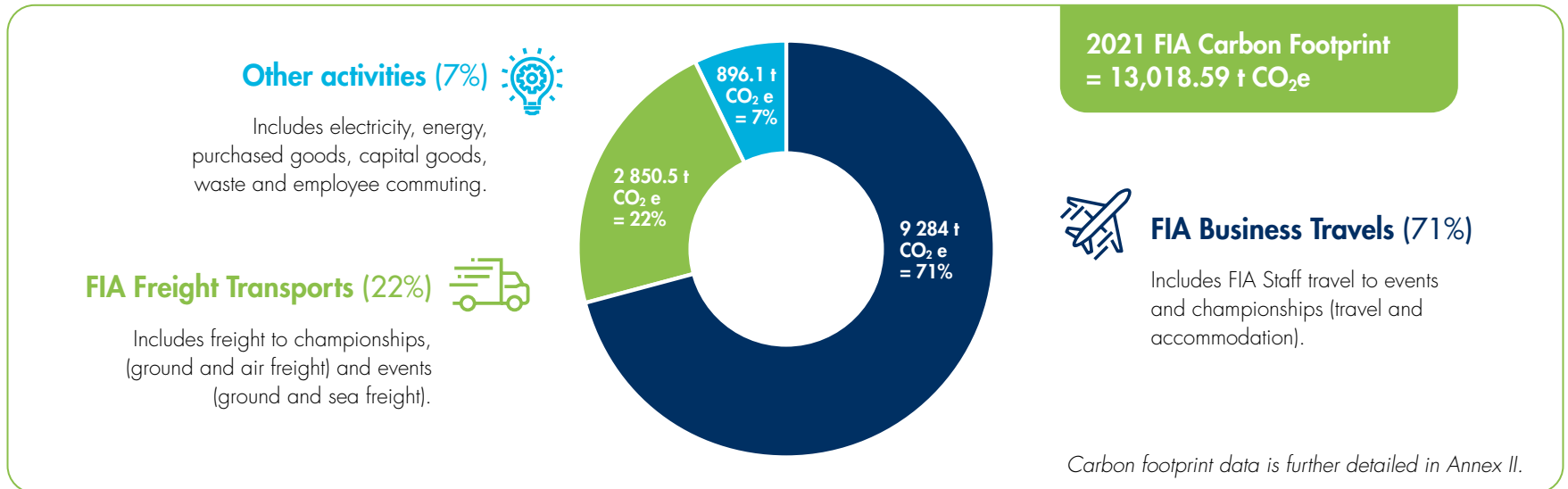




# KEY ACHIEVEMENTS

GHG emissions by the FIA in 2021 were 31% below their 2019 level. This reduction, however, should be interpreted with caution as the extent of the activity in 2021 was not fully comparable with 2019. The figures representing 2022 activities will show a more accurate picture.

## Breakdown by emission source (2021)



# KEY ACHIEVEMENTS

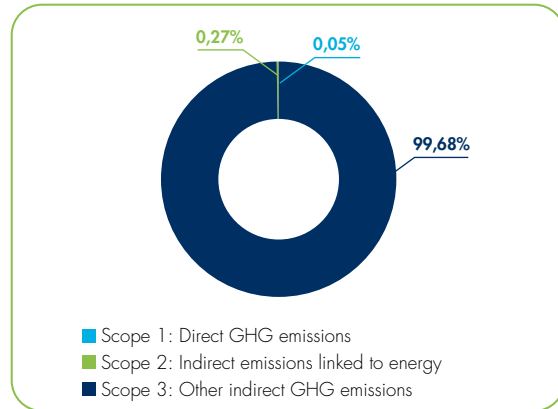
## Reduction

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).

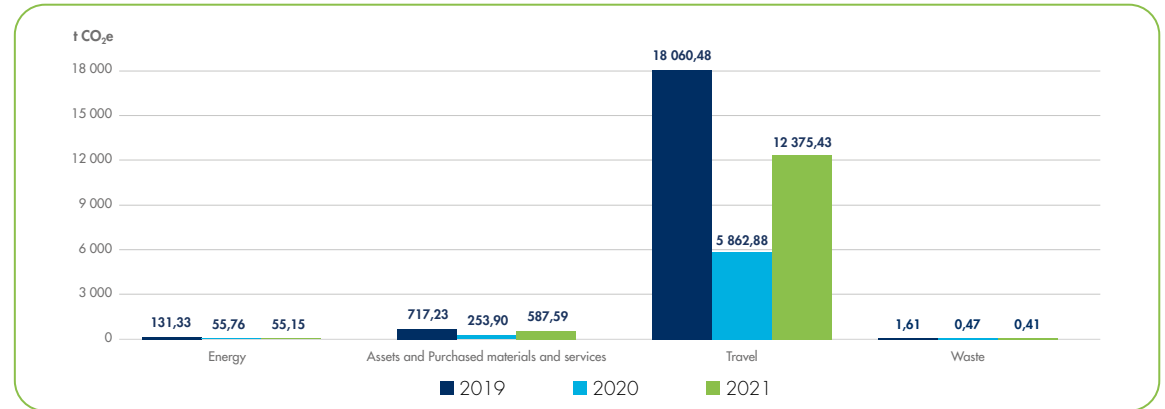
While doing a thorough analysis in order to formalise a full carbon reduction plan and monitoring process aligned with the Paris agreement target of 1.5°C, the FIA has also immediately proceeded with actions to reduce GHG emissions. The total footprint of FIA activities in 2021 decreased by 31% compared with the baseline year, 2019. However, this reduction it should be interpreted with caution as the extent of the activity in 2021 was not fully comparable with 2019 due to the impact of COVID-19 pandemic.

We are particularly focused on reducing emissions related to Scope 3 business travel and freight transport. The objective set in 2019 is to reduce the emissions by 5.5% per year by 2030 to comply with the 1.5-degree scenario.

### Breakdown by scope (2021)



### Breakdown by main emission source emission source (2019-2021)



# KEY ACHIEVEMENTS

In 2021, the FIA's average GHG emissions per employee (excl. freight) have decreased by 30% compared with 2019, due to Scope 3 reductions. This is a result of a change of habits during the COVID pandemic, including the cancellation of many physical events and limited business travel. While business travel is rising again in 2021, we increasingly rely on digital collaboration to deliver for our members and other stakeholders, leading to more cost-efficient and reduced carbon emissions activity.

The major step in 2021 was to modify the FIA travel policy in order to reduce the number of journeys and encourage more sustainable modes of transport. It includes measures such as eliminating air travel between Paris and Geneva (the locations of the two main sites of the FIA; train only), increasing the length of the air journey necessary to be eligible for a business class ticket, and reducing the number of physical official FIA meetings.

Already, by making all Commission meetings virtual the FIA can reduce its total emissions by 6% (2019 baseline) which is equivalent to approximately 1.1 kt CO<sub>2</sub>e.

To reduce emissions, we are working on a number of measures with results expected at the earliest at the end of 2022, namely:



**Business travel policy**



**Optimisation of FIA freight**



**Reduction of electricity consumption and sourcing of renewable electricity**



**Commuting policy**





A detailed analysis of potential reduction due to these actions is still ongoing.

# KEY ACHIEVEMENTS

## Offsetting

While the priority remains avoiding and reducing carbon emissions resulting from our activities, in 2021 the FIA decided to offset its remaining emissions by investing in carbon compensation projects.

In 2021, we offset 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. The FIA has partnered with South Pole in order to invest in offsetting projects. The projects were selected through a tendering process that included stringent selection criteria. Selected project portfolio:

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

The projects selected are spread over 3 continents (South America, Africa and Asia) and meet the highest international standards. The investment involves forest conservation and restoration as well as avoidance projects that allow renewable energy generation, benefiting biodiversity and local communities and having a positive economic impact in developing countries.

These projects will see continued support from the FIA for compensation of its 2021 and 2022 carbon footprint.

# KEY ACHIEVEMENTS

In April 2022 the FIA was selected as one of 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.



Comité  
International  
Olympique

## IOC Climate Action Award

To mark 2022 Earth Day (22 April), some 20 major sporting organisations, including the FIA, were presented with the IOC Carbon Action Awards, recognising efforts to reduce their greenhouse gas (GHG) emissions.

Launched in 2019, the IOC Carbon Action Awards – which originally formed part of the IOC-DOW Carbon Partnership – were created to inspire climate action by recognising the sustainability efforts of key sports organisations within the Olympic Movement. As part of the initiative, those International Federations and National Olympic Committees that have demonstrably reduced their GHG emissions within the scope of their organisations and respective events are rewarded with carbon offsets to compensate their remaining emissions.

The FIA is determined to make progress towards the goal of becoming net zero by 2030 by reducing and avoiding emissions, while supporting solutions that allow carbon removal, and supporting development of technologies that contribute to the decarbonisation of motorsport and mobility.

# KEY ACHIEVEMENTS

## / FIA ACHIEVES ISO14001 CERTIFICATION

The FIA became ISO 14001-certified in December 2021. Within this framework, the FIA is committed to reducing the environmental impact resulting from its activities. It helps us to manage our activities through setting objectives and defining concrete action plans.



ISO 14001 is an environmental management system that helps organizations identify, manage, monitor and control their environmental performance.

3 pillars of the ISO 14001 standard:



Minimisation of harmful effects on the environment caused by its activities



Conformity with applicable regulatory requirements



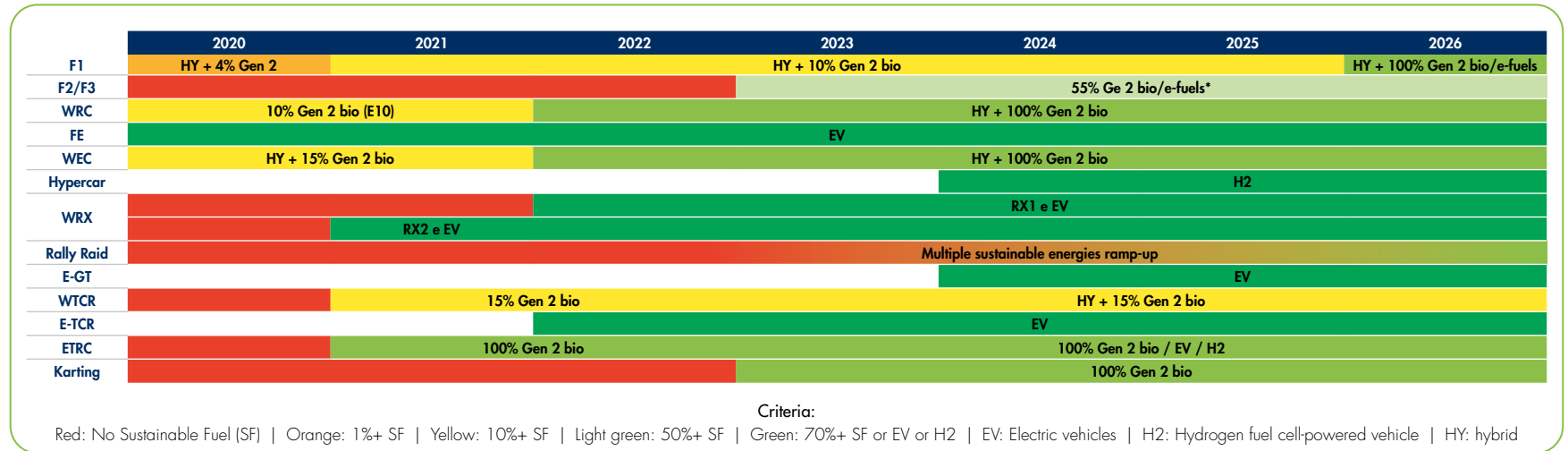
Continual improvement of its environmental performance



# KEY ACHIEVEMENTS

## / DEVELOPMENT OF A SUSTAINABLE ENERGIES ROADMAP

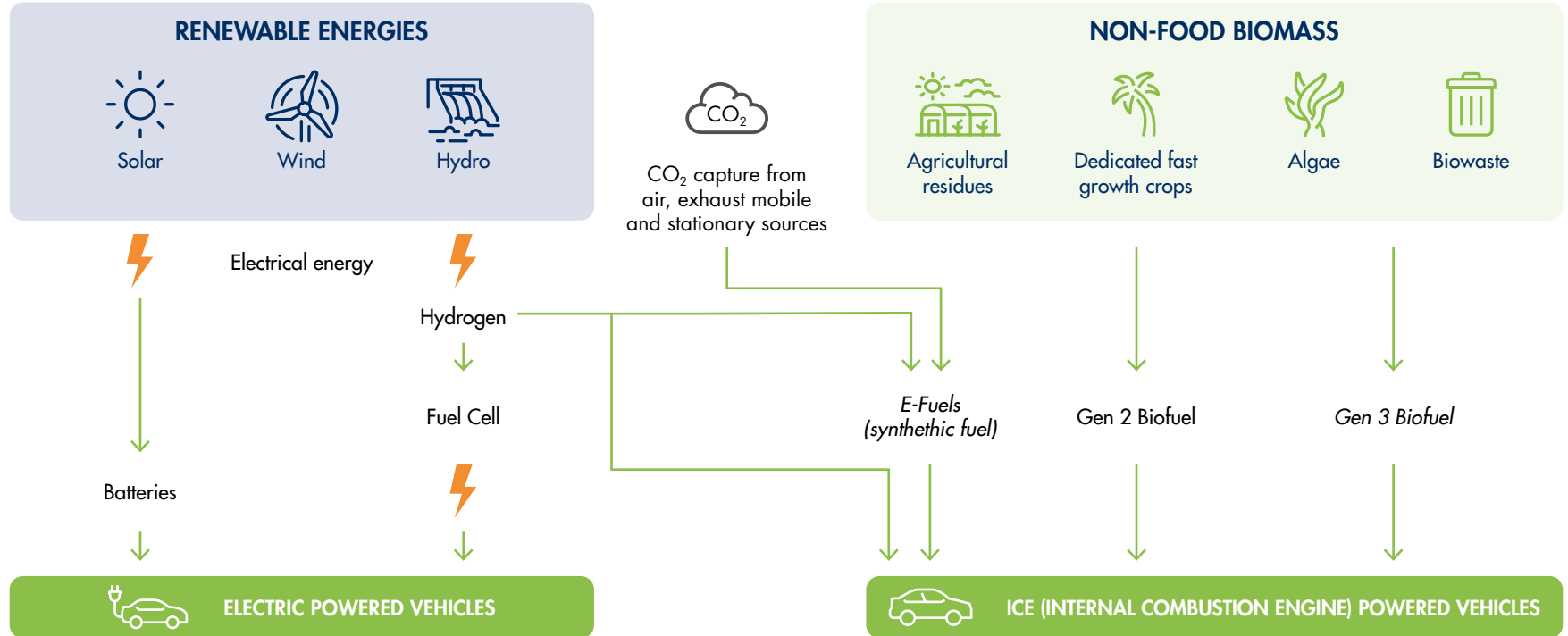
On the way towards carbon neutrality through significant emissions reduction, the world of motor sport must adapt and meet the expectations of manufacturers and competitors. The FIA aims to set a reference in the development and promotion of these new technologies. In 2021 the FIA and its relevant Commissions and stakeholders developed a roadmap for the transition of championships to sustainable energies for powering vehicles. As a result, the great majority of championships will run under clean energy by 2026<sup>(1)</sup>.



(1) In order for the fuel to be called Advanced Sustainable, it needs to be based of at least 70% sustainable components. As of today, F2/F3 and WTCR roadmaps do not foresee sufficient biofuel ratio to be considered as sustainable energy powered championships in 2026. Additional research efforts will be made to fulfil this condition.

# KEY ACHIEVEMENTS

## / SUSTAINABLE ENERGIES





# KEY ACHIEVEMENTS

**Sustainable fuel** is a fuel uniquely **composed of sustainable components** derived from carbon capture, municipal waste or non-food biomass **whose life cycle results in a minimum 65% emissions reduction** compared to fossil fuel (sourcing and production):

- > E-fuel (or “synthetic” fuel) is made from carbon capture (from air, exhausts or stationary sources) and hydrogen (from water or air) electrolysis.
- > Biofuel is made from municipal waste or biomass (Gen2) or algae (Gen3). Its diesel version is called HVO (hydrotreated vegetable oil).

**Sustainable EVs are vehicles whose energy is derived from a renewable energy source (sun, wind or water) or sustainable fuel (hydrogen), whose life cycle results in a minimum 65% emissions reduction** compared to fossil fuel (sourcing and production):

- > Battery: device that stores electrical energy, enabling energy from renewable resources to be stored and released when required.
- > Fuel cell: device that converts the chemical energy of a fuel (hydrogen) into electricity with an electrochemical reaction.

Although the use of sustainable fuels allows significant emission savings compared with fossil-derived fuels, the introduction of 100% sustainable fuels brings new challenges. Issues such as the availability of fuels of sufficient quality and from sustainable origins, or the technical compatibility of the fuel with the engine and its components, need to be further analysed in order to find viable solutions and accelerate the adoption of sustainable fuels on a large scale.



# FIA ENVIRONMENTAL STRATEGY – STATUS REPORT

Out of the 21 objectives set for 2021, 17 have been fully achieved, 1 partially achieved and 3 postponed to 2022 (although they have been postponed, there has been clear progress in each and the related processes to achieve them have been started). Of the postponed objectives, two are linked to regulatory processes which require time. We anticipate finalising all the objectives by the end of 2022, although most of them will remain active as a continual improvement.

## / 2021 OBJECTIVES

	FIA SUSTAINABILITY OBJECTIVES	OVERALL SUMMARY / PROGRESS UPDATE SINCE 2020	FINAL STATUS
FIA	<p>By end of 2021, develop a carbon reduction action plan.</p>	<ul style="list-style-type: none"> <li>&gt; Developed new travel policy</li> <li>&gt; Agreed to develop a freight reduction plan and other reduction measures (electricity, commuting)</li> </ul> <p>The objective set in 2019 is to reduce the emissions by 4.5% per year by 2030 to comply with the 1.5-degree scenario.</p> <p>We are particularly focused on emissions reduction related to Scope 3 business travel and freight transport.</p> <p>As In 2021, we developed a new travel policy that was approved in February 2022. To reduce emissions further, we are also working on other measures with results expected at the earliest at the end of 2022.</p> <p>A detailed analysis of potential reduction due to these actions is still ongoing.</p>	<p>Partially achieved</p>
	<p>From 2021, become carbon neutral by fully offsetting its emissions through compensation</p>	<p>The FIA has decided to offset its remaining emissions by investing in carbon compensation projects. In 2021 we offset the equivalent of 6,200 t CO<sub>2</sub> (covering the 2020 footprint) to allow the organisation to become carbon neutral this year. This solution was chosen to complete the plan to reduce emissions.</p>	<p>Achieved</p> <p>Will continue to be addressed and reported in subsequent reports</p>

## FIA SUSTAINABILITY OBJECTIVES

From 2021, focus research on sustainable innovations and their potential application in motor sport

By the end of 2021, reach ISO14001 certification for the FIA Administration

By the end of 2021, develop environmental action plans covering water, air, soil, waste and biodiversity

By the end of 2021, adopt sustainable procurement policies requiring all FIA suppliers to ensure their sustainability credentials

## OVERALL SUMMARY / PROGRESS UPDATE SINCE 2020

In 2021 we focused on the application of Sustainable Energies in championships, which resulted in the championship roadmap for 2026. We continue to study this topic with championships, suppliers and other stakeholders. Currently, we are working on the development of sustainable tyres.

In 2021 the FIA implemented an environmental management system certified according to ISO 14001:2015 standard by third party verification provided by Bureau Veritas.

The action plans related to the main environmental aspects have been developed as part of the ISO certification.

The FIA's approach to supplier sustainability was formalised within the framework of the implementation of the Environmental Management System.

Sustainability criteria are included in the selection process at all key stages of the procurement process:

- > Expressing the needs for purchased products/services,
- > The original tender sent to all bidders,
- > The evaluation system where sustainability criteria usually represent 10-20% of the final score,
- > The supplier contract.

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.

## FINAL STATUS

Achieved  
Will continue to be addressed and reported in subsequent reports

Achieved & closed

Achieved  
Continual improvement will be sought and will be reported in subsequent reports

Achieved  
Continual improvement will be sought and will be reported in subsequent reports

MEMBERS	FIA SUSTAINABILITY OBJECTIVES	OVERALL SUMMARY / PROGRESS UPDATE SINCE 2020	FINAL STATUS
	By the end of 2020, develop a carbon calculation tool available to FIA members and stakeholders	In 2020 we developed a carbon footprint calculation tool that serves to measure our carbon footprint and is available to some stakeholders with the objective of helping them to understand and manage their carbon emissions and develop action plans to reduce emissions.	Achieved
	By the end of 2021, develop a dedicated training programme for members to build capacity on climate action	A first level of the training programme - which aims for Members to ensure capacity building in climate action, sustainable practices and event management – was launched in November 2021.	Achieved
	From 2021, leverage FIA grants Programme to support Members in implementing sustainability initiatives	In 2021, FIA grants continued to support Members in implementing sustainability initiatives. Grants dedicated to sustainability and environmental programmes represented nearly €500,000. The funding mechanism that supports the implementation of activities targeting sustainable mobility and sport, led by the members, will continue to be developed.	Achieved Will continue to be addressed and reported in subsequent reports
	From 2021, support members in building expertise on sustainability and sustainable event management	In 2021 the FIA has been reinforcing the promotion of the FIA environmental tools: training programme, environmental accreditation, sustainable mobility grants, sustainable events guide and carbon tool, and will continue to support members in the adoption of these tools.	Achieved Will continue to be addressed and reported in subsequent reports
	By the end of 2021, provide a toolkit for advocacy purposes in sustainable mobility	In 2021, Sustainable Mobility Road Map, which creates the framework for member clubs' engagement in sustainable mobility and covers its four dimensions – Safe, Clean, Inclusive/Accessible and Smart Mobility, was developed.	Ongoing Will be reported in the next report

CHAMPIONSHIPS	FIA SUSTAINABILITY OBJECTIVES	OVERALL SUMMARY / PROGRESS UPDATE SINCE 2020	FINAL STATUS
	By the end of 2021, World Championships to commit to climate action	Commitments and actions of all World Championships are evaluated according to relevant criteria, including the calculation of their carbon footprint and the implementation of a carbon reduction plan. In 2021 we developed and communicated a roadmap for each World Championship, and we closely follow the commitment and performance of all stakeholders involved.	Achieved Will continue to be addressed and reported in subsequent reports
	By the end of 2021, World Championships to measure their carbon footprint	All World Championship promoters are calculating or committed to calculating their carbon footprint by the end of 2022. Calculation of their carbon footprint is part of the sustainability roadmap for Championships and continues to be followed closely through ongoing dialogue with all promoters.	Achieved Will continue to be addressed and reported in subsequent reports
	By the end of 2021, define specific plans for the application of electrification and new green technology in FIA Championships	In 2021 the FIA developed and presented to stakeholders a Championship Energy Roadmap 2026 with the aim of supplying clean energy to all championships by 2026. The FIA will continue to support the development and application of sustainable energies (sustainable fuels or electrification) through cooperation with relevant stakeholders, in particular promoters and suppliers.	Achieved Will continue to be addressed and reported in subsequent reports
	By the end of 2021, include a commitment to sustainable development in the International Sporting Code	The process of modifying the International Sporting Code has been started and is to be finalised by the end of 2022.	Postponed to 2022
	By the end of 2021, all World Championships to develop action plans linked to waste, biodiversity, transport and energy management	Implementing action plans to address these key environmental impact areas is part of the sustainability roadmap for Championships and continues to be followed closely through ongoing dialogue with all promoters.	Achieved Will continue to be addressed and reported in subsequent reports
	By the end of 2021, integrate environment criteria in the delivery of circuit permits and licences	The principle to integrate the environmental criteria for circuits has been approved by the Circuits Commission in early 2022. We aim to finalise the modification during 2022.	Postponed to 2022

## FIA SUSTAINABILITY OBJECTIVES

## OVERALL SUMMARY / PROGRESS UPDATE SINCE 2020

## FINAL STATUS

### NETWORK

From 2020, contribute to the development of global climate policies by actively joining all relevant climate-related forums, conferences and working groups

The FIA has been an active participant in several international initiatives and relevant working groups; in particular:

- > We have been participating in the European Commission's Green Sport Expert Group initiative,
- > As a signatory of the UNFCCC Sports for Climate Action since 2019, we are sharing our learning with other members and have been using the initiative to raise awareness and engage our World Championships to commit to the principles and take action.

We have been an IOC-recognised International Sport Federation since 2011, and have an ongoing dialogue on supporting the sustainability objectives of the IOC.

We will continue to play an active role and reinforce our engagement within relevant initiatives.

Achieved  
Will continue to be addressed and reported in subsequent reports

From 2021, implement social media campaign on leading, environment-focused start-ups that have been involved in FIA Smart Cities

An article and interview with FIA Smart Cities Global Start-up Contest Winner, Aurassure, with a focus on air quality, featured in issue #34 of AUTO Magazine in July 2021.

We will continue to develop and implement these actions as part of our communication strategy.

Achieved  
Will continue to be addressed and reported in subsequent reports

From 2021, create a campaign including individual athletes and drivers to encourage positive environmental behaviours

Production of the clip "F1 drivers commit to #PurposeDriven" mobilising the 20 drivers in the world championship, published on 21 May during the Monaco GP weekend (1.2 million views). Publication of a news item for each new "three star" certification awarded.

We will continue to develop and implement these actions as part of our communication strategy.

Achieved  
Will continue to be addressed and reported in subsequent reports

By the end of 2021, create a communication plan aimed at increasing the reach of FIA Environmental Programmes

New section of the FIA website (launched in May 2021), including Key points of the Environment pillar: the new clip with all F1 drivers committed to societal causes, including the environment / the FIA Environmental Strategy / the FIA Environmental Policy / the full list of FIA Environmental Accreditation awards. Support for World Environment Day on 5 June with a dedicated news item. Publication of an "Environment" feature in AUTO Magazine #34 in July 2021 with an interview with President Felipe Calderón.

We will continue to develop and implement these actions as part of our communication strategy.

Achieved  
Will continue to be addressed and reported in subsequent reports

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 in environment and sustainability topics to reinforce their capacities in this area.

## / 2025 OBJECTIVES

	OBJECTIVES	ACTION PLAN
FIA	By 2025, reduce carbon footprint by 20%	Calculation of FIA carbon emissions. Estimation of carbon reduction for 2022-2025. Adjusted carbon reduction plan.
	From 2025, start the gradual integration of carbon removal technology into the offsetting plan	Estimation of carbon emissions to be removed. Selection of projects and suppliers in cooperation with relevant stakeholders.
	By 2025, integrate sustainability and sustainable innovation as key criteria for all tenders linked to FIA Championships	Sustainability criteria evolving continuously to take into account the most recent market developments, to include sustainable innovation aspects (defined for specific products/services groups). The procurement procedure includes sustainability criteria representing the largest percentage of the score for the selection of suppliers.
	By the end of 2025, reach ISO20121 for corporate events	TBD
	By 2025, ensure that all FIA buildings are provided with renewable electricity	For each site, renewable electricity offer is assessed, emissions reduction and cost are estimated and, whenever possible, renewable electricity provider is selected.
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	Program implementation is promoted and supported among all Sport and Mobility members. Through the environmental training, the clubs will have sufficient skills & knowledge to fulfill the accreditation requirements.

## OBJECTIVES

## ACTION PLAN

### 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

Requirement to commit to carbon neutrality 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.

From 2025, start the integration of 100% sustainable fuels in World Championships

In accordance with the Championship Energy Roadmap 2026 developed in 2021, only sustainable fuel is used in World Championships.

By 2025, all FIA World Championships to reach FIA 3\* Environmental Accreditation or equivalent

Accreditation program 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

TBD

By 2025, become an observer organisation of the COP

FIA admitted by UNFCCC to attend the COP as an observer organisation.

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

The programme elements are currently under review.

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

TBD



# FLAGSHIP PROJECTS TO PROVIDE SUPPORT TO OUR MEMBERS AND OTHER STAKEHOLDERS

## / ENVIRONMENTAL ACCREDITATION

The FIA Environmental Accreditation Programme is aimed at helping motor sport and mobility stakeholders worldwide to measure and enhance their environmental performance. By introducing clear and consistent environmental management into motor sport and mobility, it provides stakeholders with a framework within which to accredit their activities.

The three-level accreditation scheme (from basic to best practice) is based on international environmental certification standards (incl. ISO 14001 and EMAS). It has been designed to fit all FIA stakeholders and encourage gradual progression through the levels.

The Environmental Strategy makes obtaining the accreditation mandatory for members (1\* by 2025 and 3\* or equivalent on a voluntary basis by 2030) and championship stakeholders (3\* by 2025 for World Championships and by 2030 for FIA-sanctioned championships). The programme has grown to reach nearly 80 accredited stakeholders (including 27 organisations accredited in 2021 only).

The FIA is continuously looking to improve the way the Environmental Accreditation Programme is being implemented in order to ensure fairness and maintain our commitment to improving environmental performance.

### Benefits

- > Raises awareness and prepares the organisation to report on the environmental performance of its stakeholders
- > Helps saving on operational costs
- > Increases and strengthens credibility, competitiveness, reputation and customer confidence
- > Ensures that activities aim to achieve continuous improvement in environmental performance
- > Develops expertise for further implementation of other international standards such as ISO 14001
- > Serves as an education platform for clubs and their members
- > Allows joining a collective effort among FIA stakeholders to exchange best practices



# FLAGSHIP PROJECTS TO PROVIDE SUPPORT TO OUR MEMBERS AND OTHER STAKEHOLDERS

## / SUSTAINABLE EVENTS GUIDE

In 2020 the FIA developed a sustainable events guide, available to members and other stakeholders delivering events, with the aim of providing key actions allowing to reduce the environmental impact and carbon footprint of events.

The guide has been designed to provide event organisers with the technical support and guidance to identify simple and clear actions for improving their sustainability performance. Developed in alignment with the requirements of the Environmental Accreditation Programme, it provides a practical approach that can be applied to events of all sizes.

An organisation that applies the guidelines is well positioned to achieve a 2\* level of the accreditation.

The guidelines are structured around **six key impact areas: Energy use, Air Quality & Transport, Waste Management, Water & Biodiversity, Supply Chain, and Social Responsibility.**

### Benefits

- > Guides the organisation of all types of events in a more sustainable way.
- > Provides guidance for consistent environmental management and effective communication.
- > Can serve as an entry point for more advanced programmes, such as the FIA Accreditation programme, driving both awareness and practical action.
- > Shares environmental awareness in a user-friendly way.



# FLAGSHIP PROJECTS TO PROVIDE SUPPORT TO OUR MEMBERS AND OTHER STAKEHOLDERS

## / FIA CARBON TOOL

In 2020 the FIA launched an online carbon calculation tool for its own organisation as well as for its stakeholders, following the implementation of the FIA Environmental Accreditation Programme, and contributing to the UN's Sustainable Development Goals (SDGs).

The FIA carbon calculation tool, developed by Global Climate Initiatives, has been specifically adapted to the motor sport industry and will allow the stakeholders to calculate their carbon footprint. Currently, the tool is available to 3\* accredited stakeholders.

By the end of 2021, 19 users have been registered in the tool, among them, 5 have finalised their carbon footprint.

### Benefits

By obtaining insights on the environmental performance of its stakeholders, the FIA can cater to them in order to:

- > Provide them with support in understanding their carbon footprint and becoming climate neutral.
- > Maximise the impact of the programmes by defining priority areas where more attention and education are needed in order to reduce emissions.
- > Establish benchmarks and goals for motor sport.



# FLAGSHIP PROJECTS TO PROVIDE SUPPORT TO OUR MEMBERS AND OTHER STAKEHOLDERS

## / FIA ENVIRONMENTAL TRAINING PROGRAMME

In 2021 we developed an environmental training programme that aims to build capacity, to provide our members with knowledge on climate action and sustainable events management.

The first level, launched in November, aims to provide a clear understanding of environmental management and how to take initial steps to improve environmental performance. This first level was developed in cooperation with stakeholders, including Fédération Internationale de Motocyclisme (FIM). The course is delivered as an e-learning module, available on the FIA e-learning platform in English, French or Spanish. So far, nearly 80 users registered to complete the first level of the training. We plan to further expand the programme, with additional levels to provide the participants with the necessary spectrum of knowledge (Two-Star, focusing on carbon management and climate action; and Three-Star, which will focus on becoming environmental leaders and creating independent projects).

### Benefits

- Provides a common baseline of knowledge and understanding on the main environmental topics
- After completing this level, the participants will have a clear understanding of environmental management and how to take the initial steps to improve their environmental performance
- Free of charge, easily accessible on the FIA e-learning platform



# FLAGSHIP PROJECTS TO PROVIDE SUPPORT TO OUR MEMBERS AND OTHER STAKEHOLDERS

## / SUSTAINABLE MOBILITY ROADMAP

The FIA Sustainable Mobility Roadmap was endorsed by the World Council in 2021.

Historically, Mobility Clubs have been well positioned to advocate for efficient regulations, preventing transport authorities from cascading compliance procedures with policies that are outdated and restrictive towards the mobility community. Undergoing a rapid change in modern society, Clubs today acknowledge the need to review and prioritise the mobility topics they are working on, ensuring that their policy positions are in line with new consumer expectations. Clubs are widening their scope of activities to a broader range of mobility issues, and the focus on sustainability has been prioritised more and more often.

While road safety, travel and tourism, accessibility and inclusiveness are closely interlinked with a broader sustainability agenda, these topics require dedicated strategies, roadmaps and campaigns. This Roadmap sets the stage for three major trends in the field of sustainable mobility – Environmental, Accessible and Inclusive as well as Smart mobility - across all FIA Regions.



# FLAGSHIP PROJECTS TO PROVIDE SUPPORT TO OUR MEMBERS AND OTHER STAKEHOLDERS

## / SUSTAINABLE MOBILITY GRANTS

The programme is structured around priority themes of the FIA environmental sustainability pillars. Focus is placed on the topics of e-fuels, CO2 footprint management and transport decarbonisation. The aim of the programme is to help members implement their sustainable mobility projects.

In 2022, the FIA Sustainable Mobility Programme will support 11 projects proposed by FIA member clubs. 7 Advocacy projects will gather stakeholders to promote decarbonisation policies and raise awareness among consumers about the benefits of sustainable mobility at Roundtables, Forums, and other mobility events.

Additionally, 4 Innovative projects will implement diverse initiatives to promote e-mobility. These projects will involve creating educational programmes for electric bus drivers and sharing best practice in terms of energy consumption; conducting a large-scale survey of the electric vehicle users to understand their experience; installing EV charging stations; organising training to build user confidence in EVs; and creating a data-based vehicle emission testing system.

## / LCA EXPERT TOOL

The FIA Sustainable Mobility Programme has supported the creation of Life Cycle Assessment (LCA) tools, developed by the Johanneum Research Institute since 2018. LCA tools provide consumers with reliable estimates of the real environmental effects over the entire lifetime of a vehicle including its production, use and recycling, in order to help every consumer, make more informed and sustainable choices.

The LCA methodology has been incorporated in the Green NCAP programme, which is an independent vehicle testing initiative, that promotes the development of clean and energy efficient cars. In April 2022, Green NCAP announced its first LCA results, examining the real environmental impact of some of Europe's most popular cars.

In terms of the development of the LCA expert tools, currently the targeted markets are EU 27 countries, Australia, China, Japan, Canada, Chile, Costa Rica, UK and South Africa. In 2023, the project will expand to Latin America and India.



# APPENDIX 1: Report on Global Reporting Initiative (GRI) Standards

DISCLOSURE		RESPONSE
<b>GRI 102: GENERAL DISCLOSURES</b>		
102-1	Name of the organisation	Fédération Internationale de l'Automobile
102-2	Activities, brands, products and services	Refer to "FIA at a glance" section of the 2021 FIA activity report
102-3	Location of headquarters	Refer to "Administration" section of the 2021 FIA activity report
102-4	Location of operations	Refer to "Administration" section of the 2021 FIA activity report
102-5	Ownership and legal form	Refer to "FIA at a glance" section of the 2021 FIA activity report
102-6	Markets served	Refer to "FIA at a glance" section of the 2021 FIA activity report
102-7	Scale of the organisation	Refer to "FIA at a glance" section of the 2021 FIA activity report
102-8	Information on employees and other workers	Refer to "FIA at a glance" section of the 2021 FIA activity report
102-9	Supply chain	<p>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:</p> <ul style="list-style-type: none"> <li>- Expressing the needs for purchased products/services,</li> <li>- The original tender sent to all bidders,</li> <li>- The evaluation system where sustainability criteria usually represent 10-20% of the final score,</li> <li>- The supplier contract.</li> </ul> <p>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.</p>

# APPENDIX 1: Report on Global Reporting Initiative (GRI) Standards

102-10	Significant changes to the organisation and its supply chain	The FIA's approach to supplier sustainability was formalised in 2021 within the framework of the implementation of the Environmental Management System. Continual improvement will be sought and will be reported in subsequent reports.
102-16	Values, principles, standards and norms of behaviour	Refer to the FIA Code of Ethics and FIA Standards of Conduct for Suppliers.
102-11	Precautionary Principle or approach	Refer to "Performance and Compliance" section of the 2021 FIA activity report.
102-12	External initiatives	The FIA is a signatory of the United Nations Climate Change (UNFCCC) Sports for Climate Action framework and thus commits to its principles and seeks to contribute to meeting the goals of the Paris Agreement. The FIA is an international sport federation recognised by the International Olympic Committee and supports the IOC sustainability objectives.
102-13	Membership of associations	Not applicable.
102-14	Statement from senior decision-maker	Refer to "Statement from the President " section of the 2021 FIA activity report.
102-15	Key impacts, risks, and opportunities	Information related to impacts, risks and opportunities identified in the framework of the environmental management system implementation; not disclosed in this report.

## GRI 300 ENVIRONMENTAL DISCLOSURES

GRI 302 Energy	302-1 Energy consumption within the organisation 302-4 Reduction of energy consumption	Electricity consumption [kWh] <table border="1"> <tr> <td>2019</td> <td>2020</td> <td>2021</td> </tr> <tr> <td>1,115,964</td> <td>1,115,872</td> <td>979,338</td> </tr> </table> - Decrease of <b>12%</b> in 2021 compared with 2019.	2019	2020	2021	1,115,964	1,115,872	979,338
2019	2020	2021						
1,115,964	1,115,872	979,338						
GRI 303 Water and Effluents	303-5 Water consumption	Water consumption [m <sup>3</sup> ] <table border="1"> <tr> <td>2019</td> <td>2020</td> <td>2021</td> </tr> <tr> <td>3,950</td> <td>3,884</td> <td>3,712</td> </tr> </table> - Decrease of <b>6%</b> in 2021 compared with 2019.	2019	2020	2021	3,950	3,884	3,712
2019	2020	2021						
3,950	3,884	3,712						

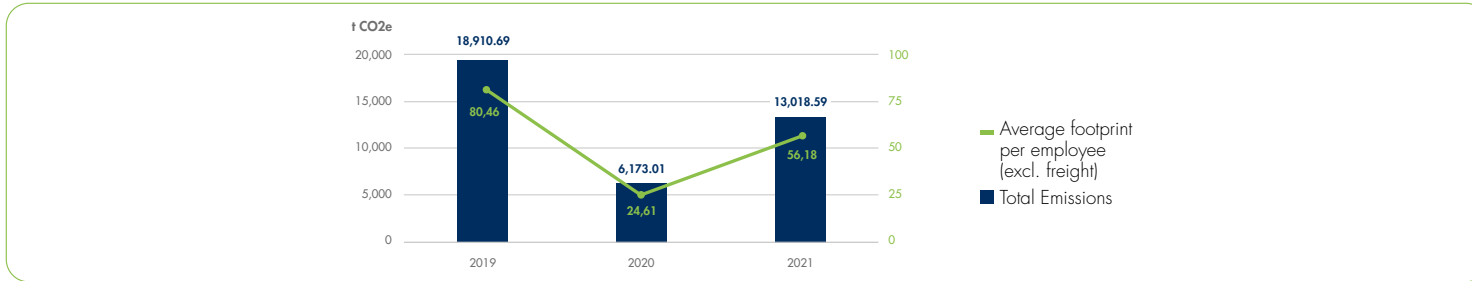


# APPENDIX 1: Report on Global Reporting Initiative (GRI) Standards

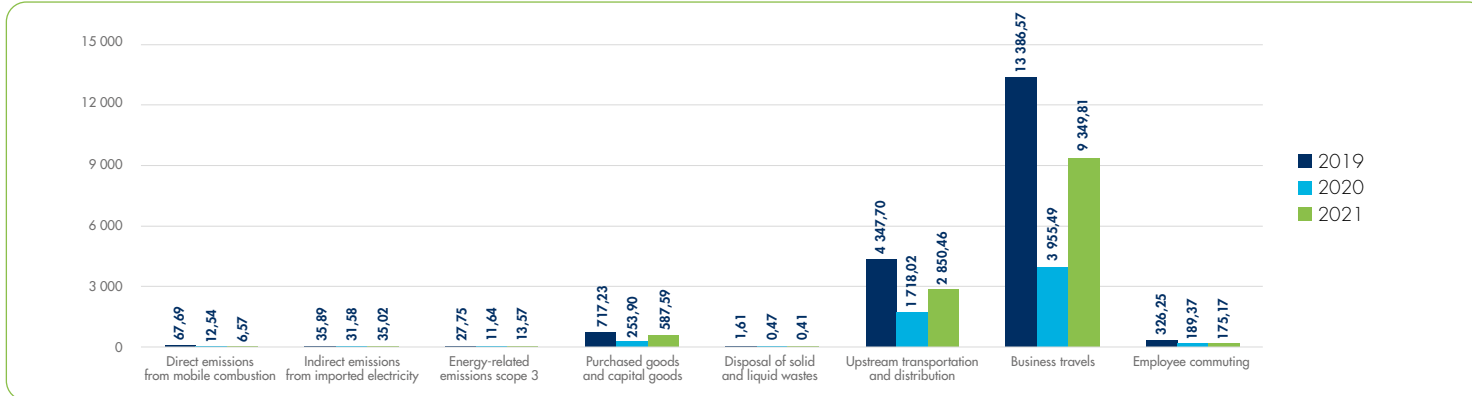
GRI 305 Emissions	305-1 Direct (Scope 1) GHG emissions 305-2 Energy indirect (Scope 2) GHG emissions 305-3 Other indirect (Scope 3) GHG emissions 305-4 GHG emissions intensity 305-5 Reduction of GHG emissions	<p>Emissions [t CO<sub>2</sub>e]</p> <table border="1"> <thead> <tr> <th></th> <th>2019</th> <th>2020</th> <th>2021</th> </tr> </thead> <tbody> <tr> <td>Total emissions</td> <td><b>18,910.69</b></td> <td><b>6,173.01</b></td> <td><b>13,018.59</b></td> </tr> <tr> <td>Scope 1</td> <td>67.69</td> <td>12.54</td> <td>6.57</td> </tr> <tr> <td>Scope 2</td> <td>35.89</td> <td>31.58</td> <td>35.02</td> </tr> <tr> <td>Scope 3</td> <td>18,807.11</td> <td>6,128.89</td> <td>12,977</td> </tr> <tr> <td>Carbon intensity (tCO<sub>2</sub> per staff)</td> <td>104.48</td> <td>29.97</td> <td>51.25</td> </tr> <tr> <td>Average footprint per employee (excl. freight)</td> <td>80.46</td> <td>24.61</td> <td>56.18</td> </tr> </tbody> </table> <p>- Decrease of total CO<sub>2</sub> emissions by <b>31%</b> in 2021 compared with 2019. <i>Refer to appendix "2021 FIA Carbon Footprint".</i></p>		2019	2020	2021	Total emissions	<b>18,910.69</b>	<b>6,173.01</b>	<b>13,018.59</b>	Scope 1	67.69	12.54	6.57	Scope 2	35.89	31.58	35.02	Scope 3	18,807.11	6,128.89	12,977	Carbon intensity (tCO <sub>2</sub> per staff)	104.48	29.97	51.25	Average footprint per employee (excl. freight)	80.46	24.61	56.18
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GRI 306 Waste	306-1 Waste generation and significant waste-related impacts 306-2 Management of significant waste-related impacts 306-3 Waste generated	<p>Total waste volume [t]</p> <table border="1"> <thead> <tr> <th></th> <th>2019</th> <th>2020</th> <th>2021</th> </tr> </thead> <tbody> <tr> <td>Total generated</td> <td>35.77</td> <td>21.95</td> <td>19.16</td> </tr> <tr> <td>% incineration</td> <td>86%</td> <td>81%</td> <td>77%</td> </tr> <tr> <td>% recycling</td> <td>14%</td> <td>19%</td> <td>23%</td> </tr> </tbody> </table> <p>- Decrease in generated solid waste of 46% in 2021 compared with 2019. Nearly 70% improvement in recycling rate.</p>		2019	2020	2021	Total generated	35.77	21.95	19.16	% incineration	86%	81%	77%	% recycling	14%	19%	23%												
	2019	2020	2021																											
Total generated	35.77	21.95	19.16																											
% incineration	86%	81%	77%																											
% recycling	14%	19%	23%																											
GRI 308 Supplier Environmental Assessment	308-1 New suppliers that were screened using environmental criteria	All new suppliers for contracts valued above €4,000 were screened using environmental criteria.																												
	308-2 Negative environmental impacts in the supply chain and actions taken	For the selection of suppliers of products for its own venues/events (value of single purchase >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.																												

# APPENDIX 2: 2021 FIA Carbon Footprint

Total emissions 2019 – 2021 (absolute and per employee)

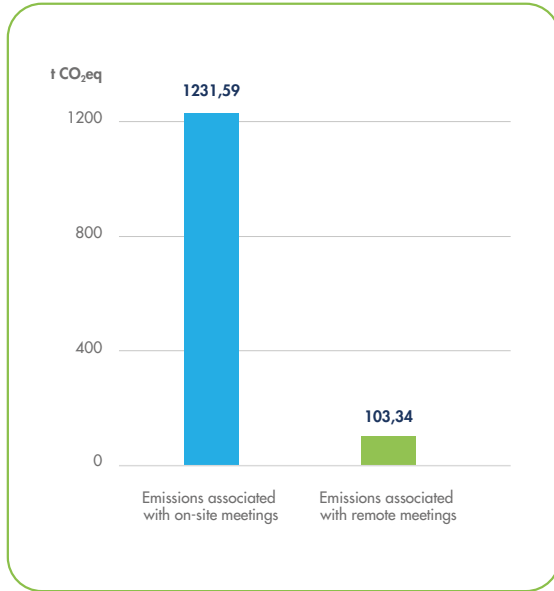


Breakdown by Scope (ISO 14064-1 norm) [tCO<sub>2</sub>e] 2019 - 2021

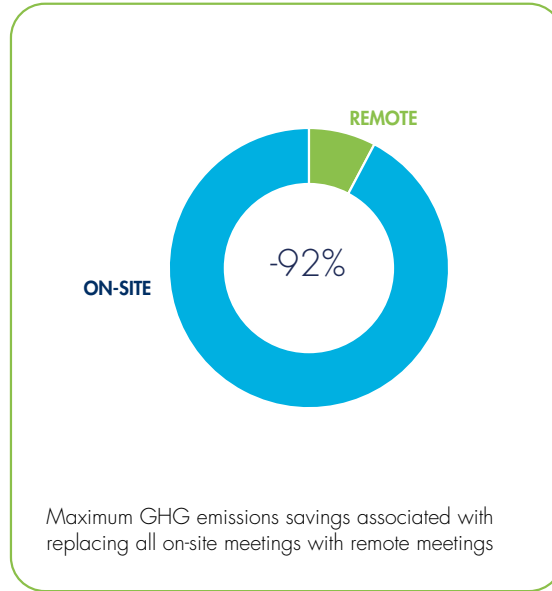


# APPENDIX 2: 2021 FIA Carbon Footprint

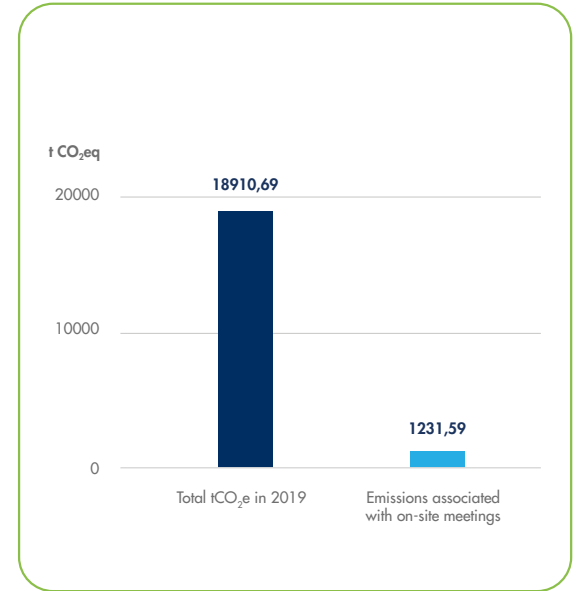
Estimated carbon footprint associated with commission meetings (remote vs on-site, 2019 baseline)



Estimated carbon savings associated with commission meetings (remote vs on-site, 2019 baseline)



Estimated carbon footprint associated with on-site commissions meetings in comparison with overall emissions (2019)



# 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.

The GHG (carbon footprint) report period in this report covers the period from January to December 2021 (year 2021). However, this environmental report also describes achievements of the objectives set in the Environmental Strategy 2020-2030 and refers to the period since adoption of the strategy in December 2020 until June 2022.

The GHG report operational perimeter corresponds to the categories and items of emissions related to the activities of the organizational 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 organizational 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 organization's activities. 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.



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