2026-2027 FIA FORMULA E WORLD CHAMPIONSHIP GENERAL PROVISIONS

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FOREWORD

The FIA is responsible for the sporting organisation and regulation of ~~will organise~~ the FIA Formula E World Championship (the Championship) which is the property of the FIA and comprises three titles of Formula E World Champion, one for Drivers, one for Teams and one for Manufacturers. It consists of the Formula E races which are included in the Formula E calendar.

All the participating parties (FIA, ASNs, organisers, Competitors and circuits) undertake to apply as well as observe the rules governing the Championship.

The Championship is the exclusive property of the FIA. The FIA has granted the Commercial Rights Holder the exclusive right to exploit the commercial rights in the Championship.

This "General Provisions" and its appendices include provisions that are of general application to the Championship and that apply to all other Regulations unless stated otherwise.

1) REGULATIONS

1.1 The final text of ~~these Sporting Regulations~~ the FIA Formula E Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in ~~this~~ these documents are for ease of reference only and do not form part of these ~~Sporting the~~ Regulations. Unless specified otherwise the pronoun "they/their" is used for individuals and includes all genders.

1.2 Changes to the FIA Formula E Regulations ~~these Sporting Regulations~~ must be made in accordance with Article 18.2 of the International Sporting Code, hereinafter "the Code".

1.3 ~~These Sporting Regulations~~ The FIA Formula E Regulations come into force from the moment of their publication on the FIA website (www.fia.com) and replace all previous ~~Sporting~~ FIA Formula E Regulations.

1.4 The Championship, each of its Competitions, and all Formula E Activities are governed by the FIA in accordance with the FIA rules and regulations, which include the FIA Statutes, the FIA International Sporting Code and its appendices ("ISC"), the FIA Formula E Regulations, the FIA Code of Ethics, the FIA Judicial and Disciplinary Rules, and any other rules, policies, and procedures issued (and amended) by the FIA from time to time ("FIA Rules and Regulations"). The FIA may also issue "FIA Formula E Documents" which may contain binding or non-binding guidance, clarifications, and feedback from time to time.

1.5 The "**FIA Formula E Regulations**" comprise the following:
- FIA Formula E General Provisions and related appendices;
- FIA Formula E Sporting Regulations and related appendices;
- FIA Formula E Technical Regulations and related appendices;
- FIA Formula E Financial Rulebook, comprised of the (i) FE Team Financial Regulations, (ii) FE Manufacturer Financial Regulations, (iii) Financial Regulations General Governing Provisions and (iv) their related appendices Regulations for Teams and related appendices;
- FIA Formula E Registration Document for Car Manufacturers and related appendices;

2) GENERAL UNDERTAKING

2.1 All Drivers, Competitors, Manufacturers and Officials participating in the Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the Code, the FIA General Prescriptions, the Technical Regulations, the Financial Regulations ~~and~~ , the present Sporting Regulations, and the present General Provisions together referred to as the "**FIA Formula E Regulations**".

2.2 The Championship and each of its Competitions are governed by the FIA in accordance with the FIA Formula E Regulations. ~~present Regulations.~~

2.3 Competitions means any Competition counting towards the Championship and registered on the FIA International Calendar for any year. A competition starts and ends as per Article 2.3 of the Sporting Regulations.~~, commencing at the scheduled time for scrutineering and sporting checks and including all practice sessions and the race(s) itself/themselves and ending at either the time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code, whichever is later.~~

2.4 Any special national regulations must be submitted to the FIA with the original application for inclusion of a Competition on the international calendar. Only with the approval of the FIA can such special regulations come into force for a Competition. The FIA will ensure that all applicant Competitors are informed of such special regulations before entries close.

3) GENERAL CONDITIONS

3.1 Pursuant to Appendix M (Manipulation of Competition) to the FIA International Sporting Code, any concerted instruction or agreement between Competitors entered under the same Manufacturer that interferes with race action or is intended to influence the result of a race is prohibited. Any Competitor, Manufacturer and/or Driver involved may be subject to disciplinary measures and/or sporting penalties in accordance with the applicable FIA regulations.

GENERAL CONDITIONS FOR MANUFACTURERS

3.2 Manufacters with a valid homologated Car for the Championship are granted with the right to supply Cars to Competitors registered in the Championship in accordance with the process outlined in Article 8 of this General Provisions.

3.3 It is the Manufacturer's obligation to respect the "FIA Formula E Registration Document for Car Manufacturers" vis-a-vis all the supplied Competitors. A breach of the Registration Document may be considered a breach of the ~~present Sporting~~ FIA Formula E Regulations.

3.4 Manufacturer must ensure that all persons under its responsibility observe all the requirements of the Code and its Appendices, the FIA General Prescriptions including but not limited the FIA Code of Ethics, the Technical Regulations, the Sporting Regulations, the Financial Regulations, General Provisions and the Organisation Rules.

3.5 It is Manufacturer's obligation to supply Cars in compliance with the General Provisions, Sporting and Technical Regulations to all its Competitors.

3.6 Cars supplied to all Manufacturer's Competitors must be equal in quality and in performance capacity. The setup of cars lies under Competitor's responsibility.

GENERAL CONDITIONS FOR COMPETITORS

3.7 It is the Competitor's obligation to ensure that all persons concerned by its entry observe all the requirements of the Code and its Appendices, the FIA General Prescriptions including but not limited the FIA Code of Ethics, the Technical Regulations, the Sporting Regulations, the Financial Regulations, the General Provisions and the Organisation Rules.

Each Competitor must nominate its representative in writing at the time of entering the Championship.

If the representative is unable to be present in person at the Competition, they must nominate their substitute in writing.
Throughout the entire duration of the Competition, a person having charge of an entered car during any part of a Competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

3.8 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition.

3.9 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

3.10 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must wear an appropriate pass at all times.

3.11 Each Competitor must hold as minimum the Three-Star Rating in the FIA Environmental Accreditation Programme by the time of registration at the latest. A Competitor entering the Championship for the first time, could be granted by the FIA with a maximum of 1-year exemption to obtain the Three-Star Rating.

3.12 The Competitors, Drivers, ASNs, Promoter, organisers, volunteers and officials must comply with the Supplement 10 of the Appendix H to the International Sporting Code (High-Voltage Operational Safety). Upon request from the FIA, they must provide any proof of compliance that the FIA may deem necessary.

4) LICENCES

4.1 All Competitors and Officials participating in the Championship must hold current and valid licences.

4.2 The name of a Competitor participating in the Championship must be the same as the one that appears on its Competitor's licence. The Competitor's licence must be renewed identically across 2 calendar years of a given season (name of the Competitor and issuing ASN).

4.3 Drivers participating in the Championship must hold an **FIA e-Licence**. Applications for an e-Licence must be submitted annually to the FIA by the applicant. (Definition of the FIA e-Licence according to Appendix L to the International Sporting Code).

4.4 A Driver must also be in possession of a current medical certificate of aptitude, included either on the competition licence or in an attached document.

4.5 In addition to any penalty applied under Article 9.3 of the Sporting Regulations, the Stewards may impose penalty points on a Drivers' e-Licence. If a Driver accrues 12 penalty points, the Driver's licence will be suspended for the following Competition, following which 12 points will be removed from the e-Licence.

Penalty points will remain on a Driver's e-Licence for a period of 12 months after which they will be respectively removed on the 12-month anniversary of their imposition.

4.6 Drivers participating in a Free Practice session of a Competition in accordance with Article 22.6 of the Sporting Regulations must hold one of the e-Licences as defined in Appendix L to the International Sporting Code.

4.7 A Driver who has never participated in a Competition or entering a Competition for the first time will be considered as a "**Rookie**" until the end of the season of their first participation or until the moment they participates in two Competitions in different seasons. Participation in a

dedicated Rookie Free Practice as defined in Article 22.6 of the Sporting Regulations is not counted as a Competition participation.

4.8 The minimum licence grade for a Rookie to take part in the Official Tests organised by the Championship Promoter is International Grade B. International Grade C licenced Drivers, with proven experience in single-seater categories, may be authorised with the prior approval of the FIA.

5) PROMOTER

5.1 An application to ~~promote~~ organise a Competition must be made to the ASN of the country in which the Competition is to take place, which will apply to the FIA. It must be accompanied by written evidence that the ~~Promoter~~ organiser has made arrangements to secure the participation of Competitors, which arrangements are conditional only upon the FIA's entering the Competition on the ~~Championship~~ **FIA International Sporting Calendar**.

6) ORGANISATION OF COMPETITIONS

6.1 Each organiser, via its ASN, shall supply the information set out in Appendix 1, part A hereto, to the FIA, in English at least, no later than 60 days before the Competition, together with the detailed timetable and the Organisation Agreement described hereinafter (Parts C & D of Appendix 1 of the Sporting Regulations) and the Medical Questionnaire in accordance with Appendix H to the International Sporting Code, at least 2 months before the Competition. Part B of Appendix 1 of the Sporting Regulations will be completed by the FIA and returned to the ASN concerned no later than 30 days before the Competition. Each Competition will be organised in accordance with the Organisation Agreement entered into between the organiser of the Competition, the ASN of the organising country and the FIA.

A **Visa Document** is issued by the FIA for each of the Competitions, provided that all the documents required by the present regulations have been duly sent to the FIA by the aforementioned deadlines and that they are in conformity with the regulations applicable to the Championship. Each Competition must be organised in strict compliance with these documents.

If the ENECC (Electric and New Energy Championships Commission) considers it necessary, observation of new circuits, or of circuits entered on the calendar of the following year, may be carried out by an Observer designated by the ENECC, at a national or international Competition held on that same circuit within the time limit stipulated by the ENECC. After this observation, the Observer will draft a report on the Competition. This report is then submitted to the ENECC, which decides whether the Competition is of a sufficiently high standard for an FIA World Championship Competition to be held at that circuit.

7) INSURANCE

7.1 The organiser of a Competition must ensure that all Competitors, their personnel and Drivers are covered by third party insurance.

7.2 30 days before the Competition the organiser, via its ASN, must send the FIA, at least in English, details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the Competitors.

7.3 Third party insurance arranged by the organiser shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or

legal entity taking part in the Competition.

7.4 Drivers taking part in the Competition are not third parties with respect to one another.

8) COMPETITORS' APPLICATIONS

8.1 Applications to compete in the Championship must be submitted to the **Championship Promoter** by 14 September 2026 at the latest.

Application dossiers must be returned to the Championship Promoter, in the original form by post, completed and signed, to the following address, postmarked no later than 14 September 2026.

FORMULA E OPERATIONS
3 Shortlands, 9th Floor
Hammersmith
London W6 8DA
United Kingdom

8.2 Applications shall include:

a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
b) The name of the Competitor.
c) The make of the competing car.
d) The make of the powertrain.
e) An undertaking by the applicant to participate in every Competition with the number of cars and Drivers entered.
f) Information about the size of the company, its financial position and its ability to meet the prescribed obligations.
g) Information about the ownership structure of the company.

8.3 No more than 12 Competitors will be admitted to the Championship.

8.4 The final list of selected Competitors in the Championship is validated by the FIA Formula E Committee. Therefore, all applications will be proposed by the Championship Promoter to the FIA and each dossier will be detailed with the information listed in Article 8.2 ~~13.2~~ of the FIA Formula E General Provisions. These dossiers will be studied by the FIA and accepted or rejected at its absolute discretion.

The FIA will publish the list of selected Competitors on or before 18 September 2026, having first notified unsuccessful applicants. Out-of-time applications will be considered separately.

Selected Competitors will, from 1 October 2026, be invited to register in the Championship using the entry form available on the FIA website. Registrations will close on 16 October 2026. Competitors will not be considered as definitively admitted to the Championship until payment of the full entry fee (specified under Article 8.5 of the General Provisions) has been received by the FIA, by 16 October 2026 at the latest.

The FIA reserves the right to reject an entry if the above fees are not paid on or before the due date.

Each Competitor accepted for the Championship will be allocated 2 specific ~~start~~ Competition numbers, which will be valid for the entire Championship. Each Competitor must let the FIA know which numbers they would like from the 19 October 2026 and by 23 October 2026. The FIA will confirm the list of numbers allocated to each Competitor by 27 October 2026 at

the latest.
In case of dispute, a Competitor could be given priority on a number that was already allocated to them in a previous season.
The number 1 will automatically be attributed to the Driver who won the Championship the previous year. The reigning Champion will have the option to use this number 1.

In the case of the rejection or defection of one of the Competitors selected in the main list, one or more substitute Competitors will be requested to confirm their application within 5 days.

8.5 The entry fee per Competitor per season is €145'600.

The audit fee per Competitor per season is ~~€35'000~~ €41'000. The entry fee and the audit fee are due upon entry to compete in the Championship.

8.6 Each Competitor must enter 2 Drivers in the Championship, each with one dedicated car, and can enter 1 or more reserve Drivers.

Confirmation that the intended Drivers have complied with the requirements of these Sporting Regulations, the full names and record of achievements of each of the Drivers, a photocopy of the Driver's licence for the year concerned, a valid e-Licence request and a copy of the identity card or passport of each Driver should be sent to the FIA by 15 November 2026.

8.7 The FIA will publish the season entry list, including the names of the Drivers, no later than 15 November 2026.

8.8 In accordance with Art. 2.6.4.b.i of the International Sporting Code, each Competitor must declare at the time of the entry:

- A Team Principal,
- A CEO or equivalent
- A Chief Financial Officer or equivalent
- A Sporting Director (if present),
- a Technical Director (if present),
- a Team Manager,
- Race Engineer or equivalent (two per Competitor).

Each of the abovementioned persons are required to individually sign a "staff declaration" provided by the FIA to be sent back duly signed to the FIA by 15 November 2026 at the latest.

If a change in the Competitor's organisation leads to a modification of the list of above-mentioned staff, the Competitor must inform the FIA of this within the 7 days following that change.

8.9 If in the opinion of the FIA a Competitor fails to operate its Team in a manner compatible with the standards of the Championship or in any way brings the Championship into disrepute, the FIA may exclude such Competitor from the Championship forthwith.

8.10 The Competitor undertakes to participate in all Competitions of the Championship (including any re-scheduled Competition).

8.11 The FIA may cancel the Championship if fewer than 6 Competitors are entered for it by the closing date for entries.

8.12 Any Driver entered in the Championship and who is unable to take part in a Competition must inform the FIA in writing before the end of initial scrutineering of the Competition in question.

9) CHANGES OF DRIVER

9.1 During a season each Competitor will be permitted 2 Driver changes by race number. Any change of Driver must be announced 2 weeks prior the Competition. It will not be possible to change Drivers for the last 2 Competitions of the season, except in the case of e-Licence suspension as defined in Article 4.5 of the General provisions.

Reverting to the initial Driver (the Driver on the Season Entry list as per Article ~~13.7~~ 8.7 of the General Provisions) is not counted as a change of Driver.

Changes for reasons of force majeure or breach of contract will be at the discretion of the Stewards.

Any new Driver may score points in the Championship.

If a Driver only participates in the first Free Practice Session of a Competition in accordance with ~~Article 32.6~~ Article 4.7 of the General Provisions this participation will not be counted as a change of Driver.

9.2 Any Driver already nominated by one Competitor, who then wishes to drive for another Competitor entered in the Championship, must first satisfy the FIA that this is being done with the consent of the original Competitor. If there is no such consent the FIA will decide, at its absolute discretion, whether such a change may be made.

10) PROTESTS AND APPEALS

10.1 Protests shall be made in accordance with the Code and accompanied by a fee of €2'000.

10.2 Appeals shall be made in accordance with the Code and the FIA Judicial and Disciplinary Rules, and accompanied by a fee of ~~€6,000~~ €5'000 and an appeal deposit of €10'000.

10.3 Appeals may not be made against decisions concerning the following:
a) Penalties imposed under Article 9.3 a), b), c), d), e), f), g),h) or i) of the Sporting Regulations including those imposed during the last 2 laps or after the end of a race.
b) Any penalty imposed in relation to Article 15.8 of the Sporting Regulation.
c) Any drop of grid positions imposed under Articles 9.5 and 18 of the Sporting Regulation.
d) Any penalty imposed under Article 21.3 of the Sporting Regulation.
e) Any decision taken by the Stewards in relation to Article 23.11 of the Sporting Regulation.
f) Any decision taken by the Stewards in relation to Article 25.3 of the Sporting Regulation.

10.4 Petitions for review shall be made in accordance with the Code and accompanied by a deposit of €2'000.

11) SANCTIONS

11.1 The Stewards, or the Out-of-Competition Stewards Panel (if appointed) may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

11.2 a) Where a Manufacturer is found to be in breach of the applicable Regulations, the Stewards, or the Out-of-Competition Stewards Panel (if appointed), may impose any of the following penalties on such Manufacturer:

i) Suspend the Manufacturer's right to supply Cars;
ii) Deduct points from the Manufacturer's Title standings;
iii) Reduce the number of private test days up to four (4) days per year;
iv) Impose a fine;
v) Impose enhanced monitoring procedures.

b) Where a Competitor is found to be in breach of the applicable regulations, the Out-of-Competition Stewards Panel (if appointed), may impose any of the penalties listed in the Code, in Article 9.3 of the Sporting Regulations or below on such Competitor:

i) Deduct points from the Competitors' Title standings;
ii) Impose a fine;
iii) Reduce the number of minutes in the next Free Practice session up to forty (40) minutes;
iv) Reduce the number of Operational Personnel authorised to work on the Cars for the next Competition up to five (5) persons.

APPENDIX 1 : DEFINITIONS

Unless specified otherwise, the definitions set out in this Appendix apply to all Regulations of the FIA Formula E Regulations. Additional definitions may be set out in other Sections of the FIA FE Regulations.

"Added laps" means the laps added to the original race distance to compensate the neutralisation times. *Article 27.2 Sporting Regulations*

"ADR" means the approved Accident Data Recorded that must be fit in the car. *Article 17.2 Sporting Regulations*

"All Weather Tyres" means the type of tyre compound that can be used at all times. *Articles 15.6 / 15.7 Sporting Regulations*

"ASN" means a national club, association, or federation recognised by the FIA as sole holder of Sporting Power in a country in accordance with Article 3.3 of the FIA Statutes. An ASN can also be an ACN (National Automobile Club) as defined in Article 3.1 of the FIA Statutes.

"Attack Mode" means the power mode that gives access to additional 150kW power. It needs to be used at least once during the race, and its activation must be done through the Attack Zone. *Article 27.3 Sporting Regulations*

"Attack Zone" means the defined part of the circuit where the Attack Mode can be armed. Cars must go through the Attack Zone to activate the Attack Mode. *Article 27.3 Sporting Regulations*

"Appeal" has the meaning given to that term in Article 15 of the ISC.

"Bodywork" has the meaning given in the Article 4.5 Technical Regulations. It is divided in two configurations, Low Downforce configuration and High Downforce configuration.

"Boost Charger" means the allocated charger unit used for the performance of the Pit Boost. Each competitor is allocated with one Boost Charger. *Article 19.2 Sporting Regulations*

"Bulletin" means an official document issued by the Stewards during a Competition, containing binding instructions, clarifications, or Competition-specific parameters (including but not limited to energy limits, Bodywork configuration, Pit Boost Window SoC values, and charging times) *Articles 23.1 / 26.3 / 27.3 / 27.6 Sporting Regulations*

"Camera housing" has its meaning in the Formula E Technical Regulations. Also referred as Dummy Ballast. Means the onboard TV camera housing located on the roll hoop of the Car. *Article 10.5 Sporting Provisions*

"Car" Also referred as Formula E Car. Means the assembly of the survival cell, the battery, the single supplier parts (including front powertrain) and the manufacturer's perimeter parts. *Article 2.1 Sporting Regulations / Article 1.1 Technical Regulations*

"CEO" means the individual designated as Chief Executive Officer of an FE Team in the FE Team's Competitor Staff Registration Submission to the FIA for the current Season.

"CFO" means the individual designated as Chief Financial Officer of an FE Team in the FE Team's Competitor Staff Registration Submission to the FIA for the current Season.

"Championship" has the meaning set out in the "Foreword" of the FIA Formula E General Provisions.

"Championship Spare pool" means a reserve of components at the disposal of competitors in accordance with their agreement with the FIA suppliers. *Article 18.4 Sporting Regulations*

"Competition" means any Competition counting towards the Championship and registered on the Championship calendar for the Season, a Competition commences from the moment the Competitors have access to the circuit for the first time according to the official timetable of the Event and ends, after the last race of the Competition, at the time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code, whichever is the later. *Article 2.3 Sporting Regulations*

"Competition Number" means the car number assigned to FE cars for the Season. *Article 8.4 General Provisions*

"Competitor" means a legal entity that holds an FIA Competitor's Licence (as defined in the International Sporting Code) to participate in the Championship (referred also as "FE Team" or "Team").

"Competitor Registration" means the registration form that a Competitor must submit to the FIA to apply for a registration as FE Team in the Championship.

"Competitor Staff Registration" means the certificate of registration for the competitor's staff submitted by an FE Team to the FIA in accordance with the Championship Registration Process. *Article 8.8 General Provisions.*

"Competitor Staff Declaration" means the staff declaration for the competitor's staff submitted by an FE Team to the FIA before the start of each Competition. Article 17.5 Sporting Regulations
"Driver**"** / "Reserve Driver" means any FE Team personnel whose primary role is as a FE Car driver undertaking the racing and/or Testing of FE Cars for or on behalf of the FE Competitor and/or FE Manufacturer during the Season.

"Dead Heat" means a situation where two or more Drivers are deemed to have achieved equal results in a Competition or Championship classification, resolved in accordance with the applicable tie-breaking rules. *Articles 4 & 23.6 Sporting Regulations*

"DET" means the total energy discharged from the RESS, expressed in kWh, measured cumulatively over a defined period or event. It is used as a reference parameter for energy monitoring and component lifecycle management.

"Driver's Championship" means the title that FE Drivers compete for during each Season of the Championship. The FE Driver with the highest number of points at the end of the season, calculated in accordance with the Sporting Regulations, wins the Drivers' Championship title. *Article 3.1 Sporting Regulations*

"Duels" means the part of the Qualifying Practice Session where two cars go head-to-head. The duels are comprised of quarter finals duels, semi-finals duels and a final duel. *Article 23.6 Sporting Regulations*

"Disqualification" (DSQ) has the meaning set out in the International Sporting Code and is one of the penalties that could be applied by the Stewards. *Article 9.3 Sporting Regulations*

"Efficient Race" means the longest Scheduled Race Distance during a Formula E Competition. *Article 2.6 Sporting Regulations*

"Entry Fee" means the annual registration fee paid to the FIA by each FE Team to compete in the FIA Formula E World Championship. *Article 8.5 General Provisions*

"e-License / FP Only e-License" means the driver's licence issued by the FIA. Drivers are required to have such licence for participation in the Championship. *Article 4.3 General Provisions / Appendix L to the ISC Article 14*

"e-License Application" means the driver's application to the FIA to obtain an e-License / FP Only e-License. *Article 4.3 General Provisions / Appendix L to the ISC Article 14*

"Event" see Competition

"Fast Lane" means the part of the Pit Lane which is the closest to the pit wall and use for circulation purposes only. *Article 13.4 Sporting Regulations*

"FE Team" means a legal entity that holds an FIA Competitor's Licence (as defined in the International Sporting Code) to participate in the Championship (referred also as "Competitor" or "Team").

"FIA" means the Fédération Internationale de l'Automobile, the global governing body of motor sport.

"FIA Awards" means the prize giving ceremony and related gala organised annually by the FIA and attended by the FE winning driver, team and manufacturer. The attendance of the second and third classified drivers is also mandatory. *Article 3.6 Sporting Regulations*

"FE Car" see Car definition.

"FIA Code of Ethics" means the FIA Code of Ethics adopted by the FIA General Assembly, as amended from time to time.

"FE Commission" means the commission with competence in relation to all matters relating to the Championship, including amendments to the FIA FE Regulations, subject to the applicable governance agreements and approval of the WMSC.

"FIA Courts" means the International Tribunal (IT), the Cost Cap Adjudication Panel (CCAP), and the International Court of Appeal (ICA). Article 1.1 FIA Judicial and Disciplinary Rules

"FIA FE Sporting Notes" means the notes referring to sporting information, procedures and/or clarifications issued by the FIA Sporting Delegate during a Season.

"FIA General Assembly" means the general assembly of the FIA, composed of the delegations of the FIA Members (as defined in the FIA Statutes) each headed by its president or their representative, and of the president of the Drivers' Committee (as defined in the FIA Statutes). *Articles 8 and 9 of the FIA Statutes.*

"FIA International Sporting Code" referred also as ISC. Means the FIA International Sporting Code and its appendices, as amended from time to time.

"FIA Judicial and Disciplinary Rules" means the Judicial and Disciplinary Rules of the FIA, as amended from time to time.

"FIA Legal" means the FIA legal department and its staff.

"FIA Motorsport Privacy Notice" means the privacy notice referred to on the e-License application and the Competitor's Registration Document.

"FIA Portal" means the electronic portal of the FIA that may be used to issue communications to

FE Competitors and Manufacturers.

"FIA Race Energy" means the maximum net energy used during the race as per Article 7.5 of the Technical Regulations

"FIA Safety Car" means a physical safety car deployed onto the track by the FIA Race Director to control the speed of the FE Cars. *Article 28 Sporting Regulations*

"FIA Senate" has the meaning given to that term in the FIA Statutes.

"FIA Statutes" means the statutes of the FIA, as amended from time to time.

"Finish / Control Line" means the line on the circuit designated by the FIA as the official Finish line, used as the reference point for the measurement of lap times, race distance, and the end-of-race signal. *Articles 27.2 & 32.1 Sporting Regulations*

"Force Majeure" means an unpredictable, unpreventable and external event as defined in the ISC. *Article 20 FIA International Sporting Code*

"FE Manufacturer" means a legal entity that is registered with the FIA and has rights to supply Cars to Formula E Competitors. *Article 12 Registration Document for Car Manufacturers*

"FIA Race Control" means the area, typically located in the main pit building, designated for the purpose of supervision of the circuit and direction of circuit activity, containing all the relevant facilities necessary to perform these tasks. Such area being where the FIA Race Director and Clerk of Course shall be located during all sessions.

"FIA Race Director" means the FIA appointed official responsible for overseeing all on track operations. The position involves promoting safety for events and managing the response to incidents that occur during races.

"FIA Single Suppliers" means the single suppliers selected by the FIA. Article 5 Registration Document for Car Manufacturers

"Floating Parts" means a defined allocation of spare powertrain components (MGU, Gearbox, MCU, and FPK) provided to each Competitor for the entire Season. *Article 18.4 Sporting Regulations*

"FPK" means Front Powertrain Kit and has its meaning in the FIA Formula E Technical Regulations. *Article 1.12 Technical Regulations*

"Full Course Yellow (FCY)" means the neutralisation period used to slow down all FE Cars. Article 29 Sporting Regulations

"Gearbox" means all the Car parts in the drive line which transfer torque. *Article 1.17.1 Technical Regulations.*

"Grid" / "Dummy-grid" means the place on track where the cars are positioned before a race start. The dummy-grid and the grid locations are defined by the FIA before the Event on the circuit map in accordance with the circuit license issued by the FIA.

"ICA" means the International Court of Appeal, which is the independent judicial body established under the FIA Statutes and the FIA Judicial and Disciplinary Rules to act as the final appeal court for international motor sport.

"International Licence" has the meaning given to that term in the ISC.

"International Sporting Calendar" means the calendar of official motorsport events and competitions recognised and published by the FIA.
"International Tribunal" means the FIA Court established pursuant to the FIA Statutes.

"ISC" means the FIA International Sporting Code, as amended from time to time.

"Joker Tyre" means a replacement tyre that can be used by a Car during a Competition only with the authorisation of the stewards following a damage or puncture. *Article 15.11 Sporting Regulations*

"License" means the authorization given by the respective ASNs competitors and drivers. Appendix L to the ISC

"Mandatory Services" means the minimum services that an FE Manufacturer is required to provide for the supply of an FE Car to an FE Team. *Article 3.6 General Provisions / Article 6.3 Registration Document for Car Manufacturers*

"Manufacturer" means the entity which supplies Cars to the Competitors in the Championship. Article 12 Registration Document for Car Manufacturers

"Manufacturer's Championship" means the title that FE Manufacturers compete for during each Season of the Championship. The FE Manufacturers with the highest number of points at the end of the season wins the Manufacturers' Championship title. *Article 3.3 Sporting Regulations*

"MGU" means electric motor-generator unit. *Article 1.14 Technical Regulations*

"MCU" means motor control unit. *Article 1.15 Technical Regulations*

"Non confidential tyre" means Tyres supplied by the FIA Single Supplier specifically used for promotional activities.

"Onboard Cameras (OBC)" Onboard Television Camera (OBC) fitted to the cars for broadcast and replay. Article 1.75 Technical Regulations.

"Official" means any of the persons listed in ISC Article 11 or ISC Appendix V.

"Official Messaging System" (or "OMS") is the FIA official messaging system that will be used as a means of real-time or near real-time communication to all Competitors during a Competition. Unless otherwise specifically defined, where in the Sporting Regulations where it is stated that a pre-determined message will be sent to all Competitors, or that all Competitors will be notified or informed of specific information during a competition, this will be done using the Official Messaging System.

"Official tests" means the test days organised by the Promoter of the Championship in which all FE Teams must participate. *Article 12.4 Sporting Regulations*

"Operational staff" means the number of personnel that each FE Team is allowed to have on-site during a Competition for specific operational roles.

"Out-of-Competition Stewards Panel" means the Panel of Stewards not related to a specific Competition. *Article 6.3 Sporting Regulations / Article 11.5 International Sporting Code*

"Parc Fermé" means the designated secured area at a Competition where FE Cars must be

kept after qualifying and race and during certain other periods of the Competition, and where FE Teams are prevented from working on their FE Cars other than adjustments permitted by the FIA.

"Penalty" means that due to violated regulations, a driver or a competitor will be given a penalty by the stewards. These penalties include for example time penalties, grid penalties, fines or even DSQ. *Article 9.3 Sporting Regulations*

"Performance Race" means the shortest Scheduled Race Distance of a Formula E Race Competition. *Article 2.6 Sporting Regulations*

"Personnel" means any person involved in FE Team or Manufacturer or on behalf of an FE Team or a Manufacturer.

"**Pit Boost"** means the mandatory pit stop during a race for an energy recharge. *Article 27.5 Sporting Regulations / Article 7.5 Technical Regulations*

"Pit Boost window" means the defined SOC % when a Car is allowed to perform its Pit Boost during a race. *Article 27.6 Sporting Regulations*

"Pit Entry" unless otherwise defined by the Race Director, means the section of track leading to the Pit Lane, between the first safety car line and the beginning of the Pit Lane. *Article 13.1 Sporting Regulations*

"Pit Exit" unless otherwise defined by the Race Director, means the section of track from the end of the Pit Lane leading and the second safety car line. Article 13.2 Sporting Regulations.

"Pit Lane" means the section of the track located between the beginning and the end of the pit entry and pit exit lines. *Article 13 Sporting Regulations*

"Pole Position" means the winner of the final duel of the qualifying practice session. *Articles 23.6 & 25.2 Sporting Regulations*

"Power mode" means different power output that can be used depending on the sessions. *Articles 22.1 / 22.3 / 23.5 / 26.1 / 26.20 / 27.3 Sporting Regulations*

"Promotional Event" means the use of an FE Car for a promotional activity. *Article 12.9 Sporting Regulations*

"Protest" has the meaning given to that term in Article 13 of the ISC.

"Qualifying Groups" means the part of the Qualifying Practice Session where the Cars are divided in two Groups. *Article 23.5 Sporting Regulations*

"Race Engineer" means the individual designated as Race Engineer of an FE Team in the FE Team's Competitor Staff Registration Submission to the FIA for the current Season.

"RCNS" or **"Race Control Network System"** means the direct text communication channel for competitors with the Race Control and the Technical Delegates.

"Reconnaissance Lap" means the lap completed by each Car at reduced power prior to the grid positioning procedure, during which Drivers proceed from the pit lane exit to their designated position on the dummy grid. *Article 26.1 Sporting Regulations*

"Reference Lap Time" means the lap time published by the FIA before a competition, used as a reference for the calculation of the Added Laps. *Article 27.2 Sporting Regulations*

"Remote garage" means the location, outside the confines of the circuit, declared by each FE Team in the Competitor Registration for the remote support to the FE Team during the defined times of the Competitions. *Article 17.6 Sporting Regulations*

"RESS" means the Rechargeable Energy Storage System. Article 7 Technical Regulations

"Reserved Areas" means area where a Competition is taking place, including the track, the Circuit, the paddock, the Parc Fermé, the Pit Lane, the Signalling Area, the zones that are barred to the public, FIA Race Control, the zones that are reserved for the media.

"Right of Review" means the power of the Stewards to re-examine their prior decision following a petition for review filed in accordance with ISC Article 14.

"Rookie driver" has the meaning in Article 4.7 of the Formula E General Provisions.

"Rookie Free Practice" means an official session, during a race event, reserved for Rookie Drivers.

"Rookie test" means an official test reserved for Rookie Drivers. *Article 12.4 Sporting Regulations*

"Safety Car Lines" means the lines on the circuit that define the beginning of the pit lane entry and the end of the pit lane exit. *Article 13.1 & 13.2 Sporting Regulations*

"Scheduled Race Distance" means the original race distance expressed as a number of laps, as specified on the Event Info, sent 21 days prior to the event by the FIA. *Article 2.6 Sporting Regulations.*

"Season" means the period of time between the opening date of registrations until the day before the opening of the following season. *Article 8.4 General Provisions*

"Session(s)" means any Free Practice, Qualifying Practice or Race during a Competition.

"Shakedown" means a practice session of limited duration organised at the beginning of an Event, intended to allow Competitors to verify Car systems under controlled conditions. *Article 22.1 Sporting Regulations*

"Signalling Area" means typically the pit wall area, where team personnel are permitted to display signals to their Driver during a Competition session. *Article 20.17 Sporting Regulations*

"SOC" means the State of Charge of the RESS. *Article 7 Technical Regulations*

"Sporting Director" means the individual designated as Sporting Director of an FE Team in the FE Team's Competitor Staff Registration Submission to the FIA for the current Season.

"Sporting Regulations" means the FIA Formula E Sporting Regulations, as amended from time to time.

"Supplementary Regulations" means the Competition's specific regulations published, when necessary, in accordance to the ISC.

"Survival Cell" means the structural safety chassis component of the Car that houses the Driver and forms the primary protective structure in case of an impact. *Article 1.56 Technical Regulations*

"Suspension" has the meaning set out in the International Sporting Code.

"Stewards" means the FIA appointed officials with the authority and powers set out in the ISC.

The Panel of Stewards in a Competition is composed by three Stewards.

"Team's Championship" means the title that FE Teams compete for during each edition of the Championship. The FE Team with the highest number of points at the end of the season wins the Teams' Championship title. *Article 3.2 Sporting Regulations*

"Team Manager" means the individual designated as Team Manager of an FE Team in the FE Team's Competitor Staff Registration Submission to the FIA for the current Season.

"Team Principal" means the individual designated as Team Principal of an FE Team in the FE Team's Competitor Staff Registration Submission to the FIA for the current Season.

"Technical Director" means the individual designated as Technical Director of an FE Team in the FE Team's Competitor Staff Registration Submission to the FIA for the current Season.

"Technical Passport" means the declaration of parts used on a FE car. *Article 3.4 Technical Regulations & Article 14.5 Sporting Regulations*

"Technical Regulations" means the FIA Formula E Technical Regulations, as amended from time to time.

"TLA" means the standardised three-letter abbreviation of a driver's surname used in accordance with the Team Branding Manual. *Appendix 4 Sporting Regulations*

"Team World Champion" means the FE Competitor that most recently won the Teams' Championship.

"Test days" means the test days allocated to an FE Team as part of the season test quota. *Article 12 Sporting Regulations*

"Track Testing" means any track running time which is not part of a Competition, and which is undertaken by a Competitor or a Manufacturer using cars which conform substantially to the current Formula E Technical Regulations in addition to those of the subsequent year. *Article 12.1 Sporting Regulations / Articles 9.10 and 9.11 Registration Document for Car Manufacturers.*

"Trainee" means a new Competitor personnel member who has never previously been assigned an operational role by that Competitor during the current Season, permitted to attend a limited number of Competitions in addition to the standard Operational Staff quota, subject to the conditions set out in the Sporting Regulations. Article 17.5 Sporting Regulations

"Typhoon Tyres" means the type of tyre compound that can be used only when the FIA Race Director has declared the session "Wet Track". *Article 15.7 Sporting Regulations*

"Tyre area" refers the defined area within each Competitor's garage, dedicated to store tyres when they are under the FE Team supervision and not fitted onto the Car. *Article 15.14 Sporting Regulations*

"Tyre Monitoring System" means the system monitors that monitors the tyre information. *Article 15.14 Sporting Regulations*

"Tyre Parc Fermé" means the defined period of time where tyres must be stored inside the FE Team respective tyre area and with restricted access. *Article 15.13 Sporting Regulations*

"Wet Track" refers to the session status "Wet Track". It is declared by the FIA Race Director on the OMS. *Articles 15.7 & 15.9 Sporting Regulations*

"Working Day" means any day that is not a Saturday, a Sunday, or a public holiday in England and Wales as published in the official United Kingdom bank holidays calendar by His Majesty's Government (available at www.gov.uk/bank-holidays). For the avoidance of doubt, the 25 Working Day period referred to in Article 18.8 of the Sporting Regulations shall commence on the first Working Day immediately following the day on which the Floating Part was first used on the Competitor's Car.

"Working Lane" means the part of the Pit Lane which is closest to the garages. The Working Lane can only be used for the purpose of defined in the Sporting Regulations. *Article 13.4 Sporting Regulations*

"World Motorsport Council (WMSC)" means the World Motorsport Council as constituted under the FIA Statutes which approves the Formula E Regulations submitted by the Formula E Commission.

APPENDIX 2 : ORGANISATION RULES

ORGANISATION RULES

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1	DUTIES & AUTHORITIES
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1. DUTIES & AUTHORITIES

The Formula E Manager will be designated by the Championship Promoter in consultation with the FIA and will act as the general contact person for Competitors, Drivers and partners of the ~~Series~~ Championship. The Formula E Manager cooperates directly with the Event Organisers/Promoters and carries out the duties listed below; they alone are authorised to give instructions and they must ensure that everything runs smoothly.

1. Preparation of administrative checks and submission of the corresponding lists to the Event Organisers/Promoters.

2. Organising official Formula E testing.

3. Issuing the passes for Formula E access authorisation and parking depending on the area in which the event is taking place.

4. Appointment and planning of the location of the Formula E paddocks for the industry and for the participants, in cooperation with the Event Organiser/Promoter.

5. Communicating to the Competitors all information relevant to the running of the Series and the respective Events.

6. Coordinating the official Formula E hospitality services.

7. Coordinating promotional events during Competitions (e.g. autograph sessions) and outside.

8. Coordinating the sponsoring and promotional activities of the Series' partners.

9. Contracting TV stations to broadcast Formula E internationally.

10. Preparing and providing media analysis for industry and participants

2. ADVERTISING SPACES & ~~SERIES~~ CHAMPIONSHIP RIGHTS

All advertising on/in cars and on Drivers and Competitors must comply with the legal requirements of the country in which the race is taking place and must also comply with any national restrictions in force.

All Competitors must follow the requirements of the "In Car Media Technology Guide" provided by the Championship Promoter.

All Competitors give the Championship Promoter the right to fit one or several on-board cameras(s) to any car (including the camera called Driver's Eye), provided that this meets the requirements of the Technical Delegate. No in-car cameras may be fitted other than those required by the Championship Promoter.

If required by the Formula E Manager, all cars must have the official sticker on the dashboard, and this must be visible to a forward-facing camera. The decision on the positioning of this sticker rests solely with the Formula E Manager. All other in-car advertising, including any on the driver's helmet and overalls, will be allowed only at the discretion of the Championship Promoter. In the event of a dispute, the final decision rests with the Championship Promoter.

All audio/visual rights are in accordance with the FIA regulations and all trademarks and copyrights relating to the Championship are the property of the FIA and shall be vested in the FIA.

The revenue from the sale of the Championship's rights/advertising spaces specified in the following will accrue solely to the benefit of the Championship Promoter.

The Championship Promoter reserves the right to modify the present provisions or to issue additional Championship rights during the season or to modify existing Championship rights subject to the prior approval of the FIA

2.1 Car Liveries and Drivers' overalls

In addition to Article 10 of the Formula E World Championship Sporting Regulations, it should be stated that all car liveries and drivers' overalls liveries must conform to Article 10.1 of the present Organisation Rules Agreement. Both Drivers in a team must wear substantially the same drivers' overalls.

2.2 Prize-giving caps

Additionally to Article 36 and Appendix 2 of the Formula E World Championship Sporting Regulations ~~and the corresponding Appendix 2~~, it should be specified that all Drivers are obliged to wear the caps issued by the Championship Promoter after each race from the time they exit their car in the winners' Parc Fermé, throughout the entire duration of the prize-giving ceremony (except whilst the national anthems are being played), as well as during the winners' interviews; and they must keep their overalls closed. Failure to comply with this regulation will be reported to the Stewards

2.3 Podium

Additionally to the "Standard Formula E Event Organisation Rules", it should be specified that any kind of advertising on the podium is subject to the agreement of the Championship Promoter.

2.4 Grid People and Grid Boards

Additionally to the "Standard Formula E Event Organisation Rules", it should be specified that any kind of advertising on the clothing of the grid people, as well as on the grid boards, is subject to the agreement of the Championship Promoter.

2.5 Merchandising, Licensing

The use of the official Formula E logo for merchandising articles and for any other commercial purpose must be agreed with the Championship Promoter in detail

3. PR & PROMOTION

3.1 Competitors must submit the full promotional material concerning the Competitor and their Drivers to the Formula E Manager by 27 October 2026.

3.2 Upon request, all drivers entered are obliged to attend, without payment, all activities such as photo shoots, pre-race promotional activities and autograph sessions, etc. that are organised by Formula E. Drivers failing to attend, or turning up late, will be reported to the Stewards.

3.3 Any winner of a race event must be available for a period of maximum 1 hour from the following Monday after the race, but no later than the following Wednesday after the race, for any virtual media activity organised by Formula E.

The Driver's Championship winner must be available the following Monday after the last race of the season for any media activities organised by Formula E.

Drivers requested to assist these promotional activities will not be entitled to be paid, any failing to attend or turning up late will be reported to the Stewards

3.4 With the submission of the entry form, all Drivers, Competitors, Teams and sponsors declare their consent for the use all of their rights in any media whatsoever (including, without limitation, moving pictures, digital images, print, radio, internet, merchandising for giveaways and retail sale) and publicity arising from their engagement in the Series for the marketing of the Series; this also applies after 2026, without any charge. Modifying or impeding the operation and the feed of any device, such as radio system or on-board camera, in order to limit the content available is forbidden.

3.5 During the season, each Competitor is obliged to participate with one car and/or one driver in three promotional events organised by Formula E, if required. A possible sharing of costs will be discussed between the respective team and the Championship Promoter.

3.6 The data established by the official timekeeping service are the property of the FIA.

4. PASSES

4.1 General conditions

In addition to Article 7 of the Formula E World Championship Sporting Regulations, the following details regarding access authorisations are defined:

The Formula E Manager alone is entitled to issue personal passes with admission to the paddocks, the pits and the pit lane. The Formula E Manager alone is entitled to issue car passes.

All persons concerned in any way with an entered car, or present in any other capacity whatsoever in the paddock, pits, pit lane or on the track, must wear the appropriate pass, which must be clearly visible at all times.

A pass may be used only by the person to whom it was issued and only for the purpose for which it was issued. Any exchange of passes or the copying or falsification of passes will, at the very least, entail that the person(s) concerned must leave the circuit area immediately. This does not exclude further legal actions that can be taken by the FIA and/or Championship

Promoter.

4.2 Distribution

The number of passes and contingents valid for the Formula E rounds of the 2026-2027 season are listed below.

All passes will be handed out on the Thursday of the first event. Details will be communicated via team info.

The Formula E Manager also reserves the right to modify the pass conditions during the season and to issue a limited number of additional passes for the pit lane and the pit wall, which would have to be displayed in these areas.

- Each driver will receive the following passes: 1 personal yellow pass and 1 guest blue pass.

- Each reserve driver will receive the following personal passes: 1 x yellow pass

- Each Competitor is required to submit to the Formula E Manager a list that allocates each single ticket number to a specific member of the team.

A complete description of all passes is included in Appendix 5 of the Sporting Regulations.

5. PADDOCK

5.1 Racing Services

The Championship Promoter alone has the right to nominate racing services that will be allocated an area in the paddocks for a service vehicle.

5.2 Service Tents

The Formula E paddock will be available before the race at a day and time that will be communicated via team info before each event.

Cars are not allowed to enter the paddock before being asked to do so by the Formula E Organisation.

The following areas for team allocation in the paddock will be available free of charge for the Competitors: 15.0 x 10.0 metres (width x depth) or equivalent area.

The position of these areas will be decided by the Formula E Manager, in cooperation with the respective Event Organiser.

All Competitors are obliged to keep their service tents/box open during the official event times (see timetable), in order to allow the fans to see the cars inside. The tents/box may be closed only with the approval of the Formula E Manager.

The dismantling of the tents/box is only allowed after the finish of the Main Race and the respective prize-giving ceremony. If there is another race after the Main Race the dismantling can be delayed until the end of this race. If a Competitor dismantles its tent/box during the Main Race without permission, the Competitor in question will be reported to the Stewards.

All damage caused by the erection and/or dismantling of the tents/box (pegs, damage to cables or asphalt, crop damage, etc.) will be invoiced to those responsible by the race track

or Promoter of the event.

5.3 Hospitality & Presentation Area

The Championship Promoter will run an official Formula E Hospitality operation that shall be appropriate for the appearance of the Championship and its Competitors. It will be essential for the concept of this hospitality to have a certain basic number of people and, as a bare minimum, the Formula E Drivers/their escorts and team officials using this facility. Therefore, at the first Competition, each Competitor will receive four (4) permanent hospitality passes (two allocated to the respective Drivers, two allocated to the Competitor) for the whole season, which will be invoiced to the Competitor after each race weekend of the Championship. The price per pass for each weekend will be at the Championship Promoter's cost plus VAT (each pass is valid for one person).

Inside the Formula E paddocks, the championship's sponsors enjoy the exclusive opportunity to make presentations in the form of stands; these presentations are confirmed by the Championship Promoter in the corresponding contracts. The special guidelines for hospitality must in any case be respected.

6. ACCIDENT DATA RECORDER (ADR)

The obligatory ADR sensor, as per Article 17.2 of the FIA Formula E World Championship Sporting Regulations, will be provided by the supplier appointed by the FIA and shall be ordered from Formula E Operations.

The ADR sensor may be used at events outside the FIA Formula E World Championship.

7. MMM TELEMETRY

The obligatory MMM Telemetry system, as per Article 17.3 of the FIA Formula E World Championship Sporting Regulations, will be provided by Magneti Marelli Motorsport.

The MMM telemetry system may not be used at events outside the FIA Formula E World Championship.

The MMM telemetry system must be returned to the FIA Technical Department no later than 15 days after the final test session of the Formula E season of the respective year.

8. WEBSITES

Official digital notice board, Timing results, and Live timing can be accessed through the following address:
https://results.formulae.fia.com/

The digital technical passport can be accessed at the following address:
http://www.fia.com/sport/competitors-area

9. FORMS

The following forms can be requested from the Championship Promoter for their dedicated purpose:
- Paddock Logistic Form
- Application for private testing
- Confirmation of accidents

10. OFFICIAL ADVERTISING

Cars and drivers must comply at all time with the Team Support Package Branding Manual document provided by the Championship Promoter except for specific derogations. This document is added to the Sporting Regulations as Appendix 3.

All advertising material (stickers and badges) will be provided by the team. The championship promoter will supply all the necessary digital files.

The correct display of all stickers and badges will be checked at each official Competition. If the advertising instructions are not observed during the entirety of the Competitions, including pre-competition, and pre- and mid-season testing, the respective Competitor/Driver will be reported to the Stewards. All Formula E advertising partners have to be displayed as prescribed on all cars and all overalls throughout each public display. It must be ensured that none of the sponsor stickers are damaged in any way under any circumstances.

If no sticker or badge is handed out for one or more of the advertising spaces designated below, these areas must be reserved for the Championship Promoter and must be kept free of any advertising, logos or special designs.

The Championship Promoter reserves the right to adapt the advertising spaces if necessary.