2026-2027 FIA FORMULA E WORLD CHAMPIONSHIP SPORTING REGULATIONS

INDEX

	FOREWORD	2
1)	REGULATIONS	2
2)	CHAMPIONSHIP COMPETITIONS	2
3)	FORMULA E WORLD CHAMPIONSHIP	3
4)	DEAD HEAT	5
5)	FIA DELEGATES	5
6)	OFFICIALS	6
7)	PASSES	7
8)	INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS	7
9)	INCIDENTS	7
10)	CAR LIVERY	9
11)	DRIVING	10
12)	TRACK TESTING	11
13)	PIT ENTRY, PIT LANE AND PIT EXIT	13
14)	SCRUTINEERING AND ADMINISTRATIVE CHECKS	15
15)	USE OF TYRES AND TYRE LIMITATION DURING THE COMPETITION	17
16)	WEIGHING	19
17)	GENERAL CAR AND PERSONNEL REQUIREMENTS	20
18)	SPARE CARS, MOTORS, BATTERIES, GEARBOX	23
19)	ELECTRICITY, CHARGING	24
20)	GENERAL SAFETY	25
21)	PRACTICE SESSIONS	26
22)	FREE PRACTICE SESSIONS	27
23)	QUALIFYING PRACTICE SESSIONS	28
24)	POST-QUALIFYING PARC FERME	31
25)	THE GRID	31
26)	STARTING PROCEDURE	32
27)	THE RACE	36
28)	SAFETY CAR	38
29)	FULL COURSE YELLOW “FCY”	41
30)	SUSPENDING A RACE	42
31)	RESUMING A RACE	43
32)	FINISH	44
33)	*PARC FERME* + QUARANTINE AREA	44
34)	CLASSIFICATION	45
35)	PODIUM CEREMONY	45
36)	PRESS CONFERENCE AND PROMOTION AFTER THE RACE	45
	APPENDICES	46

FOREWORD

The FIA 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.

1) REGULATIONS

1.1 Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. Changes to these Sporting Regulations must be made in accordance with Article 18.2 of the International Sporting Code, hereinafter "the Code".

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

2) CHAMPIONSHIP COMPETITIONS

2.1 Competitions are reserved for Formula E cars as defined in the current FIA Technical Regulations.

2.2 Each Competition will have the status of an international restricted Competition

2.3 The Competition shall include all practice sessions and races. 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.

2.4 The maximum number of Competitions in the Championship is 16, and the minimum is 6. The maximum number of races in the Championship is 22, and the minimum is 6.

2.5 A Competition may include 1 or 2 races.

a) If it includes 1 race, the Competition must be divided into 2 days and include:
Day 1: a Shakedown Session and a Free Practice Session.
Day 2: a Free Practice Session, a Qualifying Practice Session and a Race.

b) If it includes 2 races (Performance Race or Efficiency Race), the Competition must be divided into 3 days and include:
Day 1: a Shakedown Session,
Day 2: a Free Practice Session, a Qualifying Practice Session and a Race.
Day 3: a Free Practice Session, a Qualifying Practice Session and a Race.

2.6 The distance of the race(s), from the start signal referred to in Article 26.13 to the end-of-race signal referred to in Article 32.1, will be published by the FIA twenty-one (21) days prior to each competition. However, the FIA maintains the right to modify the decision on the number of laps at any time.

a) For the Performance Races: Should forty-five (45) minutes elapse before the scheduled race distance, plus the "Added Laps", has been completed, the leader will be shown the end-of-race signal when they cross the control line (the Line) at the end of the lap following the lap in which the forty-five (45) minutes period ended, provided this does

not result in the scheduled number of laps being exceeded. Only under the circumstance below will any exception be made to the above:

i) Should the race be suspended (see Article 30), the length of the suspension will be added to this period up to a maximum total race time of seventy-five (75) minutes plus one lap, provided this does not result in the scheduled number of laps being exceeded.

b) For the Efficiency Races: Should seventy-five (75) minutes elapse before the scheduled race distance, plus the "Added Laps", has been completed, the leader will be shown the end-of-race signal when they cross the control line (the Line) at the end of the lap following the lap in which the seventy-five (75) minutes period ended, provided this does not result in the scheduled number of laps being exceeded. Only under the circumstances below will any exception be made to the above:

i) Should the race be suspended (see Article 30), the length of the suspension will be added to this period up to a maximum total race time of three (3) hours plus one lap, provided this does not result in the scheduled number of laps being exceeded.

2.7 The final list of Competitions will be published by the FIA before the start of the Competitors' registration period.

2.8 A Competition which is cancelled with less than 3 months' written notice to the FIA will not be considered for inclusion in the following year's Championship unless the FIA judges the cancellation to have been due to force majeure.

2.9 A Competition may be cancelled if fewer than twelve (12) race numbers are available for it.

3) FORMULA E WORLD CHAMPIONSHIP

3.1 The Formula E World Champion Driver title will be awarded to the Driver who has scored the highest number of points, taking into account the results of all the competitions in the Championship.

3.2 The Formula E World Championship Team title will be awarded to the Competitor which has scored the highest number of points, taking into account the cumulated results from the two Drivers of the Competitor.

3.3 The Formula E World Championship Manufacturer title will be awarded to the Manufacturer which has scored the highest number of points in the Manufacturers' standings.

Points for the title will be awarded at the end of each race in accordance with the table in Article 3.5 and taking only into account the results from the best two cars powered by their homologated car(s). The cars that do not score any points will not appear in the standings and the points will be allocated to the following Manufacturer's car eligible to score points. Points allocated for the Qualifying Practice Session and the Fastest Lap will not be counted.

To avoid any doubt, all cars sharing a common homologation supplier will be deemed to be from the same Manufacturer regardless the Additional Make or the car homologation of the car under which the Competitor is competing.

QUALIFYING PRACTICE POINTS

3.4 Points for the Formula E World Champion Driver title and Formula E World Champion Team title will be awarded, according to its final classification, at each Qualifying Practice

Session:

a) 1 point for each driver moving to the "Duels" in accordance with Article 23.5
b) 1 point for each driver winning a "Duel" in accordance with Article 23.6
c) 1 extra point for the winner of the Final "Duel" (Pole Position).

Classification	Points
1st	4 points
2nd	3 points
3rd	2 points
4th	2 points
5th	1 point
6th	1 point
7th	1 point
8th	1 point
Pole Position	1 point

If the Driver in pole position does not complete the timed lap in all the duels (Quarter-finals, Semi-finals and Final Duel), pole position point will not be awarded. In exceptional cases, when the Driver in pole position has been prevented from obtaining a time in the Final Duel by means out of their own control, the Stewards may accept to grant them the pole position points.

If, for exceptional reasons, the "Duels" did not take place, or cannot be completed in its totality, only the points for drivers moving to the duels (Article 3.4.a) will be awarded.

If, for exceptional reasons, the qualifying practice session does not take place at all, or only one of the Group sessions has taken place, no points will be awarded.

RACE POINTS

3.5 Points for all titles will be awarded at each race according to the following scale:

Classification	Points
1st	25 points
2nd	18 points
3rd	15 points
4th	12 points
5th	10 points
6th	8 points
7th	6 points
8th	4 points

9th	2 points
10th	1 point

Fastest lap: 1 point. Any Driver who is not classified in the top ten positions at the end of the race (see Article 34) will not be eligible for the point awarded for fastest lap.

If a Competition comprises two races, the above-mentioned points will be awarded in the same way for each session of the same type.

3.6 If the scheduled race distance cannot be completed, points of each title will be awarded in accordance with the following criteria:
a) no points will be awarded if the leader has completed less than 2 laps.
b) In the case detailed in Articles 3.6.c) and 3.6.d), no points will be awarded unless a minimum of two (2) laps have been completed by the leader without a Safety Car and/or FCY intervention.
c) Half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance .
d) Full points will be awarded if the leader has completed 75% or more of the original race distance.

3.7 The Drivers finishing first, second and third in the Championship, the Team Principal of the winning Team and a car of the winning team (and any personnel needed to operate it) and must be present at the annual FIA Awards ceremony if required by the FIA. Any such Driver Competitor or car who/which is absent will be liable to a fine of up to €50'000. The fine shall be paid by the Competitor of the Driver who did not attend the FIA Awards ceremony or by the Competitor finishing first in the Teams' Championship if the Team Principal does not attend or a car is not present.

4) DEAD HEAT

4.1 Prizes and points awarded for Competitors that are tied for the same position will be added together and shared equally.

4.2 If two or more Drivers or Competitors have the same number of points after a race, or finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to:
a) The holder of the greatest number of first places in a race.
b) If the number of first places is the same, the holder of the greatest number of second places.
c) If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
d) If this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it thinks fit.

5) FIA DELEGATES

5.1 For each Competition the FIA shall nominate the following delegates:
a) A Technical Delegate.
b) Assistant Technical Delegates.
c) A Media Delegate.
d) A Medical Delegate.
e) A Safety Car Driver.
f) A Pit Lane Delegate.

g) A Sporting Delegate.
h) An e-Safety Delegate
i) An environmental officer

5.2 The role of FIA Delegates is to help the Officials of the Competition in their duties, to see within their fields of competence that all the Regulations governing the Championship are respected, to make any comments they deem necessary and to draw up any necessary reports concerning the Competition.

5.3 The Technical Delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national Scrutineers.

6) OFFICIALS

6.1 The following Officials shall be nominated by the FIA:

a) A Race Director.
b) A Stewards' Secretary.
c) A Deputy Race Director.
d) A Starter.
e) A Chairperson of the Panel of Stewards.
f) A second International Steward of a nationality different to that of the organiser.
g) A Driver Adviser to the Stewards.

In accordance with Article 11.3.2 of the Code, the Stewards will officiate as a body under the authority of their Chairperson.

6.2 The following officials will be nominated by the ASN exclusively for the FIA Competition(s) and their names sent to the FIA at the same time as Appendix 1 to the Sporting Regulations, Part A, is sent to the FIA:

a) A Steward.
b) A Clerk of the Course.
c) A Secretary of the Event.
d) A Chief national scrutineer.
e) A Chief national Medical Officer.
f) A Rescue Chief.

6.3 **Out-Of-Competition Stewards** Panel:

a) For the entire duration of the Championship season, the FIA will appoint a standing panel of Stewards ("Out-of-Competition Stewards Panel") in accordance with Article 11.5 of the Code and comprised of at least five members.
b) In accordance with Article 11.5.4 of the Code, the FIA may refer an alleged breach of the applicable sporting, technical and/or operational regulations to the Out-of-Competition Stewards Panel:
   i) where it occurs outside the framework of an Event, subject to the Article 11.7.1.b of the Code;
   ii) where the matter is time-sensitive such that it would not be appropriate to delay resolution until the next Event;
   iii) where the alleged breach does not have an immediate and direct impact on an Event; or
   iv) where the alleged breach relates to or has an impact on more than one Event.

   The FIA will give the relevant Competitor or Manufacturer a notice of its intention to refer an apparent or alleged breach to an Out-of-Competition Stewards Panel.

c) The Stewards appointed for an Event may delegate their authority to the Out-of-Competition Stewards Panel in accordance with Article 11.7.1.a.ii of the Code.

6.4 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the course may give orders in respect of them only with the Race Director's express agreement:

a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations.
b) The stopping of any car in accordance with the Code or Sporting Regulations.
c) The interruption of practice.
d) The starting procedure.
e) The use of the Safety Car.
f) The suspending and resuming of the race.

6.5 The Race Director, the Clerk of the Course, the Technical Delegate and the Panel of the Stewards must be present at the circuit at the latest from the beginning of the Competition as defined by the Code and Article 2.3 of these regulations. The Panel of the Stewards must not leave before the end of final scrutineering and the protest procedure in accordance with Article 13.3 of the Code.

6.6 The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate and the Chairperson of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the course must be at race control and in radio contact with all the Marshal posts. The Championship Promoter is responsible for the proper functioning of the radio equipment.

7) PASSES

7.1 No pass other than the one issued by the Championship Promoter with the agreement of the FIA may be issued or used, in accordance with the Appendix 5 of the present regulations. A pass may be used only by the person and for the purpose for which it was issued. Permanent FIA passes will be allowed.

7.2 All personnel must always wear its pass at all times in a way that is visible and its colour clearly identifiable.

8) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

8.1 The Stewards or Race Director may give instructions to Competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all Competitors, who must acknowledge receipt.

8.2 All classifications and results of practice and the race, as well as all decisions issued by the Officials, will be posted on the digital notice board (**https://results.formulae.fia.com/**)

8.3 Any decision or communication concerning a particular Competitor should be given to it within 25 minutes of such decision, and receipt must be acknowledged.

9) INCIDENTS

9.1 "Incident" means any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver or Competitor, which is reported to the Stewards by the Race Director (or noted by the Stewards and subsequently investigated) which:
a) Necessitated the suspension of a race under Article 30.

b) Constituted a breach of these Sporting Regulations or the Code.
c) Caused a false start by one or more cars.
d) Caused a collision.
e) Forced a Driver off the track.
f) Illegitimately prevented a legitimate overtaking manoeuvre by a Driver.
g) Illegitimately impeded another Driver during overtaking.
h) Resulted in power consumption higher than stated in Article 7.5 of the Technical regulations.
i) Failed to comply with the prescriptions and procedures of the High-Voltage Operational Safety (Supplement 10 of the Appendix H to the International Sporting Code).

9.2 a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a Driver or Drivers involved in an incident shall be penalised.

b) If an incident is under investigation by the Stewards a message informing all Competitors which Driver or Drivers are involved will, where possible, be displayed on the Official Messaging System (if the facilities on the circuit so permit).

Provided that such a message is displayed within 25 minutes of the end of the race, or a message is delivered to any Competitor concerned within this time, the Driver or Drivers concerned may not leave the circuit without the consent of the Stewards.

9.3 The Stewards may impose any one of the penalties below on any Driver involved in an incident:

a) A 5-second time penalty.
The next time a driver enters the pit lane for a pit-stop (or Pit Boost), they must stop in its Competitor's position for at least five seconds before any work is carried out on the car. If they carry out no further pit stop (or Pit Boost) before the end of the race. In such case five seconds will be added to the total elapsed race time of the driver concerned.

b) A 10-second time penalty.
The next time a driver enters the pit lane for a pit-stop (or Pit Boost), they must stop in its Competitor's position for at least ten seconds before any work is carried out on the car. If they carry out no further pit stop (or Pit Boost) before the end of the race. In such case ten seconds will be added to the total elapsed race time of the driver concerned.

In both of the above cases the driver concerned must carry out the penalty the next time they enter the pit lane for a pit stop and, for the avoidance of doubt, this includes any stop the driver makes whilst a FCY or safety car procedure is in use.

c) A drive-through penalty. The Driver must enter the pit lane and re-join the race without stopping.

d) A 10-second stop-and-go time penalty. The Driver must enter the pit lane, stop at his pit for at least ten seconds and then re-join the race.
If any of the four penalties above is imposed upon a Driver finishing outside of the Top 10 or if, that Driver is unable to serve the penalty due to retirement from the race, the Stewards will impose or convert the penalty into a drop of grid position/s penalty on the Driver's next race.

If any of the penalties listed in c) and d) above is imposed during the last 2 laps, or after the end of a race, a time penalty, announced in a specific bulletin, will be added to the elapsed race time of the Driver concerned.
e) Cancellation of lap times.

f) A time penalty.
g) A warning.
h) A reprimand.
i) A drop of any number of grid positions at the Driver's next Race.

If any of the penalties above are imposed, they shall not be subject to Appeal.

j) Starting from the pit lane.
k) Disqualification.
l) Suspension from the Driver's next Competition(s).

9.4 Should the Stewards decide to impose either of the penalties under Article 9.3 a), b), c) or d), the following procedure will be followed:

a) The Stewards will give written notification of the penalty, which has been imposed to the Competitor concerned and will ensure that this information is also displayed on the Official Messaging System.

b) In the case of penalties imposed in Article 9.3 c) and d), from the time the Stewards' decision is notified on the Official Messaging System, the relevant Driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 9.3 d), proceeding to their pit, where they shall remain for the period of the time penalty.

However, unless the Driver was already in the pit entry for the purpose of serving their penalty, they may not carry out the penalty after the FCY or Safety Car has been deployed or when stopping in the pit lane to complete the mandatory "Pit Boost" in accordance with Article 27.5. The number of times the Driver crosses the Line during the FCY or Safety Car period will be added to the maximum number of times they may cross the Line on the track.

c) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Article 9.3a) or b) above it may not be worked on, or plugged-in for the "Pit Boost", in accordance with Article 27.5, until the car has been stationary for the duration of the penalty. In this context, touching the car or driver by hand or tools or equipment or plugs will all constitute working.

d) Whilst a car is in the pit lane as a result of incurring a penalty under Article 9.3 d) it may not be worked on.

9.5 Any Driver who receives three (3) reprimands (Article 9.3.h) in the same Championship season shall, upon the imposition of the third, be given a ten (10) grid position penalty for the next Race in which the Driver participates.

The 10 grid place penalty will only be imposed if at least 2 of the reprimands were imposed for a driving infringement.

10) CAR LIVERY

10.1 Each car must carry the race number of its Driver as published by the FIA. The race number must be visible on the front and on each side of the car in accordance with the requirements of the Team Branding Manual (Appendix 3 of the Sporting Regulations).
The numbers should be no less than 120 mm high, and have a minimum stroke thickness of 32 mm.

The car number should achieve the maximum contrast and visibility against the car livery.

The use of a keyline is permitted if necessary in order to achieve this effect. Though it is not mandatory to use a white background, it is recommended to do so for better visibility.

10.2 Each Competitor must display the name of the Driver and their national flag on the bodywork or on the outside of the cockpit. These must be clearly legible and, where applicable, in accordance with the requirements of the Organisation Rules.

10.3 Each car must carry the logos of the official partners of the Championship in accordance with the requirements of the Team Branding Manual (Appendix 3 of the Sporting Regulations), unless a special commercial agreement has been declared by the Promoter to the FIA before the first Competition of the season.

10.4 So that the Competitor's cars may be easily distinguished from one another, each can have specific colours as long as the livery is substantially similar to both of the Competitor's cars. The FIA reserves the right to request a Competitor to change any livery that it considers not in accordance with this principle.

10.5 For each camera housing (or dummy ballast), the centre camera section must be of a different colour (original carbon colour for one Driver and yellow fluorescent for the other one).

11) DRIVING

11.1 The Driver must drive the car alone and unaided. It is only allowed to accelerate the car by using the throttle-pedal.

11.2 Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.

11.3 Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A Driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track the Driver may re-join; however, this may only be done when it is safe to do so and without gaining any advantage.

A Driver may not deliberately leave the track without justifiable reason.

11.4 More than one change of direction to defend a position is not permitted. Any Driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one car width between their own car and the edge of the track on the approach to the corner.

11.5 Any Driver defending their position on a straight, and before any braking area, may use the full width of the track during their first move, provided no significant portion of the car attempting to pass is alongside theirs. Whilst defending in this way the Driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.

11.6 Manoeuvres liable to hinder other Drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

11.7 As soon as a car is caught by another car which is about to lap it during the Race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that they must allow the following driver to overtake. Blue Flags shown on the dash have the same meaning as waved Blue Flags, or digital panels, on the Track.

11.8 The Driver is not permitted to participate in any additional practice, qualifying or race within the Event.

12) TRACK TESTING

12.1 Track testing is considered to mean any track running time which is not part of a Competition, and which is undertaken by a Competitor entered in the Championship using cars which conform substantially to the current Formula E Technical Regulations in addition to those of the subsequent year.

12.2 Testing with current Formula E cars is only permitted for Competitors participating in the Championship in accordance with this Regulations.

12.3 Between 1 October 2026 to 30 September 2027 each competitor's **Track Testing** is limited to the maximum running time below:

a) Eight (8) days of testing divided in six (6) **Official Test**(s) days and two (2) **Test Day**(s).
b) Six (6) **Promotional Events.**

OFFICIAL TESTS

12.4 **Official Tests** organised by the Promoter of the Championship are compulsory for all Competitors.

Each season, the Championship Promoter will organise a maximum of 6 days of Official Tests of 1, 2 or 3 days, including a minimum of 3 days before the first Competition of the Championship. Each day may be divided in two (2) sessions.

During these sessions, cars may be divided into groups to avoid traffic.

During each of these tests:
- A minimum of 2 Drivers per Competitor (1 per race number) per session will be mandatory except for reasons of force majeure.
- A maximum of 4 Drivers per Competitor will be allowed.
- A maximum of 2 cars per Competitor will be allowed.
- The FIA Single Supplier of tyres will provide two (2) sets of All-Weather race tyres and one (1) set of Wet race tyres per car and per official testing day.

At the end of each Formula E Official Test, all tyres must be returned to the tyre manufacturer.

A maximum of two (2) out of six (6) days of Official Tests can be reserved for Rookie Drivers according to Article 4.7 of the General Provisions. For these days, each Driver will have available two (2) new sets of All-Weather race tyres and a used set of All-Weather race tyres, in addition they will also have one (1) new set of Wet race tyres.

12.5 During all Official Test sessions:
a) Red flag and end-of-session procedures must be respected.
b) No vehicle types other than current Formula E cars are permitted on the track.
c) Every reasonable effort should be made to ensure that the recommendations concerning

emergency services detailed in Supplement 1 of Appendix H to the Code are followed.
d) Technical regulations must be strictly followed.
e) High-Voltage Operational Safety related requirements of Supplement 10 of Appendix H to the International Sporting Code must be strictly followed.
f) If after an incident during a test the Impact Warning Light is activated the Driver may at the discretion of the Race Director, the clerk of the course, the CMO or the Medical Delegate, be required to be examined by the Competition medical service without delay. The Medical Delegate will determine the most appropriate time and place for this examination.
g) It is mandatory to follow the instruction manuals, user manuals, catalogues and guides from the FIA-designated suppliers at all times during the Official Test.
h) Prescriptions of Article 15.3 must be observed at all times during an Official Test.

12.6 When Official Tests are organised between the start of the first Competition and the end of the last Competition of the season. It is mandatory to fill the Technical Passport with the declaration of the parts listed in Article 18 used by the Competitor during these tests.

TEST DAYS

12.7 As part of the competitor's test quota, each Competitor is permitted up to two (2) **Test Days** with 1 or 2 cars between 1 October 2026 to the 30 September 2027. Test Days must be submitted to the FIA no later than 1 week (7 days) prior to the event. If the registration is cancelled, the FIA must be notified 48 hours prior to the planned start of the event.

Running time per Test Day:
a) The Competitor is limited to a maximum of 12 hours of track operation per Test Day,
b) The timeframe in which the track operation may take place is defined as 6.00 a.m. to 11.00 p.m. local time at the nominated date and venue,
c) The time limit is defined as a maximum of 13 hours of track operation from a defined start time,
d) The Competitor is responsible for defining the start test time with the FIA when nominating its Test Day and venue,
e) It is mandatory and under the Competitor's responsibility to upload the BMS data to the Battery FIA designated supplier server at the conclusion of each nominated Test Day,

Test Days Limitations
a) Tests must be carried out with just one survival cell, just one FPK and just one battery, with the FIA logger. In case of failure, the use of spare units is allowed.
b) Competitors are only allowed to use their respective Formula E Cars,
c) The FIA Single Supplier of tyres will provide two (2) sets of All-Weather race tyres per car and per testing day,
d) The FIA Single Supplier of tyres will provide one (1) set of Wet race tyres per car for the complete tests,
e) These tests must not take place on any circuit, or any part of it, used by the Championship either in Competitions or official Collective Tests prior the Competition or official Collective Test has taken place,
f) It is mandatory to follow the instruction manuals, user manuals, catalogues and guides from the FIA-designated suppliers at all times during the Test Days,
g) Competitors are encouraged to follow the "Recommendations concerning private testing at motor racing circuits" included in the Supplement 1, Appendix H to the International Sporting Code. Competitors are equally encouraged to conduct private testing in circuits with the appropriate Circuit Grade according to the car weight/power ratio included in Appendix O to the International Sporting Code.

12.8 When Test Days are organised between the start of the first Competition and the end of the last Competition of the season, it is mandatory to fill the Technical Passport with the

declaration of the parts listed in Article 18 used by the Competitor during these tests. The FIA shall send a representative to a Test Day and the Competitor shall grant access to the cars at any time.

PROMOTIONAL EVENTS

12.9 Each Competitor is permitted up to 6 **Promotional Events** with a maximum of 3 events on track, between 1 October 2026 and 30 September 2027, submitted to the FIA no later than 1 week (7 days) prior to the event. If the registration is cancelled, the FIA must be notified 48 hours prior to the planned start of the event. Any promotional event shall be carried out using tyres provided specifically by the appointed Championship supplier and are limited to 40kWh total discharge energy throughput and 350kW power output. The FIA reserves the right to authorise different energy and power allocations if the promotional activity is considered of high interest for the Championship (i.e. participation in GFoS).

If the promotional event takes place on a track that is part of the current season's Championship, it cannot be held before the Competition has taken place.

With the sole authorisation of the FIA, a Competitor may use a different RESS for a promotional event if the Competitor's unit is not available.

Competitors agree that the FIA shall send a representative to each of these Events who shall be granted access to the cars at any time (day or night) when they are not under the control of FE.

GENERAL PROVISIONS

12.10 Any other track running time undertaken by, or on behalf of, a Competitor entered in the Championship (or which is suspected of being connected in any way whatsoever with a Competitor entered in the Series) is prohibited. On specific circumstances, the FIA reserves the right to allocate additional Test Day(s) or Promotional Event(s) in agreement with all registered competitors.

12.11 Rig testing, wind tunnel testing, and CFD studies are strictly forbidden.

12.12 Following the observation of non-compliance with this Article, the Out-of-Competition Stewards will be authorised to penalise the Competitor and/or Driver in accordance with Article 9.3 and 9.5.

13) PIT ENTRY, PIT LANE AND PIT EXIT

13.1 The section of track between the first Safety Car line and the beginning of the pit lane will be designated the "pit entry".

13.2 The section of track between the end of the pit lane and the second Safety Car line will be designated the "pit exit".

13.3 At no time may a car be reversed in the pit lane under its own power.

13.4 The pit lane will be divided into two lanes; the lane closest to the pit wall will be designated the "fast lane" and the lane closest to the garages will be designated the "working lane". Circulation through the pit lane is only authorised through the fast lane. The working lane can only be used for the purpose of going into and outside of the Competitor's respective garage and/or to carry out a pit stop in the defined Competitor's position. Any transition through the working lane must be done in a safe manner. Circulating through the working

lane behind another car that is pushed back to the garage is forbidden.

13.5 The FIA will allocate garages and an area in the pit lane on an equal basis where each Competitor may work and, within each of these designated garage areas, one position where pit stops may be carried out during any practice session or race. The external area behind the garage is part of the working zone.

13.6 No powered device may be used to lift any part of a car in the pit lane, and only electric guns may be used to change wheels.

13.7 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the Competitor's designated garage area to the end of the pit lane exit.

13.8 Any Driver who is required to start the race from the pit lane may not drive their car from their Competitor's designated garage area until the 10-minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to:

a) The fitting or removal of permitted cooling devices.
b) Changes made for Driver comfort.
c) Changing of wheels.

When cars are permitted to leave the pit lane they must do so in the order that was established unless another car is unduly delayed. At all times Drivers must follow the directions of the Marshals.

13.9 Other than drying, sweeping or any tyre rubber left when cars leave their pit stop position, Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the Race Director.

13.10 Competitors must not paint lines on, or modify in any way, any part of the pit lane.

13.11 Other than in Article 13.8 above no equipment may be left in the fast lane and/or the pit lane. A car may enter or remain in the fast lane only with the Driver sitting in the car behind the steering wheel in their normal position even when the car is being pushed.

13.12 Team personnel are only allowed in the pit lane during the lap before they are required to work on a car, and must withdraw as soon as the work is complete.

All team personnel pushing a car or carrying out any work on a car in the pit lane during a practice session or during a race pit stop, must wear helmets which meet or exceed the requirements of ECE 22.05 – European motorcycle road helmet, DOT – USA motorcycle road helmet or JIS T8133-2015, class 2 – JPN protective helmets for automobile users. The use of appropriate eye protection is compulsory.

During any Pit Stop, the person in charge to stop and release the car must stay, at all times, on the garage side of the Pit Boost Markings.

13.13 a) Cars must not be released from the garage, pit stop position or the working lane in a way that could endanger pit lane personnel or other Drivers.

b) If a car is deemed to have been released in an unsafe condition during any practice session, the Stewards may drop the Driver such number of grid positions as they consider appropriate.

c) If a car is deemed to have been released in an unsafe condition during a race, a penalty under Article 9.3 c) may be imposed on the Driver concerned. However, if the Driver retires from the race as a result of the car being released in an unsafe condition, a fine may be imposed upon the Competitor.

d) An additional penalty will be imposed on any Driver who, in the opinion of the Stewards, continues to drive a car with the knowledge that it was released in an unsafe condition.

13.14 Except when authorised differently by the Race Director, cars may not enter the pit lane until the pit exit is opened at the start or re-start of each free or qualifying practice session. Furthermore, no car may be moved to a position in the working lane.

13.15 All pit road garage doors must remain open during all qualifying practice sessions, the race and all pitwalk activities.

13.16 Under exceptional circumstances, the Race Director may ask for the pit entry to be closed during the race for safety reasons. At such times, Drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out on the car. A penalty under Article 9.3 will be imposed on any driver who, in the opinion of the Stewards, entered the pit lane for any other reason whilst it was closed.

13.17 Under no circumstance the use of the 600kW mode is authorised in the Pit Lane.

13.18 Burnouts and wheelspins are forbidden in the pitlane. These will be monitored and reported to the Stewards.

14) SCRUTINEERING AND ADMINISTRATIVE CHECKS

ADMINISTRATIVE CHECKS

14.1 The following documents must be submitted to the Stewards' Secretary by each Competitor during initial administrative checks:
a) Competitor's licence.
b) Driver's e-Licence and International Licence (minimum Grade B).

14.2 During initial scrutineering, and at any time during the Competition, each Competitor must have available all documents required by Article 14.1 above in addition to the car's technical passport .

14.3 Unless a waiver is granted by the Stewards, Competitors who do not keep to time limits will receive a penalty, which may go as far as not being allowed to take part in the Competition.

MEDICAL REQUIREMENTS

14.4 Drivers with medical peculiarities (such as allergies, haemophilia, diabetes etc.) are obliged to submit written information to the FIA Medical Delegate before the first practice (or Shakedown) starts. This information must include the name and number of the race car. Participants with injuries or temporary handicaps are obliged to contact the FIA Medical Delegate immediately. The FIA Medical Delegate will decide if such a Driver will be admitted to the Competition.

INITIAL SCRUTINEERING

14.5 Initial scrutineering of the car will take place in the FIA scrutineering bay or in the Competitor's

garages, when practical. The electronic technical passport must have been completed on the dedicated website at the time indicated on the official timetable.

In order for the scrutineers to have the required access, all pit lane garage doors must be left open during all qualifying practice sessions and the race.

14.6 Race numbers and any official advertising must be on the car for inspection during scrutineering.

14.7 No car may take part in the Competition until it has been passed by the scrutineers.

14.8 Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Competition

SCRUTINEERING CHECKS

14.9 The scrutineers may:
a) Check the eligibility of a car or of a Competitor at any time during the Competition.
b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.

c) Require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.

d) Require a Competitor to supply them with such parts or samples as they may deem necessary.

14.10 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

14.11 The Race Director or their designees may require that any car involved in an accident be stopped and checked.

POST SESSION SCRUTINEERING AND PARC FERME

14.12 After each race and all qualifying practice sessions, cars will be selected and must undergo complete scrutineering.

14.13 Checks and scrutineering shall be carried out by duly appointed Officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the Competitors.

14.14 From the start of the Competition all the cars will be under Parc Fermé regulations in the Competitors' garages according to the curfew times published in Appendix 1. During these periods, no team member is allowed in the garages. During a curfew period, the CCTV provided by the designated supplier must be in working order, under the Competitor's responsibility.

14.15 The Stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

DRIVER ALLOCATION

14.16 Before the end of initial scrutineering each Competitor must specify which of its Drivers will be driving which cars. It is possible to designate a reserve Driver in compliance with the requirements under Articles 4.3 and 4.4 of the General Provisions. After this point, no changes may be made to the original allocation.

FIA RACE DIRECTOR'S BRIEFINGS

14.17 Meetings chaired by the FIA Race Director will take place on the day before the initial scrutineering and after Shakedown on the day before the first race. The first and second meetings must be attended by all Team Managers and the second by all Drivers.

Should the Race Director consider that another meeting is necessary, it will take place one hour before the race. Competitors will be informed no later than one hour after the end of the qualifying practice session. All Drivers and Team Managers must attend.

TECHNICAL REQUESTS

14.18 Should a Competitor wish to change/modify any component of the car in relation to the homologation form at any time during the Competition or in between Competitions, a request may be accepted only upon completion of a Technical Request form, obtained from and submitted to the FIA Technical Delegate.

Any requested work can be carried out only if previously approved and stated in the written decision following the request.

Once a decision is taken, it will be communicated, in writing, to the Competitor by the FIA Technical Delegate, and this decision shall not be subject to protest.

15) USE OF TYRES AND TYRE LIMITATION DURING THE COMPETITION

SUPPLY OF TYRES AND IDENTIFICATION

15.1 Only tyres which have been provided at the Competition by the FIA Supplier and allocated to a car by the FIA Technical Delegate may be used throughout the Competition. During all practice sessions and races, only the allocated tyres are allowed in the garage or pit lane.

15.2 All tyres will be supplied with a defined identification (RFID and/or barcode). In case of barcodes, type 39 or 128 will be accepted, composed of 8 digits, only edited with figures starting with 8.

On the sidewall of each tyre, appropriate identification will be applied. The only allowable markings applied by the Competitor onto the tyre sidewalls are for the purpose of identification of the car number, the set number and the tyre location. All other markings are prohibited.

The use of tyres without appropriate identification (RFID and/or barcode) may result in a grid position penalty or disqualification from the race.

TYRE TREATMENT AND CONDITIONING

15.3 All tyres must be used as supplied by the tyre manufacturer. Any modification or treatment such as cutting, grooving, scrubbing in, the application of solvents or softeners, the fitting of electric or mechanical temperature conditioners such as heating devices is prohibited. It is prohibited to take off the pick-up rubber from the tyres.

The only acceptable variation from the standard tyre specification will be that made on

decision of the tyre supplier and applied to all tyres of the same specification supplied for the Competition.

15.4 The cooling or heating of the tyre wheel assembly while either mounted on the car, or when placed in the designated Tyre Area of the garage, by any artificial means whatsoever, is prohibited.

15.5 The washing of wheels is not allowed from the beginning of the FIA Scrutineering until the end of the race for those not fitted on the car and until the end of the post-race *Parc Fermé*, for those fitted on the car. The cleaning of wheels is only allowed in front of the garage.

TYRE QUANTITIES AND ALLOCATION

15.6 During a 1-race Competition, each race number may use no more than 2 sets of All-Weather tyres and 1 set of Wet tyres.

During a 2-race Competition, each race number may use no more than 3 sets of All-Weather tyres and 1 set of Wet tyres. In case any session has been declared "Wet Track" from the beginning of a 2-Race Competition and before the end of the first race, Competitors are allowed to change, after the end of the first race, the allocated set of Wet tyres by a new set of Wet tyres for the remaining sessions of the Competition.

USE OF TYRES

15.7 The use of Wet tyres ("Typhoon tyres") is only authorised from the moment the Race Director declares the session is under "Wet Track" conditions. Once authorised, the use of Wet tyres or All-Weather tyres is at discretion of the competitor until the end of that session. To mount Wet and All-weather tyres on a car at the same time is strictly forbidden.

15.8 All Competitors must comply with the working ranges of the tyres (camber, pressure, ...) as communicated by the tyre supplier before the end of initial scrutineering. Tyre pressures are monitored at all times.

15.9 When the "Wet Track" message is shown on the Official Messaging System before or during the qualifying practice sessions, or during the race, Competitors are allowed to adjust the tyre pressures in Parc Fermé in the garage or the working lane.

15.10 At the end of each Competition, all tyres must be returned to the tyre supplier.

JOKER TYRES

15.11 With the authorisation of the Stewards, a competitor is allowed to use:
- 2 front and 2 rear Joker All-Weather tyres per car number per season.
- 2 front and 2 rear Joker Wet tyres per car per competition.

The use of a Joker tyre can only be authorised following a puncture or damage to one of the marked tyres.

15.12 A Competitor wishing to replace an already marked unused tyre with another identical unused one must present both tyres to the FIA Technical Delegate.

TYRE COLLECTION AND TYRE PARC FERMÉ

15.13 In accordance with the times published by the Stewards at the beginning of the Competition, a "Tyre Parc Ferme" is imposed for all allocated tyres. Within the defined times, all tyres must remain under the control of the FIA inside the Competitor's garage defined Tyre Area. During

these times, no work is allowed inside the Tyre Area and the access is forbidden.

After the tyres are fitted on the rims and delivered by the tyre supplier to the Competitor, all tyres must be carried to the designated Tyre Parc Ferme before the defined closing time.

45 minutes before the first Session of each day of Competition the Tyre Parc Fermé is open and Competitors are allowed to collect the tyres. All tyres will be provided to the Competitor by a Scrutineer.

After the end of the last Session of the day or after the race Parc Fermé opens, all tyres must be delivered by the Competitor to the Tyre Parc Fermé before the closing times published at the beginning of the Competition. This is not applicable for the last race of a Competition.

Failure to comply with the delivery times may result in a penalty being imposed at the discretion of the Stewards up to disqualification from the Event.
Any breach of the regulations applying to the Tyre Parc Fermé will be reported to the Stewards.

TYRE AREA AND TYRE COVERS

15.14 Each competitor must define and declare to the FIA Technical Delegate a Tyre Area inside the competitor's garage before the start of the Competition. Such Tyre Area must be separated with walls and separations and equipped with the Tyre Monitoring System as defined by the FIA or its appointed tyre Supplier. Competitors are not allowed to apply any modification to the Tyre Area including but not limited to alterations of its shape, flooring, wall or ceiling materials, construction elements, lighting, Tyre Monitoring System, etc... except with the authorisation of the FIA. Any alteration will be reported to the Stewards.

15.15 All tyres, when under the control of a Competitor, must remain either within the Competitor's designated Tyre Area inside the garage or mounted on the car at all times. It is prohibited to remove the tyre wheel assembly from the designated Tyre Area more than 5 minutes before the pit lane opening time of any session or 5 minutes before the start of the Parc Fermé for the Qualifying Practice Session.

15.16 All forms of tyre covers and spacers are strictly forbidden. Tyres must remain uncovered and unspaced at all times including but not limited when inside the Tyre Area, the garage, the pitlane or the dummy-grid.

15.17 The FIA Technical Delegate or the tyre supplier personnel will be allowed to control and measure tyre temperatures and pressures at any time during the Competition.

16) WEIGHING

16.1 a) During each qualifying practice session and race, cars will be weighed as follows:

i) At the scrutineering bay, the organiser will provide a flat horizontal surface measuring 10 m x 4 m. This area will be used for the weighing procedure. After qualifying practice, the weight of the cars may also be checked in Parc Fermé. Alternatively, the Technical Delegate may check the weight of the cars on temporary scales in front of the technical garage. It is mandatory for cars to stop if requested for weighing on the temporary scales. Failure to do so will be reported to the Stewards.

ii) During and at the end of each qualifying practice session and at the end of the race, cars will be selected at random to undergo the weighing procedure. The FIA Technical Delegate will inform the Driver that their car has been selected for weighing.

iii) Having been signalled that their car has been selected for weighing, the Driver will

proceed directly to the weighing area with "ready-to-move" mode deactivated and the white light switched off.

iv) The car will then be weighed and the result given to the Driver in writing.

v) If the car is unable to reach the weighing area under its own power, it will be placed under the exclusive control of the Marshals, who will take the car to be weighed.

vi) A car or Driver may not leave the weighing area without the consent of the FIA Technical Delegate.

vii) If a car stops on the circuit and the Driver leaves the car, they must go to the weighing area immediately on their return to the pits in order for their weight to be established.

b) After any practice session and the race, each car crossing the Line may be weighed.

If a Driver wishes to leave their car before it is weighed they must ask the Technical Delegate to weigh them in order that their weight may be added to that of the car. The Technical Delegate will then tell the Driver their weight and, once the Driver leaves Parc Fermé, this will be deemed implicit acceptance of the figure. The minimum race weight must be in compliance with Article 5.1 of the Technical Regulations.

c) The relevant car may be disqualified should its weight be less than that specified in Article 5.1 of the Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.

d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure (except by a scrutineer when acting in their official capacity).

e) Only scrutineers and Officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such Officials.

16.2 In the event of any breach of these provisions for the weighing of cars the Stewards may drop the Driver such number of grid positions as they consider appropriate or disqualify them from the race.

17) GENERAL CAR AND PERSONNEL REQUIREMENTS

17.1 Electromagnetic radiation between 5 and 6 GHz is forbidden save with the written consent of the FIA.

17.2 The approved Accident Data Recorder (ADR) sensor must be fitted to the car connected to the telemetry system (defined in Article 17.3). For the avoidance of doubt, the system comprising the telemetry system and ADR sensor is referred to as the "accident data recorder (ADR)". At any time following an accident or incident, Competitors must make the data recorder available and accessible to the FIA. This unit must be used throughout the Championship by each Competitor entered for the season. This unit must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

17.3 All cars must be fitted with a car positioning system and a telemetry system which have been manufactured by the FIA-designated supplier to a specification determined by the FIA. No other parts which, in the opinion of the FIA, are capable of performing a similar function may be fitted to any car.

17.4 During the entire Competition, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane

or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

In addition to the above, the following are specifically not permitted:
a) Motor, gearbox or radiator covers whilst these parts are being changed or moved around the garage.
b) Covers over spare wings when they are on a stand in the pit lane not being used.
c) Parts such as (but not limited to) spare floors, charger units or tool trolleys may not be used as an obstruction.

The following are permitted:
d) Covers which are placed over damaged cars or components.
e) Warming or heat-retaining covers for the motor, batteries and gearbox on the grid.
f) A cover over the car in the Competitor's garage overnight.
g) A cover over the car in the pit lane or grid if it is raining.
h) A cover over the cockpit opening when a car is in Parc Fermé.

17.5 For each Competitor, the number of operational staff members at a Competition must not exceed twenty-nine (29) at any time, from the moment the Competitors are allowed to access the circuit, until the end of the Competition and in accordance with the categories listed in Appendix 5. Of these twenty-nine (29) staff members, the number of staff members allowed to work on the cars must not exceed twenty (20). Each will wear a clearly visible specific yellow armband provided by the FIA. If a competitor staff member covers more than one role within the team, they must be assigned to the applicable category with the most extensive access rights.

For the avoidance of doubt, race Drivers and reserve Drivers are not required to wear the armband but must be declared in the operational staff in addition to the twenty-nine (29). If a reserve driver covers an additional role within the team, they must be declared both as reserve driver and as staff member in the applicable category.

In addition to the twenty-nine (29) operational personnel described above, each Competitor will be permitted three (3) individual exceptions during a Championship season for trainee personnel (new personnel who has never been assigned before to any operational role by the Competitor during the season). However, no individual trainee may attend more than two (2) Competitions in this capacity.

A Competitor Staff Declaration of all operational, trainee, remote garage staff and single-race staff must be submitted to the FIA at least one week prior to each Competition.

It is the Competitor's responsibility to assign their operational staff in a manner that ensures the proper running of their cars.
The support staff made available by the official suppliers and the suppliers common to the Competitors validated by the FIA will be allowed to work on the cars. Each will wear a clearly visible and specific orange armband provided by the FIA. When not using a common supplier for the purpose of car wrapping and stickering, Competitors are allowed to request a pass and an orange armband for this competitor's personnel, which will have limited access to the circuit, from the entry day until the end of the day prior to the first track session.
In accordance with Appendix 5 of the present Sporting Regulations, only these staff will have access to the reserved areas in the garage and the defined technical area when the track is live according to Article 30.12.

Any other Competitor staff or Guest would have only access to the designated "viewing area" in the Competitors garage when the track is live as per Article 30.12.

17.6 Each Competitor is only allowed to have one remote garage (operational room) outside the confines of the circuit. This remote garage is the only external source for assistance with data analysis and strategy development allowed for Competitors. Any other assistance related to those matters provided by an external source or a third party by any means is forbidden during the time period defined below.

To limit operational costs, a Competitor may ask the FIA to assign its manufacturer's support staff to an alternative location selected by the manufacturer.

No Competitor may have more than 6 persons assisting the racing team, in its remote garage/s from 1 hour before the start of the first practice session (or Shakedown if scheduled) of each Competition and until 3 hours after the start of the race (last race in case of a 2-day Competitions). However, additional personnel can be allocated to the remote garage/s, in addition to the 6 persons, with a corresponding reduction in the same amount of operational staff of the same category working at the circuit.

Each Competitor must ensure the monitoring system provided by the FIA is correctly installed and in working order at all times during the time period defined above.

Within the time limitations mentioned above, curfew periods published in Appendix 1 of each Competition must be respected by the personnel in the remote garage. During the curfew period time, no personnel are allowed to work for the racing team from the remote garage.

Failure to comply with the above provisions will be reported to the Stewards who may impose a sanction.

17.7 During a Competition, the Competitors shall access their garage (as per Article 13.5) during the time period specified in the supplementary regulations (Appendix 1 – Section 9, Cars & Freight Availability).

17.8 It is up to each Competitor to ensure that its car is electrically safe at all times. Consequently, at any time during the Competition the car must either have the RESS operating light on (green light), or have a distinctive sign provided by the organiser (FEH) and visible to all. This sign cannot be removed until the RESS operating light (green light) is on. The Stewards may at any time ask the Competitor to switch on the RESS operating light (green light) to check that it is working.

17.9 All cars must be fitted with the LED system. It is up to each Competitor to ensure that it is functioning properly.

17.10 It is mandatory to follow the instruction manuals, user manuals, catalogues and guides from the FIA-designated suppliers at all times during the Competition. The list of the above applicable documents is published by the Stewards at the beginning of the Competition.

17.11 a) Dry Ice:
The use of Dry Ice is authorised only if the car is not in motion and if it is in a container (basket type). It is forbidden to place it freely and directly in the car.
b) Tape on battery cooling system:
Any single-sided self-adhesive flexible material is authorised between the following 2 parts:
i) RESS Radiator
ii) FE RESS Radiator Duct

17.12 The secondary brake system can be used only in case of emergency and its use under normal racing conditions is forbidden. Except when it's expressly authorised by the FIA to

carry out a system check, any activation of the secondary brake system will be reported to the stewards and the Driver penalised up to the disqualification from the session.

18) SPARE CARS, MOTORS, BATTERIES, GEARBOX

USE OF SPARE CARS AND PARTS LIMITATION

18.1 Each race number must use one car at each Competition. Spare cars are not permitted. However, any part of the car (excluding the survival cell) may be changed at any time during the Competition.

18.2 Each race number shall use no more than one survival cell and one battery for the entire season. The decision whether any of these parts can be changed or repaired will be taken by the Stewards, based on a report by the Technical Delegate. In addition, any new survival cell changed during a Competition, must come from the **Championship's Spare Pool.**

18.3 Each car is provided with the following parts for the entire season:
a) 1 rear electric Motor Generator Unit (MGU),
b) 1 rear gearbox (GBX),
c) 1 rear Motor Control Unit (MCU)
d) 1 front powertrain kit (FPK)

18.4 Each competitor is provided with the following **Floating Part(s)** for the entire season:
a) 2 rear electric Motor Generator Unit (MGU),
b) 2 rear gearbox (GBX),
c) 2 rear Motor Control Unit (MCU)
d) 2 front powertrain kit (FPK)

These units must be identified as Floating Parts at the beginning of the season and can be used as spare parts by any of the competitor's cars through the season. The use of any Floating Part must be authorised by the FIA Technical Delegate following a competitor's Technical Request.

18.5 Each race car number shall use no more than the following allocation for the entire season:
a) 4 front brake disk sets / 8 front sets of pads
b) 4 rear brake disk sets / 8 rear sets of pads
c) 6 Front dampers
d) 6 Rear dampers

SEALS AND CHANGE OF PARTS

18.6 The FIA will attach seals to each part listed in Art. 18.3 and 18.4 prior the beginning of the first Competition in order to ensure that no significant moving parts can be rebuilt or replaced. Seals may not be broken or removed from any sealed part except with the authorisation of the Technical Delegate. All parts declared in the Technical Passport in accordance with Article 3.4 of the Technical Regulations, must remain sealed and available for scrutineering at all times, up until the end of the last Competition of the Season.

18.7 Other than the straightforward replacement of one MGU, FPK, Gearbox or MCU unit with another, a change will also be deemed to have taken place if any of the FIA seals are damaged or removed from the original MGU, FPK, Gearbox or MCU after it has been used for the first time in any practice session or race.

18.8 A Floating Part according to Article 18.4 will be considered as definitively allocated to a

Competitor's Car 25 **Working Days** after its use, except if the replaced Car part is reinstalled and the Floating Part is returned to the Competitor's Floating Part pool before the expiry of that period. If any Floating Part(s) listed in 18.4 is definitely allocated to a car after its use, it will be considered as a change of parts and penalties in accordance with Article 18.9 shall apply.

PENALTIES

18.9 Should a car use more than what is allocated in Article 18.3, it will drop 20 places on the starting grid for the next race in which it takes part for the first and subsequent part changed.

The use of a Floating Part listed in Article 18.4 will not be considered as a change except if the unit is definitely allocated to the car according to Article 18.8.

18.10 If the car is not able to drop all the places related to Articles 18.9, the remainder of the penalty will be applied in the form of a time penalty during the race according to the following scale:
- 1 to 10 grid places untaken: A penalty under Article 9.3.c) will be applied.
- 11 or more grid places untaken: A penalty under Article 9.3.d) will be applied.

18.11 Except for the last race of the season, if a change of any part listed in 18.3 takes place between the start of the qualifying practice session and the start of the race, the drop of places listed in Article 18.9 will be applied on the starting grid for the second following race in which the car takes part. If the change of parts takes place between the start of the qualifying practice session and the start of the final race of the season, the drop of places will be applied on the starting grid of the final race.

18.12 Should a car use more than what is allocated in Article 18.5, it will be reported to the Stewards who may impose a penalty according to Article 9.3.

19) ELECTRICITY, CHARGING

19.1 To charge the cars, only energy supplied by the supplier designated by the Event organiser and approved by the FIA shall be used during the Competition.

All Competitors will be provided with the energy and the plug-in system specification in advance of each Competition.

Any alteration to the specification of the energy supplied and/or of the plug-in system may result in disqualification from the Competition.

19.2 Each Competitor is allowed to use the following charging units:

a) One individual "standard" charging unit per Competitor will be allowed at a Competition.
b) One Pit Boost unit per Competitor will be allowed at a Competition Pit boost units can only be used during Practice sessions and Races.

Only these charging units can be connected to the Event plug-in system. Charging units can only be powered by energy supplied by the Event organiser.

19.3 Charging times are defined in Appendix 1, Article 9.

20) GENERAL SAFETY

20.1 Official instructions will be given to Drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar in any way whatsoever to these.

20.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the Marshals.

20.3 Any Driver intending to leave the track or to go to their pit or the paddock area must signal their intention to do so in good time, making sure that they can do this without danger.

20.4 During practice, qualifying and the race, Drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

20.5 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.

20.6 If a car stops on the track, it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If any mechanical assistance received during the race results in the car re-joining, the Stewards may disqualify the Driver from the race (other than under Article 20.12.c).

20.7 It is recommended that Drivers stay in the car in an incident until marshals are present, unless there is an imminent danger. A Driver who abandons their car must switch off the Driver Master Switch and leave it with the steering wheel in place.

20.8 Repairs to a car during the suspension of a race may be carried out only in the garage.

20.9 At each pit, the organiser must make available two fire-specific extinguishers of 5 kg capacity according to specifications determined by the FIA Safety Department, and ensure that they work properly.

20.10 Save as specifically authorised by the Code or these Sporting Regulations, no one except the Driver may touch a stopped car unless it is in the paddock, the Competitor's designated garage area, the pit lane or on the starting grid.

20.11 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit exit or the pit lane.

20.12 During the periods commencing 5 minutes prior to and ending 5 minutes after every practice session and the periods between the commencement of the grid positioning procedure which immediately precedes each race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:

a) Marshals or other authorised personnel in the execution of their duty.
b) Drivers when driving or on foot, having first received permission to do so from a Marshal.
c) Team personnel when assisting marshals to remove a car from the grid after the start of the race.

20.13 Drivers taking part in practice sessions and the races must always wear the clothes, helmet and FHR specified in the Code (ISC – Appendix L – Chapter III). Crash helmets complying with FIA Standard 8860-2018-ABP are mandatory.

20.14 A maximum speed limit of 50 km/h will be enforced in the pit lane at all times during the Competition. However, this limit may be amended by the Race Director. Any Driver who

does not respect the limits will be fined €100 for each km/h above the relevant limit. Except during the race, the Stewards may then impose one of the penalties under Article 9.3 on any Driver who does not comply with the limits.

20.15 If a Driver has serious mechanical difficulties during a practice session or the race they must leave the track as soon as it is safe to do so.

20.16 The car's upper white light and rear red light must be illuminated at all times whenever the "ready-to move-mode" is on. It shall be at the discretion of the Race Director to decide if a Driver should be stopped because one or both of their lights are not working. Should a car be stopped in this way, it may re-join once the fault has been rectified.

20.17 Only 3 team members plus the Team Principal per participating Driver (all of whom shall have been issued with and be wearing special identification) are allowed in the signalling area in the Pit Wall during practice sessions and the race.

20.18 Unless authorised by the FIA, people under 14 years of age are not allowed in the pit lane at the following times:

a) The period commencing ten minutes prior to and ending ten minutes after every practice session.
b) The period commencing ten minutes prior to when the pit exit is opened to allow cars to cover reconnaissance laps and the time when the last car enters the Parc Fermé after the race has ended.

20.19 Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track and in any spectator area.

20.20 The Race Director or the FIA Medical Delegate can require a Driver to have a medical examination at any time during a Competition; this medical examination may include an anti-doping test (ISC – Appendix L, Chapter II, Article 3).

20.21 Failure to comply with the prescriptions and procedures of the Supplement 10 of Appendix H to the ISC may result in the disqualification of the car and Driver concerned from the Competition.

20.22 Failure to comply with the general safety requirements of the Code, these Sporting Regulations or the Operational Fire Safety Requirements provided by the Promoter of the Championship may result in the disqualification of the car and Driver concerned from the Competition.

20.23 During the Competition, Drivers are not allowed to drive any motorised means of locomotion, including any kind of electric vehicle, on track except during official sessions or with the authorisation of the Race Director.

20.24 Drivers and/or any personnel linked to a Competitor are allowed on track only during the Track Walk, stated on the Official Timing.

20.25 Competitors are not allowed to install or place any equipment in the pit lane, the track or its surroundings (walls, fences, etc.).

21) PRACTICE SESSIONS

21.1 Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race. In every practice

session, cars will be deemed to be in conformity with the Technical Regulations.

21.2 During all practice sessions there will be a green and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light may be shown in the pit exit to warn Drivers leaving the pit lane if cars are approaching on the track.

21.3 In the event of a driving infringement during any practice session the Stewards may drop the Driver such number of grid positions as they consider appropriate. Unless it is completely clear that a Driver committed a driving infringement, any such incident will normally be investigated after the relevant session.

Where appropriate, regard will also be given to the provisions of Article 11.1

21.4 Any Driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another Driver shall be subject to the penalties referred to in Article 21.3.

21.5 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all Marshal posts and the abort lights to be shown at the Line.

When the signal is given to stop, all cars shall immediately reduce speed to 50 km/h and proceed slowly back to the pit lane and immediately into their garage, and all cars abandoned on the track will be removed to a safe place.

At the end of each practice session no Driver may cross the Line more than once except in case of practice start allowed by the Race Director.

21.6 The Race Director may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car.

Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of Drivers admitted to start.

21.7 No Driver may start in a race without taking part in at least one practice session of the Competition.

22) FREE PRACTICE SESSIONS

22.1 When possible and according to the homologation of the circuit, a practice session, called the Shakedown, will be organised:

a) either under Safety Car rules according to the provisions of Article 2.10 of Appendix H to the International Sporting Code. This session must take place before the practice sessions.

b) in the form of an untimed practice session of ten (10) minutes during which each car will be authorised to run a maximum of 3 laps, the maximum power coming from the RESS being limited to 350kW.

c) Or under any other special conditions if decided by the FIA under exceptional circumstances or to carry on specific shakedown tests.

22.2 Two free practice sessions will take place in each Competition. Both sessions will have a duration of forty-five (45) minutes. Under exceptional cases, the length of the Free Practice

Sessions may be modified.

22.3 For the free practice sessions, the maximum total power going out of the RESS shall be 600kW. During the first 30 minutes of the practice session, the maximum total power going out of the RESS shall be 450kW. The usage of the 600kW power must be done in accordance with the RESS Usage Restrictions document provided by the FIA Supplier for the Competition.

The use of the Bodywork Configuration is at discretion of the Competitor. Both High-downforce configuration (HDF) and Low-downforce configuration (LDF) must be all times in accordance with the prescriptions of Article 4.5 of the Technical Regulations.

22.4 There will be no Parc Fermé after the free practice sessions. Technical Delegates may randomly control any car during or at the end of the practice sessions.

22.5 Practice starts may be carried out on the track at the end of each free practice session. Any car on the track when the chequered flag is shown may, instead of entering the pits, proceed directly to the grid and make a practice start.

All Drivers carrying out a practice start should wait for others to carry out a practice start before moving into a grid position. Under no circumstances should a Driver make a practice start if another car is still stationary in front of him on the same side of the grid.

22.6 According to the Championship calendar, each Competitor must use at least one Rookie Driver as defined in Article 4.7 of the General Provisions, during the Rookie Free Practice of the Competition(s).

Seven (7) days prior to the start of the relevant Competition, each Competitor must provide the FIA in writing with the details of the Driver and the race car number that they will use.

22.7 During the entire Free Practice Sessions, only the lap times achieved by crossing the Finish/Control line on the track will be counted for the Classification.

23) QUALIFYING PRACTICE SESSIONS

23.1 One Qualifying Practice Session divided into "Groups" and followed by "Duels" will take place on the day of the race at least two hours after the start of the free practice session. The FIA will define and announce the Bodywork Configuration of the Qualifying Practice Session at least 21 days before the start of the Competition. This configuration will be specified in a Bulletin published at the beginning of the Competition.

23.2 5 minutes before the session starts for the first group and until the end of Parc Fermé after the session, the cars taking part in the qualifying practice session are under Parc Fermé regulations in the Competitor's garage (no work allowed). Only plugging in an auxiliary battery (data transfer from the car to the Competitor can pass through this connection), placing a monitor on the car in front of the driver, changing tyres in accordance to prescriptions below, filling air pressure in the BBW and fitting a temperature conditioning system only for the RESS, front and rear powertrains, are allowed on the cars. A distinctive sign provided by FEH must be placed on these cars.

A maximum of 4 team members per race car number are permitted to participate in the operation of changing tyres during the Qualifying Practice Session, which is only authorised inside the garage. When stopping to change tyres during the qualifying groups, Drivers must respect the minimum time between the Pit In and the Pit Out published at the start of each Competition. At any time during the qualifying groups, cars must run in the fast lane in

a manner that does not impede any other driver and respecting a minimum speed of 48kph except for safety reasons or when turning into the stop position in the working lane.

During the "Groups", removing tyre/s from the car and fitting them back again in the same position on the car is not considered as a change of tyres and therefore is not permitted. Swapping tyres from right to left side of the car or changing at least one tyre is considered as a change of tyres and therefore the minimum time between Pit In and Pit Out must be respected.

The change of tyres is authorised until the moment the car is eliminated and does not progress into the session. From the moment the eliminated car goes back into the garage after the end of the "Group" or "Duel", the change of tyres is not permitted.

23.3 Aside from the first round of the season, the qualifying groups will be based on the provisional general classification of the Championship. The general classification is determined according to points in the Championship and places during the Competition (Article 4.2).

Regarding the order in the Drivers' Championship standings of the Drivers admitted to the Competition, Group A will be comprised of the Drivers occupying the odd positions and Group B comprised of Drivers occupying the even positions.

Drivers who did not previously take part in the Championship will be added in numerical order, according to the race numbers.

For the first round of the season, each Competitor will have one Driver in each Group. The distribution of Drivers in each Group will be at the discretion of the Competitor, and should be communicated in writing to the Stewards before the end of the administrative checks.

23.4 During the entire Qualifying Practice Session, a car will initially stop in the working lane in front of the team garage using the fast lane if no other car is impeded, and be moved backwards inside the garage. Priority in all cases is given to cars running in the fast lane.

23.5 "Groups" will be composed of Group A and Group B with a maximum of 12 cars each. Each Group will have 10 minutes of track time and no limit on the number of laps. Group A will be the first group on track and Group B the last one.

All laps must be driven at 600kW maximum power level.

At the end of the "Groups", the Drivers with the fastest four lap times of each Group will move to the "Duels". Positions 5 to 12 of each Group will be defined according to the fastest lap times achieved.

Cars progressing to the "Duels" are allowed to charge for 5 minutes between its respective "Group" and the "Duels". Charging time is limited from five minutes to ten minutes after the end (checkered flag time) of each "Group".

23.6 The "Duels" will be comprised of Quarter-finals, Semi-finals and a Final, in line with the processes defined in this Article.

a) Quarter-final Duels will be ordered according to Drivers' finishing positions in each group (A and B). The order of Quarter-final Duels and the Drivers' order within each Duel will be defined based on the Drivers' classification in the "Groups" as follows: A: 3A vs 2A / B: 4A vs 1A / C: 3B vs 2B / D: 4B vs 1B.

b) Semi-final Duels will be comprised of the winners of each Quarter-final Duel (A vs B and

C vs D). The starting order shall be reverse order as defined by the lap times in Quarter-final. The Driver with the fastest time will be the last on track. In case of a dead heat, the Driver who obtains the time first will be considered the fastest.

c) The Final Duel will be comprised of the two winners of the Semi-final Duels. According to the times set in the Semi-final Duels, the order shall be reverse order as defined by the lap times. The Driver with the fastest time will be the last on track. In case of a dead heat, the Driver who obtains the time first will be considered the fastest.

In the case of a dead heat in a Duel, the Driver who has obtained the time first will be declared the winner.

23.7 "Duels" procedure: Each Driver shall have a lap from the pit lane (out lap), a timed lap, and a lap to return to the pit lane (in lap).

Unless otherwise instructed by the Race Director, Drivers must set a lap time on their "out-lap" and "in-Lap" a maximum of 120 % of the fastest overall lap time set in the Groups. In all cases, priority on track must be given to cars on its "out-lap" and cars on its "in-lap" should move away from the racing lane.

Except for the first Driver in the first Duel, the first Driver of each duel may enter the fast lane and proceed to the pit exit light, once the previous Duel's second Driver has left the pit lane. The second Driver of each Duel must take its position in the fast lane behind its opponent.

a) Each Duel starts when the pit exit light is illuminated green. The first Driver of each Duel must leave the pit lane within five seconds following this signal and start his "out lap". The pit exit light will then illuminate red for ten seconds, and then illuminated green again for five seconds for the second Driver of the Duel.

b) If, for any reason, a Driver cannot leave the pit lane, it will be considered a "did not start" and will not advance. If the second Driver is impeded from leaving the pit lane by the first Driver, he will be declared the winner, and advance. The impeded Driver will be permitted to set a lap time to define the order of the following Duel in which he participates.

c) The pit exit light will be illuminated green to start the next Duel when the previous Duel's second Driver on track has crossed intermediate timing line 2 during his timed lap.

d) The Drivers are responsible for leaving the pit lane on time.

e) If the two Drivers in a Duel fail to leave the pit lane within the given time period, the pit exit light will be illuminated red for 90 seconds and then follow the procedure for the next Duel. The second Driver will be declared the winner, and advance.

f) The lap time of any Driver who, during their out lap or in lap, obstructs another Driver who is on their timed lap, may be deleted. The Stewards may also impose additional penalties.

g) Neither drivers will progress in the duels if neither of them managed to set a time due to a crash or track limits.

23.8 The winning Driver of the Final Duel is qualified first and the loser second. According to the times achieved in the Semi-final Duels, losers are qualified third and fourth. According to the time obtained in the Quarter-final duels, losers are qualified between fifth and eighth. According to the positions achieved in each Group classification, Drivers who participated

in the Group of the winning Driver of the Final Duel (positions 5 to 12) will be classified in the odd positions, and Drivers of the other Group (positions 5 to 12) will be classified in the even positions. If two (2) or more drivers set identical times during Qualifying Groups or Duels, priority will be given to the one who set the time first.

Drivers who failed to achieve Duel lap times, or had their lap times deleted, shall be ordered behind the Drivers who achieved lap times according to their Duel order.

23.9 At the end of each Group or Duel, each Driver will return to the pit lane and place his car in Parc Fermé according to the Marshals' instructions.

23.10 Any Driver whose car stops on the circuit and cannot rejoin by his own means, during the qualifying practice session will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying practice session, and which is returned to the pit lane before the end of the session, will be held in Parc Fermé until the end of the session.

23.11 If any Driver causes the Qualifying practice session to be stopped (Red flag), the best lap time of the Driver concerned achieved in the relevant session (Group or Duel) may be cancelled. The Stewards' decision concerning any lap time cancellation for this reason are not appealable. In the case of an incident involving more than one car, if the Stewards observe that one or more of the Drivers are not directly responsible for the incident, the Stewards may decide not to penalise this Driver.

23.12 During the entire Qualifying Practice Session, only the lap times achieved by crossing the Finish/Control line on the track will be counted for the Classification.

24) POST-QUALIFYING PARC FERME

24.1 All cars will be deemed to be in Parc Fermé from 5 minutes before the start of the first Group until at least 30 minutes after the official provisional results are signed, unless specifically requested otherwise by the Stewards. Any car which fails to leave the pit lane during qualifying practice will be deemed to be in Parc Fermé at the end of the session in which it should have participated.

25) THE GRID

25.1 At the end of the Qualifying Practice Session, the times achieved by each Driver will be officially published.

25.2 a) At Competitions, the grid for the race will be drawn up according to the final classification of the Qualifying Practice session and according to Article 23.8:

- the first 8 positions will be occupied by the cars having taken part in the Duels, the winner of the Final Duel occupying pole position on the grid.
- Positions from ninth to last will be occupied by the cars not having taken part in the Duels, and according to the results obtained in each Group.
- Drivers classified in positions 5 to 12 of the Group of the winner of the Final Duel will be allocated the odd positions on the grid (9/11/…/23), and those classified in positions 5 to 12 of the other Group will be allocated the even positions (10/12/…/24).

If, for exceptional reasons, the "Duels" did not take place, the starting grid will be based on the "Groups" results. Drivers classified in positions 1 to 12 of the fastest overall Driver's Group will be allocated the odd positions on the grid (1/3/5/…/23), and those classified in positions 1 to 12 of the other Group will be allocated the even positions (2/4/6/…/24).

b) Once the grid has been established in accordance with a) above, grid position penalties will be applied to the drivers in question in the order the offences were committed.

c) The final grid will be published at least 60 minutes before the start of the race.

d) Any Driver who is unable to start for any reason whatsoever must inform the Stewards at the earliest opportunity and, in any case, no later than 75 minutes before the start of the grid positioning procedure.

If one or more cars are withdrawn, the starting grid will be closed accordingly and the final starting grid confirmed 60 minutes before the start of the race. Should 2 or more Drivers have identical times, priority will be given to the one who set it first.

25.3 Unless the track was declared wet by the Race Director, any Driver whose best qualifying lap exceeds 110% of the fastest time of his qualifying group will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous Free Practice Session, the Stewards may permit the car to start the race.
Should there be more than one Driver accepted in this manner, their order will be determined by the Stewards.

25.4 If, for exceptional reasons, the qualifying practice session does not take place at all, or only one of the Group sessions has taken place, the starting grid will be based on the final results of the previous Free Practice Session of the Competition. In that case, the Stewards have the right to amend any decision taken in the free practice session to define the grid of the race.

25.5 In the exceptional circumstance that neither free practice nor qualifying sessions take place at a Competition, and with acceptance of the Stewards that the sessions cannot take place, the grid for the race will be defined based upon the Drivers' Championship classification. In such circumstance, the procedure defined in Article 25.2 shall be applied using the Drivers' Championship classification of each driver instead of their free practice and qualifying session classification, all drivers shall be considered to be classified.
If neither of the methods of forming the grid for the race described above can be applied, the formation of the grid for the race shall be at the sole discretion of the Stewards.

26) STARTING PROCEDURE

26.1 40 minutes before the start of the grid positioning procedure, the pit exit will be opened, and cars will be permitted to leave the pit lane to cover a reconnaissance lap. The maximum power going out of the RESS is limited to 450kW. At the end of this lap they will stop on the dummy grid in starting order with the ready-to-move deactivated.

If a car enters the pit at the end of the reconnaissance lap, it will have to start from the end of the pit lane exit as specified in Article 26.2.

Any car which does not complete a reconnaissance lap and reach the dummy grid under its own power will not be permitted to start the race from the starting grid.

It is strictly forbidden to burnout tyres on the dummy grid while moving to the car's dummy grid position.

26.2 37 minutes before the start of the grid positioning procedure, a warning signal will be given indicating that the pit lane will be closed in 2 minutes.

35 minutes before the start of the grid positioning procedure, the end of the pit lane will be

closed and a second warning signal will be given. Any car which is still in the pit lane at this time must start from the end of the pit lane. If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the 5 minute signal must start behind any car already at the pit exit.

All such cars may then join the race once the pit exit light is green and the whole field has passed the pit lane exit for the first time after the start.

26.3 In specific circuit configurations with a significant offset between the grid and the pit lane exit, the Stewards may decide to impose an energy offset penalty (+X kWh to the zero reset) to the cars starting the race from the pit lane.
The energy offset penalty will be published in a bulletin at the start of the Competition. The total maximum energy allowed for the race will remain the same for all the cars.

26.4 To fit a temperature conditioning system in the RESS, front and rear powertrains is allowed on the dummy grid and for cars starting from the pit lane. The use of electric generators is not permitted on the starting grid, the dummy grid or the pit lane for cars starting from the pit lane. It is forbidden to energize the car (Power bus voltage > 60V) on the dummy grid when there are spectators around the car and before the 3 minutes board, except if explicitly authorized by the race director.

It is not allowed to remove tyres from the car in the dummy grid except for a tyre change or to perform a repair or adjustment in the car. In that case, the tyre must remain always within 1 meter range from the car and must be fitted again when the operation is concluded

26.5 The approach of the start will be announced by signals shown 10 minutes, 5 minutes, 3 minutes, 1 minute and 15 seconds before the start of the grid positioning procedure, each of which will be accompanied by an audible warning.

26.6 When the 5 minute signal is shown,

- All persons, except the Drivers, officials and teams' technical personnel must vacate the dummy grid.

- All cars on the dummy grid or leaving the pit lane must be fitted with their wheels, which, after this signal, may no longer be removed, except in the pit lane. The valve caps shall be screwed on and no pressure adjustments may be made.

- Any cooling system must be removed from the car.

A penalty according to Article 9.3.c will be imposed on any Driver whose car did not have all its wheels fully fitted at the 5 minute signal.

26.7 From the 3 minute signal, and before the 1 minute signal, the car must be energised (power bus voltage > 60V) but must stay in neutral (or virtual neutral).

26.8 From the 1 minute signal, the car can be put in "ready to move" state (according to Art 8.29 of the Technical Regulation).

26.9 All team personnel must leave the dummy grid by the time the 15 seconds signal is given, taking all equipment with them. If any Driver needs assistance after the 15 seconds signal they must raise their arm and Marshals will be instructed to push the car into the pit lane. In this case, Marshals with yellow flags will stand beside any car (or cars) concerned to warn Drivers behind. When the dummy grid is cleared, the starting procedure will continue according to Article 26.10.

26.10 When the green lights are illuminated, the cars will move from the dummy grid to the starting grid with the pole position Driver leading (grid positioning procedure).

When leaving the dummy grid all Drivers must respect the pit lane speed limit.

Marshals will be instructed to push any car (or cars) which remain on the dummy grid into the pit lane by the fastest route. Any Driver being pushed from the dummy grid may not attempt to start the car and must follow the instructions of the Marshals.

26.11 During the grid positioning procedure practice starts are forbidden.

26.12 Overtaking during the grid positioning procedure is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting order.

26.13 When the cars arrive on the starting grid, they will stop on their respective grid positions, keeping their motors energised.

There will be a standing start, the signal being given by means of lights activated by the Starter.

Once all the cars have come to a halt, the 5 seconds light will appear, followed by the 4, 3, 2 and 1 second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights.

26.14 Unless specifically authorised by the FIA Race Director, during the start of a race the pit wall must be kept free of all persons with the exception of Officials and fire marshals.

26.15 If, during the starting procedure, a problem arises, the following procedures shall apply:

a) If the race has not started and if a car develops a problem that could endanger the start, the Driver must immediately raise their hands above their head and the Marshal responsible for that row must immediately wave a yellow flag. If the Race Director decides the start should be delayed, the abort lights will be illuminated and a board saying "START DELAYED" will be displayed. All cars will wait on the starting grid whilst the car which developed the problem is moved into the pit lane.

   Once the grid is clear, the Starter will switch off the abort light and will begin the starting procedure again.
   The Competitor may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane after the start. Should there be more than 1 car involved their starting order will be determined by the order in which they reached the end of the pit lane.

   Tyre changing on the starting grid is not permitted during such a delay unless officially mentioned by the FIA Race Director on the Official Messaging System.

b) If the race has started:
   i) If the race has already been started, the Marshals alongside the grid will wave their yellow flags to inform the Drivers that a car is stationary on the grid.

   ii) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the Marshals to push it into the pit lane by the fastest route. Any Drivers being pushed from the grid may not attempt to start the car.

iii) Once the car is in the pit lane its mechanics may attempt to start it; if successful, it may re-join the race. The Drivers and mechanics must follow the instructions of the track Marshals at all times during such a procedure.

26.16 Either of the penalties under Article 9.3 will be imposed for a false start.

26.17 Only in the following cases will any variation in the start procedure be allowed:

a) If it starts to rain after the 5 minute signal but before the race is started and, in the opinion of the Race Director, Competitors should be given the opportunity to make the setup changes, the abort lights will be shown on the Line and the starting procedure will begin again at the 10 minutes point.
b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it is unsafe to race, the abort lights will be shown and information concerning the likely delay will be displayed on the Official Messaging System. Once the start time is known, it will be communicated by the Race Director.

c) If the race is started behind the safety car, Article 28.17 will apply.

26.18 If the race is started behind the Safety Car as per Article 26.17.c, and in accordance with Article 28.17, the Race Director will end the Safety Car period applying one of the following options:

a) If the Race Director decides it is safe to call in the Safety Car, a message "STANDING START" will be sent to all Competitors via the Official Messaging System. All FIA light panels will display "SS", the yellow flags and SC boards will be withdrawn, and the car's lights will be extinguished. This will be the signal to the Competitors and drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace at a minimum speed of 48kph and, if necessary, fall more than ten car lengths behind it. Once the Safety Car has entered the pit lane, all cars, with the exception of those required to start from the pit lane, must return to the grid, take up their grid positions and follow the procedures set out in Articles 26.13 to 26.15.

b) If, after several laps behind the Safety Car, track conditions are considered unsuitable to do a standing start, the message "ROLLING START" will be sent to all Competitors via the Official Messaging System, and the prescriptions of Article 28.14 must be followed.

In both cases, Article 28.15 will be applied. The race time completed under Safety Car conditions until the green flag, or the startlights switch off, will be counted for the added laps according to Article 27.2.

26.19 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure may result in the disqualification of the car and Driver concerned from the Competition.

26.20 Every time there is a "Standing Start", either at the start of the race or once the race is resumed behind the Safety Car, the use of 600 kW power is authorised. The switch to this mode is only allowed when the car is standing in its final start position.

When the front or the rear powertrain power goes under 5kW, and the car is over 110 kph, then the usage of the 600 kW power must be terminated.

27) THE RACE

27.1 During the race, Drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A Marshal with a blue flag and/or a flashing blue light will also warn the Driver if cars are approaching on the track.

27.2 Except in cases of "force majeure" the race will take place at least 3 hours after the end of the qualifying practice session.

The number of laps of each race, from the start signal to the end-of-race signal, will be defined in accordance with Article 2.6 plus the "Added Laps"

A maximum of 7 "Added Laps" will be added at the end of the scheduled race laps, and notified on the Official Messaging System and in writing by the Stewards by three laps before the end of the original race distance.

Added laps will be calculated according to a reference lap time published by the FIA. During an FCY or SC period, the total time of this condition (FCY and SC times) shall be counted for the "Added Laps" and 1 lap per each complete reference laptime unit will be added to the original race distance. The calculation will be made for all FCY and SC periods together..

For example, for a reference lap time of "1min 30sec" a total time of 4 minutes and 15 seconds of FCY and SC periods would be converted into 2 additional laps.

If an SC or FCY period occurs after the leader has completed 80% of the original race distance, it will not be counted for the "Added Laps" calculation. If an SC or FCY period extends into the moment the leader completes 80% of the original race distance, only the period before will be counted for the "Added Laps". The period after the leader has completed 80% of the original race distance will not be counted for the "Added Laps" calculation.

"Added Laps" allocation will not be subject to appeal.

27.3 For the race:

a) The FIA will define and announce the **Bodywork** configuration of the race(s) at least 21 days before the start of the Competition. This configuration will be specified in a Bulletin published at the beginning of the Competition. It's mandatory to use the defined bodywork configuration in accordance with Article 4.5 of the Technical Regulations.

b) The maximum total power going out of the RESS is limited to a maximum of 450kW in "Race Mode".

The maximum total power going out of the RESS is limited to 600 kW in "Attack Mode" and the start of the race except if the race starts behind the Safety Car and following a "Rolling Start" procedure. The 600 kW may also be used when the race starts or is resumed behind the Safety Car and using the "Standing Start" procedure. In this case, prescriptions of Article 26.20 are applicable.

Regeneration is limited to 700 kW (350 kW front 350 kW rear) and in accordance with Article 7.5 of the Technical Regulations.

In accordance with Appendix 4 procedures, the Attack Mode will be activated after going through an activation zone, visible on the circuit and on television. The shape and the location of the activation zone may vary from circuit to circuit.

c) In each race, Competitors will be allocated with a specific quantity of Attack Mode to be published in a Bulletin at the beginning of each Competition. In case of multiple

activations, the time for each activation is to be decided by each Competitor, according to the Bulletin and the procedures of Appendix 4. It is mandatory to activate the Attack Mode the defined number of times, however, it is not mandatory to use the total amount of time allocated.

d) The activation of the Attack Mode is forbidden in the Driver's first 2 laps.
e) The activation of the Attack Mode during a Full Course Yellow or a Safety Car period is not permitted. Competitors must respect the mandatory activation requirements.
f) It is not allowed to activate the Attack Mode before the competitor has crossed the Finish/Control Line after the end of a Safety Car period.
g) It is not allowed to activate the Attack Mode when the turn or section of the track where the Attack Zone is located is under Yellow Flag conditions.

27.4 When specified in the Bulletin published at the beginning of the Competition, a stop in the pits to complete a Pit Boost will be mandatory and in accordance with the prescriptions of Articles 27.5 and 27.6 below. The FIA will announce any race with a mandatory Pit Boost at least 21 days before the race concerned.

27.5 In races where the Pit Boost is mandatory, each Competitor must enter the pit lane once and stop in his garage area to complete the fast charging ("Pit Boost"). During the Pit Boost:

For each Race where the Pit Boost is mandatory, the FIA will publish in a Bulletin at the start of the Competition a table of selectable Pit Boost energy quantities, each associated with a corresponding minimum "stop time". The number of selectable energy levels, the energy value of each level (in kWh) and the minimum "stop time" for each level shall be defined by the FIA in accordance with Article 7.5 of the Technical Regulations.

Prior to entering the pit lane for the Pit Boost, the driver must select one of the published energy quantities by means of the assigned control on the steering wheel. Once the Boost Charger is plugged into the car, the selected energy quantity is frozen and cannot be modified.

During the Pit Boost:

a) The Boost Charger must be correctly plugged in, and the full allocation of energy, according to Article 7.5 of the Technical Regulations must be charged in the car.

b) Changing tyres is forbidden until the Pit Boost is completed. Until the Boost Charger is unplugged from the car all four wheels must remain in contact with the ground, and any additional work on the car, apart from plugging in and unplugging the Boost Charger device, is strictly forbidden.

c) No more than two people may work on the car, plus one person assigned specifically to stop and release the car, all of whom must wear head and eye protection in accordance with Article 13.12, plus an FIA approved 8856-2018 overall. In addition, the person in charge of the plug-in/unplug the charger to the car must wear Class-0 electrical safety gloves with FIA approved 8856-2018 gloves on top, while the person in charge to stop and release the car must stay, at all times, on the garage side of the Pit Boost Markings.

No other team personnel or equipment is allowed in the working area in front of the garage until the charging operation is finished.

d) Competitors are forbidden to double stack cars in the pit lane for the service of the Pit Boost. No more than one (1) car per Competitor may carry out a pit stop at the assigned pit stop station at the same time. Queuing of multiple cars at one pit stop station is not allowed.

e) Drivers must comply with the minimum "stop time" associated with the energy quantity selected, as published in the Bulletin for the Competition. The "stop time" will be counted from the moment the car is stopped in its pit lane position and the Boost Charger is connected until the moment the car moves again to rejoin the fast lane. Failure to remain stationary for the full minimum "stop time" corresponding to the selected energy quantity will be reported to the Stewards.

27.6 In the races where the Pit Boost is mandatory it may not be carried out:

a) Before the driver has reached the maximum SoC for the "Pit Boost Window" published in a Bulletin of the relevant Competition.
b) After the driver has reached the minimum SoC for the " Pit Boost Window" published in a Bulletin of the relevant Competition.
c) Whilst the race is suspended in accordance with Article 30, except if the car is already in the Pit Entry or in the Pit Lane, as defined in Article 13, at the moment of the race suspension.

For the avoidance of doubt the SoC must be within the parameters defined in a) and b) above at the moment the boost charger is plugged-in into the car.

Any Driver who, for any reason, makes his Pit Boost under a), b) or c) above will not be considered to have carried out his mandatory Pit Boost and will be reported to the Stewards.

If the race is suspended and cannot be resumed, 20 seconds plus the time penalty for a stop-and-go penalty published in a Bulletin before the start of the Competition will be added to the elapsed time of any Driver who has not completed the Pit Boost pit stop.

27.7 Parc Fermé regulations will apply until at least 30 minutes after the official results are signed by the Clerk of the Course, except in the case of a specific request from the Stewards.

At the end of the race, Drivers must follow Marshals' instructions. Cars not selected for scrutineering must be placed under Parc Fermé regulations in the Competitors' garages.

FIA RACE ENERGY

27.8 In accordance with Article 7.5 of the Technical Regulations, the maximum net energy that can be supplied to the MGU via the Rechargeable Energy Storage System (RESS) is defined in accordance with the Bulletin published by the Stewards at each Competition and, in races with Pit Boost, in accordance with the energy quantity selected for the Pit Boost. Once this value is reached, the maximum power must go to zero (0) kW the "rain" light and the "ready-to-move" light must blink as soon as the power is cut. After the car crosses the Finish/Control line, and following the agreement of the Race Director, the Driver must be able to re activate the MGU power to follow their race in the first case or go back to the pits in the second case.

28) SAFETY CAR

28.1 The Safety Car will be driven by an FIA-approved Driver and will carry an FIA-approved observer, capable of recognising all the competing cars, who is in permanent radio contact with race control.

28.2 45 minutes before the start of the grid positioning procedure the Safety Car will take up position at the front of the grid and remain there until the 5 minute signal is given. At this point (except under Article 28.17 below) it will cover a whole lap of the circuit and take up position.

28.3 The Safety Car may be brought into operation to neutralise a race upon the order of the Race Director.

It will be used only if Competitors or Officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.

28.4 When the order is given to deploy the Safety Car, the message "SAFETY CAR DEPLOYED" will, where possible, be displayed on the Official Messaging System and all Marshal posts will display waved yellow flags and "SC" boards for the duration of the intervention.

28.5 No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person at any time whilst the Safety Car is deployed. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

28.6 The Safety Car will join the track with its lights illuminated and will do so regardless of where the race leader is.

28.7 All competing cars must reduce speed and form up in line behind the Safety Car no more than 10 car lengths apart.

28.8 With the exception of the cases listed under a) to h) below, no Driver may overtake another car on the track, including the Safety Car, until they pass the control/finish line for the first time when the Safety Car is returning to the pits. However, if the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 28.16 will apply. The exceptions are:

a) If a Driver is signalled to do so from the Safety Car.

b) Under Articles 28.12, 28.13 or 28.17 below.

c) When entering the pit lane a Driver may pass another car remaining on the track, including the Safety Car, after they have reached the first Safety Car line.

d) When leaving the pit lane a Driver may overtake, or be overtaken by, another car on the track before they reach the second Safety Car line.

e) When the Safety Car is returning to the pits it may be overtaken by cars on the track once it has reached the first Safety Car line.

f) Whilst in the pit entry, pit lane or pit exit a Driver may overtake another car which is also in one of these three areas.

g) Any car stopping in its designated garage area whilst the Safety Car is using the pit lane (see Article 28.11 below) may be overtaken.

h) If any car slows with an obvious problem.

28.9 When ordered to do so by the Race Director, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

28.10 The Safety Car shall be used at least until the leader is behind it and all remaining cars are lined up behind the leader.

Once behind the Safety Car, all cars must keep within 10 car lengths of each other and the Race leader must keep within 10 car lengths of the Safety Car (except under Article 28.14 below).

28.11 Under certain circumstances the Race Director may ask the Safety Car to use the pit lane. In these cases, and provided its lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area. Other than when the cars and the safety car are required to use the pit lane, no car may enter the pits whilst the safety car is deployed unless it is for the purpose of performing the Pit Boost, changing tyres or performing any work on the car.

28.12 Unless instructed otherwise by the Race Director, the pit lane entry remains open and the pit exit light will turn red once the Safety Car reaches the first Safety Car line. The pit exit light will turn green when the last car in the queue reaches the second Safety Car line. It is forbidden to carry out penalties as defined in Article 9.3.c or 9.3.d during a Safety Car period unless the car has already entered the pit lane before the Safety Car is deployed.

28.13 When instructed by the Race Director, all lapped cars must safely move to a side of the track, let by all cars on the leader's lap and rejoin at the back of the field by respecting the order. Cars on leader's lap may only overtake cars that are lapped.

28.14 When the Race Director decides it is safe to call in the Safety Car, the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the Official Messaging System and the car's lights will be extinguished. This will be the signal to the Competitors and Drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 10 car lengths behind it.

In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are switched off Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other Drivers or impede the restart.

As the Safety Car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the Line.

28.15 Each lap completed while the Safety Car is deployed will be counted as a race lap.

28.16 If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

28.17 Under certain circumstances, the race may be started behind the Safety Car or resumed in accordance with Article 31.7.a. In either case, at the 10 minute signal for a race start or at the 5 minute signal for a race restart its lights will be illuminated, this being the signal to the Drivers that the race will be started (or resumed) behind the Safety Car.

The switching on of the green lights to indicate the start of the grid procedure will also indicate the start of the Race. Once the green lights are illuminated, the Safety Car will then leave the grid and all Drivers must follow in grid order, no more than 10 car lengths apart, and must respect the pit lane speed limit until they pass pole position.
Overtaking is only permitted if:

a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
b) There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case, Drivers may only overtake to re-establish the original starting order or the order that the cars at the pit exit were in when the race was started.

Any Driver delayed in either way, or who is unable to re-establish the original starting order before he reaches the first Safety Car line, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane.

29) FULL COURSE YELLOW "FCY"

29.1 a) When the FCY boards and flags are shown on the track, or the digital panels are illuminated with the FCY sign, all cars must immediately slow down. The maximum time to reduce speed to 50 km/h is 5 seconds.

Once under FCY, cars will slow down to 50 km/h, in single file.

Only the speed (not the distance between the cars) will be policed by Race Control.

There will be a 5 second countdown from FCY back to the Green Flag.

b) Once the message is displayed on the monitors, all cars must immediately slow down. All marshal posts will display a waved yellow flag and a board with the indication FCY. Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time whilst the FCY is in use, will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane exit.

c) On instructions from the Race Director, the Drivers may be authorised to form a line behind the leader (pack up), who must continue to drive at a maximum speed of 50 km/h until the race is resumed. Overtaking is strictly prohibited under the FCY.

29.2 The pit lane entry and exit remain open and cars are free to pit provided that they stop in front of their pit for at least 10 seconds. It is forbidden to carry out penalties as defined in Article 9.3 c) or 9.3.d) during an FCY period unless the car is already in the pit entry when the FCY procedure is deployed.

In specific circuit layout configurations, the Race Director may turn the pit exit light red once the leader reaches the first Safety Car line. The pit exit light may be turned green when the Race Director considers it safe to allow cars in the pit lane to re-join the track.

Cars going into the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2. In the pit lane entry and pit lane exit, the maximum speed is also limited to 50 km/h.

29.3 Once the Race Director is satisfied that the cause of the FCY is solved, he will return the track to green; this is done by posting a message on the monitors. At this stage, all Marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the Finish/Control line.

29.4 An FCY period may be followed by a Safety Car intervention if the cause of the FCY continues and safety may be at risk.

30) SUSPENDING A RACE

30.1 If Competitors or Officials are placed in immediate physical danger by cars running on the track, and the Race Director deems circumstances are such that the track cannot be negotiated safely, even behind the Safety Car, the race will be suspended. Should it become necessary to suspend the race the Race Director will order Red flags to be shown at all Marshal posts and the abort lights to be shown at the Start lights.

30.2 When the signal is given, overtaking is forbidden, the pit exit will be closed, and all cars shall immediately reduce speed to 50kph and proceed slowly to the pit lane.
Cars shall take a position either in their respective garage (if the car requires repairs) or in the working lane in front of their respective garage (in this case the car is considered in Parc Fermé according to Article 33.1 and all the works listed are permitted. If the "Wet Track" message is shown on the Official Messaging System during the race or whilst the race is suspended, changing tyres in the pit lane is permitted.

30.3 The race will be resumed as soon as possible and the FIA Race Director will provide an expected restart time and instructions on the Official Messaging System when possible.
Following the instructions of the FIA Race Director, cars which took a position in the working lane shall be lined up at the pit exit, in race order at the time of the stoppage.

All cars which entered their garage will be placed at the end of the re-start order. The order of these cars shall be determined by the time of day in which the cars notify via communication to the Race Director that they have entered the working lane. The car must be placed on the working lane in Parc Fermé condition before the notification is given.
These cars shall be placed at the end of the re-start order. If a car does not complete repairs, they may re-enter the Race once the work is completed.

The Technical Delegate may request that repairs be carried out regardless of the car's location (working lane or garage). If the car is located in the working lane and the Technical Delegate requests repairs the car must be moved into the garage where the repairs may take place. The garage re-start regulations then apply.

30.4 Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared.

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied in respect of each other at the pit entry before the race was suspended.

In all cases, the order will be taken at the last point (or points) at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The Safety Car will then be driven to the pit exit.

30.5 Whilst the race is suspended:

a) The race time will stop but the race laps will be counted.
b) All efforts will be made to complete the full race distance.
c) Only team members and Officials will be permitted in the pit lane.

30.6 At all times Drivers must follow the directions of the Marshals.

31) RESUMING A RACE

31.1 The delay will be kept as short as possible and as soon as a resumption time is known Competitors will be informed via the Official Messaging System when possible;

31.2 When instructed by the Race Director, any cars between the Safety Car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended, may be allowed to leave the pit lane and complete a further lap, without overtaking, and join the line of cars behind the Safety Car which left the pit lane when the race was resumed.

31.3 When a 1 minute signal is shown, the car can be put in "ready to move" state (according to Art. 8.29 of the Technical Regulations) and all team personnel must leave the fast lane by the time the 15 second signal is given, taking all equipment with them. If any Driver needs assistance after the 15 second signal, they must raise their arm and, when the remainder of the cars able to do so have left the pit lane, Marshals will be instructed to push the car into the working lane. In this case, Marshals with yellow flags will stand beside any car (or cars) concerned to warn Drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

31.4 The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after 1 lap unless:

a) The race is being resumed in wet conditions and the Race Director deems more than 1 lap necessary;
b) All cars are not yet in a line behind the Safety Car.
c) A further incident occurs necessitating another intervention.

When the green lights at the pit exit are illuminated, the race will be resumed, the Safety Car will leave the pit lane and all Drivers must follow.

31.5 Overtaking is only permitted if a car is delayed when leaving its position in the fast lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field.

Any Driver delayed in this way, and who is unable to re-establish the original starting order before they reach the first Safety Car line, must re-enter the pit lane and may only re-join the race once the whole field has passed the end of the pit lane.

A penalty under Article 9.3 will be imposed on any Driver who fails to enter the pit lane if they have not re-established the original starting order before they reaches the first Safety Car line.

31.6 Either of the penalties under Article 9.3 will be imposed on any Driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Articles 28.14, 28.15, 28.16 and 28.17 will apply.

31.7 The Race Director will end the Safety Car period by applying one of the following options:

a) If the Race Director decides it is safe to call in the Safety Car, a message "STANDING START" will be sent to all Competitors via the Official Messaging System. All FIA light panels will display "SS", the yellow flags and SC boards will be withdrawn, and the car's lights will be extinguished. This will be the signal to the Competitors and drivers that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace at a minimum speed of 48kph and, if necessary, fall more than ten car lengths behind it. Once the Safety Car has entered the pit lane, all cars must return to the grid, take up their grid positions and follow the procedures set out in Articles 26.13 to 26.15.

b) If track conditions are considered unsuitable to conduct a standing start, the message "ROLLING START" will be sent to all Competitors via the Official Messaging System and the prescriptions of Article 28.14 must be followed. The use of the 600 kW Mode is forbidden during the "Rolling Start".

In both cases, Article 28.15 will be applied. The race time completed under Safety Car conditions until the green flag, or the startlights switch off, will be counted for the added laps according to Article 27.2.

31.8 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

32) FINISH

32.1 The end-of-race signal will be given at the Finish/Control Line as soon as the leading car has covered the full race distance in accordance with Article 27.2.

In order to be classified, all cars must cross the Finish/Control line on the track.

32.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled race distance, the race will be deemed to have finished when the leading car last crossed the Finish/Control Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

32.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay, without overtaking (unless clearly necessary), without receiving any object whatsoever (except national flag for the winner) and without any assistance (except that of the Marshals, if necessary).

Any car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the Marshals who will take the car to the Parc Fermé.

33) PARC FERME + QUARANTINE AREA

33.1 Only those Officials charged with supervision may enter the Parc Fermé. 2 mechanics per car are allowed to enter the Parc Fermé, just to plug an auxiliary battery on the car (data transfer from the car to the Competitor can transit through this connection), to fill air pressure in the BBW and to fit air blower/s for temperature conditioning of the RESS, front and rear powertrains. No other intervention of any kind is allowed there unless authorised by such Officials.

33.2 When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Finish/Control Line and the Parc Fermé entrance.

33.3 The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

33.4 After the session, when cars are in Parc Fermé in the Competitors' garages, tensa-barriers must be placed around the car. A distinctive sign provided by FEH must be placed on these cars.
In addition to what is authorised under Article 33.1, charging or discharging the RESS under Parc Fermé conditions can only be carried out with express authorisation granted

beforehand by the Technical Delegate and the Stewards.
Authorisation may be issued via the FIA-designated RESS supplier. One additional mechanic is permitted to enter Parc Fermé to assist with safety critical activity ONLY (HV safety hook). All other Parc Fermé rules still apply.

34) CLASSIFICATION

34.1 The car placed first will be the one having covered the scheduled distance, in accordance with Article 2.6, plus the "Added Laps", in accordance with Article 27.2, in the shortest time, or, where appropriate, passed the Line in the lead at the end of the periods defined in Article 2.6. All cars will be classified taking into account the number of complete laps they have covered, and for those that have completed the same number of laps, the order in which they crossed the Line.

34.2 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

34.3 The official classification will be published after the race. It will be the only valid result, subject to any amendments which may be made under the Code and these Sporting Regulations.

35) PODIUM CEREMONY

35.1 The Drivers finishing the races in first, second and third positions and a representative of the winning Competitor must attend the prize-giving ceremony on the podium and immediately thereafter make themselves available for the purpose of television interviews and the press conference in the media centre.

36) PRESS CONFERENCE AND PROMOTION AFTER THE RACE

36.1 Upon request, all registered Drivers are obliged to attend without payment all press conferences organised by the FIA. The following obligations must also be respected:

Immediately after qualifying and/or the prize-giving, the Drivers classified first, second and third in qualifying and/or the race respectively will be required to make themselves available for a press conference (at a location specified in the supplementary regulations). All of these three Drivers are obliged to attend this press conference.

The Drivers must wear their closed overalls and designated caps during the press conferences. Failure to attend the press conference or any lateness will result in a penalty of €3'000. This penalty will be increased by another €1'000 for any additional infringement of this kind.

36.2 Drivers must take part in any promotional activity requested by the Promoter, such as autograph sessions, prize-giving, press conferences, pit lane walkabouts and pre-race parades.

The Drivers, Competitors and Manufacturers grant the FIA the right to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Championship. Use of the Championship logo by the Competitors, Manufacturers and Drivers or their agents or representatives is prohibited other than with prior permission in writing from the FIA.

APPENDIX 1: INFORMATION REQUIRED UNDER ARTICLE 6

Information required under Article 6 of the FIA Formula E World Championship General Provisions

PART A

1. Name and address of the National Sporting Authority (ASN)

National Sporting Authority:

Address:
Telephone:
E-Mail:

2. Name and address of the organiser
Organiser's name:

Address:
Telephone:
E-Mail:

3. Date and place of the Competition:

4. Start time of the administrative checks.

Scrutineering:
Sporting checks:

5. Start time of each race

	Race 1	**Race 2**
Date		
Time		

6. Address and telephone, fax number and e-mail to which enquiries can be addressed

Name:
Address:
Telephone:
E-Mail:

7. Details of the circuit, which must include:

Location and how to get there:
Length of one lap:
Number of laps:
Reference lap time:
Direction:
Location of pit exit in relation to line:
Start line:
Finish line:
Start - Finish line offset:

Pole position:
Maximum pit lane speed limit:
Number of cars in compliance with the track licence to take part:
Starting mode:

8. Precise location at the circuit of:

Stewards' Office:
Race Director's Office:
FIA Office:
Sporting checks:
Scrutineering, flat area and weighing:
Parc fermé:
Drivers' and Competitors' Briefing:
Official digital notice board:
Winner's press conference:
Press centre:
Media accreditation centre:
Tyre Parc Fermé:

9. Additional information:

Cars & freight availability:
Charging times:
Shakedown:
Curfew:
Tyre Parc Fermé:

10. List of any supplementary trophies and special awards:

11. The names of the following officials of the Competition appointed by the ASN:

Stewards:
Clerk of the Course:
Secretary of the Event:
Chief National Scrutineer:
Chief National Medical Officer:
Rescue Chief:

12. Any other item specific to the Competition:

Protest and appeal
Amount of protest fee:
Amount of appeal fee:
Right of review fee:
General medical information:
Medical Centre location:
Telephone number:

PART B (TO BE COMPLETED BY THE FIA)

Chairperson Of The Stewards:
2nd International Steward:
Driver Adviser To The Stewards:
FIA Race Director:

FIA Deputy Race Director:
Starter:
Stewards' Secretary:
FIA Technical Delegate:
Technical Delegate (Electronics):
Deputy Technical Delegate:
Deputy Technical Delegate:
FIA Medical Delegate:
FIA Media Delegate:
Pit Lane Delegate:
FIA Observer:
Safety Car Driver:
Chief Timekeeper:
FIA Sporting Delegate:
Others:

PART C

Detailed timetable

PART D

Organisation Agreement available from the FIA Secretary

FIA VISA:

APPENDIX 2: PODIUM CEREMONY

1. MASTER OF CEREMONIES

A master of ceremonies will be appointed to conduct and take responsibility for the entire podium ceremony.

2. PODIUM

a) ROSTRUM AND DAIS
The dimensions of the dais must follow those found in the FIA graphic design manual.

The distance between the edge of the winner's dais and the retaining barrier of the podium should be a minimum of 120 cm to provide a walkway.

The place where each person presenting a trophy should stand must be marked on the floor of the podium.

The trophies should be laid out on individual plinths (4 x in total), each with 1 trophy placed on top.

b) FLAGS
Digital flags should be used in 16:9 format on a screen placed above the podium backdrop.

c) FLOOR
The podium floor should be perfectly flat and smooth and covered in a nonslip vinyl.

3. ANTHEMS

a) The national anthem of the winning Driver and winning Competitor will be played. The Nationalities of the Competitors and Drivers will be notified to the organiser by the FIA and will accord with Article 9.4 of the Code.

b) A suitable sound system should be installed to ensure that national anthems (initiated by the master of ceremonies) are clearly heard with an audio link to the TV broadcast.

c) When the champagne shower begins, music should be played.

d) A commentary of the podium ceremony should be broadcast to the general public. The presenter does not need to be visible to camera's or the public.

4. TROPHIES

Only five trophies will be presented during the podium ceremony:

a) Winning driver.
b) Second driver.
c) Third driver.
d) Winning Team.
e) FIA Medal

The trophies are of free design, but should reflect the importance of the Competition. They will be provided by the ASN or the Championship Promoter and must show:

a) The FIA Formula E World Championship official logo.
b) The official name of the Competition and/or the title sponsor logo.
c) The driver's position.

The format of the trophies shall be:

a) Winner's trophy - must visibly differ from the trophies awarded to the second and third drivers.
b) Second and third drivers' trophies - may resemble one another.

The maximum weight per trophy must not exceed 5 kg. Trophies must be of a design that is capable of being handled and transported without damage.

5. SCENARIO

a) Only people determined by the Master of Ceremonies should be present on the podium throughout the ceremony.

b) No police, bodyguards or persons not authorised by the master of ceremonies are allowed on the podium.

c) The Master of Ceremonies will inform the podium presenter the names and titles of the dignitaries presenting the trophies. The podium presenter will announce these names to the general public as part of the podium ceremony.

d) The Master of Ceremonies can be present on the podium close to the dignitaries to assist them in handing the trophies. For avoidance of doubt, the trophies, dignitaries & Master of Ceremonies will all be on the same side of the podium stage.

6. TELEVISION

The ideal position for the TV camera is immediately opposite the podium and at the same height as the podium stage.

7. PARC FERME

The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.

The ideal position for parc ferme is either at the FIA Technical Garage or on the podium stage. Once the drivers have exited their cars and been weighed by the FIA a representative appointed by the Master of Ceremonies must give the drivers their partner branded hats to wear for all televised moments.

As soon as all the cars have crossed the Line, a course car must go round the track to collect any driver who has finished in the first three but is stranded on the circuit.

The drivers must not be delayed in the Parc Fermé. One person, nominated by the master of ceremonies and in radio contact with them, will be responsible for moving the drivers from the Parc Fermé to the podium without delay. Only persons authorised by the master of ceremonies may make contact with the drivers before the end of any TV interviews.

8. PRESS ROOM

Immediately after the TV interviews, drivers must go to the press room for interviews.

9. WATER + TOWELS

3 water bottles, 3 towels & 3 hats must be available at the parc ferme location for the drivers. Should the parc ferme location differ to the podium location, 3 of each will also be required at the podium as a reserve.

No other drinks are permitted in the Parc Fermé or unilateral room.

10. PODIUM PROTOCOL

A procedure document & rehearsal invitations will be shared with each person involved operationally in the podium ceremony prior to the event.

APPENDIX 3 : TEAM BRANDING MANUAL

APPENDIX 4 : ATTACK MODE

APPENDIX 5: PASSES

2026-2027 S13 PASS SYSTEM

PASS	Number of Passes	Category	Working on the car assembly in garage (ARMBAND REQUIRED)	Working part at back of garage (ARMBAND REQUIRED)	Working with a laptop in the garage	Access to restricted areas (front of garage / technical area) when track is live	Front of garage access - working area	Pit lane access	Gold Access
OPERATIONAL STAFF YELLOW THE ROLES LISTED CANNOT BE ASSIGNED TO ANOTHER COLOUR	20	Mechanics, Engineers, Team Manager, IT, Technical Director, Technical Manager, Sporting Manager, Manufacturer Support	yes	yes	yes	yes	yes	yes	yes
	9	Team Principal, Logistics, travel/team coordinator, driver support, PR, team media, doctor, physio	no	no					
	3	1 per Driver	no	no					
NON OPERATIONAL STAFF PURPLE		Non-Operational team Staff: Sponsorship, Marketing, Commercial, Hostesses, ...	no	no	no	VIEWING AREA	NON LIVE	NON LIVE	no*
GUEST PLATINUM		Guests, working is stricly forbidden	no	no	no	VIEWING AREA	no	NON LIVE	yes
	1	VVIP	no	no	no	yes with wristband	yes	NON LIVE	yes
GUEST BLUE		Guests, working is strickly forbidden	no	no	no	VIEWING AREA	no	NON LIVE	no*
BLUE		*Not for Competitors Agency staff*	no	no	no	VIEWING AREA	no	NON LIVE	no*
GREEN		*Not for Competitors*	no	no	no	no (yes)**	no (yes)**	NON LIVE (yes)**	no (yes)**
BLUE		*Not for Competitors Wrapping staff*	yes (orange armband for suppliers)	yes (orange armband for suppliers)	no	VIEWING AREA	no	NON LIVE	no*
YELLOW		*Manufacturer Representative Not for Competitors*	no	no	yes	yes	yes	yes	yes
RED		*Not for Competitors*	yes (orange armband for suppliers)	yes (orange armband for suppliers)	yes	yes	yes	yes	yes

* Sticker

** Only with red tabard