INVITATION TO TENDER FOR TYRE SUPPLY CONTRACT

TENDER SUMMARY AND ADDITIONAL TENDER REQUIREMENTS

The FIA’s objective is to select a supplier of tyres whose task it will be to ensure the production and delivery of the tyres for certain technical categories (as mentioned under “ADDITIONAL REQUIREMENTS”) within the 2021, 2022, 2023 and 2024 seasons of the FIA World Rally Championship (“the Championship”).

This tyre tender document covers supply of tyres to specific Championship classes with 4WD cars. At the end of the tender process, the FIA can announce one or multiple suppliers for the various categories of Competitors, taking into account the offers and preferences expressed in the bids received.

Interested parties are hereby invited to tender to become the supplier of tyres for certain technical categories within the 2021, 2022, 2023 and 2024 seasons of the Championship.

The selected tenderer will be invited to enter into a contract with the FIA that will establish the terms of the tenderer’s appointment as supplier.

The supplier will supply the product directly to the Competitors (not to the FIA) under terms and conditions to be agreed.

Bids must be submitted in accordance with the FIA's "Invitation to Tender for sole supply contract - tendering instructions" available on the FIA's website: www.fia.com, apart from article 1.1.8 and article 3 which will not apply to the present invitation to tender.

Bids must be sent to the FIA Administration by e-mail to the following address: tenderingprocedure@fia.com. Bids which do not comply with these supply conditions will not be taken into consideration.

Bids will be evaluated a first time after the tender submission date. The FIA will then determine which of the bidders will go through to a second round of bids. In each round, bids will be evaluated on the basis of the criteria mentioned below under “ADDITIONAL REQUIREMENTS”.

The FIA reserves the right to make amendments to this invitation to tender at any time (including not doing a second round) and/or to issue a new invitation to tender.
Publication of invitation to tender: 5 August 2019
Tender submission date: 13 September 2019
Start of 2nd round 9 October 2019
End of 2nd round 25 October 2019
Tyre test dates (if required): [date to be confirmed]
Notification of decision: 4 December 2019

ADDITIONAL REQUIREMENTS

1. MAIN CRITERIA

The main criteria considered by the FIA when assessing the bids will be compliance with the technical specifications and other applicable regulations, sporting equity, safety and cost reduction.

In particular, tenderers must be able to demonstrate that they have the technical competence to produce a safe, reliable tyre that can offer equal sporting capability for all competitors within each relevant technical category in the variety of conditions that would be encountered on a WRC competition:

(i) Gravel – all season
(ii) Tarmac – all season
(iii) Snow – winter: with studs (where permitted)
(iv) Tarmac – winter: 1 with studs (where permitted) and 1 without studs. These 2 variants can be different types / compounds

Subject to the compliance of the tyres with the technical specifications (see Appendix III, notably articles 255A and 261 of Appendix J to the International Sporting Code), the FIA will take into consideration, on a secondary basis, the following characteristics of the tyres:

(i) Innovative design, allowing tenderers to propose their future solutions/new technology.
(ii) More sustainable motorsport and mobility.
(iii) Transfer of tyre technology developments between competition vehicles and ordinary vehicles and vice-versa.

Tenderers should be able to use the existing technical regulations as a base-line proposal. However, the FIA is aware that tyre technology is evolving to suit the changing automotive landscape and as such the tender process is hoping to encourage manufacturers to look to use the unique diversity of WRC as an opportunity to promote and showcase any new developments they would like to target.
2. CATEGORIES SUPPLIED

Tenderers shall clearly state in their bid if they wish to supply their tyres to one or more of the following technical categories of Competitors on the Championship events on an exclusive or non-exclusive basis:

<table>
<thead>
<tr>
<th>Category</th>
<th>Types of Competitors</th>
<th>Technical Class*</th>
<th>Regulatory Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Competitors registered for WRC Manufacturers Championship</td>
<td>RC 1</td>
<td>P1</td>
</tr>
<tr>
<td></td>
<td>Competitors not registered**, but driving a RC 1 car</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Competitors registered for the WRC 2 Pro Championship</td>
<td>RC 2</td>
<td>P2P</td>
</tr>
<tr>
<td></td>
<td>Competitors registered for the WRC 2 Championship</td>
<td></td>
<td>P2</td>
</tr>
<tr>
<td>C</td>
<td>Competitors not registered**, but driving a RC 2 car</td>
<td></td>
<td>-</td>
</tr>
</tbody>
</table>

* Classes RC1 and RC 2 cover all 4WD cars; tyre size & minimum weight is same for RC 1 and RC 2
** Competitors not registered for the Championship, but entering individual Championship events

3. MARKETING

a. Commercial rights in connection with the Championship

In addition to the main criteria, the FIA will pay particular attention to the offers made in exchange for commercial rights in connection with the Championship.

In this respect, tenderers are invited to contact the Promoter of the Championship with regard to the acquisition of commercial rights in connection with the Championship, both for the 2020 season of marketing only and then the subsequent 2021-2024 programme. To that end, a presentation is available from the Promoter on request.

The result of the discussions between the tenderers and the Promoter will be taken into account by the FIA when selecting the tyre supplier of the Championship.

The tenderer shall provide all details relating to the financial or in kind contribution it undertakes to make in exchange for commercial rights in its bid.

The Promoter’s contact details are:

**Oliver Ciesla**
Managing Director
WRC Promoter GmbH
Liebherrstrasse 22, 80538 Munich, Germany
T. +49 89 212 66 99 -10
F. +49 89 212 66 99 -28
E-mail: oliver.ciesla@wrc.com
b. **OPTIONAL WRC Manufacturer support**

Tenderers are to outline what commercial support they would be prepared to invest (for example minimum number of free tyres provided to the teams) to registered manufacturers in the WRC Championship and what brand identity on the competing car/peripheral branding around the teams (podium caps / branding on overalls, team apparel, service park environment) they would be requesting in exchange for commercial support (approximate Tyre Usage Figures for a P1 (WRC) Manufacturer Team enclosed in Appendix V).

c. **OPTIONAL CSR CONTRIBUTION**

In addition to the opportunity described above to acquire commercial rights in connection with the Championship, tenderers are invited to make a financial or in kind proposal to the FIA relating to the FIA Rally Star young driver development programme within the framework of the Championship.

To this end, a presentation (including additional information regarding value in kind [VIK] figures for this programme) is available from the FIA Marketing and Events Department.

Without any obligation to do so, if the tenderer chooses to offer a CSR contribution, it shall provide all details relating to the financial or in kind commitments it would make in exchange for such actions to take place.

The person to contact is:

James Hough
E-mail: jhough@fia.com
T. +41 78 698 76 89

4. **PRICE OF THE TYRES**

Tenderers shall propose a unit price per tyre for each class of COMPETITOR, which shall be applicable to the 2021, 2022, 2023 and 2024 seasons of the Championship.

This price shall be in two options:

(i) Delivered to the Rally and fitted by a technical team on the event.
(ii) Supplied ex. Works from a European (EU) base for teams to take to do their own testing.

5. **Standard due diligence**

In the context of this invitation to tender, tenderers are also invited to fill in the “Questionnaire Compliance – Due Diligence” attached in Appendix VI.
DRAFT CONTRACT FOR SUPPLYING TYRES
IN THE 2021, 2022, 2023 AND 2024 FIA WORLD RALLY CHAMPIONSHIP

BETWEEN

The FEDERATION INTERNATIONALE DE L'AUTOMOBILE (FIA)
8 Place de la Concorde
75008 Paris France

hereinafter referred to as the "FIA"

ON THE ONE HAND,

AND

[*] hereinafter referred to as the "PROVIDER"

ON THE OTHER HAND.
PART 1 - GENERAL CONDITIONS

RECITALS

(A) The FIA’s authority in relation to international motor sport has been recognised since 1904 when national automobile clubs came together to establish the FIA to provide, amongst other things, an international forum to regulate motor sport internationally.

(B) The FIA is the sole body governing international motor sport and is recognised by its members as the sole authority having the sporting power with the right to organise international FIA championships, including the CHAMPIONSHIP.

(C) The FIA has an absolute obligation conferred on it by its members to safeguard its authority over all safety, sporting, technical and disciplinary matters relating to the CHAMPIONSHIP, as well as traditional values.

(D) The FIA will continue the publication annually of the GOVERNING RULES.

(E) The FIA has determined that the interests of the CHAMPIONSHIPS require that a single supplier of the PRODUCT should be appointed for a limited term.

(F) It is intended that the FIA and the PROVIDER will enter into this CONTRACT pursuant to which the PROVIDER will be appointed as the sole supplier of PRODUCT to the CHAMPIONSHIP for the term set out herein.

1. APPOINTMENT AND SUPPLY

1.1 The FIA hereby appoints the PROVIDER to be the supplier of the PRODUCT to the COMPETITORS for the CHAMPIONSHIP and the PROVIDER hereby accepts this appointment and agrees to supply the PRODUCT to the COMPETITORS for the CHAMPIONSHIP in accordance with the terms of this CONTRACT and the terms of the SUPPLY AGREEMENTS.

1.2 Following from its appointment, the PROVIDER shall enter into a SUPPLY AGREEMENT with each COMPETITOR setting out the terms upon which the PRODUCT shall be supplied.

1.3 The PRODUCT that is supplied by the PROVIDER to the COMPETITORS shall be compliant with the TECHNICAL REGULATIONS and the TECHNICAL SPECIFICATIONS.

2. RELATIONS BETWEEN THE PROVIDER AND THE COMPETITORS

2.1 The PROVIDER shall treat all COMPETITORS in accordance with the PRINCIPLES OF SPORTING EQUALITY.

2.2 The PROVIDER shall supply the PRODUCT to all COMPETITORS on equivalent terms. It shall enter into a standard SUPPLY AGREEMENT with each COMPETITOR.
2.3 All SUPPLY AGREEMENTS shall be fully compliant with the PRINCIPLES OF SPORTING EQUALITY, the CONTRACT and the SPORTING REGULATIONS and TECHNICAL REGULATIONS.

2.4 Each SUPPLY AGREEMENT requiring a COMPETITOR to purchase the PRODUCT for use at more than one COMPETITION shall include a clause permitting the COMPETITOR and/or PROVIDER to terminate the SUPPLY AGREEMENT without a penalty of any kind in the event of expiry or earlier termination of the CONTRACT.

2.5 If requested by the FIA, the PROVIDER shall supply a copy of each SUPPLY AGREEMENT in order to demonstrate that the PRINCIPLES OF SPORTING EQUALITY are maintained. With respect to the FIA, the PROVIDER hereby waives and confirms that it shall not assert or seek to rely on any confidentiality provision in any SUPPLY AGREEMENT or other agreement relevant to the supply of the PRODUCT to prevent the FIA from reviewing relevant agreements or carrying out its regulatory functions (including ensuring that the PRINCIPLES OF SPORTING EQUALITY are maintained).

2.6 The FIA may request amendments to a SUPPLY AGREEMENT if it considers that the SUPPLY AGREEMENT is not consistent or compatible with, or is otherwise contrary to, the PRINCIPLES OF SPORTING EQUALITY. For the avoidance of doubt, the PROVIDER’s obligation to abide by the PRINCIPLES OF SPORTING EQUALITY shall not be limited or otherwise affected by the FIA’s review of a SUPPLY AGREEMENT and/or a request for an amendment to be made.

2.7 In the event of uncertainty regarding whether any action taken or proposed to be taken by the PROVIDER may breach the PRINCIPLES OF SPORTING EQUALITY, the PROVIDER shall request guidance from the FIA, which shall make a determination in this regard. Where such a determination is made by the FIA, the PROVIDER’s actions in complying with that determination shall be deemed to be in compliance with the PROVIDER’s obligation in GENERAL CONDITION 2.1 to treat all COMPETITORS in accordance with the PRINCIPLES OF SPORTING EQUALITY.

3. LIABILITY

3.1 Without prejudice to the FIA’s other rights, the PROVIDER shall indemnify and hold harmless the FIA from and against all reasonably foreseeable losses incurred by the FIA as a direct result of the PROVIDER’s:

(a) failure to supply the PRODUCT of the requisite quantity;

(b) failure to supply the PRODUCT of the requisite quality; and

(c) negligence in the supply of the PRODUCT.
3.2 The PROVIDER represents and warrants that it is in a position to meet any liability that may arise under clause 3.1 of this CONTRACT and hereby covenants to maintain such position for the period of time during which the PROVIDER may be liable.

3.3 Notwithstanding GENERAL CONDITIONS 3.1 and 3.2 above, the PROVIDER that enters into a CONTRACT will produce an attestation certifying that an insurance policy has been contracted in its name with a top-ranking international insurance company for covering its liability as PROVIDER for any and all action which might be taken to obtain compensation for prejudice caused by a manufacturing defect affecting the PRODUCT used pursuant to the CONTRACT.

4. WARRANTIES

4.1 The PROVIDER represents and warrants that it has full power and authority to enter into and fully perform its obligations under the CONTRACT and the provisions of the CONTRACT, when executed, will constitute valid and binding obligations on the PROVIDER in accordance with its terms. The PROVIDER also represents and warrants that it has full power and authority to enter into and fully perform its obligations under the SUPPLY AGREEMENTS when executed.

4.2 The FIA represents and warrants that it has full power and authority to enter into and fully perform its obligations under the CONTRACT and the provisions of the CONTRACT, when executed, will constitute valid and binding obligations on the FIA in accordance with its terms.

5. TERMINATION

5.1 Notwithstanding any other provision hereof, either party may terminate the CONTRACT with immediate effect by written notice to the other if any of the following events occur:

(a) the other party has committed a material breach of the CONTRACT which is not capable of remedy or, if remediable, has not remedied it within 14 days of the non-breaching party's written notice requiring the default to be remedied (for the avoidance of doubt, a breach by the PROVIDER of any of GENERAL CONDITIONS 1.2, 1.3, 2, 3 and 4.1 and any of SPECIAL CONDITIONS is acknowledged by the parties to be a material breach);

(b) steps (including any steps analogous to those following) have been taken to wind up the other party or to place the other party into administration or to have a receiver appointed over any of its assets, other than as part of a scheme of solvent reconstruction or amalgamation; or

(c) the other party shall cease or threaten to cease carrying on business or the other party shall make any composition or arrangement with its creditors or become subject to any other insolvency process or proceeding (other than as part of a scheme of solvent reconstruction or amalgamation) or have all or any of its assets or undertakings seized by a government or governmental agency or authority (including any acts analogous to the above).

6. GOVERNING RULES

6.1 The GOVERNING RULES constitute the legal, administrative and technical framework
of the CHAMPIONSHIP and the conditions set forth therein shall have binding force and prevail among the parties to the CONTRACT.

6.2 The CONTRACT shall in principle be interpreted in a manner that gives effect to the provisions of the GOVERNING RULES, the intention of the parties being to construe the provisions of the CONTRACT in the context of the more general framework of the GOVERNING RULES.

6.3 The PROVIDER acknowledges that the TECHNICAL SPECIFICATIONS and GOVERNING RULES are subject to amendment from time to time. The PROVIDER will be responsible (at its own cost) for all research and development associated with the manufacture of the PRODUCT, including the making of any changes to the PRODUCT to be supplied pursuant to the CONTRACT that may be necessitated by any amendment to the TECHNICAL SPECIFICATIONS or the GOVERNING RULES.

6.4 The PROVIDER acknowledges that the FIA may take decisions regarding the supply of the PRODUCT, this CONTRACT and any obligations accruing from the GOVERNING RULES through whatever structure it deems appropriate, including through its disciplinary structures. The PROVIDER shall not challenge the competence of an FIA disciplinary body acting in accordance with the GOVERNING RULES.

7. GOVERNING LAW AND LANGUAGE

7.1 The language that shall prevail for the interpretation of the CONTRACT shall be English and the CONTRACT and all documents connected with the CONTRACT shall be written in English. In the event of any conflict between the language of the CONTRACT and any translation thereof, the language of the CONTRACT shall prevail. In the event of any conflict between the language of any document connected with the CONTRACT and any translation thereof, the language of the document connected with the CONTRACT shall prevail.

7.2 The governing law of the CONTRACT shall be French law.

7.3 The Tribunal de Grande Instance de Paris, France, shall have sole jurisdiction to settle any dispute that may arise between the FIA and the PROVIDER in connection with the CONTRACT, subject at all times to the provisions of Clause 6.4.

7.4 Without any prejudice to Article 7.3 above, the PROVIDER undertakes to strictly respect the Statutes and Code of Ethics of the FIA as well as the GOVERNING RULES. The PROVIDER hereby agrees to be subject to the internal judicial and disciplinary bodies of the FIA.

7.5 Each party undertakes to the other party that in the exercise of its rights and performance of its obligations under this CONTRACT it shall comply with all applicable laws, including without limitation all applicable laws relating to anti-corruption measures. In particular and in accordance with such laws, each party undertakes to abstain (and to cause its directors, employees and officers to abstain) from corruptly, directly or indirectly, offering, promising, giving, paying or accepting any Public Official's request for a gift, or authorising anyone to give or pay, directly or indirectly, any sums, other benefits or advantages or anything of value to or for a Public Official. For the purposes of this clause: "Public Official" shall mean: (i) anyone who performs public functions in a legislative judicial or administrative capacity; (ii) anyone acting in an official capacity for or on behalf of a Public Body; (iii) anyone in charge of providing
a public service; or (iv) any other person, individual or entity at the suggestion, request or instruction or for the benefit of any of the persons or entities referred to in (i) to (iii) above; and "Public Body" shall mean (i) a supranational, national, regional or local government, (ii) an agency, department or instrumentality of a supranational, national, regional or local government, (iii) a government-owned or government-controlled or government-participated company, and/or (iv) a public international organisation.

8. GENERAL

8.1 Nothing in the CONTRACT guarantees or shall be construed as guaranteeing the solvency of a COMPETITOR. The FIA is not responsible for ensuring that the COMPETITORS satisfy the terms of the SUPPLY AGREEMENTS and the FIA shall not be liable for a failure by any COMPETITOR to satisfy the terms of a SUPPLY AGREEMENT.

8.2 No delay or omission or failure to exercise any right or remedy provided herein shall be deemed to be a waiver thereof.

8.3 The CONTRACT shall be binding on and enure to the benefit of the parties and their respective successors and permitted assigns. The PROVIDER shall not be entitled to assign or sub-contract its rights or obligations under the CONTRACT in whole or in part without the prior written consent of the FIA.

8.4 Any notice to be given under the CONTRACT shall be given in writing delivered to the other party by any one or more of the following methods:

(a) personal delivery to one of its corporate officers, in which case notice shall be treated as having been given at the time of such personal delivery;

(b) first class registered post or courier delivery service (such as DHL or UPS) to the address mentioned above (or such other address as may be notified to the other party in writing from time to time), in which case notice shall be treated as having been given on the date of actual receipt at that address (or on the next local business day if delivered on a local non-business day or after 4.00 p.m. local time on a local business day), which shall rebuttablly be presumed to be the second local business day after posting; or

8.5 Any variations of the CONTRACT shall be ineffective unless agreed in writing and signed by the parties.

8.6 If any term, provision or condition of the CONTRACT is held by a court of competent jurisdiction to be invalid, void or unenforceable such invalidity, voidness or unenforceability shall not invalidate the remainder of the CONTRACT, all of which shall remain in full force and effect.

8.7 The CONTRACT may be executed in any number of counterparts (whether original or facsimile counterparts) and upon due execution of all such counterparts by all parties, each counterpart shall be deemed to be an original hereof.

8.8 GENERAL CONDITIONS 3, 7 and 8 shall survive expiry or termination of the CONTRACT for any reason (but shall terminate at the time expressly provided in the relevant GENERAL CONDITION, if any).
PART 2 - SPECIAL CONDITIONS

1. SUPPLY OF THE PRODUCT

1.1 The PROVIDER shall supply such quantity of the PRODUCT as is required for each COMPETITOR at each:

(a) COMPETITION (the calendar of each season of the CHAMPIONSHIP will be available on the FIA website: www.fia.com); and

(b) TEST DAYS.

1.2 The PRODUCT supplied by the PROVIDER shall be of a strictly uniform quality throughout the duration of the CHAMPIONSHIP season.

1.3 The FIA does not guarantee the PROVIDER a minimum quantity of the PRODUCT to be supplied.

1.4 The PROVIDER undertakes to supply PRODUCTS which comply with the applicable regulations as listed in Appendix III below or as modified by WRC Sporting / Technical Regulations.

1.5 At the beginning of each season, the PROVIDER undertakes to provide the FIA ENGINEER with one example of each PRODUCT as well as an official document containing the following:

- Type of compound;
- Tread pattern (designation and diagram);
- Tyre sizes

1.6 The PROVIDER undertakes that all PRODUCTS supplied:

- Will have 2 identical moulded barcode numbers (1 on each side of the PRODUCT), each barcode having a different colour as defined by the FIA. The barcodes shall be supplied by the relevant FIA-approved barcode supplier only as defined in Art. 60.1.4 of the WRC Sporting Regulations or equivalent subsequent regulation.
- Will be fitted with RFID tags (1 on each side of the PRODUCT, showing the same number as the barcode number) in addition to the FIA bare codes mentioned above.
1.7 The PROVIDER shall draw up and make available to the FIA a record of PRODUCTS supplied which may be consulted at any time by the FIA.

In addition, the PROVIDER undertakes to comply with the requirements established by the FIA concerning the operation of the allocation and control procedures of the PRODUCTS at each COMPETITION.

1.8 All PRODUCTS supplied must be suitable for use at all times during the COMPETITIONS.

2. DELIVERY OF THE PRODUCT

2.1 The PROVIDER shall ensure the transportation and delivery of the PRODUCT to the site of each COMPETITION at its own expense and shall provide all necessary personnel and equipment at each COMPETITION to distribute such PRODUCT to the COMPETITORS.

2.2 The PROVIDER alone will have to take care of all administrative tasks related to the transport of the PRODUCT on the site of each COMPETITION.

2.3 The PROVIDER shall ensure that each COMPETITOR shall have access to all distribution centres (at the broadest possible timetable as agreed with the FIA ENGINEER) in accordance with the SPORTING REGULATIONS and TECHNICAL REGULATIONS and the PRINCIPLES OF SPORTING EQUALITY.

2.4 The PROVIDER shall be present and ready to distribute the PRODUCT at a time agreed in conjunction with the FIA and the WRC Promoter, in consultation with the event organisers.

2.5 The PROVIDER shall ensure that representatives of the PROVIDER are present on-site throughout the duration of each COMPETITION and, in addition, shall ensure that there shall be at least one appropriately qualified and senior representative of the PROVIDER available on-site throughout the duration of each COMPETITION.

2.6 The PRODUCTS must be available for the COMPETITORS for private testing on 15 September 2020 (date to be confirmed). The PRODUCTS must not be supplied to anyone other than the FIA before that date.

3. MANUFACTURING CONDITIONS OF THE PRODUCT AND TECHNICAL CONTROL

3.1 The PROVIDER shall provide to the FIA a detailed technical study of the PRODUCT, for the approval of the FIA ENGINEER. In the event that an amendment is made to the TECHNICAL SPECIFICATIONS or the TECHNICAL REGULATIONS that requires an amendment to the PRODUCT supplied pursuant to the CONTRACT, the PROVIDER shall provide to the FIA a detailed technical study of the amended PRODUCT to be supplied pursuant to the CONTRACT to take account of such amendment.

3.2 The PROVIDER shall make such modifications to the PRODUCT at its own costs, to be supplied pursuant to the CONTRACT as the FIA ENGINEER may require.

3.3 Technical checks may be carried out on samples taken either directly from the PROVIDER or during the COMPETITION (PRODUCT used by the COMPETITORS during
the running of the COMPETITION) comparing the quality of the PRODUCT distributed with that of the samples taken.

4. TECHNICAL SPECIFICATIONS

4.1 The PROVIDER undertakes to respect the technical specifications from the current rally regulations (see Appendix III), subject to modifications by the FIA for safety, technical or sporting reasons:

- WRC Sporting Regulations – Art. 60.1-60.3 plus Art. 61.11 (Spare Wheels) and Art. 61.1.2/3 (One gravel and one tarmac ‘Joker’ per season) and Art. 62.1 – Tyre Quantities. Book 7, page 45+
- WRC Sporting Regulations – App. V

4.2 The PRODUCT shall be manufactured to a consistent standard in a recognized manufacturing environment to a recognized production standard and be available to audit for construction quality.

4.3 The PRODUCT shall have identification by means of an FIA bar code.

4.4 The PROVIDER shall implement a method of allocation of the PRODUCT that ensures consistency and fair play among COMPETITORS.

5. PRICING OF THE PRODUCT

5.1 The price of the PRODUCT supplied pursuant to the CONTRACT at the site of each COMPETITION shall be [EUR...] (as further detailed on the PRICING FORM), which amount shall be inclusive of all taxes and charges (included transportation to the COMPETITION and fitting) and which amount shall not be increased for any reason.

5.2 The price of the PRODUCT supplied pursuant to the CONTRACT for TEST DAYS shall be an amount equal to the price of the PRODUCT supplied pursuant to the CONTRACT at the site of each COMPETITION, less an amount equal to the cost of delivery and fitting of the PRODUCT supplied pursuant to the CONTRACT to the COMPETITIONS.

5.3 VAT (value added tax) shall not be charged to those COMPETITORS that are exempt from VAT and that have supplied proof of such exemption to the PROVIDER.

PART 3 - DEFINITIONS

The following terms shall be understood to have the following meanings for the purposes of the "CONTRACT".

1.1 CHAMPIONSHIP means the 2021, 2022, 2023 and 2024 FIA World Rally Championship.

1.2 COMPETITORS means the rally teams that have been accepted by the FIA to take part in the COMPETITIONS of the CHAMPIONSHIP in the following technical categories (or other relevant classes as defined in the WRC Sporting Regulations):
<table>
<thead>
<tr>
<th>Category</th>
<th>Types of Competitors</th>
<th>Technical Class*</th>
<th>Regulatory Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Competitors registered for WRC Manufacturers Championship</td>
<td>RC 1</td>
<td>P1</td>
</tr>
<tr>
<td></td>
<td>Competitors not registered**, but driving a RC 1 car</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Competitors registered for the WRC 2 Pro Championship</td>
<td>RC 2</td>
<td>P2P</td>
</tr>
<tr>
<td></td>
<td>Competitors registered for the WRC 2 Championship</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Competitors not registered**, but driving a RC 2 car</td>
<td></td>
<td>-</td>
</tr>
</tbody>
</table>

1.3 **CONTRACT** means the GENERAL CONDITIONS, the SPECIAL CONDITIONS and the DEFINITIONS.

1.4 **DEFINITIONS** means the definitions set out in this Part 3 of the CONTRACT.

1.5 **COMPETITION** means any rally forming part of the CHAMPIONSHIP and entered on the International Sporting Calendar of the FIA. A COMPETITION is deemed to commence at the scheduled time for scrutineering and administrative checks and includes all practice, qualifying and the rally itself and ends at the expiry of the deadline for the lodging of a protest under the terms of the International Sporting Code.

1.6 **FIA** means the Fédération Internationale de l'Automobile (FIA).

1.7 **FIA ENGINEER** means the technician appointed by the FIA to carry out all technical checks and controls and to grant the necessary approval prior to the starting up of production.

1.8 **GENERAL CONDITIONS** means the provisions contained in Part 1 of the CONTRACT.

1.9 **GOVERNING RULES** means:

(a) the International Sporting Code and the Appendices thereto;

(b) the General Prescriptions applicable to the FIA World Rally Championship;

(c) the SPORTING REGULATIONS;

(d) the TECHNICAL REGULATIONS;

(e) the Code of Ethics;

(f) the Judicial and Disciplinary Rules;

(g) any other regulations applicable to the Championships, to the extent disclosed in writing to the PROVIDER;
1.10 **PRICING FORM** means the pricing form provided at Appendix I stating the prices at which the PRODUCT will be supplied at the COMPETITIONS and for TEST DAYS, if any, to the COMPETITORS.

1.11 **PRINCIPLES OF SPORTING EQUALITY** means the equal treatment by the PROVIDER of all COMPETITORS with respect to:

(a) anything which may affect the performance of the PRODUCT;
(b) the terms on which the PRODUCT is supplied;
(c) the support, access and information made available to COMPETITORS in relation to the PRODUCT; and
(d) any other matter which affects or may have an effect, however minor, on sporting performance.

1.12 **PRODUCT** means tyres, as such word is described in the SPORTING REGULATIONS and TECHNICAL REGULATIONS.

1.13 **PROVIDER** means [•].

1.14 **PRODUCTION SITE** means the factory that will produce the PRODUCT supplied pursuant to the CONTRACT.

1.15 **SPECIAL CONDITIONS** means the provisions contained in Part 2 of the CONTRACT.

1.16 **SPORTING REGULATIONS** means the Sporting Regulations applicable to the CHAMPIONSHIPS as published and amended by the FIA. The 2019 Sporting Regulations (for example only) are available via the FIA website: www.fia.com.

1.17 **SUPPLY AGREEMENT** means any agreement, and all amendments thereto, between the PROVIDER and a COMPETITOR pursuant to which the PROVIDER shall supply the PRODUCT to the COMPETITOR.

1.18 **TECHNICAL REGULATIONS** means the Technical Regulations applicable to the CHAMPIONSHIPS as published and amended by the FIA from time to time. The 2019 Technical Regulations (for example only) are available via the FIA website: www.fia.com.

1.19 **TEST DAYS** means test days as defined in the WRC Sporting Regulations or any other practice or PR days undertaken by the COMPETITOR.
Signed

On behalf of the FIA: On behalf of the PROVIDER:

In his capacity as: In his capacity as:

In: In:

On: On:
APPENDICES

I- PRICING FORM

II- INDEXATION FORMULA

III- WRC/R5 Tyre Technical Regulations

IV- ELIGIBLE VEHICLES

V- ADDITIONAL INFORMATION – TYRE QUANTITIES – WRC MANUFACTURER TEAM (FOR INFORMATION PURPOSES ONLY IN THE CONTEXT OF THE INVITATION TO TENDER, WITHOUT ANY QUANTITY COMMITMENT ON THE PART OF THE FIA OR COMPETITORS)

VI- QUESTIONNAIRE COMPLIANCE – DUE DILIGENCE
### APPENDIX I

**Pricing Form –**

**World Rally Car / RC1**

<table>
<thead>
<tr>
<th></th>
<th>Price before Tax</th>
<th>Price Inclusive of all Taxes and Charges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tarmac – tyre delivered and fitted on the rim at the site of the competition (Competition)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – tyre purchased directly from the manufacturer ex. works (Test)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – Snow Non-Studded tyre delivered and fitted on the rim at the site of the competition (Competition)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – Snow Non-Studded tyre purchased directly from the manufacturer ex. works (Test)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – Snow Studded tyre delivered and fitted on the rim at the site of the competition (Competition)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – Snow Studded tyre purchased directly from the manufacturer ex. works (Test)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Gravel - tyre delivered and fitted on the rim at the site of the competition (Competition)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Gravel - tyre purchased directly from the manufacturer ex. works (Test)</td>
<td>€</td>
<td>€</td>
</tr>
</tbody>
</table>

### Pricing Form –

**R5 / RC2**

<table>
<thead>
<tr>
<th></th>
<th>Price before Tax</th>
<th>Price Inclusive of all Taxes and Charges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tarmac – tyre delivered and fitted on the rim at the site of the competition (Competition)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – tyre purchased directly from the manufacturer ex. works (Test)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – Snow Non-Studded tyre delivered and fitted on the rim at the site of the competition (Competition)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – Snow Non-Studded tyre purchased directly from the manufacturer ex. works (Test)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – Snow Studded tyre delivered and fitted on the rim at the site of the competition (Competition)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Tarmac – Snow Studded tyre purchased directly from the manufacturer ex. works (Test)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Gravel - tyre delivered and fitted on the rim at the site of the competition (Competition)</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Gravel - tyre purchased directly from the manufacturer ex. works (Test)</td>
<td>€</td>
<td>€</td>
</tr>
</tbody>
</table>

**The price per tyre (inclusive of all taxes and charges) shall be applicable to the 2021, 2022, 2023 and 2024 seasons of the Championship.**
APPENDIX II

Indexation Formula

Concerning the 2022, 2023 and 2024 seasons, the prices charged to COMPETITORS shall be the amount that equals the amount shown for 2021 in the PRICING FORM increased annually in accordance with the positive variation of the “Consumer Prices – All items” index published by the Organisation for Economic Cooperation and Development (OECD) in “Main Economic Indicators”. The indexation shall be in accordance with the variation between such base index and the index published in the October edition of “Main Economic Indicators” for the year to which the indexation applies and for the PROVIDER’s country.
APPENDIX III

WRC/R5 Tyre Technical Regulations


Wheels.
Dimensions of the 4 wheels: identical.
Construction: Single unit. Metal inserts are allowed for the passage of the drive to the wheel. Complete wheels are free provided that they may be housed within the original bodywork; this means that the upper part of the complete wheel, located vertically over the wheel hub centre, must be covered by the bodywork when measured vertically.

Wheel trims are forbidden.
The fitting of air extractors on the wheels is prohibited.
Hub and nut protections are permitted.

Dimensions and Weight;
Rims must imperatively be made from cast material.
Forced rims and rims manufactured using flow forming process are forbidden.
Material: magnesium or aluminium alloy.
• For gravel rallies, only 7” x 15” rims are authorised and the minimum weight of a rim is 8.6 kg.
• For asphalt rallies, only 8” x 18” rims are authorised and the minimum weight of an rim is 8.9 kg.

Complete wheels
Under no circumstances may the “rims / tyres” assembly exceed a width of 9” and a diameter of 650 mm.

Tyre Pressure and Temperature;
The use of any device allowing a tyre to conserve its performances with a pressure equal to or lower than atmospheric pressure is prohibited.
The inside of the tyre (the space included between the rim and the inside of the tyre) may only be filled with air.
Any system allowing the car to be driven without pressure in the tyres is forbidden.
Any pressure regulation system is forbidden.
Sensors for measuring the pressure and the temperature when the car is in motion are allowed.

Spare Wheels;
Spare wheel(s) is (are) not compulsory.
They must be securely fixed in the cockpit (the centre of the spare wheel must be behind the driver seat and the codriver seat) or in the luggage compartment.
App. J. Art. 261 – 801 (R5 Wheel / Tyre Sizes)

801-a1 – Wheels

Complete wheels are free provided that they may be housed within the original homologated bodywork; this means that the upper part of the complete wheel, located vertically over the wheel hub centre, must be covered by the bodywork when measured vertically. Wheel fixations by bolts may be freely changed to fixations by pins and nuts.

The use of tyres intended for motorcycles is forbidden.

Under no circumstances may the “rims / tyres” assembly exceed a width of 9” and a diameter of 650 mm. Rims must imperatively be made from cast material.

- For gravel rallies, only 6.5” x 15” or 7” x 15” rims are authorised, the material of the rims is free (provided that it is cast) and the minimum weight of a 6.5” x 15” or 7” x 15” rim is 8.6 kg.
- For asphalt rallies, only 8” x 18” rims are authorised, the material of the 8” x 18” rims is free (provided that it is cast) and the minimum weight of an 8” x 18” rim is 8.9 kg.

The fitting of air extractors on the wheels is prohibited.
The use of any device allowing a tyre to conserve its performances with a pressure equal to or lower than atmospheric pressure is prohibited.
The inside of the tyre (the space included between the rim and the inside of the tyre) may only be filled with air.
At least one spare wheel is compulsory. However if there are any, they must be securely fixed, and not installed in the space reserved for the occupants of the vehicle. No exterior modification of the bodywork must result from this installation.
WRC SPORTING REGULATIONS 2019

60. GENERAL

60.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

60.1.1 Compliance.
All tyres must comply with this article, read in conjunction with Appendix V of the 2019 WRC Sporting Regulations.

60.1.2 Moulded tyres.
All cars must be fitted with moulded tyres. Hand cutting or modification of the specified tread pattern is not permitted. Only marked tyres may be used on special stages.

60.1.3 Treatment of tyres.
Any chemical and/or mechanical treatment of tyres is prohibited. Any device for heating the tyres once fitted on the rim is prohibited. Whether fitted on rims or not, keeping tyres in an artificially heated environment below 35°C is allowed.

60.1.4 Barcode number.
Each tyre must have either: - Two identical moulded barcode numbers (one on each side of the tyre / each barcode having a different colour as defined by the FIA) supplied by the 2019 FIA-approved barcode supplier, or: - A single moulded barcode number supplied by the 2019 FIA-approved barcode supplier. These barcodes will be used to check that the same tyres remain fitted to a particular car between tyre changes and that competitors are not exceeding the maximum quantities allowed. The tyre barcode must always be visible from outside the car.

60.1.5 Tyre quantities.
All drivers may use only the maximum quantity of tyres detailed in the rally supplementary regulations. All tyres fitted on the car or installed in the car are included in the overall quantity.

60.1.6 Devices for maintaining full tyre performance.
The use of any device for maintaining the full performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air.

60.1.7 Rims.
Any device designed to clamp the tyre to the rim is not permitted.

60.1.8 Tyre fitting.
The maximum pressure for fitting the tyre onto the rim is 8 bars at 20°C; this pressure must allow the tyre to stick to the outer walls of the rim.

60.1.9 Tarmac tyre.
At all times during the event, the tread depth of the tarmac tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks.

60.2 ALL COMPETITORS ENTERED WITH A WRC CAR

60.2.1 For all types of tyres.
Type of tyres to be used: - Tyres must be supplied by an FIA-nominated tyre company. Only tyres approved by the FIA for WRC cars may be used. Each tyre must be equipped with a specific permanent RFID Tag approved by the FIA and integrated in the tyre during the production process, before moulding and before the vulcanization of the tyre itself. Only the types of tyres specified in the rally supplementary regulations are allowed. - Competitors must order or obtain their tyres from the tyre company no later than 4 weeks prior to a rally held in Europe and 10 weeks before the other rallies. For a given rally, all tyres used by these drivers must come from the same tyre supplier.

2019 FIA World Rally Championship Sporting Regulations 45/107 Published on: 12/12/2018
drivers:
Prior to scrutineering at each rally, each tyre company will provide the FIA with a list of barcodes on the basis of which there will be a random procedure (lottery) for the selection of the tyres, overseen by the FIA.
Following this selection procedure, the FIA will supply the Manufacturer with a list of barcodes of the tyres that may be used by each driver entered.
A driver may only use a tyre that has been registered for his car.

60.2.2 Tarmac tyre (dry and wet).
Dry tyres - One specification of tyre being of the same construction and pattern, supplied in two compounds at each applicable rally.
The quantity of 2nd choice compound tyres will not be more than 80% of the total quantity of tyres.
A third compound may be permitted and specified in the supplementary regulations of the event.
Homologation: - Tarmac tyres must comply with Appendix V and be homologated by the FIA for WRC cars.

Wet tyres - One specification of tyre only.
Wet tarmac tyres must comply with Appendix V and be homologated by the FIA for WRC cars.

60.2.3 Tarmac tyre (snow / nonstudded).
For the Monte Carlo Rally only, an 8"x18" snow type tyre will be permitted.
Studs must comply with WRC Appendix V, Sections C. and D.

60.2.4 Tarmac tyre (snow / studded).
For the Monte Carlo Rally only, an 8"x18" snow type studded tyre will be permitted. If studded tyres are permitted in a rally, studs must comply with WRC Appendix V, Sections C. and D.

60.2.5 Gravel tyre.
One specification of tyre being of the same construction and pattern, supplied in two compounds of which one compound shall be nominated by the FIA for use throughout each rally.
16 tyres of the other compound may be used instead of the nominated compound.

60.2.6 Snow tyre (gravel).
One specification of tyre in one compound suitable for mounting on a 7"x15" rim.
Stud details must be given in the rally supplementary regulations.
If studded tyres are permitted in a rally, studs must comply with WRC Appendix V, Sections C. and D.

60.2.7 Minimum weight for Asphalt and Gravel tyres.
The minimum weight must be:
- For an asphalt tyre: 8kg
- For a gravel tyre: 11kg

60.3 ALL P2P AND P2 DRIVERS ALL DRIVERS ENTERED WITH AN R5 CAR AND WHO HAVE BEEN ENTERED AS P2P OR P2 DRIVERS DURING THE CURRENT YEAR AND OTHER DRIVERS ENTERED WITH AN R5 CAR

60.3.1 For all types of tyres.
Tyres must be supplied by an FIA-nominated tyre company.
Only tyres approved by the FIA for those cars may be used.
Each tyre must be equipped with a specific permanent RFID Tag approved by the FIA and integrated in the tyre during the production process, before moulding and before the vulcanization of the tyre itself.
Only the types of tyres specified in the rally supplementary regulations are allowed.
Competitors must order or obtain their tyres from the tyre company no later than 4 weeks prior to a
rally held in Europe and 10 weeks before the other rallies. If tyres are purchased before the rally, such tyres must be presented to the supplier before pre-rally scrutineering for barcode checking.

2019 FIA World Rally Championship Sporting Regulations Published on: 12/12/2018 46/107

At pre-rally scrutineering, the tyre manufacturer will be recorded by the FIA. For a given rally, all tyres used by these drivers must come from the same tyre supplier.

60.3.2 Tarmac tyre (dry and wet).
Dry tyres;
One specification of tyre being of the same construction and pattern, supplied in two compounds at each applicable event.
The quantity of 2nd choice compound tyres will not be more than 80% of the total quantity of tyres.
A third compound may be permitted and specified in the rally supplementary regulations.
Tarmac tyres must comply with Appendix V and be homologated by the FIA for those cars.

Wet tyres;
One specification of tyre only.
Wet tarmac tyres must comply with Appendix V and be homologated by the FIA for those cars.

60.3.3 Tarmac tyre (snow / non studded).
For the Monte Carlo Rally only, an 8”x18” snow type tyre will be permitted.

60.3.4 Tarmac tyre (snow / studded).
For the Monte Carlo Rally only, an 8”x18” snow type studded tyre will be permitted. If studded tyres are permitted in a rally, studs must comply with WRC Appendix V, Sections C. and D.

60.3.5 Gravel tyre.
Type of tyres that may be used: - One specification of tyre being of the same construction and pattern, supplied in two compounds of which one compound shall be nominated by the FIA for use throughout each rally.
16 tyres of the other compound may be used instead of the nominated compound.

60.3.6 Snow tyre (gravel).
One specification of tyre in one compound suitable for mounting on a 7”x15” rim. Stud details must be given in the rally supplementary regulations. If studded tyres are permitted in a rally, studs must comply with WRC Appendix V, Sections C. and D.

60.3.7 Minimum weight for Asphalt and Gravel tyres.
The minimum weight must be: - For an asphalt tyre: 8kg - For a gravel tyre: 11kg

60.11 SPARE WHEELS
Cars may carry a maximum of two spare wheels. If stipulated in the Appendix J for the concerned group, cars must carry at least one spare wheel. Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next area where a tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the areas where a tyre change is authorised.

61.1 NOMINATED TYRE COMPANIES
61.1.2 Each tyre company is authorised to register with the FIA one replacement tarmac and one replacement gravel tyre specification once each season. These specifications shall replace one of the original specifications which thus may not be used concurrently or thereafter.
61.1.3 Testing of a replacement tyre specification shall be limited to a maximum of 2 consecutive days and be included within the test duration limitations as in Art. 66.4.
62. TYRE QUANTITIES

62.1 TYRE QUANTITIES FOR 2019

The quantities of new tyres for use at each Championship event shall be detailed in the rally supplementary regulations and be based on the following:

- A maximum of 7 tyre changes is permitted on any one rally.

The maximum quantity of tyres allowed on each rally will be calculated as follows: "X" number of changes multiplied by 4 tyres.

For the Monte Carlo rally, the "X" number of changes will be multiplied by 5 tyres.

4 tyres for WRC cars and 2 for the other cars are added in the overall quantity.

In addition, 4 tyres will be added for competitors taking part in the shakedown.

All tyre quantities will be detailed in the supplementary regulations of each rally.
2019 SPORTING REGULATIONS

APPENDIX V Homologation of Tyres
The following applies to: FIA World Rally Championship - FIA Regional Rally Championships - FIA International Series (Rally) List of Homologated tarmac tyres: The list of homologated tyres is available on the FIA website, under the Regulations section. At least two weeks before the start of a rally, the tyre supplier must present to the FIA a drawing (or drawings) of the tread pattern(s) to be used in a rally in order to obtain the FIA homologation.

A / TARMAC TYRE REGULATIONS

1. WRC cars in the World Rally Championship: For WRC cars in the World Rally Championship, tyres must comply with Article 60.2 of the FIA WORLD RALLY CHAMPIONSHIP regulations (List n°2 ONLY).

2. Other cars: Homologation (tread pattern and size):
   2.1 All Tyres proposed must meet all applicable legal requirements to be used for motor sport competition.
   2.2 Tread pattern must be moulded.
   2.3 Control Area:

<table>
<thead>
<tr>
<th>Width of rim/tyre assembly</th>
<th>Length x Width</th>
<th>Surface</th>
<th>17% Rate</th>
<th>21.5% Rate</th>
<th>27.5% Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.5&quot; and 9&quot;</td>
<td>170 x 140</td>
<td>23800</td>
<td>4046</td>
<td>4998</td>
<td>6545</td>
</tr>
<tr>
<td>8&quot; and 8.5&quot;</td>
<td>161 x 140</td>
<td>22540</td>
<td>3832</td>
<td>4733</td>
<td>6199</td>
</tr>
<tr>
<td>7.5&quot; and 8&quot;</td>
<td>148 x 140</td>
<td>20720</td>
<td>3522</td>
<td>4351</td>
<td>5698</td>
</tr>
<tr>
<td>7&quot; and 7.5&quot;</td>
<td>142 x 140</td>
<td>19880</td>
<td>3580</td>
<td>4175</td>
<td>5497</td>
</tr>
<tr>
<td>6.5&quot; and 7&quot;</td>
<td>133 x 140</td>
<td>18620</td>
<td>3165</td>
<td>3910</td>
<td>5121</td>
</tr>
<tr>
<td>narrower than 6.5&quot;</td>
<td>124 x 140</td>
<td>17360</td>
<td>2951</td>
<td>3646</td>
<td>4774</td>
</tr>
</tbody>
</table>

2.4 In the control area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 17% of the total surface.
2.5 In the control area, the surface taken up by grooves at least 1.8 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 21.5% of the total surface.
2.6 In the control area, the sum of the width of the grooves encountered by a radial line must be at least 16 mm.
2.7 The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2 mm wide.

2.8 At least 2 circumferential lines / Minimum total width of circumferential lines = 12 mm.
2.9 At all times during the rally, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks.
2.10 Each tyre must have a specific permanent moulded barcode number supplied by an approved FIA barcode supplier.

B. / WET TARMAC TYRE REGULATIONS (18” rims only) –
In the control area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of
60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 27.5% of the total surface.
In the control area, the sum of the width of the grooves encountered by a radial line must be at least 16mm.
In the control area, the sum of the width of the grooves encountered by a circumferencial line must be at least 4mm.
At least 2 circumferential lines / Minimum total width of circumferential lines = 12.
At all times during the rally, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern.
Each tyre must have a specific permanent moulded barcode number and a RFID Tag supplied by an approved FIA barcode supplier.

C. / SNOW TYRE REGULATIONS SNOW TYRES –
SNOW tyres do not require tyre homologation (except WRC list n°1 and list n°2): grooving rate must be more than 25% (see paragraph A Art. 2.3).

7” x 15” rims
The stud dimensions for ice tyres mounted on a 7” x 15” rim are as follows:
Studded tyres may be used during the event. They must be in conformity with the following regulations:
The studs shall be solid, cylindrical and flatcut.
The cross section of the studs must form a full circle at every point.
The stud is not allowed to be tubular at any point.
The body of the stud must be homogenous and is not allowed, under any circumstances to form a tube or hole. 2019 FIA World Rally Championship – Appendix V 95/107 Published on: 12/12/2018.
Maximum diameter of the flange is 9 millimetres.
Minimum diameter of the metal core in the middle of the stud is 2,5 millimeters.
It must be cylindrical, homogenous and flatcut.
The length of the stud is limited to 20 millimeters.
The weight of the stud is limited to 4 grams.
The studs must be mounted in to the tyre from the outside.
The number of studs must not exceed 20 per any decimeter of the wheel circumference.
Measurement will be carried out with a pattern, on a non-pressured part of the tyre.
The length of the pattern is 30 cm, and within the pattern there must not be more than 60 studs.
If the number of studs is more than 60 in a 30 cm sections, a further check will be carried out in the next 30 cm section and the total number of studs in both sections must be maximum 120.

8” x 18” rims
The stud dimensions for snow tyres mounted on an 8” x 18” rim must respect the following:
Only the cylindrical single point studs introduced through the outside of the tread are permitted.
They shall in no way go through the tread.
They shall imperatively adhere to the following:
- maximum base diameter: 6.5 mm, tolerance included.
Weight: 2 gr; - stud protrusion beyond the surface of the brand new tyre: maximum 2 mm;
Total stud height including point: 15 mm.
Tolerance MAX. 0.5 mm;
Surface density covered;
The number of studs must not exceed 10 per any decimetre of the wheel circumference apart from a central band of 47 mm that must remain free.
Manual or mechanic removable studs are forbidden.

D. / GRAVEL TYRE REGULATIONS
Gravel tyres do not require tyre homologation (except WRC list n°1 and list n°2): grooving rate must be more than 25% (see paragraph A Art. 2.3).
## Eligible Vehicles

<table>
<thead>
<tr>
<th>CLASSES</th>
<th>GROUPS</th>
<th>Details</th>
</tr>
</thead>
</table>
| **RC1** | World Rally Cars: 1.6 T engine | - World Rally Cars, complying with the 2019 Appendix J, Art. 255A, when driven by a driver who has obtained the approval of the FIA  
- World Rally Cars homologated before 31.12.2013, complying with homologation extension 100/01 KSR and its WR extension, and with the 2013 Appendix J, Art. 255A. Only WRC cars with an FIA passport issued before 31/12/2016 are allowed  
- World Rally Cars homologated as from 01.01.2014, complying with homologation extension 200/01 WRC and with the 2016 Appendix J, Art. 255A. Only WRC cars with an FIA passport issued before 31/12/2016 are allowed  
- World Rally Cars homologated as from 01.01.2015, complying with homologation extension 300/01 WRC and with the 2016 Appendix J, Art. 255A. Only WRC cars with an FIA passport issued before 31/12/2016 are allowed. |
| **RC2** | Group R5 (VR5) | - Group R5 cars conforming to the 2019 Appendix J, Art. 261. |
APPENDIX V

Additional Information – Tyre Quantities –
WRC Manufacturer Team (for information purposes only in the context of the invitation to tender, without any quantity commitment on the part of the FIA or COMPETITORS)

Example Tyre Quantities used by the WRC Manufacturer Teams for a 2 Car Team.

14 Events – x an average of 28 tyres per event x minimum of 2 cars = 784 tyres
42 Days Testing x 12 tyres per day = 504 tyres
Total = 1,288 per season.

Example Tyre Quantities used by the WRC Manufacturer Teams for a 3 Car Team.

14 Events – x an average of 28 tyres per event x minimum of 3 cars = 1,176 tyres
42 Days Testing x 12 tyres per day = 504 tyres
Total = 1,680 per season.
APPENDIX VI

Questionnaire Compliance – Due Diligence
# QUESTIONNAIRE

<table>
<thead>
<tr>
<th>Questions</th>
<th>Answers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. GENERAL INFORMATION</strong></td>
<td></td>
</tr>
<tr>
<td>1.1. Type of partnership</td>
<td></td>
</tr>
<tr>
<td>1.2. Name and country of the potential partner or stakeholder</td>
<td></td>
</tr>
<tr>
<td>1.3. Name and country of the ultimate beneficial owners</td>
<td></td>
</tr>
<tr>
<td>1.4. Name and country of the officers and directors</td>
<td></td>
</tr>
<tr>
<td>1.5. Name and country of the bank</td>
<td></td>
</tr>
<tr>
<td><strong>2. INTERNATIONAL RELATIONSHIPS</strong></td>
<td></td>
</tr>
<tr>
<td>2.1. Will the relationship involve at any stage a High-Risk Country as per the list below?</td>
<td>Yes  No</td>
</tr>
<tr>
<td>2.2. If yes to Q2.1, will there be any transactions denominated in USD between the FIA and the potential partner?</td>
<td>Yes  No</td>
</tr>
<tr>
<td>2.3. If yes to Q2.1, are there any US citizens involved in the relationship?</td>
<td>Yes  No</td>
</tr>
<tr>
<td>2.4. If yes to any of the questions above, please provide more details</td>
<td></td>
</tr>
<tr>
<td><strong>3. PUBLIC AUTHORITIES</strong></td>
<td></td>
</tr>
<tr>
<td>3.1. Will the potential partner or stakeholder represent the FIA before any public authority?</td>
<td>Yes  No</td>
</tr>
<tr>
<td>3.2. Will the potential partner or stakeholder be authorized to make payments to any public authority on behalf of the FIA?</td>
<td>Yes  No</td>
</tr>
<tr>
<td>3.3. If yes to any of the two questions above, please provide more details</td>
<td></td>
</tr>
<tr>
<td><strong>4. PAYMENTS</strong></td>
<td></td>
</tr>
<tr>
<td>4.1. Will there be any payments through an Offshore Financial Center as per the list below?</td>
<td>Yes  No</td>
</tr>
<tr>
<td>4.2. If yes, please provide more details</td>
<td></td>
</tr>
</tbody>
</table>
## 5. CONNECTIONS

<table>
<thead>
<tr>
<th>5.1. Do you have any personal or business connections with any FIA Party (FIA members, FIA body members, consultants, officials, employees)?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

5.2. If yes, which?

Stamp and signature
High Risk Countries

- Syria
- Cuba
- Sudan
- Iran
- North Korea

Offshore Financial Centers

The International Monetary Fund has identified the following jurisdictions as Offshore Financial Centers. Any connections with those countries triggers money-laundering flags:

- Andorra
- Anguilla
- Antigua
- Aruba
- Bermuda
- British Virgin Islands
- Cayman Islands
- Gibraltar
- Guernsey
- Isle of Man
- Jersey
- Nauru
- Vanuatu