INVITATION TO TENDER FOR THE SOLE SUPPLY OF TYRES IN THE F1, F2 AND F3 CHAMPIONSHIPS

TABLE OF CONTENT

A. TENDER SUMMARY AND ADDITIONAL TENDER REQUIREMENTS.....1

B. ADDITIONAL REQUIREMENTS 3

C. DRAFT CONTRACT FOR THE F1 CHAMPIONSHIP 5

D. DRAFT CONTRACT FOR THE F2 AND F3 CHAMPIONSHIPS.....26

E. APPENDICES 44

A. TENDER SUMMARY AND ADDITIONAL TENDER REQUIREMENTS

The objective is to select an exclusive supplier of tyres whose task will be to ensure the production and delivery of the **tyres** in:

- the **2025, 2026 and 2027 seasons of the FIA Formula One World Championship** (hereafter "the F1 Championship");
- the **2025, 2026 and 2027 seasons of the FIA Formula 2 Championship** (hereafter "the F2 Championship"); and
- the **2025, 2026 and 2027 seasons of the FIA Formula 3 Championship** (hereafter "the F3 Championship")

(hereafter together "the Championships").

Interested parties are hereby invited to submit offers for each of the Championships, complying with the following procedure. Offers must cover all three Championships and consist of a separate set of documents in relation to each of those Championships. Offers which only cover one or two of the Championships will not be considered.

For reasons related to the stability of the Championships, the FIA, together with the relevant Promoters, may decide, at their absolute discretion and at the latest by 31 December 2026, to extend the exclusive supply contracts to the 2028 season of the Championships. All bidders are invited to confirm that they would be prepared to accept such extension if required by the FIA and the relevant Promoters.

This tendering procedure will consist of three main phases:

1) The FIA will identify potential exclusive suppliers on the basis of the criteria and information mentioned below under "Additional Requirements". The tenderers are therefore invited to **submit their bids to the FIA Administration by e-mail to the following address:** tenderingprocedure@fia.com**, 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**.

2) All bids that meet the above-mentioned criteria ("Approved Bidders") will then be submitted to the relevant Promoters which will conduct commercial negotiations with each Approved Bidder and make the selection of the entity they propose to be appointed by the FIA.

3) The FIA will appoint the exclusive supplier and contract with it in connection with the basis on which it will supply the Competitors or the relevant Promoter (as applicable), and any sporting considerations. The relevant Promoters shall be solely entitled to contract with the appointed exclusive supplier concerning any rights of association with the Championships to be conferred on the exclusive supplier.

The FIA reserves the right at any time, without giving reasons therefore and at its sole discretion, to amend, modify or terminate this invitation to tender and the timeline below (including doing a further round of bids among all or part of the tenderers) and/or to issue a new invitation to tender. Moreover, the FIA reserves the right, without giving reasons therefore and at its sole discretion, not to select any tenderer for any or all of the Championships and/or not to enter into a contract with the selected tenderer.

The timeline of **phase 1** of this tendering procedure is the following:

Publication of invitation to tender:	20 March 2023
Tender submission deadline:	**15 May 2023**
Decision as to Approved Bidders to be submitted to the Promoters:	16 June 2023

The timelines applicable to phases 2 and 3 will be available after the completion of phase 1.

B. ADDITIONAL REQUIREMENTS

1. CRITERIA

Among other elements mentioned in these "Additional Requirements", bids will be evaluated on evidence of the tenderer's ability to meet the SPECIAL CONDITIONS of the CONTRACT, the information concerning SPECIAL CONDITIONS (Appendix II), the reliability of the PRODUCT, the safety of the PRODUCT, sporting equity, and industry expertise.

2. INFORMATION CONCERNING SPECIAL CONDITIONS

Tenderers are invited to fill in the information tables given in Appendix II (a spreadsheet containing this table is available in electronic format upon request).

3. ADMINISTRATIVE FEE

To participate in this tender, each tenderer will be required to pay to the FIA a non-refundable fee of EUR75,000 (seventy five thousand Euros) towards administrative costs incurred by the FIA in relation to this tender, including preparation of the tender documentation, reviewing the responses to the tender and selecting the chosen tenderer in accordance with the criteria set out in this tender. Each tenderer shall pay this administrative fee to the FIA within 5 working days of the submission of its bids to the FIA (payment details provided upon request).

4. PERSONNEL

The selected tenderer shall provide the full-time services of two engineers (a Senior Performance Engineer and a Data Engineer) to the FIA for the duration of the CONTRACT, such individuals to be selected in consultation with the FIA. These engineers will work under the direction of the FIA and shall operate externally to, and independently from, the selected tenderer on terms to be determined by the FIA. The selected tenderer shall be responsible for the cost of travel and accommodation for these engineers when they are present at COMPETITIONS or OFFICIAL TESTS.

5. SUSTAINABILITY

Tenderers are invited to fill in their commitments to sustainability as per Appendix III (a spreadsheet containing this table is available in electronic format upon request).

As the FIA is seeking to develop and improve environmental sustainability across motor sport and mobility, the selected tenderer will be invited to adhere to the FIA Environmental Strategy (see https://www.fia.com/multimedia/publication/fia-environmental-strategy-2020-2030), and to obtain the FIA Environmental Accreditation at least at a 3-star level during the term of the contract (see https://www.fia.com/environmental-accreditation-programme).

Furthermore, the selected tenderer shall be responsible for the cost of: (i) independent particulate emissions monitoring, for tyres supplied in the Championships up to a maximum total cost of EUR 200,000 (Two Hundred Thousand Euros) each year; and (ii) a life cycle assessment (LCA), for tyres supplied in the Championships up to a maximum total cost of EUR 50,000 (Fifty Thousand Euros) each year.

6. COMMERCIAL

Tenderers whose bids meet the above criteria will be invited to enter into commercial discussions (including in relation to sponsorship and cost of the Product) with the relevant Promoters.

7. 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.

The FIA reserves the rights to carry out further due diligence, including financial due diligence, on the tenderers and their considered sub-contractors.

C. DRAFT CONTRACT FOR THE F1 CHAMPIONSHIP

DRAFT CONTRACT FOR THE SUPPLY OF TYRES

IN THE 2025, 2026 AND 2027 FIA FORMULA ONE WORLD CHAMPIONSHIP

BETWEEN

THE FEDERATION INTERNATIONALE DE L'AUTOMOBILE
8 Place de la Concorde
75008 Paris
France

hereinafter referred to as the "**FIA**"

ON THE ONE HAND,

AND

[*Name of PROVIDER*]

hereinafter referred to as the **"PROVIDER"**

ON THE OTHER HAND.

Hereinafter together referred to as the "**PARTIES**".

PART 1 - GENERAL CONDITIONS

RECITALS

(A) 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.

(B) 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.

(C) The FIA will publish the GOVERNING RULES annually.

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

(E) 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 the 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 exclusive 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 SPORTING REGULATIONS, THE TECHNICAL REGULATIONS and the technical TARGETS.

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, the SPORTING REGULATIONS, the TECHNICAL REGULATIONS and the technical TARGETS.

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 other rights set out in the CONTRACT, the PROVIDER shall indemnify and hold harmless the INDEMNIFIED PERSONS from and against any claims, demands, costs and damages (including reasonable attorney fees) arising 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;

(c) Negligence in the supply of the PRODUCT;

(d) infringement of any third party’s intellectual property rights by the PRODUCT; or

(e) any other default 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 GENERAL CONDITION 3.1 above and hereby covenants for the benefit of each INDEMNIFIED PERSON 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 shall produce an attestation certifying that an insurance policy (including but not limited to public liability, product liability, professional indemnity, and employer’s liability) has been contracted in its name with a top-ranking international insurance company for covering its liability as PROVIDER under this CONTRACT and the SUPPLY AGREEMENTS.

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, 4.1 and 8 and any of the 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.

6.2. The CONTRACT shall 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 TARGETS and GOVERNING RULES are subject to amendment by the FIA 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 TARGETS 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 hereby accepts any such decisions and agrees that it shall not challenge the competence of any FIA disciplinary body acting in accordance with the GOVERNING RULES. When appropriate, the FIA shall be entitled to amend the CONTRACT unilaterally in order to comply with the GOVERNING RULES by applying the principles described in GENERAL CONDITIONS 7.2(b) and 7.3 below (and the provisions of GENERAL CONDITIONS 7.2(b) and 7.3 below shall apply *mutatis mutandis* to this GENERAL CONDITION 6.4).

7. EVENT CANCELLATION/POSTPONEMENT

7.1. The PROVIDER acknowledges that the CHAMPIONSHIP or any COMPETITION(s) in any season may be cancelled or postponed.

7.2. If the CHAMPIONSHIP or any COMPETITION(s) are cancelled or postponed in any season for any reason, then the FIA may either (subject to GENERAL CONDITION 7.3):

(a) terminate the CONTRACT on written notice to the PROVIDER; or

(b) amend the CONTRACT unilaterally on written notice to the PROVIDER (including by modifying or removing the existing provisions of the CONTRACT and/or adding new provisions to the CONTRACT), with such amendments being deemed to be incorporated into the CONTRACT and binding on the PROVIDER effective upon its receipt of the relevant notice from the FIA (or such later date as the FIA may specify in such notice).

7.3. The FIA shall consult with the PROVIDER prior to terminating the CONTRACT pursuant to GENERAL CONDITION 7.2(a) above or making any unilateral amendment to the CONTRACT pursuant to GENERAL CONDITION 7.2(b) above and shall use reasonable endeavours to apply the principle of proportionality in relation to any such termination or amendment (with a view to reasonably maintaining the economic balance of the CONTRACT and reducing the impact of the termination or the amendment (as applicable) on the PROVIDER, the FIA and other relevant third parties while achieving the relevant objectives of the termination or the amendment).

7.4. The PROVIDER shall have no right to (and shall not purport to) terminate the CONTRACT as a result of the cancellation or postponement of the CHAMPIONSHIP or any COMPETITION(s) in any season, or to claim or receive any compensation from the FIA for any damages, loss or other consequences arising in connection with the cancellation or postponement of the CHAMPIONSHIP or any COMPETITION(s) in any season.

7.5. The PROVIDER shall ensure that the terms of each SUPPLY AGREEMENT shall be consistent with the terms of this GENERAL CONDITION 7.

8. CONFIDENTIAL INFORMATION AND COMMUNICATION

8.1. Each PARTY (including its affiliates, employees, sub-contractors and/or any other third party it may engage for the performance of the CONTRACT) shall treat as confidential all information ("Confidential Information") communicated by the other PARTY or related to this CONTRACT (unless in the public domain or communicated to a PARTY (i) prior to entry into the CONTRACT; or (ii) after entry into the CONTRACT by a third person who communicates it without breaching any obligation of confidentiality of theirs), including the terms of the CONTRACT. Such information shall not be disclosed to any unauthorised third party (unless imposed by law, court or regulatory body of competent jurisdiction). The confidentiality obligation shall continue for 5 years after the end of the CONTRACT.

8.2. Disclosure of Confidential Information to any third party (other than as permitted by GENERAL CONDITION 8.1) shall be permissible only with the prior written consent of the other PARTY.

8.3. Each PARTY may communicate Confidential Information to its affiliates, employees, sub-contractors and/or any other third party it may engage for the performance of the CONTRACT, only to the extent necessary to fulfil the CONTRACT, only on a strict "need to know" basis and only under the condition such recipients of Confidential Information are bound by a confidentiality obligation equivalent to the obligations the PARTIES have under this GENERAL CONDITION 8.

8.4. The PROVIDER (including its affiliates, employees, sub-contractors and/or any other third party it may engage for the performance of the CONTRACT) shall not, without the prior express written approval of the FIA, which may be given or withheld in the FIA's absolute discretion:

(a) make any form of public announcement, press release or similar (including in marketing/promotional materials, on websites/social media platforms or otherwise) relating to the CONTRACT and/or the FIA;

(b) use (or cause or permit to be used) the name of the FIA or any trade name, title, trademark or service mark, brand imagery or logo belonging to the FIA, in particular in any form of public announcement, press release or similar (including in marketing/promotional materials, on websites/social media platforms or otherwise).

8.5. In case the FIA gives its written consent to the use of its name by the PROVIDER, and unless otherwise agreed in writing, any reference by the PROVIDER to the FIA as a client shall be confined to the inclusion of the FIA's name (i.e. "Fédération Internationale de l'Automobile" or "FIA" only in verbal form - NO LOGO) in a list of reference in alphabetical order, with no prominence.

9. GOVERNING LAW AND LANGUAGE

9.1. 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.

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

9.3. The Tribunal Judiciaire 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 GENERAL CONDITION 6.4.

9.4. Without any prejudice to GENERAL CONDITION 9.3 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.

10. GENERAL

10.1. 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.

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

10.3. 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. In case of sub-contracting, the PROVIDER remains fully liable for the performance of any part of this CONTRACT and any damages caused by its sub-contractors.

10.4. 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; or

(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 rebuttably be presumed to be the second local business day after posting.

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

10.6. 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.

10.7. 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.

10.8. GENERAL CONDITIONS 3, 4, 6, 8, 9 and 10 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. TECHNICAL MATTERS

1.1. The PROVIDER shall, to the extent possible, ensure that all PRODUCTS of a given compound are of the same quality and composition and that the performance of the PRODUCT of a given compound remains consistent at all times.

1.2. The PROVIDER shall liaise closely with the FIA on PRODUCT performance and make such adjustments as the FIA may require in order to keep car performance, particularly cornering speeds, within acceptable limits.

1.3. The PRODUCT shall have the same dimensions as that used in the 2023 CHAMPIONSHIP as defined in Article 10.8 of the TECHNICAL REGULATIONS. Nominal Tyre Sizes are:

Nominal Tyre Sizes			
Type	FRONT TYRE SIZE	REAR TYRE SIZE	USE OF TYRE HEATING
Dry	305/720-18	405/720-18	TBC[1]
Intermediate	305/725-18	405/725-18	TBC[1]
Wet	305/730-18	405/730-18	TBC[1]

[1] Decision end of 2023

Note: Tyre widths and aspect ratios (denoted by letters above) are nominal guidelines. Exact values to be established by the FIA with the agreement of the PROVIDER. These dimensions may be reviewed periodically to adapt to car evolution and regulation changes. Any changes necessary for the change in regulations in 2026 will be agreed between the FIA and the PROVIDER.

1.4. In line with the FIA's sustainability objectives, the requirement for tyre heating should be eliminated or reduced relative to practices in 2023. Any decision regarding the future direction will be made by the FIA in consultation with the other KEY STAKEHOLDERS, before the end of 2023. The FIA will run a separate tender for a system for temperature monitoring, pressure monitoring, and pressure limiting. The use of the PRODUCT without tyre heating shall not be reliant on the outcome of this separate tender.

1.5. The PRODUCT shall be compatible with the wheel rims as defined in Article 10.7.2 of the TECHNICAL REGULATIONS.

1.6. TECHNICAL TARGETS that affect the sporting spectacle and are related to degradation, durability, working temperature range or wear characteristics will be determined by the FIA in consultation with the PROVIDER and better detailed in a separate document. The TECHNICAL TARGETS may be updated each season of the CHAMPIONSHIP by the PARTIES (each acting reasonably). The TECHNICAL TARGETS for 2025 are provided in APPENDIX I to this CONTRACT.

1.7. The PROVIDER shall maintain a database of technical information for each individual PRODUCT supplied to COMPETITORS. The information to be stored shall be specified by the FIA. This database shall be shared with the FIA on request.

1.8. The PROVIDER shall ensure that each tyre has barcodes and an RFID tag that uniquely identify the tyre and allow it to be linked to the entry in the database described in SPECIAL CONDITION 1.8:

(a) The tyre shall carry two barcodes. These barcodes shall have the same number, be moulded into the tyre, and be approved by the FIA.

(i) One on the outer sidewall of the tyre and always visible; and

(ii) One barcode in a position that is well protected;

(b) Each tyre must be equipped with a permanent RFID Tag:

(i) The RFID tag shall be integrated in the tyre during the production process, during moulding and before the vulcanization of the tyre;

(ii) The RFID tag shall be approved in advance by the FIA;

(iii) The RFID code shall be associated with the barcodes described above;

1.9. The PROVIDER shall provide a robust method of pairing the tyre identification (described in SPECIAL CONDITIONS 1.8) with the FIA's systems. The PROVIDER shall be responsible for carrying out this pairing during fitting of the PRODUCT.

2. SUPPLY OF THE PRODUCT

2.1. The PROVIDER shall supply to each COMPETITOR:

(i) All of the PRODUCTS needed for participation at each COMPETITION (the calendar of each season of the CHAMPIONSHIP will be available on the FIA website: www.fia.com). Sufficient quantities (calculated by reference to the maximum number that each COMPETITOR is permitted to use under the SPORTING REGULATIONS and the TECHNICAL REGULATIONS) must be made available to COMPETITORS at COMPETITIONS, and PRODUCTS that are used and not used at COMPETITIONS must be collected by the PROVIDER at the end of each COMPETITION;

(ii) A maximum number of sets of new PRODUCTS per calendar year for OFFICIAL TESTING, as reasonably agreed by the PARTIES on the basis of the test days to be held in the relevant year. All PRODUCTS supplied for testing must be collected by the PROVIDER upon completion of each test session;

(iii) A maximum of 12 (twelve) sets of the new PRODUCT per calendar year for wind tunnel testing. The PRODUCT for wind tunnel testing will be made available to the COMPETITORS in 60% scale;

(iv) 5 (five) sets of the PRODUCT suitable for rig testing to each COMPETITOR per calendar year. These PRODUCTS must be an accurate representation of the rolling dry tyre dynamic characteristics but shall not be of a compound utilised in the CHAMPIONSHIP. In the event that the construction of this PRODUCT is modified during the season, the PROVIDER will make available one additional prototype set of the new specification PRODUCT to the COMPETITORS, this prototype set not to be counted in the five sets yearly allocation;

(v) 10 (ten) sets of the PRODUCT suitable for promotional events to each COMPETITOR per calendar year. The specification shall be such that the COMPETITOR cannot, directly or indirectly, gain information about the PRODUCT used in COMPETITION;

(vi) 5 (five) sets of the PRODUCT suitable for use as travel tyres to each COMPETITOR per calendar year. This PRODUCT must be unsuitable for use on a circuit or a test rig;

(vii) 2 (two) sets of the prototype PRODUCT before the deadline established in SPECIAL CONDITION 3.1; and

(viii) A reasonable number of the PRODUCT for show cars. This PRODUCT must be unsuitable for use on a circuit or a test rig.

PRODUCTS supplied under SPECIAL CONDITIONS 2.1(iii) to 2.1(viii) must be collected by the PROVIDER following completion of each calendar year in accordance with the schedule decided by the PROVIDER.

The PROVIDER shall explicitly state in the SUPPLY AGREEMENT that any PRODUCTS supplied under SPECIAL CONDITIONS 2.1(iii) to 2.1(viii) are the only PRODUCT representations a COMPETITOR can exclusively use, except in the case of historic show or historic running cars that have previously utilised PRODUCTS from a different supplier for accepted historic purposes.

2.2. The PROVIDER will not supply any additional PRODUCTS to any COMPETITORS during the term of the CONTRACT, other than the PRODUCTS permitted in Article 10 of the SPORTING REGULATIONS.

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

2.4. The PROVIDER agrees to abide by whatever instructions or directions the FIA may give in relation to the supply of the PRODUCT.

2.5. The PROVIDER shall draw up and make available to the FIA a record of the PRODUCT 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 PRODUCT at each COMPETITION.

2.6. In the event that the PRODUCT and/or associated services do not comply with the terms of this CONTRACT, the PROVIDER shall, at its own expense, carry out all necessary measures to remedy such non-compliance, including modification, upgrade or additional testing, within the reasonable time limit fixed by the FIA. In the event that such non-compliance is not remedied by the PROVIDER within the fixed time limit, the FIA may, at its sole discretion, without prejudice to the PROVIDER's obligations under this CONTRACT and to any other rights the FIA may have in such circumstances: (i) request from the PROVIDER any appropriate and reasonable changes to the supply conditions of the PRODUCT and/or associated services; and/or (ii) request the PROVIDER to appear before any FIA body and to provide it with all useful explanations, and the PROVIDER shall comply with any such requests.

3. PRODUCTION DATES AND DELIVERY

3.1. The PROVIDER shall make available to each COMPETITOR, two prototype sets of PRODUCTS which will (unless specifically agreed with the FIA) be identical in all material characteristics, except for the compound, to the PRODUCTS that will be supplied for use in that CHAMPIONSHIP. These prototype sets must be available to COMPETITORS no later than 30 June 2024 for the 2025 CHAMPIONSHIP and no later than 1 December prior to each subsequent CHAMPIONSHIP.

3.2. For each CHAMPIONSHIP year where a new specification of PRODUCT is used, the first issue of the wind tunnel PRODUCT shall be supplied to the COMPETITORS no later than 30 June 2024 for the 2025 CHAMPIONSHIP, and no later than 1 January of the year preceding that CHAMPIONSHIP year for each subsequent CHAMPIONSHIP. If the specification has been changed, updates will be provided by the PROVIDER on 30 April, 30 July and 30 November of the same year.

3.3. If a wind tunnel PRODUCT is updated within a given calendar year, then the PROVIDER shall make available up to a further 12 sets of the new specification PRODUCT to the COMPETITORS in exchange for the return of the old specification PRODUCT. All wind tunnel PRODUCTS supplied to the COMPETITORS must be returned to the PROVIDER by 31 December of the final year of the CONTRACT.

3.4. The PRODUCTS for each CHAMPIONSHIP year where a new specification of PRODUCTS is used must be available to the COMPETITORS for OFFICIAL TESTING in November of the previous year, at the latest.

3.5. The PROVIDER undertakes to respect any other deadline that the FIA would fix within the framework of production or delivery of the PRODUCT.

3.6. The PROVIDER shall ensure the transportation (and all administrative tasks associated, including customs obligations) and delivery of the PRODUCT to the site of each COMPETITION and, when required, OFFICIAL TESTING, and shall provide all necessary personnel and equipment at each COMPETITION and, when required, OFFICIAL TESTING, to distribute (fit and service) such PRODUCT to the COMPETITORS.

3.7. The PROVIDER shall install one PRODUCT distribution centre within the precincts of the circuit at each COMPETITION and, when required, OFFICIAL TESTING. The PROVIDER shall ensure that each COMPETITOR shall have access to such distribution centre in accordance with the SPORTING REGULATIONS and TECHNICAL REGULATIONS and the PRINCIPLES OF SPORTING EQUALITY.

3.8. The PROVIDER shall be present and ready to fit PRODUCTS by 9.00 am on the day before the first practice day and remain available to do so throughout each COMPETITION.

4. TESTING OF THE PRODUCT

4.1. The PROVIDER shall undertake, at their own cost, a comprehensive testing programme during 2024. A plan for this programme and estimated costs should be presented as part of the application.

4.2. The PROVIDER shall make the first PRODUCT for rig testing available on 30 June 2024. New PRODUCT specifications for rig testing will be made available at the latest on 1 January in each of the calendar years of the CONTRACT. All PRODUCTS for rig testing supplied to the COMPETITORS must be returned to the PROVIDER by 31 December of the final year of the CONTRACT.

4.3. In the final year of the CONTRACT, the COMPETITORS shall have the right to use third party tyres, approved by the FIA, for testing purposes only provided that:

(a) the PROVIDER has not, by the next working day following the last race of the penultimate year of the CONTRACT, contracted to supply tyres to the COMPETITORS for use in the subsequent FIA Formula One World Championships after the end of the CONTRACT; and

(b) the FIA has agreed in writing with the COMPETITORS (either individually or collectively) which tyres may be used.

For the avoidance of doubt, this right will not extend to PRODUCTS used in COMPETITIONS.

5. OPERATIONAL ISSUES AND TECHNICAL COMMUNICATION

5.1. The PROVIDER shall supply PRODUCTS that are in conformity with the SPORTING REGULATIONS and the TECHNICAL REGULATIONS (in particular Article 30 of the former and Article 10.8 of the latter), save that the FIA reserves the right to waive the requirement for the PROVIDER to provide three specifications of dry-weather PRODUCT (Article 30.1 and allow the PROVIDER to provide one specification of dry-weather PRODUCT only.

5.2. Before starting production, the PROVIDER shall submit a detailed technical study to the FIA ENGINEER for written approval and possible modifications according to the observations of the FIA ENGINEER. In the event that an amendment is made to 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 to be supplied pursuant to the CONTRACT to take account of such amendment.

5.3. All PRODUCTS provided by the PROVIDER for a given calendar year of the CONTRACT will be of the same construction, as agreed in writing with the FIA.

5.4. Subject to any FIA waiver (see SPECIAL CONDITION 5.1 above), the PROVIDER shall make available a maximum of three dry compound specifications at each COMPETITION.

5.5. The compound(s) chosen for a given COMPETITION will be proposed by the PROVIDER and previously agreed in writing by the FIA.

5.6. The PROVIDER may not make any change to the specification of the PRODUCTS during the CONTRACT without the express prior written agreement of the FIA.

5.7. The PROVIDER shall convene a regular Tyre Working Group meeting comprising a representative from each COMPETITOR and selected technical staff of the PROVIDER as well as the FIA and the PROMOTER. This Working Group shall meet nominally every three months, unless agreed differently with the FIA. Matters related to all PRODUCTS supplied by the PROVIDER and for all potential uses shall be included on the agenda of these meetings. The PROVIDER shall be responsible for managing the agenda of the meeting and distribution of agreements and actions arising from the meeting.

5.8. The COMPETITORS will supply the PROVIDER with the car and simulation data that they have agreed upon to enable appropriate PRODUCTS for wind tunnel and track use to be specified and designed. This data exchange will be defined and executed during the Working Group meetings.

5.9. For each CHAMPIONSHIP year where a new specification of PRODUCTS is used, the PROVIDER shall develop and supply to the COMPETITORS a Finite Element stress model to reflect the deformed shape of the PRODUCT under loading, including sidewall and contact patch shape. For the 2025 CHAMPOINSHIP, this shall be available by 30 June 2024. For subsequent CHAMPIONSHIPS, this shall be available by 1 January of the year preceding that CHAMPIONSHIP year. The PROVIDER shall keep the model up to date with further releases as the PRODUCT evolves. As a minimum, it is envisaged that there will be further releases in June and November of the year preceding that CHAMPIONSHIP year. The Tyre Working Group will be tasked with defining details on this model.

5.10. For each CHAMPIONSHIP year where a new specification of PRODUCTS is used, the PROVIDER shall develop and supply to the COMPETITORS a thermos-mechanical tyre grip model. The model should be suitable for running in a real-time environment such as a driver- in-the-loop simulator. For the 2025 CHAMPIONSHIP, this shall be available by 30 June 2024. For subsequent CHAMPIONSHIPS, this shall be available by 1 January of the year preceding that CHAMPIONSHIP year. The PROVIDER shall keep the model up to date with further releases as the PRODUCT evolves. As a minimum it is envisaged that there will be further releases every six months for the duration of the particular PRODUCT specification in order to capture either PRODUCT or model development. It is envisaged that a considerable part of this development will be done in close cooperation between the COMPETITORS and the PROVIDER. Model and implementation details shall be agreed by the Tyre Working Group and by the FIA.

5.11. All PRODUCTS supplied under the CONTRACT must be suitable for use at all times during the COMPETITION.

5.12. The PROVIDER undertakes to report to the FIA any issues with the PRODUCT, the COMPETITOR concerned and the results of any associated investigations.

5.13. For each CHAMPIONSHIP year, and in addition to the models described in SPECIAL CONDITIONS 5.9 and 5.10 above, the PROVIDER shall supply the FIA and each COMPETITOR with technical information on all available PRODUCTS, including at a minimum:

Block 1 – First draft by 30 June 2024 for the 2025 CHAMPIONSHIP and by 31 January of the year preceding each subsequent CHAMPIONSHIP.

- Static profile and dimensions when fitted and inflated at nominal pressure with no

load.

- Static profile, contact patch shapes and dimensions when fitted and inflated at nominal pressure at static nominal load.
- Tyre profiles measured on flat track or rotating drum.
- Tyre weight and inertia (front and rear for dry / intermediate / wet).
- Loaded radius equations = *f* (speed, F_X, F_Y, F_Z, inflation pressure, camber).
- Rolling radius equations = *f* (speed, F_X, F_Y, F_Z, inflation pressure, camber).
- Force and moment tyre model – Pacejka format.
- Aligning torque.

Block 2 – First draft by 30 September 2024 for the 2025 CHAMPIONSHIP and by 31 March of the year preceding each subsequent CHAMPIONSHIP.

- Tyre shape information at up to a total of 20 loading conditions for design of floors, rear wing endplates, etc.
- Contact patch shape of a rolling tyre at different speeds, cambers, pressures and loads.
- Camber range.
- Minimum and maximum inner pressure.
- Compound data and characteristics, in a manner determined by the PROVIDER, to protect the PROVIDER's intellectual property rights.

Block 3 – First draft by 30 September 2024 for the 2025 CHAMPIONSHIP and by 30 June of the year preceding each subsequent CHAMPIONSHIP.

- Rolling resistance as function of load and speed.
- Non-rolling tyre spring rate and damping over a range of vertical load and drive frequencies.
- Longitudinal and transverse stiffness as a function of speed, vertical load and pressure.
- Relaxation length.
- Overturning moment.
- Compound Data – Qualitative comparison of the stiffness of compounds and working ranges.

6. TECHNICAL CONTROLS

6.1. Technical controls will take place to verify whether the PRODUCT during OFFICIAL TESTING and COMPETITION is in conformity with the TECHNICAL REGULATIONS and the TECHNICAL TARGETS. The PROVIDER undertakes to provide the necessary equipment and carry out the technical analysis on site under the authority of the FIA ENGINEER. Any costs for checks or technical analysis of the PRODUCT shall be borne by the PROVIDER.

6.2. The PROVIDER shall supply the conformity reports to the FIA within the deadline set by the FIA.

7. PERSONNEL

7.1. The PROVIDER shall make available to all COMPETITORS, on an equal basis, a centralised pool of Research and Development (R&D) Engineers that may answer technical questions raised by the COMPETITORS away from the track environment. If a question can only be answered by commissioning new experimentation or research, then the reply must be shared with all COMPETITORS.

7.2. The PROVIDER shall ensure that representatives of the PROVIDER are present on-site throughout the duration of each COMPETITION and OFFICIAL TESTING. In addition, the PROVIDER shall ensure that there is at least one appropriately qualified and senior representative of the PROVIDER available on-site throughout the duration of each COMPETITION.

7.3. In addition to the personnel required at SPECIAL CONDITIONS 7.1 and 7.2 above, the PROVIDER shall provide the full-time services of two engineers (a Senior Performance Engineer and a Data Engineer) to the FIA for the duration of the CONTRACT, such individuals to be selected in consultation with the FIA. These engineers will work under the direction of the FIA and shall operate externally to, and independently from, the PROVIDER on terms to be determined by the FIA. The PROVIDER shall be responsible for the cost of travel and accommodation for these engineers when they are present at COMPETITIONS or OFFICIAL TESTS.

8. INTELLECTUAL PROPERTY

8.1. The PROVIDER shall supply the FIA with the requested VALUABLE TECHNICAL DATA (in form of documentation, technical specifications, etc.) that the FIA deems appropriate (including but not limited to data mentioned in the TECHNICAL TARGETS). This includes the right for the FIA to access any data generated by the PRODUCT, including logging data during bench, track testing and the COMPETITIONS.

8.2. Save for the purposes of providing the PRODUCT under this CONTRACT , the contract with the PROMOTER, and the SUPPLY AGREEMENTS, the PROVIDER agrees and acknowledges that no data relating to a COMPETITION may be reproduced, stored in a retrieval system, or transmitted in any form or by any means electronic, mechanical, photocopying, recording, broadcasting means or otherwise to any other party than the FIA without the FIA's express prior written approval.

8.3. The PROVIDER warrants that the PRODUCT and any part thereof do not infringe any third party's registered or non-registered foreign or domestic intellectual property rights, such as patent, design, trademark, service mark, copyright, right of confidence or know-how.

9. SUSTAINABILITY

9.1. The PROVIDER shall adhere to the FIA Environmental Strategy (see https://www.fia.com/multimedia/publication/fia-environmental-strategy-2020-2030), and obtain the FIA Environmental Accreditation at least at a 3-star level during the term of the CONTRACT (see https://www.fia.com/environmental-accreditation-programme).

9.2. The PROVIDER shall comply with its commitments to sustainability as set out in the APPENDICES.

9.3. The PROVIDER is responsible for the cost of independent particulate emissions monitoring, for tyres supplied in the CHAMPIONSHIP, up to a maximum total cost of EUR 200,000 (Two Hundred Thousand Euros) for each year of the CONTRACT. The provider and method chosen shall be approved in advance by the FIA. This maximum total cost includes the cost of independent particulate emissions monitoring for tyres supplied in the FIA Formula 2 Championship and FIA Formula 3 Championship.

9.4. The PROVIDER is responsible for the cost of carrying out a life cycle assessment (LCA), for tyres supplied in the CHAMPIONSHIP, up to a maximum total cost of EUR 50,000 (Fifty Thousand Euros) for each year of the CONTRACT. The chosen supplier and method shall be approved in advance by the FIA. This maximum total cost includes the cost of life cycle assessments for tyres supplied in the FIA Formula 2 Championship and FIA Formula 3 Championship.

10. COMMERCIAL RIGHTS

10.1. The PROVIDER shall have no rights to brand the PRODUCT (white label) without first entering into a separate written agreement with the PROMOTER.

10.2. All marketing and association rights possibly granted to the PROVIDER in connection with the CHAMPIONSHIP shall be dealt with in a separate agreement between the PROVIDER and the PROMOTER. In particular, the PROVIDER shall have no rights to refer to itself or authorise any third party to refer to the PROVIDER (whether in marketing/promotional materials, on websites/social media platforms or otherwise) as a supplier or service provider (or similar) to the CHAMPIONSHIP or the Formula 1™ brand (or otherwise imply the same) without first entering into a separate written agreement with the PROMOTER for the grant of these rights.

PART 3 - DEFINITIONS

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

1. **APPENDICES** means the appendices set out at the end of the CONTRACT.

2. **ASN** means a national automobile club or other national body recognised by the FIA as sole holder of sporting power in a country.

3. **CHAMPIONSHIP** means the 2025, 2026 and 2027 seasons of the FIA Formula One World Championship. The FIA may decide at its absolute discretion, and at the latest by 31 December 2026, to extend the CONTRACT to the 2028 season of the FIA Formula One World Championship under the exact same conditions.

4. **COMPETITION(S)** means any competition entered into the FIA Formula One Championship Calendar for any year commencing four (4) hours before P1 is scheduled to start and ending 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. (as defined in Article 2.3 of the SPORTING REGULATIONS.)

5. **COMPETITOR(S)** means the racing teams that have been accepted by the FIA to take part in the CHAMPIONSHIP.

6. **CONTRACT** means the GENERAL CONDITIONS, the SPECIAL CONDITIONS, the DEFINITIONS and the APPENDICES. In case of contradiction between the elements of the CONTRACT, the GENERAL CONDITIONS, the SPECIAL CONDITIONS and the DEFINITIONS will prevail over the APPENDICES. In case of contradiction between the various APPENDICES, their order of priority will correspond to their numbering order.

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

8. **DRIVER** means a person driving a car in the CHAMPIONSHIP for a COMPETITOR.

9. **FIA** means the Fédération Internationale de l'Automobile.

10. **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.

11. **FINANCIAL REGULATIONS** means the Financial Regulations applicable to the CHAMPIONSHIP as published and amended by the FIA from time to time.

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

13. **GOVERNING RULES** means:

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

    (b) the SPORTING REGULATIONS;

    (c) the TECHNICAL REGULATIONS;

    (d) the FINANCIAL REGULATIONS;

    (e) the FIA Code of Ethics;

    (f) the FIA Judicial and Disciplinary Rules;

    (g) the FIA Standards of Conduct for Suppliers (Appendix V);

    (h) any other regulations applicable to the CHAMPIONSHIP.

14. **INDEMNIFIED PERSONS** means the FIA, the PROMOTER and each of their affiliates, each of the COMPETITORS, each of the DRIVERS, each of the RACE PROMOTERS, each of the ORGANISERS and each ASN together with, in each case, their respective directors, officers and employees.

15. **KEY STAKEHOLDERS** means the FIA, the PROVIDER, the PROMOTER, and the COMPETITORS.

16. **OFFICIAL TESTING** means the Testing of Current Cars (TCC) Opportunities permitted by Article 10.8 of the SPORTING REGULATIONS.

17. **ORGANISER** means a person who has entered into an organisation agreement with the FIA and the applicable ASN in respect of a COMPETITION or the round of the FIA Formula One World Championship at and during which a COMPETITION is held.

18. **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.

19. **PRODUCT** means tyre, as such word is described in the SPORTING REGULATIONS and the TECHNICAL REGULATIONS as well as any representations of such tyre, whether in physical or virtual forms and to any scale required to be supplied by the CONTRACT.

20. **PROMOTER** means the entity holding the commercial rights in the CHAMPIONSHIP, being – as of the date of signature of the CONTRACT – Formula One World Championship Limited, a company incorporated under the laws of England and Wales with registered number 4174493.

21. **PROVIDER** means [*name of PROVIDER*].

22. **PRODUCTION SITE** means the factories that will produce the PRODUCT supplied pursuant to the CONTRACT.

23. **RACE PROMOTER** means a person who has been appointed by the PROMOTER (or such of its affiliates) to promote a COMPETITION, or a round of the FIA Formula One World Championship at and during which a COMPETITION is held.

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

25. **SPORTING REGULATIONS** means the Sporting Regulations applicable to the CHAMPIONSHIP as published and amended by the FIA from time to time. The Sporting Regulations are available via the FIA website: www.fia.com. Where reference is made to a specific article, this means the Article in the current Regulations, equivalent to the Article with that number in the Regulations in place on 6th March 2023.

26. **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.

27. **TECHNICAL REGULATIONS** means the Technical Regulations applicable to the CHAMPIONSHIP as published and amended by the FIA from time to time. The Technical Regulations are available via the FIA website: www.fia.com. Where reference is made to a specific article, this means the Article in the current Regulations, equivalent to the Article with that number in the Regulations in place on 6th March 2023.

28. **TECHNICAL TARGETS** means the technical requirements applicable to the PRODUCT, provided in Appendix I and as subsequently amended by the FIA in consultation with the other KEY STAKEHOLDERS.

29. **VALUABLE TECHNICAL DATA** means data associated with the characteristics and the performance of the PRODUCT.

Signed:

On behalf of the FIA:	On behalf of the PROVIDER:
In his/her capacity as:	In his/her capacity as:
In:	In:
On:	On:

D. DRAFT CONTRACT FOR THE F2 AND F3 CHAMPIONSHIPS

DRAFT CONTRACT FOR THE SUPPLY OF TYRES

IN THE 2025, 2026 AND 2027 FIA FORMULA 2 CHAMPIONSHIP & FIA FORMULA 3 CHAMPIONSHIP

BETWEEN

THE FEDERATION INTERNATIONALE DE L'AUTOMOBILE
8 Place de la Concorde
75008 Paris
France

hereinafter referred to as the "**FIA**"

ON THE ONE HAND,

AND

[*Name of PROVIDER*]

hereinafter referred to as the **"PROVIDER"**

ON THE OTHER HAND.

Hereinafter together referred to as the "**PARTIES**".

PART 1 - GENERAL CONDITIONS

RECITALS

(F) 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 CHAMPIONSHIPS.

(G) 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 CHAMPIONSHIPS, as well as traditional values.

(H) The FIA will publish the GOVERNING RULES annually.

(I) 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.

(J) 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 the PRODUCT to the CHAMPIONSHIPS for the term set out herein.

1. APPOINTMENT AND SUPPLY

1.1. The FIA hereby appoints the PROVIDER to be the exclusive supplier of the PRODUCT to the PROMOTER for the CHAMPIONSHIPS and the PROVIDER hereby accepts this appointment and agrees to supply the PRODUCT to the PROMOTER for the CHAMPIONSHIPS in accordance with the terms of this CONTRACT and the terms of the SUPPLY AGREEMENT.

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

1.3. The PRODUCT that is supplied by the PROVIDER to the PROMOTER shall be compliant with this CONTRACT, in particular with the GOVERNING RULES.

2. RELATIONS BETWEEN THE PROVIDER, THE PROMOTER AND THE COMPETITORS

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

2.2. The PROVIDER shall enter into a SUPPLY AGREEMENT with the PROMOTER.

2.3. The SUPPLY AGREEMENT shall be fully compliant with the PRINCIPLES OF SPORTING EQUALITY, the CONTRACT, and the GOVERNING RULES.

2.4. The SUPPLY AGREEMENT shall include a clause permitting the PROMOTER to terminate the SUPPLY AGREEMENT without a penalty of any kind in the event of expiry or earlier termination of the CONTRACT.

3. LIABILITY

3.1. Without prejudice to the other rights set out in the CONTRACT, the PROVIDER shall indemnify and hold harmless the INDEMNIFIED PERSONS from and against any claims, demands, costs and damages (including reasonable attorney fees) arising 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;

(c) negligence in the supply of the PRODUCT;

(d) infringement of any third party's intellectual property rights by the PRODUCT; or

(e) any other default 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 GENERAL CONDITION 3.1 above and hereby covenants for the benefit of each INDEMNIFIED PERSON 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 shall produce an attestation certifying that an insurance policy (including but not limited to public liability, product liability, professional indemnity, and employer's liability) has been contracted in its name with a top-ranking international insurance company for covering its liability as PROVIDER under this CONTRACT and the SUPPLY AGREEMENT.

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 AGREEMENT 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, 4.1 and 8 and any of the SPECIAL CONDITIONS is acknowledged by the PARTIES to be a material breach);

(b) the SUPPLY AGREEMENT is validly terminated by the PROMOTER, in accordance with its terms;

(c) 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

(d) 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 CHAMPIONSHIPS and the conditions set forth therein shall have binding force and prevail among the PARTIES.

6.2. The CONTRACT shall 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 GOVERNING RULES are subject to amendment by the FIA from time to time. The PROVIDER will be responsible (at its own costs) 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 and the SUPPLY AGREEMENT that may be necessitated by any amendment to the GOVERNING RULES.

6.4. The PROVIDER acknowledges that the FIA may take decisions regarding 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 any disciplinary body acting in accordance with the GOVERNING RULES.

7. EVENT CANCELLATION/POSTPONEMENT

7.1. The PROVIDER acknowledges that the CHAMPIONSHIPS or any COMPETITION(s) in any season may be cancelled or postponed.

7.2. The PROVIDER shall have no right to (and shall not purport to) terminate the CONTRACT as a result of the cancellation or postponement of the CHAMPIONSHIPS or any COMPETITION(s) in any season, or to claim or receive any compensation from the FIA or the PROMOTER for any damages, loss or other consequences arising in connection with the cancellation or postponement of the CHAMPIONSHIPS or any COMPETITION(s) in any season.

7.3. The PROVIDER shall ensure that the terms of the SUPPLY AGREEMENT shall be consistent with the terms of this GENERAL CONDITION 7.

8. CONFIDENTIAL INFORMATION AND COMMUNICATION

8.1. Each PARTY (including its affiliates, employees, sub-contractors and/or any other third party it may engage for the performance of the CONTRACT) shall treat as confidential all information ("Confidential Information") communicated by the other PARTY or related to this CONTRACT (unless in the public domain or communicated to a PARTY (i) prior to entry into the CONTRACT; or (ii) after entry into the CONTRACT by a third person who communicates it without breaching any obligation of confidentiality of theirs), including the terms of the CONTRACT. Save for the PROMOTER, that shall be deemed an authorised third party for the purposes of this GENERAL CONDITION 8, such information shall not be disclosed to any unauthorised third party (unless imposed by law, court or regulatory body of competent jurisdiction). The confidentiality obligation shall continue for 5 years after the end of the CONTRACT.

8.2. Disclosure of Confidential Information to any third party (other than as permitted by GENERAL CONDITIONS 8.1 and 8.3) shall be permissible only with the prior written consent of the other PARTY.

8.3. Each PARTY may communicate Confidential Information to its affiliates, employees, sub-contractors, the PROMOTER and/or any other third party it may engage for the performance of the CONTRACT, only to the extent necessary to fulfil the CONTRACT, only on a strict "need to know" basis and only under the condition such recipients of Confidential Information are bound by a confidentiality obligation equivalent to the obligations the PARTIES have under this GENERAL CONDITION 8.

8.4. The PROVIDER (including its affiliates, employees, sub-contractors and/or any other third party it may engage for the performance of the CONTRACT) shall not, without the prior express written approval of the FIA (and, to the extent applicable, the PROMOTER), which may be given or withheld in the FIA's (and, where applicable, PROMOTER'S) absolute discretion:

(a) make any form of public announcement, press release or similar (including in marketing/promotional materials, on websites/social media platforms or otherwise) relating to the CONTRACT and/or the FIA;

(b) use (or cause or permit to be used) the name of the FIA or any trade name, title, trademark or service mark, brand imagery or logo belonging to the FIA, in particular in any form of public announcement, press release or similar (including in marketing/promotional materials, on websites/social media platforms or otherwise).

8.5. In case the FIA gives its written consent to the use of its name by the PROVIDER, and unless otherwise agreed in writing, any reference by the PROVIDER to the FIA as a client shall be confined to the inclusion of the FIA's name (i.e. "Fédération Internationale de l'Automobile" or "FIA" only in verbal form - NO LOGO) in a list of reference in alphabetical order, with no prominence.

9. GOVERNING LAW AND LANGUAGE

9.1. 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.

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

9.3. The Tribunal Judiciaire 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 GENERAL CONDITION 6.4.

9.4. Without any prejudice to GENERAL CONDITION 9.3 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.

10. GENERAL

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

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

10.3. 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. In case of sub-contracting, the PROVIDER remains fully liable for the performance of any part of this CONTRACT and any damages caused by its sub-contractors.

10.4. 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; or

(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 rebuttably be presumed to be the second local business day after posting.

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

10.6. 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.

10.7. 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.

10.8. GENERAL CONDITIONS 3, 4, 6, 8, 9 and 10 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. TECHNICAL MATTERS

1.1. The PROVIDER shall, to the extent possible, ensure that all PRODUCTS of a given compound are of the same quality and composition and that the performance of the PRODUCT of a given compound remains consistent at all times.

1.2. The PROVIDER shall liaise closely with the FIA on PRODUCT performance and make such adjustments as the FIA may require in order to keep car performance, particularly cornering speeds, within acceptable limits.

1.3. The PRODUCT dimensions will be as stated in the table below. However, the F3 wheel size is under review and the final specification for F3 will be communicated to the PROVIDER before 1st January 2024.

Nominal Tyre Sizes			
Type	FRONT TYRE SIZE	REAR TYRE SIZE	CATEGORY
Dry	275/705-18	325/705-18	F2
Wet	245/705-18	325/705-18	F2
Dry	250/575-13	290/590-13	F3
Wet	250/575-13	290/590-13	F3

Note: Tyre widths and aspect ratios (denoted by letters above) are nominal guidelines. Exact values to be established by the FIA with the agreement of the PROVIDER. These dimensions may be reviewed periodically to adapt to car evolution and regulation changes.

1.4. In line with the FIA's sustainability objectives, tyre heating devices shall not be used.

1.5. The PRODUCT shall be compatible with the wheel rims as specified in the GOVERNING RULES.

1.6. TECHNICAL TARGETS that affect the sporting spectacle and are related to degradation, durability, working temperature range or wear characteristics will be determined by the FIA in consultation with the PROVIDER and better detailed in a separate document. The TECHNICAL TARGETS may be updated each season of the CHAMPIONSHIPS by the PARTIES (each acting reasonably). The TECHNICAL TARGETS for 2025 are provided in APPENDIX I to this CONTRACT.

1.7. The PROVIDER shall maintain a database of technical information for each individual PRODUCT supplied to COMPETITORS. The information to be stored shall be specified by the FIA. This database shall be shared with the FIA on request.

1.8. The PROVIDER shall ensure that each tyre has barcodes and an RFID tag that uniquely identify the tyre and allow it to be linked to the entry in the database described in SPECIAL CONDITION 1.7:

(a) The tyre shall carry two barcodes. These barcodes shall have the same number, be moulded into the tyre, and be approved by the FIA.

(i) One on the outer sidewall of the tyre and always visible; and

(ii) One barcode in a position that is well protected;

(b) Each tyre must be equipped with a permanent RFID Tag:

(i) The RFID tag shall be integrated in the tyre during the production process, during moulding and before the vulcanization of the tyre;

(ii) The RFID tag shall be approved in advance by the FIA;

(iii) The RFID code shall be associated with the barcodes described above;

1.9. The PROVIDER shall provide a robust method of pairing the tyre identification (described in SPECIAL CONDITION 1.8) with the FIA's systems. The PROVIDER shall be responsible for carrying out this pairing during fitting of the PRODUCT.

2. SUPPLY OF THE PRODUCT

2.1. The PROVIDER shall supply:

(i) All of the PRODUCTS needed for participation at each COMPETITION (the calendar of each season of the CHAMPIONSHIPS will be available on the FIA website: www.fia.com). Sufficient quantities (calculated by reference to the maximum number that each COMPETITOR is permitted to use under the GOVERNING RULES) must be made available to COMPETITORS at COMPETITIONS, and PRODUCTS that are used and not used at COMPETITIONS must be collected by the PROVIDER at the end of each COMPETITION;

(ii) A maximum number of sets of new PRODUCTS per calendar year for OFFICIAL TESTING, as reasonably agreed by the PARTIES on the basis of the test days to be held in the relevant year. All PRODUCTS supplied for testing must be collected by the PROVIDER upon completion of each test session;

(iii) A maximum number of sets of new PRODUCTS per calendar year for CAR DEVELOPMENT TESTING, as reasonably agreed by the PARTIES on the basis of the test days to be held in the relevant year. All PRODUCTS supplied for testing must be collected by the PROVIDER upon completion of each test session;

(iv) A maximum of 12 (twelve) sets of the new PRODUCT for wind tunnel testing. The PRODUCT for wind tunnel testing will be made available to the CAR SUPPLIER in an agreed scale, no greater than 60%;

(v) Up to 5 (five) sets of the PRODUCT suitable for use as travel tyres to each COMPETITOR per calendar year. This PRODUCT must be unsuitable for use on a circuit or a test rig; and

(vi) A reasonable number of the PRODUCT for show cars. This PRODUCT must be unsuitable for use on a circuit or a test rig.

2.2. The PROVIDER will not supply any additional PRODUCTS to any COMPETITORS during the term of the CONTRACT, other than the PRODUCTS permitted in the SPORTING REGULATIONS.

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

2.4. The PROVIDER agrees to abide by whatever instructions or directions the FIA and/or the PROMOTER may give in relation to the supply of the PRODUCT.

2.5. The PROVIDER shall draw up and make available to the FIA a record of the PRODUCT 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 PRODUCT at each COMPETITION.

2.6. In the event that the PRODUCT and/or associated services do not comply with the terms of this CONTRACT, the PROVIDER shall, at its own expense, carry out all necessary measures to remedy such non-compliance, including modification, upgrade or additional testing, within the reasonable time limit fixed by the FIA. In the event that such non-compliance is not remedied by the PROVIDER within the fixed time limit, the FIA may, at its sole discretion, without prejudice to the PROVIDER's obligations under this CONTRACT and to any other rights the FIA may have in such circumstances: (i) request from the PROVIDER any appropriate and reasonable changes to the supply conditions of the PRODUCT and/or associated services; and/or (ii) request the PROVIDER to appear before any FIA body and to provide it with all useful explanations, and the PROVIDER shall comply with any such requests.

3. PRODUCTION DATES AND DELIVERY

3.1. The first issue of the wind tunnel PRODUCT shall be supplied to the CAR SUPPLIER no later than 30 June 2024 for the 2025 CHAMPIONSHIP. If the specification is subsequently changed, updates will be provided by the PROVIDER by 30 November of the year preceding the introduction of the new specification.

3.2. The PRODUCTS for each CHAMPIONSHIP year where a new specification of PRODUCTS is used must be available to the COMPETITORS for OFFICIAL TESTING in November of the previous year, at the latest.

3.3. Prototypes of the PRODUCTS for each CHAMPIONSHIP year must be available to the CAR SUPPLIER and PROMOTER for CAR DEVELOPMENT TESTING in June of the previous year, at the latest.

3.4. The PROVIDER undertakes to respect any other deadline that the FIA would fix within the framework of production or delivery of the PRODUCT.

3.5. The PROVIDER shall ensure the transportation (and all administrative tasks associated, including customs obligations) and delivery of the PRODUCT to the site of each COMPETITION and, when required, OFFICIAL TESTING, and shall provide all necessary personnel and equipment at each COMPETITION and, when required, OFFICIAL TESTING, to distribute (fit and service) such PRODUCT to the COMPETITORS.

3.6. The PROVIDER shall install one PRODUCT distribution centre within the precincts of the circuit at each COMPETITION and, when required, OFFICIAL TESTING. The PROVIDER shall ensure that each COMPETITOR shall have access to such distribution centre in accordance with the GOVERNING RULES and the PRINCIPLES OF SPORTING EQUALITY.

3.7. The PROVIDER shall be present and ready to fit PRODUCTS by 9.00 am on the day before the first practice day and remain available to do so throughout each COMPETITION.

4. TESTING OF THE PRODUCT

4.1. The PROVIDER shall undertake, at their own cost, a comprehensive testing programme during 2024. A plan for this programme and estimated costs should be presented as part of the application.

4.2. To define the desired characteristics and development of the PRODUCT, the PROVIDER will support development testing in each of the CHAMPIONSHIP years 2025, 2026 and 2027. These Tests will be organised and managed by the PROVIDER or the PROMOTER depending on the needs, as defined in the following two categories:

(a) Tests requested and organised by the PROVIDER:

- The PROMOTER shall be responsible for providing the staff and equipment required to run the cars.

- The PROVIDER shall be responsible for all other costs including the reimbursement of the specific costs endorsed by the PROMOTER (e.g. engine mileage, driver fees, freight, logistics, extra engineering or technical staff etc.).

(b) Tests requested and organised by the PROMOTER:

- The PROVIDER shall be responsible for providing tyres and staff on site or shall provide remote tyre fitting (at the PROVIDER's discretion). The maximum number of Tyres supplied by the PROVIDER free of charge to be used at development tests will be limited to 100 Sets per year. The PROMOTER shall be responsible for the cost of any set of tyres required in excess of this quantity.

4.3. In the final year of the CONTRACT, the COMPETITORS or CAR SUPPLIER shall have the right to use third party tyres, approved by the FIA, for testing purposes only provided that:

(a) the PROVIDER has not, by the next working day following the last race of the penultimate year of the CONTRACT, contracted to supply tyres to the PROMOTER for use in the subsequent FIA Championships after the end of the CONTRACT; and

(b) the FIA has agreed in writing with the PROMOTER which tyres may be used.

For the avoidance of doubt, this right will not extend to PRODUCTS used in COMPETITIONS.

5. OPERATIONAL ISSUES AND TECHNICAL COMMUNICATION

5.1. The PROVIDER shall supply PRODUCTS that are in conformity with the GOVERNING RULES.

5.2. Before starting production, the PROVIDER shall submit a detailed technical study to the FIA ENGINEER for written approval and possible modifications according to the observations of the FIA ENGINEER. In the event that an amendment is made to the GOVERNING RULES that requires an amendment to the PRODUCT supplied pursuant to the CONTRACT, the PROVIDER shall provide to the FIA a detailed technical study to be supplied pursuant to the CONTRACT to take account of such amendment.

5.3. All PRODUCTS provided by the PROVIDER for a given calendar year of the CONTRACT will be of the same construction, as agreed in writing with the FIA.

5.4. The PROVIDER shall make available a tyre quota per category ahead of each COMPETITION, as described in Article 24 of the SPORTING REGULATIONS.

5.5. The compound(s) chosen for a given COMPETITION will be proposed by the PROVIDER and previously agreed in writing by the FIA and the PROMOTER.

5.6. The PROVIDER may not make any change to the specification of the PRODUCTS during the CONTRACT without the express prior written agreement of the FIA and the PROMOTER.

5.7. The PROMOTER will supply the PROVIDER with the car and simulation data that they have agreed upon to enable appropriate PRODUCTS for use to be specified and designed. This data exchange will be defined by the FIA and the PROMOTER.

5.8. For each CHAMPIONSHIP year where a new specification of PRODUCTS is used, the PROVIDER shall develop and supply to the COMPETITORS a thermos-mechanical tyre grip model. The model should be suitable for running in a real-time environment such as a driver- in-the-loop simulator. For the 2025 CHAMPIONSHIP, this shall be available by 30 June 2024. For subsequent CHAMPIONSHIPS, this shall be available by 1 January of the year preceding that CHAMPIONSHIP year. The PROVIDER shall keep the model up to date with further releases as the PRODUCT evolves. It is envisaged that a considerable part of this development will be done in close cooperation between the CAR SUPPLIER and the PROVIDER. Model and implementation details shall be agreed by the FIA.

5.9. All PRODUCTS supplied under the CONTRACT must be suitable for use at all times during the COMPETITION.

5.10. The PROVIDER undertakes to report to the FIA any issues with the PRODUCT, the COMPETITOR concerned and the results of any associated investigations.

6. TECHNICAL CONTROLS

6.1. Technical controls will take place to verify whether the PRODUCT during OFFICIAL TESTING and COMPETITION is in conformity with the GOVERNING RULES and the TECHNICAL TARGETS. The PROVIDER undertakes to provide the necessary equipment and carry out the technical analysis on site under the authority of the FIA ENGINEER. Any costs for checks or technical analysis of the PRODUCT shall be borne by the PROVIDER.

6.2. The PROVIDER shall, under no circumstances, communicate the results of the samples checks directly to the COMPETITORS and shall supply the conformity reports to the FIA and the PROMOTER within the deadline set by the FIA.

7. PERSONNEL

7.1. The PROVIDER shall make available to the PROMOTER, Research and Development (R&D) Engineers that may answer technical questions raised by the PROMOTER away from the track environment.

7.2. The PROVIDER shall ensure that representatives of the PROVIDER are present on-site throughout the duration of each COMPETITION and OFFICIAL TESTING. In addition, the PROVIDER shall ensure that there is at least one appropriately qualified and senior representative of the PROVIDER available on-site throughout the duration of each COMPETITION.

8. INTELLECTUAL PROPERTY

8.1. The PROVIDER shall supply each of the PROMOTER and the FIA with the requested VALUABLE TECHNICAL DATA (in form of documentation, software, technical specifications, etc.) that each of the PROMOTER and the FIA deems appropriate (including but not limited to data mentioned in the TECHNICAL TARGETS). This includes the right for the PROMOTER and the FIA to access any data generated by the PRODUCT, including logging data during bench, track testing and the COMPETITIONS.

8.2. Save for the purposes of providing the PRODUCT under this CONTRACT , the contract with the PROMOTER, and the SUPPLY AGREEMENTS, the PROVIDER agrees and acknowledges that no data relating to a COMPETITION may be reproduced, stored in a retrieval system, or transmitted in any form or by any means electronic, mechanical, photocopying, recording, broadcasting means or otherwise to any other party than the PROMOTER and the FIA without the PROMOTER's or the FIA's express prior written approval.

8.3. The PROVIDER warrants that the PRODUCT and any part thereof do not infringe any third party's registered or non-registered foreign or domestic intellectual property rights, such as patent, design, trademark, service mark, copyright, right of confidence or know-how.

9. SUSTAINABILITY

9.1. The PROVIDER shall adhere to the FIA Environmental Strategy (see https://www.fia.com/multimedia/publication/fia-environmental-strategy-2020-2030), and obtain the FIA Environmental Accreditation at a 3-star level during the term of the CONTRACT (see https://www.fia.com/environmental-accreditation-programme).

9.2. The PROVIDER shall comply with its commitments to sustainability as set out in the APPENDICES.

9.3. The PROVIDER is responsible for the cost of independent particulate emissions monitoring, for tyres supplied in the CHAMPIONSHIPS, up to a maximum total cost of EUR 200,000 (Two Hundred Thousand Euros) for each year of the CONTRACT. The provider and method chosen shall be approved in advance by the FIA. This maximum total cost includes the cost of independent particulate emissions monitoring for tyres supplied in the FIA Formula One World Championship.

9.4. The PROVIDER is responsible for the cost of carrying out a life cycle assessment (LCA), for tyres supplied in the CHAMPIONSHIPS, up to a maximum total cost of EUR 50,000 (Fifty Thousand Euros) for each year of the CONTRACT. The chosen supplier and method shall be approved in advance by the FIA. This maximum total cost includes the cost of life cycle assessments for tyres supplied in the FIA Formula One World Championship.

10. COMMERCIAL RIGHTS

10.1. The PROVIDER shall have no rights to brand the PRODUCT (white label) without first entering into a separate written agreement with the PROMOTER.

10.2. All marketing and association rights possibly granted to the PROVIDER in connection with the CHAMPIONSHIPS shall be dealt with in a separate agreement between the PROVIDER and the PROMOTER. In particular, the PROVIDER shall have no rights to refer to itself or authorise any third party to refer to the PROVIDER (whether in marketing/promotional materials, on websites/social media platforms or otherwise) as a supplier or service provider (or similar) to the CHAMPIONSHIPS without first entering into a separate written agreement with the PROMOTER for the grant of these rights.

PART 3 - DEFINITIONS

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

1. **APPENDICES** means the appendices set out at the end of the CONTRACT.

2. **ASN** means a national automobile club or other national body recognised by the FIA as sole holder of sporting power in a country.

3. **CAR DEVELOPMENT TESTING** means testing carried out by the CAR SUPPLIER and PROMOTER.

4. **CAR SUPPLIER** means the official manufacturer of the cars for the CHAMPIONSHIPS.

5. **CHAMPIONSHIPS** means the 2025, 2026 and 2027 seasons of the FIA Formula 2 Championship and FIA Formula 3 Championship. The FIA, together with the PROMOTER, may decide at its absolute discretion, and at the latest by 31 December 2026, to extend the CONTRACT to the 2028 season of the FIA Formula 2 Championship and FIA Formula 3 Championship under the exact same conditions.

6. **COMPETITION(S)** (also referred to as an Event in the SPORTING REGULATIONS) means any race forming part of the CHAMPIONSHIPS and entered on the International Sporting Calendar of the FIA. A COMPETITION is deemed to commence at the scheduled time for scrutineering and sporting checks and includes all practice, qualifying and the race itself and ends at the expiry of the deadline for the lodging of a protest under the terms of the International Sporting Code under the terms of the International Sporting Code.

7. **COMPETITOR(S)** means the racing teams that have been accepted by the FIA to take part in the CHAMPIONSHIPS.

8. **CONTRACT** means the GENERAL CONDITIONS, the SPECIAL CONDITIONS, the DEFINITIONS and the APPENDICES. In case of contradiction between the elements of the CONTRACT, the GENERAL CONDITIONS, the SPECIAL CONDITIONS and the DEFINITIONS will prevail over the APPENDICES. In case of contradiction between the various APPENDICES, their order of priority will correspond to their numbering order.

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

10. **DRIVER** means a person driving a car in the CHAMPIONSHIPS for a COMPETITOR.

11. **FIA** means the Fédération Internationale de l'Automobile.

12. **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.

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

14. **GOVERNING RULES** means:

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

(b) the SPORTING REGULATIONS;

(c) the TECHNICAL REGULATIONS;

(d) the HOMOLOGATION REGULATIONS where appropriate;

(e) the FIA Code of Ethics;

(f) the FIA Judicial and Disciplinary Rules;

(g) the FIA Standards of Conduct for Suppliers (APPENDIX V);

(h) any other regulations applicable to the CHAMPIONSHIPS.

15. **INDEMNIFIED PERSONS** means the FIA, the PROMOTER and each of their affiliates, each of the COMPETITORS, each of the DRIVERS, each of the RACE PROMOTERS, each of the ORGANISERS and each ASN together with, in each case, their respective directors, officers and employees.

16. **OFFICIAL TESTING** means the testing of cars as defined in and authorised in the SPORTING REGULATIONS.

17. **ORGANISER** means a person who has entered into an organisation agreement with the FIA and the applicable ASN in respect of a COMPETITION or the round of the FIA Formula One World Championship at and during which a COMPETITION is held.

18. **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.

19. **PRODUCT** means tyre, as such word is described in the GOVERNING RULES as well as any representations of such tyre, whether in physical or virtual forms and to any scale required to be supplied by the CONTRACT.

20. **PROMOTER** means – as of the date of signature of the CONTRACT – Formula Motorsport Limited, a company incorporated under the laws of England and Wales with registered number 4998594 whose registered office is at No. 2 St James's Market, London SW1Y 4AH and whose administrative address is at Sapphire House, Churchill Way, Biggin Hill, Kent TN16 3BN.

21. **PROVIDER** means [*name of PROVIDER*].

22. **PRODUCTION SITE** means the factories that will produce the PRODUCT supplied pursuant to the CONTRACT.

23. **RACE PROMOTER** means a person who has been appointed by the PROMOTER (or such of its affiliates) to promote a COMPETITION, or a round of the FIA Formula One World Championship at and during which a COMPETITION is held.

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

25. **SPORTING REGULATIONS** means the Sporting Regulations applicable to the CHAMPIONSHIPS as published and amended by the FIA from time to time. The Sporting Regulations are available via the FIA website: www.fia.com.

26. **SUPPLY AGREEMENT** means the agreement, and all amendments thereto, between the PROVIDER and the PROMOTER pursuant to which the PROVIDER shall supply the PRODUCT to the PROMOTER, for use by the COMPETITORS in the COMPETITIONS AND OFFICIAL TESTS and by the PROMOTER in development testing.

27. **TECHNICAL REGULATIONS** means the Technical Regulations applicable to the CHAMPIONSHIPS as published and amended by the FIA from time to time. The Technical Regulations are available via the FIA website: www.fia.com.

28. **VALUABLE TECHNICAL DATA** means data associated with the characteristics and the performance of the PRODUCT.

Signed:

On behalf of the FIA:	On behalf of the PROVIDER:
In his/her capacity as:	In his/her capacity as:
In:	In:
On:	On:

E. APPENDICES

I – TECHNICAL TARGETS

- I A – 2025-2027 TECHNICAL TARGETS APPLICABLE TO THE F1 CHAMPIONSHIP
- I B – 2025-2027 TECHNICAL TARGETS APPLICABLE TO THE F2 AND F3 CHAMPIONSHIP

II – INFORMATION CONCERNING SPECIAL CONDITIONS

- II A - TABLE APPLICABLE TO THE F1 CHAMPIONSHIP
- II B - TABLE APPLICABLE TO THE F2 AND F3 CHAMPIONSHIP

III – COMMITMENT TO SUSTAINABILITY

IV – FIA STANDARDS OF CONDUCT FOR SUPPLIERS

V – PROVIDER'S OFFER DATED [•]

VI – QUESTIONNAIRE COMPLIANCE – DUE DILIGENCE

APPENDIX IA - 2025 - 2027 TECHNICAL TARGETS
APPLICABLE TO THE F1 CHAMPIONSHIP

1. Introduction

The purpose of this Technical Target document is to define the desired characteristics and development path of tyres for the Formula One World Championship for the seasons 2025, 2026 and 2027 and to set the principles of the partnership between the FIA, the COMPETITORS, the PROMOTER, and the official PROVIDER to ensure the successful fulfilment of these targets over the duration of the CONTRACT.

The FIA will consult with the PROVIDER in order to determine the achievability of the parameters set in this document and will use the PROVIDER's input in order to determine its final version.

The FIA will endeavour to help the PROVIDER reach the objectives below during the duration of the CONTRACT using all reasonable means at its disposal and to get the COMPETITORS to provide all reasonable data and assistance that the PROVIDER may require.

This document is divided into three sections:

- Tyre geometry and technical evolution
- Objectives
- Commitment to data exchange in support of the Objectives

2. Tyre geometry and Technical Evolution

The tyre dimensions for the 2025 CHAMPIONSHIP will remain as those used in the 2023 CHAMPIONSHIP:

- Front tyre sizes will be: dry 305/720-18, intermediate 305/725-18 & wet 305/730-18
- Rear tyre sizes will be: dry 405/720-18, intermediate 405/725-18 & wet 405/730-18

Any changes necessary for the change in regulations in 2026 will be agreed between the FIA and the PROVIDER.

3. Objectives

The overriding objectives (in descending order of priority) are:

- Targets A: Improvement of the show
- Targets B: Drivability characteristics
- Targets C: Absolute performance
- Targets D: Operating conditions

Note: safety is not specifically covered in this target letter; it is implicitly a parameter of the highest priority.

3.1 Primary Objectives

For targets(A) related to improvement of the show, the PROVIDER should commit to using their best endeavours to achieve these criteria in 75% of circuits in 2025, and to improve their performance with respect to this objective throughout the duration of the CONTRACT.

Target A1: Any additional tyre degradation (due to over-aggressive driving and/or close following) should only be temporary.

It is expected that aggressive driving or close following will incur higher tyre degradation per lap than gentle driving or driving in free air. Once a period of aggressive driving or close following ceases, the tyre should rapidly recover the lower level of degradation per lap associated with the more benign conditions.

Target A2: Useable working range

The tyre compounds should maintain grip levels within 3% of the peak grip values over a range of at least +/- 20°C relative to the peak grip operating temperature. The methodology and/or criterion for identifying (a) the potential working range and (b) the correlation with track's results shall be developed by the PROVIDER. It will be adopted following approval by the FIA. Target A3: The PROVIDER will make available three compounds at each race event.

This target is only applicable to the 2025 CHAMPIONSHIP and it will be updated no later than 30th June 2025 for the 2026 CHAMPIONSHIP:

- Hard compound: Base lap time
- Medium compound: 0.5 s/lap quicker than Hard compound
- Soft compound: 1.0 s/lap quicker than Hard compound

Very little degradation is desirable for all the three compounds, with degradation levels in FP2 not exceeding 0.02 s/lap for the Hard compound, 0.05 s/lap for the Medium compound, 0.08 s/lap for the Soft compound

Note that the PROVIDER need not be constrained to a three compound range in order to achieve this target. It is perfectly acceptable for a named compound to be different at different circuits.

Target A4: Tyre performance life < wear life < durability

This is considered desirable both for its impact on race strategies and to ensure tyres are not run to a point of excessive wear. A non-linear performance gradient change ("cliff") at a certain percentage of tyre wear would achieve this.

The intent of the cliff is also to create the maximum number of race strategies such that multi-stop strategies provide just enough potential of a beneficial outcome to encourage the greatest variety in the racing spectacle.

Performance life expectation at the point of reaching the cliff is:

- Soft tyre: > 25% of race distance (in the range of 90 kms)
- Medium tyre: > 30% of race distance (in the range of 120 kms)
- Hard tyre: > 50% of race distance (in the range of 180 kms)

It is understood that the target above is subject to different elements (such as track characteristics, circuit length, asphalt roughness, …) that could affect performance life and therefore the mileage required to achieve the cliff.

3.2 Secondary Objectives

Target B1: Balance of front/rear tyres cornering stiffness must remain similar in normal racing conditions.

For 2025 the ratio of cornering stiffness of the tyres should be determined in close relationship with car characteristics defined by the 2025 FIA Technical Regulations.

Target B2: Cornering force to slip angle aims.

The aim is to reduce excessive differences in the axle slip angle attitudes front to rear to produce a more neutral handling tyre and requisite car balance. The determination of how this is measured will be agreed between the FIA and the PROVIDER.

3.3 Operating conditions

Target C1: Range of acceptable EOS camber prescriptions

Note: nominal values suggested. Final values to be properly determined by the PROVIDER.

- -3.5° <= Front <= -2.0°
- -2.5° <= Rear <= -1.0°

4. Commitment to data exchange in support of the Objectives

In order to allow the PROVIDER to reach the objectives defined in this document, the FIA will demand that the COMPETITORS provide a regular supply of tyre operating conditions (loads, cambers, speeds, etc.) to the PROVIDER.

The format will be specified by the PROVIDER and supplied identically by all COMPETITORS.

Forecast Horizon:

In any current year n, the COMPETITORS will provide forecasts over two horizons:

- Forecast 1 - to the end of year n+1 (e.g. if n=2025, this will be to the end of 2026)
- Forecast 2 - to the end of year n (e.g. if n = 2025, this will be to the end of 2025)

Schedule of data exchange:

Forecasts will be provided throughout the tyre supply period as follows:

- 30 June: Forecast 1 + Forecast 2
- 10 December: Forecast 1

Mechanism of Exchange:

The COMPETITORS will be required to make their submissions to the PROVIDER. The PROVIDER will investigate and filter the submitted data and inform the FIA if it finds potential anomalies.

For the avoidance of doubt, this data is provided in addition to the event-by-event data flow that is already in place during the Season.

For the further avoidance of doubt, it is the duty of the PROVIDER to provide an adequate safety margin against failure in anticipation of the fact that load/speed data supplied by the COMPETITORS is based on simulation and prediction and is inevitably imprecise. It is the PROVIDER’s responsibility to mitigate this uncertainty and not the responsibility of the COMPETITORS.

Content of data:

The shared data will be provided as full-lap simulation traces of agreed laps in an agreed format.

More specifically:

- Lap time simulations (not Driver-in-the-Loop simulations) will be provided for Barcelona, Spa, Silverstone, Suzuka, Monza and Zandvoort. This small selection includes a mix of high and low downforce tracks (Barcelona and Monza) and tracks that are particularly severe for casings (Silverstone, Suzuka, Spa and Zandvoort).
- For each of these tracks, simulations will be required for both the Qualifying (low fuel, DRS on, Full ERS release) and Race (Full fuel load, DRS off, Balanced ERS release, -5% grip level).

In addition, simulation data for the aforementioned tracks will be sent to the PROVIDER by the 10 December preceding that CHAMPIONSHIP. This will include a full season preview with an upper bound estimates of the sort of aero/power development that COMPETITORS expect to achieve throughout the course of that season.

By the end of the same month, the PROVIDER will provide draft prescriptions for the year on those tracks.

Furthermore, race-by-race data flow of recorded telemetry will continue to apply, as in previous years.

APPENDIX IB - 2025 - 2027 TECHNICAL TARGETS
APPLICABLE TO THE F2 AND F3 CHAMPIONSHIPS

1. Introduction

The purpose of this Technical Target document is to define the desired characteristics and development path of tyres for the FIA Formula 2 and FIA Formula 3 Championships for the seasons 2025, 2026 and 2027 and to set the principles of the partnership between the FIA, the COMPETITORS, the PROMOTER, and the official PROVIDER to ensure the successful fulfilment of these targets over the duration of the CONTRACT.

The FIA will consult with the PROVIDER to determine the achievability of the parameters set in this document and will use the PROVIDER's input in order to determine its final version.

The FIA will endeavour to help the PROVIDER reach the objectives below during the duration of the CONTRACT using all reasonable means at its disposal and to get the COMPETITORS to provide all reasonable data and assistance that the PROVIDER may require.

This document is divided into three sections:

- Tyre geometry and technical evolution
- Objectives
- Commitment to data exchange in support of the Objectives

2. Tyre geometry and Technical Evolution

The tyre dimensions will be as stated in the table below. However, the F3 wheel size is under review, the final specification for F3 will be communicated to the PROVIDER before 1st January 2024.

Nominal Tyre Sizes			
Type	FRONT TYRE SIZE	REAR TYRE SIZE	CATEGORY
Dry	275/705-18	325/705-18	F2
Wet	245/705-18	325/705-18	F2
Dry	250/575-13	290/590-13	F3
Wet	250/575-13	290/590-13	F3

Any changes necessary for the change in regulations in 2026 and 2027 will be agreed between the FIA and the PROVIDER.

3. Objectives

The overriding objectives (in descending order of priority) are:

- Targets A: Improvement of the show
- Targets B: Drivability characteristics
- Targets C: Operating conditions
- Targets D: Absolute Performance

- Note: safety is not specifically covered in this target letter; it is implicitly a parameter of the highest priority.

3.1 Primary Objectives

For targets(A) related to improvement of the show, the PROVIDER should commit to using their best endeavours to achieve these criteria and to improve their performance with respect to this objective throughout the duration of the CONTRACT.

Target A1: Any additional tyre degradation (due to over-aggressive driving and/or close following) should only be temporary.

It is expected that aggressive driving or close following will incur higher tyre degradation per lap than gentle driving or driving in free air. Once a period of aggressive driving or close following ceases, the tyre should rapidly recover the level of degradation per lap associated with the more benign conditions.

Target A2: The PROVIDER will make available two compounds (Prime and Option) at each race event for the FIA Formula 2 Championship and one compound for the FIA Formula 3 Championship.

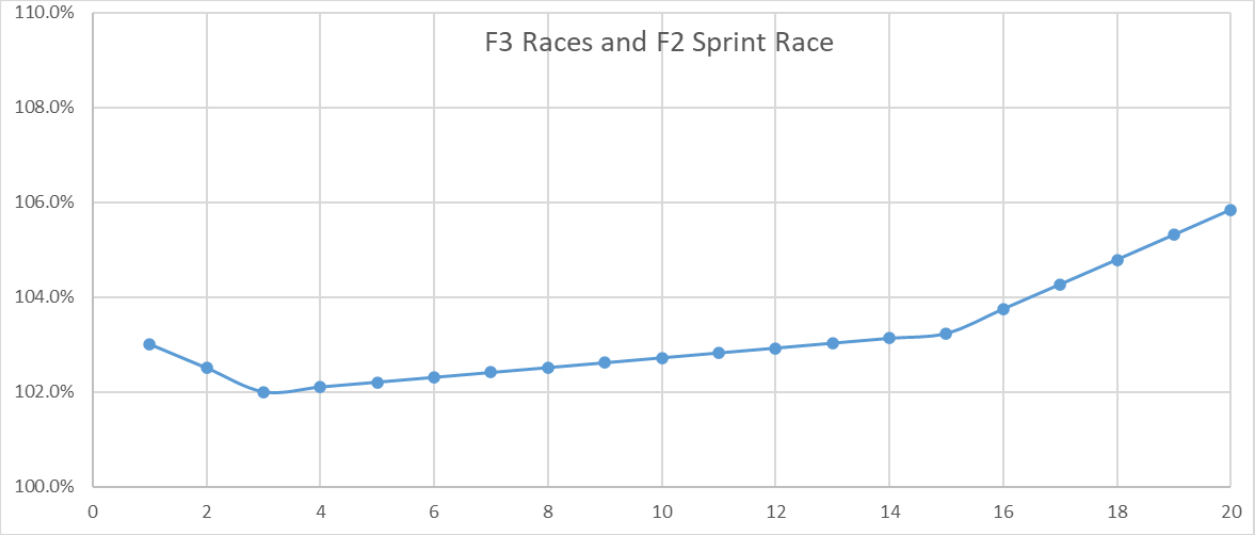
This target is only applicable to the 2025 CHAMPIONSHIP and it will be updated no later than 31st of July 2025 for the 2026 CHAMPIONSHIP:

- Hard compound: Base lap time, peak performance (F2 & F3)
- Medium compound: -1% of the base lap time (F2 & F3)
- Soft compound: -2% of the base lap time (F2 & F3)
- Super Soft compound: -3% of the base lap time (only for F2)

Compound	Out	Warm up	First Push	cool	Second Push	in
Quali Hard			100.0%		100.1%	
Quali Medium			99.0%		99.2%	
Quali Soft			98.0%		98.3%	
Quali Supersoft			97.0%		97.4%	

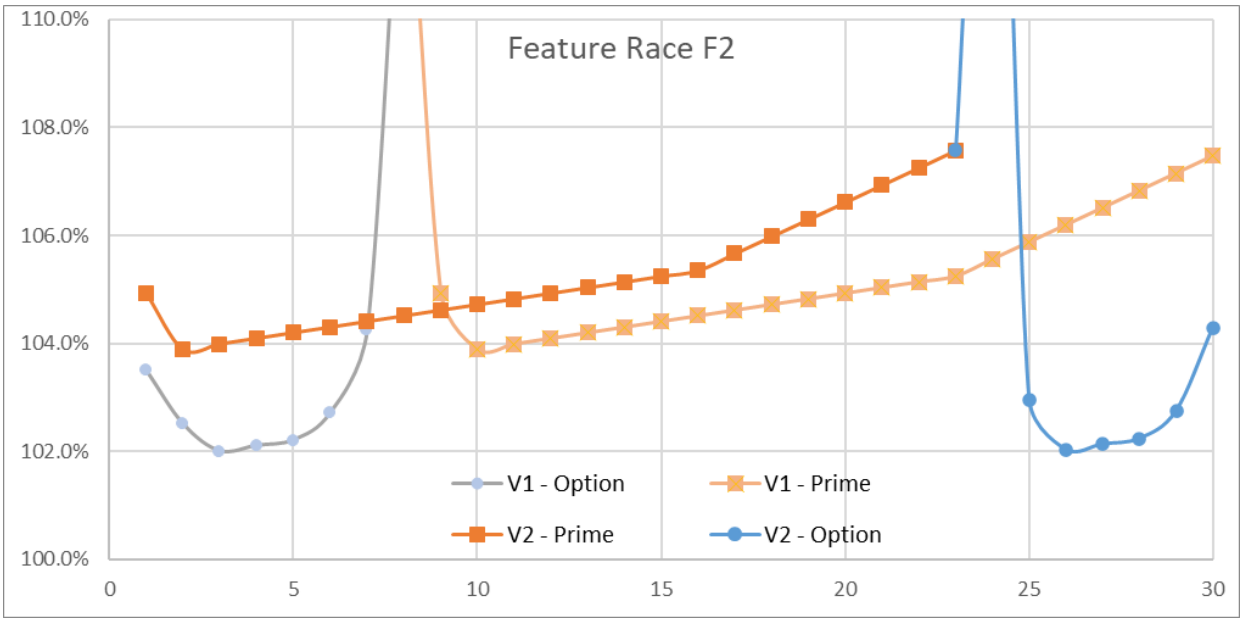
Any Prime Compound will have little degradation for the first 75% of the race stint (+0.1% per lap) until we reach a cliff of performance (+0.5% per lap) for the remaining 25% of the distance.

F3 Races and F2 Sprint Race



Lap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Tyre deg per lap				+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.5%	+0.5%	+0.5%	+0.5%	+0.5%
Sprint Race lap time	103.0%	102.5%	102.0%	102.1%	102.2%	102.3%	102.4%	102.5%	102.6%	102.7%	102.8%	102.9%	103.0%	103.1%	103.2%	103.7%	104.3%	104.8%	105.3%	105.8%

Feature Race F2



Lap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Tyre deg per lap				+0.1%	+0.1%	+0.5%	+1.5%	10.0%	-8.5%	-1.0%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%
V1 - Option/Prime	103.5%	102.5%	102.0%	102.1%	102.2%	102.7%	104.3%	114.7%	104.9%	103.9%	104.0%	104.1%	104.2%	104.3%	104.4%
Tyre deg per lap				+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%
V2 - Prime/Option	104.9%	103.9%	104.0%	104.1%	104.2%	104.3%	104.4%	104.5%	104.6%	104.7%	104.8%	104.9%	105.0%	105.1%	105.2%

Lap	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Tyre deg per lap	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	+0.1%	0.1%	0.3%	0.3%	+0.3%	+0.3%	+0.3%	+0.3%	+0.3%
V1 - Option/Prime	104.5%	104.6%	104.7%	104.8%	104.9%	105.0%	105.1%	105.2%	105.6%	105.9%	106.2%	106.5%	106.8%	107.2%	107.5%
Tyre deg per lap	0.1%	0.3%	0.3%	+0.3%	+0.3%	+0.3%	+0.3%	+0.3%	10.0%	-13.0%	-0.9%	+0.1%	+0.1%	+0.5%	+1.5%
V2 - Prime/Option	105.3%	105.7%	106.0%	106.3%	106.6%	106.9%	107.3%	107.6%	118.3%	103.0%	102.0%	102.1%	102.2%	102.7%	104.3%

3.2 Secondary Objectives

Target B1: Balance of front/rear tyres cornering stiffness must remain similar in normal racing conditions.

For 2025 the ratio of cornering stiffness of the tyres should be determined in close relationship with car characteristics defined by the 2025 FIA Technical Regulations.

Target B2: Cornering force to slip angle aims.

The aim is to reduce excessive differences in the axle slip angle attitudes front to rear to produce a more neutral handling tyre and requisite car balance. The determination of how this is measured will be agreed between the FIA and the PROVIDER.

3.3 Operating conditions

Target C: Range of acceptable EOS camber prescriptions

Note: nominal values suggested. Final values to be properly determined by the PROVIDER.

- -4.0° <= Front <= -2.0°
- -2.5° <= Rear <= -1.0°

4. Commitment to data exchange in support of the Objectives

Should the FIA decide to change significantly the design of the car, PROVIDER will receive a new set of datas in order to adapt the PRODUCT to reach the Objectives settled in Target A2 above.

APPENDIX II
INFORMATION CONCERNING SPECIAL CONDITIONS

HOW TO FILE INFORMATION CONCERNING SPECIAL CONDITIONS

The object of this document is to define the desired specifications for the PRODUCT.

Potential suppliers are expected to fill in the following tables:

- "Compliance": Express the level of compliance of the tendered system towards each requirement;
- "Evidence": Provide evidence to justify the stated level of compliance;
- "Notes": Additional information that may help to support or clarify the tender.

The FIA will evaluate offers even if not meeting all requirements.

Potential suppliers are encouraged to provide any additional information regarding the product, the associated production and development processes that may assist the FIA's evaluation of the tender.

II A - TABLE APPLICABLE TO THE F1 CHAMPIONSHIP

Ref.	ITEM		COMPLIANCE	EVIDENCE	NOTES
1	**Technical Matters**				
1.1	Quality & Consistency	Description of quality control methods employed that ensure that the performance and quality of the PRODUCT is consistent			
1.3	Dimensions	Can supply tyres to the dimensions given in SPECIAL CONDITIONS §1.3			
1.4	Reduction in tyre heating	Will be able to produce a tyre that meets the TECHNICAL TARGETS that does not require heating			
		[or] Will be able to produce a tyre that meets the TECHNICAL TARGETS that requires limited heating			
		Will be able to produce a tyre that does not require heating and does not require pressure limiting			
		[or] Will be able to provide a pressure limiting system if necessary			
1.5	Compatibility with wheel rims	The product will be compatible with the current wheel rims without modification. Note: details of the wheel shape is available on request.			
1.6	Technical targets	Is able to meet the technical targets presented in Appendix I			

Ref.	ITEM		COMPLIANCE	EVIDENCE	NOTES
		Is willing to develop and modify the product to meet any changes in the technical targets			
1.7	Production database	Can provide a database that records the specification of every tyre supplied to COMPETITORS			
1.8	Tyre Identification	Can supply tyres with moulded-in barcodes linking each tyre to the production database			
		Can supply tyres with moulded-in RFID transponder, linking each tyre to the production database			
1.9	Tyre pairing	Will work with the TPMS supplier and the FIA to develop tyre pairing			
		Will provide and train personnel to carry out pairing at tests and competitions.			
2	**Supply of the Product**				
2.1(i) &(ii)	Supply at competitions and Testing	Can supply the quantity of tyres required for COMPETITION and OFFICIAL testing			
2.1(iii) to (viii)	Supply of non-competition tyres	Can develop, manufacture, and supply non-competition tyres as described.			
3	**Production and Delivery**				
3.1	Prototype tyre delivery	Provide a delivery schedule for first prototype tyres			

Ref.	ITEM		COMPLIANCE	EVIDENCE	NOTES
3.2	Wind-tunnel tyre delivery	Provide a delivery schedule for first wind tunnel tyres			
4.2	Rig test tyre delivery	Provide a delivery schedule for first tyres for rig testing.			
4	**Testing**				
4.1	Testing During 2024	Provide a programme for tyre testing during 2024			
		Provide a description of testing			
		Provide a breakdown of estimated testing costs for 2024			
5	**Operations and Technical Communication**				
5.9	Finite element model	Provide a description of capabilities relating to development and supply of a finite element model.			
5.10	Thermo-Mechanical tyre grip model	Provide a description of capabilities relating to development and supply of a thermo-mechanical tyre grip model.			
7	**Personnel**				
7.1	R&D Engineers	Provide a proposal for the group responsible for responding to COMPETITORS' technical questions			
7.2	Trackside support	Provide a proposal for the personnel who will be available on site at COMPETITIONS and OFFICIAL TESTING			

Ref.	ITEM		COMPLIANCE	EVIDENCE	NOTES
7.3	FIA Support	Provide a proposal for engineers available to the FIA.			

II B - TABLE APPLICABLE TO THE F2 AND F3 CHAMPIONSHIPS

Ref.	ITEM		COMPLIANCE	EVIDENCE	NOTES
1	**Technical Matters**				
1.1	Quality & Consistency	Description of quality control methods employed that ensure that the performance and quality of the PRODUCT is consistent			
1.3	Dimensions	Can supply tyres to the dimensions given in SPECIAL CONDITIONS §1.3			
1.4	Reduction in tyre heating	Will be able to produce a tyre that meets the TECHNICAL TARGETS that does not require heating			
1.5	Compatibility with wheel rims	The product will be compatible with the current wheel rims without modification. Should a new specification rim is considered for implementation, the FIA will officially inform the PROVIDER by 1st January 2024. Note: details of the wheel shape is available on request.			

1.6	Technical targets	Is able to meet the technical targets presented in Appendix I			
		Is willing to develop and modify the product to meet any changes in the technical targets			
1.7	Production database	Can provide a database that records the specification of every tyre supplied to COMPETITORS			
1.8	Tyre Identification	Can supply tyres with moulded-in barcodes linking each tyre to the production database			
		Can supply tyres with moulded-in RFID transponder, linking each tyre to the production database			
2	**Supply of the Product**				
2.1(i), (ii), &(iii)	Supply at competitions and Testing	Can supply the quantity of tyres required for COMPETITION and OFFICIAL testing			

2.1(iv) to (vii)	Supply of non-competition tyres	Can develop, manufacture, and supply non-competition tyres as described.			
3	**Production and Delivery**				
3.1	Wind-tunnel tyre delivery	Provide a delivery schedule for first wind tunnel tyres			
3.2	Production tyre delivery	Provide a delivery schedule for first production tyres for official testing			
3.3	Prototype tyre delivery	Provide a delivery schedule for first prototype tyres for car development.			
4	**Testing**				
4.1	Testing During 2024	Provide a programme for tyre testing during 2024			
		Provide a description of testing			
		Provide a breakdown of estimated testing costs for 2024			

5	**Operations and Technical Communication**				
5.8	Thermo-Mechanical tyre grip model	Provide a description of capabilities relating to development and supply of a thermo-mechanical tyre grip model.			
7	**Personnel**				
7.1	R&D Engineers	Provide a proposal for the personnel responsible for responding to the PROMOTER's technical questions			
7.2	Trackside support	Provide a proposal for the personnel who will be available on site at COMPETITIONS and OFFICIAL TESTING			

APPENDIX III

COMMITMENT TO SUSTAINABILITY

As part of its commitment to sustainability, the FIA encourages responsible practices with respect to effective environmental management.

As a minimum requirement, the tenderer must comply with any legal requirements related to environmental and social responsibility in force in countries where the organisation operates and be able to provide evidence of compliance, if requested. Tenders include sustainability selection criteria that reflect practices and solutions that go beyond the minimum requirements. They aim to value the proposal of suppliers who provide the most sustainable solutions.

We focus our requirements for suppliers in four priority areas. Some of these apply directly to products and services, others to production methods and overall organisation's policy and operations. The tenderer's offer and organisation will be assessed according to the following criteria:

PRIORITY AREA	CLARIFICATION	EVIDENCE OF COMPLIANCE	COMMENTS
CRITERIA APPLICABLE TO THE ORGANISATION			
a) Sustainability in the organisation			
	Sustainable development is integrated into the tenderer organisation's system: certified environmental management e.g. ISO 14001 (efficient use of resources, reduction of waste, transport and travel policy, etc.), environmental/ESG policy, sustainable procurement policy, etc.		
b) Social responsibility.			
The tenderer ensures that its products/services are delivered ethically. Notably, the tenderer guarantees the respect of:	Working conditions and social protection		
	Health and safety of employees, consumers, and users		
	Ethics and anticorruption		
	Equal opportunities and diversity		
	Social due diligence in the supply chain: human rights, prevention of discrimination, etc.		

PRIORITY AREA	CLARIFICATION	EVIDENCE OF COMPLIANCE	COMMENTS
CRITERIA APPLICABLE TO THE PRODUCTS - SUBJECT MATTER OF THE TENDER			
c) Environmental and carbon footprint.			
The tenderer is aware of the environmental impact generated by the **products** and adopts solutions to minimise impact:	Carbon emissions calculation and reduction plan, carbon compensation scheme for residual emissions		
	Measures to reduce negative impact on the natural environment throughout the product/service lifecycle, e.g., prevention of pollution, limitation of use of synthetic materials, etc.		
	Provide studies of particulate matter emissions from tyre wear.		
	Implementation of traceability of materials across the supply chain		
Distribution:	Provide an estimate of the total Air Freight Shipment Weight(kg)*Distance(km) per season based on the 2023 calendar.		
	Provide an estimate of the total Sea Freight Shipment Weight(kg)*Distance(km) per season based on the 2023 calendar		
	Provide an estimate of the total Air Passenger Number*Distance(km) per season based on the 2023 calendar.		
	Propose initiatives to reduce the CO_2 emissions related to logistics: • Reduction in freight mass and/or volume • Prioritising sea-freight over airfreight • Reduction in number of people travelling		
initiatives to reduce energy use at	Elimination of tyre heating		

PRIORITY AREA	CLARIFICATION	EVIDENCE OF COMPLIANCE	COMMENTS
COMPETITIONS:	Reduction of tyre heating		
d) Circular Economy			
The tenderer takes into account the principles of circular economy in every stage of **products/goods** lifecycle:			
Design and manufacturing:	Integration of renewable, recycled, or reused materials and provision of certificates/proofs		
	Integration of materials that are recyclable / suitable for reuse or other material recovery		
	Design for increased lifespan & recycling		
	Optimisation of quantities and elimination of surplus materials		
Use	Solutions to increase duration of use whilst maintaining the sporting spectacle.		
	Reduce the number of tyres used during a CHAMPIONSHIP season. E.g. dismounting and remounting of unused or part-used tyres.		
End of life:	Propose sustainable end-of-life solutions (take back scheme, recycling/reuse options, return product to the recycling plant by sea freight or viable options for suitable treatment by recovery facilities in the country of product use, to reduce transport; if possible eliminate energy recovery)		

The tenderer is required to describe and provide documented evidence of how these criteria are met within its organisation and within the value chain. Evidence of compliance includes but is not limited to, certificates, accreditations and labels, business policies and related documents, or any other evidence that attests that the tenderer's commitments are accurate. The FIA reserves the right to request further information or evidence.

APPENDIX IV
FIA STANDARDS OF CONDUCT FOR SUPPLIERS

ARTICLE 1 - GENERAL

1.1 The activities of the Fédération Internationale de l'Automobile ("**FIA**") are to be conducted in compliance with all applicable laws, statutes, regulations, ordinances, orders, decrees, codes of practice, guidelines, directions, relevant industry and ethical standards and any other applicable rules of the jurisdictions where the FIA and/or its suppliers operate ("**Applicable Law**").

1.2 The FIA further acts in a socially responsible manner, and has issued these standards of conduct for suppliers ("**Standards**") to set out its high expectations in the areas of health and safety, human rights and employment practices, environmental management and sustainability, business integrity and anti-bribery policies, and related fields.

1.3 These Standards apply to all individuals, companies, consultants, vendors, contractors, agents and any other entities that provide services and/or supply material or other products to the FIA ("**Suppliers**"), as well as to their own employees, suppliers, sub-contractors, agents and related entities.

1.4 Suppliers must comply with the Applicable Law and these Standards. They guarantee similar compliance for the work performed by their employees, suppliers, sub-contractors, agents and related entities. When the Applicable Law and these Standards cover the same subject matter, the ones setting the highest standards apply. When these Standards contradict the Applicable Law, the Applicable Law prevails.

1.5 As part of these Standards, the FIA further expects its Suppliers to abide by the generally recognised principles inspired by the international conventions and instruments of the United Nations (UN) (in particular the UN Guiding Principles on Business and Human Rights and the UN Global Compact), the International Labor Organization (ILO), the Organisation for Economic Co-operation and Development (OECD) (in particular the OECD Guidelines for Multinational Enterprises), as well as any similar protection norms.

1.6 Suppliers shall periodically review their practices, conduct periodic self-evaluations, due diligence and establish management systems for sustainable practices to ensure that they, as well as their employees, suppliers, sub-contractors, agents and related entities, are complying with the Applicable Law and these Standards. These Standards supersede any previous standards for Suppliers issued by the FIA.

1.7 The FIA may conduct or to have conducted on its behalf inspections, audits and/or due diligence checks of facilities and business practices to monitor Suppliers' compliance with the Applicable Law and these Standards, and fulfilment by Suppliers and their employees, suppliers, sub-contractors, agents and related entities of their undertakings. Suppliers shall provide any relevant information and documents, and give access to the representatives of the FIA to verify such compliance. Suppliers shall undertake to improve or correct any inadequacy. Suppliers shall keep sufficient authentic and accurate records to prove compliance. Failure to cooperate or to provide the information requested shall constitute a breach of these Standards.

1.8 The FIA may terminate or suspend its relationship with any Supplier, as well as resort to any other remedy available, when that Supplier does not comply with the Applicable Law and/or these Standards.

1.9 These Standards may be amended by the FIA from time to time. Their enforcement and interpretation rest solely with the FIA and do not confer or create any rights in favour of any party other than the FIA.

1.10 Should Suppliers need additional information or guidance on these Standards, or wish to report a violation, whether actual or potential, they shall contact the FIA Ethics Committee and/or the FIA Compliance Officer[1].

ARTICLE 2 - HEALTH AND SAFETY

2.1 Suppliers must provide their personnel with safe and healthy working conditions, in order to avoid accidents or injuries which could be caused by, be related to or derive from their work, including during the use of equipment or during work-related travel. Suppliers must implement proceedings and training programs to detect, avoid and minimise any risk to health and safety of the personnel. Suppliers' facilities are to be constructed and maintained in accordance with the Applicable Law and the relevant industry standards.

2.2 Suppliers working with the FIA or onsite at the FIA's premises or at any other location must work in a way that assures their own safety and the safety of others in compliance with the Applicable Law, including the applicable FIA and governmental, environmental, health and safety requirements. Any incidents that may impact the FIA must be reported promptly.

ARTICLE 3 - HUMAN RIGHTS AND EMPLOYMENT PRACTICES

Dignity and Fundamental Rights

3.1 Suppliers must treat the FIA and their own personnel with dignity and respect.

3.2 Suppliers represent and warrant that they, as well as their employees, suppliers, sub-contractors, agents and related entities, protect and safeguard human dignity and fundamental rights under any and all circumstances.

3.3 Suppliers comply with, and maintain awareness of, the Applicable Law in the countries where they conduct business. Suppliers conduct business responsibly, with integrity, honesty and transparency, and adhere to the standards set forth therein.

Discrimination, Harassment

3.4 Suppliers must comply with the Applicable Law, including all applicable employment laws and regulations, prohibiting discrimination in the workplace. There shall be no discrimination or any other form of unjustified inequality on the basis of race, skin colour, gender, sexual orientation, ethnic or social origin, language, religion, philosophical or political opinion, family situation or disability.

3.5 The FIA does not permit intimidation or hostility and will not tolerate any behaviour from Suppliers that might harass, disrupt or interfere with another person's ability to work.

Child Labour

3.6 Suppliers represent and warrant that they, as well as their employees, suppliers, sub-contractors, agents and related entities, comply with the Applicable Law and do not resort to any form of child labor or other exploitation of children which are not allowed under the applicable labor and employment laws and regulations.

[1] ethics-committee@fia.com

3.7 Suppliers must adhere to the minimum employment legal age limit defined by the Applicable Law, and comply with the 1999 ILO Convention No. 182[2] on the worst forms of child labour and the 1973 ILO Convention No. 138[3] on the minimum age for admission to employment and work.

3.8 In no instance may a Supplier permit children to perform work that exposes them to undue physical risks that can cause physical, mental or emotional harm or improperly interfere with their schooling (except as may be permitted under apprenticeship or similar programs in which the minor is lawfully participating).

Forced, Bonded or Indentured Prison Labour, Slavery and Human Trafficking

3.9 Suppliers must not manufacture products or render services (or incorporate any materials therein that have been manufactured) in violation of laws governing workers' human rights, including human trafficking and slavery.

3.10 Suppliers confirm not using, in providing goods and services, involuntary or forced labor, whether indentured, bonded, prison labor or otherwise. This includes transporting, harbouring, recruiting, transferring or receiving persons by means of threat, force, coercion, abduction or fraud for labor or services.

3.11 Suppliers confirm not to have confiscated or withheld workers' identity documents or other valuable items, including passports, work permits and travel documentation.

3.12 Suppliers confirm not to have unreasonably withheld or diverted workers' wages.

3.13 Suppliers must comply with the Applicable Law to prevent undeclared, illegal and clandestine employment.

Wages and Working Hours

3.14 Suppliers must compensate all employees by providing wages, overtime pay, benefits and paid leave which as a minimum comply with the requirements under the Applicable Law. Suppliers shall also comply with the applicable rules and standards pertaining to working hours, subject to any exemptions relevant to events and competitions in the field of automotive and motor sports under the applicable laws and regulations.

Drugs

3.15 Suppliers must not possess, use or sell illegal drugs on the FIA's premises and/or at the FIA events or perform their work under the influence of alcohol, illegal drugs and any performance-enhancing substances. They shall make sure that the same applies to their employees, suppliers, sub-contractors, agents and related entities. In compliance with the applicable anti-doping regulations, all doping practices are strictly prohibited within the framework of the competitions organised by the FIA.

---

2 Available at: http://ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:12100:0::NO::P12100_ILO_CODE:C182

3 Available at: https://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:12100:0::NO::P12100_ILO_CODE:C138

ARTICLE 4 - ENVIRONMENTAL MANAGEMENT AND SUSTAINABILITY

4.1 Suppliers must comply with the Applicable Law in relation to the protection of the environment.

4.2 Suppliers must obtain any environmental permits and/or authorizations required and act in accordance with such permits and/or authorizations.

4.3 Suppliers shall endeavour to protect the environment on the occasion of any events they organise and/or within their business operations. They shall take reasonable endeavours that their operations are consistent with the generally accepted standards for environmental protection in their industries, and that on an ongoing basis, they join the FIA in its objective continuously improve its sustainability and environmental focus.

ARTICLE 5 - BUSINESS INTEGRITY

5.1 In addition to complying with the Applicable Law, Suppliers conduct business responsibly, with integrity, honesty and transparency, and adhere to the following standards of business integrity:

Corruption and Bribery

5.2 Suppliers are prohibited from engaging directly or indirectly in any form of corrupt practices and/or bribery, as well as any related illegal or unethical practices.

5.3 Corrupt practice means any form of misuse of power for any form of gain. Acts of corruption are usually intended to influence an individual in the performance of his work to act dishonestly and/or improperly.

5.4 A bribe is an inducement or reward or any form of benefit offered, promised, given or authorised, directly or indirectly: (i) to improperly influence anyone, or (ii) to reward anyone for the performance of any function or activity in order to secure or gain any commercial, contractual, regulatory or personal advantage. A bribe can take many forms, for example: (i) a direct or indirect promise or offer of something of value; (ii) the offer or receipt of a kickback, fee, reward or other form of benefit; (iii) the giving of aid or donations; (iv) the use of voting rights designed to exert improper influence.

5.5 In particular, Suppliers are prohibited from directly or indirectly paying anything of value to a government or other public official in order to:

- Obtain or retain business or improperly influence the act or decision of any government official, political party, candidate for political office, or official of a public international organization;
- Gain an improper advantage; or
- Illegally influence the action of any individual, customer, company, or company representative.

5.6 Suppliers are required to keep accurate and transparent records that reflect actual transactions and payments.

Gifts and Entertainment

5.7 Gifts and entertainment are not needed in order to conduct business with the FIA and are highly discouraged.

5.8 The following situations are always inappropriate and are expressly prohibited in relation to FIA employees, representatives, agents, appointees, consultants, volunteers, officers, commission members, sporting officials, etc., and third parties acting on behalf of the FIA:

- Offering any gift, entertainment, preferred treatment and/or any other advantage while involved in a current purchasing or contracting decision process (e.g. invitation to tender, call for interest, request for quotation, request for interest, request for proposals and any other form of calls for expression of interest);
- Any gift of currency, including "gift cards" ;
- Any gift (e.g. branded items, stationery, calendars, pens, etc), that is not compliant with the Applicable Law and/or local customs;
- Offering hospitality or any other form of entertainment that is not compliant with the Applicable Law and/or local customs;
- Offering an opportunity to purchase products, services, or benefit from a financial interest, under terms which are not available to other employees, suppliers, sub-contractors, agents and related entities.

5.9 The giving or receipt of gifts by Suppliers in the fulfilment of their duties for the FIA is not prohibited if all of the following requirements are met: (i) the gift complies with the Applicable Law, including the local standards and customs of the recipient's and the givers' country; (ii) the gift is not made with the intention of obtaining or retaining business or a business advantage, or of rewarding the provision or retention of business or a business advantage, or in explicit or implicit exchange for favours or benefits; (iii) the gift is given openly, not secretly; (iv) the gift cannot be viewed as excessive under local standards and customs (e.g. stationery, calendar, wine, sweets, etc.), and is only provided as a courtesy, token of esteem or gratitude for the service rendered, or a mark of friendship, when the circumstances so justify for example at an event or a specific period of the year (e.g. Christmas); and (v) the gift does not include cash or a cash equivalent (such as gift certificates, checks or vouchers). The value of a gift should not exceed, in any event, an amount of CHF 100.

5.10 The FIA appreciates that the practice of giving business gifts varies between countries and regions and what may be normal and acceptable in one region may not be in another. The test to be applied is whether in all the circumstances the gift is reasonable and justifiable. The intention behind the gift should always be considered.

5.11 The hospitality shown to Suppliers and the persons accompanying them shall not exceed the standards prevailing in the host country or in the event that they attend. The intention behind the hospitality should always be considered.

5.12 In case of doubt or queries concerning the above requirements, in particular the value of a gift or nature of the hospitality, the FIA Ethics Committee and/or the FIA Compliance Officer should be consulted before acceptance.

ARTICLE 6 - CONFLICTS OF INTEREST

6.1 Suppliers may not perform their duties in situations involving a perceived, apparent, potential and/or actual conflict of interest, and they must endeavour to avoid creating any such situations.

6.2 A conflict of interest arises when personal interests or activities influence, or appear to influence, the ability to act in the best interests of the FIA. Some situations that could cause a conflict of interest include:

- Having a significant financial investment in any company that competes, does business, or seeks to do business with the FIA. A significant financial interest includes voting control, or an ownership of more than 1% of the outstanding capital of a business, or an investment that represents more than 5% of the investor's total assets;
- Providing similar services for direct competitors of the FIA, with access to confidential or competitive information;
- When family members or partners work for the FIA or another FIA supplier.

6.3 Suppliers must disclose any perceived, apparent, potential and/or actual conflicts of interest to the FIA Ethics Committee and/or the FIA Compliance Officer. In case of doubt concerning any conflicts of interest, disclosure or at least consultation should be favoured.

6.4 Failure to disclose any such conflicts of interest in a timely manner, or provide complete information upon the FIA's request, constitutes a breach of these Standards.

ARTICLE 7 - FAIR COMPETITION AND ANTITRUST

7.1 Suppliers must comply with the Applicable Law regarding fair competition and antitrust. This covers the situations of abuse of dominant position, concerted practices and illegal cartels.

ARTICLE 8 - TRADE COMPLIANCE

8.1 Suppliers must comply with all import and export controls, commercial restrictions, sanctions regimes (in particular Swiss, EU and US sanctions), and any other trade compliance norms under the Applicable Law.

ARTICLE 9 - MONEY LAUNDERING AND INSIDER TRADING

9.1 Suppliers must comply with anti-monetary laundering norms under the Applicable Law and endeavour to take all appropriate measures to avoid that their activities be used as a vehicle of money laundering.

9.2 Suppliers must refrain from being involved in, or favouring business with, offshore entities. Suppliers shall inform the FIA in case any business conducted for the FIA involves jurisdictions identified as Offshore Financial Centres by the International Monetary Fund.

9.3 Suppliers must comply with all norms against insider trading under the Applicable Law and endeavour to take all appropriate measures to avoid that their knowledge of, or access to, sensitive information be used for favouring insider trading.

ARTICLE 10 - ACCURACY OF BUSINESS RECORDS

10.1 All Suppliers' financial books and records must conform to generally accepted accounting principles and the Applicable Law. Suppliers' records must be accurate in all material respects, they must be legible, transparent, and reflect actual transactions and payments. Furthermore, Suppliers undertake not to hide, fail to record or make false entries in their financial books.

ARTICLE 11 - CONFIDENTIAL INFORMATION

11.1 Suppliers must treat as confidential or secret any information, which is not public, communicated to them in the exercise of their duties. Any information or opinion shall be divulged only in accordance with the principles, directives and objectives of the FIA.

ARTICLE 12 - DATA PRIVACY

12.1 Suppliers must comply with the EU General Data Protection Regulation 2016/679 when handling personal data (“Personal Data”) provided by the FIA.

12.2 Suppliers receiving Personal Data from the FIA will adopt, maintain and follow written and comprehensive security practices that are sufficient to safeguard FIA's Personal Data from any (a) unauthorized disclosure, access, use or modification; (b) misappropriation, theft, destruction, or loss; or (c) inability to account for such Personal Data; and treat all Personal Data as strictly confidential.

12.3 Suppliers will only process the Personal Data, in a Member State of the European Union or in a State party to the agreement on the European Economic Area ("EEA") or in Switzerland. A transfer of the Personal Data to a third country other than the aforementioned requires prior informed consent given by the FIA.

12.4 Suppliers shall not, by any means, communicate the Personal Data to or put the Personal Data at the disposal of third parties without the FIA's prior written consent thereto unless it is required to do so by mandatory law. Suppliers shall notify the FIA if Personal Data is to be provided to a third party as a result of mandatory law unless the law prevents such notification taking place.

12.5 Suppliers shall notify the FIA Ethics Committee and/or the FIA Compliance Officer of any breach in the processing of the Personal Data and shall comply with any reasonable request for information to allow the FIA to respond to and to take suitable further steps in respect of the incident.

ARTICLE 13 - CONDUCT TOWARDS GOVERNMENTS AND PRIVATE ORGANISATIONS

13.1 Suppliers shall endeavour to maintain harmonious relations with national authorities, in accordance with the principle of universality and of political neutrality of the FIA.

13.2 Suppliers are free to play a role in the public life of the nations to which they belong. Within this framework, they may not abusively take advantage of their position within the FIA, engage in any activity or follow any ideology inconsistent with the principles defined in the FIA Statutes and Regulations and set out in these Standards.

ARTICLE 14 - MOBILE DEVICES, ELECTRONIC MEDIA, INTERNET AND E-MAIL USE

14.1 In those circumstances where Suppliers have access to the FIA's electronic environment (e-mail, voicemail, IT network, databases or other), Suppliers must:

- Protect the FIA's confidential information and electronic media;
- Secure mobile devices;
- Encrypt or password the protected data;
- Comply with all applicable data protection laws and regulations;
- Use these tools for performance of the agreement only; and
- Use these tools in accordance with good practices.

APPENDIX V

PROVIDER'S OFFER DATED [•]

APPENDIX VI

QUESTIONNAIRE COMPLIANCE – DUE DILIGENCE

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Compliance – Due Diligence

QUESTIONNAIRE

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

5. CONNECTIONS	
5.1. Do you have any personal or business connections with any FIA Party (FIA members, FIA body members, consultants, officials, employees)?	◯ Yes ◯ No
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