



RACING TOWARDS A SUSTAINABLE FUTURE:

A REVIEW OF THE DISCLOSED SUSTAINABILITY CREDENTIALS OF 89 GLOBAL TWO AND FOUR WHEELED MOTORSPORT CHAMPIONSHIPS

FIFTH EDITION APRIL 2026



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FOREWORD

Motorsport has long been defined by its relentless pursuit of breaking performance boundaries on track – and increasingly, this culture of drive and innovation is being directed toward accelerating sustainable progress across the industry.

Long before sustainability became the defining global issue it is today, motorsport bodies were laying the foundations for its integration into the sport. From the FIA first calculating Formula 1's carbon footprint back in 2009, the championship has since committed to achieving net-zero emissions by 2030; and from the initial development of the FIA Environmental Accreditation in 2011, through to 2025, where the highest 3-Star accreditation is now mandated across all FIA World Championships, these early sustainability initiatives have evolved into integral elements of the modern motorsport championship.

Although motorsport was once perceived as an obstacle to sustainable progress, it has proven itself as a testbed for sustainable innovation and a culturally influential platform that amplifies environmental messaging and spurs climate action among its fanbase.

The fifth edition of the Sustainable Championships Index™ (SChI™) arrives at a pivotal moment. Published at the halfway point of the decade, it offers an important marker of where many championships stand in relation to their 2030 sustainability targets – a critical juncture at which ambition must begin to translate into measurable, lasting change.

Across the global motorsport landscape, governing bodies, rights holders, and championship organisers are pursuing an increasingly ambitious sustainability agenda, balancing the operational demands of international elite competition with the responsibility to reduce environmental impact, advance social outcomes, and govern with integrity.

The SChI™ was established to showcase best practices exhibited by championships, encourage greater transparency in how progress is measured and disclosed, and challenge the industry to bring the same competitive drive to sustainability that it applies on track. As the SChI™ enters its fifth year, it is crucial that we reflect on the progress made across the championship landscape since the index's inception in 2021 – and there is evidence of this progress throughout this year's report.

We hope this edition serves as both a recognition of what the industry has achieved in the last half a decade and an indicator of where priorities should lie over the next five years.

Professor Paolo Taticchi

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Co-Director, UCL Centre for Sustainable Business

EXECUTIVE SUMMARY

The fifth edition of the Sustainable Championships Index™ (SChI™) marks another milestone in the evolution of sustainability benchmarking within global motorsport, offering an important indicator of industry progress half a decade after the publication of the first edition of the SChI™ in 2021.

The SChI™ evaluates how championships are embedding sustainability, including environmental, social and governance (ESG) principles, into their operations and long-term strategy. Beyond measurement, the Index also exists to elevate standards across the industry – identifying leadership, accelerating knowledge sharing, and showcasing best practices that can be replicated at scale. Transparency and peer benchmarking remain essential to driving improved ESG outcomes across global motorsport.

Established in 2020 by Enovation Consulting – an independent, B Corp-certified sport consulting agency – and Professor Paolo Taticchi of the University College London School of Management, the Sustainable Motorsport Index™ (SMI™) is a collection of indices that reviews, assesses, and reports on sustainability-related public disclosures made by motorsport championships and circuits.

Using quantitative data collection, structured analysis, and a proprietary algorithm, the SMI™ produces independently reviewed sustainability performance rankings of motorsport championships and circuits, supporting transparency, accountability, and continuous improvement across the industry. To avoid any conflicts of interest, all SChI™ data collected is independently reviewed by an external academic panel.

The 2026 edition of the SChI™ assesses 89 two- and four-wheel championships that were actively operating during the evaluation period (between 1 January 2025 and 31 December 2025), offering a comprehensive snapshot of sustainability performance across the sector. Two championships – FIA International Hill Climb Cup and FIA Masters Historic Sports Car Championship – were removed from the index after no evidence was found that they were still operating in 2025.

TOP PERFORMERS



ABB FIA FORMULA E
WORLD CHAMPIONSHIP



FIA FORMULA ONE
WORLD CHAMPIONSHIP



FIM MOTOGP
WORLD CHAMPIONSHIP

KEY FIGURES

25 criteria used to assess the sustainability performance of championships, based on guidelines and models promoted by the UN, EU, and OECD

89 International championships (two- and four-wheel)

30 championships gained points this year

59 remained on the same points

38 remain on zero cups

2 championships on four cups

2 championships gained an ISO 20121 in 2025

ALL TOP 5 championships have a calculated carbon footprint

A MID-DECADE STOCKTAKE:

HOW SUSTAINABLE PERFORMANCE AMONG CHAMPIONSHIPS HAS PROGRESSED IN FIVE YEARS

	1st Edition SChI Result	5th Edition SChI Result
NUMBER OF CHAMPIONSHIPS ON FOUR CUPS	1	2
NUMBER OF CHAMPIONSHIPS ON ZERO CUPS	72	38
CERTIFICATIONS	2	18
CARBON FOOTPRINT CALCULATIONS	5	15
FIA/FIM ENVIRONMENTAL ACCREDITATIONS	7	15
CHAMPIONSHIPS EXHIBITING ACCESSIBILITY INITIATIVES	19	33

BACKGROUND

The fifth edition of the Sustainable Championships Index™ (SCH™) is published at a pivotal juncture. With net-zero carbon emission targets set for 2030, 2025 represented the critical midpoint in the sustainability strategies of many championships and governing bodies, including the Fédération Internationale de l'Automobile (FIA), the Asian Le Mans Series and Formula 1.

The 2025 SCH™ data therefore offers the motorsport community an opportunity to assess its progress since 2020 and consider how much remains to be achieved in the second half of the decade.

Evolving National, International, and Industry Regulations

In keeping with 2025's milestone status, this year's data also captures the final competitive cycles before several era-defining sustainable championship regulations take effect. The 2026 Formula 1 regulations stipulate that cars must run on 100% sustainable fuel, implement a 50/50 split between electric and combustion power in their hybrid units, and be lighter and more fuel-efficient.

The FIA has also set an ambition for all World Championship series to run on clean energy by 2026.

In 2027, MotoGP will complete its own championship-wide transition to sustainable fuels. MotoGP began the transition in 2024, when it and other Fédération Internationale de Motocyclisme (FIM) championships – Moto2, Moto3, WorldSBK and WorldSSP – all switched to a minimum 40% non-fossil fuel mix in all competing motorcycles.

Alongside these regulatory milestones, operational transformation is accelerating sustainable performance gains across the championship landscape: logistics optimisation, sustainable aviation fuel adoption, smarter calendar scheduling, low-carbon freight solutions, and enhanced community engagement strategies are transforming the impact of global racing championships.

Furthermore, championships operating in climate-ambitious jurisdictions, such as the EU, had to maintain operational compliance with key mid-decade regulatory milestones and near-term developments.

At a macro level, regulatory frameworks such as the EU's Climate Law – which enshrines carbon neutrality by 2050 and a 55% emissions reduction by 2030 (compared to 1990 levels) as legally binding targets – are re-shaping the operating environment for European-based motorsport championships, influencing almost every aspect of event delivery. Comparable decarbonisation commitments are emerging globally, including under Japan's Green Transformation Policy.

Meanwhile, the EU's Corporate Sustainability Reporting Directive (CSRD) will transform sustainability reporting from a largely voluntary exercise into a mandatory corporate requirement for Europe's largest companies from 2026, directly affecting several major motorsport championship organisers.

In tandem with these legislative developments, the progressive policies implemented by motorsport championships are supporting sustainable regulatory transition. For instance, 2025 updates to the EU's Automotive Package confirmed that from 2035, carmakers must meet a 90% tailpipe CO₂ reduction target for new cars. Motorsport championships are already assisting this transition from an R&D perspective, as evidenced by increased implementation of sustainable fuels across championships, alongside the proliferation of electric and hydrogen-powered motorsport competitions.

The SChI™: A Barometer of Industry Progress

The SChI™ incentivises championships not only to advance their sustainability performance, but to communicate it clearly and consistently. Transparent annual reporting – paired with measurable year-on-year improvement – is fundamental to demonstrating credible, long-term commitment to sustainability progress.

At a time of rapid regulatory change and expanding global influence for the motorsport industry, the 2025 SChI™ offers both a snapshot of progress and an insight into the direction in which motorsport is heading.

STUDY AIMS AND METHODOLOGY

The 2026 Sustainable Championships Index™ (SCH™) presents the results of a quantitative study assessing the sustainability actions and commitments of 89 two- and four-wheel global motorsport championships.

The SCH™ is part of the Sustainable Motorsport Index™, which provides an annual research-based assessment of the sustainability performance of motorsport industry stakeholders across different categories (circuits and championships). This is the fifth annual SCH™, and as in the four previous editions, it ranks each championship's sustainability performance using 25 industry-specific criteria across six categories.

Data collection for this year's edition began on 1st January 2025 and ended 31st December 2025. Only championships which were in full operation in 2025 were assessed (see the full list in Appendix 1), and only publicly disclosed information formed part of the SCH™'s analysis. The SCH™ does not account for any potential or future actions, nor can it consider any aims or objectives that have not yet been implemented.

The six categories assessed are Certifications, Accreditations and Awards, Environmental Criteria, Social Criteria, Engagement and Partnerships, and Sustainability Approach. Each category is subdivided and individually weighted, and all data collected is independently reviewed by an external, expert academic panel.

The data collection and analysis for the SCH™ was conducted by Enovation Consulting, under the guidance of Professor Paolo Taticchi from University College London's School of Management, to ensure analytical rigour. This differentiates the SCH™ from other sports industry sustainability indices, which often rely on voluntary surveys or other methods of data collection and analysis.

Table 1:

Criteria used to assess the sustainability performance of championships and to build the SChl™.

CERTIFICATIONS**1. ISO 14001**

An international standard for environmental management systems, helping organisations systematically manage environmental impacts, ensure compliance, and drive continual sustainability improvement across operations.

2. OHSAS 18001 OR ISO 45001

Sets out the criteria for an occupational health and safety management system that an organisation can use to protect employees and visitors from work-related accidents and diseases.

3. ISO 20121

Outlines the criteria for a sustainable event management system that an organisation can use to manage events and control their social, economic, and environmental impact.

4. ISO 9001, LEED, BREEAM or PEARLS (FOR HEADQUARTERS)

ISO 9001 standardises the criteria for a quality management system that an organisation can use to demonstrate its ability to consistently provide products and services that meet customer and regulatory requirements. LEED, BREEAM, and PEARLS set criteria for efficient and cost-saving green building design and maintenance.

5. ISO 26000 and other relevant ISO certifications

Provides guidance on social responsibility initiatives, helping organisations operate ethically, contribute to sustainable development, engage stakeholders, and integrate social and environmental considerations into decision-making. The criterion also included any other relevant ISO certifications following the achievement of several new ISOs in 2025.

6. Carbon Footprint Assessment or Carbon Disclosure Project (CDP)

Tracking, measuring, and disclosing carbon emission activities using a carbon calculator or, as with the CDP, a not-for-profit organisation that works with organisations to measure and disclose their activities.

ACCREDITATIONS AND AWARDS**7. FIA Environmental Accreditation and/or FIM Environmental Awards**

The FIA Environmental Accreditation programme helps to measure and improve the environmental performance of championships.

The FIM Environmental Award recognises the efforts made by organisers, federations, circuits, championships, and teams to develop sustainable initiatives and events that minimise environmental impact and leave a positive legacy for local communities.

8. Other Industry Awards

Industry recognised awards that acknowledge and reward organisations for their sustainability impact and activities (e.g., EDIE, SportsPro Awards).

ENVIRONMENTAL CRITERIA**9. Waste Management and Circular Economy Initiatives**

The adoption of sustainable waste management practices and the development of circular economy processes.

10. Renewable Energy and Energy Efficiency

Procurement of green energy and/or on-site production of renewable energy. Use of LED lighting systems and other high-efficiency equipment.

11. Efficient Use of Natural Resources

Adequate use of natural resources (e.g., water, wood, metals) and actions to protect biodiversity.

12. Transportation and Mobility

Actions to improve mobility to/from the championship, reduce emissions generated by transportation, and use of transportation options with a lower carbon footprint.

13. Climate Change Projects

Projects focused on addressing climate change.

Table 1:

Criteria used to assess the sustainability performance of championships and to build the SChl™.

SOCIAL CRITERIA**14. Accessibility**

Actions taken to actively provide industry access opportunities to groups currently underrepresented in motorsport.

15. Philanthropy

Donations and fundraising events to support not-for-profit organisations and charitable causes.

16. Community Events at Races

Organisation of initiatives and events aimed at supporting communities adjacent to the championships.

17. Other Campaigns

Recognises initiatives such as the UN Sustainable Development Goals (SDG) or promotes focused campaigns and initiatives (e.g., Health/Covid-19 response etc.).

18. Actions to Counteract Food Waste

Adoption of initiatives to collect surplus and combat food waste.

ENGAGEMENT & PARTNERSHIPS**19. Partnerships for Sustainability**

Recognises SDG-focused partnerships (e.g., local charities, not-for-profits).

20. Employee/Stakeholder Engagement

Recognises initiatives that engage and involve employees and stakeholders in SDG-focused activities, as well as activities that focus on employee well-being and inclusion.

21. Impact on Local Economic Development

Active measurement of the Championship's impact on the local economy (e.g., on employment, tourism, and local suppliers) and commitment to creating positive impact.

SUSTAINABILITY APPROACH**22. Quality and Quantity of Social and Environmental Sustainability Policies and/or Ethics Code and/or UNFCCC Commitments**

Formal documents or webpages that disclose the commitment and behaviour of the organisation through environmental, social, and ethical standards. This could include the explicit reference to the UN SDGs, the UN Global Compact, or the UN Framework Convention on Climate Change.

23. Engagement demonstrated through Activism, Events, and Sustainability Initiatives (not necessarily at races)

Events and initiatives hosted by the Championship focused on sustainability.

24. Sustainability Reporting

Disclosure of sustainable business policies and practices through websites and sustainability reports.

25. Sustainability Strategy

Disclosure of a clear, ambitious, and comprehensive sustainability strategy that includes SMART objectives.


SCORING PROCESS

Points were allocated against each of the metrics based on publicly available disclosures communicated by each championship between 1st January 2025 and ended 31st December 2025. 100 points were available with an absolute score range from 0 to 100 (lowest to highest level of sustainability performance).

Based on the scores handed down, the championships are then grouped into five ranked categories, which reflect their sustainability performance for the calendar year (normalising the performance data over the score of the leader). The ranking categories are High Score (4 Cups), Medium-High Score (3 Cups), Medium Score (2 Cups), Medium-Low Score (1 Cup) and Low Score (0 Cups). (See Table 2).


An independent panel of academics reviewed all scores and all assigned ranking categories published in the 2026 SChI™.

Table 2:
Categories of sustainability performance associated with the Sustainable Championships Index™.


HIGH SChI™ SCORE


MEDIUM - HIGH SChI™ SCORE


MEDIUM SChI™ SCORE


MEDIUM - LOW SChI™ SCORE


LOW SChI™ SCORE

THE SUSTAINABILITY PERFORMANCE OF MOTORSPORT CHAMPIONSHIPS

Motorsport's global reach is expanding at unprecedented speed. Figures published following the conclusion of the 2025 season estimated Formula 1's fanbase at approximately 827 million people in 2025 – a 12% year-on-year increase and roughly 63% growth since 2018. MotoGP, Formula E, which recorded a 23% growth in worldwide fans in 2025, and the World Endurance Championship are also witnessing rapid growth across their respective fanbases.

With record audiences and growing cultural influence, motorsport has a powerful platform to propel sustainable innovation forward.

Widespread Progress

In keeping with this momentum, clear, demonstrable progress was exhibited across the championship landscape, particularly among the top-performing championships. A total of 30 championships improved their scores – up from 26 in 2024 – signalling growing engagement with structured sustainability action.

However, the majority (59) remained at the same points as last year, suggesting that while progress is building, sustainable performance development remains uneven. Encouragingly, only 14 championships now sit on zero points, and two additional championships scored for the first time in 2025, demonstrating that previously unengaged championships are beginning to kickstart their sustainability journeys.

In the first edition of the SChI™, 72 championships were awarded 0 cups – this year, that number is just 38, illustrating concerted industry-wide progress.

Championships in Pole Position

At the top of the rankings, Formula E cemented its leadership position, adding a further 12 points this year after maintaining the same score in both 2023 and 2024. Formula One strengthened its hold on second place with a four-point increase, while MotoGP in third delivered a notable seven-point gain. The FIM Superbike World Championship recorded one of the most significant shifts, scoring 12 additional points and entering the top 10 after ranking 18th the previous year.

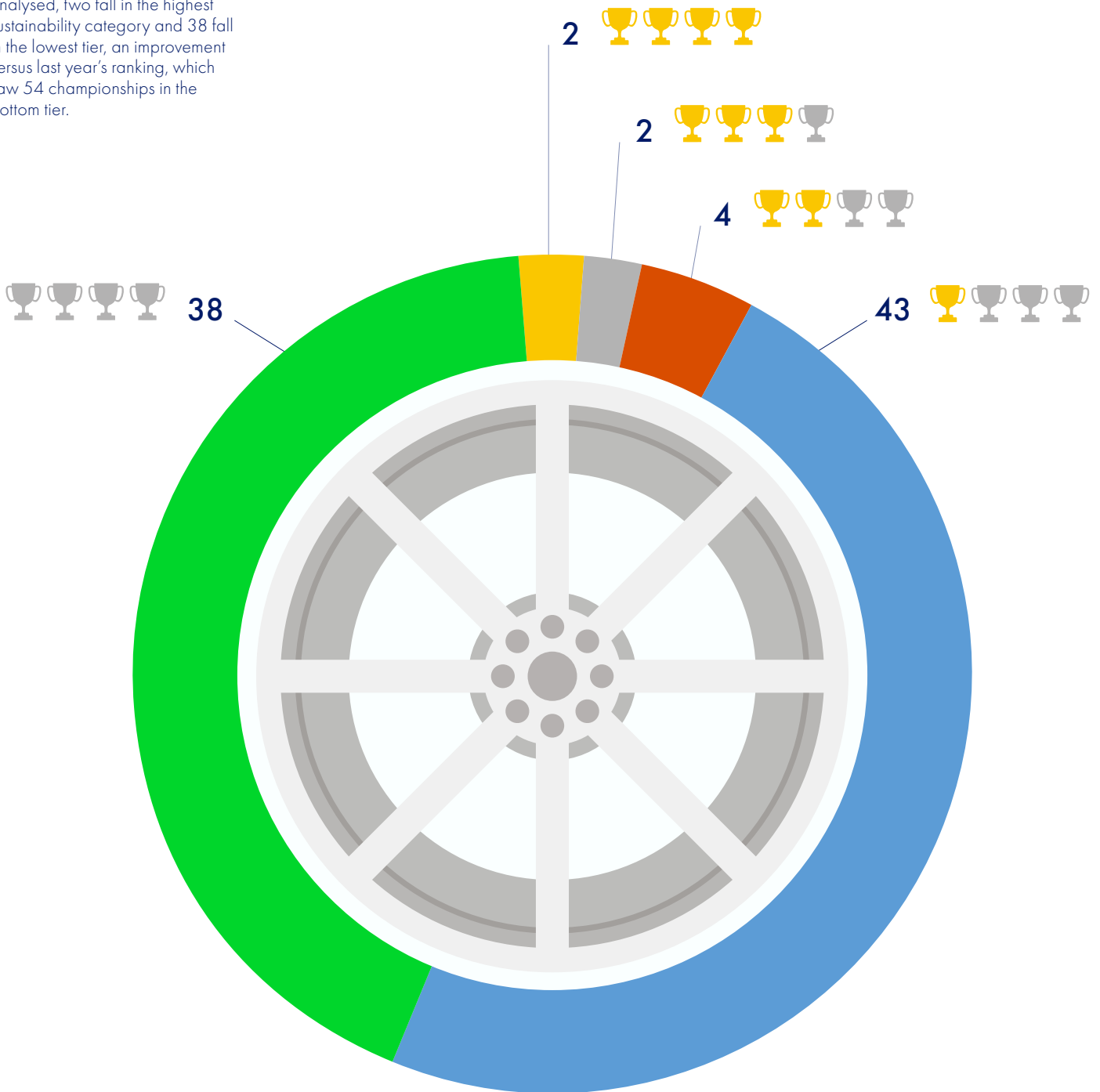
Several championships have not only improved year-on-year but are now achieving the maximum available points within specific categories, demonstrating both maturity and strategic focus. Promoters are playing an increasingly influential role in driving this transformation, embedding sustainability requirements across event delivery and commercial partnerships. Reflecting this, many championships are delivering sustainability projects through partnerships with other organisations and companies, such as sustainable fuel providers and waste management innovators.

Across the SChI™ leaderboard, FIA and FIM championships are broadly comparable overall, with FIA averaging marginally lower scores, partly reflecting a larger proportion of smaller series.

Some Still to Begin Their Sustainability Journeys

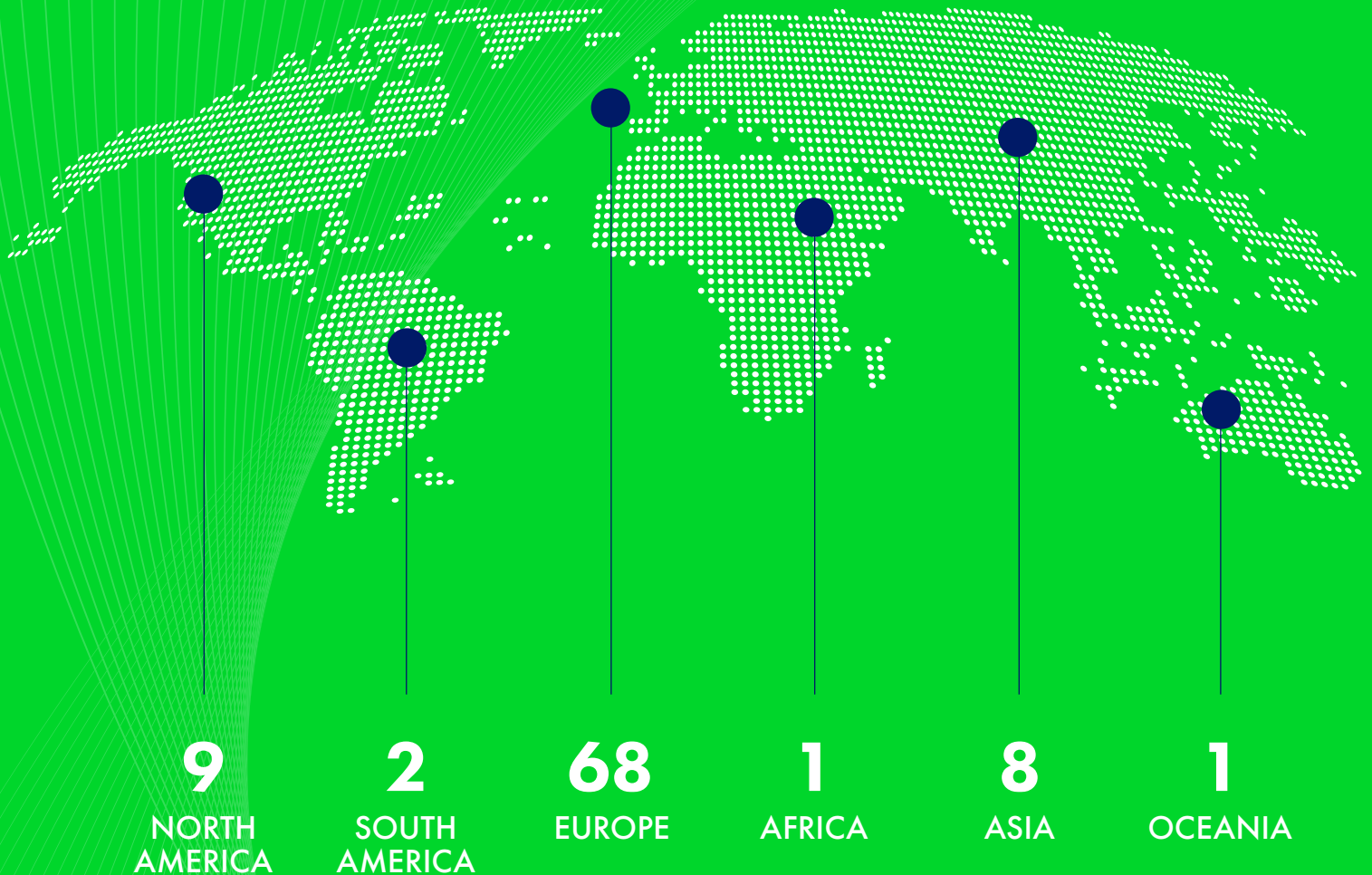
While a small number of championships remain on zero points, these are predominantly lower-maturity, smaller-scale series where formal sustainability structures are less established. Future progress among these championships is likely, particularly as motorsport governing bodies continue to expand their sustainability commitments and evolving environmental legislation creates additional impetus for action.

Figure 1: Of the 89 championships analysed, two fall in the highest sustainability category and 38 fall in the lowest tier, an improvement versus last year's ranking, which saw 54 championships in the bottom tier.



GEOGRAPHIC DISTRIBUTION

OF CHAMPIONSHIPS BASED ON THE LOCATION OF HEADQUARTERS



CERTIFICATIONS

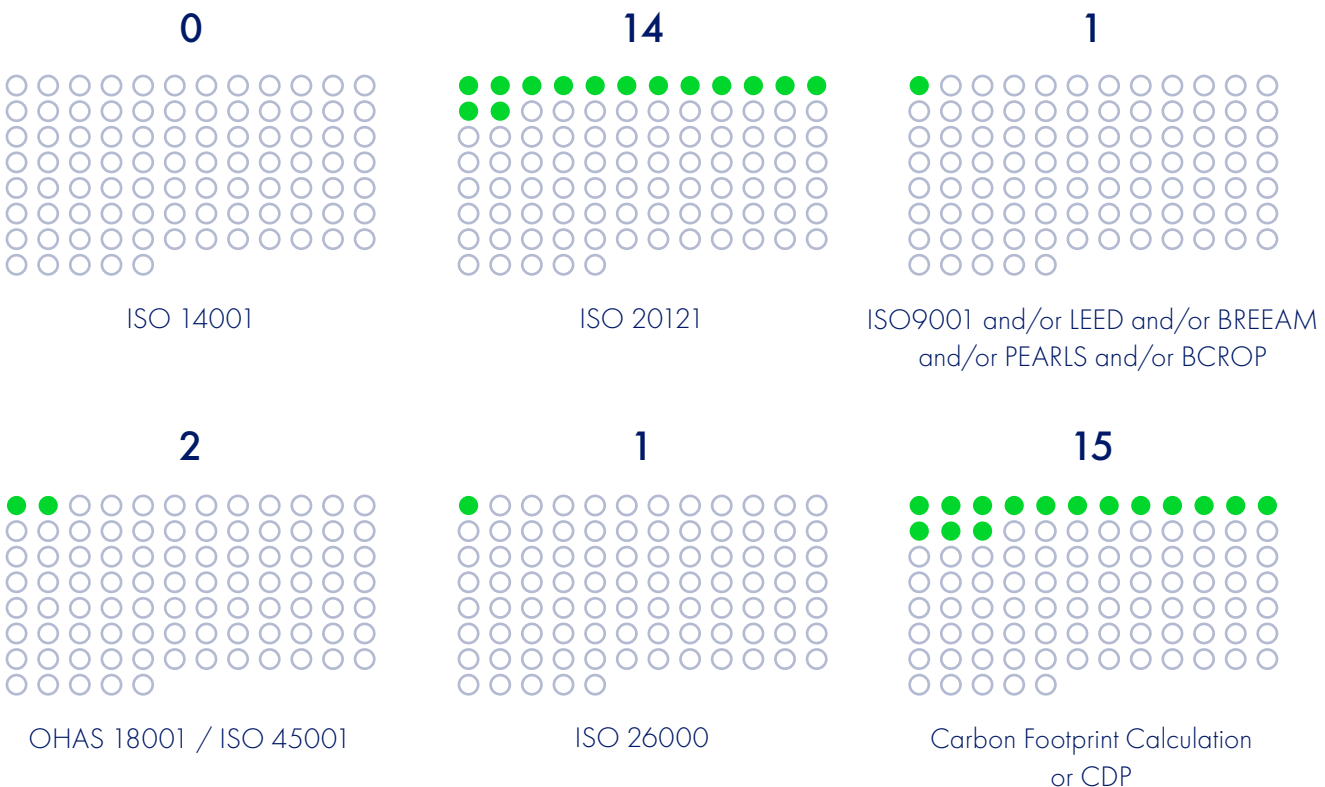
Certifications play a critical role in the sustainability journey of motorsport championships. Internationally recognised standards provide a consistent framework for acknowledging and validating the actions championships take to meet established sustainability benchmarks.

2025's standout certification was ISO 20121, which certifies that an event has been delivered sustainably and responsibly. Public disclosures of this certification have grown significantly – from four in 2023, to 12 in 2024, to 14 in 2025 – reflecting its increasing adoption across the sport. Two certifications made their debut in motorsport championships this year: ISO 45001, covering occupational health and safety management, and ISO 26000, addressing social responsibility. Their emergence signals that governance and social considerations are gaining greater precedence alongside environmental priorities.

Among individual championships, Formula E was a standout performer on the certification front, recertifying in ISO 20121 and ISO 9001, alongside certifying in ISO 14064 for greenhouse gas accounting and the BSI Net Zero Pathway for the first time. The FIM Superbike World Championship also made notable progress, with the championship's rights holder and organiser, Dorna WSBK, achieving both ISO 45001 and ISO 20121 in 2025.

Finally, carbon footprint reporting continues to prove itself as a foundation for strong sustainability performance – all five of the top-ranked championships published a carbon footprint report in 2025.

Figure 2: The assessed championships earned a total of 18 certifications in 2025 (compared to 12 in 2024), and 15 championships disclosed information about tracking and measuring their carbon emissions activity.



ACCREDITATIONS AND AWARDS

Awards and accreditations are important measures that demonstrate an organisation’s sustainability performance. In alignment with previous editions of the SChI™, this year’s report considered accreditations and awards issued by the FIA and FIM, as well as other relevant industry awards, including the BBC Green Sport Award, ranking highly in the Global Sustainability Benchmark in Sport (GSBS), and achieving a high EcoVadis score, among others.

The number of FIA Environmental Accreditation and FIM Environmental Awards reported in 2025 rose to 15. The FIA/FIM accreditations are becoming an expected standard across the industry – illustrating this, the FIA made 3-Star Environmental Accreditation a requirement for all FIA World Championships starting in 2025, and all FIA-sanctioned championships beginning in 2030.

Figure 3:
A total of 15 championships achieved the FIA Environmental Accreditation or the FIM Environmental Award (up from 14 in 2024), and 3 championships overall earned other relevant industry awards in sustainability.



ENVIRONMENTAL CRITERIA

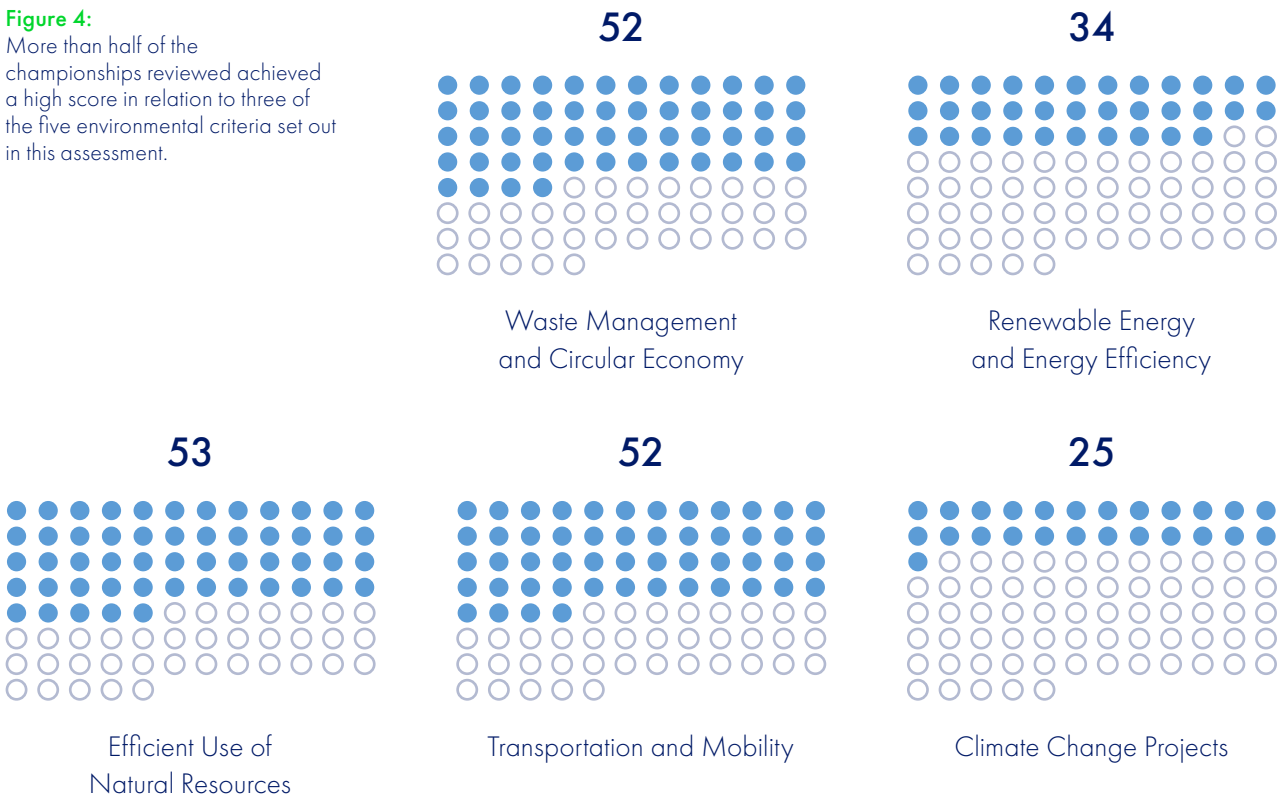
Five environmental criteria were assessed to evaluate each championship’s approach to limiting and mitigating its operational environmental impact: Waste Management and Circular Economy, Renewable Energy and Energy Efficiency, Efficient Use of Natural Resources, Transportation and Mobility, and Climate Change Projects.

The results revealed a clear divide between the most and least adopted criteria. Points were awarded to over 50 championships for activities related to Efficient Use of Natural Resources, Transportation and Mobility, and Waste Management and Circular Economy. By contrast, Renewable Energy and Energy Efficiency points were awarded to 34 championships, while just 25 were awarded for Climate Change Projects.

However, these two lower-scoring categories showed encouraging signs of progress, growing by three and two championships respectively compared to 2024, while the higher-scoring categories remained largely static. This suggests that championships are beginning to direct greater attention toward the more underserved areas of their environmental performance.

Although there is significant room for improvement across the board, environmental criteria continued to score more highly than other categories – a trend consistent with previous reports.

Figure 4: More than half of the championships reviewed achieved a high score in relation to three of the five environmental criteria set out in this assessment.



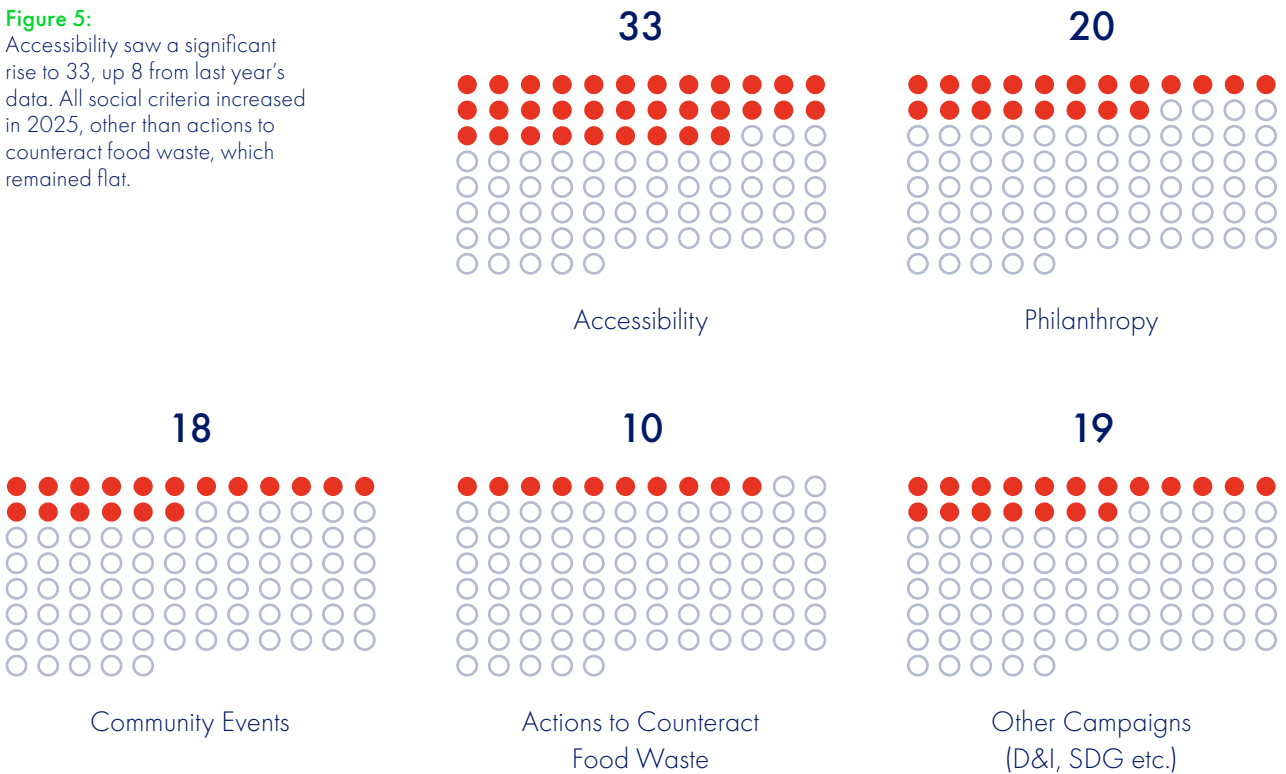
SOCIAL CRITERIA

Social responsibility encompasses a broad range of actions – from supporting local communities and philanthropic causes to improving event accessibility and advancing diversity and inclusion. Five criteria were assessed within this category: Accessibility, Philanthropy, Community Events, Actions to Counteract Food Waste, and Other Campaigns designed to improve social outcomes, such as diversity and inclusion (D&I) programmes and the United Nations Sustainable Development Goals (SDGs).

Social criteria saw significant growth in 2025 across almost all areas. The most notable improvement was in Accessibility, where the number of championships scoring points rose from 25 in 2024 to 33 in 2025. Philanthropic initiatives were observed in four additional championships, and Community Events increased by three. The only area to record no movement was Food Waste Reduction, which remained static compared to the previous year.

Taken together, these results point to a broadening understanding of social responsibility across the sport, with championships increasingly recognising the importance of inclusion and community engagement as core components of their sustainability strategies.

Figure 5: Accessibility saw a significant rise to 33, up 8 from last year's data. All social criteria increased in 2025, other than actions to counteract food waste, which remained flat.



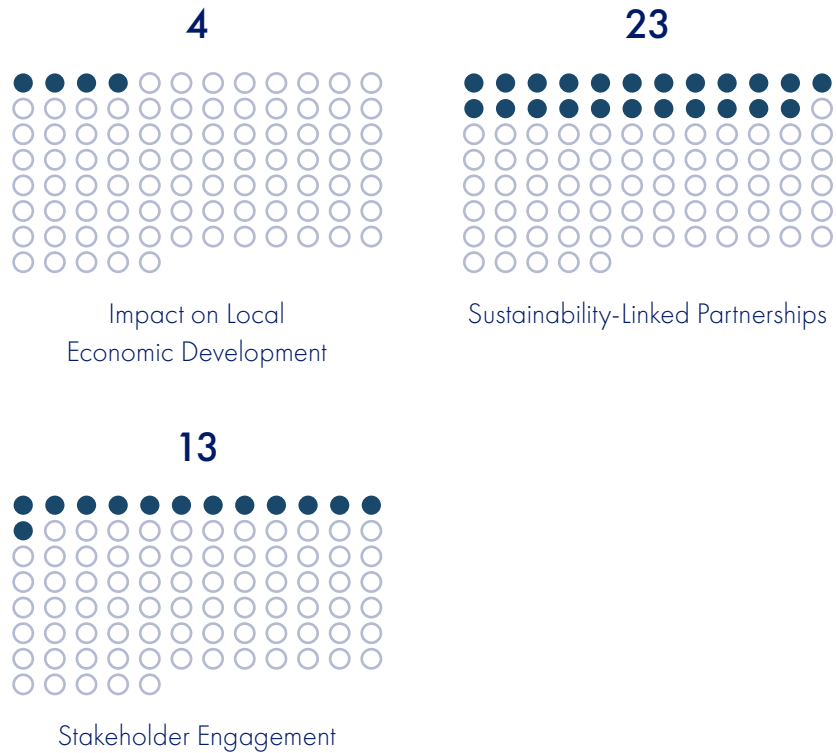
ENGAGEMENT & PARTNERSHIPS

Partnerships are a prominent feature of motorsport, and their tangible value – both on and off the track – continues to generate debate. Alongside this, engagement with internal and external stakeholders has grown in importance as championships seek to promote wellbeing, inclusivity and sustainability education. Three criteria were assessed in this category: Impact on Local Economic Development, Sustainability-Linked Partnerships, and Stakeholder Engagement.

Movement in this category was limited in 2025. Sustainability-Linked Partnerships increased by three compared to 2024, while all other criteria remained flat. As in the two preceding editions of this report, Impact on Local Economic Development remains the area most in need of improvement, with only four championships measuring and disclosing the value their initiatives create for local communities.

While incremental progress has been made, championships are not yet fully utilising the considerable influence they possess to inform, educate, and collaborate with stakeholders and institutions capable of amplifying the sport’s positive impact. Embedding sustainability into employee culture and forging purpose-driven partnerships would not only strengthen each championship’s internal practices but also extend that positive impact into wider society.

Figure 6: 23 championships performed well in relation to partnerships for sustainability, as did those engaging with their employees or stakeholders (13), although this number remained flat from 2024.



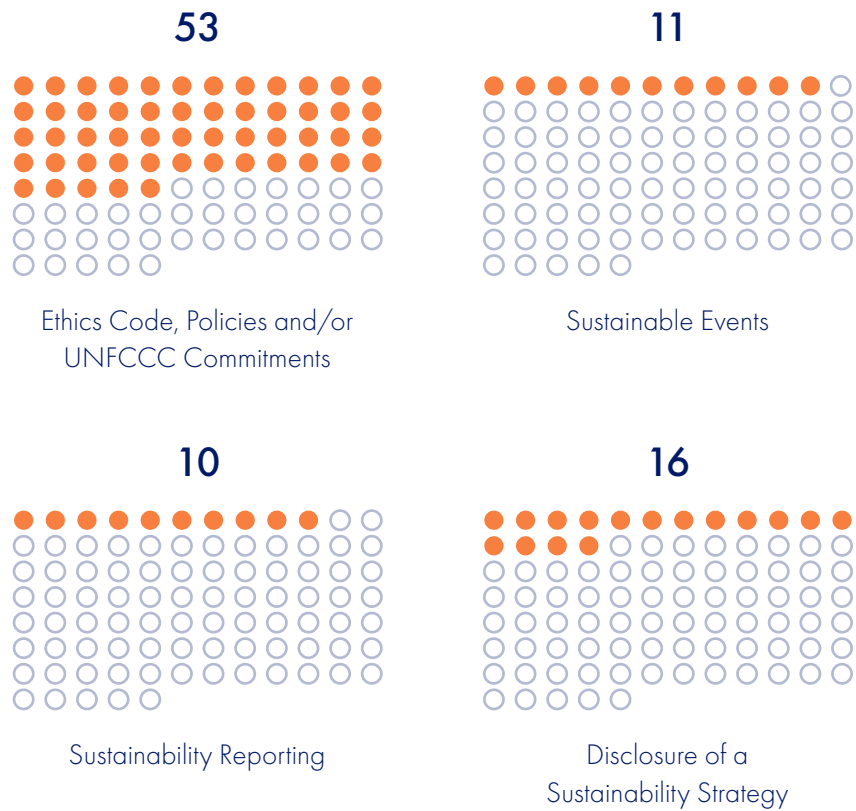
SUSTAINABILITY APPROACH

A championship’s sustainability approach was assessed by examining whether a formal sustainability strategy was in place, supported by measurable goals and targets. Four criteria were evaluated: Ethics Codes, Policies and Commitments, Sustainable Events, Sustainability Reporting and Disclosure of a Sustainability Strategy.

Publicly disclosed sustainability reports remain one of the most powerful tools available to championships. By communicating strategies, tracking progress against ESG objectives, and demonstrating commitment to recognised frameworks – such as the UNFCCC Sports for Climate Action Framework – championships are able to maintain meaningful transparency and accountability with respect to their sustainability performance.

Disclosure of a Sustainability Strategy recorded the strongest growth in this category in 2025, with four additional championships publishing a documented strategy compared to the previous year. Broader appetite for formalising sustainability processes internally remains encouraging, with more than 50% of assessed championships having established ethics codes, policies and/or UNFCCC commitments – reflecting a sector increasingly willing to define and stand behind its sustainability ambitions.

Figure 7: Sustainability Approach criteria remained largely flat compared to 2024. More than half of the 89 championships reviewed scored points for their sustainability-related policies and/or UNFCCC commitments. The biggest increase was seen in sustainability strategy disclosures, which rose to 16.



A LOOK AT TODAY'S LEADING SUSTAINABLE CHAMPIONSHIPS

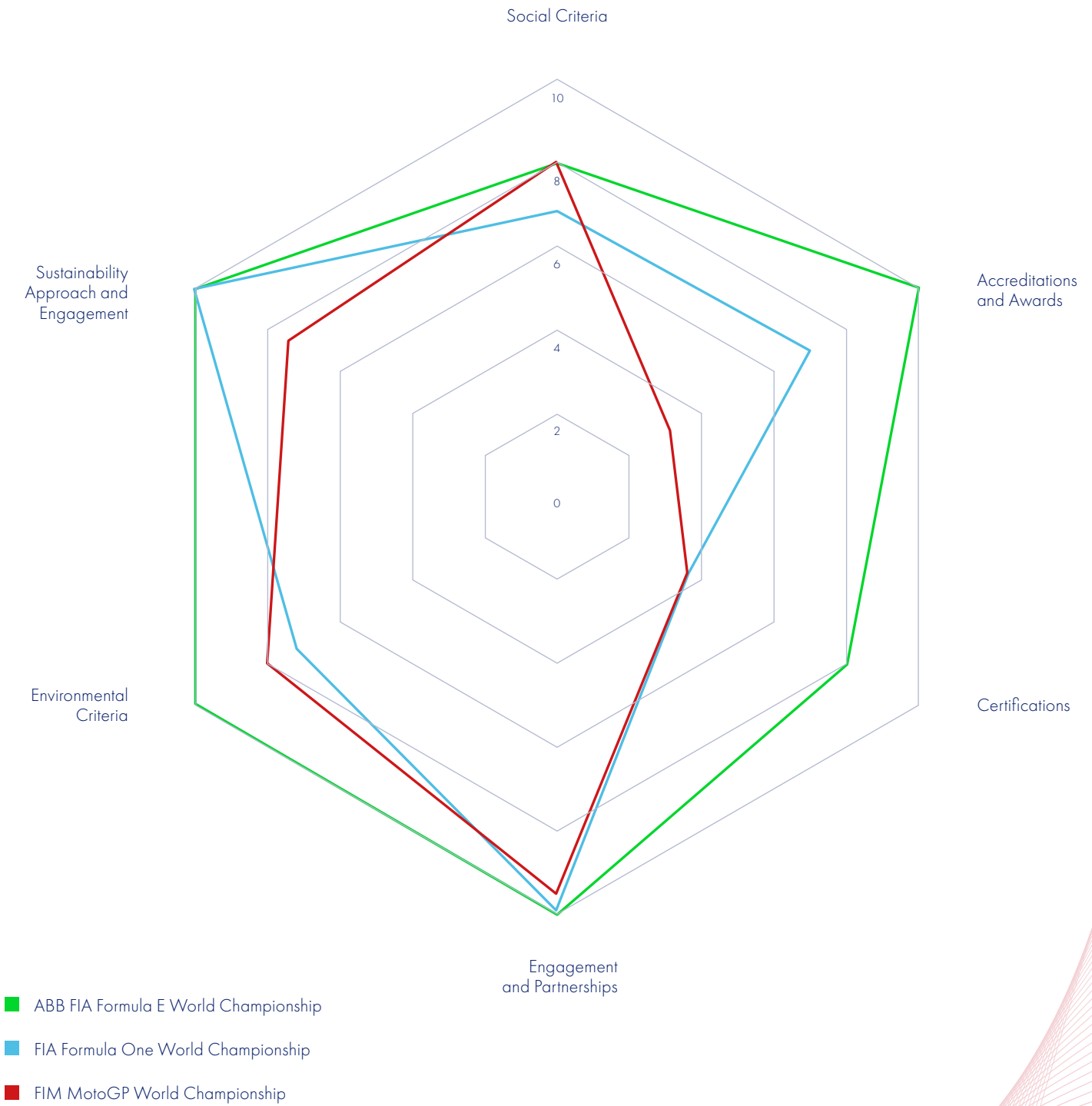
Following a comprehensive review of 89 international two- and four-wheel motorsport championships, the ABB FIA Formula E World Championship once again retained its title as the world's most sustainable motorsport championship. Formula E's continued leadership reflects a consistently high standard of performance across the assessed criteria, underpinned by its identity as a championship built with sustainability at its core since inception.

The FIA Formula One World Championship retained second position, continuing to demonstrate the scale of ambition that has characterised its sustainability programme in recent years. Exhibiting wide-reaching initiatives spanning low-carbon energy, sustainable logistics, and remote broadcasting, Formula 1's presence at the top of the rankings highlights the progress that can be achieved even within the most logistically complex championships in the world.

The FIM MotoGP World Championship consolidated third place for the second consecutive year, reflecting a sustained and improving commitment to sustainability across its operations — most notably through its ongoing transition to non-fossil fuels across all its series.

Below, we look at each of the top three championships in greater detail, before turning to the biggest movers and improvers of 2025.

Figure 8:
Profiles of today's sustainability leaders' performance in the various dimensions measured across the 25 indicators.



TOP PERFORMERS



ABB FIA FORMULA E WORLD CHAMPIONSHIP



The ABB Formula E World Championship, the first net-zero carbon certified sport, entered its tenth season last year, and impressively placed first on the SChI™'s leaderboard for a fifth year in a row. It achieved an additional 12 points compared to last year to reach a total of 97 after spending 2023 and 2024 on the same number of points. It remains the benchmark for sustainability amongst motorsport championships.

Last year, the SChI™ recommended that Formula E improve its sustainability certifications to take its performance to the next level – and this was duly taken on board by management. In 2025, the championship obtained an ISO 14064 for the first time, which certified its GHG Accounting operations, while also re-certifying in ISO 20121.

In 2025, Formula E also became the first sport certified by BSI's Net Zero Pathway, meaning the championship now has clear, science-based emissions reduction targets and independently audited progress.

Across the year, Formula E strengthened its environmental credentials by implementing new operational practices to reduce emissions, expanding the scope of community impact programmes, advancing sustainable race technologies, and continuing to use its platform to promote climate and social action globally.

Better logistics planning – including biofuel sea freight, a new strategically located operations hub in Valencia, and increased use of sustainable aviation fuel (SAF) – helped reduce transport-related emissions. Races were also grouped geographically to cut freight mileage and carbon output.

Social impact projects reached over 32,000 people across host cities. The "FIA Girls on Track" programme was also expanded to all 11 race markets and doubled participation to 2,000. The Driving Force STEM education programme – covering air pollution, circular economy and renewable energy – grew significantly.

SUSTAINABLE HIGHLIGHTS OF THE ABB FIA FORMULA E WORLD CHAMPIONSHIP



EMISSIONS REDUCTIONS:

Formula E announced a 55% reduction in Scope 1 and 2 emissions compared to the Season 5 baseline.



SOCIAL IMPACT GROWTH:

Over 32,000 people positively impacted by Formula E's social impact projects, including over €75,000 distributed as part of the Better Futures Fund.



THE GEN3 EVO:

The new car introduced for Season 10 was the world's most sustainable racing car. It included tyres made of 35% recycled material, recycled carbon fibre elements, and broke new ground on efficiency.



CERTIFICATION PROGRESS:

An additional ISO certification, ISO 9001 and ISO 20121 recertifications, and a BSI Net Zero Pathway made 2025 a successful year on the certification front for Formula E.

TOP PERFORMERS



FIA FORMULA ONE WORLD CHAMPIONSHIP



For the fifth consecutive year, the FIA Formula One World Championship secured second place in the SChI™, once again joining Formula E in the exclusive four-cup bracket on 77 points. Formula 1 gained a further four points this year on the back of increased sustainability activity, though Formula E's exceptional 2025 performance meant the gap between the two championships widened.

Formula 1 has accelerated the scope and impact of its sustainability programme in recent years, a trajectory reinforced by the sustainability provisions embedded in the new technical regulations for the 2026 season.

With a target of net zero emissions by 2030, the championship has already achieved a 26% reduction against its baseline figure, and 2025 saw further material progress across several key areas. Emissions from factories and facilities fell by 59%, while the adoption of Sustainable Aviation Fuel delivered a 19% reduction in air freight emissions. Alternative energy sources now power 80% of races, delivering significant reductions in event-related energy emissions.

As Formula 1's global popularity continues to grow alongside its sustainability ambitions, it is well positioned to mount a stronger challenge to Formula E's leadership in the years ahead.

SUSTAINABLE HIGHLIGHTS OF THE FIA FORMULA ONE WORLD CHAMPIONSHIP



EUROPEAN ENERGY EMISSION REDUCTIONS:

In partnership with Aggreko, Formula 1 has developed low-carbon energy systems using HVO, biofuel, solar and battery storage. After an initial trial in 2023, the system has been rolled out across all European Grands Prix from 2025, targeting a reduction of more than 90% of energy emissions across the Paddock, Pit Lane and Event Technical Centre areas.



TRANSPORT-RELATED EMISSIONS:

Formula 1's European equipment is transported by biofuel-powered trucks, cutting related emissions by an average of 83%. For flyaway events, investment in SAF with partners DHL and Qatar Airways reduced air freight emissions by more than 8,000 t CO₂e in 2024 — an approximately 19% reduction compared to conventional fuel — with further investment planned.



REMOTE WORKING:

Formula 1 operates the world's largest intercontinental remote production system from its Media & Technology Centre (MTC) in the UK, with around 140 personnel working remotely each race weekend. The launch of a new F1 Studio at the MTC in 2024 has expanded these capabilities further, reducing the need for people and equipment to travel to races.

TOP PERFORMERS



FIM MOTOGP WORLD CHAMPIONSHIP



MotoGP gained seven points in 2025, consolidating third place by four clear points and creating meaningful distance between itself and the Extreme E and H competitions in fourth. Having shared third place with the Extreme series in 2023 and edged ahead by a single point in 2024, 2025 represented a more decisive step forward for the championship.

Central to MotoGP's progress is its commitment to sustainable fuels. The phased introduction of a minimum 40% non-fossil fuel composition in 2024 marked a significant milestone, with a target of 100% sustainable fuel set for 2027. This transition is part of a broader regulatory overhaul scheduled for the same year, which will introduce new bike and engine specifications designed to reduce overall environmental impact while preserving the performance standards the championship is renowned for – a trajectory that mirrors Formula 1's own long-term technical ambitions.

Notable progress was also made in waste management and circular economy practices during the 2025 season. All circuits now have waste separation processes in place, alongside initiatives to minimise food waste at MotoGP events – reflecting a growing commitment to responsible event operations across the championship's entire calendar.

SUSTAINABLE HIGHLIGHTS OF THE FIM MOTO GP WORLD CHAMPIONSHIP



SUSTAINABLE FUEL:

MotoGP joins a select – but increasing – number of championships transitioning to sustainable fuel to power its vehicles. The switch will be completed ahead of the 2027 season.



EVENTS:

As part of the FIM's Ride Green initiative, the KiSS (Keep It Shiny and Sustainable) project is implemented at many Grands Prix on the MotoGP calendar. The campaign focuses on raising awareness amongst spectators of recycling and waste management, sustainable transport, carbon footprint reduction, and social inclusion, as well as supporting other international initiatives.



SUSTAINABLE PARTNERSHIPS:

Michelin, the official tyre supplier of MotoGP, are helping to reduce the number of tyre options in races to reduce waste, and aiming for tyres comprising of 100% sustainable material by 2050.

BIGGEST MOVERS

FIM BAJAS WORLD CUP (+17 PLACES)

Following a re-assessment of the championship's charitable partnerships and recording a female-only racing category for the first time, the FIM Bajas World Cup was awarded an extra two points and, in the process, moved up 17 places in the SChI™ rankings. Even limited sustainability developments can significantly increase a championship's rankings in the crowded middle section of the SChI™ table, which should offer encouragement for those starting to develop their sustainability offering.

FIA WORLD ENDURANCE CHAMPIONSHIP (+12 PLACES)

The FIA World Endurance Championship's rise was driven by meaningful structural and operational progress. The championship obtained ISO 20121 certification and formalised its commitments through a dedicated Sustainable Development Policy. It also used its platform to push the boundaries of clean motorsport technology, most notably through a Hydrogen Village at the 6 Hours of Spa event, which featured demonstrations of hydrogen-powered vehicles and supercars.

REPCO SUPERCARS CHAMPIONSHIP (+11 PLACES)

The Repco Supercars Championship's improvement was built on an impressive foundation of community engagement and inclusivity. The championship collaborated with Griffith University's Women in Motorsports programme to lead a programme called SuperGEMS, which aimed to encourage Year 9 and 10 students to pursue STEM and motorsport careers. It connected over 50 female students from across Southeast Queensland with industry professionals to promote mentorship opportunities with motorsport professionals, problem-solving projects featuring real-world scenarios faced by Supercars competitors, and experience days bringing students up close with the inner workings of the sport.

An additional Students on Track programme introduced by the championship offered students, teachers, and adult guardians a free day trackside to learn about the sport first-hand, supported by complimentary educational resource books aligned with the Australian Curriculum. The championship also made strides in cultural and gender representation: all teams participated in an Indigenous Liveries race in collaboration with designers from the Indigenous community, while Women in Motorsport Breakfast events and a three-day Girls on Track event celebrated the role of women in the sport.

OUTSTANDING INITIATIVES FROM 2025

FIM X-TRIAL WORLD CHAMPIONSHIP ACCESSIBILITY INITIATIVE FOR VISUALLY-IMPAIRED FANS

Improving accessibility was a key success area across the championship landscape in 2025. One standout initiative in this field was introduced at the 2025 X-Trial Madrid, which held the first immersive X-Trial event specifically designed for blind and visually impaired fans. Participants were given the opportunity to meet riders, examine machines and safety equipment, and experience the contrasting sounds and vibrations of combustion and electric-powered motorcycles.

Guided tours of the sections, delivered by FIM officials, provided insight into course planning, competition rules and technical terminology, while assistive listening devices and inclusive narration ensured participants could follow the live action in full. The initiative represents a significant step forward in ensuring motorsport is accessible to all fans, regardless of physical ability.

FIA WORLD RALLY CHAMPIONSHIP BEYOND RALLY

Launched in 2024, the Beyond Rally Women's Driver Development Programme is a multi-year initiative designed to bring more female talent to the sport's elite competitions. Nearly 100 drivers applied for the inaugural season, with 15 selected for an intensive three-day assessment at M-Sport Poland's Kraków headquarters. Three finalists were given the opportunity to demonstrate their abilities at the Central European Rally, the penultimate round of the 2024 WRC season, with two winners – Lyssia Baudet and Claire Schönborn – going on to compete in the opening round of the 2025 Junior World Rally Championship.

Beyond Rally's remit extends further than driver development. The network also hosts quarterly webinars and serves as a forum for rally stakeholders to share best practice across a range of sustainability topics, including climate, biodiversity, innovation, responsible management, and social impact.

INDYCAR DAMAGED VEHICLE PART RECYCLING

INDYCAR introduced a carbon-fibre and magnesium recycling programme for the 2025 season, enabling damaged race vehicle parts to be recycled and repurposed to prevent additional contributions to landfill. The initiative forms part of INDYCAR's wider waste management commitment to implement recycling and composting facilities at all events on the race calendar by 2030.

IMSA SUSTAINABILITY AWARD WITH MICHELIN

IMSA's sustainability programme was bolstered by the introduction of a unique award announced in 2025: the IMSA Michelin Sustainability in Racing Award will debut at the 2026 Rolex 24 at Daytona. Building on longstanding partnerships with Michelin and the Environmental Protection Agency (EPA), the award recognises the Grand Touring Prototype (GTP) car demonstrating the highest sustainability performance at each race, with a season-long champion crowned at the IMSA WeatherTech Night of Champions.

Performance is measured across three metrics – tyre usage, energy efficiency (encompassing 80% renewable biofuel and regenerative electric power), and race finish position – using an AWS-developed data architecture integrated into live race broadcasts and digital platforms. The award reflects the shared commitment of IMSA and Michelin to advancing sustainability and innovation in motorsport, while showcasing the capabilities of the Hybrid Electrified GTP platform and Michelin's sustainable tyre technology.

CONCLUSION

The fifth edition of the SChI™, published at the halfway point of the decade, offers a timely assessment of **motorsport championships' progress towards reducing environmental impact, improving social outcomes, and delivering responsibly managed events**, as well as their 2030 sustainability targets.

Once again, the ABB FIA Formula E World Championship, the FIA Formula One World Championship, and the FIM MotoGP World Championship lead the rankings, **setting a blueprint for sustainable excellence amongst motorsport championships**. Their holistic, innovative approach to sustainability and ESG principles has enabled them to remain the three highest performing championships in the index.

Formula E is approaching maximum points after receiving 97 points out of 100 this year. Formula 1 and MotoGP received significantly fewer points across the certifications and industry awards categories compared to Formula E – concerted efforts to improve their performance in these areas will help them close the gap on the SChI™ leader.

The clearest theme to emerge when comparing the fifth edition of the SChI™ with the first, published in 2021, is one of progress. Long-standing pioneers continue to pursue sustainable innovation, while a growing number of championships that previously registered no points in the SChI™ are beginning to implement sustainable operations and initiatives. Criteria that were previously underserved – particularly social aspects and certifications – are also receiving increased attention from championship stakeholders.

Despite this, significant scope for improvement remains. 59 championships recorded the same number of points as in 2024, meaning more than half of all assessed championships made no measurable sustainability progress over the past 12 months. As many championships pass the critical midpoint of their sustainability strategies, the expectation is that the example set by the sport's leading performers – Formula E, Formula 1 and MotoGP – will spur more concerted action among those in sustainability stasis. In addition, **evolving national and international environmental regulations – many of which have legally-binding milestones set for 2030 – will render sustainability progress an operational necessity**, particularly for those championships operating in climate-ambitious territories.

In the second half of the decade, the SMI™ will continue to monitor the progress and challenges faced by global motorsport championships and publish its findings. If the wider championship cohort can match the ambition, rigour and innovative spirit exhibited by the industry's sustainability leaders, **the next five years could prove transformative for motorsport championship organisers**.

ABOUT THE AUTHORS



Enovation Consulting exists to accelerate sustainability progress in sport.

A leading FIA environmentally-accredited and B Corp-certified specialist sports and sustainability agency, we work with global sports rights holders and stakeholders to provide a strategic, long-term approach to building value for companies, people, and planet.

We deliver creative, innovative, data-based solutions grounded in robust research, empowering organisations with the knowledge they need to integrate ESG into their business strategies whilst managing risks and enhancing resilience.

The organisation runs two not-for-profit initiatives, the Sustainable Motorsport Index™, of which the SChI™ is a part, and the Thursday's for the Future Programme, an initiative offering a dedicated and supportive pathway to a career in sustainability within the sports industry.

For further information please contact us on info@e-novationconsulting.com

ABOUT THE SUSTAINABLE MOTORSPORT INDEX™

'If you cannot measure it, you cannot improve it.'

This motto underpins the approach of the Sustainable Motorsport Index™ (SMI™), which assesses and measures the sustainability performance of motorsports stakeholders against the UN SDGs and the global ESG framework.

An industry first, the SMI™ is the only global performance system of its kind, benchmarking and comparing circuits and championships on the basis of publicly disclosed data. The findings within each index identify best practice, giving other key stakeholders the possibility to explore measures they could in turn adopt and implement.

The SMI™ uses carefully calibrated indicators and third-party validation by industry experts to provide a comprehensive and balanced comparison across five pillars: environment, social, governance, sustainability approach and engagement, accreditations, and awards.

Launched in 2022 during International Day of Clean Air and Blue Sky, the Sustainable Motorsport Alliance membership includes a number of ESG services designed to respond to the demands of motorsport businesses as they embark on the road to zero, together with networking opportunities and introductions to trusted sustainable suppliers.

For more information and to register your interest contact info@sustainablemotorsportindex.com



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Paolo Taticchi is Professor in Strategy & Sustainability at UCL & Co-Director at UCL Centre for Sustainable Business. Highly active in executive education, Paolo has trained thousands of managers and executives from Fortune Global 500 companies and is a sought-after speaker regularly invited to give keynote talks at world-class academic, governmental, and industry events.

Paolo's research on corporate sustainability and performance measurement is internationally recognised. Paolo's latest books include "Corporate Sustainability in Practice", which was published in January 2021, "Sustainable Transformation Strategy", published in June 2023, and "How to Be Sustainable: Business Strategies for Leading Change", published in February 2025.

Paolo also has significant consultancy experience in the fields of strategy, education, and sustainability. He has worked in this capacity for firms of various sizes and in a range of different industries. Today, he advises (or serves on the advisory board) influential organisations and is one of the scientific advisors of the Ministry of Environment and Energy Security in Italy.

He has received numerous awards for the impact of his work. His projects, quotes, and opinions have been featured over 350 times in international media outlets. Paolo has also been indicated by Italy's leading business daily, Sole 24 Ore, as one of the most influential Italians under the age of 40 for several years.

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APPENDICES

Appendix 1:

List of all surveyed championships and their nationality in alphabetical order

CHAMPIONSHIP NAME	NATIONALITY
FIA African Rally Championship	Africa
Asian Le Mans Series	Asia
FIA Asia-Pacific Rally Championship	Asia
FIA Middle East Rally Championship	Asia
FIA World Baja Cup	Asia
FIM Bajas World Cup	Asia
FIM Junior Bajas World Cup	Asia
FIM SSV Bajas World Cup	Asia
World Rally-Raid Championship	Asia
Repco Supercars Championship	Australia
ABB FIA Formula E World Championship	Europe
Deutsche Tourenwagen Masters (DTM)	Europe
Drift Masters European Championship	Europe
EuroNASCAR 2	Europe
EuroNASCAR Pro	Europe
European Le Mans Series	Europe
Extreme E & H	Europe
F1 Academy	Europe
Ferrari Challenge Europe	Europe
FIA European Autocross Championship	Europe
FIA European Baja Cup	Europe
FIA European Drag Racing Championship	Europe
FIA European Hillclimb Championship	Europe
FIA European Historic Rally Championship	Europe
FIA European Rally Championship	Europe
FIA European Rally Trophy	Europe
FIA European Rallycross Championship	Europe
FIA Formula 2 Championship	Europe
FIA Formula 3 Championship	Europe
FIA Formula One World Championship	Europe
FIA Historic Hill Climb Championship	Europe
FIA Masters Historic Formula One Championship	Europe
FIA TCR World Tour	Europe

CHAMPIONSHIP NAME	NATIONALITY
FIA World Endurance Championship	Europe
FIA World Rally Championship	Europe
FIA World Rallycross Championship	Europe
FIM E-Bike Enduro World Cup	Europe
FIM Endurance World Championship	Europe
FIM Enduro Open World Cup	Europe
FIM EnduroGP World Championship	Europe
FIM Enel MotoE World Championship	Europe
FIM Europe Junior E-Motocross Series	Europe
FIM European Hill Climb Road Racing Championship	Europe
FIM E-Explorer World Cup	Europe
FIM Flat Track World Championship	Europe
FIM Hard Enduro World Championship	Europe
FIM Ice Speedway World Championship	Europe
FIM Junior Bajas World Cup	Europe
FIM Junior Motocross World Championship	Europe
FIM JuniorGP World Championship	Europe
FIM Long Track World Championship	Europe
FIM MiniGP World Series	Europe
FIM Motocross World Championship	Europe
FIM MotoGP World Championship	Europe
FIM S1GP SuperMoto World Championship	Europe
FIM Sidecar Motocross World Championship	Europe
FIM Sidecar World Championship	Europe
FIM Speedway Grand Prix World Championship	Europe
FIM Speedway of Nations	Europe
FIM Speedway Under 21 World Championship	Europe
FIM Speedway Youth World Championship	Europe
FIM Superbike World Championship	Europe
FIM SuperEnduro World Championship	Europe

CHAMPIONSHIP NAME	NATIONALITY
FIM Supersport 300 World Championship	Europe
FIM Trial World Championship	Europe
FIM Women's Enduro World Championship	Europe
FIM Women's Motocross World Championship	Europe
FIM World Supercross Championship	Europe
FIM X-Trial World Championship	Europe
Formula Regional European Championship by Alpine	Europe
Goodyear FIA European Truck Racing Championship	Europe
GT4 European Series	Europe
Hertz FIM TrialGP World Championship	Europe
Mondokart.com FIA Karting European Championship	Europe
Mondokart.com FIA Karting World Championship	Europe
Porsche Mobil 1 Supercup	Europe
Red Bull MotoGP Rookies Cup	Europe
SSP 300 Women's European Championship	Europe
Ferrari Challenge North America	North America
Firestone Indy NXT	North America
Formula Regional Americas Championship	North America
IMSA Michelin Pilot Challenge	North America
IMSA WeatherTech SportsCar Championship	North America
IMSA Whelen Mazda MX-5 Cup	North America
Intercontinental GT Challenge	North America
NASCAR Cup Series	North America
NTT IndyCar Series	North America
FIA CODASUR Rally Championship	South America
FIA NACAM Rally Championship	South America

Appendix 2:

SChI™ performance data normalised over the score of the leader
(Order within performance categories is alphabetical and does not represent ranking)

CHAMPIONSHIP NAME	CATEGORY OF PERFORMANCE	
ABB FIA Formula E World Championship		 Corresponds to a LOW SChI™ SCORE
FIA Formula One World Championship		
Extreme E & H		 Corresponds to a MEDIUM - LOW SChI™ SCORE
FIM MotoGP World Championship		
FIA European Rally Championship		 Corresponds to a MEDIUM SChI™ SCORE
FIA TCR World Tour		
FIA World Rally Championship		 Corresponds to a MEDIUM - HIGH SChI™ SCORE
NASCAR Cup Series		
Asian Le Mans Series		 Corresponds to a HIGH SChI™ SCORE
European Le Mans Series		
Ferrari Challenge Europe		
FIA European Rallycross Championship		
FIA World Endurance Championship		
FIA World Rallycross Championship		
FIM Bajas World Cup		
FIM E-Bike Enduro World Cup		
FIM Endurance World Championship		
FIM EnduroGP World Championship		
FIM Enel MotoE World Championship		
FIM Europe Junior E-Motocross Series		
FIM E-Xplorer World Cup		
FIM Hard Enduro World Championship		
FIM Junior Enduro World Championship		
FIM Junior Motocross World Championship		
FIM JuniorGP World Championship		
FIM MiniGP World Series		
FIM Motocross World Championship		
FIM Speedway Grand Prix World Championship		
FIM Speedway of Nations		
FIM Speedway Under 21 World Championship		
FIM Speedway Youth World Championship		
FIM SSV Bajas World Cup		

CHAMPIONSHIP NAME	CATEGORY OF PERFORMANCE
FIM Superbike World Championship	   
FIM Supersport 300 World Championship	   
FIM Trial World Championship	   
FIM Women's Enduro World Championship	   
FIM Women's Motocross World Championship	   
FIM World Supercross Championship	   
FIM X-Trial World Championship	   
Firestone Indy NXT	   
Goodyear FIA European Truck Racing Championship	   
GT4 European Series	   
Hertz FIM TrialGP World Championship	   
IMSA Michelin Pilot Challenge	   
IMSA WeatherTech SportsCar Championship	   
Intercontinental GT Challenge	   
NTT IndyCar Series	   
Porsche Mobil 1 Supercup	   
Red Bull MotoGP Rookies Cup	   
Repco Supercars Championship	   
World Rally-Raid Championship	   
Deutsche Tourenwagen Masters (DTM)	   
Drift Masters European Championship	   
EuroNASCAR 2	   
EuroNASCAR PRO	   
F1 Academy	   
Ferrari Challenge North America	   
FIA African Rally Championship	   
FIA Asia-Pacific Rally Championship	   
FIA CODASUR Rally Championship	   
FIA European Autocross Championship	   
FIA European Baja Cup	   
FIA European Drag Racing Championship	   

CHAMPIONSHIP NAME	CATEGORY OF PERFORMANCE
FIA European Hillclimb Championship	
FIA European Historic Rally Championship	
FIA European Rally Trophy	
FIA Formula 2 Championship	
FIA Formula 3 Championship	
FIA Historic Hill Climb Championship	
FIA Masters Historic Formula One Championship	
FIA Middle East Rally Championship	
FIA NACAM Rally Championship	
FIA World Baja Cup	
FIM Enduro Open World Cup	
FIM European Hill Climb Road Racing Championship	
FIM Flat Track World Championship	
FIM Ice Speedway World Championship	
FIM Junior Bajas World Cup	
FIM Long Track World Championship	
FIM S1GP Supermoto World Championship	
FIM Sidecar Motocross World Championship	
FIM Sidecar World Championship	
FIM SuperEnduro World Championship	
Formula Regional Americas Championship	
Formula Regional European Championship by Alpine	
IMSA Whelen Mazda MX-5 Cup	
Mondokart.com FIA Karting European Championship	
Mondokart.com FIA Karting World Championship	
SSP 300 Women's European Championship	

Appendix 3:

List of all surveyed championships with the number of rounds/races in 2025 and seasons in operation

CHAMPIONSHIP NAME		NUMBER OF ROUNDS OR RACES	SEASONS IN OPERATION
ABB FIA Formula E World Championship	Races	16	11
Asian Le Mans Series	Races	6	13
Deutsche Tourenwagen Masters (DTM)	Races	8	25 since 2000
Drift Masters European Championship	Rounds	6	11
EuroNASCAR 2	Rounds	12	17
EuroNASCAR Pro	Rounds	12	17
European Le Mans Series	Races	6	22
Extreme E & H	Rounds	2	5
F1 Academy	Rounds	7	3
Ferrari Challenge Europe	Races	8	33
Ferrari Challenge North America	Races	6	32
FIA African Rally Championship	Rounds	5	44
FIA Asia-Pacific Rally Championship	Rounds	5	36
FIA CODASUR Rally Championship	Rounds	4	29
FIA European Autocross Championship	Rounds	12	43
FIA European Baja Cup	Rounds	9	6
FIA European Drag Racing Championship	Rounds	4	28
FIA European Hillclimb Championship	Rounds	10	91
FIA European Historic Rally Championship	Rounds	10	21
FIA European Rally Championship	Rounds	8	73
FIA European Rally Trophy	Rounds	13	9
FIA European Rallycross Championship	Rounds	5	49
FIA Formula 2 Championship	Rounds	14	9
FIA Formula 3 Championship	Rounds	10	7
FIA Formula One World Championship	Races	24	76
FIA Historic Hill Climb Championship	Rounds	7	23
FIA Masters Historic Formula One Championship	Races	6	13
FIA Middle East Rally Championship	Rounds	6	42
FIA NACAM Rally Championship	Races	6	18
FIA TCR World Tour	Rounds	8	3
FIA World Baja Cup	Rounds	6	17

CHAMPIONSHIP NAME		NUMBER OF ROUNDS OR RACES	SEASONS IN OPERATION
FIA World Endurance Championship	Rounds	8	13
FIA World Rally Championship	Rounds	14	53
FIA World Rallycross Championship	Rounds	6	12
FIM Bajas World Cup	Rounds	6	14
FIM E-Bike Enduro World Cup	Rounds	10	12
FIM Endurance World Championship	Rounds	4	14
FIM Enduro Open World Cup	Rounds	4	5
FIM EnduroGP World Championship	Races	4	46
FIM Enel MotoE World Championship	Rounds	6	7
FIM Europe Junior E-Motocross Series	Rounds	7	36
FIM European Hill Climb Road Racing Championship	Races	8	7
FIM E-Explorer World Cup	Rounds	5	5
FIM Flat Track World Championship	Rounds	6	4
FIM Hard Enduro World Championship	Rounds	4	6
FIM Ice Speedway World Championship	Rounds	7	5
FIM Junior Bajas World Cup	Rounds	7	5
FIM Junior Enduro World Championship	Rounds	5	7
FIM Junior Motocross World Championship	Rounds	6	26
FIM JuniorGP World Championship	Rounds	3	27
FIM Long Track World Championship	Rounds	8	4
FIM MiniGP World Series	Rounds	5	55
FIM Motocross World Championship	Rounds	8	5
FIM MotoGP World Championship	Rounds	22	77
FIM S1GP SuperMoto World Championship	Races	20	77
FIM Sidecar Motocross World Championship	Rounds	7	24
FIM Sidecar World Championship	Rounds	6	46
FIM Speedway Grand Prix World Championship	Races	10	31 (SGP era)/80 overall
FIM Speedway of Nations	Rounds	11	31
FIM Speedway Under 21 World Championship	Rounds	4	8

CHAMPIONSHIP NAME		NUMBER OF ROUNDS OR RACES	SEASONS IN OPERATION
FIM Speedway Youth World Championship	Rounds	3	49
FIM SSV Bajas World Cup	Rounds	1	22
FIM Superbike World Championship	Rounds	12	38
FIM SuperEnduro World Championship	Rounds	12	38
FIM Supersport 300 World Championship	Rounds	6	14
FIM Trial World Championship	Rounds	12	3
FIM Women's Enduro World Championship	Rounds	6	4
FIM Women's Motocross World Championship	Rounds	6	18
FIM World Supercross Championship	Rounds	5	3
FIM X-Trial World Championship	Rounds	6	33
Firestone Indy NXT	Races	14	39
Formula Regional Americas Championship	Races	6	8
Formula Regional European Championship	Races	10	7
Goodyear FIA European Truck Racing Championship	Races	8	41
GT4 European Series	Races	6	18
Hertz FIM TrialGP World Championship	Rounds	7	51
IMSA Michelin Pilot Challenge	Races	10	26
IMSA WeatherTech SportsCar Championship	Races	11	12
IMSA Whelen Mazda MX-5 Cup	Races	14	21
Intercontinental GT Challenge	Races	5	10
Mondokart.com FIA Karting European Championship	Rounds	4	58
Mondokart.com FIA Karting World Championship	Rounds	8	62
NASCAR Cup Series	Races	36	77
NTT IndyCar Series	Races	17	30
Porsche Mobil 1 Supercup	Races	8	33
Red Bull MotoGP Rookies Cup	Races	7	19
Repco Supercars Championship	Races	13	65
SSP 300 Women's European Championship	Races	6	3
World Rally-Raid Championship	Rounds	5	4

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