

# **BALMUN'25**

## **FIA**

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# **STUDY GUIDE**

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# Letter from Co-Secretaries General

It is our utmost pleasure to be able to serve this year's BALMUN Conference, a gathering where we unite to shape the world through democracy and collective ideas, as the Co-Secretaries General. We are more than prepared to provide you with the best 3 days journey of all your MUN experiences. With our excellent academic team, we greet you with 8 committees in total: 2 of them being General Assembly, 4 of them being Special and 2 of them as Crisis Committees. Let this conference serve as a reminder that leadership is not measured by the volume of one's voice, but by the integrity of people's ideas and the willingness to listen, adapt, and inspire the change.

Sincerely,

Alin Asel Mordeniz & Ceylin Umay Köylü

Secretaries General

# Letter from Co-Under Secretaries General

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Sincerely,

H.E. Arda Darıcı (Representing H.E. Ahmet İshak Yılmaz)

Under Secretaries General

# Abbreviations & Terms

FIA – Federation Internationale de l'Automobile

Formula 1: F1 (Formula 1) is the highest class of international single-seater auto racing, as sanctioned by the FIA. It comprises the quickest open-wheel cars, competing in a championship series of Grand Prix events worldwide.

F2 – Formula

2 F3 –

Formula 3

FRECA – Formula Regional European Championship by Alpine

WEC – World Endurance Championship

WMSC – World Motor Sport Council

WRC – World Rally Championship

Television Rights: Television rights refer to the legal permission granted to broadcasters to broadcast some content, i.e., sporting events, in exchange for a fee or agreement contract.

Sponsorship: Sponsorship is a method of marketing where an organisation funds the production or presentation of some form of media in exchange for brand visibility and promotion.

## Introduction to the Committee

### 1. Overview

*Fédération Internationale de l'Automobile (FIA)* is the federation of automobile clubs worldwide and is responsible for governing world motorsports. It sets regulations and establishes technical and safety standards for motorsport (and road) vehicles.

## 2. History of the FIA

The FIA was established in 1904 in Paris as the *Association Internationale des Automobile Clubs Reconnus (AIACR)*, to represent automobile owners and manage international motorsport. It grew to control major championships such as F1, WRC, and WEC, while prioritizing safety of the drivers. Today, the FIA is a global organization with 245 member organizations from 149 countries committed to promote safe, sustainable, and accessible mobility around the world.

## 3. Ruling Procedure of FIA Meeting Sessions

- All meetings of Federation Internationale de l'Automobile are obligated to the dress code of "Western Business Attire"
- The meetings are chaired by the highest ranked person present in the meeting room whom will be recognized as the "chairperson"
- The order establishes with the announcement made by the chairperson, accordingly disbands on request by the individuals on approval of the chairperson.
- Every session will start with a roll call.
  - Every session needs the presence of at least 50% + 1 of total individuals. In case this condition is not fulfilled, the session will be postponed to a time chosen by the chairperson.
  - A rapporteur must be present in sessions. In case this condition is not fulfilled, the chairperson has the right to choose to either postpone the session or assign a committee member as rapporteur.
- In the committee, individuals may deliver the followed points to the chairboard

**when the chairperson opens the floor to points:**

- **Point of Information:** This point can be given when the individual either needs information upon something from the chairperson, or to ask questions regarding an individual's speech.
- **Point of Parliamentary Inquiry:** This point can be given to the chairboard when the individual requires information regarding the procedure.
- **Point of Personal Privilege:** This point can be given to the chairboard verbally **only when the floor is open to points**. Whereas the individual may send a written point to the chairboard anytime in session.

- **Point of Personal Privilege due to Inaudibility:** This point can be given to the chairboard when an individual is having problems with the audibility of another individual.
  - **(Request of) Suspending the Meeting:** This special request may be delivered when the floor is open to points in order to suspend the current session. If the chairperson approves the request, the session will be suspended.
  - **(Request of) Adjourning the Meeting:** This special request may be delivered when the floor is open to points in order to adjourn the meeting. If the chairperson approves the request, the request will be voted by **placard voting** which needs at least 2/3 of present individuals' votes in favour in order to be enforced.
- The committee will follow the **tour de table** rule. During the roll call, individuals may deliver a **tour de table** speech once they mention their presence.
  - After the roll call, the chairperson may open the floor to **general speeches** on demand. **General speeches** are not obligated to any time limit, the chairperson has the right to set the end of a general speech on demand.
  - Individuals are expected to let the chairboard know they are willing to deliver a general speech **only and only when the floor is open to general speeches**. The chairperson has the right to choose between speakers, introduce a list of speakers or terminate the window of general speeches.
  - Once the general speeches have ended, the chairperson will determine the topic to be discussed which will be referred as "Discussion Item". The chairperson may choose to receive suggestions of committee members yet it is not obligatory.
  - Individuals are expected to let the chairboard know they are willing to deliver a speech on the discussion item. The chairperson has the right to choose between speakers, introduce a list of speakers or terminate the window of the discussion item speeches.
  - Once the given time by the chairperson for the discussion item speeches ends, the floor may be opened to **points** or **general speeches**.
  - When the chairboard decides, the committee will start to work on a "**communiqué**" (which will be explained within the necessary session by the chairboard) which will include all of the solutions the committee has settled on.

- The chairperson and the other chairboard members have the right to overrule any matter for the sake of the committee. **The highest ranked person present in the committee is accepted as the absolute authority.**
- **The committee may hold elections on approval of the chairboard upon a written request co-submitted by signatures of at least 5 individuals.**
  - The elections will follow the secret ballot procedure.
  - 50% +1 of the total votes are needed for the elections to have a result. If this condition is not fulfilled the elections **may be repeated** or the **chairboard may determine a result**. In order for the chairboard to determine a result, there should be **unanimity**; whereas the chairboard members have the right to **veto a board-determined result**.

## Agenda Items

### 1. Implementation of Artificial Intelligence into Motorsports

#### a. Artificial Intelligence (AI):

the theory and development of computer systems able to perform tasks normally requiring human intelligence, such as visual perception, speech recognition, decision-making, and translation between languages.

#### b. Various Areas Using AI in Motorsports:

- Race Strategy & Simulation
- Vehicle Performance & Engineering
- Autonomous Racing
- Driver Training
- Operations
- Media & Communication

### **c. Previous Usage of Artificial Intelligence in Motorsports**

#### **Red Bull Racing (2024 Las Vegas Grand Prix):**

Red Bull Racing uses AI to conduct billions of race simulations to refine its strategies. For example, thanks to their sponsorship deal with *Oracle*, in the preparation of Las Vegas Grand Prix, the team demonstrated about eight billion simulations to estimate various race strategies and increase decision making processes.

#### **AI Optimized Pit-Stops in NASCAR:**

In NASCAR, teams like Richard Childress Racing have adopted AI technology to optimize pit stop strategies. By analysing factors such as fuel consumption and tire wear, AI helps teams execute more efficient pit stops, thereby enhancing race performance.

#### **Abu Dhabi Autonomous Racing League (A2RL):**

The League is an experimental series to showcase the potential of AI in driverless motorsport competitions. These AI controlled vehicles, although they gave us some comedy recent years, are helping us to understand how fast the AI improves in making real-time decisions. The first race took place in 2024.

#### **Indy Autonomous Challenge (IAC):**

The IAC (or its predecessor DARPA Grand Challenge), just as its Asian cousin A2RL, is a notable example where AI-driven vehicles compete without human drivers. The series is a showcase of driving software developed by university teams to navigate high-speed racetracks, pushing the boundaries of AI in vehicle control and safety. The first race under the name of IAC took place in 2021

### **d. Matters Recommended to be Discussed**

#### **i. Ethics of autonomous racing**

Does removing human drivers from racing take away the spirit of competition, or does it open a new frontier for innovation?

If AI racing becomes more efficient and safer than human racing, should we still risk human lives for entertainment?



Should there be strict ethical guidelines on how aggressive an autonomous car is allowed to be (e.g., blocking, overtaking, contact)?

Can a machine truly "compete" if it feels no fear, no risk, and no emotion like human drivers do?

ii. Fairness & Competitive Balance

If only well-funded teams can afford the most powerful AI tools, does that undermine the "level playing field" ethos of racing?

How will the AI investments affect the cost cap?

Does AI-driven optimization make the sport boring if it eliminates unpredictable human mistakes and surprise results?

Would banning AI tools in feeder series (like FRECA or karting) help keep motorsport fairer and more accessible for young drivers?

iii. Safety Automation

Would too much AI safety intervention ruin the driver's sense of control and responsibility on the track?

Is it better for motorsport's future image (especially to younger fans) to promote "zero-death" racing through AI safety, even if it changes the sport?

Should AI systems be used to automatically slow down or neutralize a race in response to changing conditions before the human race director acts?

- If an AI system wrongly predicts danger and slows a car unnecessarily, who is accountable for lost race positions or points?
- Would reliance on AI safety features make drivers more reckless, knowing that the system will save them from mistakes?

Could AI-based early warning systems (for tire blowouts, brake failures) be mandated without making it feel like a "robot nanny" for drivers?

iv. Engineering

Should all F1 teams have limited wind tunnel hours *and* limited AI CFD (computational fluid dynamics) simulations for fairness?

Would using AI to automatically adjust mechanical setups mid-race (like ride height, damping) be fair or illegal "active suspension" reborn?

Could AI help discover eco-friendly, high-performance materials for F1 faster than human engineers alone?

Should there be rules on how much AI-driven optimization is allowed in rapid prototyping during the season?

Would AI-made race strategies remove all uncertainty from races?

Would full-AI race car systems reduce the "art" of car balancing into just a cold math exercise?

## **2. Scheduling Synergy**

### **a. Regions of Motorsports**

#### **- Europe:**

**Major Series:** F1, WEC, WRC, MOTOGP, Formula 2&3, ELMS, DTM

**Tracks:** Silverstone (United Kingdom), Monza (Italy), Nürburgring (Germany), Circuit de Spa-Francorchamps (Belgium), Circuit de Barcelona-Catalunya (Spain).

#### **- North America:**

**Major Series:** F1, IndyCar, NASCAR, IMSA WeatherTech SportsCar Championship.

**Tracks:** Indianapolis Motor Speedway, Daytona International Speedway, Circuit of the Americas (COTA), Laguna Seca, Road America.

#### **- South America:**

**Major Series:** F1, Stock Car Pro Series (Brazil), TC2000 (Argentina), Super TC2000, Copa Truck, Formula 4 Brazil.

**Tracks:** Interlagos (Brazil), Autódromo Termas de Río Hondo (Argentina), Autódromo José Carlos Pace.

#### **- Asia:**

**Major Series:** F1, Super GT (Japan), Super Formula (Japan), Asian Le Mans Series, GT World Challenge Asia, Formula 4 Southeast Asia.

**Tracks:** Yas Marina Circuit (United Arab Emirates), Bahrain International Circuit, Jeddah Corniche Circuit (Saudi Arabia), Losail International Circuit (Qatar).

**b. Current Scheduling Issues:**

- Conflicts Between Major Series: There are numerous similar motorsport events with conflicting events, creating problems for spectators and teams.
- Resource Allocation: Motorsport teams compete in a number of events - overlapping events can place logistical, human resource and financial pressures on teams. Fan Experience: The problem for the fans is missing a number of important races and events, which must be enhanced for the fan base and entertainment.
- Media Rights & Scope: The television networks and sponsor companies are typically distressed by clashing events.

**c. Advantages of Scheduling Synergy:**

**Improved Fan Engagement:** In case the events are conducted at periods and scheduled as such, it will be easy for the fans to follow the events and viewership can be optimized.

**Improved Team Logistics:** Teams and brands that compete in multiple events are given control of their assets and are not required to choose between events.

**International Growth of Motorsports:** Motor sports is one of the biggest organizations that promote development today. Having a highly organized race calendar will be key to promoting the sport at the highest level in the world and promoting sponsors.

**Scheduling Synergy Solutions: Staggering Events:** Create a Calendar in which series have events on alternative weekends, with little overlap.

**Collaboration Between Series:** Events can be held on alternate dates by the FIA, such that coordination can be achieved among the different series.

**d. Matters Recommended to be Discussed:**

- What could be the benefits of scheduling synergy for the teams and manufacturers?
- What could be the benefits of scheduling synergy for the fans?
- What could be the benefits of scheduling synergy for the drivers?
- What could be the benefits of scheduling synergy for the environment?

# Questions to be Answered

1. How could the teams use Artificial Intelligence? What will the limits be?
2. Up to which point will the drivers be allowed to use the help of AI?
3. How will the future be for the Artificial Intelligence race series?
4. What points will be followed for future series schedules?

# THE CASE

## ABOUT THE COMMITTEE

After completing the agenda item of Implementing AI Tech into Motorsports and Scheduling Synergy between Series, delegates are expected to finalize the communique and vote it afterwards. Then the committee will move on with this case.

It is assumed that we are in an artificial 2025 Formula 1 and World Rally Championship season. Nevertheless, the authority of the FIA and the already authorized regulations are still applicable on The Case. Moreover, since The Case is issued under extreme conditions, it is up to the delegates to address internal affairs.

**THERE WILL NOT BE ANY DIRECTIVES IN THIS COMMITTEE**

## THE CASE

Every year, World Championship Competitions under FIA, with the contributions of the World Motor Sport Council, release their own sporting, technical, financial, and operational regulations. These regulations are developed based on the previous year's in-grid and/or out-grid results, in order to optimize the racing and championship experience, and maximize the safety of the contenders.

It is obvious that motorsports carry significantly high risks for the drivers, which many examples hold a place in history. Even though, all of the drivers take these high risks whenever they sit on their seats; as Niki Lauda said "*I accept every time I get in my car there is a 20% chance I could die, and I can live with it, but not 1% more.*", no need to increase those numbers.

Although, especially the safety regulations are developed to ensure the drivers safety, unfortunately, some of those decisions may not be effective as anticipated in addressing the problems that occurred in championship seasons. Therefore, in-race crashes may result in devastating and irreversible consequences. In this case, this is exactly what the FIA is facing.