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What is Extreme H?

The successor to Extreme E, the FIA Extreme H World Cup is a pioneering new concept that brings new technologies to the forefront, being the first motorsport competition to be powered exclusively by hydrogen.

Taking place in Qiddiya City – the world’s first city built entirely for play, where entertainment, sport, and culture converge – the event will take place with the dramatic backdrop of the Tuwaiq Mountains, close to the site which is currently undergoing transformation to become a world-leading motorsport venue.

Bringing together forward-thinking technological developments and longstanding motorsport pedigree, the FIA Extreme H World Cup offers a glimpse into the future of motorsport and mobility as we look towards a cleaner future.

Eight teams of two drivers – one male and one female – will compete in a multi-day, multi-discipline contest across the demanding terrain of the Saudi Arabian desert to determine who will be crowned the first-ever FIA Extreme H World Cup winners.

Welcome from our CEO

Welcome to Qiddiya City, Extreme E’s ‘Final Lap’, and the inaugural FIA Extreme H World Cup.

We have an amazing double header, hosting one final Extreme E race that offers a

meaningful opportunity to celebrate a series that our fans, drivers and teams have loved, and to give it the proper send-off, in the Kingdom of Saudi Arabia where it all began.

Extreme H marks an exciting new chapter, pushing the boundaries of clean hydrogen innovation and showcasing the future of racing. By bringing these two milestones together, we're providing the perfect bridge for our community to move from Extreme E's legacy to our pioneering new hydrogen era ahead, with double the racing action to enjoy.

I'm thankful to our hosts, Qiddiya City, which is the ideal launchpad for the FIA Extreme H World Cup, a new frontier for motorsport that embodies purpose, innovation and entertainment and we look forward to welcoming the world to witness this next chapter in racing. We are proud to showcase the power of hydrogen and sustainable technology.

We look forward to delivering an unforgettable double-header that marks a fitting close for one era and an inspiring start for the next.

Alejandro Agag

Teams and Drivers

Team Hansen

Hansen Motorsport has a long, storied history in rallycross, with team founders Kenneth and Susann Hansen legends in the discipline. Kenneth is a 14-time European Rallycross champion, while Susann won the 1994 ERA European Cup in the Group N class. It later won the Teams' championship in the 2015 FIA World Rallycross Championship, and took Timmy Hansen to the Drivers' crown in 2019, a season in which it took Teams' honors again – a feat it repeated once more in 2021.

In 2022 the team became the first in rallycross to reach carbon neutral status and continues to hold FIA 3-star Environmental Accreditation and ISO 14001 certification. It is also a member of the United Nations Framework Convention on Climate Change (UNFCCC) Sports for Climate Action initiative, and of Hydrogen Sweden – a network of over 120 Swedish companies working together to develop hydrogen technologies – making Extreme H the ideal next step for the organisation.

Drivers

Andreas Bakkerud

Bakkerud has been a long-time rival of the team, and his inclusion in Hansen's driver lineup for Extreme H marks the first time both sides have collaborated.

The Norwegian driver is a two-time European Rallycross champion in the S1600 category and the 2021 Supercar class champion, has 12 Extreme E starts to his name with JBXE, taking a best result of fifth twice at the Island X Prix in Season 3.

Catie Munnings

Munnings has firmly established herself as one of the world's top female driving talents. She was the 2016 FIA European Rally Championship Ladies' Trophy winner and – alongside Timmy Hansen – broke Rosberg X Racing's stranglehold on Season 1 of Extreme E with victory in the Arctic X Prix in Greenland with Andretti. She secured a further eight podiums across four seasons of Extreme E racing.

In recent years Munnings has broadened her horizons, competing in the E1 Series for electric boats, taking three podiums from five starts in the series' inaugural campaign.

Carl Cox Motorsport

Carl Cox Motorsport is the high-energy embodiment of Carl Cox's lifelong love affair with speed and sound. Founded in 2013 after a chance encounter with a grassroots sidecar team in New Zealand, the brand quickly evolved from a modest sponsorship into a global motorsport force. With roots in rallycross, drag racing and sidecar racing, the team reflects Carl's deep respect for underdog grit and mechanical artistry.

Driven by heart, not hype, Carl Cox Motorsport has backed riders and teams at the Isle of Man TT, New Zealand Superbike Series and beyond; earning respect for its authenticity and results. Whether supporting sidecars, solo riders, electric innovation or trailblazing women in the World WCR Championship, the team champions diversity, legacy and raw talent.

Always keen to push boundaries and speed up innovation, the team made its Extreme E debut in 2023 and wasted little time in becoming competitive, taking third place in only its third start at the Hydro X Prix with Scheider and Christine Giampaoli Zonca. After spending a year away to focus on its Extreme H preparations, Carl Cox Motorsport is now back and eager to pick up where it left off.

Drivers

Timo Scheider

Scheider, who will also serve as the Carl Cox Motorsport Team Principal as well as one of its drivers, is a Bonafide motorsport legend, with two titles in DTM in 2008 and 2009, arguably in one of the German touring car series' most competitive eras.

He's demonstrated his versatility by taking podium finishes in the A1 Grand Prix single seater series, and in the GT2 class at Le Mans as well and won the second World Rallycross round in South Africa in 2023 as well.

Klara Andersson

Andersson took Extreme E by storm in 2022, coming in as a late replacement at the Copper X Prix in Chile, where she finished third to become the series' youngest-ever podium finisher and the first to finish on the rostrum on her debut outside those who took part in the series' maiden race. She added the youngest winner accolade a round later, securing victory at the Energy X Prix in Uruguay for Abt Cupra alongside Nasser Al-Attyah, then added a further three podiums in the 2023 season.

Outside of Extreme E, Andersson won the 2021 Swedish Rallycross Championship in the SM 2150 category, and has taken three podiums in the FIA World Rallycross Championship. She most recently took to the Goodwood hillclimb, trying out the Pioneer 25 for the first time.

JBX Powered by Team Monaco

Founded in 2021 by 2009 Formula One World Champion Jenson Button, JBX, originally launched as JBXE, quickly made its mark on the world stage. In its debut season, the team secured four podiums and third place overall in the inaugural Extreme E championship, combining elite sporting pedigree with the series' mission to advance sustainable motorsport.

Joining the team is Team Monaco which is further demonstrating its commitment to sustainability in sport by bolstering JBX. Team Monaco was started in July 2025 by Co-Founders Maxime Nocher, 11 times World Kite Surfing champion, and Chris Taylor, an early investor in Formula E. The partnership with JBX is a precursor to a planned Team Monaco entry into Extreme H in 2026.

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Drivers

Tommi Hallman

One of rallycross' most promising talents, Hallman won the 2021 RallyX Nordic SuperCar Lites championship, and added the Nitrocross NEXT European title in 2022.

The following year he won the Nitrocross NEXT World Final, and took two wins from two starts in the RX2e series, while in 2024 he furthered his global pedigree with two wins from two starts in that year's shortened Nitrocross NEXT campaign. This year he has taken two wins in the FC2 class of the RallyX series as well.

Christine GZ

Christine GZ has been driving in Extreme E since the beginning, making starts for Xite Energy Racing, Veloce Racing, and Carl Cox Motorsport – with whom she took a podium finish in her last outing at the Hydro X-Prix last year.

Outside of Extreme E, she has been a regular in Spanish stage rally and Baja rally competitions, and has worked as a broadcaster in Formula 1 and Formula E.

STARD

STARD (Stohl Advanced Research and Development), founded by CEO Michael Sakowicz and part of Manfred Stohl's Stohl Group GmbH is one of Austria's most respected and versatile R&D specialists. Innovating and competing since the 1980s, the outfit has run successful programmes in WRC, rallycross, circuit racing and hill climbs, and has established the team as a leader in alternative-fuel and electric mobility.

STARD was responsible for developing the first FIA-compliant electric rallycross car and delivered the sport's first all-electric race victory, underlining the team's ability to turn engineering vision into competitive success. Today, STARD continues to push the boundaries of sustainable performance, uniting deep motorsport knowledge with pioneering research and development.

Drivers

Patrick O'Donovan

O'Donovan claimed Motorsport UK's Young Driver of the Year accolade in 2020, the same year he clinched the RX150 Rallycross Championship. After winning twice in RX2e in 2022, he took third in the 2023 European Rallycross Supercar standings and made his World RX debut. The following season he took the European RX crown with three wins from four rounds.

Amanda Sorensen

Sorensen has made her name with her versatility. She became the youngest female driver to claim a Formula Drift podium in 2024, and has also competed in the likes of Nitrocross' Side-by-Side category, and Extreme E.

Partnering with off-road racing superstar RJ Anderson, Sorensen made her debut in 2023 and claimed podiums in just her second and third race weekends, with third place finishes at the Hydro X Prix and first Island X Prix.

Jameel Motorsports

Jameel Motorsport was officially launched in December 2023 and has steadily built name for itself in Saudi Motorsport ever since, with its work on establishing Rally Jameel, the first off-road navigation rally for women in the Arab world; supporting the Saudi Toyota Championship and other grassroots racing programs; advancing sustainable motorsport through partnerships like with ROOKIE Racing; fostering Saudi talent and inclusivity; and winning international marketing and digital innovation awards for its campaigns.

Jameel Motorsport secured its status as the leading Saudi Arabian motorsport outfit earlier this year with a landmark victory at the 2025 Dakar Rally, marking the first time a Saudi Arabian team has won the iconic event. Its entry into Extreme H with Hansen and Taylor reflects the team's commitment to innovation and sustainable competition and will be another area to add to their long list of achievements so far.

Drivers

Kevin Hansen

Kevin Hansen is one of rallycross's biggest stars. Since winning the 2012 and 2013 JRX Junior Rallycross Cup and the 2015 RX Lites Cup, having won on his debut the season before, he has won the 2016 European RX title and won four times in World RX.

He also won the second Nitro Rallycross competition at the 2019 Nitro World Games, and with five Extreme E victories to date, he stands as the series' second-most-successful male driver.

Molly Taylor

Australian Molly Taylor, meanwhile, made her name in rallying, winning the 2009 and 2010 British Rally Championship, and has three titles in her native country, taking the T16 crown in the Australian Rally Championship in 2007 and 2008, and the overall crown in 2016.

She is an Extreme E champion, having won Season 1 with Johan Kristoffersson for Rosberg X Racing. With eight event wins, she's the series's most successful female driver.

ZEROID QEV MOTORSPORT

ZEROID QEV MOTORSPORT will join the grid for the first-ever FIA Extreme H World Cup, partnering with long-time innovators QEV Technologies to compete in the world's first hydrogen-powered racing championship.

QEV Technologies' expansion into Extreme H builds on two decades of leadership in sustainable motorsport. Having powered Formula E, FIA RX2e, Nitrocross, and Extreme E, QEV now takes its innovation into hydrogen mobility, continuing its mission to push boundaries and shape the future of racing.

Drivers

Fraser McConnell

Jamaica's top motorsport star McConnell, who drove for the QEV-led Acciona Sainz team in 2024, is among Extreme E's most successful drivers with three event victories to his name.

He won his first overseas championship title in 2019, taking the ARX2 crown, and made history in 2021 by becoming the first Jamaican to win a Rallycross Supercar race when he defeated Johan Kristoffersson at the RallyX Nordic round at Nysum in Denmark. More recently McConnell has won four times in Nitrocross' premier 'Group E' class.

Gray Leadbetter

A student of European Rally Champion Patrik Sandell and Indianapolis 500 winner Buddy Rice, Leadbetter was racing professionally by the age of 14 when she contested the 2019 ARX2 championship alongside McConnell. She became a champion before she reached adulthood, taking the Championship Off-Road title in the Pro Spec class in 2022, becoming the first female to do so in the process.

More recently, Leadbetter has competed in Sprint Cars, and off-road racing in the United States, and ran in the 2024 Extreme E season for Legacy Motor Club alongside another of her mentors, action sports legend Travis Pastrana, and Patrick O'Donovan. She finished her four starts in the top-six, and was a qualifying heat winner in the second part of the Hydro X Prix in Scotland.

Kristoffersson Motorsport

Kristoffersson Motorsport (KMS) is one of the most successful independent racing teams in global motorsport. Founded in 1989 in Arvika, Sweden, by former racing driver Tommy Krisofferson. The team has competed across an impressive range of disciplines, including Touring cars, Porsche Carrera Cup and Rallycross. Over three decades, KMS has established itself as a benchmark for professionalism, adaptability and winning pedigree.

Fronted by FIA World Rallycross' most decorated driver, seven-time world champion, Johan Krisoffersson, KMS has rewritten the record books. The team was the first to claim victories in both the electric and renewable-fuel eras of world RX, demonstrating its ability to combine performance with the demands of modern sustainable racing.

Drivers

Johan Kristoffersson

Kristoffersson is one of world motorsport's most successful drivers, with a record eight FIA World Rallycross championships to his name – his 2018 triumph coming after taking an unprecedented 11 out of 1 event wins that season.

Outside of rallycross, Kristoffersson also has titles in the international Superstars Series, the Scandinavian Touring Car Championship and a class with at the 24 Hours of Nurburgring. He is Extreme E's only two-time champion and leads the all-time wins chart with nine.

Mikaela Ahlin-Kottulinsky

Like Kristoffersson, Ahlin-Kottulinsky has enjoyed a successful career across a range of disciplines with wins in the Volkswagen Scirocco R-Cup, TCR Scandinavia Touring Car Championship, Nitrocross's Side-by_Side category, and the Porsche Sprint Challenge Scandinavia.

She also won Season 3 of Extreme E with Kristoffersson and is one of the series' most-successful female participants with eight round victories to her name.

Team EVEN

EVEN Management is a leading motorsport talent agency dedicated to identifying, developing, and supporting the next generation of elite drivers.

With a philosophy built on the principles of Elite Sport, EVEN provides its athletes with world-class preparation, training, and career management, comparable to the highest standards in open technical sports. By combining tailored coaching, technical expertise, and a global network, EVEN has helped young drivers progress to the international stage, delivering performance at the very highest levels of motorsport.

Drivers

Ole-Christian Veiby

Veiby has 50 World Rally Championship starts to his name, with two victories in the WRC2 class, and made a full transition to World Rallycross in 2022 after making a trio of starts across 2014 and 2015. He's gone on to become one of the series' most competitive drivers with three victories and another 17 podiums to his name.

Hedda Hosaas

Hosaas, meanwhile, is a rising star in the off-road scene, and took a podium finish in just her second Extreme E start at the Island X Prix in Season 2.

More recently she has competed in Baja rallies in Europe, and served as one of the key test and development drivers for Extreme H's Pioneer 25 race car.

Reserve Drivers

As Reserve Drivers, Adrien Tambay and Claire Schonborn will perform crucial testing, and help finalise the course layouts, as well as being on hand as reserve drivers should any team need to draft in a replacement during the final Extreme E weekend or the FIA Extreme H World Cup.

Adrien Tambay

Tambay has had a hugely varied career across single seater racing, sports cars, touring cars, and ice racing in the Andros Trophy, with podiums across the likes of GP3 and DTM. He was the FIA ETCR – eTouring Car World Cup champion in 2022 and competed in the 2023 Copper X-Prix with Abt Cupra alongside former-Championship Driver turned series regular Klara Andersson.

Claire Schonborn

Schonborn is a German automotive engineer turned rally driver whose career has quickly shifted after she won the WRC Beyond Rally Women's Driver Development Programme. This earned her a fully funded junior WRC drive with the WRC Young Driver Team.

Now contesting in events across gravel, snow, and tarmac in a Ford Fiesta Rally3, Schonborn is regarded as one of the sport's most promising new talents, combining technical expertise with rapid progress on the stages.

Extreme H

The inaugural FIA Extreme H World Cup will take place on the 9th – 11th October, with eight teams competing across three distinct disciplines, culminating in a blockbuster eight-car, winner takes all final to crown the World Cup winner.

Sporting Format

The FIA Extreme H World Cup will feature a unique multi-discipline format with drivers and teams taking on a range of contests to be crowned the World Cup Winner.

A Time Trial, knockout Head-to-Head contest, and a set of multi-car races will take place before a headline eight-car World Cup Final to determine the overall winner.

Throughout the event, ahead of the Final, World Cup Pool points will be awarded, with 10 points going to the winner of each discipline, nine going to second, eight to third, and so on. An additional two points will be awarded to the fastest team in the Super Sector.

Across the event, both the male and female driver must start the same number of competition sessions as each other. Not counting free practice, there will be two complete Time Trial rounds, a single Head-to-Head knockout contest, two multi-car rounds, then the eight-car World Cup Final.

It's up to the teams how they divide that time – you could have one driver start the first three and the other the final three, alternate every other race, or come up with a different strategy entirely, so long as both drivers start three sessions each across the course of the World Cup.

Day 1 - Time Trial

If you've been watching Extreme E from the very beginning, the first day of the FIA Extreme H World Cup will be familiar to you, with it following a similar format to qualifying from Seasons 1 and 2.

Teams will take to the course individually, with one driver completing a single lap from a standing start, before going into the driver switch area and handing over to their teammate who will complete a second lap.

There will be two sessions – one in the morning, one in the evening – with the morning running order being decided by a random draw, and the afternoon running order being based on the results from the first session with the slowest team out first and the fastest last.

Day 2 - Head-to-Head

The second day of the event will introduce something entirely new: a knockout head-to-head competition on a bespoke course.

Again, a random lottery will decide the match-ups

Drivers start side-by-side at the top of a hill, and race down a course approximately 650 metres long, with a chicane before crossing the finish line. Every team will run twice in a series of eight quick-fire heats running approximately every three minutes. Following a short break, there will be another eight heats.

If you win a heat, you will get five intermediate classification points. The runner-up of each heat will get three points if they finish within 105 percent of the winner's time, to give drivers still something to fight for even if they happen to have a poor start or make a mistake. If they finish outside of 105 percent, you get two points.

The top four from that intermediate classification will then go into a Semi-Final stage. In the event of a points tie, the fastest male run and fastest female runs from the heats will be combined with the fastest going through.

In the Semi-Finals, the team that finished top of the heats standings will race the team that finished third, with the team that finished second going against the fourth placed finisher. Lane choice will be decided by the higher heat finisher in each race.

The winner of each race will then go into the Final, where lane choice will be decided randomly.

For the final classification for the Head-to-Head, outside the final pair, third and fourth will be decided by whoever had the fastest run in their Semi-Final race, with the remainder being decided by the intermediate classification from the heats.

With no Super Sector being possible in the Head-to-Head, two bonus points will be awarded to the team with the fastest male and female times combined.

Day 3 - Multi-car races and World Cup Final

Much like Extreme E, the last day of the FIA Extreme H World Cup will begin with a pair of four-car races.

The race lineup and grid positions will be decided by a random draw. Once again, intermediate points will be awarded based on race finishing positions. At the end of both rounds of races, World Cup Qualifying Points will be awarded based on the combined intermediate classification.

With the Time Trial, Head-to-Head, and Multi-Car elements in the books, the combined World Cup Qualifying Points table will determine the starting grid for the eight-car World Cup Final. The grid is a three row affair with three cars on the front two rows, and two on the third row.

The World Cup Final will again comprise a four-lap race, with each driver contesting two laps. The winner of that race will be crowned the inaugural FIA Extreme H World Cup winner.

PIONEER 25

The all-new Pioneer 25 racing car is designed to demonstrate the viability and performance capabilities of hydrogen fuel cells, setting a new standard for eco-friendly motorsport.

The car has been designed specifically for the requirements of a hydrogen-powered racing championship, allowing for even closer racing between drivers out on course to provide fans with even greater wheel-to-wheel action.

Each Pioneer 25 raced in Extreme H comprises a common package of standardised parts from Spark Racing Technology. One open area for teams is the ability to redesign front and rear bodywork and lights in order to replicate the look of everyday car models.

POWER: 'SYMBIO HYDROGEN FUEL CELL TECHNOLOGY'

TOP SPEED: 200Kph

MAX POWER: 400kW/550bhp

WEIGHT: 2200kg

DIMENSIONS: 4.4m x 1.9m x 2.4m

ACCELERATION: 0-100Kph/4.5s

H2 TANK CAPACITY 2KG(50L)@400 BAR

FOX SUSPENSION LIVE VALVE TECHNOLOGY

TUBULAR SPACE FRAME CHASSIS

CENTRAL DRIVING POSITION

The Pioneer 25 has accomplished testing equivalent to 3 Extreme E seasons, covering around 2000kms.

Suspension

The Pioneer 25 platform features 8 total dampers, 2 per corner with each corner consisting of:

- 2.5" Coil-Over with DSC
- 3.0" External Bypass with LIVE VALVE
- Dampers are interchangeable between corners*
- *Bypass shock main piston valving is different front-to-rear
- *Coil-Over springs are different front-to-rear
- Coil-Overs feature an adjustable dual-rate spring system with platform specific spring package from Eibach®:
- Front springs – 0800.300.0600 / 1800.300.0550
- Rear springs – 0800.300.0700 / 1800.300.0700
- All dampers are factory sealed and may not be opened or modified by teams other than the external adjustments that are available.

Available adjustments:

2.5 Coil-Over

- Dual Speed Compression (DSC) adjuster
- Spring preload (ride-height)
- Crossover point from combined/dual spring rate to primary (lower) spring rate
- 3.0 External Bypass
- Compression bypass flow - long tube mechanical adjuster affects 76% of compression travel
- Rebound bypass flow – short tube mechanical adjuster affects 70% of rebound travel

- LIVE VALVE System
- 5 preset semi-active, electronically-controlled damping calibrations
drivers can select on-the-fly
- Driver-activated OSB (On Demand Suspension Boost) buttons on steering wheel provide temporary compression or rebound support

Each 3.0 External Bypass damper on the Pioneer 25 features 2 Live Valves:

- Short Compression Tube - affects 56% of compression travel
- Long Rebound Tube - affects 90% of rebound travel
- Live Valve activity is controlled by FCU (FOX Control Unit) based on multiple inputs:
 - IMU
 - Pitch, roll, and yaw rotational velocities
 - Lateral, longitudinal, and vertical accelerations
 - Brake Pressure
 - Driver Controls
 - Cockpit calibration switch
 - Manual OSB buttons on steering wheel

Legacy Programmes

Extreme H are committed to leaving a positive legacy in the remote locations they visit, and beyond. These programs focus on addressing local environmental and social challenges, and leaving behind something to benefit the local area.

Project highlights from 2025 season:

A total of 126 green turtle females have been assessed, with biometrics recorded and tagging carried out when possible. Of these, 114 were newly identified individuals and 12 were recaptures. Monitoring efforts documented 33 nests, 17 of which were successful,

alongside 86 tracks, 6 U-tracks, and one carcass. In addition, one hawksbill turtle carcass was found on the beach;

Over 21 nests were marked for hatching success studies;

Over 20 kg of marine debris was collected and removed from the beaches;

One additional warden, Saudi national, was trained;

KBD secured the SHAMS permit, enabling official authorization to continue sea turtle conservation work in the Red Sea; and

Participation in Trends in Biodiversity and Evolution (TiBE) conference in Portugal in October 2025.

Scientific Committee

Extreme E and Extreme H have appointed their own Scientific Committee, consisting of leading academics from the Universities of Oxford and Cambridge, who advise on the series' education and research programmes, event logistics and impact as well as the recommendation of positive legacy initiatives to support local communities in each race location.

Prof. Carlos Duarte

Climate Change Expert

Distinguished Professor Carlos Duarte is based at the King Abdullah University of Science and Technology (KAUST) and holds the Tarek Ahmed Juffali Research Chair in Red Sea Ecology. During his decades of dedication to ocean health, Professor Duarte has published more than 900 scientific papers and has been ranked within the top 1 per cent of Highly-Cited Scientists by Thompson Reuters. His research focuses on understanding the effects of global change in marine ecosystems and developing nature-based solutions to global challenges, including climate change, and evidence-based strategies, which aim to help rebuild the abundance of marine life by 2050.

“Climate science is now very robust and so are the actions we need to trigger to address the issues. Translating science into climate action is the challenge of our time, one that, due to the narrowing window of time to succeed, represents a race for a sustainable future. It is, thus, time, for champions, specifically racing champions, to guide the world from science to effective action.

“Extreme E’s value proposition, to lead the world into a race for climate action, by bringing the massive audience that follows sport to the scenarios where the climate battles are being fought, has a huge potential to translate our science into action, reaching people much larger than those scientists can reach. Extreme E’s Founder and CEO, Alejandro Agag, is known globally for the ambition of his projects, turning dreams into reality, and the stellar line-up of male and female drivers Extreme E has assembled are the best to plan, design and succeed in a race.

“Extreme E’s operations are wholly consistent with this mission, from the advanced measures to reduce the carbon footprint of its operations to delivering impactful climate mitigation projects throughout the world that improve ecosystems and people’s livelihoods, Extreme E provides an untapped exemplar of how sports, with their massive audiences, can lead us to succeed in our climate race.

“I am proud and honoured to be a part of Extreme E’s Scientific Committee to provide the scientific underpinnings for their action, and ready to roll up my sleeves and do my best to contribute to winning this momentous race.”

Prof. Richard Washington

Head of Scientific Committee and Desert Expert

South African native Professor Richard Washington is Professor of Climate Science at the University of Oxford and a Fellow of Keble College, Oxford. With degrees from the University of Natal and University of Oxford, Richard has lectured at the University of Stellenbosch and University of Cape Town. His doctorate on Africa-wide rainfall variability was undertaken alongside the University of Oxford and the UK’s Meteorological Office. His research focuses on African climate systems, climate change and its knock-on effects such as drought and flooding.

“I grew up in South Africa, and its climate system is fascinating. That was really the primary point of interest for me. You can’t ignore climate change – it impacts all corners of society, right now.

“I’m really keen on sport – it’s long been a passion of mine – and I came across Extreme E as a concept some time ago on the internet. I think it’s a masterstroke to combine these concepts and goals with sport. It makes issues relatable for people.

“If I were to stand up and talk about convection in the Congo Basin, I don’t suppose too many people would tune in to listen, but if you do it through a different angle, you might just get that audience. What we’ve discovered with climate and climate change is that we need all the help we can get, and this is a wonderful combination.”

Prof. Peter Wadhams

Arctic Expert

Peter Wadhams has spent his career in the polar regions, with more than 50 trips to the Arctic, including some in submarines with the Royal Navy under the polar ice. He is credited with being the first scientist to show that the ice that once covered the Arctic Ocean was beginning to thin as well as to shrink. He was Director of the Scott Polar Research Institute in Cambridge from 1987 to 1992 and has served as Professor of Ocean Physics at the University of Cambridge since 2001. His book, *A Farewell to Ice*, tells the story of his study of these alarming Arctic trends and describes what the consequences for our planet will be if Arctic ice continues to disappear at its current rate.

“Climate change has many aspects, but the main cause is CO₂. We put about 40-50 gigatons of CO₂ into the atmosphere every year. Whilst we are developing carbon capture techniques to take it out of the air, we need to do everything we can to minimise our emissions to help slow down the rapid rises in concentration that we are experiencing.

“Electric cars are very important in that mission. If you’ve got an electric vehicle, the energy you power it with has come from a power source that can now be renewable in the current energy mix. People won’t give up their personal vehicles on which we have become too reliant as a society, so you must cater for that with electric cars – and that will produce a big downturn in CO₂ emissions.

“Extreme E helps to showcase their capabilities and illustrate their desirability. The added interest in holding races in remote locations of extreme climatic interest is increasing the attention paid to those areas and the issues they are facing – ensuring they’re not forgotten and that we can provide solutions. The scientists leading our efforts can then seek workable solutions to counteract those issues faced.

“I feel very honoured to be playing a key role in a project which has been solely developed to shine a light on the issues affecting the future health of our planet, and to help educate people about the real solutions that we can all adopt.”

Dr. Francisco Oliveira

Amazon Expert

Dr. Francisco Oliveira is a leading Brazilian conservation expert with over 20 years’ experience of working on the issues facing the Amazon Rainforest and its communities. Formerly the Director of Policies to combat deforestation at the Brazilian Ministry of the Environment (2012-2015), he recently completed a PhD on Amazon conservation in the Department of Geography at the University of Cambridge. Francisco believes working with local communities to find real workable solutions is an important way to generate change and protect the region for future generations.

“We have to balance conservation and development in the Amazon rainforest; achieving compromise is the future we need and want, and there’s a lot of research to show that it’s possible. We need science-based solutions. Working directly with smallholders and engaging local groups to generate positive change by creating sustainable business can benefit both communities and the rainforest.

“I’ve been extremely impressed by Extreme E from the start. It took me no more than 48 hours after an initial conversation with Alejandro Agag to agree to join the team – he and I were both inspired by the very first images of nature from Jacques Cousteau. The series’ vision – communicating a very pressing issue facing our planet to a wide audience – is an infectious proposition.

“We need to bring these burning issues to a broader audience and using the power of sport is a truly impactful way to drive them to the forefront. Everyone needs to

know what the problem is all about, everyone should have the opportunity to understand and feel these problems so that they can find a way to contribute to solving them. More importantly, they must know of innovative solutions being implemented, for the strengthening of a sustainable economy in the Amazon, in line with the global needs of a low carbon development for the coming decades.

“Extreme E’s legacy initiative is innovative. The pandemic we are currently facing shows that when you have science behind what you are doing, you have a much more effective way of facing problems. That’s what we are planning to do with the Scientific Committee – put one more brick in this wall. That’s important for me. Motorsport is a brand-new approach to these climate issues, and I think it’s an extremely interesting convergence.”

Prof. Lucy Woodall

Ocean Expert

Marine Biologist Prof. Lucy Woodall will oversee the championship’s Ocean events, having dedicated her career to understanding the impact of humans on the health of the world’s marine environments and the factors that drive biodiversity in the ocean. Lucy has also pioneered research into the consequences of marine litter, and the effects and ubiquity of microplastics in the deep sea.

“Being embedded in the science world, we can all get stuck in our academic bubble, but Extreme E is a really interesting way of engaging people on the importance of the ocean, helping others to understand that their daily lives are affected by the ocean, and in turn that their activities impact the ocean even if they don’t live by it.

“The local and global perspective is important. In working with local scientists, communities and policy makers and using coastal regions as case studies, Extreme E highlights the consequences of the effects of climate change on local people and can also illuminate the importance of working with different groups to develop location-specific mitigation programmes.”

Sporting Partners /Global partners/ Suppliers

About Qiddiya City

Qiddiya City is the world's first city built entirely for play, where entertainment, sport, and culture converge. Situated 45km from Downtown Riyadh, the city comprises a mix of high-energy entertainment attractions, sports complexes, cultural landmarks and residential neighbourhoods set against one of the region's most iconic landscapes. Qiddiya City, a cornerstone of Saudi Vision 2030, embodies joy, creativity, and connection. In doing so, it supports the Kingdom's economic growth, creates jobs, raises the quality of life, and puts Saudi Arabia on the world tourism map.

More information can be found at: qiddiya.com/qiddiya-city/

About the Fédération Internationale de l'Automobile (FIA)

The Fédération Internationale de l'Automobile (FIA) is the governing body for world motor sport and the federation for mobility organisations globally. It is a non-profit organisation committed to driving innovation and championing safety, sustainability and equality across motor sport and mobility.

Founded in 1904, with offices in Paris, London and Geneva, the FIA brings together 245 Member Organisations across five continents, representing millions of road users, motor sport professionals and volunteers. It develops and enforces regulations for motor sport, including seven FIA World Championships, to ensure worldwide competitions are safe and fair for all.

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About PIF

PIF is one of the largest and most impactful sovereign wealth funds in the world. Since 2015, when the board was reconstituted and oversight transferred to the Council of Economic and Development Affairs, PIF's board of directors has been

chaired by His Royal Highness Crown Prince Mohammed bin Salman bin Abdulaziz, Prime Minister, Chairman of the Council of Economic and Development Affairs, and Chairman of PIF. PIF plays a leading role in advancing Saudi Arabia's economic transformation and diversification, as well as contributing to shaping the future of the global economy.

Since 2017, PIF has established 94 companies. PIF is building a diversified portfolio by entering into attractive and long-term investment opportunities in 13 strategic sectors in Saudi Arabia and globally. PIF's strategy, as set out in the PIF Program 2021-2025 – one of the Vision 2030 realization programs – aims to enable many promising sectors and contribute to increasing local content by creating partnerships with the private sector, in addition to injecting at least SAR150 billion annually into the local economy. PIF works to transfer technologies and localize knowledge to build a prosperous and sustainable economy domestically. As the investment arm of Saudi Arabia, PIF looks to make unique investments, and is building strategic alliances and partnerships with significant international institutions and organizations, which contribute to achieving real long-term value for Saudi Arabia, in line with the objectives of Vision 2030. PIF has also created an operational governance model that reflects its main tasks and objectives, in line with best international practices. Applying this model of governance enhances the level of transparency and effectiveness in decision-making and future progress.

More information about PIF can be found at: www.pif.gov.sa

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Thank You