

Rules Of Procedure the FIA World Motor Sport Council (WMSC)

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FIA WORLD MOTOR SPORT COUNCIL

RULES OF PROCEDURE

I. COMMITTEE OVERVIEW

The FIA World Motor Sport Council (WMSC) is the principal decision making body of this simulation. Delegates are expected to balance the interests of their respective teams with the safety, sporting integrity, technical development and long term sustainability of Formula1(F1).

Delegates will not only debate regulations but will also participate in technical investigations, sporting disputes, race simulations, protests, appeals and championship decisions.

The Committee Staff reserves the right to introduce developments, evidence and crises throughout the session in order to simulate the unpredictable nature of a Formula One championship.

II. COMMITTEE STRUCTURE

Chairboard

- FIA President
- Deputy President for Sport

The Chairboard is the primary procedural authority of the committee.

The Chairboard shall:

- Open and suspend sessions.
- Recognize speakers.
- Rule on motions.
- Determine the order of business.
- Decide whether proposals are admissible for debate.
- Manage voting procedures.
- Announce official FIA decisions.
- Declare emergency sessions.
- Coordinate race and championship proceedings.

The Chairboard shall remain procedurally neutral and shall not advocate for any team.

Under Secretary General's (USGs)

FIA Technical Director

The Technical Director is responsible for technical matters.

The Technical Director shall:

- Evaluate technical proposals.
- Conduct technical investigations.
- Examine alleged technical infringements.
- Issue Technical Reports.
- Assess vehicle legality.
- Provide technical advice to the Chairboard.
- Request technical inspections.
- Present technical evidence during hearings.

The Technical Director does not independently impose sporting penalties.

FIA Sporting Director / Race Director

The Sporting Director is responsible for sporting and race related matters. The Sporting Director shall:

- Control race proceedings.
- Monitor sporting incidents.
- Issue Race Control Reports.
- Manage Safety Car procedures.
- Recommend Red Flag procedures.
- Evaluate driving incidents.
- Assess sporting violations.
- Coordinate race simulations.
- Present post race incident reports.

The Sporting Director may recommend penalties but does not automatically determine the final sanction.

ACAS FIA Legal & Regulatory Counsel

The ACAS serves as the legal and regulatory advisor of the Council.

The ACAS shall:

- Interpret the Committee's regulatory framework.
- Review proposed regulations.
- Examine protests and appeals.
- Assess whether proposed sanctions are legally permissible.
- Identify conflicts between regulations.
- Advise the Chairboard during disputes.
- Present Legal Opinions.
- Review emergency regulations.

The ACAS has no independent authority to overturn a Council decision.

III. DELEGATION STRUCTURE

Each participating Formula One team is represented by three delegates:

Team Principal

Responsible primarily for:

- Team strategy
- Financial interests
- Sporting policy
- FIA relations
- Team wide decisions

Technical Director

Responsible primarily for:

- Vehicle development
- Aerodynamics
- Power unit
- Technical regulations
- Technical protests
- Engineering strategy

Driver

Responsible primarily for:

- Driver safety
- Sporting regulations
- Race incidents
- Driving standards
- Driver interests
- Race strategy

Delegates from the same team are not required to agree with one another.

A Team Principal may support a regulation while the team's Technical Director opposes it.

A Driver may oppose a proposal supported by both the Team Principal and Technical Director.

This internal disagreement is encouraged when it reflects the interests of the assigned role.

IV. GENERAL PRINCIPLES

1. Representation

Delegates represent their assigned team and role rather than a national government.

2. Good Faith

Delegates are expected to act consistently with their assigned role, publicly available information and developments introduced during the committee.

3. Dynamic Environment

The situation of a team may change throughout the committee.

Technical failures, penalties, injuries, financial problems, protests, regulatory changes and race results may affect the team's future decisions.

4. Confidentiality

The Chairboard may provide confidential information to individual delegates or delegations.

Confidential information may not be publicly disclosed unless authorized by the Chairboard.

5. Staff Authority

The Chairboard has final procedural authority.

The USGs and ACAS provide expert assessments but do not replace the delegates' role as decision-makers.

V. WORKING LANGUAGE

The working language of the committee is English.

Motions, proposals, directives, protests, appeals and official decisions should be submitted in English.

Delegates may use Formula One terminology where appropriate.

VI. CALL TO ORDER

At the beginning of the committee, the Chairboard shall call the session to order.

The Chair may state:

"The session of the FIA World Motor Sport Council is hereby called to order."

The Chairboard shall then conduct roll call.

VII. ROLL CALL

Each delegation shall be called.

Delegations may respond:

- Present
- Present and Voting

For this simulation, "Present and Voting" means that the delegation is required to vote on substantive matters.

VIII. OPENING STATEMENTS

Each delegate shall be given an opportunity to introduce their position.

Recommended speaking times:

- Team Principal: 45 seconds
- Technical Director: 30 seconds
- Driver: 30 seconds

Opening statements should address:

- The team's current priorities.
- Safety concerns.
- Technical priorities.
- Sporting priorities.
- The team's position on the agenda.

Opening statements do not require motions.

IX. AGENDA

The Chairboard shall announce the agenda.

Possible agenda topics include:

1. 2027 Sporting Regulations
2. 2027 Technical Regulations
3. Financial Regulations
4. Driver Safety
5. Race Format
6. Sporting Penalties
7. Technical Equality
8. Sustainable Development
9. Championship Structure

The Chairboard may introduce additional agenda items during a crisis.

X. MOTIONS

Delegates may introduce procedural motions.

A motion must include:

1. Type of session
2. Duration
3. Speaking time, if applicable
4. Topic

Example

"Motion for a 10 minute Technical Regulation Debate with 45 second speaking time."

The Chairboard may:

- Accept the motion.
- Reject the motion.
- Request clarification.
- Modify the proposed format.

The Chairboard's ruling on procedural motions is final.

XI. MODERATED CAUCUS

A moderated caucus is used for structured debate.

Example:

Motion for a 12 minute moderated caucus on active aerodynamics, with 45 seconds per speaker.

The Chairboard will recognize speakers individually.

Speakers may be selected according to:

- Relevance

- Balance
- Previous participation
- Role diversity

The Chairboard may prioritize different roles to ensure that Team Principals, Technical Directors and Drivers are all heard.

XII. UNMODERATED CAUCUS

An unmoderated caucus is referred to as a:

FIA Negotiation Session

During a Negotiation Session, delegates may:

- Negotiate regulations.
- Form alliances.
- Draft proposals.
- Draft amendments.
- Negotiate penalties.
- Coordinate team strategy.
- Consult other delegations.

Team members may negotiate internally.

For example:

Ferrari Team Principal may negotiate with Ferrari Technical Director and Ferrari Driver before presenting a unified position.

XIII. REGULATION PROPOSALS

Any delegation may submit a Regulation Proposal.

A Regulation Proposal should contain:

Title

Purpose

Proposed Regulation

Expected Effects

Implementation Date

Supporting Delegations

Example:

REGULATION PROPOSAL 01

Title: Active Aerodynamics Regulation

Proposal: Active aerodynamic systems shall be permitted under FIA defined operational limitations from the 2027 season.

Purpose: To increase efficiency and enable further technical innovations.

XIV. REGULATION REVIEW

Before a proposal reaches final voting, it shall undergo three assessments.

Technical Review

Conducted by the Technical USG.

The Technical Director evaluates:

- Feasibility
- Safety
- Performance
- Engineering implications
- Cost implications
- Competitive balance

The Technical Director may issue:

Technical Assessment: Approved

Technical Assessment: Approved with Conditions

Technical Assessment: Requires Revision

Technical Assessment: Not Technically Recommended

Sporting Review

Conducted by the Sporting USG.

The Sporting Director evaluates:

- Raceability
- Competitive balance
- Driver safety
- Sporting consequences
- Race procedures

Legal Review

Conducted by ACAS.

The ACAS evaluates:

- Regulatory compatibility
- Jurisdiction
- Enforcement
- Sanctions
- Conflicts with existing regulations

The ACAS may issue:

Legally Compliant

Compliant with Amendments

Requires Clarification

Incompatible with Current Regulations

XV. AMENDMENTS

Delegates may propose amendments to a Regulation Proposal.

An amendment may:

- Add a provision.
- Remove a provision.
- Modify a provision.

Amendments should remain directly relevant to the original proposal.

The Chairboard may rule an amendment out of order if it substantially changes the subject of the original proposal.

XVI. VOTING ON REGULATIONS

Once debate concludes, the Chairboard shall put the proposal to a substantive vote.

Unless otherwise specified:

- Simple majority = more votes in favour than against.
- Abstentions are not counted as votes in favour or against.
- The Chairboard does not vote unless the Committee's predetermined voting system requires it.

The Chairboard shall announce:

"The Council will now proceed to the final vote."

The Chair shall announce the result and officially record the regulation.

XVII. TECHNICAL INSPECTION

A delegation may request an inspection of another team's vehicle.

The request must include:

- Team being investigated

- Alleged violation
- Relevant technical area
- Available evidence

Example:

"Ferrari is requesting a technical review of McLaren's front wing ,alleging a violations of aerodynamic regulations."

The Chaitboard will decide whether the reequest is admissible.

If accepted, the Technical USG begins an investigation.

The Technical USG may request:

- Technical documents
- Vehicle specifications
- Telemetry
- Component data
- Photographs
- Engineering explanations

The investigation ends with a Technical Report.

XVIII. TECHNICAL REPORT

A Technical Report should contain:

1. Allegation

2. Evidence

3. Technical Analysis

4. Regulation Concern

5. Finding

The finding may be:

- No infringement
- Potential infringement

- Confirmed infringement
- Insufficient evidence

A Technical Report is advisory evidence for the Council.

XIX. FORMAL PROTEST

Any delegation may submit a Formal Protest against another delegation.

A protest should identify:

1. Defendant
2. Alleged violation
3. Relevant regulation
4. Evidence
5. Requested action

The Chairboard first determines admissibility.

If admitted:

Protest Procedure

1. Protest is announced.
2. Accused delegation is notified.
3. Technical/Sporting investigation is conducted.
4. Accused delegation presents a defence.
5. ACAS provides a legal opinion.
6. Delegates debate.
7. Appropriate authority recommends a sanction.
8. Council reaches a decision.

XX. HEARINGS

During a formal hearing, the order should be:

1. Chairboard introduction
2. Protester's statement
3. Accused team's statement

4. Technical assessment
5. Sporting assessment
6. Legal assessment
7. Questions
8. Closing statements
9. Deliberation
10. Decision

The Chairboard may impose speaking limits.

XXI. PENALTIES

Possible sanctions include:

Minor

- Warning
- Reprimand
- Financial fine

Sporting

- Time penalty
- Grid penalty
- Pit lane penalty
- Starting position penalty
- Drive-through equivalent

Championship

- Driver points deduction
- Constructor points deduction

Severe

- Race disqualification
- Driver disqualification
- Team disqualification
- Championship exclusion

The severity of a sanction should consider:

- Intent
- Safety impact
- Competitive advantage
- Repetition
- Cooperation
- Evidence
- Previous violations

The ACAS may advise whether the proposed penalty is legally and procedurally valid.

XXII. RACE WEEKEND SIMULATION

The committee may periodically enter a simulated Grand Prix weekend.

Each Grand Prix consists of:

Phase 1 ->Practice

Phase 2 -> Qualifying

Phase 3 -> Race

Phase 4 -> Post-Race Investigation

The Chairboard may provide a fictional circuit and weather conditions.

XXIII. PRACTICE SESSION

The Chairboard announces:

"Free Practice is now underway."

The Technical USG may provide information such as:

- Tyre degradation
- Engine performance
- Aerodynamic performance

- Reliability
- Weather
- Track evolution

Teams may make development or setup decisions.

Examples:

"Ferrari introduces a new front wing."

"Mercedes reports overheating."

"McLaren experiences high tyre degradation."

The Technical USG determines the technical consequences of decisions.

XXIV. QUALIFYING

The Sporting USG announces qualifying.

Teams may receive performance modifiers based on:

- Technical development
- Reliability
- Strategy
- Weather
- Driver performance
- Previous decisions

The Chairboard announces the provisional grid.

Example:

Phase 1 -> Ferrari

Phase 2 -> McLaren

Phase 3 -> Red Bull

Phase 4 -> Mercedes

The grid may be changed later if a penalty is imposed.

XXV. RACE STRATEGY

Before the race, each team's three delegates may conduct a private internal consultation.

They may choose:

- Aggressive strategy
- Conservative strategy
- One stop strategy
- Two stop strategy
- Wet weather strategy
- Undercut
- Overcut

The Technical Director focuses on vehicle and tyre implications.

The Driver focuses on driving and safety.

The Team Principal makes the final team strategy recommendation.

XXVI. RACE START

The Sporting USG announces:

"The formation lap is underway."

The Race Director may introduce:

- Weather
- Track conditions
- Mechanical problems
- Grid penalties
- Safety concerns

The Chairboard officially starts the race.

XXVII. LIVE RACE EVENTS

During the race, the Staff may introduce events.

Examples:

Mechanical Failure

"McLaren reports a suspected power unit failure."

Weather

"Rain has begun in Sector 2."

Collision

"Ferrari and Mercedes have collided at Turn 4."

Strategy

"Red Bull is preparing an undercut."

Technical Issue

"FIA telemetry indicates a possible irregularity in the energy deployment system."

The events may require immediate decisions.

XXVIII. SAFETY CAR

The Sporting USG may announce:

"SAFETY CAR DEPLOYED."

During Safety Car conditions:

- Overtaking restrictions apply.
- Teams may change strategy.
- Pit stops may become advantageous.
- The race continues unless suspended.

The Chairboard may provide the teams with a short negotiation period.

XXIX. RED FLAG

If an incident is sufficiently severe, the Sporting USG may recommend a Red Flag.

The Chairboard announces:

"RED FLAG. THE RACE IS SUSPENDED."

The Committee enters an:

Emergency Race Session

The Sporting USG assesses:

- Track safety
- Incident severity
- Restart possibility

The Technical USG assesses:

- Vehicle damage
- Safety concerns
- Technical readiness

ACAS assesses:

- Regulatory implications

The Chairboard determines the procedural next step.

Possible outcomes:

- Restart
- Restart behind Safety Car
- Delayed restart
- Permanent suspension

XXX. RACE INCIDENT INVESTIGATION

When an incident occurs, the Sporting USG may open an investigation.

Example:

INCIDENT: LAP 31 TURN 4

The investigation may include:

- Driver statements
- Team statements
- Telemetry
- Video evidence
- Technical evidence

Drivers may defend themselves.

Technical Directors may provide vehicle data.

Team Principals may present the team's position.

XXXI. RACE CONTROL DECISIONS

During the race, the Sporting USG may recommend:

- No further action
- Warning
- Investigation
- Time penalty
- Grid penalty for the next race
- Post-race investigation

Immediate safety decisions do not require a full Council vote.

However, significant post race sanctions should be reviewed through the appropriate hearing process.

XXXII. CHEQUERED FLAG

The Sporting USG announces:

"The chequered flag has fallen."

The provisional classification is announced.

However, the result remains:

PROVISIONAL

until technical and sporting investigations are complete.

XXXIII. POST RACE SCRUTINEERING

The Technical USG may inspect vehicles after the race.

Possible findings:

- Fully compliant
- Minor infringement
- Major infringement
- Investigation pending

A team may therefore finish P1 but remain:

CLASSIFIED UNDER INVESTIGATION

XXXIV. POST RACE STEWARDS HEARING

If an investigation is opened:

1. Incident announced
2. Evidence presented
3. Teams heard
4. Driver testimony

5. Technical assessment
6. Sporting assessment
7. Legal assessment
8. Council discussion
9. Decision

The final result is then updated.

Example:

Ferrari P1 -> 10-second penalty -> P4

XXXV. APPEAL PROCEDURE

A team may appeal an eligible decision.

The appeal must contain:

- Decision being appealed
- Grounds for appeal
- New evidence or procedural concern
- Requested remedy

The ACAS reviews the appeal.

The Chairboard may then conduct:

Appeal Hearing

The appellant speaks first.

The opposing party responds.

ACAS gives a Legal Opinion.

The Council then decides whether to:

- Uphold the decision
- Modify the decision
- Overturn the decision
- Return the case for reconsideration

XXXVI. CHAMPIONSHIP STANDINGS

After each race, the Staff shall update:

Drivers' Championship

and

Constructors' Championship

Race results, penalties and technical sanctions affect the standings.

A championship table may therefore change after a post-race decision.

XXXVII. CRISIS SYSTEM

The Chairboard and USGs may introduce Crisis Updates at any time.

A Crisis Update may:

- Affect one team.
- Affect multiple teams.
- Affect the entire grid.
- Change race conditions.
- Reveal new evidence.
- Create a technical problem.
- Create a political dispute.

Examples:

CRISIS A

FIA discovers an illegal component.

CRISIS B

Three teams may have exploited the same regulation loophole.

CRISIS C

Drivers collectively threaten to boycott a race due to safety concerns.

CRISIS D

A team exceeds its financial limit.

CRISIS E

FIA confidential documents are leaked.

XXXVIII. CONFIDENTIAL CRISIS

The Staff may privately deliver information to selected delegations.

Example:

CONFIDENTIAL FERRARI

FIA technical inspectors have privately identified an irregularity in your power unit.

The Ferrari delegation may choose to:

- Disclose it.
- Deny it.
- Investigate internally.
- Negotiate.
- Blame another team.
- Cooperate with FIA.

Confidential information may not be revealed unless authorized.

XXXIX. EMERGENCY WMSC SESSION

A major crisis may trigger an Emergency Session.

The Chairboard announces:

"Due to the severity of the ongoing developments, the Council is hereby placed into Emergency Session."

Normal debate may be temporarily suspended.

The Emergency Session may address:

- Immediate safety measures
- Race cancellation
- Emergency regulations
- Team suspension
- Technical bans
- Championship consequences

The Chairboard may shorten speaking times to accelerate decision-making.

XL. EMERGENCY REGULATIONS

The Council may introduce temporary regulations during an emergency.

An Emergency Regulation should state:

1. Problem
2. Immediate measure
3. Duration
4. Scope
5. Enforcement mechanism

Example:

Emergency Regulation 04

Due to significant safety concerns regarding the current aerodynamic configuration, the FIA shall temporarily restrict the use of the affected component until a full technical review is completed.

Emergency Regulations should normally require a higher voting threshold than ordinary procedural decisions.

XLI. VOTING SYSTEM

For this simulation, the following system is recommended.

Procedural Motions

Simple majority.

Ordinary Regulations

Simple majority.

Major Sporting Sanctions

Two-thirds majority.

Championship Exclusion

Two-thirds majority plus ACAS confirmation that the sanction is legally permissible.

Emergency Regulations

Two-thirds majority.

The Chairboard may establish a different threshold before the start of the conference, but the threshold must not change during a vote.

XLII. CONFLICT OF INTEREST

A delegate directly affected by a decision may still participate in debate.

However, the Chairboard may require the delegate to disclose a conflict of interest.

For example:

If Ferrari is being investigated, Ferrari may defend itself but cannot control the investigation.

The Technical USG, Sporting USG and ACAS remain independent.

XLIII. INFORMATION HIERARCHY

The following hierarchy should be used when evaluating evidence:

1. Official FIA Technical Report
2. Official FIA Sporting Report
3. Verified telemetry
4. Official team documentation
5. Driver testimony
6. Team statements
7. Media reports
8. Unverified claims

The existence of a media report does not automatically establish a violation.

XLIV. EVIDENCE

Evidence may include:

- Telemetry
- Video
- Photographs
- Technical diagrams
- Team radio transcripts
- FIA inspection reports
- Financial documents
- Driver testimony
- Team statements
- Race Control data

The Chairboard determines admissibility.

The ACAS may advise on relevance and procedural fairness.

XLV. DIRECTIVES

In addition to Regulation Proposals, delegates may submit:

FIA Directives

A Directive instructs an authority to take a specific action.

Examples:

Directive 01 Technical Inspection

The FIA Technical Department shall inspect the aerodynamic components of Red Bull Racing.

or:

Directive 02 Safety Review

The FIA Safety Department shall conduct an immediate review of the affected circuit.

Directives are particularly useful during crises.

XLVI. CHAMPIONSHIP CONSEQUENCES

Committee decisions may have long-term consequences.

For example:

A technical infringement may result in:

- Fine
- Race disqualification
- Points deduction

A repeated infringement may result in:

- Increased penalty
- Championship investigation
- Team exclusion

A safety violation may result in:

- Driver penalty
- Team penalty

- Regulation change

The Committee should maintain continuity between races.

XLVII. RACE TO RACE CONTINUITY

Each Grand Prix affects the next one.

Examples:

Damaged Car

A team may start the next race with reduced technical performance.

Grid Penalty

A driver may start the next race from a lower position.

Points Deduction

Championship standings change.

Regulation Change

A technical advantage may disappear.

Driver Injury

The team may be required to introduce a reserve driver.

This prevents each race from feeling like an isolated event.

XLVIII. CHAMPIONSHIP FINALE

Near the end of the committee, the Chairboard shall announce the final championship situation.

The final race may contain:

- Championship battles
- Technical investigations
- Team orders
- Driver conflicts
- Safety incidents
- Appeals

The final championship result shall remain provisional until all outstanding investigations are completed.

XLIX. FINAL WMSC SESSION

After the final race, the Council enters its final session.

The Chairboard shall summarize:

- Major regulations adopted
- Major crises
- Technical investigations
- Sporting decisions
- Championship results

Delegates may then introduce final regulatory amendments.

L. FINAL VOTE

The Council votes on the final regulatory package.

The package may include: **Technical Regulations**

Sporting Regulations

Financial Regulations

Safety Regulations

Race Regulations

Penalty Framework

LI. FINAL CHAMPIONSHIP DECISION

Once all appeals and investigations have been resolved, the Chairboard announces:

"The FIA World Motor Sport Council hereby confirms the final classification of the championship."

The following are announced:

FIA World Drivers' Champion

FIA World Constructors' Champion

LII. CLOSING SESSION

The Chairboard closes the Council.

Suggested closing statement:

"The FIA World Motor Sport Council has concluded its deliberations. All decisions adopted during this session shall enter into force according to the provisions established by the Council."

The committee is officially adjourned.

LIII. PROCEDURAL QUICK REFERENCE

Ordinary Debate

Motion -> Moderated Caucus -> Negotiation -> Proposal -> Review -> Amendment -> Vote

Technical Dispute

Protest -> Technical Investigation -> Technical Report -> Defence vLegal Opinion -> Hearing -> Decision

Race

Practice -> Qualifying -> Strategy -> Race -> Incident -> Safety Car/Red Flag -> Finish -> Scrutineering -> Stewards Hearing -> Final Classification

Appeal

Decision -> Appeal -> Legal Review -> Hearing -> Final Decision

Major Crisis

Crisis Update -> Emergency Session -> Investigation vStakeholder Statements -> Technical/Sporting/Legal Assessment -> Emergency Regulation -> Vote

LIV. RECOMMENDED STAFF PHILOSOPHY

The Staff should follow one fundamental principle:

Delegates make the decisions. Staff creates the circumstances in which those decisions matter.

The Chairboard should avoid solving crises for the delegates.

The Technical USG should provide information, not choose the team's political position.

The Sporting USG should provide race information and sporting assessments, not automatically punish competitors.

The ACAS should advise on legality, not dictate the political outcome.

The delegates should ultimately determine the direction of the championship.

LV. CORE RULE

The Committee operates under the principle:

"Every decision has a consequence."

A regulation adopted in the morning may affect a car in qualifying.

A qualifying decision may affect a race.

A race incident may create a protest.

A protest may create a penalty.

A penalty may change the championship.

A championship crisis may force the Council to rewrite the regulations.

This chain of consequences is the central mechanism of the FIA simulation.

Ali BAKIM – Co-Under-Secretary General

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