



#RACEFORTHEPLANET

SEASON FOUR

PRESS PACK



WHAT IS EXTREME E?

Extreme E is a radical off-road racing series, which showcases electric SUVs and futuristic technologies in some of the world's most remote and challenging environments.

This 10-race global voyage utilises its sporting platform for the purpose of promoting electrification, environment and equality. The series' goal is to highlight the impact of climate change in some of the world's most endangered environments, promote the adoption of electric vehicles to pave the way for a lower carbon future, and provide a world-first gender-equal motorsport platform.

The first sport to ever be built out of a social purpose, Extreme E aims to minimise environmental impact while maximising awareness, racing in places that have already been damaged or affected by climate change or human interference and taking fans deep into the heart of the most pressing issues facing our planet's future.

Not only that, but Extreme E is also helping the car industry to develop future-facing technology using racing as a platform for road innovation, which accelerates change ten-fold.

In 2025, Extreme E will transition into Extreme H – the world's first hydrogen off-road racing series – with plans to be recognised as an FIA Championship from 2026, as we continue to be a pioneer in motorsport.



CEO WELCOME

Welcome to Extreme E, the most ground-breaking adventure in sport, and most importantly, a sport with huge purpose.

Extreme E Season 4 'The Race For the Planet' promises to captivate on and off track on a whole new level. We have incredible teams backed by some of the biggest names in motorsport – multiple world champions from rally, road and endurance – and four formidable locations, all either suffering or at risk of the effects of the climate crisis.

Of course, Extreme E is a motorsport, but it is also more than that. It symbolises the race for our planet, that we all need to play our part in. My vision is that we will use the power of sport to raise awareness of crucial issues, whilst showcasing the solutions we can

all be part of as we promote a less carbon-intensive world.

With the championship to transition to hydrogen in 2025 to Extreme H - the world's first hydrogen off-road racing series - this year is going to be a momentous one for everybody involved as those exciting developments begin to take shape.

I'm delighted to have you all on this journey with us. The race is set to continue – and everyone is invited.



Alejandro Agag
Founder & CEO, Extreme E

**“WE HAVE INCREDIBLE
TEAMS BACKED
BY SOME OF THE
BIGGEST NAMES IN
MOTORSPORT”**



EXTREME H LAUNCH

In June, Extreme H unveiled its pioneering centrepiece with the launch of its first-ever hydrogen-powered racing car. The 'Pioneer 25' hydrogen race car was revealed in front of global media and invited guests aboard the series' St. Helena ship, with London's Tower Bridge; providing a stunning reveal setting as the countdown officially begins to its maiden season starting in April 2025.

The Extreme H Pioneer 25 was revealed adorned in a special Red Bull livery at the official launch to mark the arrival of the energy drink giant as the championship's Official Energy Drinks Partner.

The Pioneer 25 is a completely new car, which has been in development ever since the announcement of the world's first hydrogen motor racing championship was made in 2022.

The car is designed and manufactured by Spark Racing Technology and equipped with a hydrogen fuel cell from Symbio, Extreme H's Official Fuel Cell Provider, and has undergone an intensive testing programme equivalent to three seasons of racing in readiness for its debut campaign.

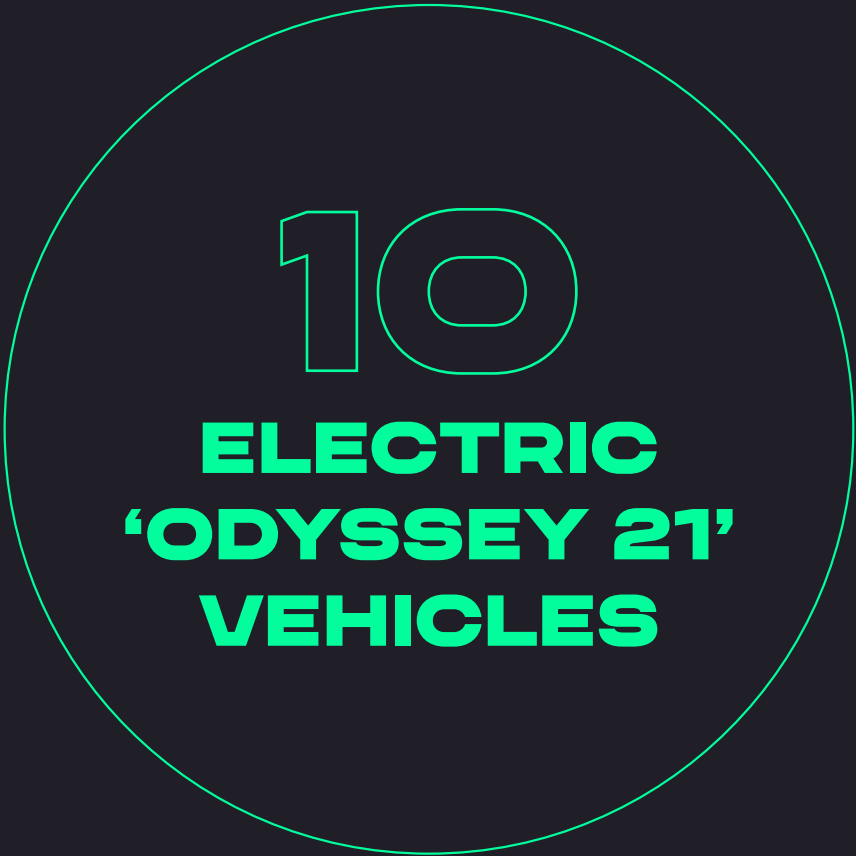
At the official launch the championship's first-ever race calendar was unveiled with 10 rounds across five locations set for Extreme H's debut campaign.

The series will open in Saudi Arabia, as the Extreme E calendar has done in its four previous seasons, before the European leg of the campaign begins in the U.K, a maiden visit to Germany, and a return to Italy. The 2025 Extreme H season finale will take place in the U.S.A to mark the Pioneer 25's debut in North America.

Exact dates and locations for the 2025 season will be confirmed later this year.



EXTREME E BY NUMBERS



SEASON FOUR CALENDAR



Extreme E's fourth season will be staged across four environments in places that have already been damaged or affected by climate issues or human interference.

Desert X Prix
Jeddah,
Saudi Arabia
17-18 February 2024

Hydro X Prix
Dumfries & Galloway,
Scotland
13-14 July 2024

Island X Prix
Sardinia,
Italy
14-15 September 2024

Island X Prix
Sardinia,
Italy
21-22 September 2024

Valley X Prix
Phoenix,
USA
23-24 November 2024

DESERT X PRIX

Rounds 1 and 2

The deserts of Saudi Arabia have opened each of Extreme E's three previous campaigns, and another spectacular is expected in Jeddah when the championship arrives for the Desert X Prix on 17-18 February. This is the first time since the series launched that Extreme E has raced in Jeddah, which has been home to the country's Formula One races since 2021. Teams once again face a mostly sandy terrain, though a very different challenge and location to the desertscapes of the series' past three visits to Saudi Arabia.

Legacy Programme

Pioneering racing series Extreme E has launched its Legacy Programme in Saudi Arabia ahead of the Desert X Prix, with the championship's environmental efforts in the Kingdom to focus on the preservation and planting of coral.

The legacy project will focus on the global challenge of conserving and restoring coral reefs and the need to advance research and development, partnering with three organisations: CORDAP, King Abdullah University of Science and Technology (KAUST) and Ocean Revive. This latest programme is led by Professor Carlos Duarte.

Coral reefs are essential pillars of biodiversity, supporting one in four of all marine animal species in the ocean. In addition, they support the livelihoods of an estimated one billion people and protect the shores of vulnerable, low-lying island states, for which conserving coral reefs is an existential matter.

As a collaborative project, CORDAP will provide input on the global challenge to conserve and restore coral reefs and the need to advance R&D toward the overarching objective of coral preservation. KAUST will support the delivery of the largest coral nursery and gardening project in the world at Shushah island and new advances in coral ecology, and other relevant 6 technologies delivered by the faculty. Ocean Revive is a start-up at KAUST, which will deliver the corals for the demonstration of coral outplanting and will also provide input of their technology and innovations.

LOCATION:
JEDDAH, SAUDI ARABIA

DATE:
17-18 FEBRUARY 2024



HYDRO X PRIX

Rounds 3 and 4

This year's Hydro X Prix will once again take place at the former Glenmuckloch opencast coal mine site, a location set to undergo a remarkable transformation into a Pumped Storage Hydropower (PSH) plant and wind farm, developed by Foresight Group's Energy Transition Fund (FEIP). This unique setting underscores Extreme E's commitment to raising awareness about climate change and promoting sustainable solutions.

The restored former coal mine in Dumfries and Galloway provides a poignant backdrop for the sport which uses its platform to raise awareness of climate change and global solutions, and will be a site at the forefront of renewable energy development, embodying the shift towards a more sustainable future. This transformation aligns seamlessly with the ethos of Extreme E, which seeks to use motorsport as a platform to highlight environmental challenges and innovative responses.

Legacy Programme

As part of the series' Legacy Programme in Scotland, Extreme E continues to work with the Nith District Salmon Fishery Board on a multi-stage environmental initiative focused on mitigating climate change effects upon Atlantic salmon, highlighting issues caused by rising water temperatures and change in rainfall patterns.

Legacy activities to be carried out during the Hydro X Prix will focus on the continued protection and regeneration of the land surrounding the Nith River and its tributaries. These activities will be led by Jim Henderson from the Nith District Salmon Fishery Board and supported by Extreme E Science Committee Members, Professor Lucy Woodall and Professor Richard Washington.

For the event's legacy programme, drivers undertook 'Green Engineering' activities, to assist in the collection of crucial data, maintenance and restoration of the river.

The Board's primary objective is to protect and enhance the river's fish populations, improve water quality, and create sustainable fishing opportunities for local communities. The trust undertakes a variety of conservation activities, including habitat restoration, water quality monitoring, and educational programmes for local schools and communities.

LOCATION:
**DUMFRIES & GALLOWAY,
SCOTLAND**

DATE:
13-14 JULY 2024



LOCATION:
SARDINIA, ITALY

DATE:
14-15 SEPTEMBER 2024

ISLAND X PRIX

Rounds 5 and 6

Extreme E has visited Sardinia, in all three of its seasons, with Season 2 introducing a double-header to the series for the first time. This was retained for Season 3 and the championship will host back-to-back events on the Italian island in 2024, co-organised and coordinated by the Automobile Club d'Italia and Regione Sardegna.

The Island X Prix, co-organised and coordinated by the Automobile Club d'Italia and Regione Sardegna, will return to the familiar setting of the Italian Army Training area at Capo Teulada in Sulcis-Iglesiente.

Sardinia has proven to be one of the most popular locations on the Extreme E calendar and its racing fails to disappoint.

Two-time champions Rosberg X Racing are the most-winning team on the Italian island to date with four victories, on a location which has produced several of the series' dramatic moments so far.

Legacy Programme

Details on the series' latest legacy initiative in Sardinia will be announced later in the year.



LOCATION:
SARDINIA, ITALY

DATE:
21-22 SEPTEMBER 2024

ISLAND X PRIX

Rounds 7 and 8

Island X Prix II hosts the third Sardinian double-header event in as many years. The series was built around the ethos of racing electric vehicles in remote environments in an effort to raise awareness for climate issues and showcase the performance and benefits of low carbon vehicles.

However, this crisis is not a problem which only affects remote locations. It is becoming increasingly noticeable in all environments including Sardinia which are suffering from rising temperatures, heatwaves, and wildfires.

In 2021, wildfires blazed through 20,000 hectares of Sardinian land, displaced over 1000 people and killed around 30 million bees. During July 2021 alone there were 13,000 more wildfires in Italy than has ever been recorded before. It is estimated that it will take at least 15 years to rebuild the 20,000 hectares of land impacted.



LOCATION:
PHOENIX, USA

DATE:
23-24 NOVEMBER 2024

VALLEY X PRIX

Rounds 9 and 10

Extreme E heads to the United States for its 2024 season finale - the Valley X Prix.

Held in Phoenix, Arizona, the event will mark the championship's debut event in North America.

With a dedicated passion for off-road racing in the location, and the continent being a key market for the series, the Valley X Prix will be a fitting climax to Extreme E Season 4.

Legacy Programme

Details on the series' newest Legacy Programme will be announced later in the year.



ACCIONA | SAINZ XE TEAM



✖ ACCIONA | SAINZ XE Team finished sixth in the standings in Season 1, scoring their first ever podium with third at the Arctic X Prix in Greenland. The Spanish team built upon their first season performance and had the pace to secure third in the championship in Extreme E Season 2 - reaching four out of the five Finals and finishing on the podium twice.



ACCIONA – which in 2017 led the first team to complete the Dakar Rally with a 100 per cent electric vehicle – announced its return to motorsport, joining forces with rally legend Carlos Sainz and technical partner QEV Technologies to take on Extreme E.

They came a close second in the Season 3 Championship to RXR after going into the finale as ones to watch. The team have retained Laia Sanz, who helped lead them to two wins and two podiums over the course of 2023, and added Fraser McConnell into the mix for 2024.

Reason behind the number:
Carlos Sainz Jnr (son) races with #55 for Ferrari in F1

DRIVERS



 LAIA SANZ	 FRASER MCCONNELL
<p>After an impressive career on two-wheels, Laia Sanz’s Extreme E debut coincided with her maiden race on four wheels. Competing for ACCIONA SAINZ XE Team since the series’ inception, Sanz has learned from off-road legends Carlos Sainz Snr. and Mattias Ekström in her first three seasons.</p> <p>Two victories in Extreme E so far illustrate how Sanz has proven her credentials in race cars, while helping ASXE to second place in the overall standings last term. The Spaniard is a fourteen-time Women’s Trial World Champion and ten-time Women’s Trial European Champion in outdoor motorcycle trials.</p>	<p>Fraser McConnell was a Championship Driver in 2022, before debuting in the series for JBXE at the Season 2 finale in Uruguay. The Jamaican landed a full-time seat with X44 Vida Carbon Racing for 2023 and helped the team achieve two wins and two podiums alongside Cristina Gutiérrez.</p> <p>The pair were in the title fight up to the final rounds, before finishing fourth overall in the championship standings. McConnell, new to the ACCIONA SAINZ XE Team for 2024, is also a race winner in Nitrocross.</p>

ANDRETTI ALTAWKILAT EXTREME E



ANDRETTI
ALTAWKILAT

✖ Andretti Autosport are one of the centrepieces in American motorsport, with teams in series such as IndyCar, Formula E, and the IMSA SportsCar Championship. Launched ahead of the 2021 season, the team now enters its fourth year of Extreme E competition having been one of only three teams to score a victory in Season 1, with a win at Season 1’s Arctic X-Prix in Greenland.

Since the first season, long-term pairing Catie Munnings and Timmy Hansen have scored six podiums, and represent the only team on the grid to have kept their line up since the championship’s launch.

DRIVERS



CATIE
MUNNINGS

Catie Munnings has raced for the Andretti Extreme E team since the series’ inaugural season in 2021 alongside Timmy Hansen.

That first campaign saw the team finish fourth in the championship standings, with victory at the Arctic X Prix in Greenland marking the team’s best result so far in the series. Three podiums have followed for the American outfit, and in 2023 the pair finished seventh overall in the championship.

Munnings is also an FIA RX2e Championship competitor and formerly a Ladies’ European Rally champion.



TIMMY
HANSEN

Extreme E Season 4 marks Timmy Hansen’s fourth year racing alongside Munnings in the Andretti Extreme E team. The pair’s consistency earned them a race win and two podium finishes in Season 1, with three more top-three finishes together since then.

Hansen won the FIA World Rallycross Championship in 2019 and has taken 13 victories in the series overall, alongside winning the Nitro World Games in 2018. A former Swedish karting champion, Hansen began his career in single-seaters and previously took race wins in Formula BMW, Formula Renault 2.0 Alps, and the Eurocup Formula Renault 2.0

E.ON NEXT VELOCE RACING



✖ Headquartered in London, the Veloce brand comprises the industry-leading gaming and racing platform, Veloce Esports, and race-winning outfit, E.ON Veloce Racing, currently competing in the renowned Extreme E championship, alongside its Web3 venture, VEXT. They have had notable names driving for them since Season 1, including three-time W Series champion Jamie Chadwick.

Despite finishing in the bottom half of the table in their first two seasons, E.ON Veloce Racing had their best year yet in 2023, securing three wins and two further podiums, winning the joint-most number of races across the campaign. They remained in the title fight up until the season finale where they finished third overall in the standings.

Reason behind the number:
To celebrate the UN’s Sustainable Development Goal which stands for equality.

DRIVERS



**MOLLY
TAYLOR**

Molly Taylor began her Extreme E journey at RXR, where she helped secure three victories for the team on their way to the Season 1 title. After a one-race stint at JBXE for the Season 2 opener in NEOM, Saudi Arabia, alongside Kevin Hansen, Taylor returned to the series full-time at the 2022 finale in Uruguay for Veloce Racing, where she was partnered once more with Hansen.

In 2023, she helped keep Veloce Racing in the title battle right up until the season finale, where the team placed third in the overall standings – their best-ever result. Taylor is an Australian Rally Champion and the first Australian woman to compete in the Dakar Rally.



**KEVIN
HANSEN**

As a driver for JBXE, Kevin Hansen achieved an impressive run of four podiums from his four appearances in the inaugural Extreme E season. After a further four races with JBXE in 2022, taking a podium in Sardinia, the Swede made the switch to Veloce Racing alongside Molly Taylor for the Season 2 finale in Uruguay.

This partnership then delivered Veloce Racing’s most successful Extreme E season yet in 2023, with Hansen and Taylor taking the team’s first victory in Saudi Arabia before claiming two more victories later in the year. Hansen is a three-time race winner in the FIA World Rallycross Championship, finishing the 2023 season as runner-up behind Extreme E rival Kristoffersson.

JBXE



✖ JBXE, founded by Formula One World Champion Jenson Button, made its debut into the world of electric off-road racing in 2021. Four podiums for the team in Season 1 meant a third-place finish overall in the standings, while Season 2 posed more challenges as the team finished ninth overall. This was not without a podium for the team though, as JBXE finished third in the first round of the Sardinian double-header.

Norwegian Andreas Bakkerud replaced Heikki Kovalainen, who drove in the Season 3 opener, and continues for the team this year.

Reason behind the number:
Number 22 is a homage to Jenson's F1 number.

DRIVERS



 **AMANDA SORENSEN**

Amanda Sorensen is one of two women in Formula Drift's core of drivers, and along with her brother Branden she makes up the racing team called Sorensen Motorsports. Sorensen took two podiums last year in Extreme E for Chip Ganassi Racing.

Prior to competing in Formula Drift ProSpec, Sorensen was no stranger to the race track having won her share of accolades since taking up BMX racing in 2008. She's also taken the podium multiple times in a variety of UTV and go-kart racing series.

In 2016, Sorensen made her mark in the off-road industry, winning the Lucas Oil Unlimited UTV class championship, and a year later became the SXS World Finals Women's class champion, all of which will come to her aid when she takes on Extreme E.



 **ANDREAS BAKKERUD**

Andreas Bakkerud was one of the first drivers to get behind the wheel of the Extreme E ODYSSEY 21 in 2020 ahead of the series' launch. The Norwegian began 2023 as Championship Driver before making his Extreme E debut for JBXE at the Hydro X Prix and has since taken two top-five finishes for Jenson Button's outfit.

A former World Rallycross runner-up, Bakkerud is an off-road racing legend. He was the Euro RX Supercar Champion in 2021 and has taken multiple podium finishes in Nitrocross.

LEGACY MOTOR CLUB™ IN ASSOCIATION WITH JIMMIE JOHNSON

LEGACY M.C.

✖ LEGACY MOTOR CLUB™ is a professional auto racing club owned by businessman and entrepreneur Maurice "Maury" J. Gallagher and seven-time NASCAR Cup Series champion Jimmie Johnson. The American outfit makes its Extreme E debut in 2024. The Club also competes full-time in the NASCAR Cup Series.

Johnson will compete for LEGACY M.C. from Sardinia later this year. He is a seven-time NASCAR Cup Series champion and a newly joined member of the NASCAR Hall of Fame.

Reason behind the number:
84 is Jimmie Johnson's racing number

DRIVERS



**GRAY
LEADBETTER**

Leadbetter has competed in a broad range of motorsports including Motocross, Karting, legends, Rallycross, Championship Off-Road short course, midgets, micro 600s, and sprint cars.

She will be making her Extreme E debut with LEGACY M.C. alongside teammate Travis Pastrana, making it an all-American lineup.



**PATRICK
O'DONOVAN**

Rising rallycross star Patrick O'Donovan will make his racing debut in Extreme E at the Hydro X Prix. O'Donovan became the youngest-ever British Rallycross title-winner in 2022, aged just 18-years-old, winning the championship with a 50-point margin, and was also victorious in 2023.

It is not just on the domestic stage, however, where O'Donovan has shown his talents. He is an FIA RX2e race-winner and scored a podium at the final round of the 2023 World Rallycross Championship in Hong Kong.

NEOM MCLAREN EXTREME E TEAM



✖ The motorsport arm of the world-famous automotive manufacturer has teams in the highest level of motorsport including Formula 1, IndyCar, and Formula E. In 2022, they decided to venture into off-road electric racing and made their Extreme E debut in Season 2. Since joining the series they have secured podiums at the 2022 Copper X Prix and the 2023 Hydro X Prix.

The team have introduced an all-new line up, with drivers Cristina Gutiérrez and Mattias Ekström taking to the grid in 2024. Both are experienced competitors in Extreme E and other disciplines of motorsport.

Reason behind the number

The NEOM McLaren Extreme E car is number 58, a fitting tribute to the first Formula One race Bruce McLaren entered in 1958 at the German Grand Prix. The number 58 is part of McLaren’s heritage and fittingly, Emma Gilmour is also from New Zealand.

DRIVERS



**CRISTINA GUTIÉRREZ**

Cristina Gutiérrez is a new addition to the NEOM McLaren Extreme E Team line up for 2024. Winning the Extreme E Season 2 title with X44 Vida Carbon Racing, she is renowned as one of the quickest drivers in the series. Her first three seasons in Extreme E were with Lewis Hamilton’s outfit, taking four victories as team-mate to Sébastien Loeb and Fraser McConnell.

Gutiérrez is a long-time competitor in the Dakar rally and earlier this year became the first Spanish woman to win a Dakar Rally title.



**MATTIAS EKSTRÖM**

Two-time Extreme E race winner Mattias Ekström joins the NEOM McLaren Extreme E Team for an all-new line-up in 2024. Competing in Season 1 as part of ABT CUPRA XE, the 41-year-old secured the team’s maiden podium alongside Dakar legend Jutta Kleinschmidt. Ekström took a break from the Extreme E paddock in 2022 but joined ACCIONA | SAINZ XE Team for Season 3 alongside Laia Sanz.

The pair were in the championship battle all season long, taking the team’s debut win in the process, but narrowly finished second behind RXR in the standings. The Swede is also a World Rallycross Champion, two-time DTM Champion, and four-time Race of Champions winner.

ROSBERG X RACING



✦ Nico Rosberg’s Extreme E outfit started as they meant to go on in Season 1, winning the championship’s inaugural race in Saudi Arabia. Rosberg X Racing (RXR) secured a further two victories in the season, which proved enough to secure a historic first Extreme E title. Season 2 looked to follow a similar story, however RXR finished just two points behind champions X44 Vida Carbon Racing.

There was redemption in 2023 when the team fought a hard campaign right to the last race at the Chilean finale, beating the four remaining title contenders to take their second Extreme E championship title. RXR re-signed Mikaela Åhlin-Kottulinsky and Johan Kristoffersson for 2024.

Reason behind the number:
Homage to Nico’s father Keke Rosberg who raced with #6

DRIVERS



 MIKAELA ÅHLIN-KOTTULINSKY	 JOHAN KRISTOFFERSSON
<p>An ever-present in Extreme E, Mikaela Åhlin-Kottulinsky originally competed for JBXE, claiming third place overall with the team in the series’ maiden campaign. Upon joining RXR for Season 2, she helped the team to a runner-up finish behind X44 Vida Carbon Racing.</p> <p>She stayed with Nico Rosberg’s team for 2023 and, alongside Kristoffersson, took the Extreme E title in a dramatic finale in Chile, securing three wins and four additional podiums along the way. The Swede is also a RX2e competitor and Scandinavian Touring Car Championship race winner.</p>	<p>Johan Kristoffersson has been with RXR since the championship’s inception. The Swede secured five wins for Nico Rosberg’s outfit across the first two seasons and helped the team claim the first Extreme E title in 2021 alongside Molly Taylor.</p> <p>In 2023, alongside Åhlin-Kottulinsky, the duo claimed the team’s second Extreme E championship in the final round. An off-road racing legend, Kristoffersson is a six-time World Rallycross champion and has also taken two Scandinavian Touring Car championships.</p>

SUN MINIMEAL TEAM



✦ Swiss health food brand SUN Minimeal are branching out to motorsport and joining the Extreme E grid in 2024. They have been a familiar logo around the paddock in previous years, and now have made the jump and secured their very own team for Season 4. Driving for them are the two familiar faces of Timo Scheider and Klara Andersson – both experienced in the series and looking to bring success to their brand new team.

DRIVERS



**KLARA
ANDERSSON**

Klara Andersson made her Extreme E debut in 2022 at the Copper X Prix in Chile, standing in for Jutta Kleinschmidt at ABT CUPRA XE having formerly been a Championship Driver. Together with Dakar Rally legend Nasser Al-Attiyah, Andersson took third place on her debut, before taking her first Extreme E victory at the Season 2 finale in Uruguay.

Andersson claimed a further two podium finishes for ABT CUPRA XE in 2023. She joins SUN Minimeal XE Team for 2024 alongside fellow FIA World Rallycross competitor Scheider.

The Swede was the first woman to stand on the podium of a World Rallycross Championship round, in Portugal in 2022.



**TIMO
SCHEIDER**

Extreme E stalwart Timo Scheider leads SUN Minimeal XE Team's charge in 2024 as driver and Team Principal for the debutants.

Formerly an Extreme E Championship Driver and Course Advisor, the German stepped up to compete in three X Prix for XITE ENERGY Racing in Season 2, claiming a debut podium alongside Tamara Molinaro. For Season 3, Scheider drove for Carl Cox Motorsport alongside Christine GZ and Lia Block. A podium was earned at the Hydro X Prix in Scotland, with the team finishing ninth overall in the standings.

Scheider is also a two-time DTM champion, a World Rallycross race winner, and has been on the podium at the 24 Hours of LeMans.

CHAMPIONSHIP DRIVERS

TOMMI HALLMAN

Championship Driver and Advisor

Hallman takes over the role as male Championship Driver for the Hydro X Prix – a position he also filled in 2023. Hallman, a rising rallycross star from Finland, will be joined as a Championship Driver by Tamara Molinaro who returns to the series once more.

Hallman has competed in Nitro RX NXT, where he was the overall winner in the 2022/23 season, and was voted RX2e Driver of the Year in 2023 after victories in the two events he entered in that year's championship.

Previously, the Finn secured the 2022 Nitro Rallycross Championship NRX NEXT Europe series title, which followed up his RallyX Nordic Supercar Lites titlessuccess in 2021.

TAMARA MOLINARO

Championship Driver and Advisor

Extreme E Season 2 saw Tamara Molinaro drive for XITE ENERGY Racing, achieving the team's best result of second place at the NEOM Island X Prix I alongside Timo Scheider. Entering the series' third season as Championship Driver, Molinaro put on the McLaren papaya at the Island X Prix in September in place of the injured Emma Gilmour. Molinaro then contested the Season 3 finale for JBXE.

Italian-born Molinaro now returns to the role of Championship Driver, which she held in 2021 and 2023.

Molinaro brings a rich motorsport background to Jenson Button's team. In 2017, Molinaro took the Ladies European Rally Champion title – the second- youngest after Andretti United Extreme E's Catie Munnings – after winning four of the eight rounds and topping the table. In 2019 Molinaro dovetailed a second season on the WRC support bill with a Titans RX Rallycross Championship campaign – the only female in the series – winning several qualification races and finishing fifth overall.



SPORTING FORMAT

Season Four will feature the pressure of four-car races in both Qualifying 1 and Qualifying 2. This will be followed by a Grand Final and Redemption Race, with the winner of the Grand Final taking the top step of the podium.

The excitement doesn't stop there, as each X Prix will remain a double-header. The above format will take place on both Saturday and Sunday, meaning two winners will be crowned at each race weekend.

Intermediate Classification Points are awarded for Q1 and Q2, with a single Championship point awarded to the winners of each Heat – something that could prove crucial come the closing stages of the season.

The Intermediate Classification will reveal the top four teams, who will progress to the Grand Final, and the remaining four teams, who will battle it out in the Redemption Race.

The distance for each X Prix course and the number of laps will vary depending on the characteristics of the location, such as the terrain and the environmental conditions. What remains consistent is a driver changeover in the 'Switch Zone', taking place at the halfway point.

In a motorsport world-first, teams must field one male and one female driver, promoting gender equality and a level playing field amongst competitors. The teams will determine which driver goes first to best

suit their strategy and driver order selections are made confidentially, with competitors kept in the dark as to other teams' choices until the last possible moment. The male Driver and female Driver of each Team must each be nominated as the first driver the same number of times per season, ensuring contests between male and female competitors.

An 'ENOWA Hyperdrive' boost will also be available to each driver once in a race. Activated when the driver presses a button on their steering wheel, they will enjoy an increase in power for a fixed amount of time. The timing for this will be a key decision, and it must be used.



SPORTING FORMAT

Season Four will feature the pressure of four-car races in both Qualifying 1 and Qualifying 2. Qualifying 1 and Qualifying 2 will now both consist of two heats, four cars each. One Championship Point shall also be awarded to the Winner of each Qualifying Heat.

The finishing order of the Heats in Qualifying 1 will determine the starting position of Qualifying 2 Heats. One Championship Point shall also be awarded to the Winner of each Qualifying Heat.

Intermediate Classification points are awarded in the Qualifying 1, Heats 1 and 2, on the following basis:

1st	10 points + 1 championship point
2nd	8 points
3rd	6 points
4th	4 points

Intermediate Classification points are awarded in the Qualifying 2, Heats 1 and 2, on the following basis:


1st	10 points + 1 championship point
2nd	8 points
3rd	6 points
4th	4 points

Q1 HEAT 1

	1ST	into Q2 Heat 1 gridplace 1	+10
	2ND	into Q2 Heat 2 gridplace 2	+8
	3RD	into Q2 Heat 1 gridplace 3	+6
	4TH	into Q2 Heat 2 gridplace 4	+4

 One extra championship point

Q2 HEAT 1


	1ST		+10
	2ND		+8
	3RD		+6
	4TH		+4

 One extra championship point

Q1 HEAT 2

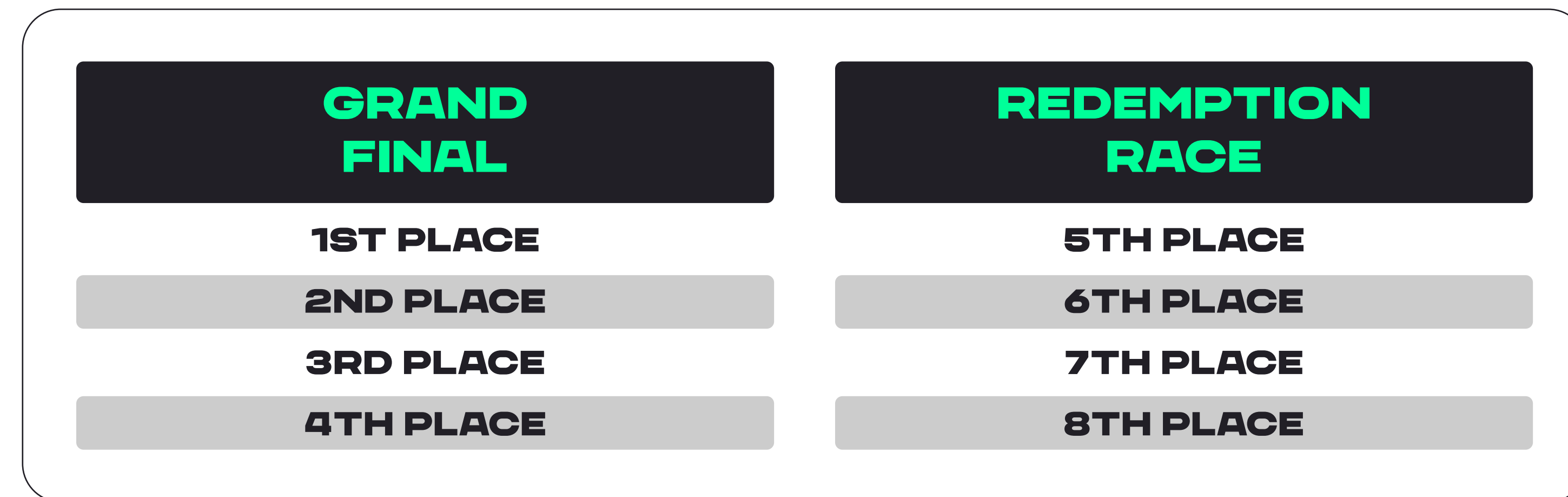
	1ST	into Q2 Heat 2 gridplace 1	+10
	2ND	into Q2 Heat 1 gridplace 2	+8
	3RD	into Q2 Heat 2 gridplace 3	+6
	4TH	into Q2 Heat 1 gridplace 4	+4

Q2 HEAT 2

	1ST		+10
	2ND		+8
	3RD		+6
	4TH		+4

SPORTING FORMAT

The combined points for each team from Qualifying Rounds 1 and 2 will determine the overall classification at the end of Qualifying for final positions as follows:



NB In the event of the same points being achieved after Qualifying Rounds 1 and 2, the Team with the fastest Continental Traction Challenge time of the Qualifying Rounds shall be deemed to be the faster.

Intermediate Standings Example:

INTERMEDIATE
STANDINGS

ROUND 1

DESERT
XPRIX
R.01

TEAMS		Q1	Q2	TOTAL
1	<div><div>SUN MINIMEAL</div><div>SUN MINIMEAL</div></div>	10	8	18
2	<div><div>FXR</div><div>ROSBERG X RACING</div></div>	10	6	16
3	<div><div>JBXE</div><div>JBXE RACING</div></div>	4	10	14
4	<div><div>acciona sainz X-TEAM</div><div>ACCIONA SAINZ</div></div>	6	8	14
5	<div><div>ANDRETTI ALTAWKILAT</div><div>ANDRETTI ALTAWKILAT EXTREME E</div></div>	2	10	12
6	<div><div>84 LEGACY MOTOR CLUB</div><div>JIMMIE JOHNSON</div></div>	6	6	12
7	<div><div>e-on VELOCE</div><div>VELOCE RACING</div></div>	8	4	12
8	<div><div>NEOM McLAREN XE TEAM</div><div>NEOM McLAREN XE TEAM</div></div>	8	4	12

PROCEEDS TO
GRAND FINAL

PROCEEDS TO
REDEMPTION RACE

Continental

PIF

ENOWA.
NEOM

LUISAVIAROMA

vodafone
business

EY

FOX

allcot

FORZA

SPORTING FORMAT

Grid position for the Grand Final will be determined through the fan voting process called GridPlay. The teams that do not make it to Grand Final must ‘gift’ their votes to their preferred team on the Grand Final grid.

Grid position for the Redemption Race will be defined by the Intermediate Classification results, with the team that finished 5th choosing grid position first, followed by the team that finished 6th, and so on.

Continental Traction Challenge

The team that sets the fastest time through the allocated sector will win the Continental Traction Challenge and earn two championship points. A team’s Traction Challenge time will be the combination of both the male and female drivers’ fastest time through the allocated sector over the course of each round.

If any teams are tied in the Qualifying standings their positioning will be determined by their time in the Continental Traction Challenge - the team with the quicker run through the allocated sector during Qualifying receiving the higher overall position.

This will run for each of the individual race days on Saturday and Sunday.

GRAND FINAL

1ST	Winner of Grand Final	+25
2ND	2nd place Grand Final	+18
3RD	3rd place Grand Final	+15
4TH	4th place Grand Final	+12

REDEMPTION RACE

5TH	Winner of Redemption Race	+12
6TH	2nd place of Redemption Race	+10
7TH	3rd place of Redemption Race	+8
8TH	4th place of Redemption Race	+4

ODYSSEY 21



The championship cars are a one design fleet, a fully electric SUV, named ODYSSEY 21. To withstand the harsh conditions it will face, the car's peak 400kw (550bhp) output can fire the 1780-kilogram, 2.3-metre-wide e-SUV from 0-62mph in 4.5 seconds, at gradients of up to 130 per cent.

Each vehicle comprises a common package of standardised parts, manufactured by Spark Racing Technology with a battery produced by Williams Advanced Engineering. This encompasses a Niobium-reinforced steel alloy tubular frame, as well as crash structure and roll cage, whilst its tyres, the vehicle's crucial connection to these terrains are designed especially for the extreme conditions by

founding partner Continental Tyres.

Teams have the choice to use our bodywork, or work with an automotive partner, such as Chip Ganassi has done with the GMC HUMMER EV, to put its own bodywork on the common chassis to utilise its platform to speak directly to the consumer market.

The exterior shell of the ODYSSEY 21 is made

from Bcomp's natural flax fibre, in a bid to be more sustainable. The two products of the shell, ampliTex™ and powerRibs™, are made from natural flax fibres and carry a variety of environmental benefits including a 75 per cent reduction in carbon footprint from cradle to gate, all whilst providing the best in safety standards.

- Top Speed: 200kph/124mph
- Maximum Power: 400kWh/550bhp
- Suspension Travel: 400mm
- E-motor Torque: 920nm
- 0-100kph/0-62mph: 4.5 seconds
- Overall length: 4.401m
- Overall width: 2.3m
- Overall height: 1.864m
- Front track: 1.998m
- Rear track: 1.998m
- Ride Height: 450mm
- Wheelbase: 3.001m
- Weight: 1840kg
- Battery Capacity: 40kWh of usable energy. Twin 250KW motors (550bhp equivalent)
- Acceleration 0-100km/h (0-62mph): 4.5 seconds
- Gradient capability: 40° (80% slope) to 53° (130% slope est. depending on surface)
- Suspension travel: 400mm
- SPECIFICATION PARTS**
- Tubular frame constructed of Niobium reinforced steel alloy
- Suspension & dampers:** Double wishbone with three-way adjustable twin-dampers. Hydraulic bump and rebound stop
- Braking:** Six-piston Alcon caliper. Iron disk & pads
- Steering:** Electrical power steering system
- Battery:** Built by Williams Advanced Engineering
- Tyres:** Engineered for the extreme terrains by Continental Tyres

TYRES

Continental has developed a new high-performance tyre for Extreme E Season Four. Continental has completely redesigned the tread compound and the carcass of the second-generation CrossContact Extreme E to include the use of sustainable materials. Silica obtained from the ashes of rice husks, for example, has been used.

In addition to reprocessed steel and carbon black, Continental is also using polyester yarn made from recycled PET bottles in the tyre carcass for the first time. Thanks to the use of plastic bottles, conventional polyester has been fully substituted.

In total, around a third of each second-generation CrossContact Extreme E tyre consists of recycled and renewable raw materials. Each of the 30 tyres that Continental is supplying to all ten Extreme E teams now contains recycled polyester made from approximately 60 PET bottles.

Diameter: 37 inches (940mm)

Width: 12.5 inches (317.5mm)

Rim: 17 inch

BATTERY

The batteries are specially designed and developed by Fortescue ZERO, plugging into the expertise and experience of the same minds who will be supplying the batteries for Gen3 of the ABB FIA Formula E World Championship, starting in 2023. Designed to withstand the extreme temperatures, conditions and terrains, the batteries will produce a maximum power output of 400 kWh (equivalent to 550bhp).

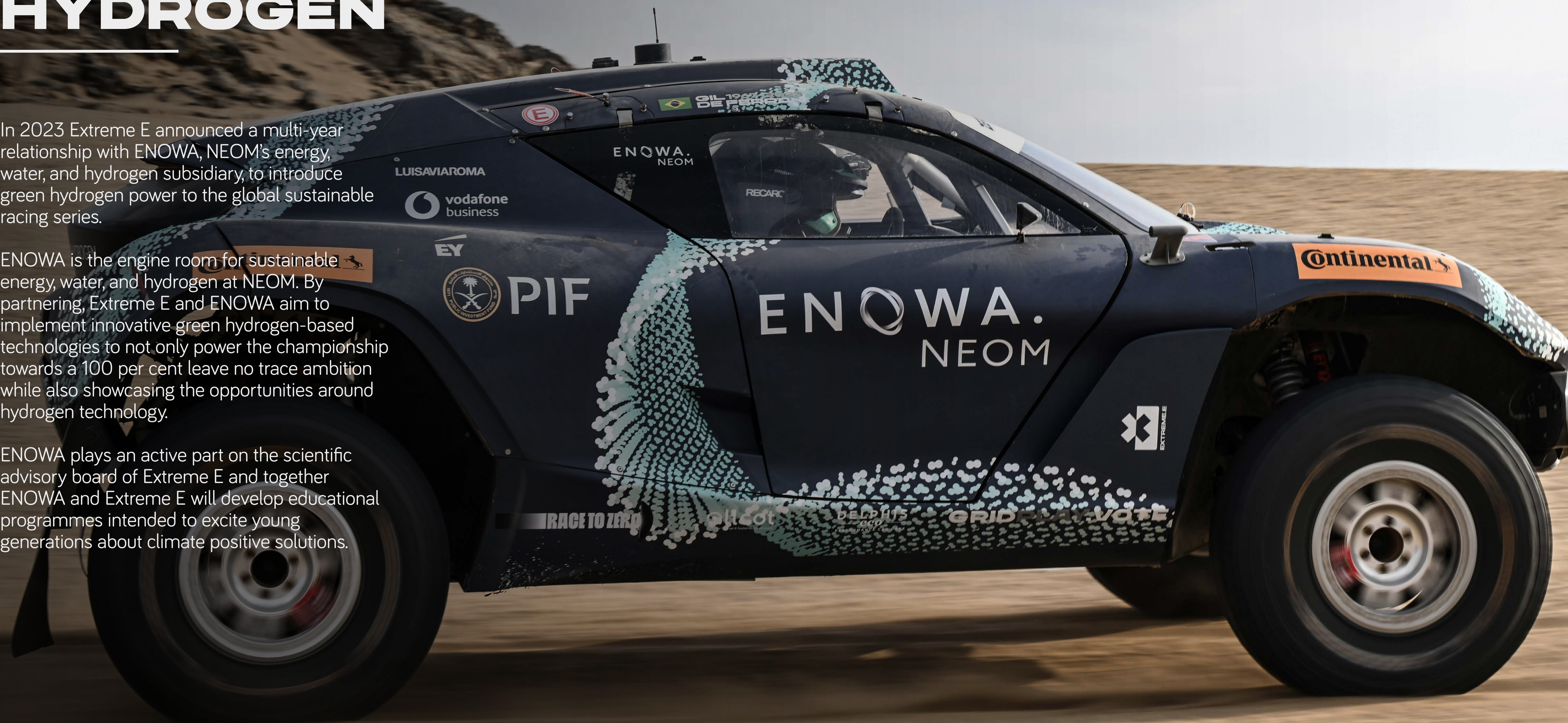


HYDROGEN

In 2023 Extreme E announced a multi-year relationship with ENOWA, NEOM's energy, water, and hydrogen subsidiary, to introduce green hydrogen power to the global sustainable racing series.

ENOWA is the engine room for sustainable energy, water, and hydrogen at NEOM. By partnering, Extreme E and ENOWA aim to implement innovative green hydrogen-based technologies to not only power the championship towards a 100 per cent leave no trace ambition while also showcasing the opportunities around hydrogen technology.

ENOWA plays an active part on the scientific advisory board of Extreme E and together ENOWA and Extreme E will develop educational programmes intended to excite young generations about climate positive solutions.



SUSPENSION

FOX provide all Extreme E teams with a race-ready suspension package for their ODYSSEY 21s.

With Extreme E racing on some of the most challenging terrains across the globe, FOX's suspension package helped to maximise the performance of the E-SUVs, providing greater handling stability, capability and safety. FOX are present at all X Prix to deliver onsite support, shock repairs and diagnostics, as well as set up guidance for teams with course-specific recommendations.

Founded by Bob Fox in 1974, FOX has boldly entered competitive arenas to prove its technology, beginning with motocross before topping podiums with Superbikes, snowmobiles, desert vehicles, mountain bikes, circle track and water craft. Its heritage drives its future technology and, with EVs populating the landscape, its partnership with Extreme E is a natural fit.

FOX also aims to maximise premium performance while minimising its environmental impact, aligning with Extreme E's goals as a sport for purpose Championship.

ENVIRONMENT AND SUSTAINABILITY

Extreme E is a sport for purpose, and that purpose is highlighting the climate emergency and encouraging change. As a series that is ever mindful about its footprint and maintaining minimal on-site attendance, Extreme E has always concentrated on innovative solutions and alternatives to how traditional sports events are run. The series has a carbon positive mindset and has several initiatives in place which focus on reducing its carbon footprint as follows.

Electric Vehicles

The race vehicle is an electric SUV, named ODYSSEY 21. It was chosen because SUVs are the most popular model on the market, yet at the same time the most polluting and therefore the most damaging to the environment.

Carbon Off-Setting

Extreme E's core mission is to promote the use of electric vehicles, the adoption of which is crucial to

reduce global greenhouse gas (GHG) emissions to curb the accelerating climate crisis.

Every element of the championship is scrutinised to reduce our emissions, from using sea freight rather than air freight of the cars and equipment, using hydrogen fuel cells to charge the car batteries, to banning single use plastics on the event site) Any activity of this size, involving so many people in so many areas of the world will always create a carbon footprint, however we work to minimise this. Extreme E offsets CO₂e via its work with partner Allcot, project developer of initiatives that reduce GHG emissions to actively combat the climate crisis under Article 6 of the Paris Agreement which is aligned with the 2030 Agenda and its 17 Sustainable Development Goals (SDGs).



ENVIRONMENT AND SUSTAINABILITY

Remote Broadcast

Extreme E uses innovative production methods to bring all the racing action to people around the world, and as a championship without spectators on-site, this takes on even greater importance. The teams have designed a technical solution that reaches the most remote locations whilst reducing the environmental impact across the entire production. Footage is sent back to a new 'UHD-ready' centralised Broadcast and Media Centre, located at 200 Gray's Inn Road, London. The production makes use of the centre's extensive connectivity, remote production galleries, remote replay, Edit and Live Centre monitoring. This reduces the carbon footprint of the series, as on-site numbers are lowered by using a remote broadcast production.

St Helena

To minimise the carbon footprint of the series all Extreme E equipment travels by sea, as a less carbon-intensive equivalent to air travel.

Minimal spectators on-site

Depending on the type and location of events, fans can represent 20 to 50 per cent of the total footprint of an event once you consider their transport, food and beverage and merchandising.

That is why Extreme E has taken the decision to not have spectators at races, in a bid to reduce its carbon footprint. In addition, teams are restricted to seven personnel on site – two drivers, one engineer and four mechanics. This also filters through to Extreme E's remote broadcasting, which involves minimal crew on-site and using satellites to enable live editing and overlays in a London studio.

Zero-emission vehicle charging

By partnering, Extreme E and ENOWA are implementing innovative green hydrogen-based technologies to not only power the championship towards a 100 per cent "leave no trace" ambition but also to showcase the opportunities around hydrogen technology.

Extreme E is the first event organiser to utilise hydrogen fuel cell power generators for charging, and the decision supports the series' goal of being sustainable and creating minimal local impact on the environments in which it races.

ENOWA offers a completely sustainable fuel production process, using water and sun to generate hydrogen power which will then be used to charge all the ODYSSEY 21 e-SUVs off the grid. Not only will this process emit zero greenhouse emissions, but its only by-product will also be water, which will be utilised elsewhere on-site.



EY SUSTAINABILITY REPORT

Extreme E has published its third Sustainability Report, compiled and produced in collaboration with EY.

- **Season 3 Sustainability Report** reveals 8.2 per cent fall in overall carbon footprint
- Average female-male performance gap closed by 51 per cent since Season 1: now just 1.5 seconds
- EY continues as Official Sustainability Partner for second consecutive season

Continuing to race the series' ODYSSEY 21 off-road electric vehicles and leveraging solar and green hydrogen energy, the report reveals that the racing series maintained its carbon-neutral status and reduced its overall carbon footprint by 8.2 per cent.

EY teams calculated that 8,301 tCO₂-e was emitted during Season 3 – down from 9,045 tCO₂-e across Season 2 – despite travelling further afield and holding double-header races at each X Prix.

This achievement is supported by Extreme E's motorsport industry-leading race site infrastructure, including the use of green hydrogen in remote locations produced by ENOWA's Hydrogen Fuel Cell System. The series also employed innovative waste management procedures, engaged regional suppliers, and sourced food and drink locally for each X Prix race event.

The report also reveals that the Season 3 female-male performance gap has closed by an average of 51 per cent since Season 1, with the average gap now just 1.5 seconds, proving that the rate of progression for female drivers is advanced by gaining equal access to track time and performance development.

Accelerating gender equality remains a key objective for Extreme E, with each racing team represented by one female and one male driver and nearly 50 per cent female representation across the entire workforce. This is further reflected in the series' audience make-up, with the split between male and female viewers at 66 per cent to 34 per cent, compared with 71 per cent to 29 per cent last season.



ENVIRONMENT AND SUSTAINABILITY

The UN

Extreme E has a relationship with the UN on several levels. Signatory of the United Nations Sports for Climate Action Framework: The United Nations Sports for Climate Action framework aims to support and guide sporting organisations to achieve climate change goals. In line with the five core principles enshrined in the Framework and the aims of the Paris Agreement, Extreme E strives to:

1. Promote greater environmental responsibility
2. Reduce the overall climate impact from sports
3. Use its platform to educate for climate action
4. Promote sustainable and responsible consumption
5. Advocate for climate action through its communications

Partner to Race to Zero

Race To Zero is a global campaign to rally leadership and support from businesses, cities, regions, investors for a healthy, resilient, zero carbon recovery that prevents future threats, creates decent jobs, and unlocks inclusive, sustainable growth.

The objective is to build momentum around the shift to a decarbonised economy ahead of COP26, where governments must strengthen their contributions to the Paris Agreement.

This will send governments a resounding signal that business, cities, regions and investors are united in meeting the Paris goals and creating a more inclusive and resilient economy.

Project Everyone

Extreme E has teamed up with Project Everyone, a not-for-profit creative communications agency, to raise awareness of The United Nations Sustainable Development Goals (SDGs), better known as the Global Goals.

Co-founded by film writer and director Richard Curtis to drive adoption of the 17 Global Goals, Project Everyone creates advocacy campaigns, content, programmes and events. As part of Extreme E's commitment to raising awareness of the climate crisis, all nine teams will display the Global Goals logo on their cars.

The Global Goals logo is a wheel representing all 17 Goals, which are designed to eliminate extreme poverty, reduce inequalities, and to combat the threat of climate change by 2030.



THE ST. HELENA

Historic former Royal Mail Ship, the St Helena, has undergone an 18-month, multi-million-pound refurbishment process, which has included a total overhaul of steelwork, engines, generators, propellers, machinery, interior and cabin space making her not only fit for purpose, but also as efficient as possible ahead of her new mission. She was selected by Extreme E as its freight and logistics hub due to her versatility and ability to carry and unload a mixture of cargo, for example the championship's cars, as well as team members and guests – there are 62 cabins on board. The list of work that has gone into the refit is extensive, with 30 tonnes of new steelwork added to repair worn sections and create new elements to the ship.

For example, the original 20-square-metre swimming pool has been replaced with a Science Laboratory so research can be conducted en route. This is a key element of Extreme E which looks to use its sporting platform to shine a spotlight on climate change issues and possible solutions around the world. Improving efficiency has been a major goal of the refit.

The St. Helena's engines have been fully stripped and rebuilt and she will now run on low-sulphur marine diesel, known as Champagne in the industry. The propellers have similarly been refurbished to reduce friction and improve efficiency. The hull has been re-painted with the Extreme E logo emblazoned on the side. The underwater sections are painted in the most up-to-date anti-fouling paint, meaning she is kept clean which makes her more streamlined, which also reduces CO2 emissions.

The ship's interior has also been upscaled and injected with a new lease of life with the original interior panelling given a wooden vinyl overlay and 4,000 new low-emission LED lights replace the old power-intensive lighting. Heating, ventilation and air conditioning systems have also been fully upgraded. The bridge – the control centre of the ship – has been fitted with the latest in navigational aids and shipping technology including DGPS, radio and ultrasonic wind system.



SCIENTIFIC COMMITTEE

Extreme E has appointed its 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. RICHARD WASHINGTON
Head of Scientific Committee & Desert Expert
Professor of Climate Science, University of Oxford



PROF. LUCY WOODALL
Ocean Expert
Principal Scientist, Nekton Foundation



PROF. PETER WADHAMS
Head of Scientific Committee 2021 & Arctic Expert
Head of Ocean Physics, University of Cambridge



DR. FRANCISCO OLIVEIRA FILHO
Amazon Expert
Amazon deforestation specialist, University of Cambridge



PROF. CARLOS M. DUARTE
Head of Scientific Committee 2023 & Climate Expert
Distinguished Professor, King Abdullah University of Science and Technology

PROF. RICHARD WASHINGTON

Head of Scientific Committee,
& 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.

Involved in: Desert X Prix (Saudi Arabia), Energy X Prix (Uruguay), Arctic X Prix (Greenland)

QUOTES

“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. 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.

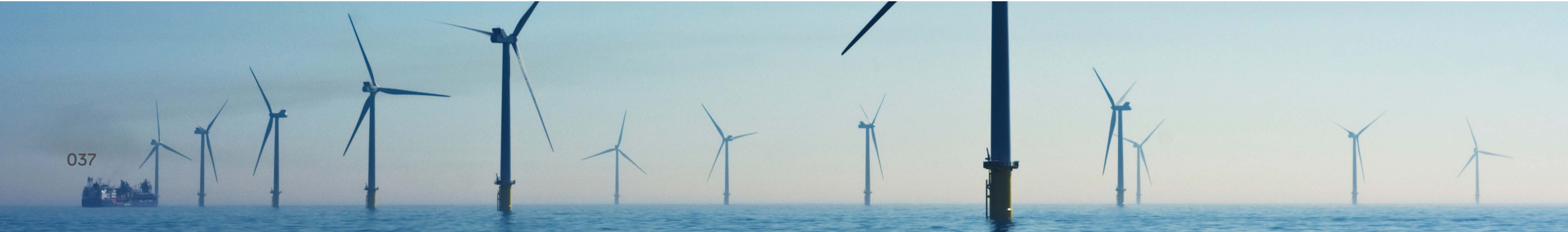
Involved in: Desert X Prix (Saudi Arabia), Copper X Prix (Chile)

QUOTES

“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 join 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. 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.

Involved in: Arctic X Prix (Greenland), Island X Prix (Sardinia)

QUOTES

“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 have to cater for that with electric cars – and that will produce a big downturn in CO2 emissions.

“Extreme E will help to showcase their capabilities and illustrate their desirability. The added interest in holding races in remote locations of extreme climatic interest, s 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.

Involved in: Brazil/ TNC legacy project, Copper X Prix (Chile), Energy X Prix (Uruguay)

QUOTES

“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.

Involved in: Island X Prix (Sardinia), Senegal Legacy

QUOTES

“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 can highlight 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.

“The vessel St. Helena is also a key asset to this project. It provides visibility of shipping as a viable form of transportation for high-value and important goods. Its use for conducting scientific research and training is similarly a fantastic opportunity to investigate and share what the ocean does for humanity and what we can all do to maintain these benefits as part of a healthy planet.”

OUR PARTNERS

Extreme E works with partners that share our vision of using sport to raise awareness of climate change. Our partners support us in a variety of areas including vehicle innovation, charging technology, event delivery, and our Legacy Programme. We choose partners we believe are innovators in their respective areas, are aligned with our values and goals, and can help us expand our reach.



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Building a better
working world



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bottle

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[#HydroXPrix](#)

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