

#RACEFORTHEPLANET



PRESS PACK

SEASON THREE



WHAT IS EXTREME E?

Now in its third season, Extreme E is a radical off-road racing series, founded by the same team behind Formula E, which showcases electric SUVs and futuristic technologies in some of the world's most remote and challenging environments.

This 10-race global voyage across five locations 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.



CEO WELCOME

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

Our first two seasons have been a huge success and we have an exciting new racing format for 2023 – ultimately showcasing double the racing action with no additional carbon footprint.

Since launching Extreme E, we have worked hard to improve the level of racing to ensure it is thrilling to watch with plenty of action. Our new sporting format goes even further to deliver that, with now double the amount of racing action on some of the toughest courses in the world, leaving zero additional impact on the planet.

To have a ten-race championship in Extreme E is a tantalising prospect for everyone on board and we believe the increased number of races will only enhance our series.



Alejandro Agag
Founder & CEO, Extreme E

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

Extreme E Season 3 ‘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 five 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.

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



EXTREME E BY NUMBERS

0
**ZERO
EMISSION
RACING**
ONCE CARBON FOOTPRINT
MEASURED AND OFFSET

5
RACES

10
**ELECTRIC
'ODYSSEY 21'
VEHICLES**

5
**REMOTE
LOCATIONS**

1
**PLANET TO
PROTECT**

10
TEAMS

**UPTO
7**
**PERSONEL
ON-SITE PER
TEAM**

1
**WINNING
TEAM**

20
DRIVERS

4
CONTINENTS

75%
REDUCTION
IN CO2 EMISSIONS
THROUGH TRAVELLING BY
SEA RATHER THAN AIR

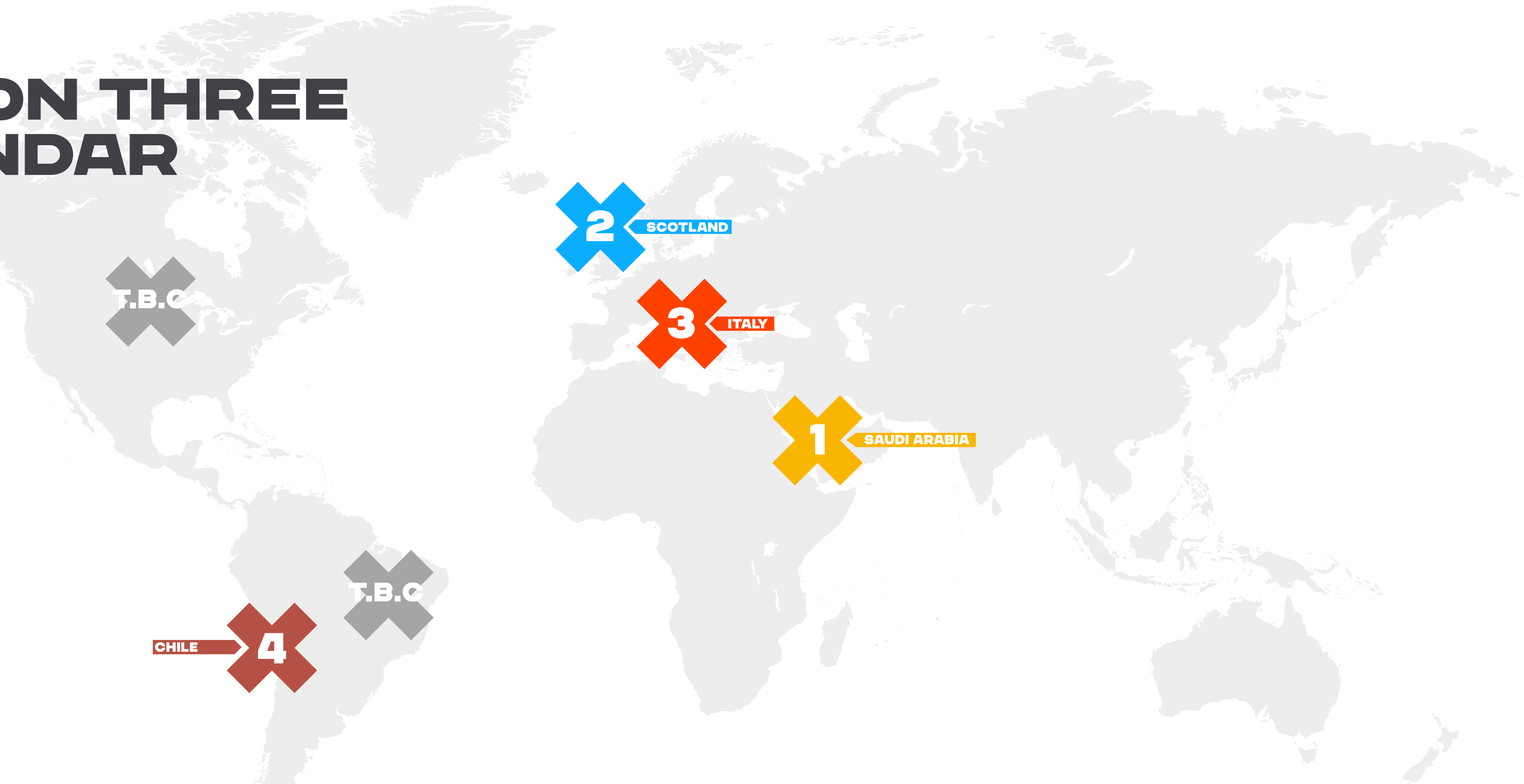
1
SHIP

5
COUNTRIES

5
**LEGACY
PROGRAMMES**

5
SCIENTISTS

SEASON THREE CALENDAR



Extreme E's third season will be staged across five environments, potentially adding North America to the list of continents, and selecting places that have already been damaged or affected by climate issues or human interference. There will be two rounds of racing at each X Prix.

Desert X Prix
NEOM, Saudi Arabia
11-12 March 2023

Hydro X Prix
Scotland
13-14 May 2023

Island X Prix
Sardinia, Italy
08-09 July 2023

T.B.C
USA or Brazil
16-17 September 2023

Copper X Prix
Chile
02-03 December 2023

DESERT X PRIX

The opening round of Season 3 will take place on the shores of the Red Sea close to the location of the 2022 NEOM Beach Games, which hosted over 300 athletes from 25 countries.

Teams will once again face a mostly sandy terrain, though a very different challenge and location to the deserts of the series' past two visits to Saudi Arabia.

The Problem

This year Extreme E is highlighting NEOM's wildlife restoration projects as part of the effort to bring back the diverse biodiversity that once existed in the region years ago. This resettlement of the animals represents a pivotal moment in the rebuilding of the area's ecosystem, as these major but vulnerable species have not roamed freely here for over a century.

In addition, and following on from its 2022 legacy program, Extreme E will also continue its work in a major greening initiative by planting yet more trees in the region. The Desert X Prix event will also highlight

the partnership with ENOWA, which aims to implement innovative green hydrogen-based technologies to not only power the championship towards a 100% 'no trace' ambition but also to showcase the opportunities around this technology.

Together the organisations hope to develop educational programmes intended to excite young generations about climate positive solutions, while contributing to the hydrogen mobility markets and the future of global decarbonisation.

The frequency and intensity of heavy rainfall events have increased since the 1950s over most land areas and human-induced climate change is likely the main driver. Human-induced climate change has also contributed to increases in agricultural and ecological droughts in some regions, with large-scale deforestation likely decreasing evapotranspiration and precipitation and increasing runoff over the deforested regions.

LOCATION:
NEOM, SAUDI ARABIA

DATE:
11-12 MARCH 2023



LOCATION:
SCOTLAND

DATE:
13-14 MAY 2023

SCOTLAND X PRIX

In May the championship will head back to the UK for its first X Prix in Scotland. Extreme E previously visited the UK for its 2021 season decider, the Jurassic X Prix, in Dorset where Rosberg X Racing clinched the Season 1 title on countback

The Scotland X Prix

Extreme E are hard at work designing a thrilling inaugural X Prix in Scotland, with details of the all-new location and challenging course to be revealed soon.

The Problem

Extreme E will continue with its Legacy Programme format which aims to leave a long-lasting positive impact in each country in which it races, with exact details to be revealed in the weeks leading up to the end of year event.



LOCATION:
SARDINIA, ITALY

DATE:
07-08 JULY 2023

ISLAND X PRIX

Extreme E has visited Sardinia, Italy, in all three of its seasons, with Season 2 introducing a double-header to the series for the first time.

The series was built around the ethos of racing electric vehicles in remote environments in an effort to raise awareness for climate change 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.

Island X Prix

Sardinia provides a completely contrasting landscape to the other rounds, providing a harder compact surface with many rocks and bushes plus riverbeds, meaning drivers have many natural obstacles to navigate. This X Prix weekend will be centred around both green and blue carbon.

The Problem

Extreme E will be focusing on how future damage can be reduced as well as how past destruction can be restored during the Island X Prix.

During July 2021 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.

The championship will continue to highlight the rapid warming of the planet, which has an impact on so many countries. In Sardinia, Extreme E works with local NGOs to support the forest restoration efforts in the Oristanese area and beyond that fell victim to extensive damage, therefore enhancing green carbon stores.

A project on seagrass - specifically the Posidonia oceanica seagrass meadows - runs parallel to Extreme E's reforestation efforts. Known as the rainforest of the oceans, seagrass provides an environment that sequesters even more carbon dioxide than its terrestrial comparison and is equally threatened, making it a crucial blue carbon store.

The Smithsonian Institute estimates that just a hectare of seagrass can produce 100,000 litres of oxygen a day. However, it is estimated that 29 per cent of global seagrass has been lost and, if trends continue, another 20-30 per cent could be lost in the next 100 years.



T.B.C X PRIX

Extreme E are currently finalising details around the fourth round of its Season 3 campaign, with details of the location to be revealed soon.

The Problem

Extreme E will continue with its Legacy Programme format which aims to leave a long-lasting positive impact in each country in which it races, with exact details to be revealed in the weeks leading up to the end of year event. Not only that, the thought leadership workshops are set to continue, and will be available to view online after the event.

**LOCATION:
U.S.A OR BRAZIL**

**DATE:
16-17 SEPTEMBER 2023**



COPPER X PRIX

Extreme E returns to Chile, for the Copper X Prix, having gone to Antofagasta, Chile in Season 2 for the series' first South American X Prix.

The championship is well acquainted with South America thanks to its extensive Legacy Programme in the Amazon, and Chile's spot in the calendar once again will further Extreme E's environmental work on the continent.

The Copper X Prix

Situated near the copper mine, the race location provides a blank canvas for the course, with the layout including fast open corners, elevation changes and plenty of jumps.

The terrain of the area is soft earth, covered in broken rocks of assorted sizes, and with a higher altitude to contend with, the course walk in the days leading up to the race will prove essential for drivers to do their homework.

The Problem

Over the past three years, the National Santiago Zoo has been working on a breeding plan and recently made headlines when it announced the birth of 200 frogs. Extreme E supported the habitat preparation and reintroduction of the Loa Frog in Calama over the coming months.

In Season 3, we will be returning to Chile to see the progress of the Loa Frogs.

LOCATION:
CHILE

DATE:
02-03 DECEMBER 2023



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 1900-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: 1900kg
- 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:** 450mm
- 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 develops a new high-performance tyre for each Extreme E season, with the Season 3 tyre to be revealed imminently.

Season 2 saw Continental completely redesign the tread compound and the carcass of the CrossContact Extreme E to include the use of sustainable materials, such as silica obtained from the ashes of rice husks.

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

In total, around a third of each second-generation CrossContact Extreme E tyre consisted of recycled and renewable raw materials. Each of the 30 tyres that Continental supplied to all ten Extreme E teams contained 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 Williams Advanced Engineering, 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). Teams have been provided with identical 54kWh battery packs to be used in the first two seasons of Extreme E.



HYDROGEN

Last season 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% "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 programs intended to excite young generations about climate positive solutions.



HYDROGEN

WHAT IS GREEN HYDROGEN?

Green hydrogen is made by splitting water through electrolysis, using power from renewable energy.

It is the cleanest form of pure hydrogen, directly supporting the ambitions of the series.

FUEL CELL



Stored hydrogen and air is fed into a fuel cell, creating electricity. Water is also created as a by-product. The cell is left on continually to charge the battery.

BATTERY



Battery provides 'on demand' power for all race teams across each race weekend.

CHARGER



Extreme E's teams draw electricity to provide the power they need using Enel X Way chargers.



SUSPENSION

In Extreme E's drive to continuously improve performance, FOX provided all Extreme E teams with a race-ready suspension package for their ODYSSEY 21s ahead of Season 2's Island X Prix double-header in Sardinia in July.

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.

SPORTING FORMAT

Each X Prix will now be a doubleheader and play host to back-to-back rounds across the weekend. This means double the opportunity for wins, podiums and crucial points across the ten race calendar over the course of the campaign, crucially without adding any additional carbon footprint, in line with the series' goals to keep carbon footprint to a minimum.

Season 3 will feature the pressure of five-car races in both Qualifying 1 and Qualifying 2. Qualifying Round 1 and Qualifying Round 2 will now both consist of two heats, five cars each. This means four wheel-to-wheel races will determine who comes out on top in what promises to be a nail-biting contest.

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 in the closing stages of the season.

This will be followed by the Grand Final, starring the top five teams from Qualifying, with the winner taking the top step of the podium. The remaining five teams will battle it out in the Redemption Race, where all important championship points are still at stake.

GridPlay will also be returning in Season 3, with grid positions for The Grand Final determined through the fan voting process. The teams that do not make it to The Grand Final must 'gift' their votes to their preferred team on The Grand Final grid. Grid position for the

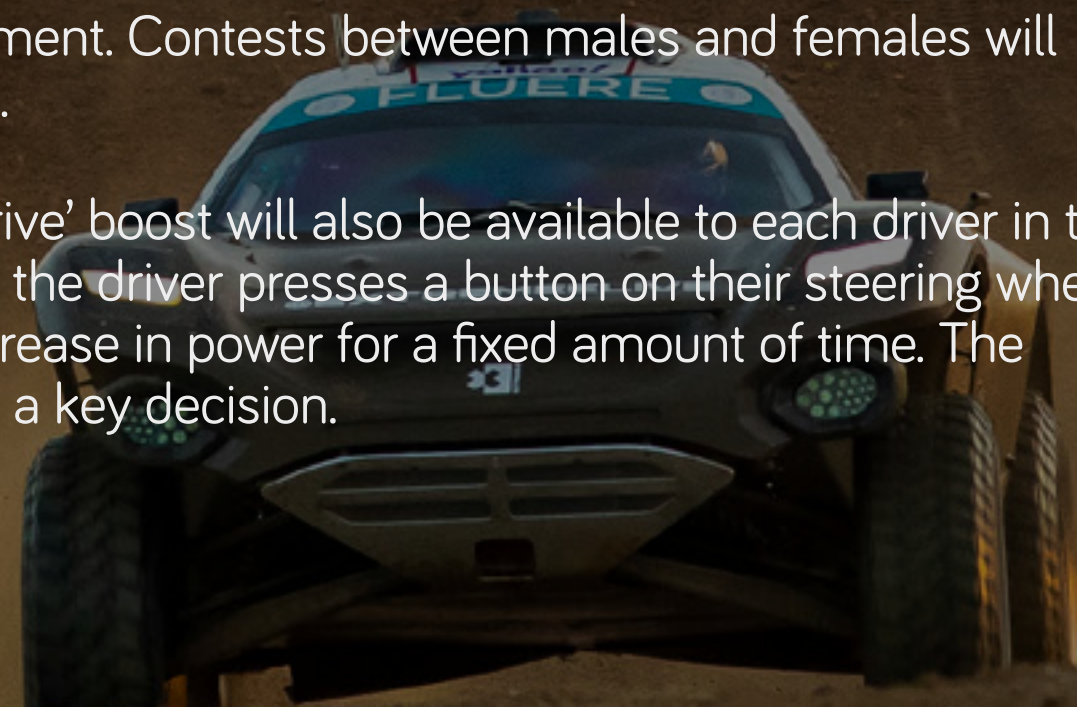
Redemption Race will be defined by the Intermediate Classification results, with the team that finished 6th choosing grid position first, followed by the team that finished 7th, and so on.

The excitement doesn't stop there, with the doubleheader element, the above format will take place on both Saturday and Sunday, meaning two winners will be crowned at each race weekend.

Distances 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 will 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. Contests between males and females will therefore be ensured.

An 'ENOWA Hyperdrive' boost will also be available to each driver in the 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.



SPORTING FORMAT

Season 3 will feature the pressure of five-car races in both Qualifying 1 and Qualifying 2. Qualifying 1 and Qualifying 2 will now both consist of two heats, five 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
5th	2 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
5th	2 points

Q1 HEAT 1

X 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
5TH	into Q2 Heat 1 gridplace 5	+2

X One extra championship point

Q2 HEAT 1

X 1ST		+10
2ND		+8
3RD		+6
4TH		+4
5TH		+2

X One extra championship point

Q1 HEAT 2

X 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
5TH	into Q2 Heat 2 gridplace 5	+2

Q2 HEAT 2

X 1ST		+10
2ND		+8
3RD		+6
4TH		+4
5TH		+2

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.

The Intermediate Classification following qualifying will determine the top 5 Teams, who will progress to **Grand Final**.




The remaining 5 Teams will battle it out in the **Redemption Race**.

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 quicker.

QF STANDINGS

×	1ST PLACE	6TH PLACE	×
×	2ND PLACE	7TH PLACE	×
×	3RD PLACE	8TH PLACE	×
×	4TH PLACE	9TH PLACE	×
×	5TH PLACE	10TH PLACE	×

Intermediate Standings Example:

TEAMS		Q1	Q2	TOTAL
1	 VELOCE RACING	9	10	19
2	 ACCIONA SAINZ	10	8	18
3	 ANDRETTI ALTAWKILAT EXTREME E	6	10	16
4	 NO. 99 GMC HUMMER EV CHIP GANASSI RACING	8	6	14
5	 ABT CUPRA XE	7	4	11
6	 NEOM McLAREN EXTREME E	5	6	11
7	 JBXE	0	8	8
8	 CARL COX MOTORSPORT	4	2	6
9	 X44 VIDA CARBON RACING	0	4	4
10	 ROSBERG X RACING	0	0	0

 - PROCEEDS TO GRAND FINAL
  - PROCEEDS TO REDEMPTION RACE

SPORTING FORMAT

Grid position for Final 1 will be determined through the fan voting process called GridPlay. The teams that do not make it to Final 1 must 'gift' their votes to their preferred team on the Final 1 grid.

Grid position for Final 2 will be defined by the Intermediate Classification results, with the team that finished 6th choosing grid position first, followed by the team that finished 7th, 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 a race day.

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.

FINALS CHAMPIONSHIP POINTS

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
5TH	5th place Grand Final	+10

REDEMPTION RACE

6TH	Winner of Redemption Race	+8
7TH	2nd place Redemption Race	+6
8TH	3rd place Redemption Race	+4
9TH	4th place Redemption Race	+2
10TH	5th place Redemption Race	+1

ABT CUPRA XE



✦ ABT CUPRA XE finished fifth in the standings in the inaugural season of Extreme E. The team secured their first podium with a strong showing at the Enel X Island X in Sardinia.

Season 2 saw Jutta Kleinschmidt line up with Nasser Al-Attiyah, until an injury for the German in Chile saw Klara Andersson make her debut for the team. The Antofagasta Minerals Copper X Prix ended with the team in third and Klara retaining her spot for the Season 2 finale. A maiden victory for the team at the Uruguay Natural Energy X Prix saw ABT CUPRA XE finish sixth in the standings, as they look to jump out of the midfield in Season 3.

ABT CUPRA XE's ODYSSEY 21 enters its third campaign with a fresh livery, combining a deep purple and neon yellow, to match the UrbanRebel, the ABT CUPRA GEN3 Formula E car and the CUPRA e-Racer.

CUPRA, the sporty Spanish brand, became the first automotive manufacturer to enter the series, teaming up with ABT. The German tuning and motorsport company has enjoyed championship success across multiple disciplines at the very highest levels of motorsport over the past five decades, and Extreme E Season 3 is its next target.

Reason behind the number:

To celebrate the 125th birthday of the ABT company which was founded as a blacksmith in 1896.

DRIVERS



**NASSER
AL-ATTIYAH**

Now in his second season for ABT CUPRA XE, five-time Dakar winner Al-Attiyah continues alongside World RX rising star Andersson.

Al-Attiyah has seen great success during his time in motorsport, becoming the 2006 Production World Rally Champion, WRC-2 Champion in 2014 and 2015, a 16-time Middle East Rally Champion, five times winner of the FIA World Cup for Cross-Country Rallies, and also five time winner of the Dakar in 2011, 2015, 2019, 2022 and this year's 2023 edition.



**KLARA
ANDERSSON**

The young Swede secures her spot after two impressive performances at the end of last season whilst deputising for Jutta Kleinschmidt. A podium finish on debut at the penultimate round in Chile, and the team's maiden victory at the season finale in Uruguay, saw Andersson and ABT CUPRA XE finish the year as they mean to go on.

As well as competing in Extreme E last year, Andersson enjoyed a strong 2022 season. The 22-year-old currently competes in World RX as the first permanent female competitor in WRX history with the Construction Equipment Dealer Team.

Andersson recorded her best WRX result to date by finishing third in Portugal – becoming the first-ever female driver to step on the podium in the championship's history.



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% electric vehicle – announced its return to motorsport, joining forces with rally legend Carlos Sainz and technical partner QEV Technologies to take on Extreme E.

The ACCIONA | SAINZ XE Team's aims include contributing to global awareness regarding the effects of climate change and the need to accelerate the transition to a low-carbon economy.

Reason behind the number:

Carlos Sainz Jnr (son) races with #55 for Ferrari in F1

DRIVERS



Ekström returns to Extreme E for Season 3 following Carlos Sainz Snr.'s injury sustained in the Dakar Rally at the start of the year.

A new chapter dawned for Ekström in 2019, when he joined CUPRA as an e-ambassador to be part of the Spanish company's future of electro mobility on the race track. Competing in Season 1 as part of the ABT CUPRA XE team, the 41-year-old secured the team's maiden podium at the Island X Prix in second place with Dakar legend Jutta Kleinschmidt.

Having first raced with ABT Sportsline in 1999, Ekström rose to prominence in the world of motorsport as a longtime Audi factory driver.

Together with his EKS team, Ekström went on to compete in the FIA World Rallycross Championship, which culminated in the 2016 championship title. The Swede is an FIA World Rallycross Champion, a two-time DTM champion and a four-time winner of the Race of Champions, including the 2023 event in Sweden.



Laia Sanz finished third for ACCIONA | SAINZ XE Team alongside team-mate Carlos Sainz Snr. in Extreme E's second season and her second season competing on four wheels.

Prior to her switch to cars, Sanz was crowned Trial World Champion 14 times, Enduro World Champion on five occasions, and has finished the Dakar Rally thirteen times in a row between 2011 and 2023. The Spaniard marked her car debut in the 2022 Dakar Rally, and this year finished 14th in the 4x2 traction prototypes class.

The Spaniard finished ninth overall in the 2015 Dakar Rally, achieving the best result ever by a woman in the motorcycle category at the event.



ANDRETTI ALTAWKILAT EXTREME E



✘ ALTAWKILAT has been part of Andretti's Extreme E family of partners since Season 1. The company cited Extreme E's commitment to raising awareness of the effects of climate change across the globe as a key contributing factor to its increased participation in the Andretti team.

With over 75 years of experience, ALTAWKILAT marks the preferred choice among automotive retailers in the Kingdom of Saudi Arabia.

Launched by Andretti Autosport and United Autosports ahead of 2021, the Andretti team now enters its third year of Extreme E competition having recorded a win at Season 1's Arctic X-Prix in Greenland, and four podiums - one of which came in Season 2 with third place at the NEOM Island X Prix II.

Reason behind the number

The team race under the number 23 in reference to a family connection closely associated to the United Autosports racing team.

DRIVERS



Extreme E Season 3 marks Timmy Hansen's third 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, and a third-place at the NEOM Island X Prix II marked their best result last year.

Hansen made the step up to the FIA World Rallycross Championship in 2014, taking his maiden victory in Italy on his way to fourth in the championship standings.

In 2019, Hansen recorded four wins and clinched the World RX Drivers' title in dramatic fashion in a pulsating season finale. Two years later, the Swede finished tied on points with RXR's Kristoffersson, but finished runner-up with one less win to his name.



Catie Munnings has raced for the Andretti Extreme E team since the series' inaugural season in 2021. That first season 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.

The up-and-coming British rally driver began competing at a young age. In 2016, and at just 18-years-old, Munnings won the European Rally Championship Ladies' Trophy. In 2017 and 2018, she claimed a series of class victories while also forging a successful TV career as the host of Catie's Amazing Machines on CBeebies. In 2020, Munnings made her debut in the World Rally Championship.



NEOM MCLAREN EXTREME E TEAM



✘ Emma Gilmour and Tanner Foust joined the team for its inaugural season in the series in 2022, and retain their seats for Season 3.

The pair made a strong start at the season-opener in NEOM, Saudi Arabia, winning the Crazy Race to make it to the Final on debut. By the end of the season, NEOM McLaren Extreme E Team secured its first podium, finishing second in the final round of the Extreme E Season 2 campaign, the Uruguay Natural Energy X Prix in Punta del Este.

McLaren Racing has been a leader in electric motorsport from the outset, supplying the battery powertrain to the FIA Formula E Championship for the Gen 1 and Gen 2 seasons. With its entry into Extreme E last season, NEOM McLaren Extreme E continues to build its know-how and expertise in the all-electric racing space.

Reason behind the number

The NEOM McLaren Extreme E car will be numbered 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



**TANNER
FOUST**

Foust is a four-time US rallycross champion (2019, 2012, 2011, 2010), has won four X Games gold medals (2013, 2010, 2007) and two Formula Drift championships (2008, 2007). He is also the only American driver to win a round of the European Rallycross Championship and finished in the top three in both 2011 and 2012.

The American also has a plethora of experience in stunt driving, ice racing, time attack and hill climb competition - most recently competing in the Race of Champions Sweden 2023.

Foust has also held multiple world records, including the astonishing Hot Wheels Double Loop Dare, which saw him drive a car through a 66-foot loop-the-loop.



**EMMA
GILMOUR**

Gilmour, from New Zealand, is known for her vast experience in rallying, rallycross, cross-country rallying, and most recently for competing in the first two seasons of Extreme E - having driven two rounds for Veloce Racing in Extreme E Season 1.

In 2016, she became the first and only female to win a New Zealand Rally Championship event. She also won the FIA Women in Motorsport and Qatar Motor and Motorcycle Federation (QMMF) cross country rally selection in 2015.

Emma is the first female driver to score a podium for McLaren, when the team finished second at the Season 2 finale, the Uruguay Natural Energy X Prix.

NO. 99 GMC HUMMER EV CHIP GANASSI RACING

HUMMER EV



✘ The American team showed flashes of potential throughout the inaugural Extreme E season but were denied by bad luck throughout the campaign. This was apparent at the Enel X Island X Prix, where despite being set for victory, a late technical issue denied the team a famous, maiden win in the series.

That maiden victory came in Season 2, when the team stormed to first place at the NEOM Island X Prix I, helping them on their way to fourth in the standings come the end of the season. Now entering its third season with an all-new driver line-up, the team will be aiming for a spot in the top three.

Chip Ganassi Racing has been a fixture in the motor racing industry for over 30 years and is considered one of the most successful as well as innovative team owners anywhere in the world. Today, he fields four entries in the NTT INDYCAR SERIES, two in the NASCAR Cup Series, and one each in the IMSA WeatherTech SportsCar Championship and Extreme E.

Reason behind the number:

Kyle has raced with #99 since graduation in '99. Sara liked the story and the number.

DRIVERS

 **RJ ANDERSON**

Anderson stepped in for Kyle LeDuc at the Season 2 finale in Punta del Este, teaming up with Sara Price to take on the Uruguay Natural Energy X Prix. The two-time Baja 1000 champion brought all the experience that comes with achieving over 150 career podiums throughout his career, finishing fourth in the Qualifying standings ahead of eventual race winners ABT CUPRA XE.

The 29-year-old Californian has won the Crandon World Championships, two LOORRS Pro Lite championships, a UTV world championship and will bring plenty of off-road pedigree to Extreme E Season 3.

 **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.

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.



JBXE



✦ Jenson Button's team had an impressive debut campaign, finishing on the podium four times in 2021. Second place finishes at the Arctic X Prix and the Jurassic X Prix, alongside third in Senegal and Sardinia, secured JBXE third in the overall championship standings with 119 points.

Last year posed more challenges for JBXE, as the team finished ninth overall. Extreme E Season 2 was not without a podium for the team though, as JBXE finished third in the first round of the Sardinian double-header. This marked a podium on debut for Hedda Hosås, who continues for Button's team this season alongside newcomer Heikki Kovalainen.

DRIVERS



Currently a Veloce Racing Development Driver, Hedda Hosås has competed in Extreme E for JBXE since the double-header in Sardinia of Season 2. The Norwegian teamed up with Kevin Hansen in the number 22 car and the Scandinavian duo raced to third place in the NEOM Island X Prix I, marking a podium on debut for Hosås.

Hosås' early career consisted largely of motocross competition before making the transition to rallycross. More recently, she has been competing in the Norwegian Rallycross Championship and made a guest appearance in the Danish Championship in 2021.



Heikki Kovalainen became the 100th driver to win an F1 grand prix when he recorded his sole F1 victory in 2008. The 41-year-old now becomes the fourth F1 name to enter Extreme E as he joins JBXE.

Driving for JBXE this season will not be Kovalainen's first outing in off-road racing. That moment came in 2004, when he defeated Sébastien Loeb in the Final to win the Race of Champions on debut. The Finn also won the ROC Nations Cup with Marcus Grönholm in 2006.

Kovalainen's first foray into rallying in Japan came in 2016 and has since competed in the Japan Rally Championship, where he dominated the JN-2 class championship to clinch the title with a round to spare in 2021.



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, and this proved enough to secure a historic first Extreme E title.

Extreme E Season 2 looked to follow a similar story, with the season-opener going the way of RXR once again. Out of the five X Prix in the calendar, Rosberg's outfit finished as fastest qualifiers three times, and took the top step of the podium twice – the second coming at the NEOM Island X Prix II in Sardinia.

However, mechanical issues in Chile meant the team failed to start an Extreme E Final for the first time. Falling short of a spot in the Final in the last round in Uruguay, RXR finished just two points behind champions X44 Vida Carbon Racing.

Led by Rosberg, 2016 Formula 1 World Champion, the team is an evolution of Team Rosberg, founded in 1994 by Nico's father and 1982 F1 World Champion, Keke Rosberg. RXR builds on the team's success in the Deutsche Tourenwagen Masters (DTM) series as well as Nico's post-F1 career as an entrepreneur in the field of sustainable mobility.

Reason behind the number:

Homage to Nico's father Keke Rosberg who raced with #6

DRIVERS

JOHAN KRISTOFFERSSON

Kristoffersson, who has now secured five wins for RXR across two seasons, is the most-decorated FIA World Rallycross Championship driver in history and secured his fifth World Rallycross crown in 2022. Since joining World Rallycross in 2014, Kristoffersson has amassed 35 wins and 49 podiums.

Alongside his Extreme E and World Rallycross championship wins, Kristoffersson has won titles in the Scandinavian Touring Car Championship (STCC), Superstars International Series, and Porsche Carrera Cup Scandinavia. The Swede brings extensive experience and skill in multiple disciplines to his Extreme E efforts, as RXR bid for their second title this year.

MIKAELA ÅHLIN-KOTTULINSKY

Prior to joining RXR, Åhlin-Kottulinsky competed for JBXE, claiming third place in the first-ever Extreme E season. Upon joining RXR for Season 2, the team claimed second place.

The Swede started her career with Rallycross, before moving to the circuit to become the first woman to win a race in the German Scirocco R-Cup in 2014. Four years later, she made history with a race win in the Scandinavian Touring Car Championship, as the first female driver to ever compete in the series. In 2021, she finished second in the STCC, having secured four wins during her time competing in the championship.

2022 marked a strong season for Åhlin-Kottulinsky in multiple disciplines, with first place finishes in the Rally Jameel and Sprint Challenge Scandinavia, alongside third in Nitro Rallycross.



VELOCE RACING



✘ A brilliant second-place finish in Senegal behind eventual champions Rosberg X Racing was undoubtedly the highlight of Veloce Racing's inaugural season in Extreme E.

While that marks Veloce's first and only podium from their two seasons in the championship, last year saw another milestone for the team. Molly Taylor and Kevin Hansen were confirmed for the Season 2 finale and Season 3, and the new-look Veloce Racing line-up turned heads in the closing round of the 2022 Extreme E season.

The British squad came out on top in Qualifying for the first time. Taking that pace into Finals Day, Hansen and Taylor secured a race win on debut in Semi-Final 1, and finished the Uruguay Natural Energy X Prix in fifth – marking Veloce's best result of the 2022 campaign.

Veloce Racing, co-founded by the team behind its industry-leading sister organisation Veloce Esports, counts double Formula E Champion and former Formula 1 driver Jean-Éric Vergne in its backroom staff, with legendary designer Adrian Newey driving the operation as 'Lead Visionary'.

Reason behind the number:

To celebrate the UN's Sustainable Development Goal which stands for equality.

DRIVERS



MOLLY TAYLOR

Taylor brings invaluable expertise to Veloce Racing's Extreme E efforts, after claiming the title in the championship's inaugural season. The Australian helped secure three victories for RXR and returns to Extreme E with the knowledge, drive and experience that comes with winning the series.

In her wider career, Taylor became the first female to achieve a podium position in Junior WRC history, and the first female driver, and youngest at the time, to win the Australian Rally Championship with Subaru in 2016.

In early 2022 Taylor became the first Australian woman to drive the gruelling Dakar rally, and her second attempt this year saw her finish an impressive P12 in class.



KEVIN HANSEN

As a driver for JBXE, Hansen achieved an impressive run of four podiums from his four appearances in the inaugural Extreme E season.

Hansen carried this mantle into Extreme E Season 2, competing alongside Veloce Development Driver Hedda Hosås, who joined Button's outfit in Sardinia. The Scandinavian duo secured third place, marking a podium on debut for Hosås, in the first race of the NEOM Island X Prix double-header.

Hansen has also been a fixture in off-road racing for several years through his efforts in the FIA World Rallycross Championship. The Swede has secured multiple podiums, with his highest FIA World Rallycross Championship standing coming in 2019 when he finished third overall, securing his maiden victory in the series along the way.



CARL COX MOTORSPORT



✘ The globally acclaimed DJ and electronic artist Carl Cox has entered his Carl Cox Motorsport team, which joins the championship for an action-packed third season.

The eponymous team marks Carl's first venture into electric racing, however he is no stranger to the world of motorsport having launched Carl Cox Motorsport officially in 2013 as a multi-discipline outlet for vehicles with two, three and four wheels.

Passionate about all forms of racing, Carl has been involved in everything from motorbikes and sidecars to supercars. He is a fixture at the Isle of Man TT where he supports his Carl Cox Motorsport riders as they battle it out on the infamous course.



A passion for developing talent saw Carl establish the Carl Cox Motorsport Cup for grassroots riders in New Zealand which is now in its twelfth year, where his sidecar team is based. As a team owner in Extreme E, Carl can further his mission in a series that offers the perfect platform for the development of young and emerging talent.

Reason behind the number:

8 is a special number – on its side, it symbolises infinity and limitlessness.

In many cultures, the number 8 is associated with success and good luck and alongside having no limits is something that the team aspires to.

DRIVERS

 TIMO SCHEIDER	 CHRISTINE GZ
<p>Formerly an Extreme E Championship Driver, Timo Scheider competed in three X Prix for XITE ENERGY Racing in Season 2. He claimed a debut podium alongside Tamara Molinaro, finishing second in the NEOM Island X Prix I.</p> <p>Scheider has competed in a wide range of motorsport disciplines from single seaters to touring cars and rallycross. Back-to-back DTM titles in 2008 and 2009, a 24 Hours of Le Mans podium in 2010, World Rallycross podiums in 2017 and 2020, plus victory at the infamous Nurbürgring, makes the German perfectly positioned to take on Extreme E with Carl Cox Motorsport.</p>	<p>Christine GZ made her full-time debut in 2014, winning her first title in the overall Championship of the Canaries. Two years later, she competed as part of an all-female rally team in the Rally Catalunya.</p> <p>GZ boasts an impressive off-road résumé, notching a seventh-place finish at the infamous Baja 1000 and third in the T2 category of the Andalucía Road to Dakar Rally. In 2020, together with the Avatel Telecom and co-driver Edu Blanco, GZ raced in the Andalucía Rally where she came third.</p> <p>In Extreme E's first season, GZ raced with XITE ENERGY Racing alongside Oli Bennett. She made her debut at the 2021 Desert X-Prix in AlUla, Saudi Arabia, where she finished 5th. Extreme E Season 2 saw GZ sign with Veloce Racing, competing in four of the five rounds with the British squad.</p>



X44 VIDA CARBON RACING



✦ X44 Vida Carbon Racing were narrowly denied Championship honours in the inaugural season of Extreme E, when victory at the Jurassic X Prix in December saw them finish level on points with overall winners Rosberg X Racing (RXR) but lost out on count back of victories (three to one).



Formed by seven-time Formula 1 World Champion Lewis Hamilton, X44 Vida Carbon Racing delivered in Chile to secure their only win of the 2022 campaign. It was at the Uruguay Naturals Energy X Prix that the team sealed the deal, claiming third place and their fourth podium finish of the year to secure a maiden Extreme E championship title in a nail-biting final round.

X44 Vida Carbon Racing are also back-to-back winners of the Extreme E Sustainability Award, after topping the standings in the series' Count Us In Challenge in Seasons 1 and 2.

Hamilton's outfit now enters its third season in Extreme E with a new line-up, retaining Cristina Gutiérrez but taking Fraser McConnell under their wing as they push for a second championship title.

Reason behind the number:
Lewis Hamilton's race number

DRIVERS

 CRISTINA GUTIÉRREZ	 FRASER McCONNELL
<p>Cristina Gutiérrez is a stand-out talent who is rewriting the rulebook for female drivers. Winning the Extreme E Season 2 Championship with X44 Vida Carbon Racing, she has been one of the quickest drivers in the series.</p> <p>In addition to finishing the notoriously difficult Dakar Rally seven times, Gutiérrez made history as the first woman to ever win the FIA World Cup for Cross Country Rallies, the second to win a stage in the Dakar Rally (2021) and the third to stand on a podium in the Dakar Rally (2022).</p> <p>Heading into 2023, the Spaniard was the quickest female in her class for the Dakar Rally this year as she continues to excel since she started racing at just four years old.</p>	<p>McConnell joins X44 Vida Carbon Racing having been a Championship Driver for the series and most recently raced for JBXE at the Season 2 finale in Uruguay.</p> <p>Despite being only 23 years old, this Jamaican sensation brings a wealth of experience to Extreme E. Making the switch to the RallyX Nordic Supercar class in 2020, McConnell secured the runner-up laurels in the overall standings. 2021 saw him build upon that success, securing his first supercar victory defeating four-time FIA World Champion Johan Kristoffersson at the RallyX Nordic in Nysum, Denmark.</p> <p>2022 marked a strong campaign for McConnell, and becoming Nitro Rallycross' fourth winner of the season at Glen Helen marks one of the highlights.</p>



CHAMPIONSHIP DRIVERS

ANDREAS BAKKERUD

Championship Driver and Advisor

Andreas Bakkerud joins Extreme E off the back of a long and successful career as a rallycross driver, with his first titles coming in 2011 and 2012 when he clinched back-to-back Super1600 (now Euro RX3) crowns, coming out on top seven times along the way.

In 2014, Bakkerud stepped up to the World Championship stage in 2014. Two years later, following a switch to Hoonigan Racing Division, three wins resulted in third in the overall standings.

Bakkerud returned to the fray in Euro RX in 2021, a story that ended with him lifting his third European Championship trophy. The 31-year-old also took on Nitro Rallycross in 2021, securing a podium in his inaugural campaign with third place. Building on this performance in 2022, he achieved three podiums and a maiden victory within the first five races for Group E in the Nitro Rallycross calendar.

TAMARA MOLINARO

Championship Driver and Advisor

Last season saw Molinaro racing for XITE ENERGY Racing following her drive for the team at the Season 2 opener in NEOM, achieving the team's best result of second place at the NEOM Island X Prix I alongside Timo Scheider.

Italian-born Tamara began her racing career at the age of 11. 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.



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. Extreme E hopes that by racing electric SUVs and using the series as a research and development opportunity, the innovations will filter into the consumer market.

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. Therefore, Extreme E has pledged to work with EY to calculate this footprint, considering all elements and activities relating to the championship. In season 1 Extreme E offset 10,000 CO₂e via our 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 a host of 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 will be sent back to a new 'UHD-ready' centralised Broadcast and Media Centre, located at 200 Gray's Inn Road, London. The production will make use of the centre's extensive connectivity, remote production galleries, remote replay, Edit and Live Centre monitoring. This will reduce the carbon footprint of the series, as on-site numbers will be greatly reduced by using a remote broadcast production..

St Helena

To minimise the carbon footprint of the series, all Extreme E equipment will travel 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% 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 most of the championship races, in a bid to reduce its carbon footprint. Fans local to Punta Del Este were able to attend the race for the first time in Uruguay, last year due to the accessibility to the track.

In addition, teams will be restricted to seven personnel on site (unless participating in our Racing For All initiative which allows each team an extra member) – 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 aim to implement innovative green hydrogen-based technologies to not only power the championship towards a 100% "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 first [Sustainability Report](#), including its carbon footprint for Season 1.

The report, supported by EY, the series' Official Innovation Partner, summarises Extreme E's sustainability tactics and achievements throughout its first season, as well as its Carbon Footprint, whilst also outlining its strategy and focus for 2022 and beyond.

Highlights from the report include:

- Carbon Neutral by end of Season 1.

Methods used to minimise footprint included:

- Using electric vehicles for racing.
- Not having fans on site but instead engaging them through innovative broadcast and social media entertainment.
- Refurbishing a former Royal Mail ship to carry freight and logistics over air travel, which provides a 75 per cent reduction on emissions compared to air freight.
- Using AFC Energy hydrogen fuel cells which utilise solar and water to create electricity for powering the race vehicles.
- Powering the paddock operations with second-life Zenobe batteries.
- Capping race team personnel to just seven people – two drivers, one engineer and four mechanics.

Carbon offsetting: Extreme E has offset its Season 1 carbon footprint by investing in environmental certificates for a wind farm Patagonia, Argentina. Known as being one of the windiest regions of the world, each year 300 GWh of clean renewable electricity is supplied to the grid and 190,000 tons of GHG emissions are prevented from entering the atmosphere.



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 decarbonized 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.



ENVIRONMENT AND SUSTAINABILITY

Extreme E and Count Us In joined forces ahead of Season 1 to launch the Extreme E Count Us In Challenge - a campaign using the power of sport and the excitement of motor racing to inspire fans to take practical steps on climate change.

The Extreme E Count Us In Challenge includes a variety of actions available to fans to contribute towards a greener future, including not using single-use plastic, walking and cycling more, eating more plant-based foods and driving an electric vehicle.

Each step is attributed to the fans' favourite team, and the team with the most steps at the end of the season would win the inaugural Extreme E Sustainability Award.

Project Everyone

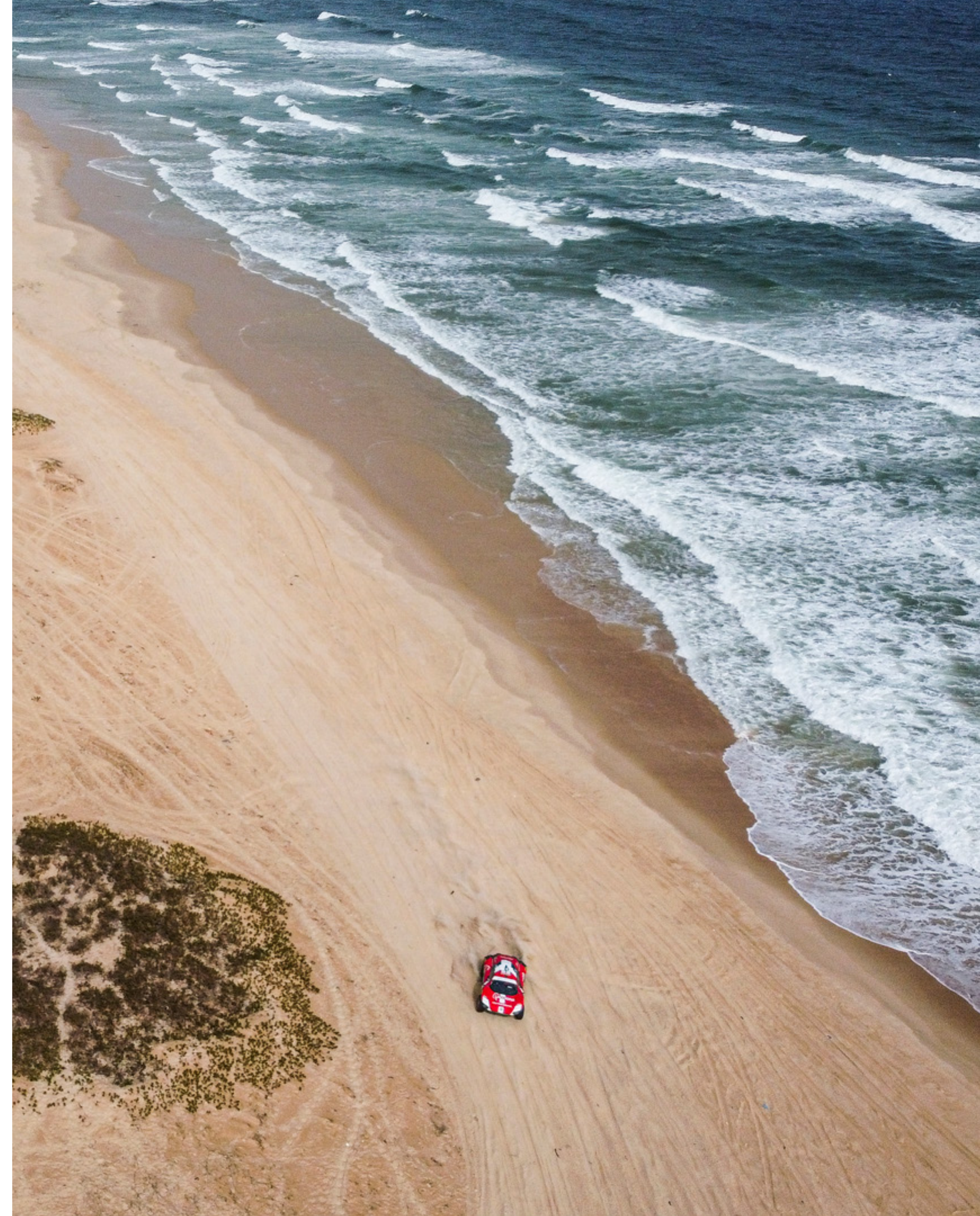
Extreme E has teamed up with Project Everyone, a not-for-profit creative communications agency, to raise awareness of The United Nations Sustainable Development Goals (SDGs), better known as the Global Goals.

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.

Season 3 is set to launch a new strategy to engage fans and promote sustainability. This season, there will be a single call to action, such as grow more trees, volunteer, use less plastic, etc., per race, making it a total of five easy-to-follow calls to action over the course of the season.

Fans visit the Extreme E - Count Us In website during the campaign period, take a pledge, and choose which team they support. The pledges will be counted in the form of a team leaderboard, and the winning team with the highest number of pledges taken by their fans will be announced at the end of the season.

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, went through an 18-month, multi-million-pound refurbishment process, which 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, such as the championship's cars, as well as team members and guests – there are 62 cabins on board.

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. The propellers have similarly been refurbished to reduce friction and improve efficiency. The underwater sections are painted in the most up-to-date anti-fouling paint, meaning she is kept clean which makes her more streamlined, while also reducing 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. The original 20-square-metre swimming pool was replaced with a Science Laboratory so research can be conducted en route.

Great job in the world:

Season 3 sees Extreme E introduce a new St. Helena Explorer for Season 3, in a role dubbed 'Greatest Job in the World'.

Living aboard the championship's floating centrepiece, this role arrives as part of Extreme E's commitment to promoting sustainability and raising awareness of the impact of climate change on our planet.

The Explorer will spend a year on the St. Helena and document life on board across Extreme E's channels. They will work closely with the scientific team to gather data and insights that will help to inform Extreme E's sustainability strategy.

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.

Founding Scientific Partner, Enel Foundation, will help to co-ordinate the championship's scientific research and support the global outreach activities related to the Legacy Programmes. This partnership will ultimately reinforce Extreme E's ability to raise awareness of, and assist with, the environmental and climatic challenges that the world faces, particularly looking at the ecosystems selected for the races.



PROF. CARLOS M. DUARTE
Head of Scientific Committee 2022 & Climate Expert
Distinguished Professor, King Abdullah University of Science and Technology



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



PROF. LUCY WOODALL
Ocean Expert
Principal Scientist, Nekton Foundation



PROF. RICHARD WASHINGTON
Head of Scientific Committee 2022 & Desert Expert
Professor of Climate Science, University of Oxford



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



ENEL FOUNDATION
Scientific Partner to Extreme E

PROF. CARLOS DUARTE



Head of Science Committee 2023
(season 3), 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 making him perfectly placed to advise Extreme E in the lead up to its Saudi Arabia Desert X Prix, and Legacy Programme in the area. 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. Moreover, Prof. Duarte's research extends beyond the Red Sea to address the effects of climate change in Greenland Coastal ecosystem, greenhouse gas emissions from Amazonian aquatic ecosystems, the functioning of coastal ecosystems in Patagonia, and the role of mangrove and seagrass ecosystems, such as those in Senegal and Mauritania, on carbon sequestration, hence providing relevant scientific underpinnings across all of Extreme E's race locations.

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. RICHARD WASHINGTON

Head of Scientific Committee (2022)
& 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. He will lead and advise Extreme E on its African and Saudi Arabian events.

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. 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, 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.””

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. And it's for this reason Extreme E is working with The Nature Conservancy in Brazil for its Legacy Programme.

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."

SAUDI ARABIA LEGACY

In Saudi Arabia, Extreme E has collaborated with the Ba'a Foundation, an organisation that focuses on preserving endangered species, natural habitats and historical sites to support turtle conservation along the Red Sea coastline. Extreme E are supporting turtle conservation through beach fencing, management, monitoring and educational programmes.

Ba'a Foundation aspires to preserve the local environment, promote a culture of conscious environmental practices, and contribute to achieving sustainable environmental development.

The sport for purpose series has collaborated with the Ba'a Foundation on a five-year conservation initiative to help protect the endangered green turtle and critically endangered hawksbill turtle along the Red Sea coastline.

As part of Extreme E's five-year conservation initiative programme with the Ba'a Foundation, the series has supported turtle conservation by:

- *Cleaning the beach of rubbish pollution and debris*
- *Building beach fencing to help protect the species during nesting season.*
- *Improve beach management and monitoring practices*
- *Import sand to raise the beach to an appropriate level for nesting.*





SARDINIA LEGACY

Season One:

Extreme E have been working alongside MEDSEA (Mediterranean Sea and Coast Foundation) in Sardinia to support two significant projects. The first explores Green Carbon, incorporating the recovery response to this year's devastating forest fires on the island. The second project supports the conservation of Posidonia oceanica (seagrass), mitigating the detrimental effects of Blue Carbon in Mediterranean waters. Additionally, in collaboration with Extreme E, EY launched a forest fire mapping and detection tool that can help firefighters make more timely and informed decisions, and ultimately help to save lives, property and biodiversity from the effects of wildfires. Extreme E's own scientists, in partnership with ENEL, have also been working with MEDSEA to reconnect and replenish the seagrass beds of Posidonia oceanica in the waters of the Marine Protected Areas around Sardinia.

Season Two:

Extreme E continued to work alongside the MEDSEA Foundation (Mediterranean Sea and Coast Foundation) to support two significant projects, the Extreme E Legacy Programmes in Sardinia focussed on both blue and green carbon stores. Extreme E has continued to help restore the historic olive groves lost to the wildfires. Ahead of the NEOM Island X Prix double-header in July, the series teamed up with Vodafone

Business, Extreme E's Technology Communications Partner, to launch a fire prevention campaign within the area of Montiferru.

For Round Two, the first project explored Green Carbon. The sport for purpose Championship returned to Sennariolo to visit the communities impacted by the devastating wildfires in 2021. Extreme E aimed to help restore the historic olive groves lost to the wildfires in these areas and run a Fire Prevention Campaign within the local communities on forest fire prevention in the area of Montiferru. Here they collaborated with Vodafone Business to launch a new Internet of Things (IoT) ultra-early forest fire detection system and deploy a long-life Low-Power Wide Area Network (LPWAN) sensors to quickly detect any fire and promptly send an alert to the authorities.

For Round Three, the second project supported the conservation of Posidonia oceanica (seagrass), mitigating the detrimental effects of Blue Carbon in Mediterranean waters.



SARDINIA LEGACY

Sardinia December 2022:

In December 2022 Extreme E and RXR went back to Sardinia to visit The MEDSEA Foundation to see the joint project. The collaboration between the series and RXR following the NEOM Island X Prix double-header, co-organised by the Automobile Club d'Italia (ACI) and Regione Sardegna, earlier in 2022. The initiative, which includes Allianz, Life Terra, and MEDSEA Foundation as part of the collaboration, is a further demonstration of Extreme E's legacy programme in Sardinia, having raced there in each of its two seasons, as well as RXR's Driven By Purpose campaign.

As part of the visit, the team's Founder and CEO Nico Rosberg was in attendance alongside RXR driver, Mikaela Åhlin-Kottulinsky, and Professor Peter Wadhams from the series' Scientific Committee. Also present were Giambattista Ledda, the Mayor of Sennariolo, Alessio Satta, President of the MEDSEA Foundation, Sven Kallen, Founder of Life Terra, and Giulio Pes di San Vittorio, Head of the ACI in Sardinia.

The ambition of the programme was to restore over four hectares of soil and plant 4,000 trees on the island of Sardinia, which has been heavily affected by wildfires.

What's more, the one millionth tree of the Life Terra project launched earlier in 2022 to help restore the area, was planted by Rosberg.

The project has been undertaken to bring back native species of both bushes and trees, adding additional biodiversity to accelerate the recovery of vegetation in the area, and ensuring an ecosystem more balanced and resilient to the negative effects of climate change.

RXR's efforts in Sardinia are also crucial to the team's Driven By Purpose campaign, an initiative that supports sustainability projects at each of the locations the team visits and a key driver in RXR's wider aim of operating as a climate positive team, raising awareness of the fight against climate change, social injustice, and inequality.

Season 3:

Extreme E will be returning to work with MEDSEA for a 3rd season, to continue supporting our Blue and Green carbon projects. More information on this to follow.



CHILE LEGACY

The Loa water frog is a critically endangered aquatic frog endemic to a small stream in Calama. Following the destruction of its habitat prior to 2019 through mining, agriculture and real estate developments, 14 remaining frogs were rescued and taken into captivity to avoid the species' extinction. Because they have permeable skin, frogs are very sensitive to pollutants. Moreover, as they can live on both land and in the water, the Loa water frog is a good indicator of the health of these two different environments.

Extreme E are working alongside the Museum of Natural and Cultural History of the Atacama Desert and focusing on biodiversity, specifically on the protection and reintroduction of the Loa Water frog near Ojo de Apache - within 10km from Calama.

Over the past three years, the National Santiago Zoo has been working on a breeding plan and recently made headlines when it announced the birth of 200 frogs. Extreme E supported the habitat preparation and reintroduction of the Loa Frog in Calama at the end of last year.

In season 3, Extreme E will head back to Chile to see the progress of the Loa Frogs.



URUGUAY LEGACY

Renewable Energy Awareness

Uruguay is at the forefront of renewable energy use in the world. Currently 98% of Uruguay's electricity generation originated from renewable sources. The shift to renewable energy sources in recent years has been achieved through new modernised legal and regulatory reforms in 1997, 2002, and 2006, which have led to large new investments in electrical production capacity including from the private sector. The government of Uruguay is now going through the remaining energy sectors including transportation that still rely on fossil fuels through promoting technologies like green hydrogen in order to increase their reliance on renewable energy.

We will be visiting a UTE windfarm to understand some of the Uruguay environmental solutions being implemented – the country runs off 98% renewable energy.

Partnership with OCC

We are partnering alongside OCC in Uruguay on a locally driven ocean education project in Punta del Este.

The Organization for the Conservation of Cetaceans (OCC) works for environmental education and awareness. It carries out conservation of the marine ecosystem as well as the environment of coastal communities including the Punta del Este coastline, classified as a marine life sanctuary.

Extreme E will provide funding to The OCC to help continue their efforts with their school education and itinerant exhibitions - driving the importance of marine life to the general public.

Our funding will also go towards improving The OCC's photo-ID catalogue. Organizing and processing existing material and generating a new one. Regional allies in South Brazil have agreed to supply their great expertise to collaborate with The OCC on their Southern Right Whale photo-ID catalogue.

Extreme E will also be supporting Youth Organisations by inviting kids from these clubs to the event site to learn about Extreme E and sustainability.

Promote Uruguay Ecotourism

We will be working with the Uruguay government to promote ecotourism in Punta del Este. Throughout race week we will be taking drivers and partners to go snorkelling with sea lions and have talks from our science committee and local maritime experts.





SENEGAL LEGACY

Season One:

TO.org is a legacy partner of Extreme E in Senegal and has been instrumental in bringing the series to the West African nation as a race location and identifying local legacy projects. The EcoZone Project is specific to the village in Lac Rose, an area that was once a tourist hotspot but is now home to a community facing many challenges. This is in collaboration with GroupeSenghor (GS) and Extreme E's Senegal legacy partner, to.org.

Together, GS, to.org and Extreme E have raised awareness of climate issues by engaging local people to create a healthy environment and in turn build a sustainable community, through the provision of guidance, information and tools to empower.

The three key areas of the project are community outreach, resource conservation and economic empowerment through a variety of initiatives that create a circular economy, allowing communities to become self-sufficient from both a living and economic perspective.

Season Two:

Despite not racing in Senegal in Season 2, Extreme E team travelled back to witness first-hand the progress made as they continue to support each of Season 1's initiatives. Drivers Catie Munnings, Kevin Hansen and Christine GZ, and Scientific Committee member Lucy Woodall came along to support.

They returned to the mangrove plantation, where it was reported more than eighty percent success of the previous plantations, as the team planted a further two hectares of mangroves the area.

Since Season 1, the EcoZone project expanded to 74 schools in Niaga and 150 schools in total. The impact has been tangible especially leaving a positive effect on the children's mindsets.

Extreme E team and drivers in collaboration with series partner Allianz alongside the local community and Empire des Enfants, organised a beach clean that contributed significantly to the creation of more EcoBriques for the local community while improving ocean health and the quality of the beach habitat.



Oceanium



Oceanium



EcoZone



EcoZone

BRAZIL LEGACY

Season 1

In Brazil, Extreme E is teaming up with The Nature Conservancy, which works across the Amazon to provide opportunities for restoration.

Extreme E will support The Nature Conservancy's Forest Restoration programme in Pará to secure 100 hectares of existing forest, restore 100 hectares of native forest and maintain more than 200 hectares of a cocoa-based agroforestry programme by working with 50 local smallholders.

Season 2

Despite not racing in Brazil in Season 2, Extreme E team travelled back to witness first-hand the progress made as they continue to support each of Season 1's initiatives. Driver Sara Price and Scientific Committee member Francisco Oliveira came along to support.

Despite being unable to compete in Brazil so far due to Covid restrictions, Extreme E has continued its vital legacy work in the Amazon. The Legacy Programme is led by Amazon deforestation expert, Dr Francisco Oliveira, a member of the championship's Scientific Committee and leading global environmental organisation, The Nature

With more than 24 years of conservation work across the Amazon, The Nature Conservancy (TNC) has a deep understanding of the major drivers of deforestation in the region as well as the opportunities for restoration, and this initiative works directly with local farmers to protect and reforest the Amazon.

Whilst we had to postpone the planned Season 1 Amazon X Prix, we are still committed to funding our legacy projects in the region.

Conservancy (TNC). Extreme E has partnered with TNC to develop its Amazon-based Legacy Programmes, which funds native forest restoration and a well-established cocoa-based agroforestry programme.

Extreme E is supporting a 1,000 hectare cocoa-based agroforestry project, preventing the release of almost 150,000kgs of CO2 plus 100 hectares of a native forest restoration project.



GREENLAND LEGACY

Season One:

Extreme E's legacy project focussed on empowering young change makers by reimagining climate education in Kangerlussuaq, Greenland. The legacy was built to empower 3,600 children to reach their potential and engage with climate issues through rights-based learning opportunities.

Working with climate change experts including Prof. Richard Washington, they developed educational resources designed to further the understanding of both teachers and children on climate related issues and the ways in which they can help to address them.

Alongside, XITE ENERGY and their partner myenergi deployed a revolutionary solar array set-up to a local school, providing them clean and efficient energy to reduce their dependence on fossil fuel generation. This replaced the school's diesel generator which fell silent for the last time in August. The following day, they switched the school to solar, utilising the excess solar energy to heat the school's water, all controlled through the myenergi home control app. Crucially, this app allowed the school children to watch energy levels rising as the sun comes up. the project enabled the school to operate completely off-grid – zero carbon, zero reliance on mains supply, zero utility costs. It demonstrates precisely why embracing sustainability is such an important part of the global energy transition.

KANGERLUSSUAQ, GREENLAND



GREENLAND LEGACY

Season Two:

Extreme E returned to Kangerlussuaq with drivers Kevin Hansen and Hedda Hosås along with Professor Richard Washington to check the progress of the legacy projects and understand more on the issues facing the areas.

The Championship revisited the solar powered schools to continue with delivering further climate-based workshops. From this school, one of the students so inspired by Extreme E built a mini ODYSSEY 21 in X44 colours which both Hedda and Kevin were given the opportunity to test out.

Understanding just how much climate change is rapidly affecting the Arctic, Prof. Washington took the drivers to survey a calving glacier where they witnessed first hand the loss of the ice the area has been experiencing.

As part of our Legacy Voyages in 2023, Extreme E will be returning to Greenland to visit our legacy project, in October 2023.

KANGERLUSSUAQ, GREENLAND



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.



Continental

Founding Partner and Official Tyre Partner

Extreme E is the most extreme racing championship the world has ever seen.

A new race, held under unique and challenging conditions, requires a new kind of tyre. As the Official Tyre Partner of Extreme E, Continental have carefully examined the requirements of the championship and built an ultra-high-performance tyre which specifically addresses the needs of the competing teams. The performance optimized tyres are not just built for extreme conditions, but also for the unique requirements of the competing pure electric SUVs.

Scorching heat or blistering cold; muddy, sandy or icy – no matter how extreme the conditions, the drivers and their vehicles need a reliable tyre that provides grip, traction and excellent performance at every stage of the race. Continental has developed a high-performance tyre for the second season of the all-electric Extreme E racing championship. When developing the new model, the tyre engineers and materials experts at Continental have not only improved performance, but also placed particular emphasis on a high proportion of sustainable materials. Continental has therefore completely redesigned the tread compound and the carcass of the second-generation CrossContact Extreme E on the basis of sustainable materials. Overall, the new CrossContact Extreme E is made from around one-third recycled and renewable raw materials. Silica obtained from the ashes of rice husks, a waste product from agriculture, has for example been used.



Enel X Way

Founding Partner, Official Smart Charging Partner of Extreme E & Official Electrification Partner of Extreme E

As the Official Smart Charging & Official Electrification Partner of Extreme E, Enel X Way will provide charging technology, the JuicePump 40 Race Edition, to power the championship's all-electric SUV named ODYSSEY 21.

Enel X Way has strong roots in the energy industry working across sustainability, digitalisation and innovation. As the world's complex energy landscape grows, the company is developing and executing custom energy strategies by empowering organizations and consumers to take practical steps to reduce carbon emissions. Enel X Way has a strong commitment in the motorsport sector to develop and test advanced technologies, making motorsport even more sustainable, while maintaining the same level of performance and safety.

OUR PARTNERS



ENOWA NEOM

Green Hydrogen Power Partner

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% “leave no trace” ambition but also to showcase the opportunities around hydrogen technology.



Vodafone Business

Technology Communications Partner

With expertise in connectivity, global scale and the leading IoT platform, Vodafone Business is a leading technology communications company helping organisations succeed in a digital world and keeping society connected. Vodafone’s purpose is to connect for a better future, enabling an inclusive and sustainable digital society, and many of its solutions have sustainability and inclusivity embedded.

OUR PARTNERS

LUISAVIAROMA

Luisaviaroma

Founding Partner & Official Fashion Partner

Starting from April 2021 LuisaViaRoma (LVR), one of the world's leading online retailers for luxury fashion, is the official fashion partner of Extreme E. Extreme E together with LuisaViaRoma is committed to sustainability and minimizing environmental impact as well as rebuilding and restoring areas already impacted by climate change.

For each race, LuisaViaRoma has conducted a sustainable program documenting the challenges our planet is currently facing and the relative solutions: My Earth is Beating. For this ambitious project, Extreme E, LuisaViaRoma and LVR Sustainable have teamed up to raise awareness in both local communities and the global community to address the climate crisis through inclusive, human, open and honest dialogue.

Niobium Nb

CBMM Niobium

Founding Supplier / Official Niobium Technology Supplier / Official Chassis Technology Supplier

As the championship's Official Niobium Technology Supplier and Official Chassis Technology Supplier, niobium technology is used in the construction of the championship's cutting-edge electric SUV.

Essential to the automotive sector, niobium provides safer, stronger, lighter and more sustainable cars with a better energy efficiency. Its technologies are already widely applied in different areas, including safety, lightweighting, emissions reductions and electronics that will lead to a sustainable sector transformation. Key applications of niobium include the next generation of batteries, drivetrains, chassis, wheels and any number of ancillary components. Its qualities mean materials can be made lighter, more robust and more reliable – all while being more sustainable than other materials.

Each of these qualities are to ensure Extreme E's SUVs are able to cope with, and thrive within, some of the world's harshest terrains. Increased lightness breeds energy savings and improved performance, and the added strength and durability afforded by niobium technology assists the Extreme E chassis in dealing with the toughest challenges thrown their way.

OUR PARTNERS



Zenith

Founding Partner & Official Timekeeping Partner

In line with the Zenith's CSR goals and sustainability commitment based on environmental consciousness and creating a cleaner, sustainable future wherever possible, Extreme E's own Legacy Program aims to bring awareness and new initiatives to the areas where races are held, working with local NGO's and the championship's own board of scientists to bring positive change to those areas long after the races are over. Zenith has joined Extreme E in working alongside MEDSEA (Mediterranean Sea and Coast Foundation) in Sardinia on the theme of Green Carbon, supporting the forest restoration efforts in the Sennariolo area and beyond that fell victim to extensive wildfire damage, therefore enhancing green carbon stores.

With so many destinations around the world that will accommodate the electric racing championship and so much action to be undertaken to preserve and improve the ecology and sustainability of these remote environments, Zenith is proud to continue its support of Extreme E as Official Timekeeper and Founding Partner of the Extreme E 2022 season.

Zenith CEO Julien Tornare shared "We are totally blown away by the kind of energy and passion we got to witness during our first year of collaboration with Extreme E. I'm proud that Zenith can say it joined this innovative championship from day one, and that our shared values of gender equality, sustainability, and innovation for the greater good was felt in everything we did together. We can't wait for the 2022 season!".



EY

Official Sustainability Partner

EY originally joined the championship to help Extreme E achieve its commitment of minimizing the overall footprint whilst creating a positive legacy. In collaborating with Extreme E, EY has become a vital part of creating an Environment Impact Assessment framework which further drives the championship in the direction of positive change.

Whilst Extreme E strives to race without leaving a trace, the framework provided by EY has allowed the championship to minimize its environmental impact across each race location. Both prior and post-racing impact assessments have allowed Extreme E to strategically plan their actions within these areas.

Throughout Season 1, Extreme E have further benefited from advice and insight from leading industry professionals from the EY ecosystem, such as Dr Matthew Bell who made it clear that the "EY teams with their broad knowledge of climate change issues can help Extreme E further its mission by helping measure, monitor and manage the direct and indirect carbon footprint of the race championship". Extreme E will continue to work with EY to fulfill the ambition of leaving a positive environmental and social legacy in years to come.

OUR PARTNERS



Allianz

Founding Partner & Official Insurance Partner

At Allianz, we are proud to support Extreme E on their ambitious path, highlighting the impact of climate change and showing care for our environment by executing the legacy projects in affected areas. Together we want to shape the future of electric mobility and enable the usage of clean technologies as part of the Allianz long-term sustainability agenda. As a company we are Carbon Neutral since 2012 and commit to become net-zero in our proprietary investment portfolio by 2050.



Polymateria

Founding Partner & Official Biodegradable Packaging Supplier

Lyfecycle, developed by British innovator Polymateria, is the world's first biodegradable and recyclable plastic technology. Using time-set biodegradation, it replaces conventional plastic that sticks around for hundreds of years with plastic that will self-destruct after a year leaving no microplastics and toxins behind. Extreme E and its race teams will use Lyfecycle products at its global X Prix events, including cups, a range of food packaging solutions. The materials used on-site will be collected for recycling, with the majority turned into upcycled one-of-a-kind #reachforchange bracelets.

OUR PARTNERS



ALLCOT

Founding Partner & Official Offsetting Partner

Extreme E partnered with ALLCOT to offset the championship's carbon footprint in support of its goal to have a net-zero carbon footprint by the end of its first season. ALLCOT, a world-leader in carbon offsetting and sustainability initiatives, develops innovative impact projects which enable businesses to support local communities to protect the environment by reducing their carbon emissions.



Kaizen

Official Clean Energy Technology provider

KCE, a manufacturer of hydrogen generators is developing integrated solutions for electric vehicle (EV) charging, hydrogen fueling, and distributed power for the grid and critical assets. KCE offers its mobile microgrid to customers through an Energy as a Service contract, which eliminates large capital expenses and provides customers with the flexibility to scale with energy needs over time.

Kaizen Clean Energy will support ENOWA, NEOM's energy, water and hydrogen subsidiary, and Green Hydrogen Power Partner to Extreme E, in delivering a pioneering hydrogen microgrid solution to the championship.



Neat Burger

Founding Partner & Official Vegan Partner

Neat Burger's purpose is to offer ethical, sustainable and delicious plant-based food. The brand has rapidly gained a reputation for its pioneering approach ensuring its products appeal to flexitarian and plant-based consumers alike.

With a focus on high quality, fresh ingredients with no compromise on taste, Neat Burger provides people with compelling food alternatives, in a fun, engaging and accessible way. Neat Burger has achieved not only a loyal fanbase but industry recognition too, being voted Deliveroo's UK'S Best Vegan Brand in 2020 and nominated for 2021 GQ Food & Drink Sustainability Award.

OUR PARTNERS



Moncler
Official Uniform Supplier

Moncler provided the entire Extreme E team with a dedicated uniform to protect them during these races in remote areas. The co-branded uniforms included some of the Group's most iconic outerwear as well as t-shirts, soft accessories and footwear for the diverse types of terrain.

In addition, the initiative has also promoted a very important topic for Moncler: Diversity and Inclusion. To this end, all the teams participating in the races were made up of a male and a female driver, with the aim of promoting gender equality.

OUR PARTNERS



Spark Racing Technology
Official Engineering Supplier

Spark Racing Technology, the official engineering supplier of Extreme E, develops and engineers' high performance electric cars and modules. Since its foundation, Spark serves the highly competitive electric racing sports cars market. As well as producing the Extreme E fleet of Odyssey 21 E'SUVs, the team manufactures the Formula E Gen 1 and 2 vehicles.



Williams Advanced Engineering
Official Battery Supplier

Williams Advanced Engineering joined Extreme E as a supplier of batteries for the race vehicles, the Odyssey 21. Combining cutting edge technology and the industry's best engineers with precision and speed to market derived from four decades of success in the ultra-competitive environment of Formula One, Williams Advanced Engineering provides world class technical innovation, engineering, testing, manufacturing and operational consultancy services to the automotive, motorsport, aerospace, defence, health and energy sectors.



Zenobe
Official Second-life Battery Supplier

Zenobe and Extreme E have worked together to provide second-life battery solutions to power the championship paddock operations. The second life batteries have served their intended life in an electric vehicles.

SOCIAL MEDIA

SOCIAL HANDLES

Instagram

[@ExtremeELive](https://www.instagram.com/ExtremeELive)

Twitter

[@ExtremeELive](https://twitter.com/ExtremeELive)

Facebook

[@ExtremeELive](https://www.facebook.com/ExtremeELive)

LinkedIn

[EXTREME E](https://www.linkedin.com/company/extreme-e)

YouTube

[@ExtremeELive](https://www.youtube.com/ExtremeELive)

TikTok

[@ExtremeELive](https://www.tiktok.com/@ExtremeELive)

OFFICIAL HASHTAGS

Global Hashtags

[#ExtremeE](https://twitter.com/ExtremeE)

[#RaceforthePlanet](https://twitter.com/RaceforthePlanet)

Event Specific Hashtag

[#DesertXPrix](https://twitter.com/DesertXPrix)

[#HydroXPrix](https://twitter.com/HydroXPrix)

[#IslandXPrix](https://twitter.com/IslandXPrix)

[#CopperXPrix](https://twitter.com/CopperXPrix)

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