



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

MINUTES

Commission of Circuit Racing (CCR)

Commissions' Conference Meetings 2020

Geneva, Switzerland

February 14-16

Mövenpick Hotel

14/02 - 11:00-17:00 GP, SBK and EWC Seminar for Superlicences

Starling Hotel

15/02 - 08:30-12:30 CCR Meeting

15/02 - 10:50 CCR Group photo & New members portraits

15/02 - 14:00-18:30 Plenary Session for all Commissions

15/02 - 18:30 FIM Family Group photo

15/02 - 19:30-23:00 Cocktail and Party (FIM HQ)

Starling Hotel

16/02 - 09:00-12:00 Possible Working Group Meetings

1. Opening of the meeting

MR Franck VAYSSIE opened the meeting welcoming all the participants.

Participants were as follows:



From left to right:

Raffaele de FABRITIIS - Bartolome ALFONSO - Christian SCHNEIDER - Pedro RIBEIRO - Jean-Marc DESNUES - Paul DUPARC - Antonio LIMA - Victoria CORREDOIRA - Simone FOLGORI - Patrick COUTANT - Jose Agustin NUÑEZ LEON - Andrés SOMOLINOS - Tamara MATKO - Rezső BULCSU - Beth MILLER - Franck VAYSSIÉ - Arjan van EEKELLEN - Bill CUMBOW - Franco UNCINI - Daire LOWE - Kendy CHAN - Igor EŠKINJA - Ralph BOHNHORST (same red tie as last year) - Clare NEATE - Simon MAAS - Paul KING - Stuart ROBERTSON (FIA) - Stuart HIGGS - Matěj SMRŽ - Midori MORIWAKI

Messrs Kok Nam KUAN - Amit ARORA - Peter GODDARD and Carlos REQUEJO were excused for private, professional or health reasons.

During this meeting, various guests and FIM representatives also attended in the CCR Meetings. Among others : Mr Jan STOVICEK (FIM Board Member), François RIBEIRO and Renaud JEANFILS (EEL), Martin HEJDUK (FIM Europe) and Tony SKILLINGTON (FIM CEO)

2. Presentation of CCR Members and duties

2.1 Presentation of New Members

The CCR Members who had been recently nominated or coming for the first time at a CCR Meeting made a short presentation: Daire LOWE (MCUI) - Antonio LIMA (FMP) - Midori MORIWAKI (MFJ) - Simone FOLGORI (FMI).

Furthermore, Mr VAYSSIE also informed the CCR that Dyan DILATO had been presented and accepted by the FIM Board 2 days before.

He also informed the CCR that Mr Gerry Brice will no longer be part of the Commission. He thanked him for his precious input and very valuable work during the 2019 year. He wished Mr Brice all the best for his personal & private projects to come.

2.2 Composition of Working Groups

Mr Vayssié announced the continuation of Working Groups within the CCR in order to have a better use of individual expertise. These working groups are unformal bodies and their compositions were up dated as follows:

Circuit and Safety WG: This WG was composed by Franck Vayssié (Chairman), Franco Uncini, Tome Alfonso, Andrés Somolinos, Rezsö Bulcsu, Ralph Bohnhorst, Stuart Higgs, Raffaele de Fabritiis, Simon Maas, Kendy Chan, Paul Duparc, a representative of the CMI & one from CTI.

Sidecar WG: Mr. Ralph Bohnhorst (Chairman), Paul King, Pedro Ribeiro, Victoria Corredoira, Bernd Schenkhut (CTI) & Dominique Hébrard (CTI).

Endurance WG: Mr. Patrick Coutant (Chairman), Ralph Bohnhorst, Rezsö Bulcsu, Igor Eskinja, Arjan Van Eekelen, Paul Duparc, Charles Hennekam (CTI) and Dominique Hebrard (CTI).
Mr Renaud Jeanfils from Eurosport Events Ltd. was obviously involved in this WG.

Land Speed Records Attempts WG: Mr. Bill Cumbow (Chairman), Ralph Bohnhorst, Franck Vayssié, Victoria Corredoira and Charles Hennekam (CTI).

Moto3 Junior WC WG: Mr. Andrés Somolinos (Chairman), Carlos Requejo, Antonio Lima, Jean-Marc Desnues, Pedro Ribeiro, Victoria Corredoira and Miguel Sanchez (CTI).

Seminar WG: Mr. Paul King, Paul Duparc, Bill Cumbow, Rezsö Bulcsu Franck Vayssié & Andrés Somolinos.

The WG Chairmen are responsible to fix clear objectives (if not asked by the Commission's Director) and work on the improvement of their play of field disciplines. The WG shall also send proposals to the CCR Administration to update regulations that will be presented to CCR Commission/CCR Bureau. It is also asked to the WG Chairmen, to make a short presentation/overview of their work on their discipline during the final season CCR meeting.

3. Confidentiality clause - All items under discussion or postponed remain confidential & Conflict of interest

The Chairman reminded everyone that it was compulsory for the Members to respect the confidentiality principle and to speak with one voice. He added that the CCR would be uncompromising with the Conflict of Interest principle. Furthermore, he informed the members that they have to respect and follow the principles of the FIM Ethic Code.

4. Comments of the Board of Directors concerning the minutes of the CCR 2019 Bureau Meeting (Valencia-Spain)

No comments from the Board.

5. Approval of the minutes of the CCR 2019 Commission Meeting (Valencia-Spain)

No comments. The minutes were approved

6. Reports and information

6.1 Board of Directors Meetings (13 and 14/02/2020)

See Q3 above. No other comments.

6.2 Meetings of the GP Commission

Paul Duparc, FIM representative in the GP Commission made a short report about the Grand Prix Commission Meeting which took place after the last Valencia CCR meeting.

Everyone had been (or would be) informed of the accepted decisions through press releases.

Main decisions were as follows:

6.2.1 GP Commission held at Sepang

Moto2 Class Wild Cards

Re-introduction of such wild card entries for 2020 season.

However, due to the availability and operation of the Triumph Engines and the mandatory Magneti Marelli ECU, entries are only possible via an existing Moto2 permanent team.

Test Restrictions MotoGP Class

In the light of recent changes to test restrictions in this class, resulting in less testing, the Commission decided that MotoGP Class Rookie riders will be permitted to participate in the three-day shakedown test at Sepang. Previously, this test was only available to test riders of the Factory teams and riders of teams benefitting from concessions.

Aero Body Side Pods (Wings)

In the interests of safety, the Commission decided that at any event held at the Phillip Island Circuit it will be permitted for riders to remove the side pods from the aero body. This is under the condition that all side pods are removed and it does not affect the external profile of the homologated fairing. All modifications must be pre-approved by the Technical Director. It was further decided that Race Direction will be responsible for determining and announcing if this concession will apply at any other event based on prevailing or forecast wind conditions.

6.2.2 Final GP Commission held at Madrid

Testing Regulations

Furthermore, as there is no longer private testing in the MotoGP Class, (only allowed for manufacturers with concessions) it makes it difficult for the rest of the MotoGP manufacturers and teams to test other riders for the future. Teams will have the opportunity to evaluate the competence of non-contracted riders for future use as a substitute or replacement rider.

It also gives the opportunity for teams, and the selection Committee, to assess the performance of riders who might be proposed as contracted riders for subsequent seasons.

Teams may substitute their contracted rider for all or part of a test, provided that the maximum number of test days is respected, and that the substitute takes the place of the contracted rider, i.e. both cannot be on track at the same time. Such substitute riders must be approved the Selection Committee.

Wild Cards - MotoGP Class

Currently, MotoGP class Manufacturers are not permitted to nominate wild card entries for consecutive events.

The Commission have agreed that this restriction should be removed for those manufacturers who benefit from concessions (Such manufacturers are permitted a maximum of six wild card entries and scheduling applications for events that are not consecutive has proved difficult, particularly when some riders are also committed to other Championships like MotoE)

Wet Race Start Procedure for Moto3 and Moto2

To bring this procedure into line with similar regulations that involve a delayed start. The restarted race will be 2/3 of the original race distance.

6.2.3 Currently in discussion: A longer start procedure in MotoGP class

Requests had been received from various broadcasters to allow more time for coverage of the MotoGP class grid procedure.

The following procedure under discussion would be effective from the first event of 2020 in Qatar:

Pit Lane Open: 25 minutes (instead of 20) before Race Start (13:35 standard time schedule).

Pit Lane Close: 20 minutes (instead of 15) before Race Start (13:40 standard time schedule).

Wet Race Start: Pit Lane Open for 10 minutes (as currently) till 15 minutes before Race

Next meetings might be held:

7 March, in Doha

Dates and Venues TBC:

May, in Jerez

June, in Kymi

August, in Red Bull Ring

October, in Motegi

November, in Madrid

6.3 Meetings of the SBK Commission

Franck Vayssié was nominated FIM Representative at the SBK Commission.

Paul Duparc remains the secretary of this commission in order to harmonise the decision with those of the GP ones (when possible). He made a short report about the SBK Commission Meeting which took place after the last Valencia CCR meeting.

SBK Commission held in Madrid

Track limits on the last lap of the race

Any excursions of track limits on the last lap of the race that may have affected a race result must indicate that the rider in question was disadvantaged. If the FIM Stewards panel decide that there is no clear disadvantage, the rider will be penalised with a change of position or a time penalty.

Black Flag with Orange Disk

In harmonisation with the EWC and GP Regulations, riders who are required to leave the track by display of this flag must be authorised by an official to re-join the track.

Materials Used in "Sliders"

Prohibiting knee sliders to which had been added metal studs (same prohibition than in EWC or GP Classes). The sparks generated could disturb the following riders.

Management of the hand carried generator during the start procedure:

The current regulations limit the use to a hand carried generator with a maximum output of 2 kw. Current practice is for generators to be incorporated into a service cart with toolboxes,

spare wheels and other equipment. If generator/equipment cart, trolleys and airblowers must be removed from the grid as soon as the board “3 Minutes” is presented, for organisational reasons, it was clarified that these generators, must have been disconnected prior the board “3 Minutes” is shown.

Technical Regulations

The Superbike Commission approved a number of clarifications and editorials with regards to the Technical rules:

In Superbike:

- Extra detail was added to the regulations concerning the use of wings.
- Minimum tyre pressure has been specified and it will be checked on the grid.
- In addition to the gearbox chosen by the team for each rider, private teams will have the option to start the season with a street bike gearbox until they have the opportunity to update to the full Superbike parts.
- Small updates were made to the specification of fuel bladders - if used.
- Standardised race numbers for better legibility (2 figures max).

In Supersport 600:

- Confirmation of a Mandatory control ECU for the Supersport class (already approved April 2018).
- Rev limit to be applied (at a different level for 3 vs 4 cylinder engines).
- A concession part system had been introduced to better balance the engine performance and to increase reliability across manufacturers.
- Reduced number of engines as a cost saving measure - working in conjunction with the rev-limit and concession parts.
- Standardised race numbers for better legibility (2 figures max).

In Supersport 300:

- Control Electronic systems are mandatory for 2020.

6.4 Meetings of the Moto3 Junior Working Group

Mrs Corredoira made a short report to explain the continuous work of this Working Group to harmonise as much as possible the rules with those of the GP ones. Meetings would be held at rounds during the year as all the WG members are present and the promoter too (Race Direction members, FIM Stewards and Technical Director). The collaboration between all parties was very good and transparent.

6.5 Meetings with the Endurance Promoter

There was a very good and fruitful collaboration with the Promoter EEL.

Meetings have been organised all along the season during events.

EEL and FIM have renewed the promotion contract before the 24H Motos in Le Mans 2019.

6.6 Meetings with a new promoter for the Sidecar World Championships: Santander Salt Limited

Mrs Corredoira made a short report to explain the start of the partnership with a promoter for the FIM Sidecar World Championship.

Thanks to Ralph Bohnhorst that put FIM in contact with Mr Roger Body, CEO of Santander Salt Limited, a 1st meeting was held in Magny Cours during the 2019 WSBK round between CCR Director, Mr Vayssié and Mr Roger Body.

1st Meeting at the FIM headquarters: was held in November 2019 after that a first draft of agreement was sent to the promoter.

2nd meeting at the FIM headquarters: was held on January 10. In order to finalise details on the agreement, to agree on a provisional calendar, split responsibilities and duties, as per

registration, “travel allowances for teams”, etc.

The Contract will be signed by the parties and the collaboration officialised by the FIM President, Mr Viegas & Santander Salt ltd CEO, Mr Body, during the Commissions Conference meeting plenary session.

Next steps, would be to confirm the calendar, finalised the 2020 regulations & start registration of teams.

The commission will be regularly informed of the progress of the work between the promoter & the FIM Sidecar Working Group.

6.7 Meetings of the FIA Circuits’ Commission

These meeting were important for the harmonisation of our rules, duties and requests to circuits

Distribution of presence for the Meetings among MM. Vayssié, Uncini and Duparc.

04-05/02/2020 - Geneva - P. Duparc

18-19/05/2020 - Paris - F. Uncini

07-08/09/2020 - Paris - P. Duparc

03-04/11/2020 - Paris - F. Vayssié

Mr Duparc reported that during his last meeting in Geneva, it was requested to FIM more collaboration. The points which caused a real point of disagreement between FIA and FIM remained the ROA (Combination asphalt/gravel), the Verges (that FIM now starts to require in concrete) and the kerbs. Both Commissions (of FIA and FIM) agreed to exchange more emails and discussions on that points. Furthermore, It was suggested that homologation visits be common.

6.8 Situation with the Dragbike Promoter (Trakbak Racing Ltd)

The FIM Direction had followed the suggestion made by the CCR in February 2018: not to impose an event in 2019 in conditions which would result in a failure. No event took place in 2019. A meeting between FIM & Trakbak has been organised at the FIM HQ on April 9 2019.

During this meeting, FIM proposed to officially terminate the contract signed with the previous management, as none of the KPIs have been full filled by the promoter. It has been proposed to start a new collaboration based on a new agreement. Trakbak requested to change the class from Pro Stock Bike to Super Street Bike.

Many reminders have been sent to the promoter during the year but without any positive conclusion.

After a year, a final formal warning before contractual termination has been sent on January 22nd January 2020, the FIM Management has decided to end the negotiation with Trakbak as no agreement would be found with Trakbak in the near future.

6.9 Last decisions taken by the CCR (since Valencia CCR meeting)

Information was given about the 2 main decisions taken by the CCR Bureau after the meeting in Valencia:

6.9.1 Standards for Circuits

6.9.1.1 Minimum number of Track Marshals per posts for MotoE

6.9.1.2 Addition of recommended products for oil on the track



7. Calendar of the 2020 FIM Championships and Prizes

7.1 Confirmation of the Calendar

As informed above (Q 6.6) the Sidecar calendar would be confirmed asap (once the contract is signed by the promoter).

See appendix.

8. 2020 FIM Stewards and FIM Jury

8.1 Information

One of the duties of the Jury President/FIM Steward is to up load right after the event, all and completed documents in the FIM cloud for sharing documents.

The member's access codes for FIM Share platform would be sent by mail after the Conference Meetings together with the "User procedure".

A file would also be sent (including a guideline to conduct the Jury & Stewards meetings, respecting the schedules, handling of the possible hearings/protests, with usual forms etc ...).

The documents that need to be up load on the FIM Share are:

Max. 10/12 pdf documents **properly named** and identified:

- 1 pdf for **Safety meeting minutes** (and appendices if there is any)
- 1 pdf for each **Jury meeting or EMC minutes (First, 2nd, 3rd, Final, 5 pdf max)** with their appendices (accident report*, technical check report(s), notices to teams/riders & any other relevant documents)
- 1 pdf with **all** the notification of sanction, convocations, protest /appeal documents (+ table "summary" of sanctions report prepared by T. Matko in SBK, by M. Cumbow in MotoGP, by P. Coutant in EWC) **if not already** in the appendices of the Jury meeting (EMC) minutes
- 3 pdf max with the results signed: Practices, Starting grid(s), Race(s) results & (ex: 1xSBK, 1xSSP & 1xSSP300)

NB: The lump sum for sundry expenses will not be reimbursed until the CCR does not receive the documents.

The Coordinators insisted that the decisions of the Disciplinary and Arbitration bodies be given rapidly. As our sport was becoming more and more popular, the media and sometimes live radio or TV were waiting for these decisions to inform their listeners or TV viewers.

It went without saying that it was compulsory for the nominated members to stay and be available from the beginning and until the end of the event (i.e. until the deadline for protest/appeals had passed). They reminded everyone present that they and the CCR Director were always available for any questions and could be reached on their mobile phones.

A chart of compulsory presence would be distributed and explained. FIM Stewards and Jury Members were reminded that they had to consider themselves as being in a permanent meeting during an event and that they could and indeed had to intervene at any time when it was

necessary to do so.

It has been reminded, that the FIM was also asked by FIM Europe that its officials act in the following support races:

- Moto2 European Championship
- European Talent Cup

Run together with FIM Moto3 Junior World Championship

- FIM Asia Asian Talent Cup*

Run together with FIM Grand Prix & Superbike World Championships

- Northern Talent Cup*

Run together with FIM Grand Prix, Superbike & Endurance World Championships

- *Yamaha R3 bLU cRU European Cup TO BE CONFIRMED*

Run together with FIM Grand Prix, Superbike & Endurance World Championships

*For the Asian & Northern Talent Cups, rounds with no combination with GP, SBK nor EWC, the officials would be nominated respectively by FIM Asia and FIM Europe.

It was also reminded that the Environmental report/check list would have to be sent by e-mail directly by the Environmental Stewards on duty to the CID Director, Mrs Kattia Juarez (cie-director@fim.ch).

8.2 Appointments

Due to short delay to replace Mr Bryce in his former position of WSBK Permanent Steward, it has been split in three and the positions will then be fulfilled by MM Vayssié, Bohnhorst and Lima.

For the Moto3Jr, the position of the Race Director would be fulfilled by Mr Lima during the recovery of Carlos Requejo.

It was reminded that, if the officials were not able to comply with their presence table, they had to be replaced or at least inform the CCR Administration Secretariat so that it could take appropriate measures.

The table of nominations was finalised (see in Appendix).

8.3 Control of riders' and teams' licences at events

The Coordinators reminded that an internet system would continue to be used by the Championship organisers/Promoters for the Administrative checks before events in order to have an entry list with correct information to be used by the RD, the International Jury, Timekeeping staff and the Media.

8.4 Briefing of riders and teams

The briefings for the 1st event in each category were now carried out by the Safety Officer in WSBK and by the FIM Permanent Steward in MotoGP.

In Moto3 Junior, it was the Safety Officer assisted by the Race Direction Members.

In EWC, the briefings were made at each rounds of the Championship it is the Race Director, Safety Officers & Clerk of the Course.

In Sidecar (only series without race Direction) the briefing was made at each rounds of the Championship and it is the Clerks of the Course assisted by the FIM Jury President & Jury

Members.

For the Rookies & motoE cups Included “in each category” of MotoGP, the Race Director assisted by Bill Cumbow who took care of the briefings.

8.5 Emergency procedure in case of critical incident (update)

A draft of the “Procedure in case of Severe Incident” has been relayed to the CCR (see e-mail sent on 13 February, CCR COMMISSION MEETING - Geneva 15 Feb. 2020 - Agenda_Additional documents).

It has been requested to the commission members to read this draft carefully and based on their “on field” experiences, relay to the FIM Administration, at chloe.vermot@fim.ch, with the CCR coordinators in cc, their comments in order to finalise this documents and integrate it in our working procedures.

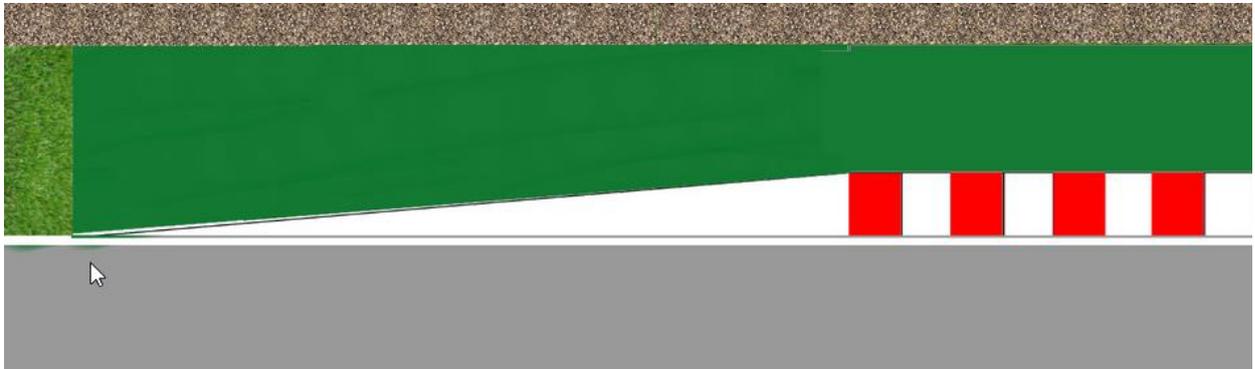
At a further stage, this procedure may be also add in the FIM seminars, in order to train officials and to get them ready to face these situations.

9. Rules (proposals, changes, additions)

9.1 Standards for Circuits

9.1.1 Art 4.7.4 Concrete band behind the kerbs (new article)

Franco Uncini proposed to apply behind each kerb a band of concrete (width to be defined) which will have to be painted in green (RAL 6029).



Accepted/Application date:	Rejected	Withdrawn	X	Postponed
<p>Comments:</p> <p>This proposal was also submitted to the FIA for their knowledge and did not meet a real agreement. However, the FIM considered that this kind of concrete band just after the kerbs would be a real gain for circuits in terms of maintenance (and not only for race activities but also during track days).</p> <p>FIA feared that this addition of a band of asphalt would enhance the track limits.</p> <p>FIM took into consideration the reluctance of FIA and proposed as a compromise that this band be on 1 meter large only (so that the cars cannot completely exceed the limits after the kerb). Furthermore, it was agreed to make a recommendation and not render it compulsory. Therefore, a solution will have to be found circuit by circuit and kerbs by kerbs between FIA, FIM and the circuit concerned.</p> <p>Franco Uncini explained that he was working on a prototype of a kerb fore creating create a deterrent situation for riders and drivers who wish to exceed the limits of the track. This prototype will be tested at Misano and if it shows to be efficient for bikes, FIA will also be associated.</p> <p>After a long discussion, this proposal was postponed.</p>				

9.1.2 Art 11.1.5 Light / Led panels

In 2018, the CCR accepted the suggestion of Mr. Uncini to make the led panels compulsory within the next years.

The following wording was decided to be included in the Standards for Circuit during the last CCR Meeting in Valencia (November 2019):

Light panels could be used in addition to the flag presentation with the prior approval of the Safety Officers. The Colors of the panels used will remain at the discretion of the Safety Officers. In any case, when applied, the red light can only be operated from the Race Control.

A joint FIA-FIM Homologation program is being developed.

For 2021, the use of approved light panels will be recommended.

For 2022, the use of approved light panels will be mandatory for GP, SBK and EWC disciplines.

However the following concerns were still to be solved (by both the FIM CCR and the FIA)

- the risk of confusion between the panel “change of adherence” with the red colour (the EWC Safety Officers tested the led panels during the Suzuka 8Hours with the exception of this signalisation due to that confusion. Both FIA and FIM were asked to define a design wearing both colours yellow and red but which cannot be confused with the “full red” one.
- Defining the specifications with regards to the T1 or T2 types of led panels

For the Led panels the following drawing and colors are proposed to the FIM CCR. The same proposal will be made to the FIA Circuit Commission:



Accepted/Application date:	Rejected	Withdrawn	X	Postponed
Comments: <p>Even if this flashing led configuration was decided by the CCR in September, some members feared that a flashing yellow and red configuration could be also confusing with a red light.</p> <p>Mr Mike Lafuente had been nominated by Dorna to work on that project shared by both FIA and FIM.</p> <p>It was then decided to make some testing during the next MotoGP tests which would take place in Doha in a few days. Similar tests would be carried out in Formula One at Catalunya end of February. It is important to clarify the colours and their visibility by riders/Drivers.</p> <p>Therefore, it was decided to wait the results of such tests before fixing the design of the “Change of adherence” flag and panel. This proposal was postponed.</p>				

- If the leds panels are adapted for the “change of adherence”, then the dedicated flags should also be changed for a similar design....



	Accepted/Application date:		Rejected		Withdrawn	X	Postponed
Comments: For the same reason as above, this proposal was postponed.							

9.1.3 New concepts of the circuit homologation process

Mr Vayssié informs the CCR about the 2 projects he intended to carry out.

The first concept concerns the official homologation of circuits; If the FIM inspector will remain a unique person and will be responsible for following the work in view of an homologation, this person will report the discussions and work to a committee of FIM inspectors. At the end of the work, it will be the committee that will issue the homologation of the circuit. This responsibility will no longer be the responsibility of a single person but of that committee.

x	Accepted/Application date: Immediate		Rejected		Withdrawn		Postponed
Comments: This was approved by the CCR. Franck Vayssié explained this project to the FIM Board of Directors which approved it. This committee will be composed by 5 inspectors and would require their immediate approval for an homologation. <ul style="list-style-type: none"> • Franck Vayssié, Chairman & CCR Director • Franco Uncini, MotoGP Inspector & Safety Officer • Tamara Matko, WSBK Inspector & Safety Officer • Rezsö Bulcsu, EWC Inspector & Safety Officer • Paul Duparc, EWC Inspector & Safety Officer & CCR Coordinator This committee would be created immediately and a draft for amending the standards would be submitted to the CCR for approval.							

The second concept concerns the assistance that the FIM can provide to a federation or a partner who wishes to build a circuit.

Contrary to what the FIA does and contrary to what the FIM was doing until 2017, the FIM refused to provide assistance for reasons of responsibility. This situation has the consequence that, without any consultation or assistance from the FIM, certain circuits are created on exclusively "car" standards. When these circuits want to apply for an FIM homologation, the FIM intervenes while the infrastructures are created and it is often too late or too expensive to modify them. The idea is that the FIM resumes its consulting business and awards a certificate or a simple recognition which differs from the usual FIM homologation.

This certificate will only grant that the circuit is suitable for motorcycle practice with its layout and infrastructures. This certificate will not take into account the specific arrangements for World Championship events (ie: no reference to marshal posts or their numbers, nor to the additional protective devices etc.)

These projects were already explained to the FIM Direction and to the Board of Directors which supported them.

It would be necessary to amend the FIM Standards accordingly to reflect this new policy of the FIM.

x	Accepted/Application date: Immediate		Rejected		Withdrawn		Postponed
Comments: This was approved by the CCR. Franck Vayssié explained this project to the FIM Board of Directors which approved it. A draft for amending the standards would be submitted to the CCR for approval.							

9.1.4 Presentation of Pr. Massaro of the Track modeling software project initiated with the University of Padova

Professor Matteo MASSARO made a presentation to the CCR and the CTI about the project to issue a software for the simulation of Motorcycle trajectories.

The main approaches to the minimum time problem of road vehicles was explained (quasi-steady vs. full-dynamics, fixed trajectory vs. free trajectory, direct solution vs. indirect solution), together with the issues related to the three-dimensional modeling of tracks. The main effects of three-dimensionality on vehicle dynamics were explained - examples with race motorcycles were shown. The potential application of minimum time methods for the assessment of racetracks were addressed. Requirements in terms of track geometry and track features for the numerical methods to work were discussed.

9.1.5 Discussions about the current Circuits Riders' Commissions

This circuit Riders' commission was discussed among the CCR Members.

The structure of this informal meeting is different from one championship to another one. For instance in MotoGP the meeting is fully open to everyone, when in World Superbike only elected riders representative are allowed. In EWC, the Race Direction invited some riders among the most representative (and experimented).

Franck Vayssié explained the situation that WSBK faced during Argentina round when a Rider's spouse asked to be present in the meeting and to edit some minutes. The El Villicum situation was very difficult due to track problem and it was not possible to have discussion with riders' families. For WSBK management it is clear that only elected riders representative are allowed to take part in this meeting. Exceptions may be granted by the Race Direction for invited guest in specific cases: i.e. Team managers or any person that the Race Direction need to talk to.

Mr.Uncini commented that he is convinced that the concept of full open meeting is very important in MotoGP.

9.1.6 Discussions about future marshals' training program

It became obvious that there was a huge difference of level among some circuit about the work of the Marshals. It was also noted that the quality of marshaling, at some places, was declining.

It was the wish of the CCR to invest in a marshals' training program.

Dorna offered their support for the improvement of the classic Video Incidents which was made mainly for Clerk of the Course and to create another type of Video for the marshals in order to help and develop their formation.

This project has evolved and the idea of creating an online training appeared to be the best solution to improve the Marshals skills.

The CCR Director & Coordinators attended a "kick off" meeting with Dorna, on Thursday evening before the Superseminars & Commissions' Conference Meetings, to discuss the strategy and working plan to launch this online course for Marshals in a very near future. The idea is to implement it optional in 2021 and make it mandatory from 2022.

This online training would be free of charge for the participants.

The FIM & the Dorna will work during the 2020 season in order to create the content of this online training.

9.2 FIM Endurance World Championship Regulations (season 2020-2021)

9.2.1 Art 1.13.5 Qualification for the race

The CCR had accepted the proposal of the Endurance Working Group to continue the reduction of the minimum time of a rider to be qualified from 115% to 107% in 4 years. As a reminder (of the CCR decision), the following article will be drafted as follows for the next season (2020-2021)

To qualify for the race, a rider must have completed, during practice, the minimum number of laps laid down in the Supplementary Regulations.

He must also achieve a time at least equal to ~~108%~~ **107%** of the time recorded by the fastest rider of his group, in at least one qualifying session.

Qualifying time is identical for all classes.

A machine can start when the team is composed of two or three riders who are qualified as mentioned above.

Accepted/Application date:	Rejected	Withdrawn	X	Postponed
Comments: The fears of the Promoter was that the reduction of the minimum time of a rider to be qualified from 115% to 107% in 4 years was too quick. They fear that many teams would not be able to qualify for the next season. It was agreed to postpone the target of 107% and to keep for the next season, the rate of 108%.				

9.2.2 Art 1.15.5 Pit Stops

Mr Patrick Coutant proposed to clarify the 18th paragraph as follows:

(...)

A maximum of 60 litres of ~~petrol fuel per team~~ is permitted in the ~~pit~~ **garage**.

A maximum of 60 litres of fuel per team is permitted outside and at the immediate proximity of the garage (paddock side).

(...)

X	Accepted/Application date: 01/09/2020	Rejected	Withdrawn	Postponed
Comments: This proposal was accepted with a different wording: A maximum of 60 litres of petrol fuel per team is permitted in the pit box pit garage . A maximum of 60 litres of fuel per team is permitted outside and at the immediate proximity of the pit box garage (paddock side).				

9.2.3 Art 1.17 Stop and Go procedure

Mr Matej Smrz proposed to clarify the presentation of the board as follows:

(...)

After notification has been made to the team, a yellow board (100cm horizontal X 80 cm vertical) **with the mention "STOP & GO"** displaying the rider's number (black colour, height 50cm, stroke width 10cm) will be shown at the finish line and the information will also be displayed on the time keeping monitors.

Failure by the relevant rider to stop, having been shown the yellow "STOP & GO" board 5 times, will result in that rider being shown the black flag.

(...)

X	Accepted/Application date: 01/09/2020		Rejected		Withdrawn		Postponed
<p>Comments:</p> <p>This proposal was accepted. However, after a discussion with the Promoter, the CCR had been informed that EEL will provide the necessary boards:</p> <p>5 MINUTES 3 MINUTES 1 MINUTE 30 SECONDES</p> <p>Dimension of the boards : 50 cm vertical X 50 cm horizontal + 2 boards START DELAYED 2 boards STOP AND GO, yellow sur lesquels on pourra aimanter des numéros de course (exemple en annexe) 2 boards NOIRS (for a disqualification) sur lesquels on pourra aimanter des numéros de course Dimensions of these boards : 80 cm vertical X 100 cm horizontal + 1 boards (arrow) at the STOP AND GO place (100 cm vertical X 50 cm horizontal)</p>							

9.2.4 Suspension and restarting a race during an event (new procedure)

Between the interruption of a race (red flag) and a neutralisation (safety car), an intermediate solution has been put in place during the last Bol d'Or and repeated during the Sepang 8Hours due to terrific weather conditions. This procedure put in place in Paul Ricard and Sepang Circuit was not mentioned in the regulations.

Patrick Coutant wished that this solution be included in the EWC rules.

The CCR accepted this proposal in November 2019 and gave mandate to Patrick Coutant and Paul Duparc to write this new procedure. This procedure will be included in the next regulations (2020-2021) but also applied if necessary in the current season (2019-2020).

Such proposal was presented in the attached EWC appendix

x	Accepted/Application date: Immediate		Rejected		Withdrawn		Postponed
<p>Comments:</p> <p>This proposal for a new procedure was explained by Paul Duparc during the CCR Meeting and by Patrick Coutant during the Superlicence seminar which took place the day earlier. MM Duparc and Coutant mentioned that a few details were still to be checked before writing it.</p> <p>The CCR agreed on the principle and gave mandate to them to write this new procedure. The CCR also decided that this new procedure be applicable immediately, meaning during the current season (for the 24H Moto).</p>							

9.2.5 Interruption of a race (art. 1.23.1)

After the difficult situation met during the Suzuka 8Hours, the Race, Direction, the EWC Working Group, approved by the CCR Bureau, decided to clarify the rules with the same philosophy applied in all other series and with the 1st intention of the Race Direction (which was appealed): 75% of the race distance and being in the pit lane within 5 Minutes.

- 1.23.1 If the Race Direction decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all flag marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane in order to reach the parc fermé.

- The results will be the results taken at the last point where the leader had completed a full lap without the red flag being displayed.
- In order to be classified and to be included in the results, the ~~team~~ machine must be in the pit lane or in the parc-fermé within 5 minutes following the presentation of the red flag.
 - If the interrupted race is not restarted and is considered as final, to be included in the final results, the team must have completed 75% of the number of laps carried out by the winner of his class.

The FIM CEO, Tony Skillington, suggested to have a look to the CMS approach concerning riders classified at the end of a race (normal end or red flag).

“All the riders (teams) participating in the race will be classified in order of finish and number of lap completed”

The CCR acknowledged in November 2019, this interesting proposal which however upset the habits and the philosophy of the CCR. The coordinator did not want to force anyone's hand and suggested to re-propose this new concept to the CCR at its next meeting in February 2020. Hopefully, Mr Skillington will be able to be present, to debate with our Commission and convince the delegates to adopt it.

A proposal linked with the new procedure in case of restarting a suspended race is presented in the EWC appendix.

x	Accepted/Application date: Immediate		Rejected		Withdrawn		Postponed
Comments:							
<p>This proposal for a new procedure was explained by Paul Duparc during the CCR Meeting and by Patrick Coutant during the Superlicence seminar which took place the day earlier. MM Duparc and Coutant mentioned that a few details were still to be checked before writing it.</p> <p>The CCR agreed on the principle and gave mandate to them to write this new procedure. The CCR also decided that this new procedure be applicable immediately, meaning during the current season (for the 24H Moto).</p>							

9.2.6 Art 2.3.6.7 Tyre stickers control

Mr Charles Hennekam proposed after discussion with the tyre manufacturers to modify the tyre restriction as follows:

On a new circuit, or on an 'resurfaced' circuit (whether partly or complete), FIM will distribute tyre stickers to the Teams for use during the official qualifying practices (QP1, QP2), for riders 'Blue', 'Yellow' and 'Red'. Teams shall apply their allocated tyre stickers on all slick and intermediate type tyres during all the above mentioned qualifying practice sessions.

X	Accepted/Application date: 01/09/2020		Rejected		Withdrawn		Postponed
Comments:							
This proposal was accepted.							



9.2.7 General proposal added to the Agenda

Mr Renaud Jeanfils proposed to prevent a rider to complete all stints without sharing with his teammates (which was the case during the Sepang 8Hours where the race had been suspended).

X	Accepted/Application date: 01/09/2020		Rejected		Withdrawn		Postponed
Comments: This proposal was accepted in the principle. The Coordinator in charge of the EWC mentioned that this rule was existing in the past and had been withdrawn. He would write the rules accordingly.							

9.3 FIM Sidecar World Championship Regulations

No proposals at this stage.

Mrs Corredoira, informed that the Technical regulations have already been published on the FIM web site. Now that the contracted with the promoter would be signed shortly, the Sporting regulations will be finalised with the Working Group and send to the CCR Bureau for approval asap.

9.4 FIM MotoGP Rookies Cup Regulations

No proposals at this stage.

9.5 FIM Moto3 Junior Regulations (point missing in the Agenda)

No proposals at this stage.

The regulations would be update form time to time during the season following the GP Commission decisions when applicable also in Moto3 Jr.

9.6 FIM Land Speed Records Regulations

Mr Charles Hennekam proposed the following amendments to the LSR Regulations:

9.6.1 Art. 1.2.1:

To add Short distance records: ¼ Mile with flying start
 (Request from French Organiser due to limited track length (2000m) for record attempts, type ‘1 km with flying start’.

X	Accepted/Application date: 01/09/2020		Rejected		Withdrawn		Postponed
Comments: This proposal was accepted.							

9.6.2 Art. 1.19.1:

To add in Groups A2 and A3 (Scooter specification)
Scooters with manual gearbox

X	Accepted/Application date: 01/09/2020		Rejected		Withdrawn		Postponed
Comments: This proposal was accepted.							

10. Circuits

10.1 Inspections (to be) carried out since the 2019 CCR Meeting (Valencia)

Inspections carried out since the 2019 Valencia CCR Commission Meeting
Inspections réalisées depuis la réunion de la CCR à Valencia 2019

* Linked with FIA / lié avec la FIA*
 reports not done yet

13.11.2019	Alastaro	SML	Rezsö Bulcsu
14.11.2019	Valencia-Ricardo Tormo	RFME	Franco Uncini
28.12.2019	Nogaro	FFM	Franck Vayssié
16.01.2020	* Paul Ricard *	FFM	Rezsö Bulcsu Paul Duparc
21.01.2020	Estoril	FMP	Franco Uncini
27.01.2020	Mugello	FMI	Franco Uncini
29.01.2020	* COTA *	AMA	Franco Uncini
18.02.2020	Magny Cours	FFM	Franck Vayssié
26.02.2020	Assen TT	KNMV	Franco Uncini
28.02.2020	* Catalunya *	RFME	Franco Uncini
03.03.2020	Suzuka	MFJ	Rezsö Bulcsu
10.03.2020	Portimão	FMP	Andrés Somolinos

10.2 Current situation

The updated list of the circuits inspected and their homologations is attached as an appendix.

11. Seminars

11.1 Superlicence seminars

CIRCUIT RACING FIM SEMINARS FOR SUPERLICENCES SEMINAIRES FIM DE COURSES SUR CIRCUITS POUR SUPERLICENCES (Clerks of the Course / Directeurs de Course)				
FMN	Date	Place Lieu	Instructors and speakers	Language Langue
FIM	14/02/2020	Geneva Superlicence COC GP	F. Vayssié P. Duparc F. Uncini M. Webb	English /French Anglais / français
FIM	14/02/2020	Geneva Superlicence COC SBK	F. Vayssié P. Duparc G. Carloia	English / anglais Anglais / français
FIM	14/02/2020	Geneva Superlicence COC Endurance	F. Vayssié R. Bulcsu P. Duparc P. Coutant	English / anglais Anglais / français

The Superlicence seminar for CoC and the up-dated superlicence seminar for Sporting Stewards (CCR Members) are done together.

11.2 International Seminars

FIM INTERNATIONAL CIRCUIT RACING SEMINARS SEMINAIRES INTERNATIONAUX FIM DE COURSES SUR CIRCUIT (Clerks of the Course & Sporting Steward / Directeurs de Course & Commissaire Sportif)				
FMN	Date	Place Lieu	Instructor Instructeur	Language Langue
RFME	07-08/03/2020	Madrid, Spain	A.Somolinos	English / anglais
SML	14-15/03/2020	Ventaa, SML	P. King	English / anglais
FFM	22-23/03/2020	Paris, FFM	P. Coutant	French / français
CBM	Date tbc	Sao Paulo	F. Vayssié tbc	English / anglais
MA	20-21/10/2020	Phillip Island, MA	F. Vayssié tbc	English / anglais
CMSA	Cancelled	Ningbo, China	F. Vayssié	English / anglais
EMSO	cancelled	Dubai, UAE	F. Vayssié tbc	English / anglais

11.2.1 History and Summary of CCR seminars carried out

See appendix enclosed.

12. Future Meetings of the CCR

Place and date still to be announced.

13. Miscellaneous

The “Protocols for FIM World Championships & Prizes” has been relayed to the CCR (see e-mail sent on 13 February, CCR COMMISSION MEETING - Geneva 15 Feb. 2020 - Agenda_Additional documents).

These protocols for the podium ceremony and the welcoming of the FIM officials have been approved by the Board of Directors at its meeting from 27 to 28 August 2019 and would come into force from 2020 and concern all the FIM World Championships and Prizes (with or without promoter).

In case of promoter, the contract has been modified accordingly.

Possible modifications to the Sporting Code / Internal Regulations to reflect these new protocols have been presented to and approved by the GA in November 2019. These protocols must be included in our "Event Manual" (if any) and the Sporting Regulations shall be modified (if necessary/applicable).

14. Closing of the meeting

Mr Vayssié, thanked everyone present for their active participation and wished to all a successful and safe circuit racing season.

EWC Appendix

(New procedure in case of a suspension of the race)

1.23 INTERRUPTION / SUSPENSION OF A RACE

1.23.1 If the Race Direction decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all flag marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane in order to reach the parc fermé.

The results will be the results taken at the last point where the leader had completed a full lap without the red flag being displayed.

1.23.1.1 **If the interrupted race is not restarted and is considered as final:**
To be included in the final results, **a** team must have completed 75% of the number of laps carried out by the winner of his class.

~~-In order to be classified and to be included in the results, the machine must be in the pit lane or in the parc fermé within 5 minutes following the presentation of the red flag.~~

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

- 1) For all the teams to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 2) For all the teams to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 3) The complete classification will be established by combining both partial classifications as per the principle of the lap/time.

1.23.1.2 **If the interrupted race is restarted (and was thus considered as suspended):**

~~to be included in the final results, the team must have completed 75% of the number of laps carried out by the winner of his class. At the time the red flag is displayed,~~

All teams that have not signed their official withdrawal will be allowed to take part at the restarted race.

~~**1.23.2** If the results calculated show that less than three laps have been completed by the leader of the race, then the race will be null and void and a completely new race will be run. If it is found impossible to restart the race, then it will be declared cancelled and the race will not count for the Championship.~~

~~1.23.3~~ If three laps or more have been completed by the leader of the race, but less than two-thirds of the original race duration or distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 1.24.4. If it is found impossible to re-start the race, then the results will count and only half points will be awarded for the Championship.

~~1.23.4~~ If the results calculated show that two-thirds of the original race duration or distance rounded down to the nearest whole number of laps have been completed by the leader of the race, then the race may be deemed to have been completed and full points will be awarded for the Championship or the race may be restarted.

1.23.1.3 The Race Direction will be the sole judge of whether a team is actively competing, and no appeal is possible against the Race Direction's decision.

For the purposes of these regulations "active" is defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane.

1.24 RE-STARTING A RACE THAT HAS BEEN SUSPENDED

1.24.1 If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Race Direction will announce **as soon as possible**, a new start time of for the start procedure which, conditions permitting should not be later than 20 minutes after the initial display of the red flag.

The race is considered suspended (and not stopped).

1.24.2 The intermediary placings must be available to teams before the following part of a race can be started.

~~1.24.3~~ The start procedure may be identical to a normal start with a sighting lap, one warm-up lap, etc. However, in case of particular conditions (weather, night, etc.), the Race Direction could, with the agreement of the Jury, decide in a resumed start procedure behind the Safety Car with riders will take place behind the Safety Car according to the intermediate order in a single line.

~~Overtaking is forbidden.~~

~~The Safety Car will make a complete lap and will leave the track before the starting line.~~

1.24.3 The start procedure of the resumed race will be done behind one (or two) safety car(s).

Depending on the track and weather conditions the following re-start procedure is recommended:

- All motorcycles allowed to restart are to be stored in covered secured area.
- 15 Minutes before the opening of the pit lane:
2 Mechanics per machine will be allowed to bring their machines from this covered secured area and push them on a dedicated zone (neutral zone - parc fermé) in front of their boxes.
No work is permitted on the motorcycle .
- 5 Minutes before the opening of the pit lane:
the dedicated zone ((neutral zone - parc fermé) in front of their boxes will be open.
2 Mechanics maximum per machine will recover their motorcycle and bring it to their pit box.
Work on the motorcycle is permitted.
- At hour “H”: opening of the pitlane for 2 minutes
The riders will complete the sighting lap.
At the end of the sighting lap, the riders will take their position on the grid according to the classification published after the suspension.
- The race will be resumed behind one or two safety cars depending on the decision of the Race Direction:
 - Behind one safety car:
All riders will follow the safety car in a single line.
After one lap (or more) under safety car, the Race Direction will decide to resume the race and ask them to leave the track
 - Behind two safety cars:
The first Safety Car will leave the starting line followed by the first half of the riders, in a single line, according to the classification published at the start of the suspension of the race.
When this safety car has reached mid-circuit the second Safety Car will start followed by the rest of the riders, in a single line.
The Race Director will decide on the end of the Safety car operation. In this particular case, the first group of riders should be the one who crosses the start / finish line first without Safety car.

~~1.24.4~~ Conditions for the re-started race will be as follows:

- ~~A) In the case of situation described in Art. 1.23.2 (less than 3 laps completed) above:~~
 - ~~a. All teams may re-start.~~
 - ~~b. Motorcycles may be repaired or changed.~~

~~—Refuelling is permitted.~~

~~c. The number of laps, or the duration will be the same as the original race.~~

~~d. The grid positions will be as for the original race.~~

~~B) In the case of the situation described in Art. 1.23.3 (3 laps or more and less than two-thirds completed) above:~~

~~a. Only teams who are on the intermediary placings may re-start.~~

~~b. Machines must remain in the closed park area (which must be as close as possible to the start line). All machines whether racing or in the pits for repairs or refuelling, must be directed there, with the exception of machines on which repair is too serious that they cannot be moved. Teams will be authorised to fill up their machines and change their tyres in front of their respective pits within the 5 minutes which follow the opening of the pit lane exit for the sighting lap.~~

~~—The location of the park must appear in the Supplementary Regulations of the event or, failing this, the riders must be informed during the official briefing.~~

~~—The organiser must inform all teams of the time of the new start which may be held, at the earliest, 20 minutes after notification. The Clerk of the Course must inform all teams of the start procedure (one group or two groups with safety cars).~~

~~c. The number of laps or the duration of the following race will be the number of laps or duration required to complete the original race with a minimum of 5 laps.~~

~~d. The grid position will be based on the intermediary placings established in accordance with point e) of the present article.~~

~~e. The final result of the race will be based on the results of each team classified in each race added together. Teams who have completed an identical number of laps will be placed according to the combined time for each race. In case of a tie, the result of the last race will be decisive.~~

D a t e s	WC MotoGP, Moto2 and Moto3 + MotoE + Rookies Cup (RC) + Asian Talent Cup (ATC) + Northern Talent Cup (NTC)		WC SUPERBIKE & SUPERSPORT & SSP 300 + Northern Talent Cup (ATC) + Yamaha R3 bLU cRU FIM European Cup (YEC)				WC ENDURANCE		WC SIDECAR TBC		WC Moto3 Junior		Land Speed Record TBC		D a t e s
	FMN	CIRCUIT	FMN	CIRCUIT	SBK	SSP	SSP 300	FMN	CIRCUIT / EVENT	FMN	CIRCUIT	FMN	CIRCUIT	FMN	
21-22-09-2019								FFM	Boi d'Or (24H) 2019-2020						21-22-09-2019
13-15-12-2019								AAM	Sepang (8H) 2019-2020						13-15-12-2019
09.02.20															09.02.20
16.02.20															16.02.20
23.02.20															23.02.20
01.03.20			MA	Phillip Island	X	X									01.03.20
08.03.20	QMMF	Losail + ATC													08.03.20
15.03.20			QMMF	Losail (Thu-Sat)	X	X									15.03.20
22.03.20	FMSCT	Buriram CIC + ATC													22.03.20
29.03.20			RFME	Jerez	X	X	X						MA	World Speed Trials Lake Gardner	29.03.20
05.04.20	AMA	Austin-COTA													05.04.20
12.04.20															12.04.20
19.04.20	CAMOD	Termas de Rio Hondo	KNMV	Assen + NTC + YEC	X	X	X	FFM	Le Mans (24H)	FFM	Le Mans (EWC)				19.04.20
26.04.20												FMP	Portimão		26.04.20
03.05.20	RFME	Jerez + MotoE + RC*													03.05.20
10.05.20			FMI	Imola + YEC	X	X	X								10.05.20
17.05.20	FFM	Le Mans + RC*								DMSB	Lausitzring				17.05.20
24.05.20			RFME	Motorland - Aragon + YEC	X	X	X					RFME	Valencia		24.05.20
31.05.20	FMI	Mugello + RC													31.05.20
07.06.20	RFME	Barcelona-Catalunya						DMSB	Oscherleben (8H) + NTC						07.06.20
14.06.20			FMI	Marco Simoncelli Misano + YEC	X	X	X					RFME	Barcelona-Catalunya		14.06.20
21.06.20	DMSB	Sachsenring + RC* + NTC													21.06.20
28.06.20	KNMV	TT-Assen + MotoE													28.06.20
05.07.20			ACU	Donington Park + YEC	X	X	X			MAMS ACU	Pannoniaring TBC	FMP	Estoril	FFM FBM	Essone TBC Salar de Uyuni tbc
12.07.20	SML	Kyriming + RC*													05.07.20
19.07.20								MFJ	Suzuka (8H) only EWC			RFME	Motorland-Aragon		12.07.20
26.07.20															19.07.20
02.08.20			DMSB	Oscherleben + YEC	X	X	X								26.07.20
09.08.20	ACCR	Brno + NTC													02.08.20
16.08.20	AMF	Red Bull Ring - Spielberg + MotoE + RC* + NTC													09.08.20
23.08.20															16.08.20
30.08.20	ACU	Silverstone													23.08.20
06.09.20			FMP	Algarve + YEC	X	X	X							AMA	Motorcycle Speed Trials
13.09.20	FSM	Marco Simoncelli Misano + MotoE* + Moto3 JR										FSM	Marco Simoncelli Misano		06.09.20
20.09.20			RFME	Barcelona Catalunya	X	X	X			ACU	Assen (ESB)				13.09.20
27.09.20			FFM	Magny-Cours + YEC	X	X	X					RFME	Jerez	ACU	Elvington
04.10.20	RFME	Motorland + RC*								DMSB	Oscherleben				27.09.20
11.10.20			CAMOD	El Villicum	X	X									04.10.20
18.10.20	MFJ	Motegi + ATC													11.10.20
25.10.20	MA	Phillip Island								FMP	Estoril				18.10.20
01.11.20	MAM	Sepang + ATC													25.10.20
08.11.20												RFME	Valencia		01.11.20
15.11.20	RFME	Valencia + MotoE*													08.11.20
															15.11.20

* 2 races

s Saturday / samedi s

s Saturday / samedi s

2020 FIM CCR NOMINATIONS

DATE	EVENT EPREUVE	FMN	TYPE	IMN	RACE DIRECTION (GP, SBK, EWC & Moto3 JR)			MotoGP & WSBK STEWARDS (1st permanent)	MotoGP & WSBK STEWARDS (2nd permanent)	MotoGP & WSBK STEWARDS (FIM 3rd by rota)	APPEAL STEWARDS PANEL (GP & SBK)			RACE DIRECTION or EMC MEMBERS without voting rights (GP, SBK, EWC & Moto3 JR)			FIM Representative	EVENT EPREUVE	DATE
					Race Director	FIM Safety Officer	3rd Race Direction Member	FIM Chief Steward and/or FIM Jury Pdt	FIM Steward and/or FIM Jury Member	Steward and/or Jury Member (1 FMNR)	MotoGP APPEAL STEWARDS WSBK APPEAL STEWARD 1 FIM by rota	MotoGP APPEAL STEWARDS WSBK APPEAL STEWARD 1 FMNR	Technical Director	Medical Director or CMO (FMNR for Sidecar only)	Clerk of the Course Director of Course (FMNR)				
01.03.2020	Phillip Island	MA	SBK, SS	102/ 01	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Simon MAAS	Tamara MATKO	Beth MILLER	Amit ARORA	Paul HINDS	Scott SMART	Monica LAZZAROTTI	Peter SMITH	Glenn WILLIAMS	Phillip Island	01.03.2020	
08.03.2020	Losail Doha	QMMF	Grand Prix + ATC*	101/ 01	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Paul KING	Tamara MATKO		Danny ALDRIDGE	Giancarlo DI FILIPPO	Franck VAYSSIE	Jorge VIEGAS	Losail Doha	08.03.2020	
15.03.2020	Losail Doha	QMMF	SBK, SS + ATC	102/ 02	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Paul DUPARC	Tamara MATKO	Simone FOLGORI	Rezzo BULCSU		Scott SMART	Monica LAZZAROTTI	Franck VAYSSIE		Losail Doha	15.03.2020	
22.03.2020	Buriram CIC	FMST	Grand Prix + ATC*	101/ 02	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Raffaele de FABRITIS	Stuart HIGGS		Danny ALDRIDGE	Giancarlo DI FILIPPO			Buriram CIC	22.03.2020	
29.03.2020	Jerez	RFME	SBK, SS, SS300	102/ 03 116/ 01	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Franck VAYSSIE	Tamara MATKO	Clare NEATE	Arjan van EEKELN	Andres SOMOLINOS	Scott SMART	Monica LAZZAROTTI	Jaime MORENO		Jerez	29.03.2020	
05.04.2020	Austin - COTA	AMA	Grand Prix	101/ 03	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Stuart HIGGS	Franck VAYSSIE		Danny ALDRIDGE	Giancarlo DI FILIPPO			Austin - COTA	05.04.2020	
19.04.2020	Termas de Rio Hondo	CAMOD	Grand Prix	101/ 04	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Ralph BOHNHORST	Andrés SOMOLINOS	Gaspar TABOADA	Danny ALDRIDGE	Giancarlo DI FILIPPO		Pedro VENTURO JR	Termas de Rio Hondo	19.04.2020	
	Le Mans	FFM	Endurance (24H) & Sidecar TBC	104/ 03 105/ 01	Patrick COUTANT	Rezzo BULCSU Paul DUPARC	Maurizio BARTOLOMEI Dorlano VALERIANI	Igor ESKINJA	Franck VAYSSIE			Claudine GUERIN	Charles HENNEKAM Dominique HEBBARD	David McMANUS	Jean-Marc DELETANG	Jacques BOLLE	Le Mans		
	Assen	KNMV	SBK, SS, SS300 + NTC + YEC	102/ 04 116/ 02	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Antonio LIMA	Tamara MATKO	Matej SMRZ	Kendy CHAN		Scott SMART	Monica LAZZAROTTI		Martin de GRAAF	Assen		
26.04.2020	Portimão	FMP	Moto3 Jr	118/ 01	Antonio LIMA	Andrés SOMOLINOS	Oscar GALLARDO	Jean Marc DESNUES	Pedro RIBEIRO				Miguel SANCHEZ	Gonçalo SARMENTO			Portimão	26.04.2020	
03.05.2020	Jerez	RFME	Grand Prix + MotoE + RC*	101/ 05 108/ 01 + 119/ 01	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Paul KING	Andrés SOMOLINOS	Mario SOLANA	Danny ALDRIDGE	Giancarlo DI FILIPPO	Jaime MORENO	Jorge VIEGAS	Jerez	03.05.2020	
10.05.2020	Imola	FMI	SBK, SS, SS300 + YEC	102/ 05 116/ 03	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Ralph BOHNHORST	Tamara MATKO	Arjan van EEKELN	Franck VAYSSIE		Scott SMART	Monica LAZZAROTTI		Giovanni COPIOLI	Imola	10.05.2020	
17.05.2020	Le Mans	FFM	Grand Prix + RC*	101/ 06 119/ 03	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Stuart HIGGS	Franck VAYSSIE	Claudine GUERIN	Danny ALDRIDGE	Giancarlo DI FILIPPO	Jean-Marc DELETANG	Jacques BOLLE	Le Mans	17.05.2020	
	Lausitzring TBC	DMSB	Sidecar	105/ 02				Rezzo BULCSU	Pedro RIBEIRO				Bernd SCHENKHUT				Lausitzring TBC		
24.05.2020	Motorland Aragon	RFME	SBK, SS, SS300 + YEC	102/ 06 116/ 04	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Ralph BOHNHORST TBC	Tamara MATKO	Igor ESKINJA	Rezzo BULCSU	Mario SOLANA	Scott SMART	Monica LAZZAROTTI	Jose L. OMELLA		Motorland Aragon	24.05.2020	
	Valencia	RFME	Moto3 Jr*	118/ 02	Antonio LIMA	Andrés SOMOLINOS	Oscar GALLARDO	Pedro RIBEIRO	Jean Marc DESNUES				Miguel SANCHEZ	Gonçalo SARMENTO	Gabriel BERRUGA		Valencia		
31.05.2020	Mugello	FMI	Grand Prix + RC	101/ 07 119/ 01	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Raffaele de FABRITIS	Paul KING		Danny ALDRIDGE	Giancarlo DI FILIPPO		Jorge VIEGAS	Mugello	31.05.2020	
07.06.2020	Barcelona-Catalunya	RFME	Grand Prix	101/ 08	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Stuart HIGGS	Franck VAYSSIE	Andres SOMOLINOS	Danny ALDRIDGE	Giancarlo DI FILIPPO	Jaume PARIS	Ignacio VERNEDA	Barcelona-Catalunya	07.06.2020	
	Oschersleben	DMSB	Endurance (8H) + NTC	104/ 04	Patrick COUTANT	Rezzo BULCSU Paul DUPARC	Dorlano VALERIANI	Igor ESKINJA	Matej SMRZ			Dennis BRÖDEL	Charles HENNEKAM Dominique HEBBARD	David McMANUS	Ottmar BANGE		Oschersleben		
14.06.2020	Misano	FMI	SBK, SS, SS300 + YEC	102/ 07 116/ 05	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Ralph BOHNHORST TBC	Tamara MATKO	Simon MAAS	Arjan van EEKELN		Scott SMART	Monica LAZZAROTTI	Raffaele DE FABRITIS		Misano	14.06.2020	
	Barcelona-Catalunya	RFME	Moto3 Jr*	118/ 03	Antonio LIMA	Andrés SOMOLINOS	Oscar GALLARDO	Jean Marc DESNUES	Pedro RIBEIRO				Miguel SANCHEZ	Gonçalo SARMENTO	Rafael VILARRUBIAS		Barcelona-Catalunya		
21.06.2020	Sachsenring	DMSB	Grand Prix + RC* + NTC	101/ 09 119/ 04	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Ralph BOHNHORST	Paul KING		Danny ALDRIDGE	Giancarlo DI FILIPPO	Ottmar BANGE	Jan STOVICEK	Sachsenring	21.06.2020	
28.06.2020	TT Assen	KNMV	Grand Prix + MotoE	101/ 10 108/ 02	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Stuart HIGGS	Paul DUPARC		Danny ALDRIDGE	Giancarlo DI FILIPPO		Martin de GRAAF	TT Assen	28.06.2020	
	Pannonia Ring TBC	MAMS	Sidecar	105/ 03				Igor ESKINJA	Rezzo BULCSU				Bernd SCHENKHUT				Pannonia Ring TBC		
05.07.2020	Donington	ACU	SBK, SS, SS300 + YEC	102/ 08 116/ 06	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Franck VAYSSIE	Tamara MATKO	Simon MAAS			Scott SMART	Monica LAZZAROTTI			Donington	05.07.2020	
	Estoril	FMP	Moto3 Jr	118/ 04	Antonio LIMA	Andrés SOMOLINOS	Oscar GALLARDO	Pedro RIBEIRO	Christian SCHNEIDER				Miguel SANCHEZ	Gonçalo SARMENTO	João Pedro LIMA		Estoril		
12.07.2020	KymiRing	SML	Grand Prix + RC*	101/ 11 119/ 05	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Ralph BOHNHORST	Paul KING		Danny ALDRIDGE	Giancarlo DI FILIPPO		Jorge VIEGAS	KymiRing	12.07.2020	
19.07.2020	Suzuka	MFJ	Endurance (8H)	104/ 05	Patrick COUTANT	Rezzo BULCSU Simon MAAS	Dorlano VALERIANI	Igor ESKINJA	Amit ARORA				Miguel SANCHEZ	Gonçalo SARMENTO	Kiyotaka TSUBOI	Stefan CARAPIET	Suzuka	19.07.2020	
	Motorland Aragon	RFME	Moto3 Jr	118/ 05	Antonio LIMA	Andrés SOMOLINOS	Oscar GALLARDO	Jean Marc DESNUES	Pedro RIBEIRO				Miguel SANCHEZ	Gonçalo SARMENTO	Jose L. OMELLA		Motorland Aragon		
26.07.2020	Brands Hatch TBC	ACU	Sidecar	105/ 04				Clare NEATE	Arjan van EEKELN				Bernd SCHENKHUT		Adrian JOHNSTEN		Brands Hatch TBC	26.07.2020	
02.08.2020	Oschersleben	DMSB	SBK, SS, SS300 + YEC	102/ 09 116/ 07	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Antonio LIMA	Tamara MATKO	Simone FOLGORI	Matej SMRZ		Scott SMART	Monica LAZZAROTTI	Ottmar BANGE		Oschersleben	02.08.2020	
09.08.2020	Brno	ACCR	Grand Prix + NTC	101/ 12	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Ralph BOHNHORST			Danny ALDRIDGE	Giancarlo DI FILIPPO			Brno	09.08.2020	
16.08.2020	Red Bull Ring-Spielberg	AMF	Grand Prix + MotoE + RC* + NTC	101/ 13 108/ 05 + 119/ 06	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Ralph BOHNHORST	Paul KING	Martin SUCHÝ	Danny ALDRIDGE	Giancarlo DI FILIPPO	Andreas MEKLAU	Jorge VIEGAS	Red Bull Ring-Spielberg	16.08.2020	
30.08.2020	Silverstone	ACU	Grand Prix	101/ 14	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Paul KING			Danny ALDRIDGE	Giancarlo DI FILIPPO			Silverstone	30.08.2020	
	Grobnik-Rijeka TBC	HMS	Sidecar	105/ 05				Rezzo BULCSU	Jean Marc DESNUES				Bernd SCHENKHUT				Grobnik-Rijeka TBC		
06.09.2020	Portimão	FMP	SBK, SS, SS300 + YEC	102/ 10 116/ 08	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Antonio LIMA	Tamara MATKO	Christian SCHNEIDER	Paul DUPARC		Scott SMART	Monica LAZZAROTTI		Marco COMANA TBC	Portimão	06.09.2020	
13.09.2020	Misano	FSM	Grand Prix + MotoE* + Moto3 JR	101/ 15 108/ 04 + 119/ 04	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Stuart HIGGS	Andrés SOMOLINOS		Danny ALDRIDGE	Giancarlo DI FILIPPO	Raffaele DE FABRITIS	Jorge VIEGAS	Misano	13.09.2020	
tba	Le Castellet - Paul Ricard (TBC)	FFM	2020-2021 Endurance (24H)	104/ 01	Patrick COUTANT	Rezzo BULCSU Paul DUPARC	Maurizio BARTOLOMEI Dorlano VALERIANI	Igor ESKINJA	Matej SMRZ			Anne Marie VILLA VEGA	Charles HENNEKAM Dominique HEBBARD	David McMANUS	Jean-Marc DELETANG		Le Castellet - Paul Ricard	tba	
20.09.2020	Barcelona-Catalunya	RFME	SBK, SS, SS300	102/ 11 116/ 09	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Ralph BOHNHORST	Tamara MATKO	Arjan van EEKELN	Simon MAAS	Andes SOMOLINOS	Scott SMART	Monica LAZZAROTTI	Jaume PARIS		Barcelona-Catalunya	20.09.2020	
	Assen TBC	KNMV	Sidecar	105/ 06				Paul KING	Beth MILLER				Bernd SCHENKHUT				Assen TBC		
27.09.2020	Magny-Cours	FFM	SBK, SS, SS300 + YEC	102/ 12 116/ 10	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Franck VAYSSIE	Tamara MATKO	Beth MILLER	Simon MAAS	Claudine GUERIN	Scott SMART	Monica LAZZAROTTI	Jean-Marc DELETANG		Magny-Cours	27.09.2020	
	Jerez	RFME	Moto3 Jr*	118/ 07	Antonio LIMA	Andrés SOMOLINOS	Oscar GALLARDO	Pedro RIBEIRO	Jean Marc DESNUES				Miguel SANCHEZ	Gonçalo SARMENTO	Jaime MORENO		Jerez		
04.10.2020	Motorland Aragon	RFME	Grand Prix + RC*	101/ 16 119/ 07	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Paul KING	Andrés SOMOLINOS	Mario SOLANA	Danny ALDRIDGE	Giancarlo DI FILIPPO	Jose L. OMELLA	Ignacio VERNEDA	Motorland Aragon	04.10.2020	
	Oschersleben TBC	DMSB	Sidecar	105/ 07				Arjan van EEKELN	Pedro RIBEIRO				Bernd SCHENKHUT				Oschersleben TBC		
11.10.2020	El Villicum	CAMOD	SBK, SS	102/ 13	Gianfranco CARLOIA	Tamara MATKO	Stefano CARLOIA	Franck VAYSSIE	Tamara MATKO	José Agustín NUÑEZ LEON	Beth MILLER	Gaspar TABOADA	Scott SMART	Monica LAZZAROTTI		Pedro VENTURO JR	El Villicum	11.10.2020	
18.10.2020	Motegi	MFJ	Grand Prix + ATC*	101/ 17	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER		Franck VAYSSIE		Danny ALDRIDGE	Giancarlo DI FILIPPO		Jorge VIEGAS	Motegi	18.10.2020	
25.10.2020	Phillip Island	MA	Grand Prix	101/ 18	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Ralph BOHNHORST	Franck VAYSSIE		Danny ALDRIDGE	Giancarlo DI FILIPPO		Glenn WILLIAMS	Phillip Island	25.10.2020	
	Estoril TBC	FMP	Sidecar	105/ 08				Simone FOLGORI	Pedro RIBEIRO				Bernd SCHENKHUT	Marcelo VILARES	Antonio LIMA		Estoril TBC		
01.11.2020	Sepang	AAM	Grand Prix + ATC*	101/ 19	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Ralph BOHNHORST	Paul DUPARC		Danny ALDRIDGE	Giancarlo DI FILIPPO		Stefan CARAPIET	Sepang	01.11.2020	
08.11.2020	Valencia	RFME	Moto3 Jr*	118/ 08	Antonio LIMA	Andrés SOMOLINOS	Oscar GALLARDO	Jean Marc DESNUES	Pedro RIBEIRO				Miguel SANCHEZ	Gonçalo SARMENTO	Gabriel BERRUGA		Valencia	08.11.2020	
15.11.2020	Valencia	RFME	Grand Prix + MotoE*	101/ 20 108/ 05	Mike WEBB	Franco UNCINI	Loris CAPIROSSI	BILL CUMBOW	Freddie SPENCER	Raffaele de FABRITIS	Andrés SOMOLINOS	Mario SOLANA	Danny ALDRIDGE	Giancarlo DI FILIPPO	Gabriel BERRUGA	Jorge VIEGAS	Valencia	15.11.2020	
tba	Sepang	AAM	2020-2021 Endurance (8H)	104/ 02	Patrick COUTANT	Rezzo BULCSU Paul DUPARC	Dorlano VALERIANI	Igor ESKINJA	Kendy CHAN								Sepang	tba	

* 2 races

DATE	EVENT EPREUVE	FMN	TYPE	IMN	FIM CCR SUPERVISER	FIM CTI SUPERVISER	ORGANISER REPRESENTATIVE	TECHNICAL STEWARD FMNR	CMO FMNR	STEWARDS FMNR	FIM Representative	EVENT EPREUVE	DATE
28-30.03.2020	World Speed Trials Australia	MA	Land Speed Records	197/01	Peter GODDARD	Charles HENNEKAM	Greg WAPLING					Australia	28-30.03.2020
04-05.07.2020	BA-217 Speed-Week Bretigny / Orse TBC	FFM	Land Speed Records	197/02				Chris PRICE	Scott LEWIS			BA-217 Speed-Week Bretigny / Orse	04-05.07.2020
Jul.2020	Latin America TBC	FMB	Land Speed Records	197/03								Latin America	Jul.2020
30.08-03.09.2020	Bonneville Motorcycle Speed Trials (BMST)	AMA	Land Speed Records	197/04	Franck VAYSSIE	Charles HENNEKAM						Bonneville Motorcycle Speed Trials (BMST)	28.08-03.09.2020
sept.2020	Elvington TBC	ACU	Land Speed Records	197/05								Elvington	sept.2020

FIM CCR CIRCUITS

NOM DU CIRCUIT NAME OF CIRCUIT	PAYS COUNTRY	FMN	LONGUEUR LENGTH	DIRECTION **	POLE POSITION	DERNIERE / LAST INSPECTION	INSPECTOR	LAST GRADE	Situation / Validity	NOM DU CIRCUIT NAME OF CIRCUIT
SEPANG JOHOR	Malaisie / Malaysia Malaisie / Malaysia	AAM AAM	5'543 km	C	gauche/left	31.10.2019 01.02.2017	Franco UNCINI Rezső BULCSU	C + A	2019	SEPANG JOHOR
BRNO	Rép. Tchèque / Czech Rep.	ACCR	5'403 km	C	gauche/left	01.08.2019	Franco UNCINI	A	2019	BRNO
BRANDS HATCH DONINGTON PARK DONINGTON PARK (Short) SILVERSTONE	GB GB GB GB	ACU ACU ACU ACU	3'916 km 4'020 km 3'188 km 5'891 km	C C C C	gauche/left gauche/left gauche/left gauche/left	17.03.2015 03.07.2019 10.09.2016 24.08.2019	Tamara MATKO Ralph BOHNHORST Franco UNCINI	B A	2019 2019	BRANDS HATCH DONINGTON PARK DONINGTON PARK (Short) SILVERSTONE
AUSTIN COTA INDIANAPOLIS LAGUNA SECA	USA USA USA USA	AMA AMA AMA AMA	5'516 km 5'513 km 4'170 km 3'610 km	A A A A	droite/right droite/right droite/right droite/right	11.04.2019 29.01.2020 06.08.2015 11.07.2019	Franco UNCINI Franco UNCINI Franco UNCINI Franck VAYSSIE	A A A B	2019 2019 2019 2019	AUSTIN COTA INDIANAPOLIS LAGUNA SECA
SPIELBERG / RED BULL RING SOKOL	Autriche / Austria Kazakhstan	AMF AMFK	4,318 km	C	gauche/left	08.08.2019 29.06.2015	Franco UNCINI Franco UNCINI	A + E	2019 Under Construction	SPIELBERG / RED BULL RING SOKOL
BAHRAIN INTL CIRCUIT NINGBO	Bahrein / Bahrain Chine/China	BAMF CAMF	5'400 km	C	gauche/left	11.09.2014 10.01.2018	Rezső BULCSU Franck VAYSSIE			BAHRAIN INTL CIRCUIT NINGBO
EL VILLICUM TERMAS DE RIO HONDO	Argentina / Argentine Argentina / Argentine	CAMOD CAMOD	4'276 km 4'805 km	A C	droite/right gauche/left	10.10.2019 28.03.2019	Franck VAYSSIE Franco UNCINI	B A	2019 2019	EL VILLICUM TERMAS DE RIO HONDO
BELO HORIZONTE INTERLAGOS RIO	Brésil / Brasil Brésil / Brasil Brésil / Brasil	CBM CBM CBM				23.11.2015	Franck VAYSSIE Franco UNCINI		Travaux à faire / Work to do Travaux à faire / Work to do Sur plans / Drawings	BELO HORIZONTE INTERLAGOS RIO
EUROSPEEDWAY LAUSITZ HOCKENHEIM NURBURGRING OSCHERSLEBEN SACHSENRING	Allemagne / Germany Allemagne / Germany Allemagne / Germany Allemagne / Germany Allemagne / Germany	DMSB DMSB DMSB DMSB DMSB	4,265 km 5'137 km 3'696 km 3'671 km	A C C C A	droite/right gauche/left gauche/left droite/right gauche/left	17.08.2017 16.06.2015 21.08.2017 18.07.2019 04.07.2019	Franck VAYSSIE Paul DUPARC Igor ESKINJA Franco UNCINI	C + D A + E	2019 2019 2019 2019 2019	EUROSPEEDWAY LAUSITZ HOCKENHEIM NURBURGRING OSCHERSLEBEN SACHSENRING
LE MANS NEVERS MAGNY-COURS PAUL RICARD	France France France	FFM FFM FFM	4'185 km 4'411 km 5'673 km	C C C	gauche/left droite/right droite/right	17.05.2019 18.02.2020 16.01.2020	Rezső BULCSU Paul DUPARC Franck VAYSSIE Rezső BULCSU Paul DUPARC	A + C + F B C	2019 2019 2019	LE MANS NEVERS MAGNY-COURS PAUL RICARD
SPA-FRANCORCHAMPS	Belgique / Belgium	FMB		C	gauche/left	20.09.2018	Rezső BULCSU Paul DUPARC		Travaux à faire / Work to do	SPA-FRANCORCHAMPS
IMOLA MONZA MUGELLO	Italie / Italy Italie / Italy Italie / Italy	FMI FMI FMI	4'936 KM 5'777 km 5'245 km	A C C	gauche/left gauche/left droite/right	08.05.2019 16.11.2016 27.01.2020	Franck VAYSSIE Franck VAYSSIE Franco UNCINI	B A	2019 Travaux à faire / Work to do 2019	IMOLA MONZA MUGELLO
MISANO VALLELUNGA	Italie / Italy Italie / Italy	FMI FMI	4'226 km	C	gauche/left	08.10.2019 11.05.2015	Franck VAYSSIE Franco UNCINI Franck VAYSSIE	B + A	2019	MISANO VALLELUNGA
HERMANOS RODRIGUEZ	Mexique / Mexico	FMM	4'438 km	C	gauche/left	13.11.2018	Franco UNCINI		Travaux à faire / Work to do	HERMANOS RODRIGUEZ
ESTORIL PORTIMAO	Portugal Portugal	FMP FMP	4'182 km 4'592 km	C C	gauche/left gauche/left	21.01.2020 10.03.2020	Franco UNCINI Tamara MATKO Franco UNCINI	F B + D	2019 2019	ESTORIL PORTIMAO
BIC DELHI CHENNAI RACEWAY	Inde / India Inde / India	FMSCI FMSCI	5'014 km	C	gauche/left	10.01.2012 27/05.2019	Igor ESKINJA Franck VAYSSIE			BIC DELHI CHENNAI RACEWAY
BURIRAM (CIC)	Thaïlande / Thailand	FMSC	4'554 km	C	gauche/left	14.03.2019	Franck VAYSSIE Franco UNCINI	B + A	2019	BURIRAM (CIC)
GROBNIK-RIJEKA	Croatie / Croatia	HMS	4'168 km	A	gauche/left	04.07.2019	Rezső BULCSU	F	2019	GROBNIK-RIJEKA
MANDALIKA	Indonésie / Indonesia	IMI					Franco UNCINI		Travaux à faire / Work to do	MANDALIKA
KUWAIT MOTOR TOWN	Kuwait	KIAC				23.06.2019	Franck VAYSSIE			KUWAIT MOTOR TOWN
ASSEN ASSEN SC	Pays-Bas / Netherlands Pays-Bas / Netherlands	KNMV KNMV	4'542 km 4'542 km	C C	gauche/left gauche/left	26.02.2020 16.08.2018	Tamara MATKO Franco UNCINI Ralph BOHNHORST	B + A F	2019 2018-2019	ASSEN ASSEN SC
BATHURST PHILLIP ISLAND TAILEM BEND	Australie / Australia Australie / Australia Australie / Australia	MA MA MA	6'213 4'448 km	A A	gauche/left	24.10.2019 04.02.2016	Franco UNCINI Tamara MATKO Franco UNCINI Franco UNCINI	B+t	2019	BATHURST PHILLIP ISLAND TAILEM BEND
PANNONIA RING	Hongrie / Hungary	MAMS	4'470 km	C	gauche/left	27.06.2019	Rezső BULCSU	F	2019	PANNONIA RING
AUTOPOLIS SUZUKA	Japon / Japan Japon / Japan	MFJ MFJ	5'824 km	C	gauche/left	17.01.2018 03.03.2020	Franck VAYSSIE Rezső BULCSU Paul DUPARC	C	2019	AUTOPOLIS SUZUKA
TWIN RING MOTEGI	Japon / Japan	MFJ	4'801 km	C	gauche/left	17.10.2019	Franco UNCINI	A	2019	TWIN RING MOTEGI
MOSCOW RACEWAY	Russie / Russie	MFR	3'955 km	A	droite/right	15.11.2012	Igor ESKINJA		2013-2014	MOSCOW RACEWAY
DOHA	Qatar	QMMF	5'380 km	C	gauche/left	07.03.2019	Tamara MATKO Franco UNCINI	A+B+N	2019	DOHA
ALBACETE ARAGON CATALUNYA JEREZ	Espagne / Spain Espagne / Spain Espagne / Spain Espagne / Spain	RFME RFME RFME RFME	3'550 km 5'078 km 4'727 km 4'423 km	C A C A	gauche/left droite/right gauche/left gauche/left	11.10.2018 19.09.2019 28.02.2019 14.06.2019	Andres SOMOLINOS Franco UNCINI Andres SOMOLINOS Franco UNCINI Andres SOMOLINOS Franco UNCINI	D A+B+D A + D A+B+D	2019 2019 2019 2019	ALBACETE ARAGON CATALUNYA JEREZ
LOS ARCOS-NAVARRA	Espagne / Spain	RFME	3'970 km	C	gauche/left	01.10.2015	Rezső BULCSU		2015	LOS ARCOS-NAVARRA
VALENCIA	Espagne / Spain	RFME	4'005 km	A	droite/right	14.11.2019	Paul DUPARC Franco UNCINI Andres SOMOLINOS	A+D	2019	VALENCIA
SLOVAKIA RING	Slovaquie / Slovakia	SMF	5'922 km	C	gauche/left	05.02.2019	Rezső BULCSU	C	2019	SLOVAKIA RING
ALASTARO KIMI	Finlande / Finland Finlande / Finland	SML SML				13.11.2019 01.07.2019	Rezső BULCSU Franco UNCINI		Travaux à faire / Work to do Travaux à faire / Work to do	ALASTARO KIMI
ISTANBUL	Turquie / Turkey	TMF	5'378 km	A	droite/right	12.08.2013				ISTANBUL
DUBAI AUTODROME YAS MARINA	EAU / UEA EAU / UEA	UAEMC UAEMC	5.377 km		droite/right	24.02.2015 21.03.2011			Travaux à faire / Work to do Travaux à faire / Work to do	DUBAI AUTODROME YAS MARINA

** Direction
A: Anticlockwise / Sens contraire des aiguilles d'une montre
C: Clockwise / Sens des aiguilles d'une montre

Grade	Grand Prix	Superbike	Endurance	Moto3 Jr	MotoE	Sidecar
A	X	X	X	X	X	
B		X	X	X	X	
C			X	X	X	
D				X	X	
E					X	
F						X

"N" in addition to the grade:night races for motorcycles not equipped with lights / "N" ajouté au grade : courses de nuit pour machines non équipées
"t" attached to the grade means:TESTS only / "t" attaché au grade : TESTS uniquement



Protocols at FIM World Championships and Prizes Events

Technical Appendix

In order to enhance the prestige and visibility of the FIM as World Governing Body for Motorcycling Sport, reflect the value of the roles played by the FIM Officials, Representatives and Delegates and the host National Federation (FMNR), while celebrating the performances and talent of the three top riders or national teams, their teams, manufacturers and sponsors at each Event, the following Protocols will be implemented at all Events counting for FIM World Championships and Prizes.

A) Protocol for the podium ceremony at FIM World Championships and Prizes

For each class and category, the riders (or national teams) who finished the race(s) in 1st, 2nd and 3rd place, together with a representative of the team and/or manufacturer of the winning rider (or national team) if so specified in the Regulations of the Championship, must take part in the ceremony for presentation of the trophies on the podium.

1. Official responsible for the protocol

Unless such an Official is already in place or where applicable, an Official responsible for protocol is appointed by agreement between the FIM and the promoter to direct, coordinate and assume responsibility for the protocol and stage-managing of the ceremony. The official in charge will be indicated in the Supplementary Regulations if any.

2. Presentation

Where applicable, a presenter will be charged with announcing the podium ceremony against a FIM musical background, then with presenting and calling up on to the podium the rider(s) or national team(s), then the FIM Representatives, VIPs and guests invited to present the trophies.

3. Podium

The various elements of the podium, the FIM logo, the FMNR logo, the graphics used for the title of the World Championship, the positioning of the advertising marks must correspond to the instructions in the Visual Identity Guidelines established by the FIM unless otherwise agreed.

4. National Anthems

The national anthem of the winning rider – according to his/her passport nationality –(or national team) will be played for a sufficient time. Particular attention shall be paid to the quality of the sound equipment used.



5. Flags

The national flags of the FMN(s) of the riders – according to his/her passport nationality – (or national teams) in first, second and third place will displayed at the back of the podium.

6. Trophies

For all classes and categories, the trophies will be provided and prepared by the local Promoter, the local Organiser or the Title Sponsor. They will bear the name of the event and the FIM Championship or Prize, the class and/or category and the date, and the place obtained by the rider or team.

The trophies will be presented first to the manufacturers' or national team representative followed by the riders (or national teams) having finished the race in 3rd, 2nd and 1st place.

7. Order of Precedence of Personalities for the Podium Ceremony

Presentation of trophies in the following order:

- I. To the winning rider (or team)
 - The Sovereign or Head of State or Prime Minister, a Minister or Secretary of State or the Governor of the Province or the Prefect or the Minister of the Province or their equivalents (in this precedence order)
 - In his absence, the FIM President or his appointed Representative
 - In the absence of the above persons, the FMNR President or his appointed Representative

- II. To the rider (or team) in second place
 - The local promoter / organiser
 - In his absence, the FIM President or his appointed Representative (if he does not present the trophy to the winning rider or team)
 - In the absence of the above persons, the FMNR President or his appointed Representative (if he does not present the trophy to the winning rider or team)

- III. To the rider (or team) in third place
 - Representative of the Executive Body of the title sponsor or main sponsor
 - In his absence, the FIM President or his appointed Representative (if he does not present the trophy to the winning rider or to the rider in second place or team)
 - In the absence of the above persons, the FMNR President or his appointed Representative (if he does not present the trophy to the rider (or team) in second place)



IV. To the manager of the team of the winning rider (where applicable)

- The Mayor of the locality
- In his absence, another personality, celebrity or dignitary of the country or the region or a local personality or dignitary.

8. Dress code

When possible, an invitation shall be sent out in advance to each personality charged with presenting a trophy on the podium with a note informing them of the dress code which should be respected in all but exceptional circumstances (e.g. traditional national dress, extreme climatic conditions): business attire (suit or blazer and tie for men, dress or skirt or trouser suit for women).

B) Protocol for receiving officials and guests at FIM World Championships and Prizes

1. Visibility of the FMNR

The FMNR logo or acronym shall be displayed in accordance with the visual identity guidelines agreed upon between the FIM and the Promoter/Organiser on all visual materials used to promote the Event.

The FMNR flag shall be present alongside the FIM flag wherever the latter is hoisted at the Event venue.

2. Protocol and Hospitality for FIM and FMNR Officials

The Organiser or Promoter of an Event of an FIM World Championship shall:

- a) provide the necessary passes for the FIM and FMNR Officials, their accompanying person and guests to enter the Event, as agreed beforehand between the FIM and the Promoter or Organiser.
- b) make available to the Members of the FIM disciplinary bodies (FIM Jury or FIM Stewards) suitable premises, equipped with WIFI, to enable them to deliberate behind closed doors throughout the Event. At least one TV screen and a closed circuit TV monitor set to coverage of the race(s) shall also be provided.
- c) make available to the FIM and FMNR Officials for the duration of the Event premises equipped with a table and sufficient chairs and at least one TV screen set to coverage of the race(s).
- d) provide the FIM and FMNR Officials with a catering service (including drinks, hot and cold food), replenished from time to time, for the duration of the Event when the FIM Hospitality is not present.
- e) invite the FIM and FMNR Officials and one accompanying person each to any celebration organised before, during or after the Event.
- f) make available sufficient parking spaces close to the Race Direction.



3. Protocol and Hospitality for the FIM President or his/her appointed Representative

The Organiser or Promoter of an Event of an FIM World Championship shall:

- a) make available assigned and marked parking spaces reserved for the FIM President or his/her appointed Representative close to the Race Direction.
- b) when possible, make available an office with air conditioning and/or heating with sufficient chairs for several guests or accompanying persons and equipped with WIFI, at least one TV screen and a closed circuit TV monitor with coverage of the race(s); there should be toilets close by.
- c) provide the above persons with a catering service (including drinks, hot and cold food), replenished from time to time, for the duration of the Event.
- d) introduce him/her to the governmental, regional or local representatives or to any personalities present at the Event.
- e) Invite him, with his/her accompanying persons and guests, to any celebration organised before, during or after the Event.
- f) invite him/her to any press conference organised during the Event.
- g) include him/her in the Podium ceremonies (the rules concerning podium ceremonies are contained in a separate set of draft regulations).
- h) if necessary, reserve a single (or double where necessary) room for him/her in a superior category hotel.
- i) if necessary, provide transport from the airport and/or the hotel to the Event venue and vice versa.

Mies, August 2019

Procedure in Case of Critical Incident

ACTIONS TO BE TAKEN

DRAFT

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Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

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1 Introduction

1.1 Definition of a critical incident

For the purposes of this document, a critical incident is one resulting in significant or critical injury to:

- a) a participant in the event
- b) a member of the public
- c) any other person at the event

For the purpose of this document, please find below a definition list of any person considered as “participant” in the event:

- Riders, Passengers and Assistants
- Team members
- FIM Officials
- FIM Staff
- FMNR Officials
- Organiser’s staff
- Promoter’s staff

For the purposes of this document, a significant injury is any injury likely to have consequences in the medium term (up to a year).

For the purposes of this document, a critical injury is one that is likely to cause life-changing disability or death.

The following are by definition critical incidents for the purposes of this document to the extent that they are related to **the racing activity**:

- **Fatality or potential fatality**
- **Loss of sight or limb(s)**
- **Paralysis**
- **Serious head injuries**
- **Any spinal injury**
- **Any participant or spectator being hit by a motorcycle or other vehicle involved in the racing activity**
- **Any incident where a participant or spectator is airlifted from the event.**

All the above require a full investigation. It is therefore necessary to collect all relevant documentation, images, video etc. for the purposes of investigations by the police and other national authorities, the appropriate bodies of the FIM, and the Insurer.

1.2 Purpose and Scope of this document

1.2.1 Purpose

The purpose of this document is to set out a clear chain of command for race-related critical incidents as defined above and the roles and responsibilities of the main incident responders.

In the absence of explicit orders, all members of the Incident Response Team are expected to exercise common sense, act respectfully towards all involved and refrain from making any statements or speculative observations of any nature whatsoever.

1.2.2 Scope

This document addresses only race-related incidents.

Incidents caused by other factors such as defects of the infrastructure of the site (spectators' stands, other buildings), natural disasters, vehicles not involved in the racing activity or any form of violence unrelated to the racing activity are managed by the Local Organiser/Venue General Manager in close consultation with the FIM Jury President and the Promoter if any.

The document is limited to actions on site (including contact with people off-site where necessary and appropriate).

The first part of this document deals with the actions to be taken in the following minutes and hours after an incident, whilst the second part "follow-up" concerns the actions to be taken in the following days after the incident.

1.2.3 Phases, Meetings and timing

1.2.3.1 Phases:

After a critical incident, 3 phases can be distinguished:

- **The Critical Phase** that lasts approximately 30 minutes after the incident where all basic emergency actions should be handled
- **The Crisis Management Phase** that starts after the **Crisis Meeting** where all crisis communication matters are taken care of, where the police are being assisted and all documentation is being collected
- **The Follow-up phase** that starts after the **Post Crisis Meeting** and the disbanding of the Incident Response Team. This can last for several days after the race.

1.2.3.2 Meetings:

- 1) **Pre-Race meeting** – This meeting should be organised at every event before the start of any sporting activity. **See chapter 2 Pre-race Meeting and chain of command**
- 2) **Crisis Meeting:** Crisis Management, 30 minutes approximately after the incident occurred
See chapter 3.2 The FIM Incident Manager
- 3) **Post crisis Meeting :** Debriefing and disbanding of the Incident Response Team **See chapter 3.2 The FIM Incident Manager**

1.2.3.3 Timing and Phases summary:

- 1) Pre-Race meeting
- 2) Start of the event

Incident

- 3) **Declaration of Emergency State by the FIM Incident Manager – Critical Phase**
Emergency basic actions (rescue, evacuation, family contact, police calling) - Critical Phase
- 4) **Crisis Meeting – Crisis Management Phase**
Crisis Communication - Crisis Management Phase
Collection of documents – Crisis Management Phase
Welcoming of the police – Crisis Management Phase
- 5) **Post Crisis Meeting - End of the Emergency State declared by the FIM Incident Manager – start of the follow up phase**
Follow up of the material with Manufacturers, Team and Family (motorcycle, helmet, protections) – Follow up Phase
Follow up with the hospital if the rider is hospitalized
Organization of a tribute

2. Pre-Race Meeting and Chain of command

2.1 Pre-race Meeting

The Chain of Command positions should be defined during a pre-race/ pre-practice meeting, before the start of any sporting activities. The “Chain of Command and Incident Response Team definition form” should be filled in and a copy handed to each member of the Incident Response Team. See annexe 1.

This meeting should define the names of the members of the Incident Response Team and its command, as well as the rooms/locations used in case of emergency (command post, room for the family of the victim, room for the vehicle to be impounded, room for traumatized witnesses support, Press announcement room, if not existing). See annexe 1

The Local Organiser should also give the names of the person of his staff planned to occupy key roles in case of emergency. Please see [Annexe 1 “Pre-Meeting Form”](#)

A list of all important contacts should be handed to all members of the critical incident team.

The FIM Incident Manager should then register all the phone numbers and decide of the best way to contact all the members of the Incident Response Team depending on the connexion:

- he could create a WhatsApp group,
- or create an SMS alert **that has to be tested during the pre-race meeting.**

The text of the alert message in case of Incident should be shared during the pre-meeting and be the following: “ALERT – CRITICAL INCIDENT OCCURRED”. This alert will be used by the FIM Incident Manager to declare the state of emergency in case of critical incident.

Instructions should be given to all Officials/Organiser staff/ Medical Staff and Promoter staff not to speak to the press in case of critical incident.

2.2 Chain of Command

The FIM Chief Steward or the FIM Jury President is responsible for deciding who is the FIM Incident Manager.

In events without a Race Direction, the **FIM Jury President** is in charge of deciding who is the FIM Incident Manager. He can choose himself or choose the most suitable FIM official for this role.

In the case of an event with a Race Direction and FIM Stewards Panel, the **FIM Chief Steward** shall decide who will be the FIM Incident Manager. He can choose himself or choose the most suitable FIM official for this role.

The FIM Incident Manager shall always be an FIM Official.

The following persons are part of the Incident Response Team

- The other members of the International Jury (FMNR jury member, other jury member)
- The Clerk of the Course (FMNR)
- The FIM Race Director (FIM) if any
- The FIM Safety Officer if any

- The Promoter if any (Championship Director if any, otherwise the most senior member of the Promoter's staff on site and Promoter's Media Manager)
- The Chief Medical Officer (CMO) (FMNR)
- The FIM Medical Delegate/Director (FIM)
- The FIM Communications Manager (if present) and the person in charge of media relations on site. The FIM Communication Manager, even if not present, should always be in charge.
- The Local Organiser / Venue General Manager
- The FIM Technical Director (FIM)
- The Chief Technical Steward (FMNR)
- The Family Support Coordinator (from the organiser's team)

Six/seven people from the list above should compose the core of the Incident Response Team and take the following key roles:

- **FIM Incident Manager**
- **Local Organiser**
- **Media Incident Manager**
- **Family Support Coordinator**
- **Medical Incident Manager**
- **Technical Incident Coordinator**
- **Spokeman**

The members of the Incident Response Team shall be equipped with communication devices: two-way radio handsets if possible and if they do not have them already or mobile phone.

The requisite number of two-way radio handsets with some spares should be available in the office of the FIM Jury/FIM Stewards.

The FIM Incident Manager shall ensure that everybody registers all the mobile numbers as well as those below:

FIM Contact:

- Mr Jean-Paul Gombeaud / FIM Sports Director:
Mobile: +41 79 157 97 79 / e-mail: jean-paul.gombeaud@fim.ch
- Mrs Isabelle Larivière / FIM Communication Manager:
Mobile: +41 79 874 02 93 / e-mail: isabelle.lariviere@fim.ch
- /Commission Director
Mobile: /e-mail:
- /Commission Coordinator
Mobile: /e-mail:
- Dr. David McManus / FIM Medical Commission Director
Mobile: +44 7801 025 432 / e-mail: david.mcmanus@fim.ch

2.3 Command Post

The Command Post should usually be the office of the FIM Jury/FIM Stewards if sufficient space is available. If the FIM Incident Manager decides on another place, all members of the Incident Response Team must be immediately informed. The Command Post should be defined during the pre-race meeting and all members of the Incident Response Team should know its location. It should be a discreet location with restricted access.

Question for FIM coordinators : what should be the requirement of this command post ? Material ? location ?

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3. Roles and responsibilities

3.1 Medical Incident Manager

When the FIM Medical Commission Director is present at an event, he will act as Medical Incident Manager and work in collaboration with the CMO. If he is not present, the priority is the FIM Event Medical Director or FIM Medical Officer, the FIM Medical Delegate and the FIM Representative.

Otherwise, the CMO will endorse the responsibilities listed in this document and be in contact with the FIM Medical Director, Dr. David McManus

Before the event, instructions shall be given to all medical and para-medical staff not to speak to the press.

The CMO shall deploy the Medical and Paramedical Staff on-site and respond to the incident in accordance with the procedures in place.

Where there is a Special Emergency Medical Team on site under the orders of the Promoter, their intervention shall be coordinated with the CMO and the Medical Incident Manager as far as possible. The applicable FIM procedures shall be followed.

The scene of the accident should immediately be covered by medical staff using tarpaulins/screens in order to prevent the spectators to film or take picture of the scene.

The Medical Incident Manager shall arrange for any family members of the injured persons at the Medical Centre to be assisted appropriately. If necessary, he shall arrange for them to be accompanied by the Family Support Coordinator to a suitable place/Family Support room where they can wait in comfort.

Where appropriate, he may arrange with the CMO for them to be taken to the hospital where the injured person is being treated.

The Medical Incident Manager should ensure that the FIM insurance company has been called by the family, the rider or the Family Support Coordinator.

Both the CMO and the Medical Incident Manager shall report to the FIM Incident Manager immediately following the incident and thereafter when anything significant occurs (transfer of injured person to hospital or to another place, change in vital status of injured person, etc.).

Where members of the public are injured, care shall be taken to ensure the safety of other members of the public while the injured persons are evacuated.

In case of upsetting scenes, the Medical Incident Manager shall contact the FIM Incident Manager to arrange for the members of the public and other persons concerned to be assisted by local medical staff under the supervision of the Local Organiser. If the medical centre is too busy or if there is no medical centre, this should be done in the room defined during the pre-race meeting as "Witnesses and affected people handling room".

The Medical Incident Manager should read and validate the press release before publication.

The Medical Incident Manager should recover the helmet and the body protections of the rider, send them back to the medical centre and inform the Technical Incident Coordinator. He should also write in his report which body protection was the rider wearing.

Appendices D, E and R of the Medical Code apply and, in case of a conflict, take precedence over this document.

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3.2 FIM Incident Manager

Once informed of the incident by the Race Director, the FIM Incident Manager should declare the emergency state and send an SMS or a WhatsApp message to all the Incident Response Team. The communication channel chosen should be tested ahead of the race.

The FIM Incident Manager, in collaboration with the Clerk of the Course and the Technical Incident Coordinator, shall arrange a suitable and secure location where vehicle(s) involved in the incident can be impounded. This location should be decided ahead of the race and the material should be collected from the scene immediately.

The FIM Incident Manager, in collaboration with the Local Organiser, shall ensure that media are not allowed access to the Medical Centre or any place where injured people or family members are present. Staff from the organisation should control the access.

The FIM Incident Manager shall ensure that the Local Organiser has informed the police and shall be present at the first contact with the police.

The FIM Incident Manager shall liaise with the Local Organiser concerning any public announcements to be made over the public address system. An announcement shall normally be made within 15 minutes of the event asking the public to keep calm and await further instructions. Where possible, quiet music shall be played and no replays shall be shown in the stadium or on world feed. Public service messages can be shown in the stadium such as "Ride Green" messages.

The FIM Incident Manager shall personally inform the FIM Communication Manager (if not on site) the Commission Director and the FIM Administration (Coordinator(s) and, in case of a death, the CEO and the President.

Where a person is critically injured or dies and no family is on site, the FIM Incident Manager shall liaise with the person's team or any other person accompanying him and ensure that the family is contacted (if necessary through the person's FMN) before the media statement is issued.

In collaboration with the Local Organiser, the FIM Incident Manager shall ensure that any family members of injured persons present on site are given assistance by the Family Support Coordinator and the medical staff and kept in a secure place where no media access is allowed.

In the case of other persons accompanying the injured person, common sense shall be exercised.

After ensuring that all the basics emergency actions have been completed (approximately 30 minutes after the incident), the FIM Incident Manager should convene a crisis meeting with the Incident Response Team. The following points should be discussed during this crisis meeting:

- A brief overview of the situation especially if any problems have occurred.
- A summary of what has been done by every member and what still needs to be done
- Define the main bullet points to be included in the media statement and the press meeting
- Define a Spokesman (it should be the Media Incident Manager but could be someone else)
- Ensure that everybody knows his role
- If the race has been interrupted, check with the Race Direction of their decision regarding resuming or stopping the race or event.

The FIM Incident Manager shall collect and collate any relevant documentation relating to the incident and ensure that all documentation has been completed to a satisfactory standard. Where necessary he may delegate this task to one or more FIM officials on site. Please see [Annexe 2 “Check List”](#)

The FIM Incident Manager in cooperation with the Technical Incident Coordinator shall arrange for photographs to be taken of the scene, any vehicles involved in the incident and the equipment of the rider(s) involved, if possible. See complete list in [Annexe 2 “Check List”](#)

The FIM Incident Manager should fill in the document [Annexe 3 “Injured person”](#) for each injured person.

In collaboration with the Local Organiser and the Promoter if any, the FIM Incident Manager shall establish what (if any) video evidence is available of the incident and ensure that it is preserved and available for viewing by the FIM Jury, the Technical Incident Coordinator and the Police.

Once the police have left the venue, any injured persons have been evacuated from the venue and the scene has been fully cleared of all debris, intervention equipment etc., all requisite documentation has been collected and an official statement has been made to the press, the FIM Incident Manager may convene a Post Crisis Meeting. All documents should be gathered at that point and all the problems discussed. The FIM Incident Manager may then officially disband the Incident Response Team. However, he remains responsible for all evidence gathered which must be conveyed to the FIM Administration by safe and secure means as soon as possible.

3.3 Local Organiser

This role is assigned to the Venue General Manager, the President of the local Club or the most senior member of the local organisation.

The Local Organiser shall call the police and inform the FIM Incident Manager immediately upon their arrival.

Accompanied by the FIM Incident Manager if possible, the Local Organiser shall meet the police, brief the investigating officer and accompany him to the scene.

The Local Organiser shall inform key local staff on site of the overall situation, ask them to cooperate with the police and remind them not to speak to the media under any circumstances. The Local Organiser shall nominate the local staff to key positions such as:

- Staff guarding access to the Medical Centre
- Staff guarding access to the Technical Verification area
- Staff guarding access to the Family and Peer support room
- Staff guarding access to the Command Post

He shall arrange for vehicles and equipment involved in the incident to be impounded. Access shall be given only to the police and the Technical Incident Coordinator and his staff.

The Local Organiser shall obtain names, addresses and telephone number of witnesses if possible. Questioning of witnesses should, in principle, be left to the police. The document [Annexe 4 "Witness' Contact"](#) should be used to gather witness contact information.

Video and photographic evidence from witnesses may be collected. Caution should be exercised when requesting such material from spectators.

The Local Organiser should ensure that the Family Support Coordinator provides appropriate assistance to the family of the injured rider.

3.4 Media Incident Manager

This role is assigned to the FIM Communications Manager, if present or reachable, to the Promoter's Media Manager, if any, otherwise the person in charge of media relations on site.

The Media Incident Manager shall ensure that accredited media on site are rapidly informed that a critical incident has occurred and that an official statement will be made as soon as possible. A short statement shall be published on the FIM, the organiser's and the promoter's social networks at the same time, minutes after the incident. This first statement should be written as follow:

"Location", "date", an incident has occurred, more information will follow shortly." **No name should be given.**

At the Crisis Meeting, **and when it is sure that the family has been informed**, the Media Incident Manager in collaboration with all the Incident Response Team should take all the necessary information to draft a statement. **Annexe 5 Statement Drafts** shall be used and adapted.

Immediately after the Crisis meeting, the nominated Spokesman must make a short declaration to the media and **only** communicate the information decided at the Crisis Meeting. Care shall be taken not to make any assumptions about responsibility and, if possible, no question should be allowed. This declaration should be made in the press room, if any, or in media point as defined in **Annexe 1 – Pre-Meeting Form**

The Media Incident Manager in collaboration with the FIM Communications Manager, if reachable and the Medical Incident Manager shall draft a statement and submit it to the FIM Incident Manager and the FIM Medical Director (if not on site) for approval. If a photo is used, authorisation should be asked to the family.

Where possible, this statement shall be issued within one hour of the incident. The statement shall be limited to the facts, stated in sober and neutral terms and expressing the FIM's sadness/condolences where appropriate

The statement shall then be submitted to the FIM CEO before release and sent at the same time than the organiser and promoter, if any.

The media have the right to report news and if they are kept waiting for a statement too long it will not be possible to prevent inaccurate reporting of the incident.

In case of death, organize a tribute to the rider. See chapter **6.4 Tribute to the Rider**

3.5 Technical Incident Coordinator

This role is assigned to the FIM Technical Director, if present or the Chief Technical Steward.

The Technical Incident Coordinator should ensure that the Local Organiser immediately arranges for the vehicle(s) to be impounded in the technical verification area or in another locked and safe place until the arrival of the police. He must immediately check the available videos to understand the dynamics of the accident and identify the motorcycles directly or indirectly involved in the crash and obtain the information from all impounded vehicles.

Before the police arrive, the Technical Incident Coordinator should take pictures of the damaged vehicle(s).

The Technical Incident Coordinator should inspect and take pictures of the protective barriers, track etc.

After police examination and/or **their authorisation**, the Technical Incident Coordinator and his staff must check the motorcycle(s). They must:

- verify if the motorcycle is the same machine that passed the technical control
- Document the damages with pictures (oil leak, brakes, tyres, wheels, engine, frame, swing arm)
- If available, recover the electronic data recording of the vehicle
- Recover the helmet from the Medical Incident Manager at the medical centre, check homologation and document damages with pictures
- If possible, recover body protections from Medical Incident Manager at the medical centre, check homologation and document damages with pictures
- Give a copy of the report on the vehicle and the report on the equipment(helmet/protection) to the FIM Incident Manager (including pre-race tech. verification forms and pictures)

After the examination and if the material is not being kept by local authorities, the material should be handled as follow:

- **Machine:** Depending on the local law, the machine could be kept by the local authorities, otherwise, after examination; the Technical Incident Coordinator should give it back to the Team or family.
- **Helmet:** If the rider suffered brain damage (concussion or higher) the damaged helmet should be sent by the FIM to the manufacturer for further analysis. After that, the FIM should liaise with the manufacturer to send back the helmet to the family. If there is no apparent failure, the helmet should be given back to the family after verification.
- **Protections: and clothing:** The damaged clothing and protections should be sent by the FIM to the manufacturer for further analysis, after that, the FIM should liaise with the manufacturer to send back the clothing and protections to the family. If there is no apparent failure, the helmet should be given back to the family after verification.

As the family/team has the right to claim the material, a clear explanation of the process and the reason for further analysis should be given to them by the Family Support Coordinator.

3.6 Family Support Coordinator

The Family Support Coordinator should be nominated before the event by the Local Organiser in collaboration with the CMO. It should be someone local from the organization who speaks both the local language and English. The Family Support Coordinator should be a member of the local medical staff, if possible.

The role of the Family Support Coordinator is to inform the family of the victim, be the point of reference for them and take care of their well-being.

The Family Support Coordinator should contact and localize the family of the victim, his friends and team members.

In collaboration with the CMO, he should arrange for any family members at the medical centre to be assisted appropriately, and if necessary, arrange for them to be accompanied to a suitable place where they can wait. Family and Peer Support Room pre-defined in [Annexe 1 “Pre-Meeting Form”](#).

The Family Support Coordinator should ask for the licence of the rider to the person in charge of administrative control.

The Family Support Coordinator, in collaboration with Medical Incident Manager should ensure that the FIM insurance company has been called, given the licence number of the rider and the IMN of the event. **See chapter 6.3 Insurance**

The Family Support Coordinator in collaboration with the CMO should provide timely and accurate information regarding the incident to the affected people.

The Family Support Coordinator should explain to the family of the victim that it is important to send the helmet, body protection and clothing to the manufacturers for further analysis.

When appropriate, he should arrange for the family to be taken to the hospital.

In case of death, he should inform and assist the family with the paperwork for body repatriation.

If the family is not present and in case of death, the Family Support Coordinator should also assist the family with the body repatriation process. **Please see chapter 6. Follow-up**

If the Rider is severely injured and has to stay at the hospital, the Family Support Coordinator should assist the rider and his family during his stay at the hospital. **Please see chapter 6. Follow-up**

4. Interaction with police, media, witnesses and families of injured persons

4.1 Police

As stated above, under the supervision of the FIM Incident Manager, the Local Organiser shall call, receive and liaise with the police. He should introduce them to the FIM Incident Manager before accompanying them to the scene with the FIM Race Director, the Clerk of the Course and the FIM Incident Manager.

He may provide the police with names, addresses and phone number of witnesses. These should also be given to the FIM Incident Manager.

He may provide the police with photographs and video footage of the incident and its aftermath and any documentation they may require. Copies must be made of any such material before it is handed over to the police and handed over to the FIM Incident Manager. Where practicable, this should be done in advance of the arrival of the police.

4.2 Media

As stated above, the Media Incident Manager shall rapidly inform the accredited media on site that an incident has occurred and that an official statement will be made in due course, the same statement should be sent on social media.

The statement shall be drafted by the FIM Communications Manager (on or off site) in collaboration with the Media Incident Manager. Once approved by the FIM Incident Manager, the Medical Director and the FIM CEO, the statement shall be issued to all media. The longer this takes, the more difficult it will be to control media coverage of the incident.

The spokesman should give a factual statement to the press during a short declaration at the press room.

Mrs Isabelle Larivière / FIM Communication Manager:

Mobile: +41 79 874 0293 / e-mail: Isabelle Larivière <isabelle.lariviere@fim.ch>

4.3 Witnesses

As stated above, witnesses may be approached by the Local Organiser and his team. Statements should not be taken but names, addresses and phone numbers obtained. If witnesses volunteer statements or photographic or video evidence, they should be preserved for communication to the police and the FIM Incident Manager.

4.4 Families of injured persons

As stated above, families of injured persons shall be taken care of by the Medical Services under the orders of the CMO and with the assistance of the Family Support Coordinator. The Medical Incident Manager keep the FIM Incident Manager informed.

The FIM Incident Manager shall ensure that any family members of injured persons are taken care of by the Family Support Coordinator and kept in a place where there is no media access.

Where a person is critically injured or dies and no family is on site, the FIM Incident Manager shall liaise with the person's team or any other person accompanying him and ensure that the family is contacted, if necessary through the person's FMN, before the media statement is issued.

The Family Support Coordinator should help the family with all paper works and practical questions in the following days. **Please see chapter 6. Follow-up**

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5. Full investigation and Check List

Active post incident management and adopting a pro-active approach to investigations after an incident has occurred should ensure the circumstances of the incident are accurately recorded.

If incidents are investigated at an early stage and a pro-active approach adopted it should then be possible to place the FIM in the position where if a claim is received the latter is able to respond immediately with all necessary evidence to hand.

In that context it is important to recognise that all personal injury incidents have the following key issues:

- Who has been injured?
- The nature of extent of the injury?
- Who was responsible for the incident?
- Understand the position clearly on the question of responsibility (liability) for the incident?

It is essential therefore to investigate all fatalities and serious personal injury incidents that occur at a motor sports event immediately after they have occurred, to gather the necessary information and documentation as quickly as possible after the incident and to help Insurers by having all the evidence to hand in the event a personal injury claim is made or to deal with any threat of prosecution.

The Annexe 2 Check-list has been adopted by the FIM and is delegated to the FIM Incident Manager.

6. Follow-up

After the demobilization of the Incident Response Team and the end of the emergency period, a follow-up must be done regarding several points.

6.1 Injured rider staying at the hospital

If the Rider is severely injured and has to stay at the hospital, the Family Support Coordinator should follow the situation up and help the rider and his family until he returns home.

- Follow-up with the hospital, the FMNR and the FMN of the rider (if the rider is injured and is staying at the hospital).
- Follow-up with the insurance company
- If the family is not present: help the family with travel arrangements, welcome them at the airport and accompany them to the hospital.
- Help with repatriation paper works and arrangements
- Help the family to contact the embassy
- Visit at the hospital until the rider's departure.
- Keep the FIM CMI Coordinator informed of the situation. Ms. Evelyne Magnin / FIM Medical Commission Coordinator - Mobile +41 79 846 89 98 / email: evelyne.magnin@fim.ch

6.2 Death of a rider and body repatriation

If the family is not present and in case of death, the Family Support Coordinator should:

- Ask for a procuration from the family for the person designated by the family and help to translate it to the local language. **Please see [Annexe 6 Procuracy Template](#)**
- Inform the Insurance company
- Arrange the body identification at the hospital mortuary
- Inform the FMN of the rider
- Help the family to contact the embassy
- Ask for a death certificate from the local authorities (the town where the death has occurred)
- Bring all the paperwork to the hospital mortuary
- Ensure that the repatriation company comes and takes the papers.
- Keep the FIM Incident Manager and the Commission Coordinator informed of the process

If the family is present, the Family Support Coordinator should assist them in the process.

6.3 Insurances

The Family Support Coordinator, in collaboration with Medical Incident Manager should ensure that the FIM insurance company, TSM Insurance, has been called and that they have received the following information:

- The licence number as specified on the licence and the name of the Rider
- The event number (IMN) or at least the place of the event
- The date of the accident/illness
- The FIM insurance contract number: **2000714**
- The place of residence of the Rider (as stipulated on the FIM Licence extranet by the FMN)
- a telephone/Mobile number

As a general rule, the FIM insurance policy covers:

- Emergency Medical treatment subsidiary and complementarily to his/her national insurances (only in the country where the event takes place)
- Repatriation to the rider's country of residence (as stipulated on the FIM Licence extranet by the rider's FMN)
- Death and permanent disability

Some documents should be collected and copied for the insurances. If there is no video footage, the insurers could want to collect evidences supporting that the rider was racing at the time of his accident.

The following documents can be asked for by the insurers to the rider or his family. The Family Support Coordinator should assist them in the process.

- Incident statistic form
- Clinical report from the medical centre
- Clinical report from the hospital
- Invoices from the hospital
- ...

The TSM Insurance does not apply notably in the following cases :

- If the rider is holder of a licence from the following FMNs: ACCR (Czech Republic), DMSB (Germany), FMS (Switzerland), KNMV (The Netherlands) and SMF (Slovakia)
- Riders racing in MotoGP, Moto2, Moto3 and MotoE.
- Classic Events, Open meetings, etc.

TSM Insurance:

Phone: +41 22 819 44 59 **Email:** operations@tsm-assistance.com

6.4 Tribute to the rider

In case of death, a tribute to the rider should be organised by the Media Incident Manager in collaboration with the organiser/the promoter and with the authorization of the family.

Depending on when the incident occurs, the tribute should be organised at the end of the weekend or at the next race.

All pictures, videos and/or text used during the tribute should be validated by the family.

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Annexe 1- Pre- Race Meeting form

Form to be filled in in presence of all members of the Incident Response Team before the start of any sporting activities.

Chain of Command (please fill in each position with first name, last name and on-site phone number)

Key Roles

- 1.** FIM Incident Manager (FIM Chief Steward, FIM Jury President or any other person chosen by them)

Name: _____ *Phone Number:* _____

- 2.** Local Organiser (the Local Venue Manager or most senior member of the Organisation)

Name: _____ *Phone Number:* _____

- 3.** Spokesman (could be the Medical Director, the FIM Communication Manager, Media Incident Manager or Promoter Media person)

Name: _____ *Phone Number:* _____

- 4.** Family Support Coordinator (someone from the organisation)

Name: _____ *Phone Number:* _____

- 5.** Media Incident Manager (The FIM Communications Manager if present or the person in charge of media relations on site)

Name: _____ *Phone Number:* _____

- 6.** Technical Incident Coordinator (The FIM Technical Director if any or the Chief Technical Steward)

Name: _____ *Phone Number:* _____

- 7.** Medical Incident Manager (FIM Medical Director if present, FIM Medical Delegate or CMO)

Name: _____ *Phone Number:* _____

Other members of the Incident Response Team

- 8.** The other members of the International Jury if any (FMNR jury member, other jury member)

Name: _____ *Phone Number:* _____

- 9.** The Clerk of the Course (FMNR)

Name: _____ *Phone Number:* _____

- 10.** The FIM Race Director (FIM) if any

Name: _____ *Phone Number:* _____

- 11.** The FIM Safety Officer if any

Name: _____ *Phone Number:* _____

- 12.** The Promoter if any (Championship Director if any, otherwise the most senior member of the Promoter's staff on site and Promoter's Media Manager)

Name: _____ *Phone Number:* _____

13. The Chief Medical Officer (CMO) (FMNR)

Name: _____ *Phone Number:* _____

14. The FIM Medical Delegate/Director (FIM) (if present)

Name: _____ *Phone Number:* _____

15. The FIM Technical Director (FIM) if any

Name: _____ *Phone Number:* _____

16. The Chief Technical Steward (FMNR)

Name: _____ *Phone Number:* _____

Organiser key staff and roles:

- Staff guarding access to the Medical Centre :
- Staff guarding access to the Technical Verification area :
- Staff guarding access to the Family Support room :
- Staff guarding access to the Command Post :
- Staff collecting witnesses' contact information

Location of the rooms:

- A. Command Post (with limited access, only for Incident Response Team):
- B. Family Support room (should be a remote, calm room with limited access):
- C. Witnesses – affected people handling room (if no medical centre) :
- D. Machine impounding room/area (should be a closed area with limited access, technical verification area if possible) :
- E. Media Point (if no press room) :

FIM Contact:

- Mr Jean-Paul Gombeaud / FIM Sports Director:
Mobile: +41 79 157 97 79 / e-mail: jean-paul.gombeaud@fim.ch
- Mrs Isabelle Larivière / FIM Communication Manager:
Mobile: +41 79 874 0293 / e-mail: Isabelle Larivière <isabelle.lariviere@fim.ch>
- /Commission Director
Mobile: /e-mail:
- /Commission Coordinator
Mobile: /e-mail:
- Dr. David McManus / FIM Medical Commission Director
Mobile: +44 7801 025 432 / e-mail: david.mcmanus@fim.ch
- Ms. Evelyne Magnin / FIM Medical Commission Coordinator
Mobile +41 79 846 89 98 / email: evelyne.magnin@fim.ch

TSM Insurance contact:

Phone: +41 22 819 44 59 Email: operations@tsm-assistance.com

A copy of this document should be distributed to all members of the Incident Response Team before the start of any sporting activity.

Annexe 2 – Check List

Information gathered at the venue

Local Organiser

- Photographs of the scene of the accident Yes No
- Racing radio log (Use Witness report / add source) Yes No
- Witnesses' names, contact details (address, phone, e-mail) and statements Yes No
- Witnesses' photographic/video material Yes No
- Circuit control report(s) Yes No

Other FIM Officials

- FIM Jury President/FIM Delegate's report Yes No
- Clerk of the Course's report Yes No
- FIM Official's report Yes No

Medical Incident Manager

- Chief Medical Officer's report on the injured person Yes No
- Medical radio log (Use Witness report / add source) Yes No

Technical Incident Coordinator

- Photographs of the vehicle and/or rider's equipment and track condition Yes No
- Chief Technical Officer's report on the vehicles involved in the accident Yes No
- Chief Technical Officer's report on the helmet involved in the accident Yes No
- Chief Technical Officer's or Chief Medical officer report on the rider's protections
 - Was the rider wearing a neck brace? Yes No
 - brand of neck brace _____
 - Was the rider wearing a back protection? Yes No
 - Brand of back protection _____
 - Was the rider wearing a chest protection? Yes No
 - Brand of chest protection _____
 - Was the rider wearing elbow protections? Yes No
 - Brand of elbow protections _____
 - Was the rider wearing knee protections? Yes No
 - Brand of knee protections _____
 - Was the rider wearing an airbag? Yes No
 - Brand of the airbag _____
 - Was the rider wearing any other protection? Yes No
 - Type and comments _____

Other documents

- Other photographic/video material (Use Witness report / add source) Yes No
- Supplementary Regulations Yes No
- Time schedule Yes No
- Track plan indicating where the accident occurred Yes No
- Drawing of the scene of the accident Yes No
- Copy of the Third Party Insurance Yes No
- Copy of the local authority's permission to organise the event Yes No

Local Organiser

Annexe 4 – Witness contact

Witness's Contact Number

Name: _____

Rider Passenger Start number: _____ FMN: _____ FIM licence Nr: _____

Team staff Position: _____ FIM Team licence Nr: _____

Official Position: _____ FMN: _____ FIM licence Nr: _____

Organiser staff Promoter staff Spectator Other _____

Address: _____

_____ Country _____

Phone: _____ Mobile: _____

e-mail: _____

Witnesses' photographic/video material added: Yes No

Comment

Signature: _____ Venue and date: _____

Annexe 6 – Procuration Template (French and English)

Veillez trouver ci-dessous un modèle de lettre de procuration pour l'identification du corps en français (à traduire dans la langue locale si besoin).

« Nom de la personne donnant la procuration »

« Adresse »

« contact »

Madame, Monsieur,

Je vous écris au sujet du décès récent de « Nom de la victime » (né le « Date de naissance de la Victime»), alors qu'il concourait sur « Nom de la Compétition » à « Lieu de la Compétition », en « Pays de la Compétition ».

Je suis « la conjoint-e légale ou représentant-e légal » de « Nom de la victime » et « explication du lien de parenté »

En mon absence, je voudrais autoriser officiellement « Nom du représentant choisi » né le « date de naissance du représentant » habitant au « adresse du représentant » pour représenter notre famille.

Par conséquent, nous vous prions aimablement d'autoriser « Nom du représentant choisi » à voir le corps de « Nom de la victime » dès que possible.

Nous vous remercions par avance pour votre compréhension et coopération.

Bien cordialement.

« Nom, prénom et signature du représentant légal»

Please find below a template for a procuration for body recognition in English (to be translated in local language if necessary).

« Name of the legal representative »

« Adress »

« Contact »

Dear Sir/ Madam,

I write with reference to the recent death of Mr "Name of the Victim" (Born "date of birth of the victim") while he was competing in "Name of the competition", in "Location of the Competition", "Country of the competition".

I am the "common-law Wife/Husband or legal representative" of "Name of the Victim" and "explain relationship, name children if any". I am also his legal next of kin.

In my absence, I would like to duly authorized "name of the chosen representative" (Born "date of birth of the representative") of "complete address of the representative" as our family representation.

In this capacity, we would kindly ask that you allow "name of the chosen representative" to have required access to view "name of the Victim's" body as soon as possible.

We thank you in advance for your kind understanding and co-operation in this matter.

Yours faithfully

"Name of the legal representative signature and date"