



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

Minutes

Circuit Racing Commission (CCR)

2022 Annual Commission Meeting

Hotel Sercotel Sorolla Palace, Valencia (ESP)

7 November 2022

Schedule: from 08:30-16:00



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1. Opening of the Meeting

FVA opened the meeting by welcoming all the CCR Members and guests and thanked everyone for travelling to Valencia to attend the meeting in person, with a special thought for the members who could not make it. He also welcomed the guests present, namely Niccole Cox, Renaud Jeanfils and Stuart Robertson. FVA showed appreciation to the CCR Members for their work ahead of the annual meeting, namely for their help in the meeting's preparation and their various proposals.

Present:

- Bartolome ALFONSO (BAL), Amit ARORA (AAR), Ralph BOHNHORST (RBO), Rezső BULCSU (RBU), Séraphine CARROZ (SEC) CCR Trainee, Bill CUMBOW (BCU), Raffaele DE FABRITIIS (RDF), Dyan DILATO (DDI), Paul DUPARC (DUP) CCR Sporting Manager, Simone FOLGORI (SFO), Martin HEJDUK (MHE), Stuart HIGGS (SHI), António LIMA (ALI), Midori MORIWAKI (MMO), Svetlana NAZAROVA (SVN) CCR Coordinator, Christian SCHNEIDER (CSC), Matěj SMRŽ (MSM), Andrés SOMOLINOS (ASO), Franco UNCINI (FUN), Franck VAYSSIE (FVA) CCR Director, Arjan VAN EEKELEN (AVE)
- **Guests:** Niccole COX (NCO), Renaud JEANFILS (RJE), Stuart ROBERTSON (SRO)

CCR Members Excused:

Gerry BRYCE (GBR), Kendy CHAN (KCH), Patrick COUTANT (PCO), Jean-Marc DESNUES (JMD), Igor EŠKINJA (IES), Peter GODDARD (PGO), Paul KING (PKI), Patrick KUAN KOK NAM (PKK), Daire LOWE (DLO), Simon MAAS (SMA), Tamara MATKO (TMA), Beth MILLER (BMI), Clare NEATE (CNE), José Agustin NUÑEZ LEON (ANL), Carlos REQUEJO VIVES (CRV), Pedro RIBEIRO (PRI), Neethiananthan R. K. SHUNMUGAM (NSH)

2. Report on the 2022 Season

2.1 FIM World Championships Grand Prix (and support races)

ASO made a summary of the past MotoGP season from his point of view as Permanent Steward (cf. Appendix 1). New tools were introduced in 2022 such as a new system to control the Yellow flag situation and the cancellation of laps for concerned riders, new sensors track limits, new reports from shortcuts and track limits and a new database with videos. He also mentioned the new MotoE motorcycle developed by the Ducati manufacturer that will be introduced in 2023.

FUN followed by presenting his summary concerning circuits and safety matters. The overall collaboration with all Grand Prix circuits has been great despite minor problems. There was a concern

regarding the Phillip Island Circuit where works that previously have been agreed upon were not accomplished. A high reduction of the track limit was recorded in Misano thanks to an investment in a new kind of kerb called the *Misano200*. FUN shared his willingness to implement *Misano200* in all circuits in the long term. However, he acknowledged the extensive process ahead.

Regarding light panels, FUN later underlined their relevance and advantage in comparison to normal flags. BAL shared that help was received from the FIA with regard to light panel positions. BAL mentioned that light panels will soon be part of the circuit homologation and that the next step will be to determine the light panel controller's positions. Overall, light panels were described as a promising tool in terms of safety and financial yield. SRO also acknowledged the great collaboration between the FIM and the FIA.

At the end of FUN's speech, FUN received a collage with pictures of most of his CCR colleagues and friends, on behalf of all CCR Members to thank him for his admirable work during many years at the FIM.



2.2 FIM Superbike World Championships (SSP & SSP300)

TMA, who was excused, provided a video summarising the ongoing Superbike World Championship. No issues have been reported with circuit homologation until now. TMA thanked all circuits for their collaboration to fulfil some requests coming from riders in order to ensure their safety during practices and races. TMA also acknowledged the extensive help of FVA, DUP and SVN and overall the Homologation Committee regarding circuit homologation reports, which sometimes were requested with short deadlines.

SFO presented the Superbike World Championship from his point of view as a Permanent Steward (cf.

Appendix 2). He underlined the great teamwork during the season. A discussion about the track limits infringements was opened based on two case studies supported by videos. FVA underlined that these case studies were in any case not a way to criticize the stewards' work but to learn and discuss blurred aspects of track limits. A track limit is considered completed only if the tyre touches the green zone. This means that if the tyre only touches the edge of the kerb, which is sometimes elevated, this will not be considered a track limit infringement. There is a common concern that in some cases it is quite difficult to judge a track limit, in particular considering the differences between the equipment (e.g. MotoGP). ASO pointed out that in case of doubts, decisions must always be taken to the riders' advantage. Additionally, it was reported that effective communication must take place with communication managers so that pictures that go against the stewards' decisions are not revealed on social media and to the general public. ALI thanked Dorna for their great collaboration and support during the season.

MHE also thanked on behalf of FIM Europe the FIM for their collaboration concerning the Yamaha R3 bLU cRU European Cup.

For FIM Europe events (i.e. Yamaha R3 bLU cRU European Cup) held during FIM event, FIM Europe will use the FIM sanctioning bodies meaning the FIM MotoGP/SBK Stewards Panel, the FIM MotoGP/SBK Appeal Stewards as well as the MotoGP/SBK Court of Appeal. FIM Europe will update the Technical and Sporting rules of the Yamaha R3 bLU cRU European Cup to work on clear guidelines.

2.3 FIM Endurance World Championship

PCO, who was excused, transmitted a condensed summary of the 2022 season which was explained by DUP. The season opened with the 24 Hours of Le Mans. The second round was held in Spa. It was the first year that the FIM Endurance World Championship came back to the circuit of Spa-Francorchamps. The end of the race was resumed after a suspension of the race due to adverse weather conditions. Then, the Championship returned to Japan after a two-year break due to the global pandemic. Finally, the last round was held in Le Castellet as part of the 100th anniversary of the Bol d'Or where they witnessed the poor performance of various factory bikes.

RBU mentioned the challenging weather conditions in Spa. In Bol d'Or, the pit exit was discussed. He thanked his colleagues for their help as the Endurance World Championship is challenging to organise. FVA discussed the use of chicane as factory bikes did not perform well in the Bol d'Or.

RJE shared about Gino Rea's health status following his severe fall in Suzuka. He is recovering day by day.



NB: These cheerful photos of Gino have been published on social networks.

2.4 FIM JuniorGP World Championship

ALI presented the JuniorGP 2022 season which marked the 25th anniversary of the championship (cf. Appendix 3). The quality of the championship has kept improving. The quality of CCTV systems for certain circuits was improved. There is a continuous harmonisation in the JuniorGP rules with those of MotoGP. Additionally, JuniorGP World Championship focuses heavily on safety and riders' education. As a result, penalties were increased and a tight collaboration was made with medical staff and the track marshals. A discussion with regard to homologated helmets and suits of JuniorGP riders is undergoing. DUP reported that airbags were compulsory for the JuniorGP class in 2022 and will be compulsory for all three classes (including the ones of FIM Europe) in 2023. Young riders are growing fast and renewing airbags may represent a significant cost for them. Additionally, it has been reported that certain riders felt respiratory difficulties with airbags once they popped. The medical and technical commissions are working on solutions towards these issues.

MSM reported that only one major accident in Estoril occurred during the season. In Estoril, one rider exiting turn-1 fell and hit heavily the fences. It was unexpected as it was the first time that a rider fell in this place. It is important to underline that this fall could not have been predicted. The circuit's safety was in order. Except that, the season of 2022 went well.

As from 2023, FIM JuniorGP Safety Officer has proposed to organise a briefing with riders every race.

2.5 FIM Sidecar World Championship

RBO provided an overview of the Sidecar World Championship 2022 season which was overall successful with no major accidents. He also reported that the current promotor Santander Salt will not



renew his contract for the upcoming 2023 season as announced earlier this year. A call for expressions of interest was sent to identify candidates interested in becoming involved as a Promoter of the FIM Sidecar World Championship to conclude a multi-year contract (2023-2026 seasons). The FIM is currently in contact with some interested candidates. SVN shared that the upcoming season looks promising. DUP and SVN have a meeting with Teams during the Estoril round in order to reassure the teams of the future of the Sidecar World Championship.

2.6 FIM MiniGP World Series

The FIM MiniGP World Series ended the season in Valencia with the final round. MSM shared that a new MiniGP category is under discussion for 2023, Ohvale GP-2 with 190 cc bikes (cf. Appendix 4). Only previous riders of the Ohvale GP-1 will be able to apply for the Ohvale GP-2. Regarding the introduction of the new Ohvale GP-2 category, concerns were raised regarding the safety of turn-1 where Type A protections could be added. An additional marshal post at the entry of the pit lane would be required. Moreover, the surface of the circuit could be improved in order to welcome the new class. Overall, there has been a great collaboration with MiniGP ambassadors and the circuit. FVA and DUP reported that works are to be done by national federations concerning national promoters in order to bring a maximum of twenty MiniGP Series rounds next year. A discussion was held regarding regulations for riders whose national federations do not organise a MiniGP series. Amendments are to be done in that regard in order to clarify this matter.

2.7 FIM Land Speed World Records

FVA shared that the 2022 Bonneville Motorcycle Speed Trials (BMST) were cancelled. They were supposed to take place from 27 August 2022 to 1 September 2022. The assessment team reviewed the terrain conditions by air and on the ground. Unfortunately, all BMST track locations and alternatives were still flooded from the initial storm and multiple subsequent storm systems. There was no possibility that the water would have receded, and salt would have dried out sufficiently to support track preparations and operations. The cancellation was announced on 13 August 2022.

3. Report on the 2022 Meetings

3.1 CCR Intermediate Meeting

The CCR Intermediate Meeting was held online over Zoom on 22 June 2022 from 14:00 to 17:00 (CET).



Please find [here](#) the agenda of the meeting. All CCR Members received the minutes of the intermediate meeting by email from DUP on 28 June 2022. No remarks were given on the minutes. As a result, the minutes were approved.

3.2 GP Commission Meetings

3.2.1 GP Commission Meeting in Assen (24.06.2022)

The Grand Prix Commission met in Assen on 24 June 2022 and made several decisions regarding the Sporting and Technical Regulations. A short summary will be provided below. More information can be found [here](#).

Sporting Regulations

- **Moto3/ Moto2 Test Restrictions – Effective Season 2023**

Requests had been received from Moto3 and Moto2 class teams to reduce the number of days permitted for private testing, primarily due to the increase in the number of events on the calendar. From the 2023 season, private testing will be reduced to 4 days (instead of the current 7 days). There will be no restriction on testing with Rookie Riders between the last event of the season and 30 November. The Commission also agreed to provide an exception to Moto2 class teams using machines provided by a chassis constructor that has not achieved 6 concession points in the two previous years. Such teams will be classified as “Concession Teams” using a similar procedure as in MotoGP.

- **Age Limits Moto2 Class – Effective Season 2023**

From 2023, the minimum age limit for all GP classes (Moto3, Moto2 and MotoGP) will be 18 years old. An exception already applies to the winners of the Rookies and/or JuniorGP who are allowed to enter Moto3 when they are 16 (2023) or 17 (2024). The exception will now also apply to the winner of the European Moto2 Championship, allowing them to enter the Moto2 World Championship at 17 (2023).

Technical Regulations:

- **Handlebar Grips in Moto3 and Moto2 Classes – Effective Immediately**

It has recently been noticed that some Moto3 teams have been fitting extended handlebar grips. The purpose is to allow their riders to slide their hand further towards the forks to try to improve the aerodynamic effect of the rider’s body along the straights. This practice is considered extremely dangerous due to the fact the rider has less control of the motorcycle when in this position. Accordingly, with immediate effect, the maximum permitted overall

length of the handlebar grip in Moto3 and Moto2 is 130mm. The handlebar grip must be fitted at the end of the handlebar, with the only exceptions being the handlebar end plug and/or the fittings of the brake lever protection.

- **Moto3 Rolling Chassis Cost – Effective Season 2023**

The price of a complete rolling chassis will be capped at €87,000 (excluding VAT and freight charges). The current price was fixed at €85,000. Teams wishing to carry over their 2022 machines to 2023 may purchase a crash detection/alarm updating kit. (unified IMU + unified power module + harness) at a price of €2,000 (excluding VAT).

- **Moto3 and Moto2 Ride Height Devices – Effective Season 2023**

Any device that modifies or adjusts the motorcycle's static ride height whilst the motorcycle is moving is already forbidden. This ban now also applies to devices that only operate once at the race start (i.e. hole-shot devices).

3.2.2 GP Commission Meeting in Aragón (16.09.2022)

The Grand Prix Commission met in Aragón on 16 September 2022 and made several decisions regarding the sporting format, the MotoGP Sprint Race and the aerodynamics, which will all become effective in the 2023 season. A short summary will be provided below. More information can be found [here](#).

Sporting Format

- **Grand Prix weekend schedule – MotoGP class**

With the introduction of Sprint Races for the MotoGP class from 2023, the weekend schedule for each Grand Prix will change. MotoGP sessions will be the last session of each block, following Moto3 and Moto2.

Friday	
P1	45 minutes
P2	60 minutes
Saturday	
Free Practice Session	30 minutes (10:10 – 10:40)
Q1	15 minutes (10:50 – 11:05)
Q2	15 minutes (11:15 – 11:30)
Sprint Race	15:00
Sunday	
Warm Up	10 minutes
Fan Show	30 minutes
GP Race	14:00



- **Grand Prix weekend schedule and race lengths – Moto2 and Moto3 classes**

The Moto2 and Moto3 classes will each have three practice sessions followed by Q1-Q2 qualifying. Moto3 Practice 1 and 2 will be 35 minutes long, five minutes shorter than the current sessions. Moto2 Practice 1 and 2 will remain 40 minutes long. These sessions will take place on Friday and determine automatic entry into Q2. For both Moto2 and Moto3, the third practice session will take place on Saturday morning and be 30 minutes long. This session will be timed and will be counted on the combined timesheets nor for entry to Q2. There will be no warm-up sessions for Moto2 and Moto3. Race distances for both classes will also be shortened. To bring Moto2 and Moto3 in line with other competitions on similar machinery, it has been agreed to target new approximate race durations of 36 minutes for Moto2 and 34 minutes for Moto3

MotoGP Sprint Race Regulations

- **Race length, points and grid procedure**

Each Sprint Race will be 50% of the Grand Prix race distance at the same event. Uneven numbers will be rounded down. Points will be awarded as follows.

Position	Points Awarded
1	12 points
2	9 points
3	7 points
4	6 points
5	5 points
6	4 points
7	3 points
8	2 points
9	1 point

There will be a 15-minute grid procedure and the same rules as the Grand Prix race regarding rain on the grid, flag-to-flag races and quick restarts. If a Sprint Race is interrupted the quick restart procedure will apply. Restarts will be in order to complete the original race distance, minus one lap, with a minimum distance of five laps. Results will be declared at $\frac{3}{4}$ of the Sprint Race distance.

- **Technical Regulations - Fuel limitations**

The limitation for fuel usage in Sprint Races has been agreed upon as approximately 12 liters.

- **Technical Penalties**

Failure to abide by the technical rules during Practice or Qualifying sessions can result in disqualification from Qualifying. This disqualification will apply to the grid for both the Sprint Race and Grand Prix Race.

- **Track Limit infringements**

MotoGP Sprint Races will follow the same track limit infringement protocol as MotoE, which also has shorter race distances:

- 1 infringement = Track Limits Warning
- 3 infringements = Long Lap Penalty

- **Jump Starts**

Jump Starts will result in the same penalty as in Grand Prix races: a double Long Lap penalty.

- **Disciplinary Penalties**

Penalties awarded following incidents in any session – after the session in question has concluded – will normally apply to the Grand Prix race. For example, a Long Lap penalty awarded for irresponsible riding in Practice 1 will be served during the Grand Prix race.

The grid for both races will be the grid set by Q1 and Q2 qualifying. However, should a rider incur a grid penalty for irresponsible riding or similar, this grid penalty will only be served on the grid for the Grand Prix race.

Moto3 and Moto2 Aerodynamics

3.2.3 GP Commission Meeting in Valencia (04.11.2022)

The Grand Prix Commission met in Valencia on 4 November 2022 and made several decisions regarding the sporting and technical regulations. A short summary will be provided below. More information can be found [here](#).

Sporting Regulations:

- **Qualification for the Race**

The meeting confirmed that for the Grand Prix classes, race Direction will not have the right to issue a waiver for any rider who has not achieved a time of 105% of the fastest rider in any sessions. However, the option for a waiver will be retained for the MotoE class where there are fewer practice sessions.

- **Interrupted and Restarted Races**

If it is found impossible to restart the race, then the results will count and championship points will be awarded as follows:

- Completed less than 50% of the original race distance = half points (Proposal was 40%)
- Completed 50% or more of the original race distance = full points (Proposal was 40%)

- **Various sporting regulations and clarifications**



Disciplinary Regulations (undergoing discussion):

- **Intention of Protest**

The notion of the intention of protest has no legal value. There are no parc fermé in Grand Prix. It is just a tool for better management of the hearing process. Therefore, the intention of protest was withdrawn for sporting matters but kept for technical ones. The intention of protest must be given before the chequered flag of the session and race.

- **Right of Appeal**

The right of appeal is given for penalties pronounced for the day following the infringement. If during the day, no appeal is possible for better management of the event.

- **New Evidence presented during a Hearing (in case of an appeal)**

The Appeal Stewards asked to provide clarification about the possibility to accept or not new documents (pieces of evidence) presented to them during an appeal decision (while these documents have not have been presented to the initial authority). We must accept this new evidence and new arguments which can benefit the manifestation of truth provided that they are presented in advance to the Panel as long as the claim from the first instance is not modified.

The parties may invoke new means, produce new documents or propose new evidence that may contribute to the manifestation of the truth. However, these new elements cannot be accepted if they are intended to modify the initial claim (in the case of an appeal lodged after a protest). The admissibility of these new elements is left to the sole discretion of the competent disciplinary body.

Technical Regulations:

- Introduction of the new homologation standard - FRHP2 for helmets starting on 01.01.2026

3.3 SBK Commission Meetings

3.3.1 Superbike Commission Meeting in Portimão (06.10.2022/ 08.10.2022)

The Superbike Commission met in Portimão on 6 and 8 October 2022 and made several decisions regarding the Sporting and Technical Regulations. A short summary will be provided below. More information can be found [here](#).

Sporting Regulations

- **Podium Ceremony**

When the podium is located in the pit lane or above, the pit lane cannot be opened during the podium ceremony. This is for avoiding any safety matters in the pit lane.

- **Wild Card Allocation**

When presenting a wild card candidate to the SBK Commission, the National Federations must ensure and validate that the quality of the rider, his staff, his equipment and the presentation of his team are compatible with the level of the FIM Superbike World Championship.

Technical Regulations:

- **Creation of a Superconcession Concept**

A revised concession point system was adopted which will allocate concession points to a larger number of finishers (5) in order to capture a better balance of relative bike performance. Concession points will be totalled every three events and then qualifying manufacturers pass to a 'Performance Calculator' (full details in the regulations). The results can give access to either update existing concession parts or to Super Concessions.

- **Price Cap of Sport Production Machines**

Due to the global economic situation and the recorded inflation, FIM wished to consider the cost evolutions of production machines for the year 2023. A general proposal for a maximum percentage of increase of the maximum retail price of homologated production models was approved.

- **Sustainable Fuel for all WSBK Classes**

The SBK Commission agreed to introduce sustainable fuel for all WSBK classes starting from the 2024 season with a minimum of 40% sustainable fuel content. This fuel E40 shall be compliant with the specification adopted for MotoGP.

3.4 FIA Circuits Commission Meetings

The FIA Circuits Commission held various meetings during the 2022 season, including on 15 February, 17 May and 13 September. FVA assisted in all of them. SRO underlined that the challenges faced by the FIM are similar to those faced by the FIA. He underlined the great collaboration that has been made for the Spa circuit and acknowledged the accomplishment and work of FUN and RBU. He wished to continue on this path in the future.

3.5 CONUs Meetings

The FIM Europe Congress was held from 29 June 2022 to 2 July 2022 in Bucharest (Romania).



3.6 General Secretaries Meeting

The FMB held the General Secretaries Meeting, which took place in Brussels (Belgium) from 4 to 5 October 2022.

4. 2023 FIM Calendar of Championships and Prizes

The 2023 provisional calendar of CCR Championships and Prizes can be found in Appendix 5.

5. 2023 Rules (Proposals, Editorial Changes, Clarification of the Rules)

5.1 FIM Standards for Circuits

5.1.1 General Mandate

A mandate to the CCR Director, the CCR Manager, the CCR Coordinators and the FIM Safety Officer was asked to be given in order to renew the 2023 FIM Standards for Circuits Regulations.

X	Accepted/Application date: 01/01/2023	Rejected	Withdrawn	Postponed
Comments: The proposal was accepted.				

5.1.2 Art. 3.2 – Procedure for New Homologation

The procedure for a new circuit homologation includes a previous national homologation from the FMN. This procedure allows a double factor coverage as the national homologation is previously made before the FIM one. BAL noticed during the year that this national homologation was rarely done in practice. Therefore, he proposed to discuss whether or not this additional coverage should be kept. If the national homologation procedure is removed, art. 3.2 will be amended as follows.

Art. 3.2 – Procedure for New Homologation

This article concerns the homologation procedure for new circuits ONLY.

In the case of new circuits or new projects at circuits intended for FIM events, a comprehensive dossier of plans and specifications must be submitted to the FIM in order to obtain a circuit licence. (See dossier requirements in Article 3.4). This dossier must be submitted to the FIM through the FMN of the country in which the circuit is situated. Without submission of the dossier, no homologation process will begin.



The FIM will charge a project analysis and inspection fee for handling a new circuit dossier. The same fees will be charged each time the FIM is asked to approve a proposed modification to an existing circuit.

These standard rates will be fixed each year by the FIM. An additional fee will be charged for each study of a modified or alternative configuration requested on behalf of a circuit or required for FIM approval. Such fees are for Supplementary Simulation. These will be charged in the framework of a project analysis that needs more than the Simulations covered by the circuit inspection fees.

The FIM, after the examination of each case in relation to its particular circumstances, may recommend modifications and shall be kept informed of each stage of development.

The Commission’s delegates will perform on-site inspections, as necessary. There will be at least one preliminary inspection and one final inspection.

For permanent circuits, it is recommended that the final inspection should be made not later than 90 days before the first FIM event to be held. At this point all works should be completed.

~~To obtain a FIM homologation, the circuit must have previously received a national homologation.~~

~~For non-permanent circuits, a special homologation procedure will be followed.~~

The above procedures are also mandatory for circuits that have undergone substantial modifications. Any substantial modifications carried out but not submitted to the FIM are liable to suspend the homologation.

Accepted/Application date:	X	Rejected	Withdrawn	Postponed
<p>Comments:</p> <p>The proposal was rejected as the goal of this paragraph, added a few years ago, was to avoid that a FIM World Championship is run on a circuit that has not been tested, practiced or homologated before. The Commission prefers to keep this clause but to specify that it applies to new circuits only. The wording of this paragraph will therefore be as follows.</p> <p>Art. 3.2 – Procedure for New Homologation</p> <p>[...]</p> <p>For new circuits, in order to obtain FIM homologation, the circuit must have previously or simultaneously received a national homologation.</p> <p>For non-permanent circuits, a special homologation procedure will be followed.</p> <p>[...]</p>				

5.1.3 Art. 4.11.7 – Finish Line

FUN and DUP proposed to extend article 4.11.7 to be in line with the MotoGP and FIA requirements

as follows.

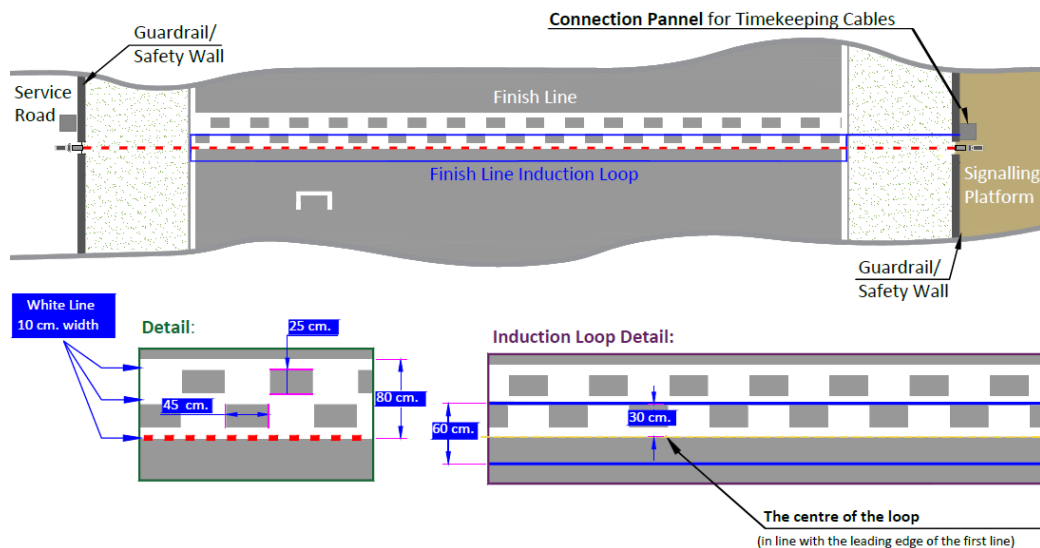
Art. 4.11.7 – Finish line

The Finish Line will always be aligned with the Timekeeping Room. It will be marked with a white 10 cm-wide line across the track.

Where the Finish and Start lines are different, the Clerk of the Course must inform the competitors in a written note which one is the Finish Line.

In case of a tie between competitors by a photo-finish, the Finish Line will be defined as the leading edge of the first white line before the chequered line.

The Finish Line will have the following characteristics and dimensions.



Accepted/Application date:		Rejected	Withdrawn	X	Postponed
Comments:					
The proposal was postponed until an agreement is made between the FIM and the FIA to have a common finish line.					

5.1.4 **Art. 10.3 – Flag Marshal Post**

BAL proposed to amend article 10.3 in order to be able to identify during the track inspection and activity the led panel controller marshal’s location and presence. The article will change as follows:

Art. 10.3 – Flag and Light Panel Marshal Post

Each post should be indicated by a signboard clearly visible from the track.

A suitable size for this board is: width 40 cm and height 30 cm.



~~It is mandatory that~~ Each board ~~has~~ **must have** a white background where the number of flag marshal ~~should~~ **must** be indicated in black writing as per following example: “F1.A”.

An additional board (width 40 cm and height 30 cm) is required. Each board must have a white background where the letters “LC” followed by the number of the panel being controlled by the led panel controller marshal must be indicated in black writing. This signboard must be clearly visible from the track. *

During an official FIM visit of a circuit in the absence of the flag marshals, it is recommended to allow the visualisation of the posts by presenting a fixed yellow flag in horizontal position.

If protected from the sun or the rain by an umbrella by, it is recommended to be of a grey colour but in any case it cannot be red or yellow.

***Grade F circuits are exempt from this requirement.**

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.1.5 Art. 11.1.5 – Light/ Led Panels

BAL and FUN proposed to amend article 11.1.5 to be in line with the FRHP concerning the led panels. The article will be changed as follows (taking also into consideration the updates according to the homologations given recently).

Art. 11.1.5 – Light/ Led Panels

Light panels could be used in addition to the flag presentation with the prior approval of the Safety Officers. The colours 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 2022, the use of homologated light panels will be mandatory for GP disciplines.~~

~~For 2023, the~~ **The** use of **FIM** homologated light panels ~~will be~~ **is** mandatory for SBK and EWC disciplines.

The Homologation Manual - FRHPIp-01 sets out objective design and performance requirements for light panels intended for use in motor racing circuits. It addresses systems that are specifically designed for motorsport applications and that provide dual control, such as local stand-alone



operation via the marshal control device and remote operation by the Race Control.

This standard defines different homologation Grades as follows:

- a) Grade 1 and grade 2 homologation will concern the Circuit Racing FIM World Championships and Prize events;
- b) Grade 3 homologation will not be used for Motorcycle competition.

The requirements for Grades 1, 2 and 3 presented herein will ensure that the light panels will have a minimum luminance within a certain range of vertical and horizontal angles as well as the required set of colour coordinates, to improve rider visibility across all the circuit grades. The standard also details the flag signals and their functions during race conditions.

This document is not intended to outline any details concerning the location and number of light panels. In principle, the location and the numbering of the light panels will be organised along the same lines as the marshal posts, in either a full circuit or partial circuit installation; adjustments in the location and the numbering of the light panels may be required to accommodate different types of racing.

The homologation protocol can be obtained from the FIM administration.

The current FIM homologated light/led panels homologated are:

Grade 1

- DZ ENGINEERING - DZeF-01
- EM MOTORSPORT - T1
- PIXELCOM (PIXELMOTORSPORT) - 768-G1

Grade 2

- DZ ENGINEERING - DZeF-02
- EM MOTORSPORT - T2
- MYLAPS SPORTS TIMING – LP Grade 2
- PIXELCOM (PIXELMOTORSPORT) - 768-G2

Grade 3

- DZ ENGINEERING - DZeF-03
- EM MOTORSPORT – T3
- MYLAPS SPORTS TIMING – LP Grade 3



X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.1.6 Art. 13 - Medical Services at Events

Art. 13 of the FIM Standards for Circuits contains many sub-articles relating to regulations from the Medical Code. BAL proposed to delete the medical part of the FIM Standards for Circuits in order to be more accurate and avoid any discrepancies concerning new amendments to the Medical Code. To implement it, art. 13 will be amended as follows:

Art. 13 – Medical Services at Events

Please refer to the specific FIM Medical Codes.

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.1.7 General Proposal – FIM CCR Circuits homologation committee

Since it was decided that Circuit Homologations by the FIM would be carried out by an "FIM CCR Circuits Homologation Committee" and no longer by a single person the "Inspector", it seemed logical to remove the notion of inspector from the "FIM Circuit Standards". BAL and DUP proposed to replace the "Inspector" with the "Representative of the FIM CCR Circuits Homologation Committee". This will also apply to the homologation reports, homologation licences and all other official communications.

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.2 FIM Endurance World Championship and FIM Endurance World Cup

5.2.1 General

A mandate to the CCR Director, the CCR Manager and the CCR Coordinators was asked to be given in order to harmonise the 2023 Endurance Regulations with those of the Grand Prix and Superbike further to the decisions taken by the respective Commissions, when necessary.



X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.2.2 Art. 1.15 – Practice Sessions

The EWC Working Group proposed to add a preamble to article 1.15 Practice Sessions as follows.

Art. 1.15.1 – Practice and Testing Restrictions

It is prohibited for riders and teams contracted to compete in the FIM Endurance World Championship to test at the same location as a FIM Endurance World Championship event during the 6 weeks preceding the day of the first practice of this event.

	Accepted/Application date:		Rejected	X	Withdrawn		Postponed
Comments: The proposal was withdrawn as it is almost impossible to control. Furthermore, Le Mans and Suzuka have already organised and communicated their testing days.							

5.2.3 Art. 1.17.7 – Changing of Motorcycle Parts

The prohibition of engine change during the race is supported by art. 1.17.7 of the EWC Regulations. It is recognised as a crucial aspect of this long-distance discipline. However, it can be discussed whether or not the prohibition of engine change is still relevant today.

Art. 1.17.7 – Changing of Motorcycle Parts

During the practices, all defective parts may be replaced including the complete engine.

During the race, all defective parts may be replaced with the exception of the frame ~~and engine case~~.

	Accepted/Application date:	X	Rejected		Withdrawn		Postponed
Comments: The proposal was rejected because teams are against it and that it is against the DNA of Endurance.							

5.2.4 Art. 1.18 – Start Procedure

FVA proposed to amend the article 1.18 para.18 of the EWC Regulations in order to penalise engine stalling during the start procedure after the warm-up lap as follows.

Art. 1.18 para. 18 – Start Procedure

If a rider cannot start the machine, then he/she may be assisted by being pushed along the track until the engine starts but only after the yellow board with the word “PUSH” in black has been displayed at the starter rostrum **once the grid is clear of riders. If a rider puts any other rider in danger during the starting procedure, such rider will be penalised with a Stop & Go penalty.**

If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where their mechanics may provide assistance. He/she may also change machine until the leader has finished the first lap of the race. Riders who change machine will be penalised with 2 Stops & Go’s.

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

 5.2.5 **Art 1.20 – Behaviour during Practice and Race**

SMA proposed to amend point 13 of article 1.20 as follows.

Art. 1.20 para.13 – Behaviour during Practice and Race

A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed.

Any rider found to have exceeded the limit during the practice will be subject to a fine of 150 Euros.

Any rider who exceeds the pit lane speed limit during a race under 70 km/h will be penalised with a Ride Through.

Any rider who exceeds the pit lane speed limit during a race **over 70 km/h** will be penalised with a Stop&Go.

Excessively high speed, in the judgement of the FIM EWC Stewards Panel, and multiple repeat offences during the event may incur higher fines and may also be subject to further penalties.

	Accepted/Application date: 01/01/2023		Rejected	X	Withdrawn		Postponed
Comments: The proposal was withdrawn. A modification of the proposal was agreed upon. The speed limit penalty will be reduced from a Stop&Go to a Ride Through. Point 13 of art. 1.20 para.13 will be amended as follows.							

Art. 1.20 para.13 – Behaviour during Practice and Race

A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed.

Any rider found to have exceeded the limit during the practice will be subject to a fine of 150 Euros.

~~Any rider who exceeds the pit lane speed limit during a race under 70 km/h will be penalised with a Ride Through.~~

Any rider who exceeds the pit lane speed limit during a race ~~over 70 km/h~~ will be penalised with a **Ride Through**.

Excessively high speed, in the judgement of the FIM EWC Stewards Panel, and multiple repeat offences during the event may incur higher fines and may also be subject to further penalties.

 5.2.6 **Art. 1.26 - Re-starting a Race that has been suspended**

A mandate to the EWC working group was asked to be given in order to discuss the starting order behind the safety cars in case of a race suspension. If any modifications are to be made, art. 1.26 will be amended.

X	Accepted/Application date: 01/01/2023	Rejected	Withdrawn	Postponed
Comments: The proposal was accepted.				

 5.2.7 **Specifications for unleaded fuels or mixtures of unleaded fuels**

In order to have a common understanding, we would like to inform you that, according to art. 2.10.1 of the current EWC technical regulations, fuels that have a RON between 95 and 102 are allowed.

Art. 2.10.1 – FIM specifications for unleaded fuels or mixtures of unleaded fuels

The following specifications are set for unleaded fuel or the mixture of unleaded fuels:

- a) The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Unit	Min.*	Max.*	Test Method
RON		95.0	102.0	EN ISO 5164 or ASTM D2699

However, it must be underlined that the fuel must come from the appointed single fuel supplier designated by the FIM according to art. 2.7.5 of the EWC Regulations.

Art. 2.7.5 – Fuel

All teams must use the fuel provided by the appointed single fuel supplier contracted for the FIM

Endurance World Championship/Cup if any (except for Le Mans).

5.2.8 Implication of the Rider in the Refueling Intervention

A divergence was found in the EWC regulations between the technical and sporting regulations with regard to the implication of the riders in the refuelling intervention and the number of persons allowed to take part in work during the pit stop. It is common sense that a rider will only participate in urgent and rather quick operations such as wiping off liquid and removing/ replacing the plug cap. Consequently, and to harmonize the EWC regulations, two possible changes can be made.

Option #1

Art. 1.17.5 – Pit Stops

During the pit stop in the pit lane, only the 4 persons clearly identified by the wearing of an official armband are permitted to work on the machine. These 4 persons cannot receive any assistance from anybody. In the pit lane, only the persons wearing the official armband can give or receive wheels, various parts or other tools.

~~If the rider takes part in the work, he/she will be included in these 4 persons.~~

+

Art. 2.3.15 para. 5 – Refuelling

Before and after the refuelling intervention, the PLUG CAP (P/N 100041568 or latest part reference) can be handled either:

- by the rider ~~(leaving the motorcycle) to take off the plug cap.~~
- ~~—by the rider (taking the motorcycle) to put back the plug cap.~~
- by the person appointed as assistant refueller (equipped as the refueller (4.))
- by one of the 4 identified mechanic (equipped as the refueller (4.))

The PLUG CAP (P/N 100041568 or latest part reference) must be back in place to release the motorcycle in the pitlane. In case this part is lost during a session or stint, the team will have to report new one at the next pitstop.

Option #2

Art. 1.17.5 – Pit Stops

During the pit stop in the pit lane, only the 4 persons clearly identified by the wearing of an official armband are permitted to work on the machine. These 4 persons cannot receive any assistance from anybody. In the pit lane, only the persons wearing the official armband can give or receive wheels, various parts or other tools.

If the rider takes part in the work, he/she will be included in these 4 persons. **However, when the rider takes off or puts back the plug cap as well as wipes off any possible liquid spills, such “action” will not be considered as “work on the machine”.**

+

Art. 2.3.15 para. 5 – Refuelling

Before and after the refuelling intervention, the PLUG CAP (P/N 100041568 or latest part reference) can be handled either:

- by the rider (leaving the motorcycle) to take off the plug cap.
- by the rider (taking the motorcycle) to put back the plug cap.
- **by the rider to wipe off any possible liquid spills**
- by the person appointed as assistant refueller (equipped as the refueller (4.))
- by one of the 4 identified mechanic (equipped as the refueller (4.))

The PLUG CAP (P/N 100041568 or latest part reference) must be back in place to release the motorcycle in the pitlane. In case this part is lost during a session or stint, the team will have to reput new one at the next pitstop.

X	Accepted/Application date: 01/01/2023	Rejected	Withdrawn	Postponed
Comments:				
Option #2 was accepted.				

5.2.9 Situation of the Refuelling Valves

During the 2022 season, many refuelling incidents, as shown in the pictures below, were registered. A new refuelling valve supplier has been contracted for the 2023 season in order to avoid these refuelling situations. FIM and Discovery are working to provide financial support to the teams which will buy (or have bought) this system.





5.2.10 Proposition of a New Timetable Format for Spa 2023

RJE proposed to condense the EWC round in Spa from three to two days. The Spa 2023 timetable format will be as follows.

Thursday:

- Scrutineering
- Briefing
- (No track activity)

Friday:

- 09.00 – 11.00 EWC Free Practice
- 11.15 – 12.30 Support race Free Practice
- 13.00 – 15.00 EWC Qualification 1
- 15.15 – 16.30 Support race QUALIFICATION
- 17.00 – 19.00 EWC Qualification 2
- 19.15 – 21.00 FAN ACTIVATION
- 21.30 – 23.00 EWC Night Practice

Saturday:

- 09.15 – 10.00 EWC Warm-UP
- 10.15 – 11.00 Support race Race
- 11.15 – 12.30 FAN ACTIVATION
- 13.00 – 14.00 EWC Starting Procedure
- 14.00 EWC RACE

Accepted/Application date:		Rejected		Withdrawn	X	Postponed
Comments: The proposal was postponed. FVA reported that a discussion with the EWC working place will take place in order to study this proposition. An answer will be given by 15 November 2022.						

5.3 FIM JuniorGP World Championship

5.3.1 General

A mandate to the CCR Director, the CCR Manager and the CCR Coordinators was asked to be given in order to harmonise the 2023 JuniorGP Regulations.



X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.3.2 JuniorGP Commission

SVN shared insights from the JuniorGP commission meeting where mainly technical propositions were discussed. The main change regarding the sporting regulations was the minimum age qualification.

5.4 FIM Sidecar World Championship

5.4.1 General

A mandate to the CCR Director, the CCR Manager and the CCR Coordinators was asked to be given in order to harmonise the 2023 Sidecar Regulations.

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.4.2 Art. 2.2.21 – Tyres (Technical Regulations)

It was proposed to delete article 2.2.21 from the FIM Sidecar World Championship Technical Regulations as it was no more relevant.

~~Art. 2.2.21 – Tyres~~

~~All teams must use the tyres exclusively provided by the Single Supplier contracted for the FIM Sidecar World Championship. All “external” tyres not directly supplied by the official representatives of the Single Supplier on the spot of an event of the FIM Sidecar World Championship are forbidden.~~

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.4.3 Introduction of the Long Lap Penalty in Sidecar

RBO proposed to introduce article 1.16.2 Long Lap Penalty Procedure in the Sidecar World Championship Regulations. Should this proposal be accepted, editorial amendments will be necessary in order to harmonise the regulations.



Art. 1.16.2 – Long Lap Penalty Procedure

When a circuit is equipped with a Long Lap Penalty route, during a race, a rider may be instructed to complete the Long Lap Penalty procedure. The rider must ride through the pre-defined route, which is on an unpainted asphalt runoff area defined by white lines on either side.

The penalty will be communicated via a board displayed for the rider at the start/finish line or other pre-defined area.

If the rider does not comply after the board has been presented 5 3 times the rider will be penalised with a 2X Long Lap penalty or other penalty as decided by the International Jury. In the case of a 2X Long Lap Penalty being given, these 2 long laps must be completed within 6 5 laps of the penalty notification.

If the rider does not complete this 2X Long Lap Penalty after the board has been presented 6 5 times, he/she will be penalised with a pit lane ride through (or other penalty as decided by the International Jury).

The Sidecar must stay within the lines defining the Long Lap route, infractions may result in the penalty being repeated, or other penalty applied as decided by the International Jury. The rider carrying out the Long Lap penalty is responsible for leaving and rejoining the track to follow the designated route, in a safe manner without disturbing or endangering other riders. Infractions will be strongly penalised.

Overtaking is forbidden within the Long Lap route. The penalty should not be carried out when there are yellow flags covering the penalty area, in this case extra lap(s) will be added to the number of laps allowed to comply if the area is unusable due to yellow flags.

In the case where the organisation has been unable to, or has decided not to carry out the long lap penalty before the end of the race, the relevant rider will be inflicted with an equivalent time penalty, or other penalty applied as decided by the International Jury.

In the case of a race interrupted prior to a long lap penalty being carried out, the relevant rider will be required to carry out a long lap penalty in the second part if the race is restarted, or other penalty such as an equivalent time penalty, as decided by the International Jury.

The Long Lap route and equivalent time penalty will be notified to the teams prior to the first practice session. Without prior notification, the equivalent time penalty for a Long Lap Penalty will be fixed



to **53** seconds.

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted with the slight change highlighted in yellow above.							

5.5 FIM MiniGP World Series

5.5.1 General

A mandate to the CCR Director, the CCR Manager and the CCR Coordinators was asked to be given in order to harmonise the 2023 MiniGP Regulations.

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.6 MotoGP Rookies Cup

5.6.1 General

A mandate to the CCR Director, the CCR Manager and the CCR Coordinators was asked to be given in order to harmonise the 2023 MotoGP Rookies Cup Regulations with those of the Grand Prix and Superbike further to the decisions taken by the respective Commissions, when necessary.

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.7 FIM Land Speed World Records

5.7.1 General

A mandate to the CCR Director, the CCR Manager and the CCR Coordinators was asked to be given in order to finalise the 2023 Land Speed World Records Regulations.

X	Accepted/Application date: 01/01/2023		Rejected		Withdrawn		Postponed
Comments: The proposal was accepted.							

5.8 Revision of the Disciplinary and Arbitration Code

A general revision of the Disciplinary and Arbitration Code has been undertaken by the LJJ Working Group.

6. Circuits

6.1 Circuit Inspections and Consultations

The updated list of circuits inspections (including those linked with FIA) is as follows:

Inspections carried out since the 2022 CCR Commission Meeting in Divonne

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

22/02/2022	COTA	AMA	Franco Uncini
03/03/2022	Lusail	QMMF	Franco Uncini
16/03/2022	Pannoniaring	MAMS	Reszö Bulcsu
17/03/2022	Mandalika	IMI	Franco Uncini
18/03/2022	Grobnik-Rijeka	HMS	Reszö Bulcsu
22/03/2022	Le Mans	FFM	Franck Vayssié
31/03/2022	Termas de Rio Hondo	CAMOD	Franco Uncini
13/04/2022	Le Mans	FFM	Rezsö Bulcsu Paul Duparc
21/04/2022	TT Assen	KNMV	Tamara Matko
21/04/2022	Algarve Portimão	FMP	Franco Uncini
28/04/2022	Jerez	RFME	Franco Uncini
03/05/2022	Albacete	RFME	Tamara Matko
04/05/2022	Estoril	FMP	Franck Vayssié
05/05/2022	Red Bull Ring	AMF	Franco Uncini
10/05/2022	Silverstone	ACU	Franco Uncini
12/05/2022	Le Mans	FFM	Franco Uncini

16/05/2022	KymiRing	SML	Franco Uncini
17-18/05/2022	Spa Francorchamps	FMB	Rezsö Bulcsu
18/05/2022	Valencia	RFME	Matej Smrz
19/05/2022	Estoril	FMP	Tamara Matko
26/05/2022	Mugello	FMI	Franco Uncini
01/06/2022	Spa Francorchamps	FMB	Rezsö Bulcsu
02/06/2022	Catalunya	RFME	Franco Uncini
08/06/2022	Catalunya	RFME	Matej Smrz
09/06/2022	Misano	FMI	Tamara Matko
15/06/2022	Most	ACCR	Tamara Matko
16/06/2022	Sachsenring	DMSB	Franco Uncini
23/06/2022	*Kuwait KWT*	KWT	*Franck Vayssié*
23/06/2022	Assen TT	KNMV	Franco Uncini
29.06.2022	Jerez	RFME	Matej Smrz
04/07/2022	Paul Ricard	FFM	Rezsö Bulcsu
13/07/2022	Portimão	FMP	Matej Smrz
14/07/2022	Donington	ACU	Tamara Matko
28/07/2022	Most	ACCR	Tamara Matko
04/08/2022	Silverstone	ACU	Franco Uncini
18/08/2022	Red Bull Ring	AMF	Franco Uncini
01/09/2022	Misano	FMI	Franco Uncini
06/09/2022	Serres circuit	AMOTOE	Franck Vayssié
08/09/2022	Magny-Cours	FFM	Tamara Matko
15/09/2022	Aragon	RFME	Franco Uncini
22/09/2022	Motegi	MFJ	Franco Uncini
22/09/2022	Barcelona-Catalunya	RFME	Tamara Matko
29/09/2022	CIC Buriram	FMSCT	Franco Uncini

05/10/2022	Motorland Aragon	RFME	Matej SMRZ
06/10/2022	Portimão	FMP	Tamara Matko
13/10/2022	Phillip Island	MA	Franco Uncini
20/10/2022	Sepang	MAM	Franco Uncini
20/10/2022	El Villicum	CAMOD	Tamara Matko

6.2 Circuit Situation

The updated list of the circuits, their characteristics and homologations are attached in Appendix 6.

7. Seminars

7.1 Traditional / International / Superlicence Seminars

FIM INTERNATIONAL CIRCUIT RACING SEMINARS (Superlicence Seminars)				
FMN	Date	Place	Type of Seminar	Participants
FIM	11/02/2022	Divonne-les-Bains	Clerk of the Course for World Championship GP	59
FIM	11/02/2022	Divonne-les-Bains	Clerk of the Course for Superbike World Championship	42
FIM	11/02/2022	Divonne-les-Bains	Clerk of the Course for Endurance World Championship	28
FIM	11/02/2022	Divonne-les-Bains	Sporting Steward for CCR (update for FIM members)	37

FIM INTERNATIONAL CIRCUIT RACING SEMINARS (Clerks of the Course & Sporting Steward)				
FMN	Date	Place	Instructor	Participants
Webinar	05/03/2022	Webinar	P. King	39
Webinar	19/03/2022	Webinar	P. King	40
FFM	12/03/2022	Paris	P. Coutant	10
HMS	19/03/2022	Opatija	R. Bulcsu	22
Webinar	30/04/2022	Webinar	R. Bulcsu	22
AMA	11/04/2022	Austin	P. King	26
SML	23/04/2022	Vantaa (Finland)	P. King	8

FMP	02/04/2022	Estoril	P. Duparc	12
Webinar	24/09/2022	Webinar	P. King	12

Please refer to Appendix 7 for the list of seminars instructed by the CCR since 2012.

8. Miscellaneous

8.1 Noise Emissions – FFM

Noise emissions have recently caused many problems to major French circuits. As a result, the FFM formed a working group, which Jean-Marc Desnues chaired, in order to find solutions to the recurrent problem of noise emissions. A summary of the FFM working group report can be found in Appendix 8.

The following table gathers the conclusions of the work done by the working group:

	Current Regulation	New Regulation (2024)
Events on karting tracks	95 dB/A	93 dB/A
Speed Measuring process according to the FIM methods	102 dB/A	95 dB/A
Motocross Measuring process according to 2m MAX	109 dB/A (Class 1) 112 dB/A (Class 2 to 4)	109 dB/A (All categories)
Enduro Measuring process according to 2m MAX	112 dB/A	109 dB/A
Trial Measuring process according to 2m MAX	104 dBA (2T) 106 dBA (4T)	101 dB/A (2T) 103 dB/A (4T)
Motoball Measuring process according to 2m MAX	112 dBA	105 dB/A

All these measurements are carried out statically.

- The conditions for dynamic measurements will be specified at a later date.
- 2 dB/A tolerances are general before or during the race and represent the margin of error indicated by sound level meter manufacturers. Recall that the FIM regulations allow you to systematically add 1 dB/A after the race due to possible deterioration of the exhaust line.



9. FIM General Assembly and FIM Awards

The FIM General Assembly will take place in Rimini (ITA) on Friday 2 December 2022. The FIM Prize Giving Ceremony with the 2022 World Champions will be on Saturday 3 December 2022.

10. Budget

10.1 Budget 2022

The budget 2022 is positive. Exchange rate fluctuation impacted the balanced budget. Additionally, the cancellation of the Finland GP negatively influenced the 2022 budget forecast. Special attention was given throughout the year to the nominations in order to reduce unnecessary travel expenses. FVA thanked the CCR Members for their availability, cooperation and flexibility regarding nomination this year.

10.2 Budget 2023

The 2023 budget was submitted to the financial department at the end of July 2022. It was validated and will be further discussed at the end of the year. Potential budget restrictions can be awaited.

11. Upcoming CCR Meeting

The next CCR meeting will be held during the 2023 FIM Conference of Commissions in Lille (France) from 10 to 12 February 2023. FVA reported his wish to have face-to-face meetings at the beginning and the end of the season. The intermediate CCR meeting can be held online. Additionally, he stressed his willingness to organise more CCR Bureau Meetings in the future. FVA also would like to keep the tradition to hold the CCR Annual Meeting during the last MotoGP round.

12. Closing of the Meeting

The Director of the CCR closed the meeting at 4:00 p.m. by once again thanking all the members of the CCR for their commitment throughout the year and invited all the members present to the dinner of the CCR whose theme will focus on the life and influence of the octopus within the CCR. This dinner took place later in the evening that day.

D a t e s	WC MotoGP, Moto2 & Moto3 + MotoE ⚡ + Rookies Cup (RC) 🏠 + Asian Talent Cup (ATC) or Northern Talent Cup (NTC) *					WC SUPERBIKE & SUPERSPORT & SSP 300 + Asia Talent Cup (ATC) + Northern Talent Cup (NTC) + Yamaha R3 bLU cRU European Cup (YR3EC)					WCs ENDURANCE		WC SIDECAR		WC JuniorGP + European Talent Cup (ETC) + Moto2 European Championship (Moto2 EUR)		Land Speed World Record		F 1	D a t e s
	FMN	CIRCUIT	RC	ME ⚡	GPC	FMN	CIRCUIT	SBK	SSP	SSP 300	FMN	CIRCUIT / EVENT	FMN	CIRCUIT	FMN	CIRCUIT	FMN	CIRCUIT	For info	
22.01.2023																				22.01.2023
29.01.2023																				29.01.2023
05.02.2023																				05.02.2023
12.02.2023																				12.02.2023
19.02.2023																				19.02.2023
26.02.2023						MA	Phillip Island	X	X											26.02.2023
05.03.2023						IMI	Mandalika	X	X									Bahrain		05.03.2023
12.03.2023																				12.03.2023
19.03.2023																		Saudia Arabia		19.03.2023
26.03.2023	FMP	Algarve																		26.03.2023
02.04.2023	CAMOD	Termas																Melbourne		02.04.2023
09.04.2023																				09.04.2023
16.04.2023	AMA	Austin								FFM	Le Mans (24H)							Shanghai		16.04.2023
23.04.2023						KNMV	TT Assen	X	X	X										23.04.2023
30.04.2023	RFME	Jerez																Azerbaijan		30.04.2023
07.05.2023						RFME	Barcelona	X	X	X				FMP	Estoril			Miami		07.05.2023
14.05.2023	FFM	Le Mans		⚡																14.05.2023
21.05.2023														RFME	Valencia			Imola		21.05.2023
28.05.2023																		Monaco		28.05.2023
04.06.2023						FMI	Misano	X	X	X				RFME	Jerez			Barcelona		04.06.2023
11.06.2023	FMI	Mugello		⚡																11.06.2023
18.06.2023	DMSB	Sachsenring		⚡						FMB	Spa (24H)							Montreal		18.06.2023
25.06.2023	KNMV	TT Assen		⚡																25.06.2023
02.07.2023						ACU	Donington	X	X					FMP	Algarve			Spielberg		02.07.2023
09.07.2023	AMFK	Kazakhstan																Silverstone		09.07.2023
16.07.2023						TBA	TBA	X	X	X				RFME	Barcelona-Catalunya					16.07.2023
23.07.2023																		Budapest		23.07.2023
30.07.2023						ACCR	Most	X	X	X	MFJ	Suzuka (8H) only EWC						Spa		30.07.2023
06.08.2023	ACU	Silverstone		⚡																06.08.2023
13.08.2023																				13.08.2023
20.08.2023	AMF	Red Bull Ring		⚡																20.08.2023
27.08.2023																		Zandvoort		27.08.2023
03.09.2023	RFME	Barcelona-Catalunya		⚡														Monza		03.09.2023
10.09.2023	FMI	Misano		⚡		FFM	Magny-Cours	X	X	X										10.09.2023
17.09.2023										FFM	Bol d'Or (24H)							Singapore		17.09.2023
24.09.2023	FMSCI	Buddh				RFME	Aragon	X	X	X								Suzuka		24.09.2023
01.10.2023	MFJ	Motegi				FMP	Portimão	X	X	X										01.10.2023
08.10.2023														RFME	Aragón			Lusail		08.10.2023
15.10.2023	IMI	Mandalika				CAMOD	El Villicum	X	X											15.10.2023
22.10.2023	MA	Phillip Island																COTA		22.10.2023
29.10.2023	FMSCT	Chang Circuit																Mexico		29.10.2023
05.11.2023														RFME	Valencia			Sao Paulo		05.11.2023
12.11.2023	MAM	Sepang																		12.11.2023
19.11.2023	QMMF	Lusail																Las Vegas		19.11.2023
26.11.2023	RFME	Valencia																Abu Dhabi		26.11.2023
03.12.2023																				03.12.2023
10.12.2023																				10.12.2023

* 2 races per events

s Saturday / samedi s

s Saturday / samedi s

FIM CCR CIRCUITS

NOM DU CIRCUIT NAME OF CIRCUIT	PAYS COUNTRY	FMN	LONGUEUR LENGTH	DIRECTION **	POLE POSITION	LLD Info	DERNIERE / LAST INSPECTION	INSPECTOR	LAST GRADE	Situation / Validity	NOM DU CIRCUIT NAME OF CIRCUIT	FOR INFO FIA INSPECTOR
BRNO	Rép. Tchèque / Czech Rep.	ACCR	5'403 km	C	gauche/left		06.08.2020	Franco UNCINI	A	2020	BRNO	U. Frumolt
MOST	Rép. Tchèque / Czech Rep.	ACCR				Pixel 15	28.07.2022	Tamara MATKO Rezso BULCSU	B + C	2022	MOST	???
BRANDS HATCH	GB	ACU	3'916 km	C	gauche/left		17.03.2015				BRANDS HATCH	
DONINGTON PARK	GB	ACU	4'020 km	C	gauche/left	EM M 14	13.07.2022	Tamara MATKO	B + F	2022	DONINGTON PARK	R. Bruynseraede
DONINGTON PARK (Short)	GB	ACU	3'188 km	C	gauche/left		10.09.2016	Ralph BOHNHORST			DONINGTON PARK (Short)	R. Bruynseraede
SILVERSTONE	GB	ACU	5'891 km	C	gauche/left	TBA	04.08.2022	Franco UNCINI	A	2022	SILVERSTONE	C. Bulut
COTA	USA	AMA	5'513 km	A	droite/right	asked	07.04.2022	Franco UNCINI	A	2022	COTA	E. Freitas
INDIANAPOLIS	USA	AMA	4'170 km	A	droite/right		06.08.2015	Franco UNCINI			INDIANAPOLIS	
LAGUNA SECA	USA	AMA	3'610 km	A	droite/right		11.07.2019	Franck VAYSSIE		2019	LAGUNA SECA	
TENNESSEE	USA	AMA						Franco UNCINI		Dossier à l'étude / under study	TENNESSEE	
THESSALONIKI	Greece	AMOTOE	3'186 km	TBC				Franck VAYSSIE		Dossier à l'étude / under study	THESSALONIKI	
SPIELBERG / RED BULL RING	Autriche / Austria	AMF	4,318 km	C	gauche/left	asked	18.08.2022	Franco UNCINI	A	2022	SPIELBERG / RED BULL RING	C. Bulut
SOKOL	Kazakhstan	AMFK					29.06.2015	Franco UNCINI		Under Construction	SOKOL	
BAHRAIN INTL CIRCUIT	Bahrein / Bahrain	BAMF	5'400 km	C	gauche/left		11.09.2014	Rezso BULCSU			BAHRAIN INTL CIRCUIT	T. Schenken
NINGBO	Chine/China	CAMF					10.01.2018	Franck VAYSSIE			NINGBO	
EL VILLICUM	Argentina / Argentine	CAMOD	4'276 km	A	droite/right		20.10.2022	Tamara MATKO	B	2022	EL VILLICUM	C. Bertrand
TERMAS DE RIO HONDO	Argentina / Argentine	CAMOD	4'805 km	C	gauche/left		31.03.2022	Franco UNCINI	A	2022	TERMAS DE RIO HONDO	C. Bertrand
BELO HORIZONTE	Brésil / Brasil	CBM					23.11.2015			Travaux à faire / Work to do	BELO HORIZONTE	
GOIANIA	Brésil / Brasil	CBM						Franco UNCINI		Dossier à l'étude / under study	GOIANIA	
INTERLAGOS	Brésil / Brasil	CBM						Franck VAYSSIE		Travaux à faire / Work to do	INTERLAGOS	
RIO	Brésil / Brasil	CBM						Franco UNCINI		Dossier à l'étude / under study	RIO	
EUROSPEDWAY LAUSITZ	Allemagne / Germany	DMSB	4,265 km	A	droite/right		17.08.2017	Franck VAYSSIE			EUROSPEDWAY LAUSITZ	R. Bruynseraede
HOCKENHEIM	Allemagne / Germany	DMSB		C	gauche/left		16.06.2015			Travaux à faire / Work to do	HOCKENHEIM	R. Bruynseraede
NURBURGRING	Allemagne / Germany	DMSB	5'137 km	C	gauche/left		21.08.2017			Travaux à faire / Work to do	NURBURGRING	R. Bruynseraede
OSCHERSLEBEN	Allemagne / Germany	DMSB	3'696 km	C	droite/right		01.10.2021	Rezso BULCSU Paul DUPARC	F	2021-2022	OSCHERSLEBEN	R. Bruynseraede
SACHSENRING	Allemagne / Germany	DMSB	3'671 km	A	gauche/left	TBA	16.06.2022	Franco UNCINI	A	2022	SACHSENRING	R. Bruynseraede
LE MANS	France	FFM	4'185 km	C	gauche/left	EM	12.05.2022	Franco UNCINI P. DUPARC / R. BULCSU	A + C	2022	LE MANS	R. Bruynseraede
NEVERS MAGNY-COURS	France	FFM	4'411 km	C	droite/right		08.09.2022	Tamara MATKO F. VAYSSIE F. UNCINI	B	2022	NEVERS MAGNY-COURS	
PAUL RICARD	France	FFM	5'673 km	C	droite/right		04.07.2022	Rezso BULCSU F. VAYSSIE P. DUPARC	C	2022	PAUL RICARD	E. Freitas
SPA-FRANCORCHAMPS	Belgique / Belgium	FMB	6'985 km ???	C	gauche/left		01.06.2022	Rezso BULCSU F. VAYSSIE P. DUPARC	C	2022	SPA-FRANCORCHAMPS	C. Bulut
IMOLA	Italie / Italy	FMI	4'936 km	A	gauche/left		08.05.2019	Franck VAYSSIE	B	2019	IMOLA	
MONZA	Italie / Italy	FMI	5'777 km	C	gauche/left		16.11.2016	Franck VAYSSIE		Travaux à faire / Work to do	MONZA	
MUGELLO	Italie / Italy	FMI	5'245 km	C	droite/right	asked	26.05.2022	Franco UNCINI	A	2022	MUGELLO	R. Bruynseraede
MISANO	Italie / Italy	FMI	4'226 km	C	gauche/left	EM 2022	01.09.2022	Tamara MATKO Franco UNCINI	A + B	2022	MISANO	R. Bruynseraede
VALLELUNGA	Italie / Italy	FMI		C			11.05.2015	Franck VAYSSIE			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	T. Cotman
ESTORIL	Portugal	FMP	4'182 km	C	gauche/left	TBA	27.10.2022	Rezso BULCSU Tamara MATKO	B+C+D+F	2022	ESTORIL	
PORTIMAO	Portugal	FMP	4'592 km	C	gauche/left		06.10.2022	Tamara MATKO Franco UNCINI Matej SMRZ	A+B+D/Dt	2022	PORTIMAO	
BIC DELHI	Inde / India	FMSCI	5'014 km	C	gauche/left		10.01.2012	Igor ESKINA		Dossier à l'étude / under study	BIC DELHI	
CHENNAI RACEWAY	Inde / India	FMSCI					27/05.2019	Franck VAYSSIE			CHENNAI RACEWAY	
BURIRAM (CIC)	Thaïlande / Thailand	FMSCCT	4'554 km	C	gauche/left	TBA	29.09.2022	Franck VAYSSIE Franco UNCINI	A	2022	BURIRAM (CIC)	T. Schenken
GROBNIK-RJEKA	Croatie / Croatia	HMS	4'168 km	A	gauche/left		18.03.2022	Rezso BULCSU	F	2022	GROBNIK-RJEKA	B. Muscioni
MANDALIKA	Indonésie / Indonesia	IMI	4'301 km	C	gauche/left		17.03.2022	Franco UNCINI Tamara MATKO	A + B	2022	MANDALIKA	
KUWAIT MOTOR TOWN	Kuwait	KIAC					23.06.2022	Franck VAYSSIE		Dossier à l'étude / under study	KUWAIT MOTOR TOWN	F. Ramzi
ASSEN	Pays-Bas / Netherlands	KNMV	4'542 km	C	gauche/left	IN PLACE	23.06.2022	Tamara MATKO Franco UNCINI	A + B + F	2022	ASSEN	
BATHURST	Australie / Australia	MA	6'213	A				Franco UNCINI			BATHURST	
PHILLIP ISLAND	Australie / Australia	MA	4'448 km	A	gauche/left	TBA	13.10.2022	Tamara MATKO Franco UNCINI	A + B + t	2022	PHILLIP ISLAND	T. Schenken
TAILEM BEND	Australie / Australia	MA					04.02.2016	Franco UNCINI			TAILEM BEND	J. Symes
SEPANG	Malaisie / Malaysia	MAM	M	C	gauche/left	TBA	20.10.2022	Franco UNCINI Rezso BULCSU	A + C	2022	SEPANG	
JOHOR	Malaisie / Malaysia	MAM					01.02.2017				JOHOR	
PANNONIA RING	Hongrie / Hungary	MAMS	4'470 km	C	gauche/left		16.03.2022	Rezso BULCSU	F	2022-2023	PANNONIA RING	
AUTOPOLIS	Japon / Japan	MFJ					17.01.2018	Franck VAYSSIE		Travaux à faire / Work to do	AUTOPOLIS	R. Bruynseraede
SUZUKA	Japon / Japan	MFJ	5'824 km	C	gauche/left	IN PLACE	04.08.2022	Rezso BULCSU Paul DUPARC	C	2022	SUZUKA	
TWIN RING MOTEGI	Japon / Japan	MFJ	4'801 km	C	gauche/left	EM M 2022	22.09.2022	Franco UNCINI	A	2022	TWIN RING MOTEGI	R. Bruynseraede
IGORA DRIVE	Russie / Russia	MFR					01-02.10.2020	Franco UNCINI		Travaux à faire / Work to do	IGORA DRIVE	B. Muscioni
MOSCOW RACEWAY	Russie / Russia	MFR	3'955 km	A	droite/right		15.11.2012	Igor ESKINA		2013-2014	MOSCOW RACEWAY	
DOHA	Qatar	QMMF	5'380 km	C	gauche/left	2022	03.03.2022	Tamara MATKO Franco UNCINI	A + N	2022	DOHA	
ALBACETE	Espagne / Spain	RFME	3'550 km	C	gauche/left		03.05.2022	Tamara MATKO	D	Travaux à faire / Work to do	ALBACETE	
ARAGON	Espagne / Spain	RFME	5'078 km	A	droite/right	asked	05.10.2022	Franco UNCINI Matej SMRZ	A + B + D	2022	ARAGON	
CATALUNYA	Espagne / Spain	RFME	4'727 km	C	gauche/left	2022	22.09.2022	Franco UNCINI Matej SMRZ Tamara MATKO	A + B + D	2022	CATALUNYA	S. Robertson
JEREZ	Espagne / Spain	RFME	4'423 km	A	gauche/left	rented for 2022	29.06.2022	Franco UNCINI Matej SMRZ Tamara MATKO	A+B+D/Dt	2022	JEREZ	
LOS ARCOS-NAVARRA	Espagne / Spain	RFME	3'970 km	C	gauche/left		19.08.2021	Tamara MATKO Franck VAYSSIE	B	2021	LOS ARCOS-NAVARRA	B. Muscioni
VALENCIA	Espagne / Spain	RFME	4'005 km	A	droite/right	2022	03.11.2022	Franco UNCINI Matej SMRZ	A + D + Dt	2021	VALENCIA	
SLOVAKIA RING	Slovaquie / Slovakia	SMF	5'922 km	C	gauche/left		05.02.2019	Rezso BULCSU	C + F	2019	SLOVAKIA RING	B. Muscioni
ALASTARO	Finlande / Finland	SML					13.11.2019	Rezso BULCSU		Travaux à faire / Work to do	ALASTARO	
KIMI	Finlande / Finland	SML				2022 MyLaps ?	16.05.2022	Franco UNCINI		Travaux en cours / Work in progress	KIMI	
ISTANBUL	Turquie / Turkey	TMF	5'378 km	A	droite/right		12.08.2013				ISTANBUL	
DUBAI AUTODROME	EAU / UEA	UAEMC	5.377 km		droite/right		24.02.2015			Travaux à faire / Work to do	DUBAI AUTODROME	
YAS MARINA	EAU / UEA	UAEMC					21.03.2011			Travaux à faire / Work to do	YAS MARINA	

Legend/légende Legend/légende

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

Grade	Grand Prix	Superbike	Endurance	JuniorGP	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 d'éclairage
 "t" attached to the grade means: TESTS only / "t" attaché au grade : TESTS uniquement

Séminaires assurés par la CCR depuis 2008 / Seminars instructed by the CCR since 2008

FMNS	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AAM	P. DUPARC			P. DUPARC			P. DUPARC 24-25 Feb.					
AAMC	R. BULCSU	R. BULCSU	R. BULCSU	R. BULCSU	Paul DUPARC 06-07 May	R. BULCSU 01-02/06/2017	Paul DUPARC 05-06 Oct	Paul DUPARC 18-19 Oct	23-24/10 Postp. Covid			
ACCR												
ACU		J Parker P. KING			Paul KING 27-28 Feb.			Paul KING 2 & 3 March			Webinar Paul KING	
AMA			CUMBOW			Paul KING 24-25 April		Paul KING 16-17 April			Paul KING 11 & 12 April	
BAMF							R. BULCSU 25-26 Feb					
CAMOD			R. BULCSU			too late !	too late !	B CUMBOW 25-26 March				
CBM									28-29/03 Postp. Covid			
CMSA			R. BULCSU				R. BULCSU 25-26 Feb		Latest 8/03 Postp. Covid			
DMSB		R. BULCSU			R. BULCSU 5-6 March			Paul KING 16 & 17 March			Webinar Paul KING	
DMU			R. BULCSU				R. BULCSU 08-09 April					
EMSO									Dubai ? asked to FVA			
FFM	P. COUTANT	P. COUTANT	P. COUTANT	P. COUTANT	P. COUTANT 27-28 Feb	P. COUTANT 11-12 March		P. COUTANT 30-31 Mar	P. COUTANT Postp. Covid	P. COUTANT 01 April	P. COUTANT 12-13 March	
FMI		P. KING			P. KING 05-06 March			Paul KING 09 & 10 March			Webinar Paul KING	
FMP			DUPARC		R. BULCSU V. CORREDOIRA 5-6 March			F. VAYSSIE 29&30 June			Paul DUPARC 02 & 03 April	
FMPR			CUMBOW PEREZ									
FMSCI		R. BULCSU P. DUPARC										
FMSCT				R. BULCSU			R. BULCSU 24-25 Feb.					
FMV/UULM			PEREZ				Lincoln Perez 16-17 Sep					
HMS								R. BULCSU 16 & 17 March			R. BULCSU 19 & 20 March	
IMI					P. DUPARC 5-6 March			P. DUPARC 16-17 March				
KNMV											Webinar Paul KING	
MA	R. BULCSU					Franck VAYSSIE 20-21 Feb			20-21/10/2020 Post Covid		Webinar Paul KING	
MAMS			R. BULCSU				R. BULCSU 07-08 April			R. BULCSU 15-16 May		
MFJ		R. BULCSU			R. BULCSU 20-21 Feb			R. BULCSU 09-10 March			R. BULCSU 30 April 1st March	
MFR	R. BULCSU P. DUPARC											
OeAMTC		R. BULCSU			R. BULCSU 27-28 Feb							
QMMF			VAYSSIE		F. VAYSSIE 23-24 March			F. VAYSSIE 20-21 OCT				
RFME			P. KING				Paul DUPARC 25-26 Feb		A. SOMOLINOS 07-08 March		Webinar Paul KING	
SMF							R. BULCSU 11-12 March					
SML									Paul KING Postp. Covid		Paul KING 23 & 24 April	
SMSA	R. BULCSU											
SVEMO												
WEBINARs EUROPE										Paul KING 22 May	Paul KING 05-06 March 12-13 March	
WEBINAR ASIA										Paul DUPARC 30-31 July	Rezső BULCSU 26-27 March	

LEGEND

Without any costs for FIM
Costs borne by the FIM
Officially asked (to be validated)
POSSIBLE
POSTPONED

Summary of the Report of the FFM Working Group on Noise Emissions, September 6, 2022

This note presents a summary of the report of the FFM working group concerning noise emissions.

This working group, after a year of research, meetings, meetings with various players in motorcycle sport, including the major French circuits (which encounter these noise problems on a daily basis), has finalized its work.

The full report, in French, is appended to this note.

Recall :

In France, the law has evolved since 2017 and obliges us, us FFM, to completely review the noise standards. I will not go over all the decrees and laws that have brought us to the current situation, but simply recall a few key points:

First of all, before 2017 and the publication of the Noise Decree, the situation was under control because we, FFM, relied on 2 regulations:

- 1) The fact that, as an exception to the noise restriction rules, in particular enacted by the Public Health Code, it was the rules of the federations that applied.
- 2) Circuit homologation and event authorization files were the rule.

And then, in 2017, the publication of the noise decree, confirmed by a judgment of the Council of State in November 2019, now subjects all activities, including those of sport, to the noise emergence limits of common law. So the law applies in all its rigor.

Proof of this is that the Albi police court condemned the Albi circuit, in January 2021, to pay heavy compensation to local residents.

There have since been other complaints in other regions, particularly for motocross grounds. The legal department of the FFM closely follows all these cases.

The observation is therefore that since the noise decree of 2017, all motor sports activities (free driving, training, competition, on the circuit or on the road) have switched to common neighborhood noise law.

On the other hand, these offenses are now subject to criminal sanctions.

The President of the FFM, Sébastien POIRIER wanted to set up an FFM Working Group to propose solutions.

This group is made up of the Presidents of the sports commissions affected by this problem, whether in the disciplines on asphalt circuits or off-road.

The work began in March 2021, and although we have progressed quite quickly, in particular by meeting the representatives of the importers and manufacturers of

motorcycles, but also the manufacturers of exhaust pipes, we wanted to wait for the conclusions of the Working Group of the FIM on the same subject, before communicating on the work of our working group.

The FIM recently announced, last spring, its new noise emission regulations, but only for the "OFF Road" disciplines.

The application of these measures by the FIM will be effective in 2025. This date was chosen in agreement with the manufacturers, mainly Japanese, but not only.

This deadline, requested by the manufacturers, corresponds to the time required for the design of new products by the Design Offices, but also for the industrial implementation of these new exhaust lines.

If the FIM regulates noise emissions in OFF Road disciplines and mainly in Moto Cross, it is because more and more practice sites, in the world and mainly in Europe, are encountering noise-related problems.

On the other hand, the FIM did not wish, for the moment, to modify its regulations concerning speed disciplines on asphalt circuits.

The GP World Championships and the European Championships are managed by a promoter, and the modification of the regulations concerning noise emissions requires a common will, FIM / Promoter.

The following table, necessarily synthetic, therefore represents the conclusions of the Working Group.

Conclusion of the work of the Sound Emissions Working Group

Summary table.

	Réglementation actuelle	Nouvelle réglementation pour 2024
Epreuves sur pistes de karting	95 dB/A	93 dB/A
Vitesse Prise de mesure méthode FIM	102 dB/A	95 dB/A
Moto cross Prise de mesure méthode 2m MAX	109 dB/A (Classe 1) 112 dB/A (Classe 2 à 4)	109 dB/A (toutes classes confondues)
Enduro Prise de mesure méthode 2m MAX	112 dB/A	109 dB/A
Trial Prise de mesure méthode 2m MAX	104 dBA (2T) 106 dBA (4T)	101 dB/A (2T) 103 dB/A (4T)
Moto ball Prise de mesure méthode 2m MAX	112 dBA	105 dB/A

All these measurements are carried out statically

- The conditions for dynamic measurements will be specified at a later date.
- 2 dB/A tolerances are general before or during the race and represent the margin of error indicated by sound level meter manufacturers. Recall that the FIM regulations allow you to systematically add 1 dB/A after the race due to possible deterioration of the exhaust line.

Comments about the table:

First of all, and because our FFM clubs organize events on Karting circuits, we have provided for specific regulations.

This is 95 dB (+ 2 dB tolerance which is the tolerance accepted by sound level meter manufacturers), applicable from 2022.

The output level will be lowered by 2 dB, i.e. 93 dB from 2024.

As far as the other speed disciplines are concerned, we have gone further, at least more than for the Off-Road disciplines, by lowering the level by 5 dB/A. compared to the current rules.

The new regulations will be 95 dB (+2 dB tolerance of the sound level meter) – but it is better to communicate on the figure of 95 dB rather than 97-

If for the speed disciplines, the measurement method remains the so-called FIM method, in statics, the objective is to supplement these measurements with measurements taken in dynamics.

The challenge that presents itself to us is therefore to establish a correlation and equivalences between the measurements taken in static and the measurements taken in dynamics.

These readings can therefore be applied on a daily basis to each of the circuits equipped with fixed sound level meters.

Details on this dynamic survey method are given in paragraph 7 of the report.

Note: for now, the full report is only available in French.

Jean-Marc DESNUES.
Chairman of the “Sound Emissions” working group