



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM STANDARDS FOR MOTOCROSS
AND SUPERMOTO CIRCUITS**

2023

FIM Standards for Motocross and SuperMoto circuits

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Articles amended as from 1.1.2023 are in bold type

General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM Motocross World Championships/Cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM Motocross and SuperMoto Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM Motocross and SuperMoto Circuit Standards
7. FIM Environmental Code
8. FIM Medical Code
9. FIM Anti-Doping Code
10. FIM Yearbook
11. Protocol at FIM World Championship and Prize Events
12. FIM Organiser's Manual

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Motocross World Championship Regulations").

The FIM Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

It is the responsibility of each rider and/or team to ensure that all persons involved with their entries observe the FIM Regulations at all times. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event is joint and severally with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Waiting Zone, Repair and Signalling Zone or on the circuit, must wear an appropriate pass at all times during the meeting.

Actions judged by the officials responsible to be contrary to the FIM Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.

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.

Note: In this Appendix "rider" means also "Sidecar rider and passenger" when applicable.

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FIM STANDARDS FOR MOTOCROSS CIRCUITS
(SMXC)

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1. FIM PROCEDURES

1.1 Inspection

1. The CMS/FIM must inspect and approve all circuits.
2. No inspection should be made during Conference Meetings, the FIM General Assembly or CMS Commission Meetings.
3. An accurate plan to the scale of 1/1000 of the course, paddock area, amenities and installations for the public, with all relevant dimensions indicated, must be available at the circuit for the appointed inspector.
4. The plan must show all the obstacles on the circuit (each one indicated by a number); the location of first-aid units, ambulances, race offices, flag marshals, etc.
5. The length of the course must be measured by competent authorities, who will certify the exact length on the plan. This measurement must be made along the centre line of the course.
6. The Organisers must make an electronic “Circuit File” with photographs and graphical drawings of all the obstacles on the circuit.
7. Each obstacle must be listed on the plan of the circuit, which must be added to the circuit file. The approximate height, width and length of each obstacle must be recorded in this file.
8. Each obstacle must be numbered in function of the flag marshal position or area (Ex.: individual obstacles/flag marshal positions: 1, 2, 3, etc. or a combined section of obstacles/flag marshal areas: 2.a, 2.b, 2.c, etc.).
9. During the inspection, the electronic “Circuit File” must be given to the FIM-appointed Inspector who will forward it to the FIM together with the inspection report. A copy of the electronic “Circuit File” must remain at the circuit at the disposal of FIM Officials at any time during the event.
10. In case of a re-inspection, an updated file of the new sections and a new plan are to be added to the existing file, which must be given to the FIM- appointed Inspector who will forward them to the FIM together with the inspection report.
11. A copy of this updated file must also be added to the already existing “Circuit File”, which must remain at the circuit.
12. The FIM-appointed inspector must be a holder of a valid FIM licence as a “Clerk of the Course” for Motocross. In general, whenever a first-time inspection is being carried out, i.e. at a circuit not in possession of a circuit licence, the inspector must be an FIM Motocross Race Director or a current Member of the CMS.

In addition to 1.1:

1.1.MXGP FIM MXGP/MX2 Motocross World Championships
1.1.WMX FIM Women's Motocross World Championships
1.1.JMX FIM Junior Motocross World Championships/Cup
1.1.MXN FIM Motocross of Nations

13. The responsibility for an application to have a course inspected or re- inspected rests with the FMNR and/or the FIM Championship Promoter who has/have to inform the FIM in due time before the proposed date of inspection.
14. The FIM can schedule a pre-evaluation visit of a circuit whenever deemed necessary.
15. If the FMNR has a CMS Member, it must ensure that this person attends the inspection, re-inspection or pre-evaluation.
16. The final inspection must be carried out during the circuit control of the FIM Motocross World Championship/Prize Event in question.

1.1.SIDE FIM Sidecar Motocross World Championship

13. The responsibility for an application to have a course inspected or re- inspected rests with the FMNR who has to inform the FIM in due time before the proposed date of inspection.
14. The FIM can schedule a re-inspection of a circuit whenever deemed necessary.
15. If the FMNR has a CMS Member, it must ensure that this person attends the inspection or the re-inspection.
16. The inspection must be carried out during a national or international event. The CMS may deviate from this principle in exceptional circumstances or cases of force majeure.

1.2 Homologation

1. If the inspection has been carried out in conformity with the current Regulations, the inspector appointed by the CMS will propose the circuit for homologation by the FIM.
2. The inspector will specify the different FIM Championships/Prize Events which will be authorised on the course and, if necessary, will point out the modifications that have to be brought to the circuit.
3. These modifications should only be minor and the FMNR is responsible for making sure that they are corrected before any FIM Championship/Prize Event.
4. If the FMNR has a CMS Member, this person will follow up the work to be done before the event and report to CMS.
5. For each homologated circuit, a “Circuit Licence” will be issued by the FIM and sent to the FMNR. The “Circuit Licence” must be added to the “Circuit File”.
6. The homologation of a circuit by the FIM is only valid for and restricted to the official practices and races counting towards the FIM Championship/ Prize Event run under the jurisdiction of the FIM, without prejudice to Art. 10.8.2 of the FIM Sporting Code.
7. When the circuit is being presented for a FIM Championship/Prize Event, it is presumed to be the same as the one that has been homologated.
8. However, minor modifications in the interest of safety or the competition or in case of force majeure are allowed. These modifications must always be approved by the FIM Race Director and added to the circuit file.

In addition to 1.2:

1.2.MXGP FIM MXGP/MX2 Motocross World Championships
1.2.WMX FIM Women's Motocross World Championships
1.2.JMX FIM Junior Motocross World Championships/Cup
1.2.MXN FIM Motocross of Nations

9. The homologation of each circuit will be confirmed by the FIM Race Direction during the circuit control of the event in question.
17. Each “Circuit Licence” is valid for the duration of the event following the circuit control at that event.

1.2.SIDE FIM Sidecar Motocross World Championship

9. Homologations of circuits will be confirmed by the CMS during the FIM Conference or a Commission meeting.
10. However, in case of exceptional circumstances, a case of “force majeure” or a re-inspection, the CMS Director may confirm the homologation of a circuit for the event in question of the FIM Championship/Prize Event.

11. Each “Circuit Licence” is valid for a maximum of 2 years, on 1st January of the year following the inspection unless another start of validity and/or duration is deemed necessary.

1.3 Control

1. In order to control the circuit and the installations, a control will be made on the day prior to the practices.
2. If deemed necessary, a second control can be carried out.
3. The times below for the circuit control are for the purposes of reference. If the FIM Race Director deems it necessary, they may be advanced or delayed.
4. Time for circuit control:
 - a) MXGP, MX2, WMX, MXN, SIDE: generally at 15:00
 - b) JMX: generally at 14:00
5. Time for the second circuit control:
 - a) MXGP, MX2, WMX, MXN, JMX, SIDE: generally at 18:00, or any other time set by the Race Direction

2. CIRCUIT

2.1 General

1. A Motocross circuit can be permanent or temporary.
2. A Motocross circuit includes the course and all the necessary installations and provisions to stage a meeting according to the FIM Motocross World Championship Regulations.
3. The FIM Motocross World Championship Regulations must be respected at all times. Special attention must be given to the FIM Environmental Code.
4. The organiser must prepare an Environmental Management Plan. Please refer to the current FIM Environmental Code.
5. The organiser must also prepare an Environment Management Map. Please refer to the current FIM Environmental Code. The Environment Management Map must be added to the “Circuit File”.
6. The Environment Management Map must be published in the Supplementary Regulations of the event.
7. The organiser must make sure that the circuit and its installations conform to any guidelines or regulations enforced by the relevant country.
8. The provisions of the current FIM Championship Promotor’s Organisers Manual also apply and must be respected.

2.2 Access Roads

1. Access roads to the circuit must provide an easy access and have proper traffic management for any vehicle going to or coming from the circuit.
2. These access roads to the circuit must be heavy load bearing, wide enough and preferably paved. They must permit all vehicles to circulate on them under all weather conditions and at any time.
3. The organiser must make sure that the access roads to the circuit conform to any guidelines or regulations enforced by the relevant country.

2.3 Welcome Office

1. The “Welcome Office” is the place where officials, riders, team staff, other participants and guests collect their passes, if they do not have any permanent passes.
2. The Welcome Office of the event can be at a permanent or temporary location.
3. The Welcome Office can be near the circuit or at the entrance of the circuit itself.
4. The Welcome Office must provide sufficient room and decent working conditions for the staff and the persons coming to collect passes.
5. The Welcome Office must be clearly indicated with proper signalling on the different access roads leading to the circuit.
6. In order not to block the roads/access to the circuit, there must be sufficient parking space near the Welcome Office for the trucks, motorhomes, cars and other vehicles of the persons who have to go there.
7. The Welcome Office must be open as of one day before the time scheduled for administrative and technical verifications, according to the following schedule:
 - Thursday: from 14:00 to 20:00(*);
 - Friday: from 08:00 to 20:00(*);
 - Saturday: from 07:00 to 19:00(*);
 - Sunday: from 07:00 to 14:00(*)�.

(*) Minimum time frames
8. The Welcome Office must be managed by a person with the necessary knowledge and supported by sufficient staff to ensure that it is run efficiently.
9. The Welcome Office manager and his/her staff (from the FMNR, the organiser and/or the FIM Championship Promotor) should be fluent in English and understand the organisation of the event and paddock and parkings, the needs of the riders, the teams, the industry, the officials, the guests, the correct management of passes, etc.
10. In order to allow the staff to work under all circumstances, the Welcome Office should be equipped with:
 - Sufficient tables and chairs;
 - Heating and/or air-conditioning;
 - A detailed map of the circuit and its installations;
 - Small office equipment (ballpoints, staplers, paper, etc.);
 - Sufficient lights, power points and electricity supply to be operational at all times;
 - Telephone and/or radio;
 - An appropriate internet connection;
 - Toilet facilities nearby.

11. Time schedules, entry lists, maps of the circuit (installations and track) must be available in the Welcome Office. It is also recommended to have a list with nearby hotels, shops and pharmacists.

2.4 Electricity

1. The organiser must provide electricity at the circuit and its installations as of the opening of the paddock.
2. Whenever electricity is provided, the organiser must respect national safety guidelines.
3. The FIM Championship Promotor, the riders, teams, manufacturers and industry and anybody else using electricity at the circuit must respect the local safety guidelines.

In addition to 2.4:

2.4.MXGP FIM MXGP/MX2 Motocross World Championships

2.4.WMX FIM Women's Motocross World Championships

2.4.JMX FIM Junior Motocross World Championships/Cup

2.4.MXN FIM Motocross of Nations

4. The FIM Championship Promotor will inform the organiser about his needs and requirements.
5. Electricity must be provided until the evening of the day after the event.

2.4.SIDE FIM Sidecar Motocross World Championship

4. Electricity must be provided until noon the day after the event.
5. Electricity will be provided to the competitors free of charge.

2.5 Public-Address System

1. The organiser must provide a separate public-address system for the rider's paddock and the public areas with high quality performance.
2. It must be possible to operate both systems individually or simultaneously.
3. Please also refer to the current FIM Environmental Code.
4. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

2.6 Guard dogs

1. The use of guard dogs is forbidden in areas restricted to riders, mechanics, signallers and industry, as well as press representatives.

3. PADDOCK

3.1 General

1. The organiser must provide a “Paddock” sufficiently large which reflects the number of competitors entered in the event.
2. When there are support races on the programme, the organiser must foresee additional paddock space and extra sanitary installations in order to guarantee safe and decent conditions for all the competitors.
3. The organiser must appoint a Paddock Marshal who is in charge of the organisation of the paddock for the duration of the event.
4. The Paddock Marshal must be fluent in English and be fully aware of the needs of the riders, teams and industry.
5. The Paddock Marshal must have sufficient staff available to provide assistance.
6. The Paddock Marshal and assisting staff must ensure that vehicles occupying the parking spaces are positioned rationally.
7. The paddock must have an entrance large enough to allow any vehicle to enter and leave the zone easily.
8. The paddock entrance must never be locked. At all times, persons and vehicles must be able to enter or to leave the area (ex.: in case of an emergency situation).
9. It is recommended to mark the different parking zones within the paddock by chalk or tape.
10. The roads in between the different parking zones must be sufficiently large to ensure passage for any vehicle to enter or leave the paddock under any circumstances at any time. These roads must be controlled and kept open during the event.
11. The paddock must have adequate surface water drainage.
12. Sufficient waste containers must be installed in the paddock. Waste must be collected at regular intervals.
13. Temporary commercial petrol stations in the paddock are prohibited.
14. The riders’ paddock must have direct access to the starting area.
15. The paddock must have a separate public-address system with high quality performance.
16. At all times, riders, teams and industry entering the paddock must have their own fire extinguishing equipment easily accessible for any emergency use.

17. It is forbidden to race motorcycles in the paddock. Any vehicle (motorcycle, quad, moped, car, truck, bicycle, etc.) must advance at a reduced speed and be used in a responsible manner at all times, not causing any danger and taking into account the safety of all. Children are not allowed to ride any motorised vehicles in the paddock.
18. Dogs must be kept on a lead at all times
19. It is forbidden to clean motorcycles in the paddock.

In addition to 3.1:

3.1.MXGP FIM MXGP/MX2 Motocross World Championships
3.1.WMX FIM Women's Motocross World Championships
3.1.JMX FIM Junior Motocross World Championships/Cup
3.1.MXN FIM Motocross of Nations

20. The paddock must be situated on a horizontal, hard standing area, preferably paved.
21. The paddock will be managed by the FIM Championship Promoter.
22. The Paddock Official of the organiser shall work in close cooperation with the Paddock Manager of the FIM Championship Promoter.
23. The paddock must be open as of one day before the time scheduled for administrative and technical verifications, according to the schedule established by the FIM Championship Promoter.
24. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

3.1.SIDE FIM Sidecar Motocross World Championship

20. The paddock must be open as of one day before the time scheduled for administrative and technical verifications, according to the following schedule:
 - Thursday: from 14:00 to 20:00(*);
 - Friday: from 08:00 to 20:00(*);
 - Saturday: from 07:00 to 19:00(*);
 - Sunday: from 08:00 to 20:00(*)
(*) Minimum time frames
21. The paddock must be divided in a separate "A Parking" and a "B Parking".
22. Parking A is for the riders/passengers'/team's transporters, vans and motorhomes and industry's service vehicles (suspension, tyres, helmets, etc.). It is forbidden to park private or hired cars there.
23. Parking A is to be divided into an area for riders and team transporters, an area for the industry's service vehicles and an area for the riders', teams' and industry's motorhomes.

24. Parking B is for the riders/passengers'/team's private or hired cars.
25. When organising activities in or near the circuit, the organiser must respect paddock silence from 23:00 to 07:00.

3.2 Paddock Office

1. The organiser must provide a “Paddock Office”.
2. The Paddock Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
3. In order to allow the staff to work under all circumstances, the Paddock Office should be equipped with (minimum criteria):
 - A work room of 18 m² with a solid floor;
 - Sufficient tables and chairs;
 - Heating and/or air-conditioning;
 - A work station with a word processor, printer and photocopier;
 - Small office equipment (ballpoints, staplers, paper, etc.);
 - Sufficient lights, power points and electricity supply to be operational at all times;
 - A detailed map of the circuit and its installations;
 - A telephone and/or radio;
 - An appropriate internet connection.
4. Time schedules, entry lists, maps of the circuit (installations and track) must be available in the Paddock Office. It is also recommended to have a list with nearby hotels, shops and pharmacists.
5. A system for official notices for the riders and/or the results must be set up adjacent to the Paddock Office. If a board is being used, then the minimum dimensions of the board are 2 m (length) x 1 m (height).
6. The Paddock Office must be open as of one day before the time scheduled for administrative and technical verifications, according to the following schedule:
 - Thursday: from 14:00 to 20:00(*);
 - Friday: from 08:00 to 20:00(*);
 - Saturday: from 08:00 to 19:00(*);
 - Sunday: from 08:00 to 18:00(*)�.

(*) Minimum time frames
7. The Paddock Office must be managed by a person with the necessary knowledge and supported by sufficient staff to ensure that it is run efficiently.
8. The Paddock Office manager and his/her staff (from the FMNR and/or organiser) should be fluent in English and understand the organisation of the event, the paddock and parkings, the needs of the riders, the teams, the industry, etc.
9. The provisions of the current FIM Championship Promotor’s Organisers Manual also apply and must be respected.

3.3 Room for the Race Direction

1. The organiser must provide a room for the Race Direction.
2. The room for the Race Direction must be operational as of Friday morning 10:00 a.m. until the conclusion of the event.
3. The room for the Race Direction can be in a permanent (building) or temporary location (HOB unit). Tents are not allowed.
4. The room for the Race Direction must be away from the noise of the race and be in, or close to the paddock.
5. The room for the Race Direction must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
6. In order to allow the room for the Race Direction to be operational under all circumstances, it should be equipped with (minimum criteria):

MXGP, MX2, WMX, MXN, SIDE:

- A work room with a solid floor of 50 m², providing room for 25 persons;
- Sufficient tables and chairs for 25 persons.

JUNIOR:

- A work room with a solid floor of 80 m², providing room for 40 persons;
- Sufficient tables and chairs for 40 persons.

MXGP, MX2, WMX, MXN, SIDE, JUNIOR:

- Heating and/or air-conditioning;
- A big detailed map of the circuit and its installations;
- A work station with a word processor, printer and photocopier;
- Small office equipment (ballpoints, staplers, paper, etc.);
- A sufficient number of “pigeon holes” for distributing reports, results, etc.
- Sufficient lights, power points and electricity supply to be operational and to allow to use all the electric material simultaneously at all times;
- A telephone and/or radio;
- An appropriate internet connection;
- A monitor displaying practice and race results.

7. The room for the Race Direction must be well indicated and accessible at all times to riders, representatives of the teams and the industry who wish to ask questions, meet with the officials or lodge protests.
8. The FMNR/organiser must appoint a Race Direction Secretary, fluent in spoken and written English, and at least one assistant to guarantee the smooth running of the room for the Race Direction for the duration of the event.
9. Unless the organiser provides a separate room, the Race Direction Room may also be used for meetings of the Event Management.

20. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

3.4 Technical Control Area

1. The organiser must provide an area for Technical Control.
2. The Technical Control area must be operational as of one hour before the start of the technical verifications until the conclusion of the event.
3. It is recommended that the area for Technical Control be fenced to a high standard at a minimum height of 2 m with a security gate (entrance/exit). It must provide proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to the area.
4. The area for Technical Control must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
5. The area for Technical Control must be operational under all circumstances and be equipped with (minimum criteria):
 - A covered area of at least 50 m²;
 - A sufficient number of tables and chairs;
 - A work station with a word processor and printer are recommended;
 - Small office equipment (ballpoints, staplers, paper, etc.);
 - Sufficient lights, power points and electricity supply to be operational and to allow to use all the electric material simultaneously at all times;
 - A telephone and/or radio;
 - The necessary tools to carry out the technical verifications.
6. Smoking is forbidden in the area for Technical Control. "No smoking" signs must be installed at the entrance of the area.
7. The area for Technical Control must be accessible at all times to riders, representatives of the teams and the industry who wish to ask questions, meet with the officials or lodge protests.
8. In case of a protest in which a motorcycle is involved, the motorcycle in question must be put in the area for Technical Control where it must be properly managed and secured.
9. The FMNR must appoint a Chief Technical Steward (holder of an FIM Senior Technical Licence) and at least one Technical Steward (holder of an FIM Technical Licence), both fluent in English.
10. The FMNR and/or organiser must also appoint a sufficient number of scrutineers reflecting the size of the event and the number of competitors entered so as to guarantee the smooth running of the area for Technical Control for the duration of the event.
11. Please refer to the current FIM Technical Rules for Motocross.
12. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

3.5 Doping Control Station

1. The organiser must ensure that a “Doping Control Station” is available.
2. The Doping Control Station should be reasonably separated from the public.
3. The Doping Control Station must be operational under all circumstances and be equipped with (minimum criteria):
 - A private room for the test and a waiting area;
 - A table and 2 chairs;
 - A refrigerator;
 - Small office equipment (ballpoints, staplers, paper, etc.);
 - Sufficient lights and electricity supply;
 - An appropriate amount of individually sealed non-caffeinated and non-alcoholic beverages (natural mineral water and soft drinks).
4. Adjacent to the Doping Control Station, there must be a private, clean and equipped bathroom/toilet with a wash basin.
5. Access to the Doping Control Station would normally be restricted to the following persons: the doping control officer(s), the rider(s) and their representative/accompanying person, the designated chaperone(s), an authorised interpreter, the WADA (World Anti-Doping Agency) independent observer and any other person appointed by the FIM.
6. The FMNR/organiser must appoint a person, fluent in English, who is able to act as point of contact and support for the Doping Control Officer(s).
7. The FMN/organiser is also required to provide a minimum of 3 chaperones (or the number of chaperones requested by the Doping Control Officer) during the doping control mission.
8. Please also refer to the current FIM Anti-Doping Code.
9. No photography or filming shall be permitted in the Doping Control Station during the hours of operation.
10. The FIM Championship Promotor must provide the appropriate passes to the Doping Control Officer(s) and chaperones.

3.6 Riders' Sanitary Installations

1. The paddock must be equipped with the following sanitary installations:
 - Showers with hot and cold water;
 - Toilets;
 - Water taps for drinking water.
2. The sanitary installations must be fully operational as of the moment the paddock opens.
3. Showers and toilets must be maintained throughout the event.
4. No charge should be placed on holders of valid passes for the use of these facilities.
5. The sanitary installations must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
6. The energy supply and water capacity must be sufficient for using all showers, toilets and water taps simultaneously.

In addition to 3.6:

3.6.MXGP FIM MXGP/MX2 Motocross World Championships

3.6.WMX FIM Women's Motocross World Championships

3.6.JMX FIM Junior Motocross World Championships/Cup

3.6.MXN FIM Motocross of Nations

7. For events in Europe; the sanitary installations are the following (minimum criteria):
 - 25 Showers: 15 for men, 10 for women;
 - 30 Toilets: 15 for men, 15 for women;
 - 8 Water taps for drinking water.
8. For events outside Europe; the sanitary installations are the following (minimum criteria):
 - 15 Showers: 10 for men, 5 for women;
 - 25 Toilets: 15 for men, 10 for women;
 - 5 Water taps for drinking water.

3.6.SIDE FIM Sidecar Motocross World Championship

7. The sanitary installations are the following (minimum criteria):
 - 15 Showers: 10 for men, 5 for women;
 - 20 Toilets: 12 for men, 8 for women;
 - 5 Water taps for drinking water.

3.7 Test Area

1. A test area must be provided in the riders' paddock.
2. The recommended minimum dimensions for the test area are: 70 m (length) x 10 m (width).
3. The test area must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
4. The test area should not be a "mini race track".
5. The test area must be completely fenced at a minimum height of 2 m with an entrance/exit. Access to the area must be controlled by the organiser.
6. Smoking is forbidden in the test area. "No smoking" signs must be installed at the entrance of the area.
7. The test area must consist of two contiguous tracks, separated and protected by any of the following: wooden fence, plastic fence and/or straw bales. A board with an arrow must indicate the direction of the test track.
8. Riders and/or team members must test their motorcycles in the test area only, respecting local restrictions. Testing in the paddock is prohibited.
9. The test area is to be used for testing purposes only.
10. Only motorcycles presented at the technical verifications and approved for the event are allowed within the test area. Pit-bikes, mopeds, bicycles etc. are prohibited in the test area.
11. Children are not allowed to enter or to ride any motorized vehicles or bicycles in the test area.

3.8 Washing Area for motorcycles

1. The organiser must have available a washing area in or adjacent to the Paddock with:
 - Individual boxes;
 - Approved waterproof electrical power points;
 - Water taps.
2. The washing area must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
3. Smoking is forbidden in the washing area. "No smoking" signs must be installed at the entrance of the area.
4. The energy supply and water capacity must be sufficient for using all the boxes simultaneously.
5. The organiser must make sure that the washing area conforms to any guidelines or regulations enforced by the relevant country.
6. Please also refer to the FIM Environmental Code.
7. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

In addition to 3.8:

3.8.MXGP FIM MXGP/MX2 Motocross World Championships
3.8.WMX FIM Women's Motocross World Championships
3.8.JMX FIM Junior Motocross World Championships/Cup
3.8.MXN FIM Motocross of Nations

8. The washing area must be equipped with (minimum criteria, unless specified differently by the FIM Championship Promotor):
 - 40 Individual boxes (3 m x 3 m);
 - 40 Approved waterproof electrical power points;
 - 40 Water taps.
9. The washing area must be fully operational as of Thursday morning.

3.8.SIDE FIM Sidecar Motocross World Championship

7. The washing area must be equipped with (minimum criteria):
 - 15 Individual boxes without power washer (box: 3.5 m x 3.5 m);
 - 15 Approved waterproof electrical power points;
 - 15 Water taps.
8. The washing area must be fully operational as of Friday morning.

3.9 Area for the Autograph Session

3.9.SIDE FIM Sidecar Motocross World Championship

1. The organiser must provide an area for the autograph session.
2. The area must be available and ready for the time period scheduled for the autograph session.
3. The area for the autograph session can be in a permanent (building) or temporary location.
4. The area for the autograph session must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
5. The area for the autograph session must provide sufficient room and proper security for the people who will be within the confines of this area.
6. The area for the autograph session should be equipped with (minimum criteria):
 - Markers, ballpoints, etc.;
 - Sufficient tables and chairs for the numbers of rider and passengers who are invited.
7. The area for the autograph session must be well indicated and accessible to the fans who wish to meet with the riders and passengers.
8. The organiser must appoint a person, fluent in English, and the necessary security staff to guarantee the smooth running of the autograph session.

4. COURSE

4.1 General

1. A Motocross course can be permanent or temporary.
2. The materials used on the course should be natural (sand, dirt, etc.).
3. The composition and preparation of the surface of the course must be of a type which can be maintained easily, capable of retaining water, and giving good traction.
4. The layout of the course must be initially designed with the participants (riders, officials, etc.) and spectator's safety in mind.
5. The course should be designed and prepared so as to restrict the average speed to a maximum of 65 km/h (the average calculated for one complete race).
6. The use of concrete or paved surfaces on the course is forbidden.
7. Low earth banking may be used to create several racing lines through the corners in the free practice sessions.
8. The course cannot be divided by an obstacle. However, obstacles (jumps) can be used to create double racing line sections through the corners or through winding parts of the course.
9. The course must not cross a section of deep water and must not be too rocky or stony. Special attention must be given to the removal of stones at all times.
10. Adequate circuit drainage must be installed to allow racing under all weather conditions.
11. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

In addition to 4.1:

4.1.MXGP FIM MXGP/MX2 Motocross World Championships
4.1.WMX FIM Women's Motocross World Championships
4.1.JMX FIM Junior Motocross World Championships/Cup
4.1.MXN FIM Motocross of Nations

12. The course will be designed and prepared under the direction of the FIM Championship Promotor.
13. The organiser must prepare the circuit for the event in due time according to the guidelines and indications given jointly by the FIM Race Director, the Clerk of the Course and the FIM Championship Promotor.
14. The course should be ready by the time set for the circuit control.

15. Modifications to the course for safety reasons are allowed but must always be made by the organiser under the joint direction of the FIM Race Director, the Clerk of the Course and the FIM Championship Promotor.

4.1.SIDE FIM Sidecar Motocross World Championship

12. The organiser must prepare the circuit in due time for the event according to the guidelines and indications given jointly by the FIM Race Director, the Clerk of the Course.
13. The course should be ready by the time set for the circuit control.
14. Modifications to the course for safety reasons are always allowed but must be made by the organiser under the joint direction of the FIM Race Director and the Clerk of the Course.

4.2 Course dimensions / Measurements

1. All dimensions/measurements indicated below and/or in these Regulations are approximate.
2. Except for changes necessary for safety reasons and/or force majeure, these dimensions/measurements cannot be modified.
3. The length of the course shall be measured along the centre line of the course.

In addition to 4.2:

4.2.MXGP FIM MXGP/MX2 Motocross World Championships

4.2.WMX FIM Women's Motocross World Championships

4.2.JMX FIM Junior Motocross World Championships/Cup

4.2.MXN FIM Motocross of Nations

4. Length of the course: Min.: 1.5 km (*) Max.: 2 km (*)
(*) Unless with prior approval of the FIM Championship Promotor
5. Width of the course: Min.: 6 m (*)
(*) Actual riding width
6. Vertical space: Min.: 3 m
between the course and any obstacle above the ground.
7. Width of the safety zone: Min.: 1 m or more (*)
between the delimitation of the course and the spectator fence
(*) This number may vary depending on the lay-out of the course and/or the obstacle but can never be less than 1 m.
8. Height of the earth banking: Min.: 50 cm
to define the course (actual riding width)

4.2.SIDE FIM Sidecar Motocross World Championship

4. Length of the course: Min.: 1.5 km (*) Max.: 2 km (*)
(*) Unless with prior approval of the FIM
5. Width of the course: Min.: 7 m (*)/More, if possible
(*) Actual riding width
6. Vertical space: Min.: 3 m
between the course and any obstacle above the ground.
7. Width of the neutral zone: Min.: 1 m
between the course and the safety fence (green fence)
8. Width of the safety zone: Min.: 1 m, or more
(*) between the safety fence (green fence) and the spectator fence
(*) This number may vary depending on the lay-out of the course and/or the obstacle but can never be less than 1 m.
9. Height of the earth banking: Min.: 50 cm
to define the course (actual riding width)

4.3 Course Marking

1. The course should be defined on both sides of the actual riding width by the following:
 - Manufactured plastic/composite course markers;
 - Wooden pegs;
 - Straw bales, foam/rubber blocks or other shock absorbing material,
 - Earth banking;
 - Flexible/easily breakable advertising material.
2. Manufactured plastic/composite course markers (*)
(Recommended in all FIM Motocross World Championships/Prize Events)
(*) Hereafter: "course markers"
 - a) Course markers must be made of flexible material and be in a contrasting colour from the ground/surroundings.
 - b) Course markers must have an adequate fixing system into the ground.
 - c) Course markers must be adequately spaced and fixed into the ground, all along both sides of the course.
 - d) The top of a marker should be round shaped.
 - e) Course markers should have a minimum width of 5 cm and maximum 10 cm.
 - f) The part of the course markers above the ground should not exceed 50 cm.
3. Wooden pegs (*)
(Can be accepted in the FIM Sidecar Motocross World Championship)
(*) Hereafter: "pegs"
 - a) Pegs must be easily breakable and in a contrasting colour from the ground/surroundings.
 - b) Pegs should have a width of maximum 5 cm.
 - c) Pegs must be adequately spaced and fixed into the ground, all along both sides of the course.
 - d) Pegs should be put in the ground in an angle away from the rider in the direction of the course.
 - e) The part of the peg above the ground should not be more than 50 cm.
 - f) Pegs may be connected by easily breakable tape only. Ropes are forbidden.
4. Straw bales/Foam or rubber blocks/Shock absorbing material (*)
(*) Hereafter: "Shock absorbing material"
 - a) Shock absorbing material may be used in addition to the course markers/pegs so as to prevent riders from leaving the course (Ex.: where it is possible to make a shortcut).
 - b) Shock absorbing material (without plastic wrapping), must be in a contrasting colour from the ground/surroundings.
 - c) However, it is recommended to cover the shock absorbing material in a plastic wrapping of a contrasting colour from the ground/surroundings

- d) If the shock absorbing material is being used to mark the course, it is recommended to place it sideways and on the outer side of the marker/post.
- e) The height of shock absorbing material above the ground should not be more than 50 cm unless it is being used as a protection tool.

5. Earth banking

- a) Earth banking may be used in addition to the marker/post so as to prevent riders from leaving the course (Ex.: where it is possible to make a shortcut).
- b) Earth banking may be used to mark the inside and outside of the course (actual riding width).
- c) Earth banking may be used to separate contiguous tracks.
- d) The leading edge of the earth banking should always be round shaped.
- e) The minimum height of the earth banking above the ground should not be less than 50 cm.

6. Flexible and/or easily breakable advertising material

(*) Hereafter: "Advertising material"

- a) Advertising material may be used to mark the course.
- b) Advertising material may be used so as to prevent riders from leaving the course (Ex.: where it is possible to make a shortcut).
- c) Advertising material may be used to separate contiguous tracks.
- d) In all cases, the advertising material should be placed at minimum 1 m from the outer side from the course markers/pegs.
- e) Whenever advertising material is placed parallel to the course, then it must be overlapping each other in the direction of the course (as fish scales).

7. The use of tyres on the course is prohibited.

In addition to 4.3:

4.3.MXGP FIM MXGP/MX2 Motocross World Championships

4.3.WMX FIM Women's Motocross World Championships

4.3.JMX FIM Junior Motocross World Championships/Cup

4.3.MXN FIM Motocross of Nations

- 8. The course markers and flexible/easily breakable advertising material must be according to requirements of the FIM Championship Promotor.
- 9. An additional safety fence made of flexible netting or plastic coated poultry netting/chicken wire mesh, green in colour, may be put in the area between the course marker and the spectator fence.
- 10. This safety fence must be held in place by wooden posts.
- 11. The requirements/set-up to mark, to separate and to protect the course will be defined jointly on site by the FIM Race Director and the Clerk of the Course together with the FIM Championship Promotor according to the specifications of the course in question.

12. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.3.SIDE FIM Sidecar Motocross World Championship

8. There must be a safety fence (green fence), in the area between the marker/post and the spectator fence.
9. The safety fence (green fence) must be made of flexible netting or plastic coated poultry netting/chicken wire mesh, green in colour and 80 cm high.
10. This safety fence (green fence) must be placed at 1 m from the outer side of the marker/post and held in place by wooden posts.
11. The requirements/set-up to mark, to separate and to protect the course will be defined jointly on site by the FIM Race Director and the Clerk of the Course according to the specifications of the course in question.

4.4 Waiting Zone / Skybox compound for MXGP

1. In MXGP, the waiting zone is replaced by the Skybox compound.
2. The organiser must provide sufficient space for the Skybox compound as required by the FIM Championship Promotor.
3. The Skybox compound must be located behind the starting gate area, on a horizontal, hard standing and accessible area and have adequate surface water drainage.
4. The Skybox compound must be fenced to a high standard with a minimum height of approximately 2 m. It must provide proper security for the persons who need to be within the confines of the compound. There must be strict policing of passes for entry to the Skybox compound.
5. The Skybox compound must have an entrance gate from the paddock to allow competitors to enter and leave the compound easily.
6. There must be sufficient space at the entrance of the Skybox compound for the technical stewards to carry out verifications when the riders enter the compound with their equipment and motorcycles.
7. Inside, the Skybox compound must be separated in an area for reserve motorcycles and the Skybox itself.
8. The area for second motorcycles must offer sufficient space for 40 motorcycles.
9. The Skybox must offer 40 places for the riders, their authorised team staff and equipment and one motorcycle per rider.
10. A clock visible to all and showing the official time as indicated by the Chief Timekeeper will be placed at the entrance gate to the Skybox compound.
11. Smoking is prohibited in the Skybox compound. "No smoking" signs must be installed at the entrance gate to the compound.
12. The organiser must provide fire extinguishing equipment in the Skybox compound which must be easily accessible in case of an emergency.
13. Two urinals with four places each must be placed in the Skybox compound.
14. When there is a round of the FIM Women's Motocross World Championship scheduled at the same event, then there must be at least 4 toilets for the women.
15. The Skybox compound must be fully operational as of the time required by the FIM Championship Promotor.
16. It is recommended that all persons in the Skybox compound be dressed neatly. Team uniforms are encouraged to maintain a professional appearance. Please also refer to the FIM MXGP Motocross World Championship Regulations.

17. Children are not allowed in the lower floor of the Skybox which is reserved for team managers, mechanic, signaller, technical assistants, riders and officials.
18. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.5 Waiting Zone for Junior Motocross

1. The organiser must provide a waiting zone in between the publicity back drop of the starting gate area and the rear barrier behind the starting gate.
2. The distance between the rear barrier behind the starting gate and the publicity backdrop behind the start should be sufficiently large to let the riders proceed to their start position.
3. The waiting zone should be located on a horizontal, hard standing and accessible area and have adequate surface water drainage.
4. The waiting zone must be fenced to a high standard with a minimum height of approximately 2 m. It must provide proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.
5. The waiting zone must have an entrance gate from the paddock to allow competitors to enter and leave the zone easily.
6. There must be sufficient space at the entrance of the waiting zone for the technical stewards to carry out verifications when the riders enter the zone with their equipment and motorcycle.
7. The waiting zone must offer 40 places for the riders, their authorised team staff and equipment and one motorcycle per rider.
8. The waiting zone must provide an area for the reserve riders. It is recommended that both areas are separated by a low fence.
9. This area must offer 2 places for the reserve riders, their authorised team staff and equipment and one motorcycle per rider.
10. A clock visible to all and showing the official time as indicated by the Chief Timekeeper will be placed at the entrance gate to the waiting zone.
11. Smoking is prohibited in the waiting zone. “No smoking” signs must be installed at the entrance of the waiting zone.
12. The organiser must provide fire extinguishing equipment in the waiting zone which must be easily accessible in case of an emergency.
13. Two toilets and two urinals with four places each must be placed in the waiting zone.
14. The waiting zone must be fully operational as of the time set for the circuit control.
15. It is recommended that all persons in the waiting zone be dressed neatly. Team uniforms are encouraged to maintain a professional appearance. Please also refer to the FIM Junior Motocross World Championship World Championship Regulations.

4.6 Waiting Zone for Sidecars

1. The organiser must provide a waiting zone of which the area should be sufficiently large to hold 32 riders and passengers (30 qualified riders and passengers +2 reserve crews), their authorised team staff (3 per rider) and equipment, one motorcycle per rider, TV crews and officials.
2. The waiting zone should be located behind the starting gate area, on a horizontal, hard standing and accessible area and have adequate surface water drainage.
3. The waiting zone must be fenced to a high standard with a minimum height of approximately 2 m. It must provide proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.
4. The waiting zone must have two security gates to allow competitors to enter and leave the zone easily:
 - a) An entrance from the paddock giving access to the waiting zone;
 - b) An entrance from the waiting zone giving access to the starting gate area.
5. There must be sufficient space at the entrance of the waiting zone for the technical stewards to carry out verifications when the riders, passengers, enter the zone with their equipment and sidecar.
6. Inside, the waiting zone must be divided into a waiting area and a reserve area. It is recommended that both areas are separated by a low fence.
7. Waiting area:
 - a) The waiting area must offer 30 separated places for the riders and passengers, their authorised team staff and equipment and one sidecar per rider.
 - b) The places must be numbered from 1 to 30.
8. Reserve area:
 - a) The reserve area must offer 2 separated places for the reserve riders and passengers, their authorised team staff and equipment and one sidecar per rider.
 - b) The reserve places must be indicated by R1 and R2 or 31 and 32.
9. A clock visible to all and showing the official time as indicated by the Chief Timekeeper will be placed at the entrance to the waiting zone.
10. Smoking is prohibited in the waiting zone. “No smoking” signs must be installed at the entrance of the waiting zone, as well as inside the zone.
11. The organiser must provide fire extinguishing equipment in the waiting zone which must be easily accessible in case of an emergency.
12. Two toilets and two urinals with four places each must be placed in the waiting zone.

13. The waiting zone must be fully operational as of the time set for the circuit control.
14. It is recommended that all persons in the waiting zone be dressed neatly. Team uniforms are encouraged to maintain a professional appearance. Please also refer to the FIM Sidecar Motocross World Championship Regulation.

4.7 Starting Gate

1. The starting gate must be of a transverse device folding or dropping in operation. This folding or dropping device must be of solid and rigid construction. It must be controlled manually or by remote control.
2. The starting gate must be of an individually back folding or dropping type, constructed in such a manner as to block the front wheel in the case where a rider tries to start before the release of the gate. In addition, there should be a limiting device to prevent the gate from rising more than 80° horizontally from the ground.
3. The operator of the starting gate and the mechanism must be totally out of sight of the riders so no unfair advantage can be gained by one rider over another.
4. The height of the starting gate must be a minimum of 50 cm and a maximum of 52 cm. The width of the concrete base used in the construction of the starting grid must not exceed 60 cm.
5. Advertising is permitted on the starting gate, provided it does not cause the mechanism to fail meeting any of the requirements contained herein or interfere with the riders' departure through traction, etc.
6. If the starting gate is covered by publicity, it must be rolled around each gate (facing the rider) and affixed in a professional and safe manner on all gates.
7. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

In addition to 4.7:

4.7.MXGP FIM MXGP/MX2 Motocross World Championships

4.7.WMX FIM Women's Motocross World Championships

4.7.JMX FIM Junior Motocross World Championships/Cup

4.7.MXN FIM Motocross of Nations

8. Width of the starting gate: min. 40 m.
9. Advertising on the starting gate is at the discretion of the FIM Championship Promotor.

4.7.SIDE FIM Sidecar Motocross World Championship

8. Width of the starting gate: min. 30 m.
9. Advertising on the starting gate is at the discretion of the organiser.

4.8 Starting Gate Area

1. The starting gate area should be on a horizontal, easy accessible area and have adequate surface water drainage.
2. The area in front and behind the starting gate must be prepared in a consistent manner providing conditions as equal as possible for all riders placed on the same row. Grooming in front of the starting gate is not allowed.
3. The area behind the starting gate is restricted and to the riders, team staff, the essential officials and/or staff of the FIM Championship Promoter, TV camera crews and photographers.
4. The area in front of the starting gate is restricted to the essential officials and/or staff of the FIM Championship Promoter, TV camera crews and photographers.

In addition to 4.8:

4.8.MXGP FIM MXGP/MX2 Motocross World Championships

4.8.WMX FIM Women's Motocross World Championships

4.8.JMX FIM Junior Motocross World Championships/Cup

4.8.MXN FIM Motocross of Nations

5. The starting gate area must be located in front of the Skybox/waiting zone.
6. The starting gate must provide 40 individual positions on one row (1 m for each motorcycle). No second row is allowed except for the FIM Motocross of Nations if the number of teams present exceeds 40.
7. The area for the riders' positions must be level. Individual mesh start platforms (one per rider and for each position) may be used.
8. Whenever individual mesh start platforms are being used, they must meet the standards of the FIM Championship Promotor and be installed according to his indications.
9. A rear barrier must be installed behind the starting gate in order to prevent them from moving their motorcycles backwards.
10. The distance between the starting gate (released) and the rear barrier must be 2.5 m.
11. The distance between the rear barrier and Skybox/publicity backdrop should be according to the FIM Championship Promotor's requirements.
12. Before the start of each race, the organiser should clean the mesh start platforms or level the area between the starting gate and the rear barrier (in case mesh start platforms are not being used).
13. The organiser must also maintain the starting gate and its mechanism throughout the duration of the event.

14. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.8.SIDE FIM Sidecar Motocross World Championship

5. The starting gate area must be located close to the waiting zone.
6. The starting gate must provide 30 individual positions divided over two rows (15 positions per row/2 m for each sidecar).
7. The individual starting gates must be marked in pairs (2m for each sidecar) using different colours to indicate the start position of each sidecar.
8. A rear barrier must be installed behind each row of riders' positions in order to prevent them from moving their motorcycles backwards.
9. The distance between the starting gate (released) and the first rear barrier must be 3 m; another 3 m are required between the rear barrier behind the first row and the one behind the second row.
10. Both rear barriers must be marked in pairs (2m for each sidecar) using the same colour pattern as the starting gates in front so as to indicate the start position of each sidecar on the second row.
11. The distance between the second rear barrier and the publicity backdrop or the fence of the waiting zone should be sufficiently large to let the riders proceed to their start position.
12. The area for the riders' starting positions must be level. The second row must be at the same level as the rear barrier behind the first row.
13. Before the start of each race, the organiser must level the area between the starting gate and the publicity backdrop/fence of the waiting zone.
14. The organiser must also maintain the starting gate and its mechanism throughout the duration of the event.
15. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.9 Starting Straight

1. Recommended length of the starting straight: 80 m to 120 m (*).
(*) Distance from the starting gate to the point where the inside of the straight turns into the first bend
2. There must be no jumps on the starting straight.

4.10 Jumps

1. The layout of the jumps must be initially designed with the riders' safety in mind (all classes).
2. Special consideration must be given to the angle of the track at jump faces and landing zones.
3. "Finishing touches" to the jumps may be made with the help of a competent rider present.
4. Each jump must have a location number, which must be shown on the circuit map.
5. There must be no jumps on the starting straight.

4.11 "Washboard / Whoops / Rolling Waves"

1. "Washboard/Whoops" sections are not allowed.
2. "Rolling waves" sections may be incorporated in a course.
3. Distance between the highest point of each "rolling wave": 8 to 10 m
4. Height of each "rolling wave": max 80 cm
5. "Rolling waves" on a descending section of the course are prohibited.
6. "Rolling waves" must not be sharp shaped.
7. "Finishing touches" to the "rolling waves" may be made with the help of a competent rider present.
8. Each "rolling waves" section must be shown on the circuit map.

4.12 Parallel Contiguous Tracks

1. Parallel contiguous tracks should have sufficient distance in between them according to the lay-out of the course in question.
2. Depending on the distance between parallel contiguous tracks, they must be separated and/or protected by any or a combination of the following:
 - a) Earth banking of maximum 50 cm high;
 - b) Earth pits of a minimum depth of 50 cm with an angle of maximum 45°;
 - c) Wooden/Metal/Plastic fence;
 - d) Straw bales/Foam or rubber blocks/Shock absorbing material;
 - e) Flexible and/or easily breakable advertising material.
3. There should be no spectators in the zone between parallel contiguous tracks.
4. Special attention must be placed on parallel contiguous areas so that no unfair advantage can be gained by any rider cutting them out.
5. The requirements/set-up to mark, to separate and to protect parallel contiguous tracks will be defined on site, jointly by the FIM Race Director and the Clerk of the Course, together with the FIM Championship Promotor according to the lay-out of the course in question.
6. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.13 Intersecting Contiguous Tracks

1. Intersecting contiguous tracks should have sufficient distance in between them according to the lay-out of the course in question.
2. Depending on the distance between intersecting contiguous tracks, they must be separated and/or protected by any or a combination of the following:
 - a) Earth banking;
 - b) Wooden/Metal/Plastic fence;
 - c) Straw bales/Foam or rubber blocks/Shock absorbing material;
 - d) Flexible and/or easily breakable advertising material.
3. There should be no spectators in the zone between intersecting contiguous tracks.
4. The requirements/set-up to mark, to separate and to protect intersecting contiguous tracks will be defined on site, jointly by the FIM Race Director and the Clerk of the Course, together with the FIM Championship Promotor according to the lay-out of the course in question.
5. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.14 Tunnels

1. The course must have one or more tunnels to evacuate an injured rider from the inside of the course so as to avoid the need to cross the course during racing.
2. This tunnel must be easily accessible and large enough for a medical vehicle to pass and transport an injured rider.
3. This tunnel cannot be used by spectator.
4. The tunnel must be hard standing and have adequate surface water drainage.
5. The access to the tunnel must be protected by one of the two infrastructures mentioned below.
6. Option 1:

A protection of 1 m high must be installed from the beginning of the jump face up to the tunnel. In this case, there must be a covered space of 3 m between each access point of the tunnel (entry/exit) and the course. Spectator fences must be used to create a public no-go zone between the course and the tunnel access points.

7. Option 2:

A protection of 2 m high must be installed from the beginning of the jump face until the end of the tunnel crossing (entry/exit), thus protecting the spectators. In this case, a spectator fence must be used to create a 3 m corridor to each tunnel access point of the tunnel. Spectator fences must also be used to create a public no-go zone between the course and the entrance of this corridor.

4.15 Flag Marshals / Staff and Positions

1. There must be a sufficient number of flag marshal positions all around the course in order to give information by flag signals to the competitors during a race.
2. It is recommended to have a group of reserve flag marshals so that they can alternate on regular intervals with the ones on the course.
3. Flag marshal positions must be well situated, preferably on level ground or a stand, providing the utmost safety with the possibility to move out of the way in case of a danger situation.
4. Flag marshal positions must also allow the marshal to carry out his/her duty in a convenient and comfortable way.
5. Each position must be numbered in function of the flag marshal position or area (Ex.: individual obstacles = flag marshal position: 1, 2, 3, etc. or a combined section of obstacles = flag marshal area: 2.a, 2.b, 2.c, etc.).
6. Flag marshal positions/areas and their functioning will be determined jointly by the FIM Race Director (or officials nominated by him), the FIM Chief Flag Steward, the Clerk of the Course and the Chief Flag Marshal, according to the specifications of the course.
7. If a structure is provided for the flag marshal to stand on, then provisions should be made for the marshal to leave the structure quickly.
8. The location of the flag marshal position should provide a “stand-by” position and a “signal” position.
9. The “stand-by” position” should be slightly away from the defined course but still ensure that the flag marshal has a sideway 180° overall view of the section of the course covered by him/her.
10. The “signal” position” should be closer to the defined course so as to ensure that the signals given are clearly visible to the competitors on the course.
11. The number of the flag marshal position must be indicated at each position location.
12. Each flag marshal position must be shown on the circuit map.

4.16 Protection of obstacles

1. Straw bales and/or foam/rubber blocks in a plastic wrapping, or other shock absorbent materials to protect the riders from danger must be placed to cover all obstacles that may pose a potential hazard sufficiently, such as poles, bridges, publicity, podiums, walls, camera posts, etc.
2. The requirements/set-up to protect obstacles will be defined on site, jointly by the FIM Race Director and the Clerk of the Course, together with the FIM Championship Promotor, according to the lay-out of the course in question.
3. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.17 Pit Lane

1. The organiser must provide a zone reserved for repairs and signalling during the official practices and races: the “Pit Lane”.
2. The pit lane should be located on a horizontal, hard standing and accessible area along the course and have adequate surface water drainage.
3. The pit lane must be clearly visible for riders.
4. The pit lane must be fenced to a high standard with a minimum height of 2 m. It must provide proper security for the persons who need to be within the confines of the pit lane. There must be strict policing of passes for entry to the pit lane.
5. Children are not allowed in the pit lane which is reserved for team managers, mechanic, signaller, technical assistants, riders and officials.
6. The pit lane must have an entrance gate from the paddock to allow competitors to enter and leave the area easily.
7. The pit lane must have a corridor to allow an uninterrupted passage throughout the entire length. This corridor should be marked by white lines throughout the entire event and remain free of parked motorcycles, equipment and people. The uninterrupted passage throughout the corridor should be controlled by a minimum of 2 marshals with a whistle.
8. There should be no excessive speed or overtaking in the pit lane. Riders should ride in a disciplined manner within this area.
9. The pit lane must also have an entrance from, and a separate exit to the course to allow competitors to enter and leave the area easily. The entrance and exit from/to the course must be kept clear at all times. The entrance from the course to the pit lane and the exit from the pit lane to the course must be controlled by a marshal.
10. Monitors displaying practice and race results are compulsory in the pit lane. The monitors must be installed so that they are protected from the weather and excessive light and offer a clear view in all circumstances.
11. Smoking is prohibited in the pit lane. “No smoking” signs must be installed at the entrance of the pit lane.
12. The organiser must provide fire extinguishing equipment in the pit lane which must be easily accessible in case of an emergency.
13. The pit lane must be fully operational as of the time set for the circuit control.
14. It is recommended that all persons in the pit lane be dressed neatly. Team uniforms are encouraged to maintain a professional appearance. Please refer to the current Motocross World Championship/Cup Regulations.
15. Dogs are prohibited in the pit lane.

In addition to 4.17:

4.17.MXGP FIM MXGP/MX2 Motocross World Championships

4.17.WMX FIM Women's Motocross World Championships

4.17.JMX FIM Junior Motocross World Championships/Cup

4.17.MXN FIM Motocross of Nations

16. The organiser should provide minimum 2 toilets within the pit lane.
17. The FIM Championship Promotor will install the monitors in the pit lane. It is recommended that 50 (40) riders are listed together on the screens.
18. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.17.SIDE FIM Sidecar Motocross World Championship

16. The recommended lay-out of the pit lane is a straight shape along the starting straight with the dimensions mentioned below.
17. However, depending on the specifications of the course in question the lay-out of the pit lane may be different but always in accordance with the general conditions as mentioned above.
18. Dimensions of the pit lane: Min L.: 60 m Min W.: 8 m
19. The pit lane must be divided in a signalling area, a corridor and a repair area.
20. Dimensions of the:
 - a) pit lane repair area Min L.: 60 m Min W.: 3 m
 - b) Pit lane corridor Min L.: 60 m Min W.: 3 m
 - c) pit lane signalling area (*) Min L.: 60 m Min W.: 2 m
- (*) The signalling area of the pit lane must be situated alongside the course.
21. The organiser should provide 2 toilets in the repair area of the pit lane.
22. The organiser must install 4 monitors in working order in the pit lane. It is recommended that 30 crews are listed together on the screens.

4.18 Finish Line Area

1. The finish line area must be fenced to a high standard with a minimum height of 2 m in order to prevent teams, press, spectators, etc. from invading the course at the end of the race.
2. The location of the finish line, specified by the Chief Timekeeper, must be clearly indicated by a checkered post/panel placed on each side of the course.
3. An electric clock, indicating the remaining practice/race time and clearly visible to the riders, must be installed at the finish line.
4. Next to the finish line, there must be a level area/platform, sufficiently large for 4 officials to stand on.
5. A safety zone for the riders must be installed on the course after the finish line. The end of this safety zone must be indicated by the “End Finish Zone” board. After having crossed the finish line, riders must continue at race speed until they have passed the “End Finish Zone” board.
6. At the end of any practice and/or race session, a medical crew must be in stand-by near the “End Finish Zone” board to provide medical assistance to riders in need.
7. The provisions of the current FIM Championship Promotor’s Organisers Manual also apply and must be respected.

4.19 Timekeeping and Lap Scoring

1. The timekeeping and lap scoring of the event can be in a permanent (building) or temporary location (Vehicle, HOB unit). Tents are not allowed.
2. The timekeeping and lap scoring services must be placed alongside the course near the finish and have a direct and clear vision on the finish area.
3. The timekeeping and lap scoring services must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
4. In order to allow the timekeeping and lap scoring services to be operational under all circumstances, it should be equipped with (minimum criteria):
 - Sufficient tables and chairs;
 - Heating or air-conditioning;
 - A work station with a word processor and printer and eventually a photocopier;
 - Timekeeping and lap scoring equipment and back-up system;
 - Small office equipment (ballpoints, staplers, paper, etc.);
 - Sufficient lights, power points and electricity supply to be operational and to allow to use all the electric material simultaneously at all times;
 - A telephone and/or radio;
 - An appropriate back-up system;
 - An appropriate internet connection;
 - A monitor displaying practice and race results.
5. The timekeeping and lap scoring services must be managed by a Chief Timekeeper, supported by sufficient staff to ensure that the timekeeping services are being run efficiently.
6. The Chief Timekeeper and his/her staff should be fluent in English, familiar with racing, the current FIM Rules and the timekeeping equipment that is being used at the event.
7. The timekeeping and lap scoring services must be operational as of one hour before the official practices until the conclusion of the event.
8. There should not be any loudspeakers near the timekeeping and lap scoring services.
9. The timekeeping and lap scoring services must be accessible at all times to riders, representatives of the teams and the industry who wish to ask questions.

In addition to 4.19:

4.19.MXGP FIM MXGP/MX2 Motocross World Championships

4.19.WMX FIM Women's Motocross World Championships

4.19.MXN FIM Motocross of Nations

10. The timekeeping and lap scoring services, equipment and staff will be provided by the FIM Championship Promotor.

11. The area for timekeeping and lap scoring services must be fenced to a high standard at a minimum height of 2 m with a security gate (entrance/exit). It must provide proper security for the persons who need to be within the confines of this area. There must be strict policing of passes for entry to this zone.
12. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.19.JMX FIM Junior Motocross World Championships/Cup

4.19.SIDE FIM Sidecar Motocross World Championship

10. The timekeeping and lap scoring services, equipment and staff will be provided by the organiser/FMNR.
11. The area for timekeeping and lap scoring services should be fenced to a high standard at a minimum height of 2 m with a security gate (entrance/ exit). It must provide proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this area.
12. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.20 TV Compound / TV Offices

4.20.MXGP FIM MXGP/MX2 Motocross World Championships

4.20.WMX FIM Women's Motocross World Championships

4.20.MXN FIM Motocross of Nations

1. The organiser must make available a compound for the FIM Championship Promotor's TV services and equipment.
2. The FIM Championship Promotor TV compound must be situated behind the timekeeping and lap scoring services. Prior consultation with the FIM Championship Promotor is necessary.
3. The FIM Championship Promotor TV compound must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
4. The FIM Championship Promotor TV compound must be fenced to a high standard at a minimum height of 2 m with a security gate (entrance/exit). It must provide proper security for the persons who need to be within the confines of this area. There must be strict policing of passes for entry to this compound.
5. Television cables must always be protected and cannot cause any danger to the participants in the meeting.
6. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.20.JMX FIM Junior Motocross World Championship/Cup

7. The FIM Championship Promotor TV office can be in a permanent (building) or temporary location (Vehicle, HOB unit).

4.21 Podium for MXGP

4.21.MXGP FIM MXGP/MX2 Motocross World Championships

4.21.WMX FIM Women's Motocross World Championships

4.21.MXN FIM Motocross of Nations

1. The FIM Championship Promotor will provide the podium as an integrated part of the Skybox.
2. The organiser must prepare a pre-podium zone behind the Skybox according to the indications from the FIM Championship Promotor.
3. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.22 Podium for Junior and Sidecar Motocross

4.22.JMX FIM Junior Motocross World Championship/Cup

4.22.SIDE FIM Sidecar Motocross World Championship

1. The organiser must prepare a podium zone for the prize-giving ceremony.
2. The podium zone should be located on a horizontal, hard standing and accessible area and have adequate surface water drainage.
3. The podium zone must be fenced with a security gate (entrance/exit) large enough for a motorcycle to enter and leave the zone easily. It must provide proper security for the persons who need to be within the confines of the podium zone. There must be strict policing of passes for entry to the zone.
4. The podium zone is restricted and must be properly secured to limit access to properly accredited persons. No one except the essential riders, officials, TV camera crews and photographers shall be allowed in this zone.

In addition to 4.22:

4.22.JMX FIM Junior Motocross World Championship/Cup

5. The podium must be elevated. In front of the podium, there will be a closed park for the motorcycles of the top three riders in the overall standings of the event.
6. The organiser must prepare a pre-podium zone behind or near the Skybox according to the indications from the FIM Championship Promotor.
7. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

4.22.SIDE FIM Sidecar Motocross World Championship

5. Dimensions of the podium zone: Min L.: 16 m Min W.: 20 m
6. The podium zone should be divided into three parts; a podium part, a closed park (eventually) and an area reserved for photographers.
7. The podium part must be elevated, below in front of it there will be the closed park (if included in the podium zone) and then the area reserved for photographers.
8. The three places of the podium (positions 1,2 and 3) must be large enough to accommodate the crew; that is to say the rider and the passenger.
9. Eventually, the organiser may install the closed park for the sidecars of the top three crews in the overall standings of the event in front of the podium.
10. A low fence must separate the area reserved for photographers from the closed park (if installed in front of the podium) or the podium itself.

11. The organiser must prepare and install a backdrop behind the podium. On top of the backdrop should appear the logos of the FIM, the FMNR, the organiser (club and/or promotor) and sponsors of the event.
12. Dimensions of the:
 - a) podium Min L.: 8 m Min W.: 4 m
 - b) closed park Min L.: 16 m (*) Min W.: 6 m

(*) If the closed park is installed in front of the podium.
 - c) photographer area Min L.: 16 m Min W.: 4 m
 - d) pre-podium area Min L.: 3 m (*) Min W.: 3 m

(*) If the pre-podium area is installed behind the podium backdrop.
 - e) podium backdrop Large enough to cover the base of the podium and high enough to cover the three crews standing on the steps of the podium.
13. Behind the podium backdrop or next to the podium there must be a pre- podium zone for the riders and passengers to refresh before the prize- giving ceremony.
14. The pre-podium zone must be equipped with (minimum criteria):
 - A tent;
 - Dimensions of the tent: Min L.: 3 m Min W.: 3 m
 - Sufficient tables (to put/see below);
 - 6 bowls of water and 6 towels;
 - An appropriate quantity of individually sealed small bottles of natural mineral water.

4.23 Closed Park

1. The organiser must provide for a closed park, where the motorcycles of the top three in the overall standings of the event can be impounded after the finish of the last race.
2. The closed park must be a hard standing, fenced off area, which must offer sufficient place for the three motorcycles in question.
3. The closed park must be fenced with a security gate (entrance/exit) large enough for a motorcycle to enter and leave the park easily. It must provide proper security for the persons who need to be within the confines of the closed park. There must be strict policing of passes for entry to the closed park.
4. If it is available after the last race, properly fenced off and guarded by the technical stewards, the waiting zone or any other place may be used.
5. Smoking is prohibited in the closed park. “No smoking” signs must be installed at the entrance of the closed park.
6. The motorcycles must remain under the control of the technical stewards for the duration of the impoundment.

In addition to 4.23:

4.23.MXGP FIM MXGP/MX2 Motocross World Championships

4.23.WMX FIM Women’s Motocross World Championships

4.23.MXN FIM Motocross of Nations

7. The closed park may also be located behind the Skybox next to the pre- podium zone.
8. The provisions of the current FIM Championship Promotor’s Organisers Manual also apply and must be respected.

4.23.JMX FIM Junior Motocross World Championship/Cup

7. The closed park may also be located next to the podium.
8. The provisions of the current FIM Championship Promotor’s Organisers Manual also apply and must be respected.

4.23.SIDE FIM Sidecar Motocross World Championship

7. If the closed park is not situated in the podium zone, then the organiser must arrange for a separate closed park.
8. The provisions of the current FIM Championship Promotor’s Organisers Manual also apply and must be respected.

5. COURSE / PREPARATION AND MAINTENANCE

5.1 Types of Equipment and Staff

1. The organiser must provide sufficient machinery for the preparation and maintenance of the course during the days prior to, and during the event.

2. The following is a list of recommended machinery (this list is not exhaustive).

3. Bulldozer:

Bulldozers are used for bulk moving soil and shaping jumps, “rolling waves”, berms, etc. on the course. It is important that they have wide steel track (LGP) as well as a six way blade. A good type of bulldozer is A D4 or D5 type.

4. Excavator:

Excavators are used for compacting the soil, shaping obstacles, taking away rough bumps, repairing the course, moving sand, loading soil into dump trucks or trailers. Track width should be minimum 70 cm. This machine can also be used for final and detailed work on the course. Grading or loading buckets for detailed work on the course can also be used on these machines.

5. Tracked skid steer/Multi-terrain loaders:

Tracked skid steer/Multi-terrain loaders are used during the construction of the course. They do final and detailed work on the course after the bulldozer. They are also used to repair the course during the event. These machines must be tracked. Large size machines are more appropriate to prepare the course.

6. Wheel loaders:

Wheel loaders are used to move material around the course; especially on sand circuits. The preferred size is 15 tons or more with 190 hp or more with a skeleton sand bucket.

7. Tractors and implements:

Tractors pulling implements from the agricultural world such as rippers, disc harrows and power harrows are used to prepare the circuit.

8. During the days prior to, and during the event, the organiser must have available a sufficient number of experienced and skilled operators of the machinery. These persons must have a proper understanding of the machinery they are using and the preparation and maintenance of the course.

In addition to 5.1:

5.1.MXGP FIM MXGP/MX2 Motocross World Championships

5.1.WMX FIM Women's Motocross World Championships

5.1.JMX FIM Junior Motocross World Championships/Cup

5.1.MXN FIM Motocross of Nations

9. The machine operators must work on the course under the joint direction of the FIM Race Director and the Clerk of the Course, who will consult with the FIM Championship Promotor.
10. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

5.1.SIDE FIM Sidecar Motocross World Championship

9. The machine operators must work on the course under the joint direction of the FIM Race Director and the Clerk.

5.2 Watering Systems and Staff

1. The watering system can be a permanent or a temporary or a combination of both.
2. The watering system and water capacities must be sufficient for watering the entire course evenly within 10 to 15 minutes at any time during the event.
3. The course must be properly watered, in ample time before the official practices and throughout the event to ensure proper and safe racing conditions and to protect the riders and public from dust.
4. The following systems can be used (this list is not exhaustive):
 - Water hoses;
 - Fire pumps;
 - Sprinklers;
 - Water trucks;
 - Tractors pulling water tanks;
 - Etc.
5. Watering systems (water hoses, fire pumps, sprinklers) located in the security zone must not contain protruding parts.
6. During the days prior to, and during the event, the organiser must have available a sufficient number of experienced and skilled operators for the watering. These persons must have a proper understanding of the machinery they are using and the watering of the course.

In addition to 5.2:

5.2.MXGP FIM MXGP/MX2 Motocross World Championships

5.2.WMX FIM Women's Motocross World Championships

5.2.JMX FIM Junior Motocross World Championships/Cup

5.2.MXN FIM Motocross of Nations

7. The watering operators must work under the joint direction of the FIM Race Director and the Clerk of the Course, who will consult with the FIM Championship Promotor.
8. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

5.2.SIDE FIM Sidecar Motocross World Championship

7. The watering operators must work under the joint direction of the FIM Race Director and the Clerk of the Course.

5.3 Material/Equipment for Track Marking and Staff

1. The organiser must provide sufficient material, equipment and staff for the preparation and maintenance of the course during the days prior to, and during the event
2. The following material should be available (this list is not exhaustive):
 - ATV with trailer or other vehicles;
 - Track marking material;
 - Wooden pegs;
 - Course markers;
 - Cable ties;
 - Wooden poles;
 - Hammers;
 - Shovels;
 - Tools;
 - Chain saws;
 - Shock absorbing material (Straw bales, foam or rubber blocks, etc.),
 - Etc.
3. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

5.4 Preparation of the Course

5.4.MXGP FIM MXGP/MX2 Motocross World Championships

5.4.WMX FIM Women's Motocross World Championships

5.4.JMX FIM Junior Motocross World Championships/Cup

5.4.MXN FIM Motocross of Nations

1. The provisions of the current FIM Championship Promotor's Organisers Manual apply and must be respected.

5.4.SIDE FIM Sidecar Motocross World Championship

1. The preparation of the course in the time leading up to the event will depend on the nature of the terrain and the weather circumstances.
2. However, some general guidelines might be taken into account for preparing the starting straight and the entire course. This list of guidelines is not exhaustive.
3. Step 1:
 - To use the ripper to break up the soil and break stones;
 - Ripping depth about 25 cm to 30 cm;
 - To repeat this action 3 to 5 times around the entire course, starting straight included.
4. Step 2:
 - To add wood chips or sand to the surface;
 - To mix the wood chips or sand with the soil by using the tractor and the ripping equipment.
5. Step 3:
 - To add water to the soil and let it dry so as to be able to drive a tractor on the course without slipping or getting stuck.
6. Step 4:
 - To rip the soil again;
 - To add more water to the soil;
 - To rip the soil again;
 - To add more water to the soil.
7. This process may need to be repeated 3 to 5 times in order to get a good moist soil surface. The soil is well prepared when one is able to take a handful of soil and make a ball so that it sticks together like bread dough.

6. MEDIA

6.1 Media Centre

1. The organiser must provide a “Media Centre”.
2. The Media Centre must be operational as of Friday noon and remain open for a minimum of 3 hours after the competition has been concluded.
3. The Media Centre must be in or close to the paddock, or close to the course.
4. The Media Centre must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
5. The Media Centre must be secured to limit access to properly accredited persons.
6. The Media Centre must provide proper working conditions for the press, reflecting the size of the event and number of journalists expected.
7. In order to allow the Media Centre to be operational under all circumstances, it should be equipped with (minimum criteria):
 - A sufficiently large work room with a solid floor;
 - Sufficient tables and chairs;
 - Heating or air-conditioning;
 - A work station for the Press Officer with a word processor and printer;
 - Small office equipment (ballpoints, staplers, paper, etc.);
 - One or more powerful photocopiers with sorting system and a sufficient stock of paper;
 - A sufficient number of “pigeon holes” for distributing results, etc.
 - Sufficient lights, power points (to connect lap-tops, batteries and other electrical equipment) and electricity supply to be operational and to allow to use all the electrical equipment simultaneously at all times;
 - A telephone and/or radio;
 - An appropriate internet connection with sufficient upload capacity to allow simultaneous use by the journalists at all times;
 - A monitor displaying practice and race results.
8. It is recommended to provide drinks, sandwiches, fruits and/or snacks for the journalists on Saturday and Sunday.
9. The Media Centre must be managed by a Press Officer, fluent in English, with the necessary knowledge and understanding of the needs of the press.
10. The Press Officer must be supported by sufficient staff to ensure that the Media Centre is run efficiently.
11. The provisions of the current FIM Championship Promotor’s Organisers Manual also apply and must be respected.

7. PUBLIC / SPECTATORS

7.1 Zones for the Public

1. Zones for the public should be created alongside the course.
2. It is recommended to restrict the zones for the public to outside of the course and keep the inside of the course free of spectators.
3. Zones closed to the public must be clearly marked.
4. Zones for the public must be protected by a spectator fence. If the spectator fence could pose a potential hazard, it must be protected by shock absorbing material.
5. If metal fences are used, there can be no sharp angles. They must not allow a motorcycle to pass below. All metal fences in spectator areas must be positioned at least 2 m from the delimitation of the course.
6. If the area for the public is overhanging, the spectator fence can be advanced to the height of the overhang. In that case, it cannot be less than 1 m. from the delimitation of the course.
7. Depending on the lay-out of the course, the minimum height of a spectator fence is 2 m.
8. If the area for the public is overhanging, the spectator fence can be less than 2 m high but always high enough to retain spectators.
9. The FIM Race Director and the Clerk of the Course are allowed to jointly relocate the zones for the public whenever they judge it necessary for safety reasons.
10. The spectator fence may have gates which must be well controlled.
11. Organisers are recommended to make provisions for the physically challenged by installing a specially prepared area for watching the races.
12. Please also refer to the FIM Environmental Code.
13. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

7.2 Facilities for the public

1. The organiser must make provisions for the public:
 - Parkings;
 - VIP Hospitality;
 - Catering services;
 - Sanitary installations;
 - Waste collecting;
 - Etc.
2. Organisers are recommended to make provisions for the physically challenged; also in regard to the sanitary installations.
3. The organiser must provide for a separate medical service for the public.
4. The organiser must make sure that all the facilities for the public conform to any guidelines or regulations enforced by the relevant country and reflect size of the event and the number of spectators expected.
5. The provisions of the current relevant FIM Championship Promotor's Organisers Manual also apply and must be respected.

8. EMERGENCY SERVICES / EMERGENCY PLAN

8.1 Medical Service

1. The organiser must provide medical services for the competitors and separate medical services for the spectators for the time of the event.
2. The medical team and the equipment must be in conformity with the FIM Medical Code.
3. An evacuation plan for injured persons must be defined before the event by the organiser and the Chief Medical Officer.
4. The organiser must make sure that the medical services and facilities conform to any guidelines or regulations enforced by the relevant country and reflect size of the event and the number of competitors and spectators expected.
5. Please also refer to the current FIM Medical Code.

In addition to 8.1:

8.1.MXGP FIM MXGP/MX2 Motocross World Championships

8.1.WMX FIM Women's Motocross World Championships

8.1.JMX FIM Junior Motocross World Championships/Cup

8.1.MXN FIM Motocross of Nations

6. Whenever present, the Mobile Medical Centre and its staff must receive full cooperation from the organiser and the Chief Medical Officer.

8.2 Fire-fighting Services

1. The organiser must provide an efficient fire-fighting service around the circuit for the time of the event.
2. The organiser must make sure that the fire-fighting services conform to any guidelines or regulations enforced by the relevant country and reflect the size of the event and the number of competitors and spectators expected.
3. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

8.3 Security Services / Police

1. The organiser must provide an efficient security service around the circuit for the time of the event.
2. The organiser must make sure that the security services conform to any guidelines or regulations enforced by the relevant country and reflect the size of the event and the number of competitors and spectators expected.
3. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

8.4 Emergency/Evacuation Plan

1. In case of an emergency (accident, fire, etc.), an efficient emergency/ evacuation plan for the entire circuit (installations and course) must be defined before the meeting by the organiser and the security services.
2. The organiser must make sure that the emergency/evacuation plan conforms to any guidelines or regulations enforced by the relevant country and reflects the size of the event and the number of competitors and spectators expected.
3. The provisions of the current FIM Championship Promotor's Organisers Manual also apply and must be respected.

9. PERSONNEL INVOLVED IN THE EVENT

9.1 General

1. The personnel of the event consists of but is not limited to:
 - FMNR Officials;
 - Organiser's staff and/or volunteers;
 - Medical staff;
 - Security Staff and/or Police;
 - Fire Department staff;
 - FIM Officials.
2. The organiser must take care of the welfare of the personnel and provide sufficient quantities of food and drinks to them during the event.

In addition to 9.1:

9.1.MXGP FIM MXGP/MX2 Motocross World Championships

9.1.WMX FIM Women's Motocross World Championships

9.1.JMX FIM Junior Motocross World Championships/Cup

9.1.MXN FIM Motocross of Nations

3. The FIM Championship Promotor shall obtain insurance for third party liability for each event corresponding to the relevant contract. Please refer to Art. 110.1.2 of the current FIM Sporting Code for more details.
4. The FIM Championship Promotor must provide the appropriate passes to the personnel involved in the event.
5. The provisions of the current FIM Championship Promotor's Organisers Manual and/or contract with the organiser also apply and must be respected.

9.1.SIDE FIM Sidecar Motocross World Championship

3. The organiser must provide the FIM Administration with a copy of the insurance policy for the event. Please refer to Art. 110.1.1 of the FIM Sporting Code for more details.
4. The organiser must provide the appropriate passes to the personnel involved in the event.

***APPENDIX FIM STANDARDS FOR SUPERMOTO CIRCUITS
(SSMC)***

1. FIM PROCEDURES

1.1 Inspection

1. For FIM SuperMoto World Championship meetings, the circuit must be built and completed 24 hours before the start of official practice. Upon arrival, the FIM Race Director, must inspect the circuit and facilities. If deemed necessary, a second inspection will be carried out.
2. Two copies of the “Circuit File”, including an accurate plan to the scale of 1/1000 of the course, paddock area, amenities and installations for the public, with all relevant dimensions indicated, must be available for the FIM Race Director. The plan must show the lay-out of the course, as well as all the obstacles in the off-road section (all corners and off-road obstacles must be indicated by a number), the location of first-aid units, ambulances, race offices, flag marshals, etc.
3. The length of the course must be measured by competent authorities, who will certify the exact length on the plan. This measurement must be made along the centre line of the course.
4. Photographs and graphical drawings of all the corners and obstacles on the course must be added to the “Circuit File”. Each obstacle must be numbered and it must be shown on the plan of the circuit, which must be added to each file. The approximate height, width and length of each obstacle must be recorded in this file. During the inspection, one file must be given to the FIM Race Director who will forward it to the FIM together with the inspection report. The second file must remain at the circuit at the disposal of FIM Officials at any time.

1.2 Homologation

1. After the inspection and verification of the conformity with the current SSMC the FIM Race Director will propose the circuit for homologation to the Race Direction. When accepted by the FIM Race Director, the Race Direction will confirm the homologation.
2. The homologation of a SuperMoto circuit by the FIM is valid but for one FIM Championship/Prize Event meeting only.
3. The homologation is only valid for and restricted to the official practices and races counting towards the FIM Championship/Prize Event run under the jurisdiction of the FIM, without prejudice to Art. 10.8.2 of the FIM Sporting Code.
5. Once a circuit has been homologated, no changes are allowed unless in case of safety/force majeure.

2. CIRCUIT

2.1 General

1. A SuperMoto circuit includes the course and all the necessary installations and provisions to stage a meeting according to the FIM SuperMoto World Championship Regulations.
2. The FIM SuperMoto World Championship Regulations must be respected at all times. Special attention must be given to the FIM Environmental Code.

2.2 Access roads

1. Access roads to the circuit must provide an easy access and have proper traffic management for any vehicle going to or coming out from the circuit.
2. These access roads at the circuit must be heavy load bearing, wide enough and preferably paved. They must allow all vehicles to circulate on them under all weather conditions and at any time.

2.3 Installations for physically challenged

1. Organisers are recommended to make provisions for the physically challenged: parking places near the entrances, a specially prepared area for watching the races, as well as adequate sanitary installations.

2.4 Public Address-System

1. A combined PA-system for riders and participants must be installed. The audibility must be satisfactory all over the public area as well as in the paddock.

2.5 Electricity

1. Whenever electricity is provided, the organiser must respect national safety guidelines.

2.6 Heavy equipment

1. The Organiser must provide adequate heavy equipment and an adequate watering system for the off-road section, and a road sweeper for the paved section as well as the necessary experienced operators. This equipment and operators must be available and operational stand-by at the circuit throughout the meeting.
2. All the heavy equipment must be of a standard specified by the FIM Championship Promoter.
3. As of the Thursday morning before the meeting, this equipment should be available until the end of the meeting.

2.7 Guard dogs

1. The use of guard dogs is forbidden in areas restricted to riders, mechanics, signallers, the Industry and Press representatives.

2.8 Race Office

1. The following must be provided for the Race Office (minimum criteria):
 - A work room of 75 m² with a solid floor, providing space for 20 people.
 - A work station with large tables and chairs.
 - A dedicated internet line is compulsory.
 - Sufficient lights, power points and electricity to allow the Race Office to be operational as well as all the electrical material to be used simultaneously.
 - Small office equipment (ballpoints, staplers, paper, etc.).
 - A person in charge of the Race Office, fluent in English, appointed by the Organiser and sufficient staff to assist him as well as the FIM Championship Promoter's staff, to guarantee the smooth running of the Race Office.
2. The Race Office must be operational as of one day before the scheduled time for technical and sporting verifications, when the paddock is open for the riders/teams.

3. COURSE

3.1 General

1. A SuperMoto course shall be paved and will generally include:
 - a) a paved section, composed of jumps and/or rolling waves (recommended) and/or
 - b) a dirt off-road section (all weather style, offering a dust and/or mud- free ride) and/or
 - c) a section with artificial obstacles (jumps, rolling waves, tables, etc.).
2. The total length of the dirt off-road section(s) and/or section(s) with artificial obstacles the must cover between 15% and 40% of the length of the course.
3. The layout of the course must be designed with the riders, officials and spectator's safety in mind.

3.2 Length

1. The course has to be between 800 m long and 2'000 m (except for necessary changes for safety reasons or force majeure or because a prior agreement of the FIM and FIM Championship Promoter).
2. The length of the course shall be measured along the centre line.

3.3 Width

1. The width of the usable course should not be less than approximately 6 m (actual riding width) at the narrowest point, except for the starting straight and the first turn which should have a minimum width of approximately 10 m (actual riding width).
2. The complete practical course must be marked on both sides by continuous 10 cm wide white or yellow lines, except at the entrance and the exit of the pit lane where an interrupted white or yellow line must be painted. The paint used for these white or yellow lines must be of the anti-skid type.
3. The course must not have any sudden narrowing.

3.4 Verges / Run-Off Areas / Neutral Zones

1. Verges are the outer parts of the transversal profile of the course.
2. A run-off area is the ground between the verge and the first line of protective devices. If there is an off-road section, then the run-off area is commonly referred to as the neutral zone.
3. They contribute to increase the safety by improving the visibility, making it possible to use of the course over its whole width and, if they are wide enough, they can be used as an area in which motorcycles can be brought to a halt.
4. Along the entire tarmac, there must be a verge of minimum 1 m wide. Verges should be completely flat, without any kind of edges. They must be at the same level as the course and free of grass, wherever possible. The width of the verges may vary along the track according to the circuit layout.
5. Depending on the lay-out of the course and the speed reached at that point, the minimum width of 1 m has to be increased, thus creating a run-off area. The transition from the verge to the run-off area should be very smooth.
6. If the run-off area has to be covered with a gravel bed, its surface must be completely flat without undulations. It should be levelled with the course or the lower side of the kerb. It is also highly recommended that the gravel level should be 1 cm to 2 cm lower than the edge of the course.
7. Verges and run-off areas must be kept free of debris and/or gravel.
8. If the off-road section is paved, the same rules apply.
9. If the off-road part is a dirt section, the course must be defined on both sides of the actual riding width by manufactured plastic/composite course markers, wooden pegs, stray bales, rubber blocks or other shock absorbing material, earth banking or flexible/easily breakable advertising material. The verges are replaced by a neutral zone with the same features as the off-road section. Depending on the lay-out of the course, jumps and the speed reached at these points, the minimum width of 1 m of the neutral zone must be increased.

3.5 Kerbs

1. If necessary, kerbs can be set up in the turns. The inside edge of the kerbs (on the tarmac side) must be at the same level as the tarmac. The outside edge of the course (on the neutral zone side) must be at the same level as the neutral zone.
2. Kerbs and run-off areas must be kept free of debris and gravel.

3.6 Vertical Space

1. The minimum free vertical space between the course and any obstacle above the ground must be approximately 3 m.

3.7 Jumps

1. Special attention has to be paid to the safety of the riders, spectators and officials when designing the jumps.
2. Jumps must be designed in such a way that they can be identified easily by the riders and that they can be completely “rolled” with the wheels of the motorcycle in contact with the soil.
3. The width of the top of the jumps must always respect the approximate minimum width of 6 m whereas the width of the section of the course before the jumps must be larger, but never more than by 20% at the start of the take-off of the jump (Ex: the top of the jump is 6 m; the section of the course before the jump is maximum 7,2 m).
4. The design of the take-off and landing sides of the jumps must be similar and cover the width of the course at that point. It is not allowed to create artificial double lines on jumps.
5. The use of a hump inside a turn to reduce the speed is allowed. The hump must be solid and cannot be higher than 50 cm. It has to cover a maximum of 30% of the width of the course at the spot where it is used (Ex: the width of the course is 6 m; the width of the hump has to be a maximum of 2 m wide).

3.8 Whoops / Wave sections

1. “Whoop” sections are not allowed.
2. “Wave” sections may be set up in the course. The distance between the highest point of each “wave” should be approximately 8 m to 10 m. The height of each “wave” is between approximately 60 cm to 80 cm.

3.9 Obstacles

1. All obstacles that may pose a potential hazard around the course, near verges, or run-off areas or in the possible way of a rider and/or motorcycle exceeding the course must be sufficiently protected by tyre barriers, straw bales, foam/rubber blocks in a plastic wrapping, or other shock absorbent materials with the same or superior shock absorption capacity. These shock absorbing materials must be connected to each other. High obstacles must be protected completely with a maximum height of 2 m.

3.10 Spectators’ Safety

1. The public must be protected within the vicinity of the course. A neutral zone between the spectator fence and the edge of the circuit must be respected at all times. The width of this neutral zone may vary according to the circumstances but must not, under any condition, be less than approximately 1 m.
2. This zone must be demarcated at the public side by a sufficiently solid and high fence to control and protect the public.

3.11 Flag Marshal posts

1. There must be a sufficient number of official flag marshal posts all around the course in order to give information by flag signals to the competitors during a race. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to the competitors. The number of the flag marshal post must be indicated at each post.
2. The areas where marshals are to be positioned should provide the utmost safety.
3. Posts must be well situated to ensure an overall view of the track by the marshals.
4. Flag marshal positions should be placed bearing in mind the safety of the flag marshals so that they are not in the run-off areas or where an accident may occur.

4. STARTING AREA

4.1 Waiting zone

1. A sufficiently large, hard standing, fenced off waiting zone must give access to the starting grid.
2. The waiting zone should be fenced to a high standard with a security gate (entrance/exit). It must provide proper security for the persons who need to be within the confines of this area. There must be strict policing of passes for entry to this area. It must have adequate surface water drainage.
3. The waiting zone must have an entrance from the paddock to allow competitors to enter and leave the zone easily.
4. The waiting zone must have a security gate, giving access to the starting grid.
5. The waiting zone must offer 32 places for the riders, their authorised team staff and one motorcycle per rider.
6. It is recommended that all persons in this area be dressed neatly. Team uniforms are encouraged to maintain a professional appearance.
7. A clock visible to all and showing the official time as indicated by the Chief Timekeeper will be placed above the entrance to the waiting zone.
8. Two urinals with 4 places each must be placed in the waiting zone.
9. Smoking is prohibited in the waiting zone. "No smoking" signs should be installed at the entrance of this area.

4.2 Starting grid

1. The minimum width (actual riding width) of the starting grid should be approximately 10 m at the narrowest point.

The starting grid:

- For S1GP: will count 11 rows, each with 3 starting positions (maximum 32 riders);
- For the FIM SuperMoto of Nations: will count 11 rows, each with 3 starting positions (maximum 32 riders);

The lateral space between each position must be 1 m minimum.

2. In each row, the second position will be offset so that it is 1 m behind the first position of the same row and minimum 1 m to the side of the first position; the third position will be offset so that it is 1 m behind the second position of the same row and minimum 1 m to the side of the second position (see diagram).
3. The second row will be similarly configured but with the starting positions being placed in between those of the first row.
4. The odd numbered rows will be positioned similar to the first row. The even numbered rows will be positioned similar to the second row.
5. There will be a distance of 4 m between the first position of each row.
6. Each starting position must be indicated by a painted line on the starting grid (80 cm x 8 cm). The motorcycle must be placed with its front wheel behind this line in a central position.
8. The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

4.3 Starting straight

1. The surface of the straight after the start and the first turn must be paved.
2. The minimum width (actual riding width) of the starting straight and the first turn after the start should be approximately 10 m.
3. The minimum length of the straight after the start should be approximately 50 m.

5. PIT LANE

1. Adjacent to the starting grid, a zone (pit lane) must be reserved for repairs and signalling during the practices and races.
2. The pit lane must be a combined area with direct access to the paddock. It must be situated on a paved area with minimum dimensions of approximately 60 m (length) x 8 m (width). The pit lane should have only one entrance from the paddock.
3. The pit lane must be fenced to a high standard with a security gate (entrance/exit to the paddock), providing proper security for the persons who need to be within its confines. There must be strict policing of passes for entry to the pit lane.
4. The pit lane must have one entrance and one exit to the course to allow riders to enter and leave the zone easily. The entrance and exit to the course must be kept clear at all times. The exit from the pit lane to the course must be controlled by a flag marshal.
5. The pit lane must be clearly visible for riders.
6. The Organiser must install a minimum of four monitors displaying times in the pit lane. The monitors must be put in shelters and be no lower than 2 m from the ground.
7. Smoking is prohibited in the pit lane. “No smoking” signs should be installed at the entrance of this zone.
8. It is recommended that all persons in the pit lane be dressed neatly. Team uniforms are encouraged to maintain a professional appearance.

6. FINISH AREA

6.1 Finish line

1. The finish line must be indicated by a painted white line of between 10 cm to 15 cm across the width of the course. The paint used for this white line must be of the anti-skid type.
2. Special attention must be given to the security at the finish line area to prevent teams, press, public, etc. from invading the track during and/or at the end of a race. The height of the fencing in this area must receive special attention and be a minimum height of approximately 2 m.

6.2 Timekeeping and lap scoring

1. The timekeeping and lap scoring services must be in view of the finishing line.
2. An electric clock must indicate the remaining practice time. A lap scorer must indicate the remaining number of laps during the Races.
3. The electric clock and lap scorer must be installed at the finish line and be visible to the riders.

6.3 Race Management Office

1. The organiser must install the Race Management Office adjacent to the finish line and timekeeping compound.
2. The Race Management Office must be fenced to a high standard with a minimum height of approximately 2 m with a security gate (entrance/exit). It must have adequate surface water drainage.
3. The following must be provided for the Race Management Office (minimum criteria):
 - A work room of 18 m² with a solid floor.
 - A sufficient number of chairs and tables for 6 persons.
 - Small office equipment (ballpoints, staplers, paper, etc.).
 - A big map of the circuit (including all the installations and the course).
 - Two television screens.
 - A dedicated internet line is compulsory.
 - Sufficient lights, power points and electricity to allow the Race Management Office to be operational as well as all the electrical material to be used simultaneously at all times.
4. The Race Management Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
5. The Race Management Office must be operational as of the first day of the meeting.
6. For practical reasons, the Organiser can install a combined “Race Management/Race Direction Office”. In that case, the criteria for the “Race Direction Office prevail” (See Art. 49.7.4).

6.4 Podium zone

1. The finish area must contain a hard standing, fenced off podium zone with the following dimensions: 15 m (length) x 20 m (width).
2. The podium zone must be fenced to a high standard with a security gate (entrance/exit), providing proper security for the persons who and motorcycles which need to be within the confines of this zone. There must be strict policing of passes for entry to this zone. It must have adequate surface water drainage.
3. This zone must be divided by a low fence into a podium part including a closed park and a part reserved for photographers. The podium part must be elevated, in front of which will be the closed park.
4. The podium zone is restricted and must be properly secured to limit access to properly accredited persons. No one except the essential riders, officials, TV camera crews and photographers shall be allowed in this zone.

6.5 Closed park

1. A closed park, where the motorcycles can be impounded immediately after the end of the last Race in each class, must be provided for in the podium zone.
2. The closed park must be a hard standing, fenced off zone, which must offer room for the motorcycles of the top 3 riders of the Grand Prix. The motorcycles must be placed in such a way in the closed park that they respect the podium position of the riders.
3. The closed park must be fenced to a high standard with a minimum height of approximately 1.5 m with a security gate and entrance/exit. It must provide proper security for the motorcycles and persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.
4. It must have adequate surface water drainage.
5. Smoking is prohibited in the closed park. “No smoking” signs should be installed at the entrance of this zone.

7. RIDERS'S PADDOCK

7.1 Rider's Paddock

1. The riders' paddock must be situated on a horizontal, hard standing area, preferably paved. This zone will be managed by the FIM Championship Promoter. Paddock fencing must be to a high standard with a minimum height of approximately 2 m.
2. The paddock must be fully operational as of one day before the scheduled time for technical and sporting verifications.
3. The riders' paddock must have an official (i.e. Paddock marshal) who is in charge of the paddock organisation and fully aware of the needs of the riders/teams/industry for the duration of the meeting.
4. Organisational staff of the paddock must ensure that vehicles occupying the parking spaces are positioned rationally. It is recommended to mark the different parking zones by chalk or tape.
5. "Roads" must always be open to ensure passage for any vehicle to enter or leave the paddock under any circumstances and at any time.
6. A separate car and lorry parking in the riders' paddock must be provided for the riders/teams. The "A" parking area will be for the riders'/teams' transporters, vans, mobile homes, multiple purpose vehicles and service trucks. The "B" parking area will be for the riders'/teams' private or hired cars.
7. The riders' paddock must have adequate surface water drainage.
8. All riders/teams/industry entering the paddock are recommended to have at all times fire extinguishing equipment easily accessible for any emergency use.
9. Temporary commercial petrol stations in the riders' paddock must not be used under any circumstances.
10. Sufficient waste containers must be installed in the riders' paddock. Waste must be collected at regular intervals.
11. The riders' paddock must have a combined public-address system for participants and spectators.
12. The riders' paddock must have direct access to the starting area. The entrance to the paddock from the course and the exit from the paddock to the course must be on the same side of the finish line.
13. In the riders' paddock, dogs must be kept on a lead at all times.
5. It is forbidden to race motorcycles in the paddock. Moreover, any motorised vehicle (motorcycle, quad, moped, car, truck, etc.) must advance at an appropriate speed and be driven in a responsible manner at all times, not causing any danger and taking into account the safety of all.

7.2 Paddock Office

1. The Paddock must have a “Paddock Office”.
2. The following must be provided for the Paddock Office (minimum criteria):
 - A work room of 18 m² with a solid floor.
 - A sufficient number of chairs and tables for 6 persons.
 - Small office equipment (ballpoints, staplers, paper, etc.).
 - A big map of the circuit (including all the installations and the course).
 - A dedicated internet line is compulsory.
 - A work station for the Paddock staff. A personal computer, printer and a small photocopier are recommended.
 - Sufficient lights, power points and electricity to allow the Paddock Office to be operational as well as all the electrical material to be used simultaneously at all times.
 - A Paddock Official, fluent in English, appointed by the Organiser and additional staff to guarantee the smooth management of the riders' paddock.
3. A board for official notices for the riders and/or the results must be set up adjacent to the Paddock Office. Minimum dimensions of the board: 2 m (length) x 1 m (height).
4. The Paddock Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
5. The Paddock Office must be operational as of the first day of the meeting.
6. The Paddock Office must be accessible, during the meeting, to riders and representatives of the Teams and the Industry who wish to ask questions.

7.3 Technical control post

1. The following must be provided for the Technical Control post (minimum criteria):
 - A covered working zone of 20 m².
 - A sufficient number of chairs and tables for 6 persons.
 - Small office equipment (ballpoints, staplers, paper, etc.).
 - Sufficient lights, power points and electricity to allow the Technical Control to be operational and all the electrical material to be used simultaneously at all times.
 - A Chief Technical Officer, fluent in English, appointed by the FMNR and sufficient additional staff and technical equipment to guarantee the smooth running of the technical verifications.
2. The Technical Control post must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage. It is recommended that it be installed near the waiting zone.
3. The Technical Control post must be fenced to a high standard at a minimum height of approximately 2 m with a security gate (entrance/exit). It must provide proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.
4. The Technical Control post must be operational as of the first day of the meeting.
5. The Technical Control post must be accessible, during the meeting, to riders and representatives of the Teams and the Industry who wish to ask questions.
6. Smoking is prohibited in the Technical Control post. "No smoking" signs should be installed at the entrance of this zone.
7. In case of a protest involving a motorcycle, the motorcycle in question must be put in the Technical Control post where it must be properly guarded.

7.4 Race Direction Office

1. The following must be provided for the Race Direction Office (minimum criteria):
 - A work room of 30 m² with a solid floor.
 - A sufficient number of chairs and tables for 15 persons.
 - Two television screens.
 - A dedicated internet line is compulsory.
 - A sufficient number of “pigeon holes” for distributing reports, etc.
 - The FIM Circuit File duly prepared for the meeting.
 - Small office equipment (ballpoints, staplers, paper, etc.).
 - A big map of the circuit (including all the installations and the course).
 - A work station for the Race Direction secretariat containing a personal computer and printer and a small photocopier.
 - Sufficient lights, power points and electricity to allow the Race Direction room to be operational as well as all the electrical material to be used simultaneously at all times.
 - A Secretary, fluent in English, appointed by the Organiser and an additional person to guarantee the smooth running of the Race Direction Secretariat.
2. The Race Direction Office must be away from the noise of the race and be in, or close to, the riders' paddock.
3. The Race Direction Office must be fenced to a high standard with a minimum height of approximately 2 m with a security gate (entrance/exit). It must have adequate surface water drainage.
4. The Race Direction Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.
5. The Race Direction Office must be operational as of the Thursday before the meeting until the end of the meeting.
6. The Race Direction Office must be clearly indicated and accessible, during the meeting, to riders and representatives of the teams and the Industry who wish to ask questions or make protests.

7.5 Riders' sanitary installations

1. The riders' paddock must be equipped with a minimum of 10 showers (6 for men, 4 for women) with hot and cold water as well as 20 toilets (10 for men and 10 for women) and 5 water taps for drinking water.
2. Toilets and showers must be maintained throughout the event.
3. No charge should be placed on holders of valid passes for the use of these facilities.

8. PRESS OFFICE

1. For the FIM SuperMoto World Championship, the criteria will be decided by the FIM Contractual Partner.
2. The press office must be operational as of the first day of practice and it must remain open for a minimum of two and a half hours after the competition has concluded.
3. The only persons authorised in this room are the Press, Industry and FIM Representatives, the Race Direction and FMN Delegates.

9. DOPING TEST FACILITIES

1. A doping control centre will be required, provided by the organisers of the event and should consist of one room and a waiting zone.
2. The work room should contain a table and chairs, a wash basin, the sample containers, writing material, a lavatory in an adjacent room and articles of personal hygiene. In addition, a lockable refrigerator for storage of samples should be available in this room or another secure area.
3. The waiting zone should have chairs, clothes hangers and hooks, an adequate supply of drinks which must be in unopened containers and possibly some magazines.
4. There should be a minimum of 3 persons of the same sex ("chaperones"), fluent in English, designated to accompany the riders who have been selected for doping control.
5. It is recommended that an interpreter should also be available at the doping control centre.
6. Entry to the doping control centre would normally be restricted to the following: rider and designated accompanying person, the Doping Control Officer, interpreter and a representative of the FIM.

10. EMERGENCY SERVICES

10.1 Medical service

1. All events must have a medical service led by a Chief Medical Officer who liaises with the Organiser.
2. The medical team and the material must be in conformity with the FIM Medical Code.
3. An evacuation plan for injured persons must be defined before the meeting by the Organiser and the Chief Medical Officer.
4. When organising the medical service, the organisers must also respect the local security regulations.

10.2 Fire-fighting service

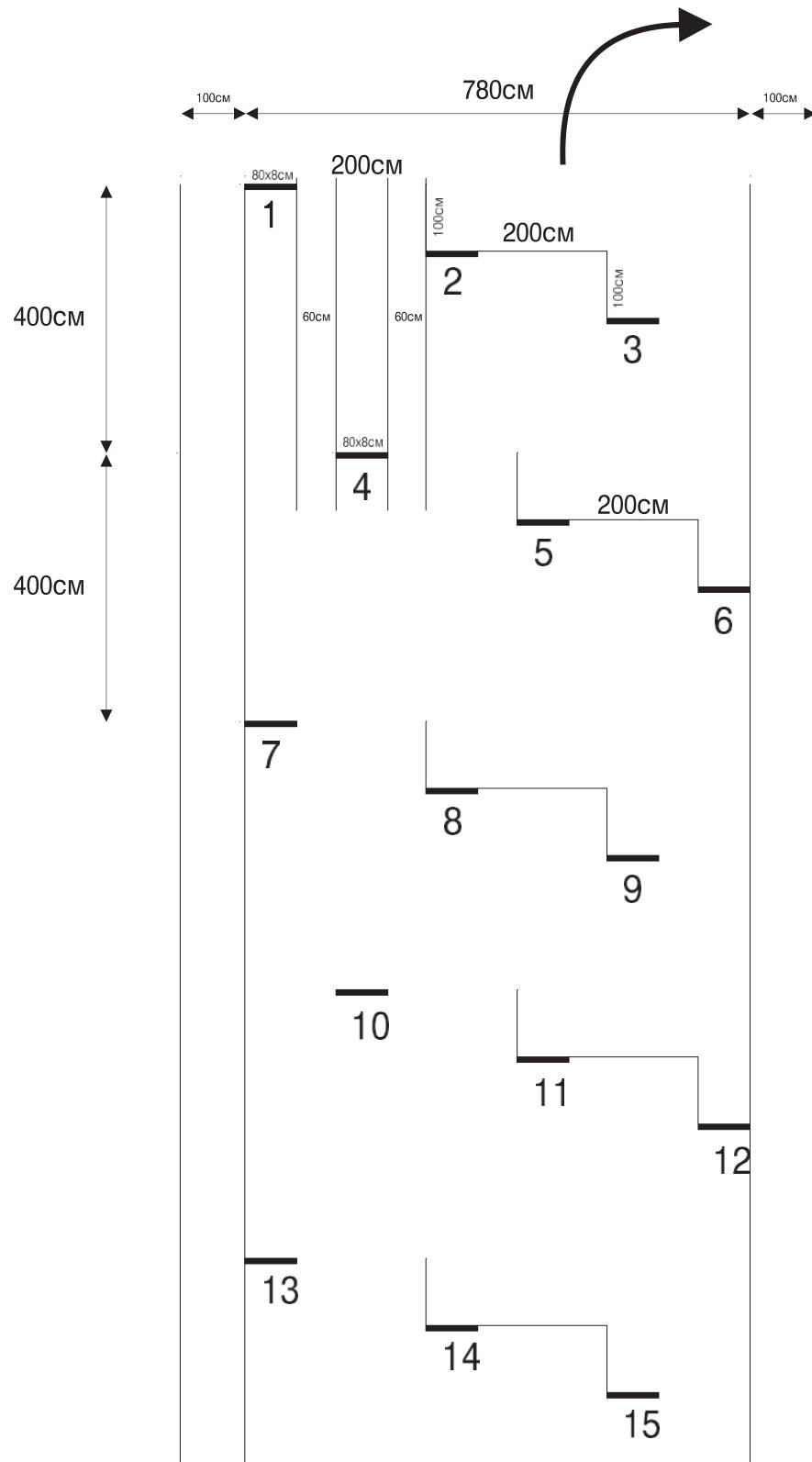
1. During the entire meeting, an efficient fire-fighting service must be provided around the circuit.

10.3 Emergency/Evacuation plan

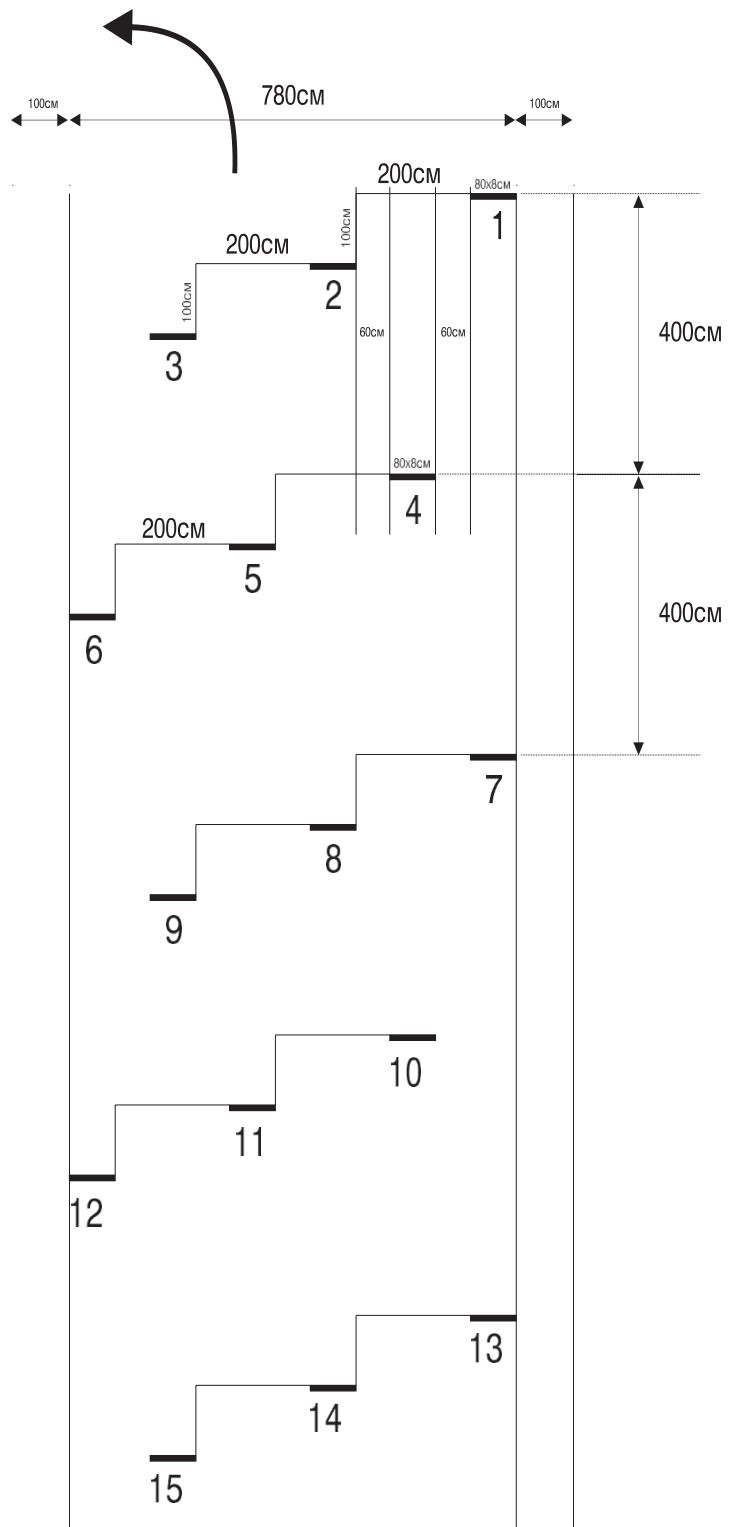
7. In case of an emergency (accident, fire, etc.), an efficient emergency/ evacuation plan for the entire circuit (installations and course) must be defined before the meeting by the Organiser and the security services.

DIAGRAMS

SM-RT



SM-LT





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