



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

Minutes

Circuit Racing Commission (CCR)

2023 Annual Commission Meeting

Castelldefels (ESP)

4 September 2023

Schedule: from 09:00-17:30

1. Opening of the Meeting

PKI opened the meeting by welcoming CCR Members and guests present on site and on zoom. He wished to all successful and productive meeting.

Present:

Members: Bartolome ALFONSO (BAL), Ralph BOHNHORST (RBO), Rezső BULCSU (RBU), Patrick COUTANT (PCO), Niccole COX (NCO), Jean-Marc DELETANG (JDG), Jean-Luc DEQUESNE (JLD), Paul DUPARC (DUP) CCR Sporting Manager, Igor EŠKINJA (IES), Simone FOLGORI (SFO), Tony JACOBSSON (TJA), Paul KING (PKI) CCR Director, António LIMA (ALI), Simon MAAS (SMA), Tamara MATKO (TMA), Svetlana NAZAROVA (SVN) CCR Coordinator, José Agustin NUÑEZ LEON (ANL), Andrés SOMOLINOS (ASO)

Guests: Normann BROY (NBR), Renaud JEANFILS (RJE)

Present online:

Amit ARORA (AAR), Bill CUMBOW (BCU), Raffaele DE FABRITIIS (RDF), Martin HEJDUK (MHE), Stuart HIGGS (SHI), Kok Nam Patrick KUAN (PKU), Daire LOWE (DLO), Beth MILLER (BMI), Pedro RIBEIRO (PRI), Christian SCHNEIDER (CSC), Fabio SGARZI (FSG).

CCR Members Excused:

Gerry BRYCE (GBR), Kendy CHAN (KCH), Jean Marc DESNUES (JMD), Clare NEATE (CNE), Neethiananthan R. K. SHUNMUGAM (NSH), Matěj SMRŽ (MSM), Arjan VAN EEKELLEN (AVE), Franck VAYSSIE (FVA).





2. Comment of the Board of Directors on the Minutes of the 2023 CCR Commission Conference Meeting in Lille (FRA)

No comments were made.

3. Approval of the Minutes of the 2023 CCR Commission Conference Meeting in Lille (FRA)

No comments were made. The minutes are considered approved.

4. Confidentiality Clause & Conflict of Interest

All items under discussion or postponed remain confidential. CCR Members shall exercise all care to ensure the neutrality and that no conflict of interest arises. The FIM Code of Ethics and its principles must be respected and followed by all.

5. Report on the 2023 Season

5.1 FIM World Championships Grand Prix (and support races)

ASO and TMA, FIM Permanent MotoGP Stewards presented 2023 season report after 11 rounds.

5.1.1. Ongoing homologation works at the circuit, paired with current global operational challenges, have obliged the cancellation of the 2023 event in Kazakhstan. The event will not be replaced in 2023.

5.1.2. Introduction of the FIM Permanent Steward Mrs Tamara MATKO from 2023 season.

5.1.3. The FIM Stewards are now have a separate room dedicated to their work at each Grand Prix. This proves to be a good solution for efficient work of the Stewards.

5.1.4. New crash detection system introduced to the CCR.

5.1.5. Dorna requested to the FIM to find a solution in order to communicate decisions of the FIM Stewards during Grand Prix races. FIM proposed a new platform for the FIM Stewards Panel communications introduced in Silverstone. The platform called Sportity and has positive feedback from the media and other stakeholders. Approximately 350 subscribers to the channel at this point of time.

5.1.6. ASO presented the Penalties Protocols and Procedures.

5.1.7 The Tyre Pressure Monitoring System was introduced in Silverstone. Technical infringements normally result in disqualification from the session or race, but as the system is new to the MotoGP™



Class and it's being brought in mid-season, the Stewards have agreed a gradual penalty scale. To make sure the penalties apply to the actual Sprint or Grand Prix race where the tyre pressure doesn't comply, they will be time penalties given out after the race.

The scale:

- 1st offense: Warning**
- 2nd offense: 3-second time penalty**
- 3rd offense: 6-second time penalty**
- 4th offense: 12-second time penalty**

5.1.8 Track Limits

169 sanctions (LLPs) imposed after repetitions of TL over the season, after 10 GPs

MotoGP™	28
Moto2™	29
Moto3™	50
MotoE™	14
RBRC	48

5.2 FIM Superbike World Championships (SSP & SSP300)

The 2023 season up to August, has been presented by ALI - FIM WorldSBK Safety Officer and FIM Permanent Steward. The following topics were presented to the Commission's Members.

5.2.1. The final of the FIM Superbike/Supersport World Championship in Argentina was cancelled and replaced by the event in Jerez.

5.2.2. The updates of the FIM Stewards Sanctions procedures.

5.2.3. The harmonisation of the Safety Plans between MotoGP and WorldSBK regarding type, location, and quantity of the protective devices, control of the Track Limits, and location and quantity of LED Panels and LED controllers.

5.2.4. Introduction of the Long Lap Penalty zone in the first 5 minutes of each session for WorldSSP300 class only.

5.2.5. ALI requested to think about the improvement of the electronic system as due to the technical failures during the 2023 season.

5.3 FIM Endurance World Championship

The 2023 season up to August prior to the final round, has been presented by DUP - FIM CCR Manager.

5.3.1. Safety

The Stäubli system became compulsory this year with the exception of the Suzuka round. FIM and



EWC promoter, Discovery Sports Events, have joined forces to provide financial support to the teams who equipped with the Stäubli system.

5.3.2. Number of participants:

Le Mans: 54 teams

Spa Francorshamps: 36 teams

Suzuka: 50 teams

Bol d'Or: 47 teams

5.3.3. Consistency of the FIM Steward's decisions

DUP presented the updated Excel of the EWC sanction history.

5.3.4 Promoter has requested to have at least one permanent Jury Member at all events.

5.4 FIM JuniorGP World Championship

FIM JuniorGP World Championship 2023 season (after 5 rounds) presented by FSG - FIM JuniorGP Race Director.

5.4.1 FIM JuniorGP World Championship Qualifying System aligned with Moto 3.

5.4.2 Introduction of the new Stock European Championship (FIM Europe).

5.4.3 Introduction of the new race protocols

1) On Saturday at every start of a Practice, Qualifying, or after the red flag the pit lane will be open for 60 seconds. After that time the riders will be stopped at the end of the pit line for 5/7 seconds for the preceding rider. The Pit Lane Marshall will count the 5/7 seconds and will inform the riders when will be allowed to enter the track. Not respecting the Marshall indications might be penalised. Under the rain conditions, the procedure could be cancelled. The protocol was introduced in order to avoid the slow riders to follow at pit exit the fast riders.

2) On Saturday, if a rider crashes in the last 3 minutes of any of the sessions, rider will not be able to get back on track. Riders must return to the pits along the service road or with a pick-up. Not respecting the Marshall indications might be penalised. The protocol was introduced in order to reduce the time of yellow flags and, the risk of the bike re-joined the track with gravel or oil.

5.5 FIM Sidecar World Championship

The report of the season after 5 rounds was presented by Igor Eskinja – FIM Jury President and Normann Broy (Promoter Representative).

5.5.1 A New Promoter agreement was signed between FIM and Motor Presse Stuttgart GmbH & Co. KG with the first season of 7 rounds in 6 countries with in total 23 teams participants. All races live on the Promoter Youtube channel and FIM TV Stream, and more than 730,000 views on the livestream.



5.5.2 A new race format was introduced with Race 1 as a Sprint Race and Race 2 as a Main Race.

5.5.3 Introduction of the Long Lap Penalty Procedures during the season.

5.5.4 Overall noted an increase in the level and professionalism of the teams as well as productive and positive collaboration between all parties.

RBO made a report regarding the situation of the tires for 2024 onwards. AVON tires won't be available at the end of the year. One of the solutions is HOOSIER tires ("Continental"). HOOSIER has received a positive feedback from the teams performed private tests. Additional private tests will be also performed in Oschersleben during the Sidecar Festival.

5.6 FIM MiniGP World Series

PKI presented the 2023 situation of the MiniGP National Series including 2 new entries – Germany and Canada with 160cc categories. The final is yet to come in November.

5.7 FIM Land Speed World Records

RBO presented the 2023 season of the World Records attempts in Bolivia with 4 new World Records of Mike Garcia (Suzuki Hayabusa) and Jamie Williams (MTT Manufacturing 420 RR Turbine).

Due to weather conditions, the event in Bonneville has to be cancelled.

The next event will be held in Germany in Lausitzring.

5.8 CCR Digitalisation

5.8.1 SVN presented a development of the dedicated website for Land Speed World Record including a digital database.

5.8.2. SVN presented dedicated to CCR only account of the Sportity – online application/website for instant communication. At the moment, CCR has only one functional channel for MotoGP under the management of the ASO. Proposal for the CCR to use this account as an effective and user-friendly tool for the FIM Stewards, Jury, or Race Direction for all CCR disciplines.

5.9 Team Manager Ethical case

The ethical case presented by Paul King and Paul Duparc, to assure that the integrity of the FIM Stewards will not be questioned.



6. Meetings Report

6.1 GP Commission Meetings

6.1.1 2023 GP Commission Meeting

DUP presented the decisions of the Grand Prix Commission who met remotely over electronic meetings held in February, July, and August 2023 and made several decisions regarding the Sporting and Technical Regulations. More information can be found:

- a) February - [HERE](#)
- b) July - [HERE](#)
- c) August - [HERE](#)

6.2 WorldSBK Commission Meetings

6.2.1 2023 Superbike Commission Meeting

PKI presented the decisions of the Superbike Commission who met on numerous occasions in February and April 2023 and made several decisions regarding the Sporting and Technical Regulations. More information can be found:

- a) February - [HERE](#)
- b) April - [HERE](#)

6.3 FIA Circuits Commission Meetings

The FIA Circuits Commission met in Geneva on 23 May 2023. BAL and PKI were present remotely to represent the FIM standpoints. Collaboration with FIA Circuit Commission Meetings is going well including common inspections. Hopefully to find a common ground for a solution regarding the Track Limits.

6.4 CCR Bureau Meetings

6.4.1 Decision #1 – Amendments of the FIM Endurance Regulations

During the 24H Motos of Le Mans, the question of whether or not to grant an exception for a rider who did not qualify was discussed. Before the 24H of Spa, the EWC Working Group decided to regulate this exception and it was accepted by the CCR Bureau.

Moreover, in order to fit into the three-day schedule planned for the 24H of Spa, regulations have been modified to allow the suppression of the warm-up before the start of the race.



The following articles of the FIM Endurance Regulations were amended accordingly.

SPORTING REGULATIONS

Art. 1.13.1 Practice schedule

Participation in this practice is only possible if the machine has passed the scrutineering.
Official practice will start at the earliest 2 hours after the end of the scrutineering.
Practice takes place during the **one**, 2, or 3 days preceding the race. The colour of the riders blue, yellow, red, green (if reserved rider), in the same team, is the one mentioned on the entry form.
(...)

Art. 1.13.2 Warm-up

It is recommended that the organiser ~~must~~ schedule **a minimum of 45 minutes** ~~minimum~~ of warm-up before the start of the race **which is** reserved for the qualified teams. The time must be indicated in the Supplementary Regulations.
It is recommended that an interval of two hours minimum be respected between the end of the warm-up and the start of the race.

Art. 1.15.5 Qualification for the race

To qualify for the race, a rider must have completed, during practice, the minimum number of laps ~~laid down~~ **prescribed** in the Supplementary Regulations.
He must also achieve a time at least equal to 108% of the time recorded by the fastest rider of his/her group and of his/her class**, in at least one qualifying session.
** For the particular case of the "Experimental" class and for reasons of homogeneity of performance between participants, the riders of the "Experimental" class must achieve a qualifying time at least equal to 108% of the fastest rider of their group in the EWC class.
An exception may be granted by the International Jury to any rider who have had an unacceptable time in the Qualifying Practice(s) for any reasons.
This exception will only be granted if the rider concerned has achieved a time of less than 108% of the fastest rider during the Free Practice session (all categories).
The burden of proof will rest with the rider concerned upon applying for any such exception to the International Jury.



The decision of the International Jury to permit/refuse an exception is final.

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

Art. 1.16 Grid Positions

The side position of the riders on the starting grid will be determined during the homologation of the circuit.

At the Jury meeting which follows the last qualifying practice session, a provisional starting grid will be drawn up which will include the number of teams qualified for the race.

It will be based on the average of the best times of the qualifying results of **the two fastest** riders (reserve rider not included) of the teams.

The definitive starting grid will be published one hour after the end of the warm-up and will clearly mention the name of the rider who will start the race.

Teams benefiting from an exception by the International Jury for a rider thanks to the time achieved during the Free Practices, this team will start at the back of the grid.

In the event of several teams benefiting, their position will be decided by the average of the times achieved by the regularly qualified rider(s) or as defined by the International Jury.

Any riders benefiting of this exception will be able to participate in the race but will not be allowed to start the race.

Teams will keep the same position as on the provisional starting grid (even if some riders are changed).

DISCIPLINARY REGULATIONS

As per the mandate given in the last Annual CCR Meeting in Valencia, the Endurance Disciplinary Regulations were also updated based on the changes that were done in MotoGP and WorldSBK concerning the appealability of certain sanctions given for the same event.

Art. 3.3.5.3 Authority and Competences

The EWC Court of Appeal will hear any appeals against decisions taken by the FIM Appeal Stewards.

The EWC Court of Appeal adjudicates upon request of the Race Direction, the FIM EWC Stewards Panel, or the FIM Appeal Stewards.



The President of the FIM, the Executive Board or the Management Council may, within 4 days after an Event, refer to the EWC Court of Appeal matters of violation or infringement of the FIM regulations ~~not concerning sporting or technical regulations.~~

Art. 3.4.2.1 Right of appeal

The rules concerning appeals against FIM disciplinary decisions are:

(...)

Art. 3.4.2.1² To the EWC Court of Appeal against a decision of the FIM Appeal Stewards

No appeal may be lodged against a decision ~~made by any judges of fact in the exercise of their duties,~~ entailing or not:

- a fine for speeding in the pit lane or pit exit line violation.
- a time penalty given in lieu of any penalty not subject to appeal.
- a Ride through imposed for the race on that same ~~day~~ **event**.
- a Stop & Go imposed for the race on that same ~~day~~ **event**.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a disqualification from the practice sessions or the race following a positive results to the breath alcohol test carried out at such event.
- a suspension from one or more practice sessions (or part thereof) of the event imposed for a session on that same ~~day~~ **event**.

No appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

No appeal may be lodged against a decision based on a jump start, a track limit violation or a photo finish.

No appeal may be lodged if the FIM Appeal Stewards confirm the previous decision of the FIM EWC Stewards Panel. In this case, the decision of the FIM Appeal Stewards is final.

3.4.2.1³ To the CAS

No appeal may be lodged against a decision ~~made by any judges of fact in the exercise of their duties,~~ entailing or not:

- a fine for speeding in the pit lane or pit exit line violation.
- a time penalty given in lieu of any penalty not subject to appeal. a Ride Through imposed for



the race on that same ~~day~~ **event**.

- a Stop & Go imposed for the race on that same ~~day~~ **event**.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a disqualification from the practice sessions or the race following a positive results to the breath alcohol test carried out at such event.
- a suspension from one or more practice sessions (or part thereof) of the event imposed for a session on that same ~~day~~ **event**.

No appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

No appeal may be lodged against a decision based on a jump start, a track limit violation or a photo finish.

6.4.2 Decision #2 – Amendments of the FIM Standards for Circuit

A discrepancy has been noted between the FIM Standards for Circuit and FIM Sidecar Regulations regarding the equipment required for a fire response. Therefore, the CCR Bureau accepted the following amendments to the FIM Standards for Circuit.

Art. 11 Rescue Services

Art. 11.1 Intervention Vehicles

Intervention vehicles are a fundamental part of circuit emergency equipment. Their crews provide the specialized intervention that may be needed at any accident on the racetrack, in the pits or in the paddock area.

Art. 11.1.1 Duties

Fire-fighting:

- There must be enough fire-fighting vehicles so that no area of the race track is more than 4 minutes away from these vehicles.
- **Unless otherwise specified in the specific Regulations, or in the homologation report, a** fire-fighting vehicle with a minimum water capacity of 3000 liters, manned with 3 firefighters, must be available to cover the paddock from the day of the teams set up (24H) until the day following the event. In addition, the pit lane must have a dedicated fire vehicle to act as a second intervention and to have the means to extinguish the fire completely.



6.4.3 Decision #3 – LLP application in the FIM Sidecar World Championship

Art. 1.15.1 (10)

(...)

Working on the machine on the grid after the 3 Minutes Board is presented will be sanctioned by a ~~Ride Through~~ **2xLong Lap Penalty. The two Long Laps must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.**

(...)

Art. 1.15.1 (14)

(...)

Any rider who anticipates the start will be required to carry out **2xLong Lap Penalty**. ~~Ride through procedure described under Art. 1.16.~~ **The two Long Lap must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.**

(...)

Art. 1.18 (13)

Any rider who exceeds the pit lane speed limit during a race will be penalised with **2x Long Lap Penalty. However, the FIM International Jury may apply further or different penalties (for example for excessively high-speed causing danger).** ~~a Ride Through.~~

(...)

6.5 Meeting with the WG on the Revision of the FIM Disciplinary and Arbitration Code

On 5 June 2023, the Working Group on the Revision of the FIM Disciplinary and Arbitration Code composed of Jacques Bolle, Robert Hofstetter, Ludovic Agassiz, Sara Moreno, and Arthur Loye met at the FIM Headquarters in Mies together with PKI, DUP, SVN and Jean-Paul Gombeaud.

Minutes are attached.

6.6 Special Meeting of the FIM CCR Homologation Committee

PKI explained the matters of the discussion of the meeting of the FIM CCR Homologation Committee to the CCR Commission.

7. 2024 FIM CCR Calendar of Championships and Prizes

No calendar had been announced at the time of the meeting. The MotoGP calendar have since been announced (Appendix I) as well as [MotoE](#) & [Red Bull Rookies Cup](#).



8. 2024 Rules (Proposals, Editorial Changes, Clarification of the Rules)

8.1 General Mandate

Proposal to harmonise the **2024 CCR Regulations (all)** with decisions taken by the **GP** and **SBK Commissions** when necessary. Mandate to be assigned to:

- CCR Director
- CCR Manager
- CCR Coordinators

	Accepted/Application date: Immediate		Rejected		Withdrawn		Postponed
Comments: The CCR approved this proposal which will enter in force immediately.							

8.2 FIM Standards for Circuits

Proposal to review the numbering of the Marshals posts locations to be in line with the FIA and with the wishes of the CoCs.

8.2.1. Art. 9.2. NUMBER AND LOCATION

(...)

The posts will be numbered in the direction of the track and according to the turn numbers. ~~Each post at each turn will be distinguished by a letter of the aeronautical alphabetical code.~~

~~The starter rostrum will be post 0.0. After that, the first post will be 1 A (Alpha) then 1 B (Bravo) and so on. Halfway between turn 1 and turn 2 the numbering will change to 2 A (Alpha) the same will happen throughout the entire circuit. All the posts (flag and marshal posts) will be numbered in this way regardless of the function of the post.~~

~~For example, there can be flag post 1 A and if the next post is a track post it will be 1 B even if it is the first track post.~~

The starter rostrum will be post 0.0. After that, the first post will be 1.1 then 1.2, and so on. Halfway between turn 1 and turn 2 the numbering will change to 2.1 the same will happen throughout the entire circuit. All the posts (flag and marshal posts) will be numbered in this way regardless of the function of the post.

For example, there can be flag post 1.1 and if the next post is a track post it will be 1.2 even if it is the first track post.

A "T" will be placed before the number of the Track Marshal Post.

An "F" will be placed before the number of the Flag Marshal Post.

An "LC" will be placed before the number of the led panel controller marshal Post



X	Accepted/Application date: 01.01.2024		Rejected		Withdrawn		Postponed
Comments: The CCR approved this last-minute proposal.							

8.2.2. It is necessary to carefully review the articles concerning the Circuit Homologation procedure. This is to clarify the procedure and also make the Regulations aligned with reality. The proposal is to give a mandate to modify the review and edit the articles concerned to:

- Safety Officers
- CCR Director
- CCR Manager
- CCR Coordinators

X	Accepted/Application date: Immediately		Rejected		Withdrawn		Postponed
Comments: The CCR approved this proposal which will enter in force immediately.							

8.2.3 Proposal to add National Federations Representative to the FIM Circuit Homologation Reports as people required to be present.

X	Accepted/Application date: Immediately		Rejected		Withdrawn		Postponed
Comments: Although this is already the case in practice (a delegate from the FMNR is generally present), it is necessary to show the presence of a representative of the FMNR in accordance with the FIM Standards for Circuits which specify that the circuit must also benefit from national approval. The CCR approved this proposal which will enter into force immediately.							

8.3 FIM Endurance World Championship and FIM Endurance World Cup

8.3.1 Choice of Pit Box reserved for the Championship Leader

8.3.1.1. The proposal of the promoter is to clarify the choice of pit box procedure. The priority has to be given to the leaders of the EWC and of the SST classes.

Art. 1.3.2 (new article)

The 2 teams leading the FIM Endurance World Championship and the FIM Endurance World Cup have priority on the choice of their pit box for an event. For the first event of the season, this priority is given to the World Champion team and to the World Cup winner team of the previous year.

x	Accepted/Application date: 01.01.2024		Rejected		Withdrawn		Postponed
Comments: The CCR approved this proposal.							

8.3.2 Qualification for the race



8.3.2.1. The proposal of the promoter aimed is to increase entries by reducing the cost and making racing more affordable.

Art. 1.15.5 Qualification for the Race

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

He must also activate a time at least equal to ~~108%~~ **110%** of the time recorded by the fastest rider of his/her group and of his/her class**, in at least one qualifying session.

For the particular case of the “Experimental” class and for reasons of homogeneity of performance between participants, the riders of the “Experimental” class must achieve a qualifying time at least equal to ~~108%~~ **110% of the fastest rider of their group in the EWC class.

(...)

This exception may be granted if the rider concerned has achieved a time of less than ~~108%~~ **110%** of the fastest rider during the Free Practice session (all categories).

X	Accepted/Application date: 01.01.2024		Rejected		Withdrawn		Postponed
Comments: After a long discussion, the CCR approved this proposal.							

8.3.3 Standard procedure for finishing the race and results.

Proposal of the EWC Race Director to review standard procedure for finishing a Race.

Art. 1.24.5

To be counted as a finisher in the race and to be included in the results, a team must have:

- a – Completed 75% of the number of laps carried out by the winner of his/her class
- b – Crossed the finish line on the race track (not in the pit lane) after the race winner within 5 minutes.

In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

c – complete their final full lap (pit lane exit, engine running – crossing the finish line) in a time not exceeding 5 minutes.

X	Accepted/Application date: 01.01.2024		Rejected		Withdrawn		Postponed
Comments: The CCR approved this proposal.							

8.3.4 Championship points

The proposal is to cancel factor 1.5 attributed to the final rounds that initially aimed to promote the final round of the Championship overseas.

Art. 1.34.5

(...)



Furthermore, the points allocated for the final round of the season will be multiplied by a factor of 1.5.

X	Accepted/Application date: 01.01.2024		Rejected		Withdrawn		Postponed
Comments: The CCR approved this proposal with the note to keep 1.5 factor for NON 24h races.							

8.3.5 Qualification of the race (introduce the 4th rider)

The proposal is to authorise the 4th rider for 24h events for SST class only, who would no longer be a “reserve” rider but a qualifying rider) while keeping the average of the 2 best riders to qualify for the team.

X	Accepted/Application date: 01.01.2024		Rejected		Withdrawn		Postponed
Comments: The CCR approved this proposal only for the SST Class. Many articles are concerned by this change and will be drafted by the CCR Manager/Coordinator.							

8.3.6 Support races

CCR gives a Mandate to CCR Director, CCR Manager, and CCR Coordinator to modify the rules (Circuit Standards and/or EWC Regulations) to prevail allowing the support races to use a different layout, but the final decision will be left to the Safety Officer.

X	Accepted/Application date: 01.01.2024		Rejected		Withdrawn		Postponed
Comments: The CCR approved this mandate given.							

8.4 FIM Sidecar World Championship

8.4.1 Introduction of Race Direction

The proposal is to introduce Race Direction in the FIM Sidecar World Championship with the following members:

1. Race Director
2. Safety Officer
3. Promoter Representative

X	Accepted/Application date: Non-Determined		Rejected		Withdrawn		Postponed
Comments: The CCR approved this proposal as a recommendation only. An analysis of the financial situation has to be made in order to make a final decision and, if positive, implementation period.							

8.4.2 Long Lap Penalty Clarification

The proposal is to clarify the Track Limits application for the FIM Sidecar World Championship. ”

Art 1.18.3



Riders should use only the track and the pit lane. However, if a rider accidentally leaves the track then he may re-join it at the place indicated by the Officials or at a place that does not provide an advantage to them. Advantage may be deemed to be gained, including by exceeding track limits and short-cutting as detailed in the International Jury Protocol. Any infringement of this rule during the practices or warm-up will be penalised by the cancellation of the lap time concerned and during the race **exceeding track limits, 5 times will be penalised by Long Lap Penalty. A Track Limit is when the front and driven wheel (not the wheel of the passenger) is out of the track.** ~~by a penalty decided by the International Jury.~~

Penalties imposed during a race will be communicated via a board displayed for the rider on the start and/or finish line during a maximum of 5 laps. If the rider **does** not comply with the penalty after the board has been presented 5 times, he will be penalised by a Ride Through or other penalty decided by the International Jury.

A time penalty may be imposed in lieu of a penalty where necessary. Further penalties may also be imposed.

Accepted/Application date: 01.01.2024	Rejected	Withdrawn	Postponed
Comments: The CCR approved this proposal with 5 TL and LLP as a penalty.			

8.4.3 Clarification of the Rider and Passenger

The proposal is to clarify that Rider cannot continue the race without passenger due to the safety reasons.

Art.1.18

(...)

9) Riders who stop their engines in the pit lane may be assisted to restart their Sidecar by the mechanics.

10) Riders are not allowed to race or restart the race without a passenger.

11) Riders are not allowed to transport another person than their passenger on their Sidecar or to be transported by another rider and his passenger on their Sidecar.

Accepted/Application date: 01.01.2024	Rejected	Withdrawn	Postponed
Comments: The CCR approved this proposal.			

9. Circuits

9.1 Circuit Inspections and Consultations

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

Inspections carried out since the 2023 CCR Commission Meeting in Valencia

* Linked with FIA / lié avec la FIA*

Visits without report

10/11/2022	Mandalika	IMI	Tamara Matko
17/11/2022	Phillip Island	MA	Tamara Matko
17/11/2022	Jerez	RFME	Tome Alfonso
29-30/11/2022	Buddh	FMSCI	Tome Alfonso
30/01/2023	*Barcelona-Catalunya*	RFME	Tome Alfonso
07/02/2023	*Lusail*	QMMF	Tome Alfonso
08/02/2023	*Le Mans*	FFM	Franck Vayssié
23/02/2023	Phillip Island	MA	Antonio Lima
01/03/2023	Spa Francorchamps	FMB	Tome Alfonso
02/03/2023	Mandalika	IMI	Antonio Lima
02-03/03/2023	Zhūhǎi	CAMF	Franck Vayssié
07/03/2023	Hungaroring	MAMS	Tome Alfonso
20/03/2023	Imola	FMI	Antonio Lima
23/03/2023	Portimão	FMP	Tome Alfonso
30/03/2023	Termas de Rio Hondo	CAMOD	Tome Alfonso
30/03/2023	Magny-Cours	FFM	Antonio Lima Paul Duparc
03/04/2023	Spa Francorchamps	FMB	Antonio Lima Paul Duparc
04/04/2023	Most	ACCR	Antonio Lima
04/04/2023	Most	ACCR	Rezső Bulcsu
12/04/2023	Le Mans	FFM	Franck Vayssié
13/04/2023	COTA	AMA	Tome Alfonso
18/04/2023	Paul Ricard	FFM	Franck Vayssié
20/04/2023	TT Assen	KMNV	Antonio LIMA
26/04/2023	Spa Francorchamps	FMB	Franck Vayssié
27/04/2023	Jerez	RFME	Tome Alfonso
04/05/2023	Estoril	FMP	Matej Smrz
04/05/2023	Barcelona-Catalunya	RFME	Antonio Lima



11/05/2023	Sachsenring	DMSB	Rezső Bulcsu
22/05/2023	Silverstone	ACU	Tome Alfonso
27/05/2023	Suzuka	MFJ	Franck Vayssié
01/06/2023	Misano	FMI	Antonio Lima
01/06/2023	Jerez	RFME	Matej Smrz
08/06/2023	Mugello	FMI	Tome Alfonso
15/06/2023	Sachsenring	DMSB	Tome Alfonso
15/06/2023	Spa-Francorchamps	FMB	Franck Vayssié
22/06/2023	Assen (A)	KNMV	Tome Alfonso
22/06/2023	Assen (F)	KNMV	Paul Duparc
29/06/2023	Donington	ACU	Antonio Lima
29/06/2023	Algarve	FMP	Matej Smrz
03/07/2023	Red Bull Ring	AMF	Rezső Bulcsu
13/07/2023	Imola	FMI	Antonio Lima
14/07/2023	Barcelona-Catalunya	RFME	Matej Smrz
27/07/2023	Most	ACCR	Antonio Lima
03/08/2023	Silverstone	ACU	Tome Alfonso
03/08/2023	Suzuka	MFJ	Franck Vayssié
09/08/2023	*Losail*	QMMF	Tome Alfonso
15/08/2023	BIC	FMSCI	Tome Alfonso
17/08/2023	Red Bull Ring	AMF	Tome Alfonso
21/08/2023	Balaton Park	MAMS	Tome Alfonso
31/08/2023	Barcelona-Catalunya	RFME	Tome Alfonso

9.2 Circuit Situation

The updated list of the circuits, their characteristics, and homologation are attached in Appendix II.

10.Seminars

10.1 Traditional and Superlicence Seminars

FIM INTERNATIONAL CIRCUIT RACING SEMINARS (Superlicence Seminars)				
FMN	Date	Place	Type of Seminar	Participants
FIM	10/02/2023	Lille	Clerk of the Course for GP World Championship	49
FIM	10/02/2023	Lille	Clerk of the Course for Superbike World Championship	42
FIM	10/02/2023	Lille	Clerk of the Course for Endurance World Championship	24

FIM INTERNATIONAL CIRCUIT RACING SEMINARS (Clerks of the Course & Sporting Steward)				
FMN	Date	Place	Instructor	Participants
FIM	10/02/2023	Lille	FIM	37
CMSA	04-05/03/2023	Zhūhǎi	Franck Vayssié	31
AAMC	07-08/03/2023	Macau	Franck Vayssié	30

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

It is anticipated that there will be a significant number of traditional/basic seminars in 2024 according to the normal 3 year cycle and effects of Covid years.

10.2 Basic Training for Marshals on FIM Academy

SMA – Marshals Training project leader has presented the training in Mandalika with around 30 participants. CCR is highly appreciated the commitment, time and resources of SMA and RDF to bring this project to life and congratulate all involved. Second part of the training will be made prior to the Mandalika GP in October.





11. Miscellaneous

- 11.1 FIM Women's World Cup has become FIM Women's World Championship (decision by the Board of Directors in Madrid 2023).

12. FIM General Assembly and FIM Awards

The FIM General Assembly will take place in Liverpool (GBR) on Friday 1 December 2023. The FIM Prize Giving Ceremony with the 2023 World Champions will be on Saturday 2 December 2023.

13. Budget

- 13.1 Budget 2023

- 13.2 Budget 2024

PKI presented the 2023 Budget and forecast for the 2024 Budget to the CCR Commission.

14. Upcoming CCR meeting

The next CCR meeting will be held during the Commissions Conference in Lyon (France) from 13 to 18 February 2024.

15. Closing of the Meeting



PRESS RELEASE

MIES, 27/09/2023

FOR MORE INFORMATION:

ISABELLE LARIVIÈRE
COMMUNICATIONS MANAGER
isabelle.lariviere@fim.ch
TEL +41 22 950 95 68

FIM Grand Prix World Championship

2024 Provisional Calendar, 27 September

Date	Grand Prix	Circuit
10 March	Qatar	Lusail International Circuit
24 March	Portugal*	Autódromo Internacional do Algarve
07 April	Republica Argentina	Termas de Rio Hondo
14 April	Americas	Circuit of The Americas
28 April	Spain	Circuito de Jerez-Ángel Nieto
12 May	France	Le Mans
26 May	Catalunya	Circuit de Barcelona-Catalunya
02 June	Italy	Autodromo Internazionale del Mugello
16 June	Kazakhstan**	Sokol International Racetrack
30 June	Netherlands	TT Circuit Assen
07 July	Germany	Sachsenring
04 August	Great Britain	Silverstone Circuit
18 August	Austria	Red Bull Ring - Spielberg
01 September	Aragon	MotorLand Aragon
08 September	San Marino e della Riviera di Rimini	Misano World Circuit Marco Simoncelli
22 September	India*	Buddh International Circuit
29 September	Indonesia	Pertamina Mandalika International Circuit
06 October	Japan	Mobility Resort Motegi
20 October	Australia	Phillip Island
27 October	Thailand	Chang International Circuit
03 November	Malaysia	Sepang International Circuit
17 November	Comunitat Valenciana	Circuit Ricardo Tormo

MotoGP™ NOTES:

Reserve Event: Hungary - Balaton Park Circuit**

*Subject to contract

** Subject to contract and homologation

About the FIM (www.fim-live.com)

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the governing body for motorcycle sport and the global advocate for motorcycling. The FIM is an independent association formed by 118 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 70 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro, Cross-Country Rallies, Speedway and E-Bikes. Furthermore, the FIM is also active and involved in the following areas: public affairs, road safety, touring and protection of the environment. The FIM was the first international sports federation to impose an Environmental Code in 1994.

FIM CCR CIRCUITS

NOM DU CIRCUIT NAME OF CIRCUIT	PAYS COUNTRY	FMN	LONGUEUR LENGTH	DIRECTION **	POLE POSITION	LLD Info	DERNIERE / LAST INSPECTION	INSPECTOR	LAST GRADE	Situation / Validity	NOM DU CIRCUIT NAME OF CIRCUIT
BRNO	Rép. Tchèque / Czech Rep.	ACCR	5'403 km	C	gauche/left		06.08.2020	Franco UNCINI	A	2020	BRNO
MOST	Rép. Tchèque / Czech Rep.	ACCR				Pixel 15	27.07.2023	Antonio LIMA Rezső BULCSU	B + C + F	2023	MOST
BRANDS HATCH	GB	ACU	3'916 km	C	gauche/left		17.03.2015				BRANDS HATCH
DONINGTON PARK	GB	ACU	4'020 km	C	gauche/left	EM M 14	29.06.2023	Antonio LIMA	B + F	2023	DONINGTON PARK
DONINGTON PARK (Short)	GB	ACU	3'188 km	C	gauche/left		10.09.2016	Ralph BOHNHORST			DONINGTON PARK (Short)
SILVERSTONE	GB	ACU	5'891 km	C	gauche/left	EMM 2022	03.08.2023	Tome ALFONSO Franco UNCINI	A	2023	SILVERSTONE
COTA	USA	AMA	5'513 km	A	droite/right	asked	13.04.2023	Tome Alfonso	A	2023	COTA
INDIANAPOLIS	USA	AMA	4'170 km	A	droite/right		06.08.2015	Franco UNCINI			INDIANAPOLIS
LAGUNA SECA	USA	AMA	3'610 km	A	droite/right		11.07.2019	Franck VAYSSIE		2019	LAGUNA SECA
TENNESSEE	USA	AMA						Franco UNCINI Franco VAYSSIE		Dossier à l'étude / under study	TENNESSEE
THESSALONIKI	Greece	AMOTOE	3'186 km	C			06.09.2022	Franck VAYSSIE		Dossier à l'étude / under study	THESSALONIKI
SPIELBERG / RED BULL RING	Autriche / Austria	AMF	4,318 km	C	gauche/left	EMM 2022	17.08.2023	Tome Alfonso R. BULCSU	A + F	2023	SPIELBERG / RED BULL RING
SOKOL	Kazakhstan	AMFK				Pixelcom 2023	29.06.2015	Franco UNCINI		Under Construction	SOKOL
BAHRAIN INTL CIRCUIT	Bahrein / Bahrain	BAMF	5'400 km	C	gauche/left		11.09.2014	Rezső BULCSU			BAHRAIN INTL CIRCUIT
NINGBO	Chine/China	CAMF					10.01.2018	Franck VAYSSIE			NINGBO
ZHU HAI	Chine/China	CAMF					02&03/03/2023	Franck VAYSSIE			ZHU HAI
EL VILLCUM	Argentine / Argentine	CAMOD	4'276 km	A	droite/right		20.10.2022	Tamara MATKO	B	2022	EL VILLCUM
TERMAS DE RIO HONDO	Argentine / Argentine	CAMOD	4'805 km	C	gauche/left	Pixelcom 2023	30.03.2023	Tome Alfonso	A	2023	TERMAS DE RIO HONDO
BELO HORIZONTE	Brésil / Brasil	CBM					23.11.2015			Travaux à faire / Work to do	BELO HORIZONTE
GOIANIA	Brésil / Brasil	CBM						Franco UNCINI		Dossier à l'étude / under study	GOIANIA
INTERLAGOS	Brésil / Brasil	CBM						Franck VAYSSIE		Travaux à faire / Work to do	INTERLAGOS
RIO	Brésil / Brasil	CBM						Franco UNCINI		Dossier à l'étude / under study	RIO
EUROSPEDWAY LAUSITZ	Allemagne / Germany	DMSB	4,265 km	A	droite/right		17.08.2017	Franck VAYSSIE			EUROSPEDWAY LAUSITZ
HOCKENHEIM	Allemagne / Germany	DMSB		C	gauche/left		16.06.2015			Travaux à faire / Work to do	HOCKENHEIM
NURBURGRING	Allemagne / Germany	DMSB	5'137 km	C	gauche/left		21.08.2017			Travaux à faire / Work to do	NURBURGRING
OSCHERSLEBEN	Allemagne / Germany	DMSB	3'696 km	C	droite/right		06.10.2023	Rezső BULCSU Paul DUPARC	F	2023-2024	OSCHERSLEBEN
SACHSENRING	Allemagne / Germany	DMSB	3'671 km	A	gauche/left	EMM 2022	15.06.2023	Tome Alfonso R. BULCSU	A + F	2023	SACHSENRING
LE MANS	France	FFM	4'185 km	C	gauche/left	EM	12.04.2023	F. UNCINI / T. ALFONSO P. DUPARC / F. VAYSSIE	A + C	2023	LE MANS
NEVERS MAGNY-COURS	France	FFM	4'411 km	C	droite/right		08.09.2023	Antonio LIMA Tamara MATKO	B	2023	NEVERS MAGNY-COURS
PAUL RICARD	France	FFM	5'673 km	C	droite/right		14.09.2023	Rezső BULCSU F. VAYSSIE P. DUPARC	C	2023	PAUL RICARD
SPA-FRANCORCHAMPS	Belgique / Belgium	FMB	6'985 km	C	gauche/left	EMM 2022	15.06.2023	Rezső BULCSU P. DUPARC T. ALFONSO - F. VAYSSIE	C & F	2023	SPA-FRANCORCHAMPS
BINOTTO	Italie / Italy	FMI						Paul KING		Dossier à l'étude / under study	BINOTTO
IMOLA	Italie / Italy	FMI	4'936 km	A	gauche/left		13.07.2023	Franck VAYSSIE A. LIMA	B	2023	IMOLA
MONZA	Italie / Italy	FMI	5'777 km	C	gauche/left		16.11.2016	Franck VAYSSIE		Travaux à faire / Work to do	MONZA
MUGELLO	Italie / Italy	FMI	5'245 km	C	droite/right	EMM 2022	26.05.2022	F. UNCINI / B. ALFONSO	A	2023	MUGELLO
MISANO	Italie / Italy	FMI	4'226 km	C	gauche/left	EM 2022	07.09.2023	Antonio LIMA Tome Alfonso	A + B	2023	MISANO
VALLELUNGA	Italie / Italy	FMI		C			11.05.2015	Franck VAYSSIE			VALLELUNGA
HERMANOS RODRIGUEZ	Mexique / Mexico	FMM	4'438 km	C	gauche/left		13.11.2018	Franco UNCINI		Travaux à faire / Work to do	HERMANOS RODRIGUEZ
ESTORIL	Portugal	FMP	4'182 km	C	gauche/left	EM 2022	04.05.2023	R. BULCSU / M. SMRZ Tamara MATKO	B+C+D+F	2023	ESTORIL
PORTIMAO	Portugal	FMP	4'592 km	C	gauche/left		18.09.2023	T. Alfonso A. LIMA M. SMRZ F. UNCINI T. MATKO	A+B+D	2023	PORTIMAO
BIC DELHI	Inde / India	FMSCI	5'030 km	C	gauche/left		21.09.2023	Tome ALFONSO	A	2023	BIC DELHI
CHENNAI RACEWAY	Inde / India	FMSCI					27.05.2019	Franck VAYSSIE			CHENNAI RACEWAY
BURIRAM (CIC)	Thaïlande / Thailand	FMSC	4'554 km	C	gauche/left	TBA	29.09.2022	Franck VAYSSIE Franco UNCINI	A	2022	BURIRAM (CIC)
GROBNIK-RIJEKA	Croatie / Croatia	HMS	4'168 km	A	gauche/left		18.03.2022	Rezső BULCSU	F	2022 Project for grade B	GROBNIK-RIJEKA
MANDALIKA	Indonésie / Indonesia	IMI	4'300 km	C	gauche/left	DZ-E 2022	12.10.2023	A. LIMA T. ALFONSO Tamara MATKO	A+B	2023	MANDALIKA
KUWAIT MOTOR TOWN	Kuwait	KIAC					23.06.2022	Franck VAYSSIE		Dossier à l'étude / under study	KUWAIT MOTOR TOWN
ASSEN	Pays-Bas / Netherlands	KNMV	4'542 km	C	gauche/left	Pixelcom	22.06.2023	T. ALFONSO A. LIMA P. DUPARC	A + B + F	2023	ASSEN
BATHURST	Australie / Australia	MA	6'213	A				Franco UNCINI			BATHURST
PHILLIP ISLAND	Australie / Australia	MA	4'448 km	A	gauche/left	MyLaps 2022	19.10.2023	Antonio LIMA Tome Alfonso	A + B + t	2023	PHILLIP ISLAND
TAILEM BEND	Australie / Australia	MA					04.02.2016	Franco UNCINI			TAILEM BEND
SEPANG	Malaisie / Malaysia	MAM	M	C	gauche/left	DZ-E 2022	20.10.2022	Franco UNCINI Rezső BULCSU	A + C	2022	SEPANG
JOHOR	Malaisie / Malaysia	MAM					01.02.2017				JOHOR
BALATON PARK	Hongrie / Hungary	MAMS					21.08.2023	Tome ALFONSO		Dossier à l'étude / under study	BALATON PARK
HUNGARORING	Hongrie / Hungary	MAMS	5,381 km	C	gauche/left		07.03.2023	Tome ALFONSO		Dossier à l'étude / under study	HUNGARORING
PANNONIA RING	Hongrie / Hungary	MAMS	4'470 km	C	gauche/left		16.03.2022	Rezső BULCSU	F	2022-2023	PANNONIA RING
AUTOPOLIS	Japon / Japan	MFJ					17.01.2018	Franck VAYSSIE		Travaux à faire / Work to do	AUTOPOLIS
SUZUKA	Japon / Japan	MFJ	5'824 km	C	gauche/left	IN PLACE	03.08.2023	Franck VAYSSIE Rezső BULCSU	C	2023	SUZUKA
TWIN RING MOTEGI	Japon / Japan	MFJ	4'801 km	C	gauche/left	EM M 2022	28.09.2023	Tome Alfonso Franco UNCINI	A	2023	TWIN RING MOTEGI
IGORA DRIVE	Russie / Russia	MFR					01-02.10.2020	Franco UNCINI		Travaux à faire / Work to do	IGORA DRIVE
MOSCOW RACEWAY	Russie / Russia	MFR	3'955 km	A	droite/right		15.11.2012	Igor ESKINJA		2013-2014	MOSCOW RACEWAY
DOHA LUSAIL	Qatar	QMMF	5'380 km	C	gauche/left	2022	09.08.2023	Tome ALFONSO Franco UNCINI	A + N	2022	DOHA LUSAIL
ALBACETE	Espagne / Spain	RFME	3'550 km	C	gauche/left		03.05.2022	Tamara Matko	D	Travaux à faire / Work to do	ALBACETE
ARAGON	Espagne / Spain	RFME	5'078 km	A	droite/right	Pixelcom 2022	06.10.2023	Franco UNCINI Matej SMRZ Antonio LIMA	B + D	2023	ARAGON
CATALUNYA	Espagne / Spain	RFME	4'727 km	C	gauche/left	Alkamel/Pixelcom 2022	31.08.2023	T. Alfonso, M. SMRZ T. MATKO Antonio LIMA	A + B + D	2023	CATALUNYA
JEREZ	Espagne / Spain	RFME	4'423 km	A	gauche/left	rented for 2022	01.06.2023	F. UNCINI T. ALFONSO Matej SMRZ T. MATKO	A+B+D	2023	JEREZ
LOS ARCOS-NAVARRA	Espagne / Spain	RFME	3'970 km	C	gauche/left		19.08.2021	Tamara MATKO Franck VAYSSIE	B	2021	LOS ARCOS-NAVARRA
VALENCIA	Espagne / Spain	RFME	4'005 km	A	droite/right	2023	19.05.2023	Franco UNCINI Matej SMRZ	A + D	2023	VALENCIA
SLOVAKIA RING	Slovaquie / Slovakia	SMF	5'922 km	C	gauche/left		05.02.2019	Rezső BULCSU	C + F	2019	SLOVAKIA RING
ALASTARO	Finlande / Finland	SML					13.11.2019	Rezső BULCSU		Travaux à faire / Work to do	ALASTARO
KIMI	Finlande / Finland	SML				2022 MyLaps ?	16.05.2022	Franco UNCINI		Travaux en cours / Work in progress	KIMI
ISTANBUL	Türkiye	TMF	5'378 km	A	droite/right		12.08.2013				ISTANBUL
DUBAI AUTODROME	EAU / UEA	UAEMC	5.377 km		droite/right		24.02.2015			Travaux à faire / Work to do	DUBAI AUTODROME
YAS MARINA	EAU / UEA	UAEMC					21.03.2011			Travaux à faire / Work to do	YAS MARINA

Legend / légende Legend / légende

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

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

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

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

FMNS	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AAM	P. DUPARC			P. DUPARC			P. DUPARC 24-25 Feb.					
AAMC	R. BULCSU	R. BULCSU	R. BULCSU	R. BULCSU	Paul DUPARC 06-07 May	R. BULCSU 01-02/06/2017	Paul DUPARC 05-06 Oct	Paul DUPARC 18-19 Oct	23-24/10 Postp. Covid			F.VAYSSIE 07-08 March
ACCR												
ACU		J Parker P. KING			Paul KING 27-28 Feb.			Paul KING 2 & 3 March			Webinar Paul KING	
AMA			CUMBOW			Paul KING 24-25 April		Paul KING 16-17 April			Paul KING 11 & 12 April	
BAMF							R. BULCSU 25-26 Feb					
CAMOD			R. BULCSU			too late !	too late !	B CUMBOW 25-26 March				
CBM									28-29/03 Postp. Covid			
CMSA			R. BULCSU				R. BULCSU 25-26 Feb		Latest 8/03 Postp. Covid			F.VAYSSIE 04-05 March
DMSB		R. BULCSU			R. BULCSU 5-6 March			Paul KING 16 & 17 March			Webinar Paul KING	
DMU			R. BULCSU			R. BULCSU 08-09 April						
EMSO									Dubai ? asked to FVA			
FFM	P. COUTANT	P. COUTANT	P. COUTANT	P. COUTANT	P. COUTANT 27-28 Feb	P. COUTANT 11-12 March		P. COUTANT 30-31 Mar	P. COUTANT Postp. Covid	P. COUTANT 01 April	P. COUTANT 12-13 March	
FMI		P. KING			P. KING 05-06 March			Paul KING 09 & 10 March			Webinar Paul KING	
FMP			DUPARC		R. BULCSU V. CORREDOIRA 5-6 March			F. VAYSSIE 29&30 June			Paul DUPARC 02 & 03 April	
FMPR			CUMBOW PEREZ									
FMSCI		R. BULCSU P. DUPARC										
FMSCT				R. BULCSU			R. BULCSU 24-25 Feb.					
FMV/UMLM			PEREZ			Lincoln Perez 16-17 Sep						
HMS								R. BULCSU 16 & 17 March			R. BULCSU 19 & 20 March	
IMI					P. DUPARC 5-6 March			P. DUPARC 16-17 March				
KNMV											Webinar Paul KING	
MA	R. BULCSU					Franck VAYSSIE 20-21 Feb			20-21/10/2020 Post Covid		Webinar Paul KING	
MAMS			R. BULCSU				R. BULCSU 07-08 April			R. BULCSU 15-16 May		
MFJ		R. BULCSU			R. BULCSU 20-21 Feb			R. BULCSU 09-10 March			R. BULCSU 30 April 1st March	
MFR	R. BULCSU P. DUPARC											
OeAMTC		R. BULCSU			R. BULCSU 27-28 Feb							
QMMF			VAYSSIE		F. VAYSSIE 23-24 March			F. VAYSSIE 20-21 OCT				
RFME			P. KING			Paul DUPARC 25-26 Feb			A. SOMOLINOS 07-08 March		Webinar Paul KING	
SMF						R. BULCSU 11-12 March						
SML									Paul KING Postp. Covid		Paul KING 23 & 24 April	
SMSA	R. BULCSU											

LEGEND

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

Working Group related to the revision of the FIM Disciplinary and Arbitration Procedures

Meeting with the CCR – 5 June 2023 in Mies

PRESENCE Working Group

Jacques BOLLE	Directeur de la Liste des juges internationaux (LJI)
Robert HOFSTETTER	Membres de la LJI
Jean-Paul GOMBEAUD	Directeur des Sports de la FIM
Ludovic AGASSIZ	Directeur Juridique de la FIM
Sara Maria MORENO	Conseillère juridique de la FIM
Arthur LOYE	Conseiller juridique de la FIM

PRESENCE CCR

Paul KING	Directeur de la CCR
Paul DUPARC	Manager de la CCR
Svetlana NAZAROVA	Coordinatrice de la CCR
Séraphine CARROZ	Stagiaire au sein de la CCR

1. By way of introduction to the meeting, the close collaboration between the CCR and the Working Group was noted. The major changes and proposed amendments to the rules and disciplinary bodies were also discussed since the last meeting. These changes included
 - Extending to the persons concerned (rider, team, constructors) **the possibility of appealing against a decision as long as the sanction imposed in that decision does not apply for the same day** (see in particular article 3.4.2.1 of the Grand Prix Regulations).
 - The notion of intention to lodge a protest has been removed (except for technical protests).
 - Include the procedure for **approving changes to the regulations as indicated in the preamble to the regulations**: first by the respective Commission and then by the Permanent Bureau (at least for Grand Prix, SBK SS). This demonstrates that the procedure for making changes to the regulations has been followed and that the changes are therefore enforceable.
 - **Harmonisation of bodies within the CCR**: a body should not have different functions depending on the discipline.
2. **The question of the statement of fact was raised**, and the Working Group has yet to define it. This definition should be applicable to all the commissions. The close collaboration between the commissions and the Working Group will continue in order to arrive at a coherent definition of fact-finding. According to the discussions held, the principle would be that all decisions can be appealed unless the appeal would prejudice the smooth running of the event.
3. Next up was **the disciplinary case brought before the MotoGP Court of Appeal involving Marc Marquez**. First of all, it was noted that the decision had been reached within the allotted time, that the judges involved had taken a logical approach and that, in the end, the case had been very rewarding for all concerned. The question of the protocol was discussed. The protocol was published when proceedings were already pending (open) before the Court of Appeal. The judges logically stated that the protocol was not applicable to the case in question because it did not correspond to the law in force when the case was opened. According to the CCR, this protocol should not in principle have been published. It was merely an internal guideline for the Commission. Nevertheless, the CCR indicated that this protocol had been brought to the

attention of the riders, teams and manufacturers at the meeting of the first grand prix of the season. This question of the protocol must be discussed internally within the CCR. Thus :

- Either this protocol should **remain solely an internal guideline for the CCR** and therefore not be enforceable against the persons concerned and should not be shown to them;
 - Or this protocol **genuinely constitutes rules enforceable** against data subjects and must therefore be published and communicated in accordance with the rules in force.
4. The **distinction between organisational and jurisdictional functions was also noted**. While in some disciplines, the financial and human resources make it possible to clearly distinguish the two functions with different people for each, in disciplines where resources are more limited, this separation is more difficult. Nevertheless, the Working Group **recommends that, as far as possible, these two functions should be clearly distinguished** by assigning these responsibilities to different people.
 5. There was also discussion of **automatic sanctions** when a certain number of offences of the same type have been committed. However, the CCR indicated that for each infringement reported, the Stewards are free to assess the facts that led to this infringement and therefore to decide whether or not to apply a sanction.
 6. The issue of **repeat offences was raised when applying the sanction**. The CCR indicated that there was a table showing all the offences committed by riders. This makes it possible to impose heavier penalties in the event of a repeat offence. This rule is not written down and the table does not exist in all disciplines. When the Disciplinary Code is completely rewritten, the working group should propose a **general rule on the guiding principles governing the application of the sanction** (aggravating and mitigating circumstances, repeat offences, degree of fault, proportionality, etc.). These guiding principles could serve as guidelines for the commissions.
 7. The means of communicating and notifying riders of decisions and rules were then discussed. Some riders are already notified by electronic means. The Working Group recommends that the Commissions provide for the possibility of notifying riders, teams and manufacturers by paper or electronic means. This possibility must be included in the regulations. This will cover in particular communications by e-mail, WhatsApp or other electronic means such as the Sport TT or Team App.
 8. **The issue of team licences was raised**. This has not yet been resolved and a letter is to be sent to IRTA (Mike Trimby) to take this matter forward. If a team can be awarded a world championship title, it is normal to expect that this team can be subject to the application of the FIM regulations and brought before the disciplinary bodies. Taking out a licence is a means of achieving these objectives.
 9. The **competent disciplinary bodies for LSWR** were discussed among the members of the meeting. It is proposed to have one arbitrator (FIM) and one deputy arbitrator (FMNR representative) and the appeal will be dealt with by the CDI.
 10. Having a **dematerialised payment system for deposits for claims and appeals** was warmly approved by the CCR.
 11. In conclusion, it was once again reiterated that the Working Group is at the disposal of the CCR for legal and disciplinary matters. The CCR was warmly thanked for its work and for taking into account the proposals made by the Working Group. Those present at the meeting expressed the hope that this good collaboration will continue in the future.

Groupe de Travail sur la Révision des Procédures Disciplinaires et d'Arbitrage FIM

Réunion avec la CCR – 5 juin 2023 à Mies

PRESENCE Groupe de travail

Jacques BOLLE	Directeur de la Liste des juges internationaux (LJI)
Robert HOFSTETTER	Membres de la LJI
Jean-Paul GOMBEAUD	Directeur des Sports de la FIM
Ludovic AGASSIZ	Directeur Juridique de la FIM
Sara Maria MORENO	Conseillère juridique de la FIM
Arthur LOYE	Conseiller juridique de la FIM

PRESENCE CCR

Paul KING	Directeur de la CCR
Paul DUPARC	Manager de la CCR
Svetlana NAZAROVA	Coordinatrice de la CCR
Séraphine CARROZ	Stagiaire au sein de la CCR

1. En guise d'introduction de la réunion, il est noté l'étroite collaboration entre la CCR et le Groupe de travail. **Les grands changements et propositions d'amendements aux règles et organes disciplinaires sont également abordés depuis la dernière réunion.** Parmi ces changements, sont notamment relevés :
 - **Etendre la possibilité aux personnes concernées** (coureur, équipe, constructeurs) la **possibilité d'interjeter appel contre une décision** tant que la sanction imposée dans cette décision ne s'applique pas pour le jour même (voir notamment article 3.4.2.1 du Règlement des Grands Prix).
 - La notion **d'intention de faire une réclamation a été supprimée** (sauf pour les réclamations techniques).
 - **Inclure la procédure d'approbation des changements aux règlements comme indiqué dans le préambule des règlements** : d'abord par la Commission respective et ensuite par le Bureau Permanent (au moins pour Grand Prix, SBK SS). Cela permet de démontrer le respect de la procédure de changement aux règlements et donc l'opposabilité des changements.
 - **L'harmonisation des organes au sein de la CCR** : qu'un organe n'ait pas des fonctions distinctes selon les disciplines.
2. **Est abordée la question de la constatation de fait**, qui doit encore faire l'objet d'une définition au sein du Groupe de travail. Celle-ci devra être applicable pour toutes les commissions. Le travail de collaboration étroit entre les commissions et le Groupe de travail continuera pour arriver à une définition cohérente de la constatation de fait. Selon les discussions tenues, le principe serait que toutes les décisions sont appelables sauf si l'appel porterait atteinte au bon déroulement de la manifestation.
3. Il est évoqué **ensuite le cas disciplinaire porté devant la Cour d'appel MotoGP pour Marc Marquez**. Il est tout d'abord noté le respect des délais pour rendre la décision, la solution logique prise par les juges saisis et que finalement ce cas a été très enrichissant pour l'ensemble des acteurs concernés. Est discuté la question du protocole. Celui-ci a été publié alors que la procédure était déjà pendante (ouverte) devant la Cour d'appel. Les juges ont d'ailleurs logiquement mentionné que ce protocole n'était pas applicable au cas d'espèce car celui-ci ne correspondait pas au droit en vigueur lors de l'ouverture du cas. Ce protocole, selon la CCR, ne devait en principe pas être publié. Il ne s'agissait que de lignes directrices internes destinées à

la Commission. Néanmoins, il est indiqué par la CCR que ce protocole avait été porté à la connaissance des coureurs, équipes et manufacturiers lors de la réunion du premier grand prix de la saison. Cette question du protocole doit être discutée en interne au sein de la CCR. Ainsi :

- Soit ce protocole ne doit rester que des lignes directrices internes à la CCR et n'est donc pas opposable aux personnes concernées et ne doit par conséquent pas être montré à celles-ci ;
 - Soit ce protocole constitue véritablement des règles opposables aux personnes concernées et il doit ainsi être publié et communiqué selon les règles en vigueur.
4. **Il est noté également la distinction des fonctions organisationnelle et juridictionnelle.** Si dans certaines disciplines, les moyens financiers et humains permettent de bien distinguer les deux fonctions avec des personnes différentes à chaque fois, dans les disciplines dans lesquelles les moyens sont plus restreints, cette séparation est plus difficile. Il est néanmoins recommandé par le Groupe de travail, dans la mesure du possible, de bien distinguer ces deux fonctions en attribuant ces compétences à des personnes différentes.
 5. Il est aussi discuté des **sanctions automatiques** quand un certain nombre d'infractions du même type ont été commises. La CCR indique néanmoins que sur chaque infraction reportée, les Commissaires sont libre d'apprécier les faits qui ont conduit à cette infraction et donc de décider d'appliquer ou non une sanction.
 6. Il est abordé, lors de l'application de la sanction, **la prise en considération de la récidive.** La CCR indique qu'il existe un tableau de l'ensemble des infractions commises par les coureurs. Cela permet d'infliger des sanctions plus importantes en cas de récidive. Cette règle n'est pas écrite et ce tableau n'existe pas dans toutes les disciplines. Le groupe de travail doit, lors de la réécriture complète du Code disciplinaire, **proposer une règle générale des principes directeurs qui gouvernent l'application de la sanction** (circonstance aggravante, atténuante, récidive, degré de la faute, proportionnalité, etc.). Ces principes directeurs pourront servir de ligne directrice pour les commissions.
 7. Les **moyens de communication et de notification des décisions et des règles aux coureurs** sont ensuite discutés. Certaines notifications de coureurs se font déjà par moyens électroniques. Le Groupe de travail préconise que les commissions prévoient la possibilité de notifier les coureurs, équipes et manufacturiers par voie papier ou par voie électronique. Cette possibilité doit être inscrite dans les règlements. Cela couvrira notamment les communications par mail, WhatsApp ou autre moyen électronique comme l'application **Sport TT ou Team App**.
 8. **La question des licences pour équipes est abordée.** Celle-ci n'est pas encore résolue et une lettre doit être envoyée à IRTA (Mike Trimby) pour faire avancer ce sujet. Si une équipe peut recevoir un titre de champion du monde, il est normal de prévoir que cette équipe peut être sujette à l'application des règlements FIM et attrait devant les organes disciplinaires. La prise d'une licence est un moyen pour arriver à ces objectifs.
 9. Les **organes disciplinaires compétents pour le LSWR** sont discutés entre les membres de la réunion. Il est proposé d'avoir un arbitre (FIM) en un arbitre adjoint (représentant FMNR) et l'appel sera traité par la CDI.
 10. Avoir un système de **paiement dématérialisé pour les cautions pour réclamations et appels** est chaudement approuvé par la CCR.
 11. Pour conclure, il est encore une fois rappelé que le Groupe de travail est à la disposition de la CCR pour les questions juridiques et disciplinaires. La CCR est grandement remerciée pour son travail et la prise en compte des propositions fournies par le Groupe de travail. Les acteurs de cette réunion souhaitent vivement que cette bonne collaboration continue dans le futur.