

## PRESS RELEASE

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## FIM Grand Prix World Championship

### Decisions of the Grand Prix Commission

The Grand Prix Commission, composed of Messrs. Paul Duparc (FIM), Hervé Poncharal (IRTA), Biense Bierma (MSMA) and Carmelo Ezpeleta (Dorna, Chairman) in the presence of Jorge Viegas (FIM President), Mike Webb (IRTA, Secretary of the Meeting), Carlos Ezpeleta (Dorna), Corrado Cecchinelli (Director of Technology), Paul King (FIM CCR Director) and Dominique Hebrard (FIM CTI Technical Manager), in meetings held throughout March and April 2025, made the following decisions:

#### **All Grand Prix Classes: Start Procedure - Effective Immediately**

To simplify the procedure and previous protocols, there will now be a penalty for riders leaving or not joining the grid, removing the differentiation between a rider leaving the grid for a technical reason or leaving the grid to make a weather-related tyre change.

Effective immediately, in all classes, if a rider leaves the grid for any reason, they must start the warm up lap from pit lane, take their original grid position, and serve a standard double long lap penalty. This also applies to riders who don't go to the grid. As per current rules, if a rider misses the warm up lap, they must start the race from pit lane. In all these cases a change of bike is permitted in the MotoGP class, where riders have two machines.

The existing time delay penalty for starting the race from pit lane remains unchanged. In addition, the current limit of a maximum of 10 riders to take the race start from Pit Lane also remains. For clarification, this does not apply to the warm up lap.

It is not possible to determine if a rider leaves the grid for a genuine technical problem or for a bike/tyre setting change and therefore, the penalty must be the same in both cases. The new regulations simplify the rules for all parties including the fans and viewers whilst maintaining the advantage for riders who have made the correct tyre choice.

#### **MotoGP Class: Injured Rider Testing Provision – Effective Immediately**

Effective immediately, MotoGP riders who have been injured and missed various events will now be given the opportunity to conduct a test with a MotoGP machine, aiding their physical preparation for their return to competition. This is not mandatory and applies to MotoGP class riders only.

To be given this provision, a rider must have missed three or more consecutive events or have not been able to participate in events for at least 45 consecutive days during the season.

An event is defined as a Grand Prix or standalone official test of more than one day in duration. Post-GP tests on Mondays, and the post-season one-day test, are counted as part of the Grand Prix they follow.

The season is defined as from the first official pre-season test to the final Grand Prix of the season. Participation in an event is defined as exiting pit lane once during an official event.

The one-day test must be conducted on a circuit where the manufacturer is allowed to test according to their concession rules and/or test circuit choice (if applicable), or on any circuit where no further MotoGP Grand Prix is scheduled to take place following the test in the same season. However, under no circumstances this test can be conducted within the 8 weeks prior a MotoGP Grand Prix taking place on the same circuit.

The tyres used will count towards the manufacturer's test team allocation, and a maximum of 3 sets of tyres can be used.



## **MotoGP Class: 2027 Specification Testing – Effective Immediately**

An agreement has been made between the manufacturers that they will not test 2027 specification machines during the 2025 season. This means testing a motorcycle of the 2027 specification will only be allowed from the 17th of November 2025.

## **Moto2 and Moto3 Class: Wildcard Entries – Effective Immediately**

A new limit will be imposed on Moto2 and Moto3 wildcard entries per season in order to assure that riders wishing to compete in multiple events are encouraged to seek a permanent entry rather than maximising wildcard appearances. The new limit is now 3 per rider per season. Additionally, each team will also be limited to a maximum of three wild card allocations per season.

**A regularly updated version of the FIM Grand Prix Regulations which contains the detailed text of the regulation changes may be viewed [HERE](#).**

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### **About the FIM ([www.fim-live.com](http://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 123 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, SuperMoto, 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.